

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



A110 4 K110

Another one hammered



4CV 9

*a Tale of a 750
the series concludes*

WINTER 2014 – AUGUST



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AUGUST 2014

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CAR CLUB OF VICTORIA

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Hi there,

They say the only constant is change. . . I say it's the relentless passage of time and things to do.

I pick up a useful bit of work to do for which I was grateful - these days