

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



ROUNDUP 2013

The hottest show in the Docklands

RENAULT OF THE DECADE

The R8

REVIEWED

*Berwick Tyrepower
isn't losing
its grip*

LES PARK

1930 - 2013

APRIL / JUNE 2013

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April-June 2013

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Welcome back,

It's been a while so we've combined April and June into one edition. Thanks for the feedback on the changes introduced last edition, it is appreciated.

Inside we have a selection of photos from February's Renault Round-Up. Thanks to all of you who sent us some - it was a huge challenge deciding which to include and which to exclude from the hundreds to choose from.

For the centrefold, you'll find another of Rob's wonderful drawings, this time of the R8 Gordini, which is our Renault of the decade for '63-'72. There's a bit of a profile on Rob also to let you know more about our artist.

We have a couple of sporting articles provided by competitors. The day by day view of the Tasmanian Targa by the couple driving 'Mademoiselle' their Alpine A110 made me wish I'd been there. And our own Amanda Elliott tells us about her hillclimbing season so far. It's a good read.

The usual sections are all there: Cooking with Gabe, Club Shop and member ads, the Review (Berwick Tyrepower this time), dealer list, etc. There's been some changes in the dealers in eastern Melbourne with a new one and one leaving.

The French Car Festival is approaching rapidly - less than two months away. It really is shaping up to be one of the great ones. We've included a flyer in the magazine mailing for you to put in your car / shop / office window or notice board. Stick it up somewhere, anywhere. Oh, and do come yourself.

You'll also find the membership application / renewal form on the back of the address slip. The club would like those back if we may - filled out by someone new of course!

Geoff and Ken

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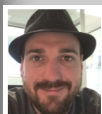
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CLUB MEETING

WHERE...

Dorothy Laver Reserve Pavilion
Dorothy Laver Reserve
Saxby Road Glen Iris (Mel 59 K10)

WHEN...

Third Tuesday every month
7.30 pm

Front Cover: Renault Roundup 2013
(Dishan Marikar www.dmarikar.com)

Articles by Chris Gajic, Ken Marriott, Geoff Rasmussen, Ernst Luthi, Amanda Elliott

Photos by Robert Davis, Trevor Wise, Geoff Rasmussen, Dishan Maikar (www.dmarikar.com), Ken Marriott, Jo Edwards, Renault Media

JOINING / RENEWING

The membership year runs from June to July. Applications for membership can be made at any time by submitting a completed application to the membership secretary by post to:

PO Box 111 Heidelberg VIC 3084

The Application form is available for download from www.RCCV.info. It is also occasionally printed on the back of the magazine's mailing address slip.

It is a condition of Club Permits for vehicle that the owner remains a financial member of the club. If the permit expires later than the membership year and membership is not renewed the permit becomes no longer valid.

Welcome to new members: Denise Andrews, Tim Clark, Geoff Coats, Chris & Siobhan Feldt, Franklin Garson, Daniel Groszek, Iain Kennedy, Joost Kuckartz, Simon Lodge, Howard & Judith Mackey, David Maher, Kirby Masterman and Aldo & Sandy Miglioranza



PRESIDENT'S REPORT



Change. It's something that happens often, sometimes prompted by our own actions, other times not. Earlier this month, our founding member resigned his membership. I won't dwell on it here, apart from pausing to acknowledge the amazing contribution Les Park made to the club. Thanks Les, you'll be missed.

As with all things, change is happening elsewhere amongst our favourite marque, with a new dealer being appointed in Ringwood, Eastern Renault. I am yet to make the trip out to see them, but wish them the best for their future with us and look forward to welcoming them to our events.

The final round of this year's Rob Roy interclub challenge is rapidly approaching, and we're keen to take out the trophy for our 60th year. Grab the details out of the calendar and come out and play. Points are awarded in each class, so we need a good spread of cars running to have a crack. I'm hoping to convince the editor to run up in Lucy again this year, it was fantastic to see the R4 up and having a run.

We're running second, and need you to be there to catch the leaders!

Preparations for the French Car Festival in October are coming along nicely, and the revelation of having an undercover area should bring out much of the rarer metal that typically shies away from an open display.

I would also like to welcome our new committee to their positions, thank our outgoing Membership Secretary and also congratulate our "unofficial" committee member for coming along and taking on the organisation for our Christmas event.

It's going to be a ripper year, and I'm glad you've joined us for the ride.

Hope to see you soon!

Mikee



RENAULT MEDIA

News from the World of Renault

Ken Marriott

There's continuing good news on all fronts from Renault! Some of the recent news highlights include:

Australian Rally Championship

Renault Australia announced in mid February that it is returning to rallying in Australia for the first time in many years. In fact, it was 1970 when Bob Watson and his crew campaigned the French blue R8 Gordini to outright success.

Renault Sport is set to contest the 2013 East Coast Bullbars Australian Rally Championship alight, with a pair of 2WD Renault Sport Clio R3 factory-built rally cars. The cars will be driven by Scott Pedder and co-driver Dale Moscatt, and privateer Tom Wilde with co-driver Bill Hayes. Both co-drivers have tasted success at the very highest levels of international rallying in 2011 and 2012, and bring a significant advantage to both Renault teams for 2013.

The cars will be campaigned throughout the season and will be supported by Renault Australia.

With any luck, we may see some of these cars in the round at the French Car Festival in October!

Justin Hocevar, Managing Director of Renault Australia stated that "The two 2WD R3 vehicles... present a feisty, competitive and proven package that will delight ARC fans, with their performance, traction and speed.

"We're here to win, that's for sure, but also to show off what Renault can do in rallying to a whole new generation of fans.

"The Renault Sport brand has attracted a huge following in recent times, and we're now the second biggest market in the world for the Mégane Renault Sport 265. That is why the Renault Sport factory has been so keen to help us return to rallying with the R3 cars".

The Renault Sport Clio R3 mirrors the powerful, thoroughbred design of the road-going Renault Sport Clio, with the main distinctive difference of the competition version being the roof-mounted air intake. A welded roll cage made from more than 40 metres of steel tube has strengthened the chassis, which is based on a Renault Sport Clio body shell. The suspension system allows plenty of scope for fine-tuning, thus making it easier to adapt the vehicle's performance to all types of terrain.

Under the bonnet, the car carries a 2.0-litre, 16V normally aspirated engine has been modified both internally and externally to boost power output to 250bhp (184kW) at 8,400rpm. The four-cylinder engine is connected to a six-speed sequential transmission. A single Electronic Control Unit manages the engine, transmission and data acquisition system.

Le Mans 24 Hour Race

Even more stunning than the Australian Rally Championship commitment is the announcement that Renault will contest both the Le Mans 24 Hours and the 2013 European Le Mans Series through the new joint company, Societe des Automobiles Alpine Caterham. This is the first time for 35

(Continued on page 6)



RENAULT MEDIA cont.

(Continued from page 5)

years that the marque has competed in these events. Both technical and financial support are being provided for the effort by Total and Michelin.

For its return to Le Mans, Alpine has joined forces with Signatech. The Philippe Sinault-run team will enter an Alpine LM P2 prototype with an Alpine chassis powered by a 500hp Nissan engine for the five rounds of the European Le Mans Series endurance racing championship (ELMS), including the opening race at Silverstone, England in April. The drivers will be Nelson Panciatici and Pierre Ragues.

Australian Rules Football

In another return to past successes, Renault Australia has become a new joint major partner under a multi-year deal with the Port Adelaide Football Club. At the time of writing, Port was sitting pretty only one spot from the top of the ladder and with a 3 from 3 win rate. Clearly, there's something going right already! Garry Richardson, a close mate of the writer, happens to be the Power's Head Masseur so with any luck Renault might be able to massage him into a hot Megane: what he drives at the moment simply does not compare!

Still Closer to Home...

Still closer to home, Mark Webber was on hand in mid March as part of his Formula 1 duties to demonstrate the prowess of the high-performance, Clio RS 200. The left-hand-drive car, the first example to arrive in Australia and flown-in especially for the Australian Grand Prix, went on sale in Europe in February, and will enter Australian showrooms in early 2014.



Mark Webber with the Clio RS 200 at Sandown

Getting Off the Drawing Boards

Writing in the March 7 issue of GoAuto.com.au, Haitham Razagui from Geneva, notes that Renault is set to launch two new concept cars at the Frankfurt Motor Show in September. These, he claims, are the final chapters in the unveiling of Renault's design evolution with the "current curvy design language" now being applied to the new Zoe, Clio and Captur, being extended to the larger vehicles in the production range.

Razagui cites Renault senior vice president of design, Laurens van den Acker, as saying that "the company's voluptu-

ous Latin-themed styling was at odds with the increasingly hard-edged, Germanic forms adopted by competitors...." and that while "applying the styling to larger cars would be more difficult than with the young, muscular and fun Clio and Captur but saw this as an opportunity for Renault to stand out from the crowd".



2010 Alpine DeZir

In an interesting insight to the design process, Razagui quoted van den Acker as saying in 2012 that Renault had "not yet decided whether the next Megane would be a big brother to the Clio or little brother to the Laguna." By March this year he was seen to be closer to a conclusion, stating: "If I had to describe the three cars I would say the Clio is a university student that is young and full of ideas and up and coming. The Megane for me is a student that just started working in his first job for three years, so he is looking up, he is regarding his boss and that is why the Megane will not be as much the big brother of the Clio and looking down (but) he is actually looking up and wants to move up. The Laguna, the big car, is the managing director and that car needs to have status and seriousness and appeal."

Still On The Drawing boards!

Still very much on the drawing boards is the Twin'Z, a fascinating concept car which is the fruit of a collaboration between Renault and British designer Ross Lovegrove. This concept, says Renault, "brings together two worlds where Design plays an important role: the world of furniture and that of the automobile". Lovegrove was given a free hand to imagine a cabin that is truly occupant-friendly. This project eloquently illustrates the many possible sources of inspiration that can drive Design and represents an original approach to the city car. Apparently, Lovegrove's vision of the automobile takes its inspiration from the world of nature, and the result "combines an unprecedented play on light and organic forms to make Twin'Z an endearing, almost living object". But can you drive it or do you sleep with it?





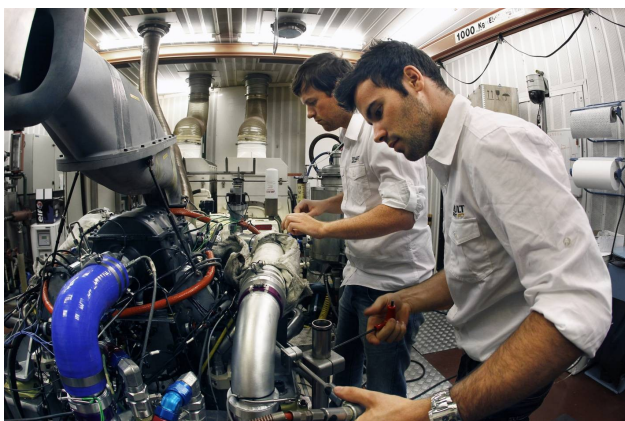
Twin'Z City Car

The press release continues, "As the 'Play' petal of Renault Design's life-cycle 'flower', Twin'Z is the latest concept car in the programme which sets out to illustrate Renault's new design strategy through parallels with threshold phases of human existence. Twin'Z is a fun, modern, artistic take on the city car which plays on emotions and excites the senses. It draws its inspiration from the heritage of some of the brand's most emblematic models, such as the Renault 5 and Renault Twingo. The Twin'Z is an all-electric car with rear-wheel drive and a rear-mounted motor". Hmmm! Not sure about that but the images are stunning.

Scuderia Toro Rosso

Building on its existing relationship with Infiniti Red Bull, Renault has formed a long-term partnership that will see Renault Sport F1 supply Scuderia Toro Rosso with its V6 engine and energy recovery systems from 2014 onwards. The relationship with Infiniti Red Bull has produced three constructors and drivers titles in six years. and it will remain the development partner for the v6 turbo power unit.

Jean-Michel Jalinier, Renault Sport F1 President, said "While it is logical we would discuss supplying Toro Rosso based on our partnership with Infiniti Red Bull Racing, it was not a foregone conclusion. We carefully considered what is best for all parties before concluding the agreement. Toro Rosso is a well-run, established team, with strong personnel and facilities giving the team the potential to be a regular points contender."



V6 turbo power unit for F1 in 2014

Twizy goes F1

Renault has taken its small electric Twizy and jammed it chock full of F1 racing technologies to create its new Twizy RenaultSport F1. Twizy Renault Sport F1 sits on the wheels of a single-seater race car and is equipped with a front split-

ter, side-pods, a rear wing and a diffuser complete with an F1-style rain light. In addition to its spectacular look, it delivers genuine high performance thanks to its Kinetic Energy Recovery System (KERS) which is identical to the solution used by Renault-powered Formula 1 race cars. The system instantly boosts power output six-fold to reach almost 100 horsepower and is capable of catapulting the car from standstill to 100kph as quickly as Renault's highest-performing road car, Mégane R.S.



Twizy Sport F1

Twizy Renault Sport F1's calling is immediately apparent through its slick tyres (the same as those fitted to the Formula Renault 2.0 single-seater), as well as through its carbon splitter, side-pods and rear wing. Its unique proportions give it the appearance of a beast that is about to pounce yet which is still fun to drive. Twizy's rear seat has made way for the KERS which is visible inside a transparent housing. Last but not least, Twizy Renault Sport F1 is equipped with an F1-type steering wheel from the Renault Sport Technologies catalogue.

The KERS is designed to recover some of the kinetic energy which is generated under braking. Instead of being lost in the form of heat, this energy is recovered and stored before being used to momentarily boost power output, just as it is in Formula 1. The KERS comprises three main elements: An electric motor-generator unit directly linked to the drive-shaft, specific lithium-ion batteries and a control unit.

POWERTRAIN



- ENGINE CONFIGURATION: TWIN-ENGINE**
 - > Twizy electric engine + F1 KERS system (in parallel)
- RANGE**
 - > 80km on standard batteries
 - > Max 13-second boost on F1 batteries
- ENGINE SPEEDS**
 - > Standard engine: 10,000rpm
 - > F1 electric engine: 36,000rpm
- POWER OUTPUT**
 - > Standard engine: 12kW
 - > F1 electric engine: 60kW
- ENERGY STORAGE**
 - > Standard batteries + F1 batteries in parallel

As its name implies the motor-generator unit serves as both a generator and a motor. In 'generator' mode, it functions like a dynamo to convert mechanical energy into electrical energy which is then stored in a battery. To use this energy, the system then switches to the 'motor' mode to deliver a power boost to the wheels via the motor. When the KERS is activated, Twizy Renault Sport F1's power output climbs instantly by a factor of six, from 17 to 97 horsepower (72kW). This boost is available for approximately 13 seconds, just as it is in the case of a Formula 1 car.

(Continued on page 8)



RENAULT MEDIA cont.

(Continued from page 7)

Just as electrifying

Renault has signed on to supply the Formula E cars to Spark Racing Technology to be entered in the FIA Formula E championship. Renault has a range of four zero-emission cars available for sale which demonstrates its commitment. Renault in Europe, and the Renault-Nissan Alliance worldwide, has gained a position of EV sales leader. Philippe Klein, Executive Vice President, Corporate Planning, Product Planning & Programs says 'We believe that motorsport is an efficient manner to promote the efficiency of new technologies, and we're eager to use that single-seater in FIA Formula E championship to show our technology is the best.' and 'Formula E is an exciting opportunity to demonstrate the excellence and the reliability of our EV solutions.'

Spark Racing Technology sided toward Renault's technological expertise to optimize the electric and electronic layout. The 42 Formula E single-seaters built for the beginning of the first season will be named "Spark-Renault". Frédéric Vasseur, CEO of Spark Racing Technology said "Their record and involvement in high level motorsport speaks for the brand. In addition, Renault has always been at the forefront of innovation and having their expertise and know-how is invaluable at such a key moment in the creation of the FIA Formula E World Championship. This partnership with Ren-



Formula E Spark-Renault

ault is a new corner stone in a building harmoniously taking shape at all levels." "Renault's expertise in electric power-train design and integration acquired both in production E.V. and in Formula 1 makes Renault Sport a natural partner for Spark in this exciting Formula E project," said Patrice Ratti, Managing Director of Renault Sport Technologies.

Formula E is a new FIA championship featuring racing cars powered exclusively by electric energy. The races will be held in the world's leading cities, around their main landmarks. Demonstrations of the first cars will commence in 2013, followed by the first official electric car race in 2014. The plan is for a grid of 10 teams and 20 drivers.



CLUB HISTORY

50 years ago . . .

Nowadays our club membership runs to around 140-150, steadily increasing each year. 50 years ago in 1963, club membership was 32 as evidenced by this shot of that year's page from the club's membership register. How many of us recognize, and remember, names off this list?

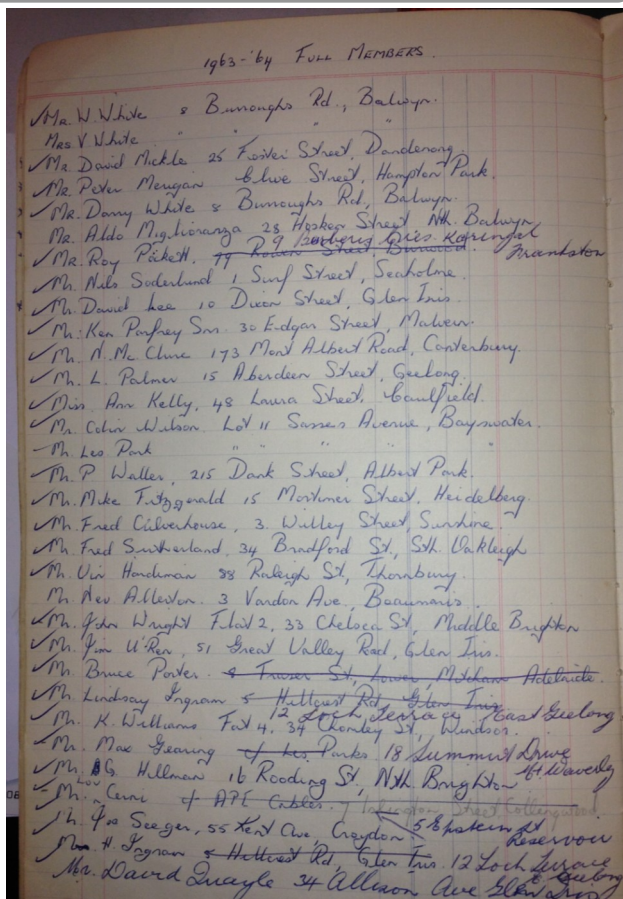
The members came from far and wide; Bayswater and Hampton Park would have been well into the countryside then.

In 1963, Australia's population was just on 11 million. Now it is a little over double that at 23 and a bit million. Clearly, our club has been growing at a greater rate than the population from which its members are drawn.

It is predicted that Australia's population will be 40 million by 2050. Perhaps this means we can look forward to a membership in the order of 700-800?

Maybe, maybe not - there's a lot that can happen between now and then. And it's certainly true that the motorcar, particularly the internal combustion engine, is going to undertake some kind of fundamental if not existential change by then and who knows what effect that might have.

We shall just have to wait and see.





VALE LES PARK

Farewell Les

Les Park, the founder of the Renault Car Club of Victoria passed away on Good Friday, just a few months short of the 60th anniversary of the club's founding.

Les was born on October 15, 1930 and grew up in Albert Park. Les trained as a motor mechanic doing his apprenticeship at Richmond Tech became an expert engineer. He loved to compete in car races and hill climbs with many successes with his Renault 750. His first 750 had been written off after being driven into Albert Park Lake. Les modified it as he brought it back to life and it became the fastest car in its class in Australia.

Les held class records in hill climbs with his 750 and competed in numerous other events, including two Sun Rallies. As well as competing, Les contributed as an official at long distance car races at Bathurst, Indycar, Phillip Island, Sandown and the F1 Grand Prix at Albert Park.

Cars were not Les's only interest. From his early days, he and friends would go ballroom dancing at the Palais Royal (Exhibition Buildings); he also taught dancing and competed in the Victorian Ballroom Championship. He had a passion for hang gliding and was a foundation member of the Victorian Water Skiers Kite Flying Association. Again, he competed in national competitions in this sport with success.

In 1980, Les and his wife June moved to MacGregor in Queensland to take up the Home Tune franchise there. Once in Queensland, especially after moving to Runaway Bay on the Gold Coast, Les got into boating. His purchase of a houseboat in Port Douglas and subsequent sailing to the Gold Coast is an epic tale. Dramas started before the boat reached the water with the trailer collapsing in the main street of Port Douglas and Les living on the boat propped up on oil drums there for three days while parts were obtained and repairs made. The trip itself of roughly the same distance as Melbourne to Brisbane was made under the power



of two 9hp motors that could barely keep pace with the tide on occasion.

Les and June travelled extensively to Europe, Great Britain, Egypt, Vietnam and recently to China, the last trip on his own. Les found China fascinating and observed that it would be a good market opportunity for Renault as he saw only two in his entire time there.

Les's history of competitions shows he was not adverse to a challenge but his life had others for him. He lost an eye early on - a metal fragment from a gearbox shaft caught his eye but it was the infection acquired in the hospital that caused the eye to be removed to save the other. Les was diabetic which involved repeated stays in hospitals over the years. In the late 90's Les suffered a stroke that left his left side partially paralysed and spent. He spent 12 months learning to talk again. He had a quadruple bypass and in 1999 had a leg amputated. Later, two toes removed.

One was not aware of any of this to speak to Les. Though he walked with a stick, at the 2013 Renault Roundup in February he moved around the cars quite spritely for his age, talked to anybody and took an interest in everything. To hear him when presenting one of the trophies for the day you would not know this was a man who had to learn to talk again.

Despite his medical challenges, Les's passing was unexpected. While his active involvement in the club was necessarily curtailed with the move to Queensland, he attended anniversary dinners and remained a club member to the end.



Les with Mikee Elliot about to award prizes at the 2013 Renault Roundup

Thanks to Janis Tait





REVIEW

Business Review: Berwick Tyrepower

Ken Marriott

Many years ago, my wife's hairdresser had a catchy tag line for his business: "John Smith does great hair!" This was meant to convey the message that if you had "great" hair, John was the one to look after it and....that if you'd didn't, John could make it great.

Now, Peter Rasmussen is not a hairdresser: he sells tyres. But it is fair to say that Peter "does great tyres!" The range he has at his Berwick dealership covers all standard vehicles – passenger and commercial - through to high performance vehicles. He can also obtain tyres that may be unique to older cars.

As most readers will know, Peter is the immediate past Vice-President of our Club and also the immediate past editor of our magazine – Geoff, Kat and I are still trying desperately to match his skills on the latter!! More importantly from the perspective of this article, Peter is the owner-operator of Berwick Tyrepower and a strong supporter of the Club: see his advert on page 19.

Peter well knows the difference between European and Japanese Michelin tyres and those made by the same company in China and is able to advise on what best suits any car depending on the use that is going to be made of it. Here he sees the quality of service offered by himself and his team of four, plus Rowena in the office, as being critical to his continuing success.



A sign of Peter's standing within Tyrepower circles and the wider tyre industry in general is the fact that he is on the Tyrepower Board for Region 1, which covers Victoria, South Australia, Tasmania and, believe it or not, the Northern Territory. There, he plays an important role in contributing to decisions on what tyre brands to partner with, marketing, pricing and, importantly, member services.

Peter hasn't always sold tyres: he originally trained as a motor mechanic and in one of those interesting small-world coincidences, did his training at Mantello Motors under Karl Werner, whose South Melbourne business,



Virage Motors, was reviewed in these pages in December last year. He later worked for Henley Prestige before moving over to Tyrepower some 21 years ago.

From a Renault Club perspective, the major positives Peter brings to the business are his broad understanding of European cars and the tyre packages appropriate to them, the fact that he has the special equipment needed to fit and balance tyres for the older Renault and Peugeot cars with 3-stud, 4-stud and closed centre wheels, and the personal quality of service he can offer.

Regarding discounts, Peter stresses that this is increasingly difficult due to the influx of cheaper Chinese tyres. He notes that it takes as long (and thus costs as much) to fit a cheap tyre as a dear one (and maybe longer to balance it) and that as a result, margins are being squeezed. "The sales are holding up", he says, "but the margins are continually reducing".

Peter feels that almost universally tyre quality has improved immensely over the years and that as a consequence, there is less of a need for buyers of new cars to upgrade their tyres to achieve the performance they desire. Some of the key improvements he has noticed over recent years have been the progress in achieving uniformity – or roundness—along with greater smoothness, improved treads and compound design. That said, Peter can still provide those higher quality tyres for the premium end of the market.

As a Renault Club member, Peter is the proud owner of one of the very few genuine R12 Gordinis in Australia which he uses for hillclimbs and club drives. In the past he has also owned many Renaults – all of them R12s! Maybe that's why his dream car is an Alpine 310.

As his ad on page 19 says "Drop in and say "Hello" to Peter and the team at Berwick Tyrepower!" or call on (03) 9707 3177.





APRIL SOCIAL

Cruden Farm Social Run

Geoff Rasmussen

Ten cars set off from Croydon Hotel to wend their way to Cruden Farm on the 28th of April. The first leg of our journey took us south along the edge of the Dandenongs through Ferntree Gully, across Lysterfield, up Wellington Road and then down through Harkaway to a coffee break at Berwick McDonalds—right next door to Peter's Tyrepower workshop reviewed on the opposite page.

It was not uneventful. First, the lead car missed the turn at Ferntree Gully to Lysterfield and ended up going via Belgrave. This surprised the rest of us as it was driven by none other than the one who planned the route!

At the roundabout heading in to Berwick, a car was observed failing to make it all the way around, almost tipping on its side in doing so. Quite a feat when doing little more than walking pace. Mikee stopped to render assistance. A lively discussion ensued over coffee as to the skills of the driver and how one could possibly get into such a position at such speed.

A couple more cars joined our convoy at McDonalds which was quite busy. Coffee was good but to say it was slow coming would be overly generous; the continuing load was starting to overwhelm the young lass behind the coffee machine



though she pressed on gamely. It had obviously been quite busy well before we arrived. This did however give us plenty of time to chat amongst ourselves, meet the new members on their first run with the club, and to wait for Mikee and Amanda to rejoin the tour.

After the delays we arrived later than planned at Cruden Farm - not a problem for the display organisers; it just meant we were tucked away at the far side of the lake because the

(Continued on page 15)



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ALSO HAPPENING IN '63-'72

In the second decade of our club

Geoff Rasmussen

Ahh, the Sixties, where to start...

The Beatles came, became more popular than Jesus, and went. Their debut album Please Please Me topped the charts for 62 weeks, a record unbeaten until earlier this year. The Rolling Stones came, became popular and stayed, toured Australia (twice); still touring. Dylan went electric (sacrilege!) and brings the Band to show us. Our Easy Beats go to London where The Seekers are #1 with I'll Never Find Another You. Hoadley begins the Battle of the Sounds while Sadie cleans up. The Doors open doors, Pink Floyd go to the dark side of the moon and a Led Zeppelin flies. Black Sabbath creates heavy metal and The Who is Live at Leeds. Moog synthesisers. Woodstock.

The 6-o'clock swill ends. Aborigines are allowed to drink in NSW and get the vote in QLD; Federal Parliament has its first aboriginal member, Douglas Nicholls is knighted and Evonne Goolagong is Aussie of the Year. The UK and WA stop executing criminals; Ronald Biggs robs a train. The Pill, bikinis and miniskirts improve the world; Germaine writes the Female Eunuch. The Hair rock opera tours as does Billy Graham. 210 thousand US posties strike for two weeks, AIDS comes to North America, Nixon declares war on drugs; war not over yet.

The Flying Scotsman flies its last and Donald Campbell sets land and water speed records. Lamborghini is formed. Push-button phones and International direct dialling are invented but don't reach Australia for a while. IBM make the System/360, the first message is sent over ARPANET (the mother of the Internet) and the BASIC programming language, among others, and the laser printer are invented. The Lockheed C-5 Galaxy, Boeing 747, Harrier Jump Jet and Concorde take their first flights; all bar the Concorde still flying.

We find the cosmic microwave background and see echoes of the big bang; at the other end of the scale 'quark' comes into our lexicon as we break the sub-atomic particles into yet smaller 'things' (the term 'particle' not really having much meaning at these scales). So much for 'atomic' meaning indivisible! Dr Christian Barnard puts new heart into a person, CT scans are invented and the theory of recombinant DNA opens the door to genetic engineering.

France is third into space with Asterix-1, Canada three days later with Alluette-2; first Australian satellite WRESAT two years later. Mariners 2, 4, 5, 6, 7 & 9 visit our nearest planetary neighbours. Gemini replaces Mercury but Russia had the first multi-man space flight. Russia wins most events in the space race except for the big one. First woman in space - Valentina Tereshkova, Russia. First space walk - Aleksei Leonov, Russia. First to the Moon - Luna 9, Russia. First Moon orbit - Luna 10, Russia. First to another planet - Venera 3 to Venus, Russia. First man on Moon - Neil Armstrong, USA.

The Apollo missions fire the imagination of the world - Apollo 8 has first men to see the dark side of the moon with their own eyes (no lurking aliens spotted). 1/2 billion people watch Apollo 11 land on the moon - that's about 1 in 7 people living at the time. Apollo 12 repeats the feat 4 months later.

Apollo 13 tells Houston it has a problem and comes home early but #14, 15, 16 and 17 get there before it's 'yawn, lets not go again'. 40 years and we haven't been back.

World population rises from 3.2 to 3.8 billion. Tassie bushfires claim 62 lives. 23 die in a Victorian bushfire in January '69 including 17 on the Geelong freeway at Lara. Mount Agung in Bali erupts in '63 - 1500 dead. But nature's big sting was in 1970: 15,000 dead in Chinese earthquake, 47,000 in earthquake and landslide in Peru, and in the 20th century's worst cyclone disaster 500,000 die in the Ganges delta in East Pakistan (now Bangladesh).

Martin Luther King has a dream and civil rights protests, and assassination, follow. Segregation is later abolished. John F. Kennedy also is assassinated, Nelson Mandela imprisoned and Brezhnev succeeds Khrushchev. Israel defeats Syria in 6 days; Assad later gets Syria in a coup. Another coup gives Libya to Gadaffi while Yasser Arafat begins leading the PLO. India v Pakistan begins - the prize: Kashmir. China revolves its culture; France gets the Bomb. Rhodesia declares independence as the decolonisation of Africa continues, Malaysia becomes a country and then splits off Singapore; the Hutt River Province declares independence from Australia.

Vietnam continues amid mounting protests. Menzies reintroduces Nasho and Australian troops are involved soon after. Battle of Lang Tan and the Go Dai and Bihn Hoa massacres; two years later Battle of Khe Sahn and the Phong Nhi, Phong Nhat, Ha My and My Lai massacres. Holt replaces Menzies and goes for the longest swim. Labor is in in SA after 32 years, out in NSW after 24 years and in federally after 23 years as the country decides it's time for Whitlam. Nixon blots his copybook with Watergate.

There was the Sound of Music as Clint Eastwood was Dirty Harry, Brando the Godfather and Topol Fiddled on the Roof. Charlie had his Chocolate Factory but Mary Poppins made the most money. The Good, The Bad and The Ugly followed a Fist Full of Dollars - the first spaghetti western. There's a French Connection and we meet James Bond and Drs Zhivago, Strangelove and Who, who emerges from a Police Box that's bigger on the inside. A 2001 Space Odyssey took us on a Fantastic Voyage to the Planet of the Apes while Monty Python gave us something completely different.

(Continued on page 26)

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Sunday 20th October 2013

FRENCH CAR FESTIVAL

- | | |
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| Gabriel Gate cooking demo | • TV Filming by Classic Restos |
| Dealer displays | • Raffles |
| Car detailing workshop | • Music |
| Merchandise stalls | • Food stalls |
| Specialist French Car advice | • Williamstown Market |



The Festival will be opened by the Mayor of Hobsons Bay, Ms Angela Altair

Major awards will be presented by the

French Consul General, Mrs Myriam Boissbouvier-Wylie



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| • Marque Garage | • Alpine Affaire |
| • Berwick Tyrepower | |

9.30am-3pm Sunday 20th October 2013

Seaworks Maritime Precinct

82 Nelson Place Williamstown

Contact Ken Marriott 0418 178 788 www.frenchcarfestival2013.net



PROFILE

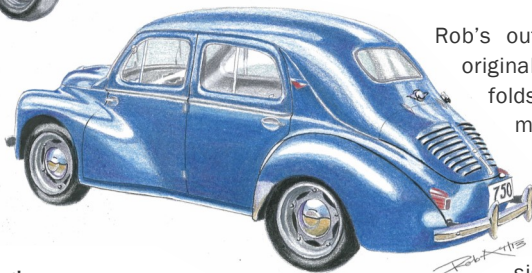
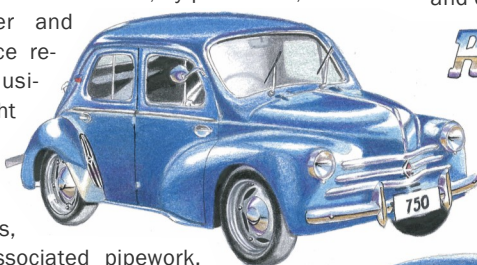
Who is this man?

Ken Marriott

You will have noticed the stunning centrefold drawings of Renaults in this and the last edition of our magazine. As we noted in our editorial in the last edition "these are original works of art done by Rob Mekenkamp expressly for the Club".

Just in case you didn't realise, Rob is a genial, well-informed and long serving member of the Renault Car Club of Victoria. Without giving ages away, Rob is no spring chicken but has been a member since he was only 18: ie: he's been a member for quite some time!

Rob never trained as an artist. In fact, by profession, he is a plumber and gasfitter and runs his own appliance repair/maintenance business. While you might feel that these professional skills would make him more adept at drawing engine bays, extractors and the associated pipework, his love lies in the subtle curves and shapes of automobile bodywork. Just look at the curves and tones of the Dauphine Gordini featured in our February edition and the lines of the R8 in this edition. Rob's skill in capturing the essence of the cars is truly amazing!



Rob's work will be on display at the French Car Festival in October and at the Club's end of year Christmas Party – when the expectation is that one or more of them will be auctioned or sold. Prints will also be available.

Rob's output is not large so the original drawings and the centre-folds being featured in our magazine throughout this year are sure to become collectors items: especially if you win a raffle or auction and have Rob sign it personally for you!

Rather than going to art school, Rob started drawing as a hobby and for pleasure and relaxation when he was a teenager. Like a good wine (and a good car) his skills have clearly improved with age.

Of course, if you want to go one step further, Rob can be commissioned to draw your own special vehicle. He can be contacted via email at robart@gmail.com.au or through our Club secretary, Christine Gajic on (03) 9735 0358.



Cruden Farm Social Run

(Continued from page 11)

place was absolutely chockers with cars on display. Our spot was a very pretty location and just a short walk over the bridge to the main display.

The day was a little drizzly; not enough to stop you moving around outside but the lack of sunshine took a little of the gloss off the gardens which were as beautiful as anticipated.

The range of cars on display was large and diverse - lots of shiny Chevrolets, Jaguars, Minis, Morris Minors, a handful of Roll-Royces, and so many more groups that my memory is overwhelmed. Looking back on it, there seemed to be a large representation of English marques.

One of the vehicles that caught my attention was the conversion of a WWII Land Rover ambulance into a camper van. All the campervan features but retaining the look and style of an ambulance fit-out. There was some contention that it

was a replica ambulance rather than original but that didn't diminish my enjoyment of it one jot.

Cruden Farm goes on my list of events to make sure I get to again next year, particularly since all proceeds go to the Mental Health Foundation and Youth Support Projects.



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COMING EVENTS

Interclub Hillclimb Challenge - Round 2

Date: 1st September 2013

Time: Events start 10:15am

Location: Rob Roy Hillclimb, Clintons Road, Christmas Hills (Melway 265B9)

We're currently 2nd in the points and still looking good to make a run for the trophy!
Everyone is encouraged to enter. You don't need to be Mr (or Ms) Speed Demon or have a fully-prepped race car to compete and represent the RCCV. Every entry gives a point to our total. If Lucy the R4 can do it, so can your car.

Contact Steve Langridge (stephenlangridge@gmail.com) or Mikee Elliott (griffyn182@gmail.com)
Entry forms at <http://mgcc.com.au/robroy/index.shtml>

Rogaining at Phillip Island

Date: 22nd September 2013

Time: 10:30am for 11:00 start

Start Location: Chocolate Factory, 930 Phillip Island Rd, Newhaven Vic, 3925

Rogaining is a sport of navigation and route planning in teams of two or more. You have to reach various checkpoints gaining points in doing so. Points differ at each with harder to reach checkpoints rating higher points. You cannot reach all checkpoints in the allotted time; tactics come into play when deciding which to try for. Most if not all checkpoints will be on the island.

Coffee is available at the Chocolate Factory and cars can safely be left there until lunch.

Extra points for matching outfits.

Contact Mikee Elliott 0409 393 935

French Car Festival

Date: 20th October 2013

Time: 9:30am - 3:00pm

Location: Seaworks Maritime Precinct, 82 Nelson Place, Williamstown (Melway 56E9)

Featuring vintage, veteran and current day models of many French car marques, dealer displays, music performances, Gabriel Gate, food, coffee and merchandise stalls, car detailing demo, specialist French car advice, raffles and on-site tavern.

Undercover parking for cars of particular distinction.

Contact Ken Marriott on 0418 178 788



CALENDAR

September

- 1st **Sporting** Interclub Hillclimb Challenge Round 2 Rob Roy. Contact Stephen Langridge on 0424 537 714
- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for September RCCV Newsletter adverts
- 5th-9th OzRenaultSport Nationals.
- 15th **Sporting** VMC Round 8 Mount Gambier. Contact Glenn Armstrong on 0413 107 131.
- 17th **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. **RR**
- 22nd **Sporting** VHC Round 9 DECA Shepparton. Contact Stephen Langridge on 0424 537 714
- 22nd **Social** 10:30am Rogaining at Phillip Island. Meet at the Chocolate Factory, 930 Phillip Island Rd, Newhaven, 3925. Contact Mikee Elliott in 0409 939 935 **RR**

October

- 1st **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for October The Victorian Renault advertisements and contributions
- 5/6th **Sporting** VMC Round 9 Mount Gambier. Contact Glenn Armstrong on 0413 107 131
- 15th **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris **RR**
- 20th **Sporting** VMC Round 10 Pakenham. Contact Glenn Armstrong on 0413 107 131
- 20th **Social** French Car Festival. See page 14. Contact Ken Marriott on 0418 178 788 **RR**

November

- 1st-3rd **Social** 2nd Annual Cup Weekend High Country Run (Barry Bourke Renault). *By reservation only.*
Contact Mikee Elliott on 0409 939 935 (*tentative*)
- 5th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for November RCCV Newsletter adverts
- 19th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris **RR**
- 24th **Sporting** VMC Round 11 Sandown Racecourse. Contact Glenn Armstrong on 0413 107 131
- 24th **Social** Bendigo Drive Day—Drive, Lunch, then visit an event / display (*tentative*). **RR**

December

- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for December The Victorian Renault advertisements and contributions
- 17th **General Meeting / XMAS Dinner** Xmas break-up dinner at inner urban pub. **RR**

REGIE RENAULT

Events on the calendar that have the **RR** symbol displayed are 'Regie Renault' events. The member who attends the most Regie events throughout the year will receive the Regie Renault trophy, a prize, and be recorded on the clubs Perpetual, Regie Renault Trophy.



RENAULT OF THE DECADE: '63 - '72

Renault R8

Chris Cajic

Production	1962 - 1973
Predecessor	Renault Dauphine
Successor	Renault 10
Configuration	4 door sedan
Engine:	956 cc until June 1964 (then 1108cc from July 1964), four-cylinder rear-mounted
Transmission:	four-speed manual; full synchromesh from 1964
Special notes:	The design is based on earlier rear-engined cars but features four-wheel disc brakes
Australian introduction:	April 1963: Gordini - 1965
Production details:	Imported from France
Price at introduction:	\$1,898; Gordini - \$2845
Model discontinued:	July 1966 (replaced by R10)

Local press commented on its introduction: 8 - '...appreciably more performance than its rivals and a high standard of equipment.' 1100- 'the 1100 retains its ranking as one of the world's outstanding small family cars.' 'We cannot recall another small saloon that travels more smoothly and quietly...'

Renault 1300 Gordini

Configuration:	four-door sporting sedan
Engine:	1255cc, four-cylinder, rear-mounted
Transmission:	five-speed manual
Special notes:	Higher performance model with R8 body, four headlights and dual-choke side-draught Weber carburettors
Australian introduction:	November 1967
Production details:	Imported from France, though a small batch of rally cars with strengthened bodies was believed to have been built in Melbourne.
Price at introduction:	\$2998
Model discontinued:	1970 (imports limited to 50)

Local press comments: 'A lively car suitable for family use, good handling and plenty of character'

From a conventional "rear-powered" version to the sleek lines of the Gordini, the Renault 8 underwent all sorts of

conversions. Let's take a look back at one of the legends manufactured at Renault sites.

In 1962, major changes were under way for Renault's range of rear-powered vehicles. Sales of the Dauphine were plummeting and the management was in search of an innovative project to give the market new impetus. The solution? To bring forward the launch of the R8, which debuted on June 16, 1962, almost one year ahead of schedule!

The R8 followed on from the Dauphine but featured a bolder and more ergonomic design. The bodylines were drawn by Barthaux and his inventive team. Innovative design features included a choice of eight elegant body colours and a large glazed area. From a technical standpoint, the main innovation was the disc brakes on all four wheels, a world first!

The R8 nevertheless suffered teething problems and continued to be associated with the Dauphine in the minds of the general public. But in 1964, it made a name for itself.

From the Major to the Gordini

January 1964 saw the appearance of the Major, a beefed-up version of the R8. With a top speed of 135 kph, it featured a new 1,108 cm³ engine mated to a fully synchronized 4-speed gearbox. The interior boasted, among other features, front seats with adjustable backrests, arm rests on the doors, black or fawn leatherette upholstery and a courtesy mirror. The R8 thus gained enhanced status ...for a more enjoyable passenger experience.

But the best of the R8 was yet to come. In October, Renault presented the new Gordini 1100 at the Paris Motor Show. Sold exclusively in a colour known as "French blue", with twin white lines running the length of the body, it established a new legend: a car that brought the thrills of sporty driving within the reach of an entire generation.

A legend is born

Just as it did with Jean Rédélé for the Alpine, Renault joined forces with a renowned driver and engineer to build this new sports model. Amédée Gordini turned the little R8 Major into a high-powered racer, virtually doubling engine power with a cylinder head of his own design and two excellent Weber carburettors. With its chassis system, steering, brakes, equipment and top speed of 175 kph, the Renault 8 more than deserved its round dials and blue bodywork with white side stripes. In 1966 this compact racer boosted engine power from the original 1,108 cc to 1,224 cc. At the same time, its allure was enhanced by two additional headlights.

(Continued on page 24)





BERWICK

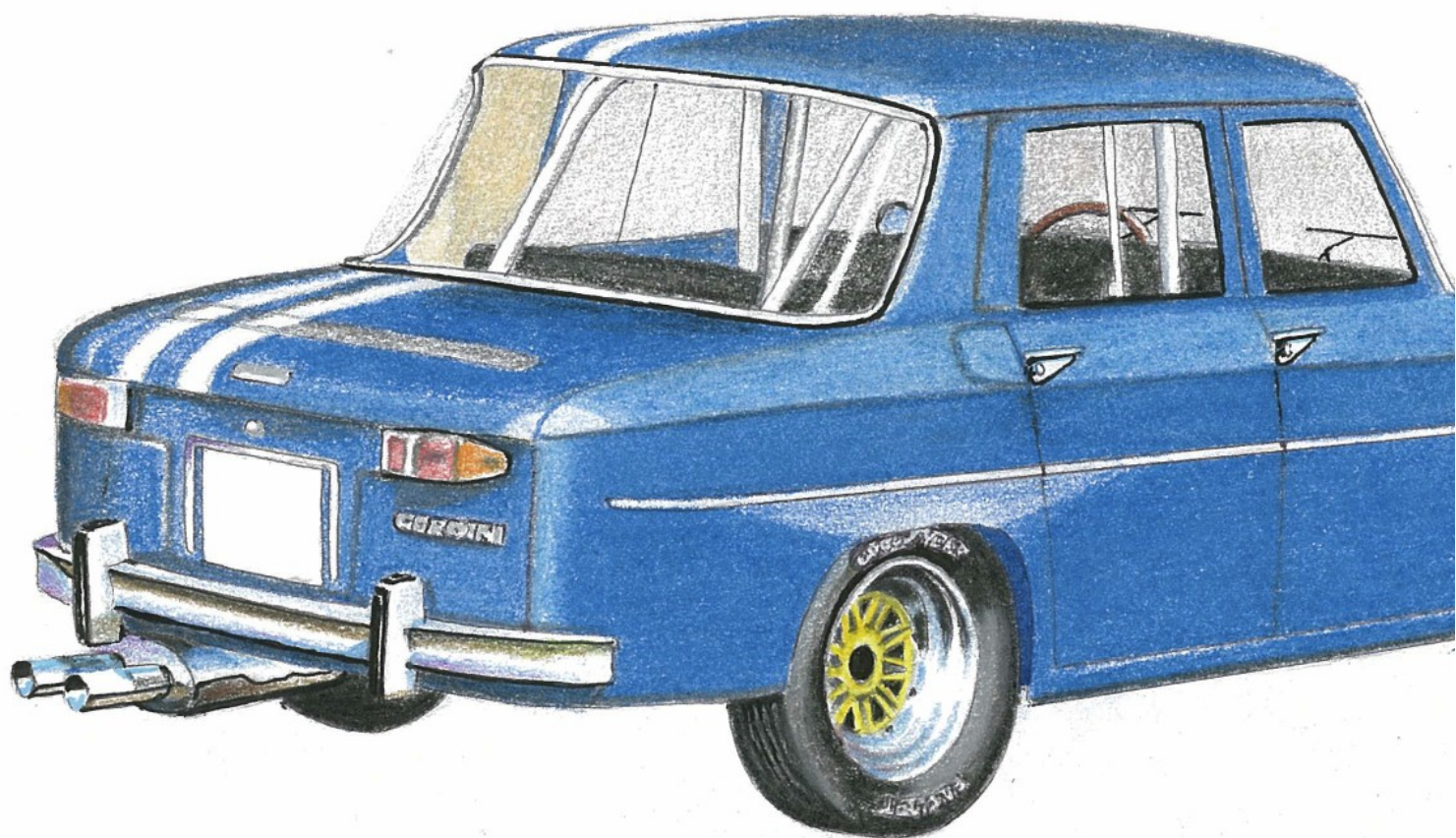
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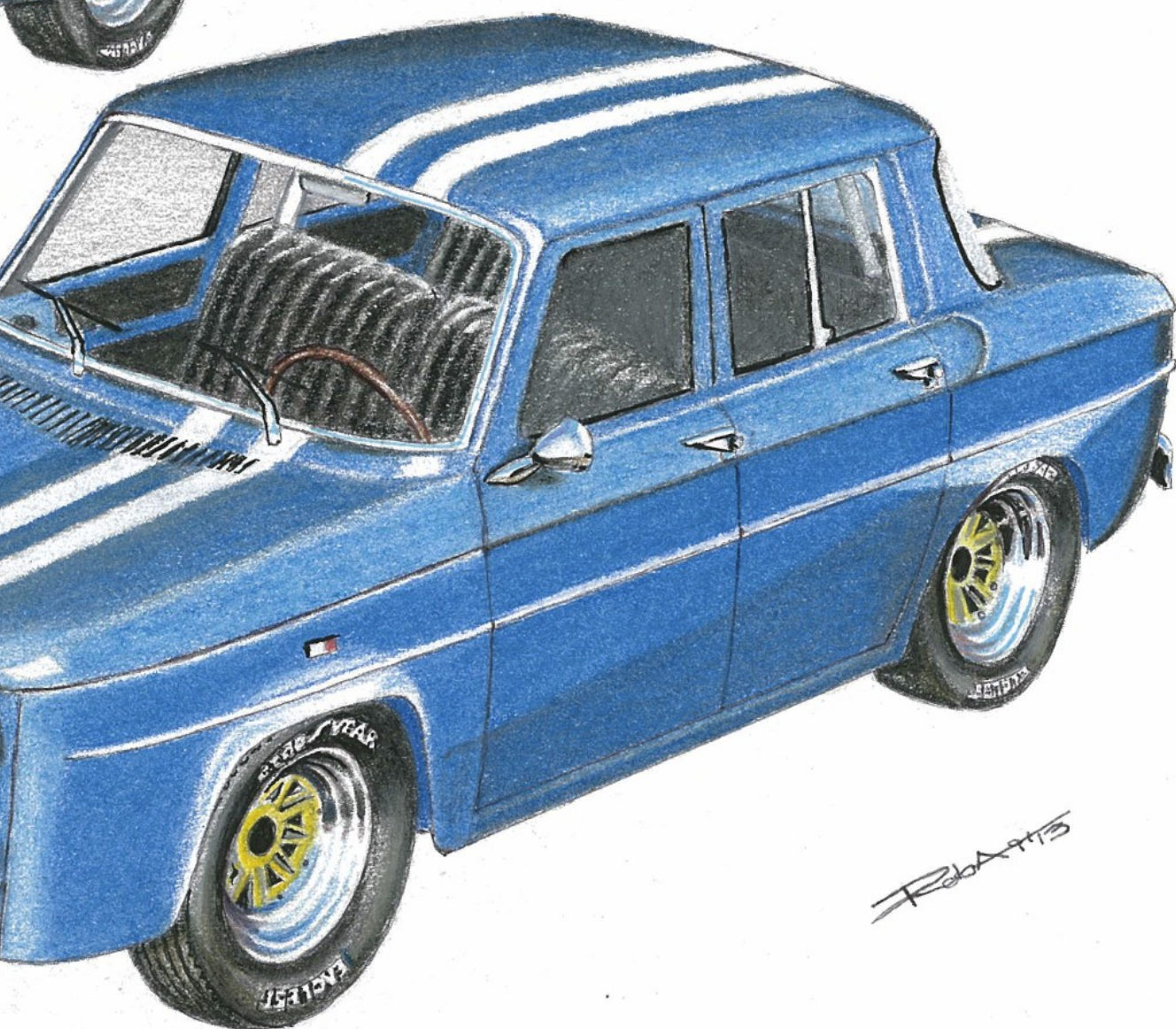
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Australian R12 Gordinis—Where are they now

Victoria - Bob Watson. Now owned by Glen Gipperich in Victoria (restored to targa specs)

Victoria - Mal McPherson. Now owned by John Sanders in Victoria (under restoration again)

New South Wales - Bruce Collier. Now owned by Mike Garafillis in Victoria (restored)

Western Australia - Rod Slater. Dave Cavanagh's old car, sold in 2007 to Tom Reily in Perth (restored)

Queensland - Brian Michelmores. Now owned by Peter Rasmussen in Victoria (restored)

South Australia - Tom Barr-Smith. Now owned by Chris Jones in Victoria (under restoration)

Thanks to Dave Cavanagh, via Aussiefrogs



Centrefold: Original drawing by Rob Mekenkamp for The Victorian Renault



HONOURABLE MENTION

Other significant models of '63 - '72

Geoff Rasmussen

R4

The R4 was available in Australia from 1963 to 1966 selling approximately 1500 each year. Australian regulations forbade a foreign manufacturer from having two models with similar engine sizes at the one time and when the R10 came out here the R4 was dropped.

Renault continued to make the R4 throughout the world until 1994 producing 8,135,424 vehicles in total. This number makes it the third highest volume car ever – bettered only by the Model T Ford and the Volkswagen Beetle.

The R4 was Renault's first front-wheel drive car and is credited with inventing the hatchback concept. Built to a price and designed for poor quality roads, it was billed as having a 'cavernous interior'. Compared to the Dauphine and 4CV you can see where they were coming from with this claim.

The R4 was powered, if that is the right term, initially by the 845cc Ventoux engine that first debuted with the 4CV after WWII. Later, the 1100cc Sierra engine introduced with the R8 was fitted, though with very marginal increase in power as it was strangled to comply with EU emissions regulations.

Several versions of the R4 were made including the F4 and F6 vans, the 4-wheel drive 'Sinpar's and the open-top Plein Air. Whilst the mechanicals improved over the years, one thing did not – the body remained the same for 33 years except for a change to the grill and trim.

R12

The R12 came to Australia in 1970 and its distinctive wedge shape remains eye-catching to this day. Sometimes described as a 'large family car', its roomy interior (for its day) was contained within a relatively compact body.

The R12 design brief was it had to be economical, not very sophisticated, with a roomy interior and large boot but a small engine would suffice. It had to be easy to make so it could be made all over the world. It had to be reliable and comfortable. 2.5 million cars were sold from its launch in 1969. Production in Europe ceased in 1980 but the last R12 was produced in Turkey in 1999. Dacia of Romania was still producing the R12-based 1310 in 2004. When it was introduced it was praised in Europe for its spaciousness, comfort and fuel economy.

The R12 is front-wheel drive like the earlier R4 and R16 but has its engine mounted longitudinally in front of the gearbox. The engine was a variant of the Sierra / Cleon engine first introduced with the R8 and R10. Initial capacity was 1289 cc and later increased to 1397cc in 1976. World-wide the R12 was made in Romania, Brazil, Argentina and Colombia.

In Australia, the R12 was assembled in Heidelberg, Melbourne from CKD kits with various components sourced locally. It won Wheels magazines Car of the Year in 1970 when

it was launched here. In 1978, the 1397cc model was renamed from the Renault 12 1.4 to Renault Virage. Local production ceased in 1980 when it did in Europe.

The R12 had two specification levels - TL and TS - and an estate version, which some say handled better than the sedan. The TR version had automatic transmission.

The high-performance R12 Gordini came along in 1970 though only six of the 5188 produced made it to Australia. The 6 all arrived as 125bhp motors, with the 160bhp bits in the boot, to be fitted locally. As did all 160bhp R12G's even in France. The R12 Gordini had the R16 TS 1565cc all-aluminium block with twin double-barrel Webber carburetors, five-speed gearbox, disk brakes all-round (ventilated on the front) and a tuned suspension. The 125bhp version had a top speed of 185 km/h.

There six iconic blue cars with twin white stripes remain at large in Australia. The table opposite lists the initial allocation and where they are now. In 1972, at the behest of Renault, Bob Watson took one to Dar-es-Salaam for one of the world's toughest rallies - the East African Safari. Glory, unfortunately, eluded them.

R16

The European Car of the Year in 1966 was Renault's R16 that debut the year before. Like the R4 before it, the R16 had its engine mounted longitudinal behind the gearbox in the front and all-round torsion bar suspension. The rear torsion bars ran across the car and gave it an asymmetric wheel base.

The combination of having the engine within the wheel base, the long suspension travel, one of the longest for a car of its size, gave the R16 superb handling, balance and smooth ride. This is so evident on a long country run where it lopes along and just glides down the road eating up the miles.

The R16 was designed by Philippe Charbonneaux and was a successful compromise between a luxury family saloon and a midsize estate vehicle. The four door plus fifth door design was the first of its kind in the middle class range. While the R4 pioneered the 5-door concept it was the sloping rear hatch of the R16 that started a design trend that was copied the world over for decades thereafter.

The initial engine was 1.4 litre which was increased to 1.6 in 1968 for the TS model. The 83 hp TS could easily do 160 km/h. An automatic arrived in 1969; Renault's first with computer control. 1973 brought the top of the range TX model with 1647cc 93hp engine, 5-speed transmission, power front windows, rear spoiler, central locking and air-conditioning.

The R16 sold well - over 2.8 million - and was still one of the most popular cars in Europe when it was discontinued in 1980.





COOKING WITH GABRIEL GATÉ

Crispy Barbequed Quail

This dish is more popular with adults than children. The chilli can be increased in quantity to suit your taste

Ingredients

(Serves 4)

4 quails	juice of 1/2 lemon
1 tsp chilli paste	freshly ground black pepper
2 tbsp soy sauce	coriander leaves for garnishing
1/2 tsp sesame oil	
1 clove garlic, finely chopped	
2 tsp grated ginger	
1 tsp honey	

Method

Cut quails in half using a pair of kitchen scissors (check the inside of the quail and remove any unwanted liver, lungs etc).

In a bowl combine chilli paste, soy sauce, sesame oil, garlic, ginger, honey, lemon juice and black pepper.

Add quails to bowl and mix well.

Marinate for about 2 hours in a cool place.

Place quails on a very clean, hot barbecue and cook for about 6 mins on each side.

Serve sprinkled with coriander leaves and with lemon wedges.



Gabriel cooking this dish at the 2013 Renault Roundup



Renault R8

(Continued from page 18)

The "Gorde" was a huge success, notching up wins in the Tour de Corse (Corsica), Alpine Cup and Monte-Carlo Rally, as well as in a host of amateur events. In 1966 it even had a "Gordini Cup" created in its honour in 1966. This brought the legend within popular reach and underlined the recognized qualities of this car with its impressive sporting record. Many drivers started out at the wheel of this car and still have fond memories of it. In 1970, the R8 Gordini made way for the R12 of the same name.

This popular car gradually became a truly democratic racing car. Young people from all walks of life were able to discover the pleasure of driving a sports model. A total 12,203 units were sold: 2,623 with the 1,100 engine and 9,580 with the 1,300 engine. The Gordini remains an unrivalled legend that made its mark on a generation.

Source: <http://www.renault.com/en/vehicules/hier/Pages/renault-8.aspx>



Correction - we got it wrong!

In the last edition on page 8 we had a review of Barry Bourke Renault, a Dealer who is also a good supporter of the club. In the map showing their location in Berwick we included their phone number.

We got the number wrong; it is in fact **(03) 9707 2222**. We did have the number correct in the dealer listing on page 28 so it's not like we didn't know the correct number.

Our apologies to you,

and to the team at Barry Bourke Renault.

The Editors.





MARCH GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 19 March 2013

At Dorothy Laver Reserve East, Glen Iris

1. Apologies

Amanda Elliott, Mikee Elliott, David Jenkins

2. Presidents Report

- 2.1 Ken Marriott chaired the meeting and presented the presidents report
- 2.2 The committee is in the process of setting a program for the following year, e.g. drives, 60th dinner in June
- 2.3 French Car Festival: Ken reported that planning was going well with strong support from Citroen & Peugeot; Bugatti car club is also planning to attend; Fletch from 'Class Restros' is coming
- 2.4 Stewart brought free copies of race magazines for members

3 Business arising previous meeting

- 3.1 2 Deferred general business

4. Membership Report

Welcome extended to Franklin Garson (Laguna)

5. Treasurers Report

Attached

6. Correspondence

Nil

6. Sporting:

- 6.1 3 March: hill- climb at Braodford; John, Mikee and Amanda Elliott competed
- 6.2 24 March: Motorkhana at Werribee; Glen Armstrong and his sons completed
- 6.3 23-24: Round 2, Mt Leura hill climb
- 6.4 27-28—April: Dennilquin auto cross and motorkhana
- 6.5 Historic Phillip Island: Graeme & Stewart attended
- 6.6 23-24 March: Basil is seeking volunteers to assist at the Wonthaggi human powered vehicle competition
- 6.7 Basil offered to check cars for competition
- 6.8 23 June: Rob R interclub hill climb

- 6.9 17 March: Phillip Island Historics: Glen reported on the event; a total 5-6 cars attended the event

7. General Business

7.1 Renault round-up:

- 7.1.1 Firstly, successful day,
- 7.1.2 The committee is seeking alternatives for next year as Docklands will not be available; suggestions included Caribbean Gardens, Chateau Yering other sites around Wurenjeri Way, Victoria Harbour, Albert Park, Ferntree Gully National Park

7.2 Social report:

- 7.2.1 March social run: Cafe de Pain: three people attended the coffee morning

7.2.2 April: Cruden Farm, Berwick

- 7.2.3 July/August: run to link with Keith Mclilroy in Ballarat to visit sheds

- 7.3 July: Federation Square display-Paul Stewart to co-ordinate the event

- 7.4 Web-page: the club now has a domain & web site hosting adding interim structure 1st step to a more interactive site; www.renault-car-club-vic.org.au

- 7.5 Jugiong: 2014 will be the 50th. Anniversary of the event; Graeme Edwards volunteered to prepare article about the history of the event; recommendation to members to attend the event

- 7.6 15 June 60th anniversary dinner; Lou & Leonie offered a night at Annabels as raffle prize; bookings open 8 April invitation to Les Park as founding member & possibly President of Renault; guest speakers museums overseas France, England, Germany

7.7 FCF- web page for the French car festival 2013

- 7.8 Basil asked about projector to show photos of car events

- 7.9 Magazine Congratulations tended to Geoff on a fantastic magazine

- 7.10 Meeting closed 8.45 p.m.

8. Next Meeting

Tuesday 16 April 2013



Treasurers Report - Renault Car Club of Victoria Inc.

February 2013

Balance as at 31/01/2013 **9869.17**

Income

Membership	543.00
Supper	35.00
Advertising	1250.00
Merchandise	268.00
Interest	<u>0.26</u>
Total Income	2096.26

Sub Total **11965.43**

Expenditure

Roundup	629.80
Club Dinner Deposit	500.00
Folding Tables	97.54
Card Fees	<u>4.36</u>
Total Expenditure	1231.70

Balance as at 31/12/2012 **10733.73**





MAY GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 21 May 2013

At Shannons, 321 Warrigal Road, Cheltenham

1. Apologies

Stephen Langridge, Stuart McKenzie, Kurt Schulz John Elliot, Amanda Elliott, John Masefield

2. Presidents Report

2.1 Rob-Roy hillclimb on Sunday 23 June: points are based on number of entrants; members are encouraged to compete; CAMS can issue a temporary 30 day Cams licence on the day (or before the day); contact Mikee

3 Business arising previous meeting

3.1 2 Refer to general business

4. Membership Report

4.1 Reminder to members that annual subscriptions are due at the end of June; memberships renewed before 30 June will be at the current fee; membership fees increase on 1 July 2013.

5. Treasurers Report

Attached

6. Correspondence

Nil

6. Sporting:

6.1 Inter-club hill climb at Rob Roy: 23 June entry form will be circulated shortly via club email list

6.2 2 June Hill climb at Ararat

7. General Business

7.1 April social run: Cruden farm: 12 cars

7.2 May social run 4 cars started from Kangaroo Ground to drive to Seymour for the historic car display

7.3 June dinner: extending invite to Justin gm Renault as guest speaker; to date 65-66 are attending)

7.4 Annual general meeting: members are encouraged to consider nominating to become a member of the committee for 2013/2014

7.5 FCF: Ken reported on the progress of the festival:

- Bayford Peugeot to attend
- Raffle prizes included 2 sea-plane flights
- Commercial stalls to include a French gift shop, car detailer
- Holmesglen to bring a mini Bugatti
- Performers to include a band and a duet
- Clubs to be offered limited under-cover space

8 Meeting closed 8.45 p.m.

9. Next Meeting

Tuesday 18 April 2013 at Dorothy Laver Reserve



Treasurers Report - Renault Car Club of Victoria Inc.

April 2013

Balance as at 31/03/2013 9411.00

Income

Membership	211.00
Supper	39.00
Roundup	500.00
Dinner Bookings	625.00
Advertising	255.00
Interest	0.23

Total Income 1630.23

Sub Total 11041.23

Expenditure

Merchant Fees	1.08
Flowers - Les Park Funeral	100.00

Total Expenditure 101.08

Balance as at 30/04/2012 10940.15



In the second decade of our club

(Continued from page 13)

The Nine Network and ATV-O are formed and we get Auntie Jack, 12 years of Homicide and shocking No. 96 to go on our new colour tellies. Bazza McKenzie has adventures while IMT chalks up 2,000 performances and the largest TV audience in the world. The first edition of The Australian is printed and Murdoch buys News of the World. Charlie goes to Timbertop. LaTrobe Uni gets going and Richmond sets a record with an 118 point win over Geelong in the grand final. We have our first Mirage jets and One Day International cricket. The last Brisbane tram runs, Tullamarine is opened and the Westgate Bridge kills 35 when it collapses during construction. A pound buys you two of the new Aussie dollars, we decree that women deserve equal pay as our population tips over 11 million.



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MOTOR SPORT

2013 Formula One so far

Geoff Rasmussen

Round 1 - Australia

Melbourne had record heat and no rain leading up to the race but rain was an influential factor in qualifying. Red Bull claimed front row with Vettel on pole and Webber in second.

Vettel got a good start but not so Webber. Räikkönen moved up the field taking fourth from Hamilton in lap 11. Grosjean was going backwards dropping from 8th to 11th. When Vettel pit-stopped to change tyres from the super-softs Sutil took the lead. Vettel rapidly caught up but was unable to pass and Alonso and Massa were soon on his tail. Raikkonen was closing in as well but Grosjean and Webber were stuck midfield after their poor starts.

Lap 20 saw Alonso get ahead of Sutil and Vettel after coming in for tyres a lap earlier than them. But the lead was now held by Räikkönen, Hamilton and Rosberg all using 2-stop strategies. Räikkönen held pace but the Mercedes started to drop off. Alonso on fresher tyres got the best of Hamilton and had a clear run to catch Räikkönen; then with a 16-second lead. A pit stop by Räikkönen saw him back in 5th place with Alonso in the lead - Vettel, Sutil and Massa in between.

Räikkönen took the lead in lap 40 and held it to the end. Despite newer tyres, neither Alonso nor Vettel were able to catch him; Räikkönen turning in the fastest lap of the race in lap 56 to gain his 20th career win.

Round 2 - Malaysia

Vettel again had pole position in Kuala Lumpur but this time with Ferraris in 2nd and 3rd positions. Damp conditions saw Alonso lose his front wing and depart the race at the start of lap 2. Webber took the lead when Vettel stopped for slick tyres and held it through the next set of pit stops.

Force India were out of the race by lap 27 with wheel nut failures while Button had the lead in laps 33 and 34 when the race leaders were again in the pits.

After Webber emerged ahead of Vettel, the two battled for the lead. Vettel took it, and the race, against team orders which displeased Webber somewhat. Hamilton and Rosberg in the Mercedes tussled for third but Rosberg did follow team orders to put Hamilton on the podium; a place Hamilton admitted Rosberg deserved more. The Lotus-Renault pair of Räikkönen and Grosjean were not in contention finishing 6th and 7th with Grosjean uncharacteristically ahead of Räikkönen.

Round 3 - China

Webber's inability to provide the required fuel sample in Shanghai saw him relegated to start from the pit lane. Pole position was Hamilton's for Mercedes, with Räikkönen for Lotus-Renault and Ferrari's Alonso in 2nd and 3rd positions.

(Continued on page 28)



NSW ROUNDUP

RCCV was not the only club having a round-up. A Renault Roundup was held at Temora in April over Easter. Looks like they also had a good turnout. Perhaps there's a clue here as to where all the 750s that weren't at the RCCV Renault Roundup went. Temora is 80km north of Wagga; imagine the turnout if it was held in a major centre! Thanks to Jo Edwards for the pictures





2013 RENAULT ROUNDUP

Heating up the Docklands

Ken Marriott

The sun always shines on the Renault Round Up and the 2013 event was no exception.

The Docklands site was fresh and clean as the advance party turned out to set up tents, banners and tables before the cars arrived and it only got better as the day progressed.

Some 80-plus cars in all were on display with a wide cross-section representing most models...though there were a few gaps amongst the old timers. The Gordinis and Alpines never cease to impress so, as is justified, they were given their own slot on the forecourt. Otherwise, the "paddock" featured a good mix so that in wandering around, one never knew what was next on the menu.... apart from the continually wondrous collection of R16s that grows each year. Congratulations!

Gabriel Gatee was again a stand-out performer, this year making it so easy to cook quail (check out the recipe earlier in this edition). If ever I was to watch a cooking show (as I usually find them appalling!), the genial Gabriel with his sensible, simple advice, his warm mellow voice, and ever-tasty outcomes would have to be the one! The guy even drives a Renault, signs books, hangs about, and is happy to chat. So thanks Renault Australia: your support is much appreciated.

On a more "practical" front as well we also need to thank RA for the loan of vehicles: Club treasurer Glenn Armstrong almost signed up for a Master on the spot after having the pleasure of driving one loaned by RA to carry equipment and goodies to the event. He figured he could fit his Clio Sport into it, sleep in it and travel widely ...if he could sort out how

to get out of the Clio having driven it aboard the Master. In the end however, he bought a spanking new white 2012 RS Megane Cup, which we are hoping he will review for us in the next edition of TVR.

New cars were displayed by City Automobiles Renault and thanks go to Ben Pascoe and his team for their support.

Came the time for awarding prizes, the judging panel consisted of yours truly along with Club stalwart, John Elliott and guest judge, Michael Bailey, the latter having presented a truly entertaining session on car detailing late in 2012 (see our last edition for the review). Michael was both amazed and dismayed at what he saw and concluded that most of the cars were well ahead of his collectors-edition VW Beetle!

We were pleased to have Club founder Les Parks available to recall the early days of the Club and to present the prizes. Sadly, this was Les' last concours as he passed away over Easter (see page 6). Congratulations to all the winners...and thanks to all the other entrants: it is your cars that make this one of the highlights of the Club calendar!

Unfortunately, the world will change in 2014, as "our" Docklands site is now well under way in being transformed into yet another shining hotel or apartment block. So we are on the hunt for somewhere as good...if not better! Wineries have been suggested, as have the Caribbean Gardens, the Geelong waterfront, Echuca and Lakes Entrance...oops, no sorry, I got a bit carried away with the last two! Sensible suggestions are welcome.



2013 Formula One so far

(Continued from page 27)

In a race full of incidents, Hamilton got a good start ahead of Alonso while Räikkönen's start was a slow one. Hamilton's lead was gone when both Alonso and Massa passed in lap 4 at the first turn.

Gutierrez took himself and Sutil out of the race in lap 5 when he misjudged braking at the end of the long straight and went into the back of Sutil. Webber's race didn't start well where he had to stop for new tyres at the end of the first lap. A collision with Vergne's Ferrari in lap 14 added to his troubles capped off next lap when the rear wheel took off on a direction of its own. Räikkönen, on the other hand, was able to continue after nudging the back of the McLaren of Perez.

Alonso and Button led the field in lap 19; after the leaders pitted in lap 23 it was Vettel in the lead. Alonso set the fastest lap time chasing him down and regained the lead in lap 28. When Alonso pitted in lap 41, Räikkönen and Hamilton had already finished pitting. Vettel fought Hamilton unsuccessfully for third place reducing a 10-second lead to a fraction of a second. Alonso held the lead from Räikkönen to claim his 31st win.

Round 4 - Bahrain

It was 1, 2, 3 for Renault power at Sakhir in a race that lacked excitement. Rosberg had pole, kept his lead into the first corner but Vettel took it from him in lap 2 with Alonso taking second place. But Alonso's DRS system got stuck open and he struggled to finish 8th.

Webber barely beat Alonso home while Massa was well out of contention with two tyre failures. Vettel was unchallenged all race and Räikkönen got himself into second place and stayed there until the end. Rosberg had quickly dropped down the places but Paul di Resta of Force India was holding third until Grosjean took it from him in the last few laps for his best placing for the season so far.

Round 5 - Spain

Rosberg took pole position for the race in Catalunya, ahead of his team mate Hamilton. Alonso took his thirty-second Grand Prix victory, and his second in his home race, ahead

(Continued on page 34)



2013 RENAULT ROUNDUP PRIZEWINNERS

Winners at the hottest event in February

Geoff Rasmussen

At this year's Roundup, judging was in four categories: Best pre-2001 Renault, Best post-2001 Renault, best Alpine/Renault Sport and Best Renault in Show. Competition was hot, and I'm not talking about the weather on the day, making the task of the judges quite a challenge. However Mike Bailey, of Marque Et Al, Ken Marriott and John Elliott proved up to the task.

Best Renault in Show

Kirby Masterman, 'Lotus' RenaultSport Clio



Best post-2001 Renault

Jeremy Reiger, blue Clio Sport



Best Alpine/Renault Sport



Best pre-2001 Renault

Brett Nuske, red Dauphine Gordini





RENAULT ROUNDUP 2013 Docklands





Renault Roundup 2013—Docklands





TARGA TASMANIA

From behind the wheel in Targa Tasmania



Sonya and Ernst Luthi are an 'Alpiniste' couple who are taking part on the Australian Targa Championship with their A110 'Mademoiselle'. At the point we pick up their story they had already travelled 1,000km from Sydney to Melbourne to get the ferry across Bass Strait to Devonport.

Day 00 (Targa start -2)

We all arrived safely in Launceston and took the opportunity to line up for a photo (right).

Luthi/Luthi A110, Colliers R5T, Spence/Kelly RS Megane 250 and Team Merewether/Gillot 2007 RS Megane R26 and the Team Renault Service Van (just passing behind).

Day 0 (Targa start -1)

All is going well. All crews survived the warm up stage and the Prologue. Mademoiselle had a bit of Webber imbalance



Andrew and Belinda never stopped smiling; Andrew even skipped Service Park and the service crew. ALL is WELL for the R5T!

Ted and Jenny had a nice "cruisy" day. Ted was heard saying that NEXT year it will be the real thing, 70km/h in regularity is just too slow.

To round it all off we had a group photo taken with all the

Day 0



which slowed her down and had to be fettled with. Then Sonja lost her voice (the mic was packing up) and Ernst was driving in silence through the stage.

Both got fixed at the end of the day and the crew is smiling again.



Renaults lined up. Thank you Renault Sport, Teams Adam, Bunjamin and Nick for joining the RCCA team.

Day 1 (Targa start, 17-4-2013)

Everybody is fine and accounted for. Only Andrew was affected by the accident on the first stage* as he was 6 cars behind. All 3 cars finished and the smiles at the end of day 1 were big.

Day 2

Nearly forgot the update as we were packing for the trip to Strahan. All 3 cars are going very well.

2013 sees the most Renaults entered in a Targa, with Adam Spence's two RS Megane and Nick Strange (RS Megane) and of course the official Renault team entry (2 RS Meganes), all in Showroom. We also have Andrew and Belinda Collier in late classic (R5T) and Ted Merewether and Jenny Gillot in Regularity (2007 RS Megane F1).

* A Porsche driver died (left the road and crashed) on this first day of the Targa

Adam Spence is leading "showroom" ahead of Grant Denyer, followed by the other 3 Meganes; Ford and Mazda well behind them all.

Day 3

All 3 cars made it to Strahan. Everybody is extremely happy with the weather (sun!) and the cars. Quite a few offs on the last stage including Adam Spence unfortunately. Team Renault is still looking strong. A long day ahead tomorrow.



Day 4

Day 4 started off freeeezing followed by brilliant sunshine. This is quite rare for Strahan. So far we had no rain which was fine for us.



All 3 cars are doing well. Both the R5T and Mademoiselle putting big smiles on the driver's faces. 520km with no car issues and only a few driver lapses (best not talked about). Day 5 tomorrow with a finish in Hobart.

Day 5 - Dummy Spit

No panique all 3 cars finished in Hobart. Mademoiselle just did not like the early and cold start and decided to spill radiator coolant through the heater all over the navigator's foot well. Looks like the seal in the heater or the heater mechanism could not stand the heat while we warmed up the motor and defrosted the windscreen. This wouldn't be a problem if it were not 10 min before we had to leave the Parc-ferme. So, mad panic and a drive to the petrol station, up on the lift and heater hoses disconnected and rerouted.

10 min later we were back in the race only leaving a huge puddle in the workshop and the service crew to clean up.



No major problems thereafter (or at least nothing we want to talk about). All crews are happy to be in Hobart.

Collier's R5T in 70 place overall, top 10 in classic handicap. We ended up 88 out of 207 cars starting (and 123 cars finishing).

This was the toughest Targa we have done and it did not even rain, just about 2000km in 5 days with 600km competitive.

But what a blast; 160kmh in 4th gear at 6000rpm (5 speed gear box ?). 185kmh for the R5T.

A 1, 2, 3, 5, 6 for the Meganes in "Showroom". A great success for Team Renault, Bunjamin Noor and Nick Strange.

Adam Spence and Erin Kelly are fine after their out yesterday. It was great to see both at the side of the road.



Adelaide is next in August.

Before the event, Ernst wrote 'I am predicting a 1,2,3 RS Megane finish in Showroom, perfect repeat of the 1973 Rally Monte Carlo....' He was right on the money there.

You can watch a bit of the action on these links:

<http://www.youtube.com/watch?v=l7CWg2uctpl>

http://www.rallysportmag.com.au/home/index.php?option=com_content&task=view&id=7611&Itemid=2

<http://www.caradisiac.com/Deux-Renault-Megane-RS-officielles-a-la-Targa-Tasmania-85784.htm>

<http://www.abc.net.au/news/2013-04-17/police-at-scene-of-road-fatality/4634564>

Thanks to Helen & John Elliott and Sonja & Ernst Luthi





MOTOR SPORT

2013 Formula One so far

(Continued from page 28)

of Lotus-Renault's Räikkönen and Ferrari team mate Massa in third.

Pole sitter Rosberg finished sixth overall with Vettel 4th and Webber 5th ahead of him. Grosjean suspension failed him in lap 8 and ended his race then.

Round 6 - Monaco

In Monte Carlo, Rosberg again had pole, this time ahead of team-mate Hamilton and the two Red Bull Racing cars. The race was touch and go for some and touch and stop for others with six cars retiring hurt.

Massa had another collision like the crash he had in practice; this time caused by suspension failure; and he was out in lap 28. The safety car was out for the first time this season on lap 45 after Maldonado and Chilton conspired to put Maldonado into the barriers. Behind the safety car was Rosberg, Vettel Webber and Hamilton.

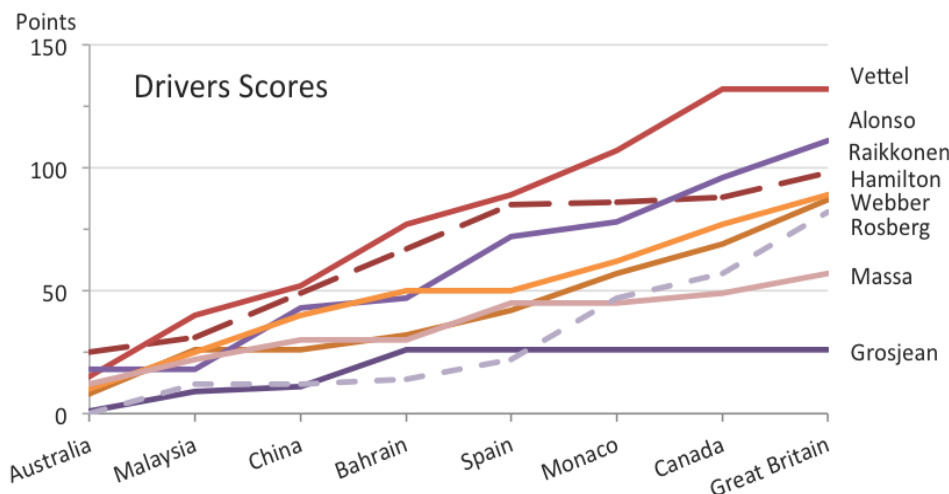
Grosjean earned himself a 10-place grid penalty and brought out the safety car again in lap 61 when he went into the back of Ricciardo. The damage caused Grosjean's race to end a couple of laps later.

Räikkönen was not untouched by all the action needing new tyres after Perez touched the barrier trying to pass in lap 69. In the final two laps, Räikkönen passed several cars to squeeze into the last points-earning 10th place for Lotus-Renault's worst scoring race to that time.

The finishing order was much the same as the starting one with Rosberg leading all race and Hamilton dropping from 2nd to 4th to leave Vettel 2nd and Webber 3rd.

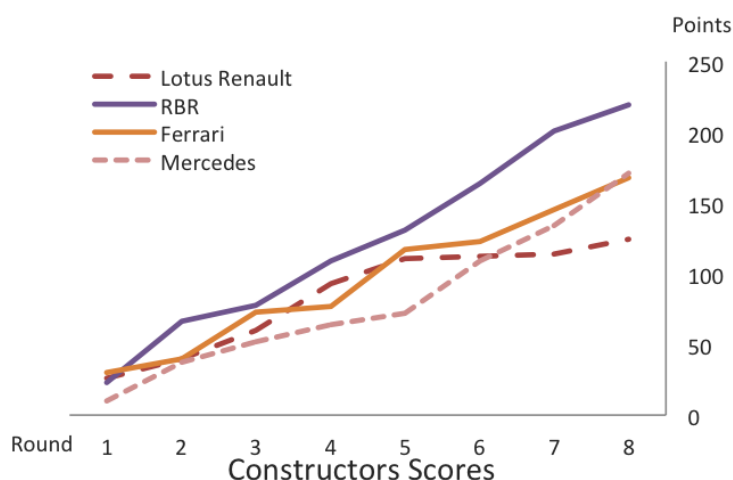
Round 7 - Canada

After gaining pole position in Montreal, Vettel took his and RBR's first victory at the Canadian Grand Prix, barely 14 seconds ahead of second-placed Alonso. Hamilton was not far behind 10 seconds ahead of Webber in fourth place.



Lotus-Renault again had scant results after Räikkönen started in 10th place and finishing 9th after a two-place penalty. Grosjean was outside the points in 13th place but was a creditable effort after starting in 19th place with his 10-place penalty.

Montreal was marred by the death of track marshal Mark Robinson, who was run over by a recovery vehicle. The accident happened while marshals were removing the Sauber of Esteban Gutiérrez after the Mexican had spun off during the closing stages of the race. Robinson was the first death in Formula One since that of marshal Graham Beveridge at the 2001 Australian Grand Prix.



A clear pattern?

A clear pattern has emerged in the constructors championship with Red Bull Racing taking the lead in round 2 and extending it significantly after round 5. Lotus-Renault was still in contention at round 4 but a poor performance in the next four races has left it well behind. Mercedes on the other hand has overcome a slow start and climbed to second place. It looks like it'll take a few mistakes by RBR or bad luck for anyone to take their lead from them.

After a slow start to the season by Webber, the two RBR drivers have been consistently in the major points. Vettel is having a pretty good season so far. Each of the other teams has, or had, one driver not doing well. Mercedes climb is due to Rosberg getting out of the doldrums in the last four races with Hamilton staying consistent throughout.

Alonso also has been consistent but Massa is quite patchy. Grosjean has flat-lined and not made his presence felt at all for a while. Couple that with Räikkönen, who was once neck and neck with Vettel, having a bit of a slump and you see why Lotus-Renault is well down in fourth place.





SPORTING

The Victorian Hillclimb Championships 2013

Amanda Elliott

I had run a few hillclimbs before, here and there, but this was the first time I had considered trying out the complete 2013 series. I was starting to see some reasonable times in my RenaultSport Clio, so I thought "why not?"

My first obstacle was getting the Clio log-booked, so I would be eligible to receive points towards the championship. Anyone can turn up and run (as I had previously), but to compete for the championship, you need a logbook. My Clio was given the once over by Basil, who, luckily enough, was on the list of CAMS approved scrutineers, and Mikee took some nice photos to submit with the paperwork. In no time at all, I had a logbook and I was ready to compete.

Round one was at Bryant Park, also known as Haunted Hills. I discovered, to my dismay, that the other three entrants in my class were driving stripped out, roll-caged, race-prepped vehicles. This would be a huge advantage over my road-legal, factory standard* Clio. At the end of the day, I was fourth in class (of four) and 10 seconds behind the class winner, but I had steadily improved my times all day for a best time of 71.27 seconds.

Round two was held at the Broadford Motorcycle Complex. I had heard lots of good things about this track and I was very eager and excited to try it out. The organisers were very efficient at getting cars out onto the track, so efficient that I kept coming close to missing my run. My fellow class entrants were there again, but I wasn't so envious of their stripped out cars this time; the weather was very, very hot and I was grateful my Clio had air-conditioning! My results were fourth in class (of five) and a time of 56.42 seconds, four and a half seconds behind the class winner.

Now that two rounds had been completed, the first lot of Championship results were released. I found myself 4th in class, behind my three race-prepped "friends". Not bad.

Rounds three and four were held at Mt Leura, but the weekend of the event found me in hospital and not well enough to compete. I was bitterly disappointed. I wrote off any chance of being in the places for the Championship for 2013.

When the Championship results after round four came out, I was expecting to be in last place. I was pleasantly surprised to find I was still fourth in class. Cool!

Round five was held at Rob Roy. This is the hillclimb I consider my "home track" and the one I've done most often. There were only three of us entered in my class, and only one of them was from the race-prepped crew. While I knew it was incredibly unlikely I could win the class, my times were very close to the other competitor. We swapped fastest times with each other over the course of the day, but I finally managed to get my fastest time of the day and a personal best time of 29.55 seconds (I broke 30 seconds!) on the final run and earning my first ever class trophy, and a second place trophy at that!

My second in class made a huge difference to the Championship results. I suddenly found myself third in class. Perhaps I might have a chance at this after all.

Round six was held at Ararat, at the One Tree Hill hillclimb. This is supposed to be one of the best of the season, but I didn't make it to find out. Moving House takes a lot longer than you think it will. After missing another round, I was back to fourth in the Championship.

The most recent round saw me back at Rob Roy. All three of my "friends" in their race-prepped vehicles were in attendance, so I wrote off any chance of getting a class place for the day and concentrated on trying to get my times better. The day started off freezing cold, but got warmer as the day went on. I managed a new personal best time of 29.46 on my second last run of the day.

After seven rounds of the Championship, I'm still fourth in class. But that's ok. There are two rounds to go. Bryant Park is next, followed by DECA in Shepparton. I'm really looking forward to Bryant Park – it's being run in the clockwise figure eight configuration. I haven't tried it yet so it's sure to be great fun.

The hardest part of the championship so far has been trying to get that little voice in the back of your head that keeps saying, "Don't break it! You still need to drive home after this." to be quiet, just for a little while!

My biggest learning curve has been learning how to do a "tyre cleaning exercise" without using the handbrake – quite an achievement for someone who never "hooned" as a P-plater and had never done any loss-of-traction exercises before starting to hillclimb.

My greatest highlight so far has been racing up "the wall" at Rob Roy and coming over the crest into turn two, giggling like crazy (my response to being nervous) as the Clio manages to grip and fling us both around the corner way faster than we have ever managed before.

As for the Championship, it's been a learning experience. I'm still in there. Who knows what will happen in the last two rounds?



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*well... nearly ☺



CLUB SHOP

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A perfect accessory to any set of car keys



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logo and

RCCV Number Plate Covers—\$5 per pair

This high quality, RCCV number plate covers feature a 3d Renault badge and a unique "no holes" mounting system. Available in standard size only



RCCV Club Shirts—\$35 per shirt

These are a very comfortable and eye catching shirt Bright blue with yellow trimming and club logo and available in all sizes



MORE ITEMS AVAILABLE AT GENERAL MEETINGS AND OTHER EVENTS.

For all merchandise purchases see Kay Belcourt at general meetings. Along with all the club merchandise Kay also has a vast array of other Renault collectables. Including a large range of model cars from \$5.00 All profits are returned to the club to help with running events. Stocks changing all the time.



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City Automobiles

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Richmond
(03) 9429 7045

Eastern Renault

25 Hewish Rd
Croydon
(03) 9723 5555

Essendon Renault

600 Mt Alexander Rd
Moonee Ponds
(03) 8325 9339

Bendigo Renault

21-27 Midland Hwy
Epsom
(03) 5430 4000

Brighton Renault

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Brighton East
(03) 9599 2100

Gary and Warren Smith (Ringwood)
is no longer a Renault Dealer



Rex Gorell Prestige

481A Latrobe Tce
Geelong
(03) 5222 3411

Waverley Renault

350 Springvale Rd
Glen Waverley
(03) 9556 04711



LAUGHS PER MINUTE

The 50-50-90 Rule

Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.

One with the lot

A blonde, a brunette, a redhead, a vicar, a priest, a rabbi, the Pope, two giraffes and a duck, an old yellow dog, a farmer and his daughter, a doctor, a lawyer, an accountant, a Mexican, an Indian, a Chinese, an Irishman, an Englishman, a Scotsman and a redneck all walk into a bar.

The bartender says, "What is this, some kind of joke?"

All in the Name

Last Thursday I was having a crap day and to cap it off I rear-ended a car. As the driver got out of the other car I could see he was a dwarf

He looked up at me and said "I am NOT happy!"

So I said, "well, which one are you then?"

The Legendary Explorer

A young reporter went to a retirement home to interview an aged but legendary explorer. The reporter asked the old man to tell him the most frightening experience he had ever had.

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The old explorer said, "Once I was hunting Bengal tigers in the jungles of India. I was on a narrow path and my faithful native gun bearer was behind me. Suddenly the largest tiger I have ever seen leaped onto the path in front of us. I turned to get my weapon only to find the native had fled. The tiger leaped at me with a mighty ROARRRR! I just soiled myself."

The reporter said, "Under those circumstances anyone would have done the same."

The old explorer said, "No, not back then - just now when I went 'ROARRRR!'"

Ugly?

As a woman and her baby were getting on a bus, the driver says "Wow that is one ugly baby."

The woman deeply hurt said nothing and found a seat next to an elderly man who asked "What's wrong, you look mad?"

She replied "I am. That bus driver just insulted me."

"You shouldn't take that from him." the man replied. "He should give you respect. If I was you I would report him."

The elderly man continued, "You go on up there and get his badge number. I'll hold your monkey for you."

LPM

THOUGHT OF THE MONTH

It doesn't work to leap a twenty-foot chasm with two ten-foot jumps

Thank you to those members who have contributed to this joke page. Please keep them all coming just remember they need to be suitable for family reading. *Editor*



RECYCLED RENAULT

FOR SALE

1985 Renault Fuego coupe

Engine No. Fo78992

Reg No. WB 027

Total Distance travelled 133,000 kms

Air conditioned, electric windows, cruise control, fog lights, all original books, tyres 80%.

Excellent condition, one owner (deceased) no kids or dogs ever in vehicle. Road worthy certificate supplied.

Location. Benalla. Vic..

Price \$4200.00 O.N.O.

Contact, Ray McPherson, Ph. 57621871 or raymcpherson2@bigpond.com





RECYCLED RENAULT cont.

FOR SALE

Fuego 1982 model

Colour red with quite a reasonable appearance. Bought this a few years ago with the intention of doing the whole job right. Then got busy, then broke my foot and having to side-line my 504 and driving automatic.

The Fuego has a rebuilt suspension, shockers, new discs on brakes, constant velocity joints inc bearings, seals, etc. Fitted new wheels and tyres, etc. The whole looks like it wants to go but I now wish to call it quits.

VIN yMYu081131120428. The car is parked in RHYLL

My contact no: 0428 146 030

TWS Watch

Original TW-Steel Renault F1 sponsors replica watch
\$295 each \$20 Donated to club

Contact Alan on 9670 0560

Renault Fuego GTX - 1985

Reg: CCM 468 expiry February 2013

5 Speed Manual

82,000 kms

A/C, Power Windows, Fog Lights, Rear Windscreen Wipers, Radio Cassette

White with grey velour cloth trim / well maintained

One owner / lady / North Balwyn

Complete service records

Contact: Jan Messner on 0414 747 990 or 9857 7588.

Barry Bourke Renault

All club members receive 15% discount on all spare parts purchased over the counter at Barry Bourke Renault. Please mention that you are a club member at time of purchase.

WANTED

RENAULT 4L Drive Shafts

Looking for a pair of drives shafts for an early (pre '67) R4L. For 7degree castor angle suspension.

Contact Geoff on 0419 357 509 or 03 9758 7065

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DELAGE, PEUGEOT & CITROEN**

**ALSO JUDGED "BEST PRE 2000 CAR" AT
THE RENAULT ROUNDUP, HELD AT DOCKLANDS
IN 2011**

BODY:

Stripped to bare metal - all rust cut out - repaired & primed. 2 x undercoats & finished in 2 pack. All parts, windows & window rubbers & accessories were removed prior to restoration. All parts were stripped back to bare metal, repainted where necessary, polished and re-chromed. All aluminium parts were repaired or replaced, and/or polished prior to re-assembly.

MOTOR:

Motor was replaced with a 1960/61 Renault Dauphine-Gordini motor, which was stripped completely and fully reconditioned - including new pistons & rings, sleeves, bearings, valves, valve guides, oil pump etc. Recondition - regrind - crankshaft, rockers & rocker shaft, water pump, fuel pump, distributor, carburetor, auto choke. New radiator, Gordini exhaust manifold & fuel filter.

GEAR BOX:

Reconditioned by John Needham (Old Car Gearboxes) - new seals & bearings, new clutch and pressure plate.

BRAKES:

New brake shoes & linings - drums machined - slave & master cylinders reconditioned - new pressure valve.

SWING AXLES:

New seals - roller bearings replaced.

SUSPENSION:

Replace shock absorbers - recondition the front suspension with all new parts.

INTERIOR & UPHOLSTERY:

All seats reupholstered with proper period style materials. New floor mats & carpet. Headlining replaced (new). Recover all door coverings. All new window, door & quarter vent rubbers, beading & piping.

ELECTRICS:

Reconditioned starter & generator - new regulator & cut out switches - new sports coil - new indicator & spot lights.

**OTHER ITEMS - NEW OR RECONDITIONED
GENERAL ITEMS:**

Radiator hoses, fuel lines, demister, aircleaner, parcel shelf, mud flaps, indicators, windscreen washers, spot lights, front and rear valance panels, grille bars, headlight protectors, wheel trips, left and right mirrors, interior mirror, badge bar, front radiator badge, rear tail lights, mascot, name scripts, crank cover badge, interior light, motor inspection light, thermostat, heater and heater hoses, radio, door wind deflectors, stone deflectors (on rear mudguards). Original jack and crank handle.

The car is sold with a very large quantity of spare parts, some of which are new. Comes with a comprehensive library of hand books and workshop manuals, technical information & advertisements of the period, together with original sales brochure.

Kurt Schulz

Phone: 61 3 9752 6300

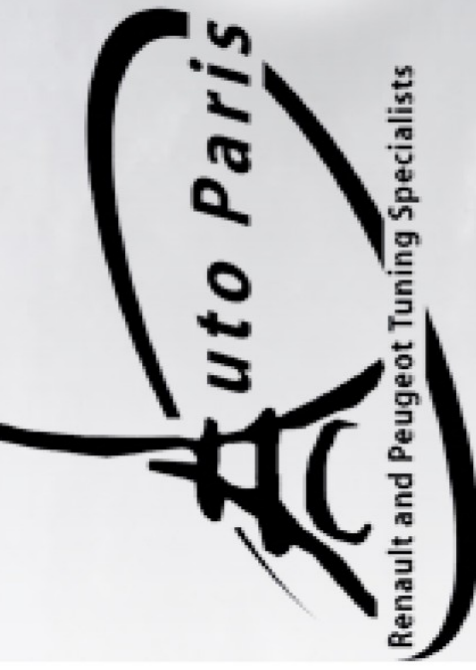
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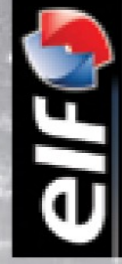
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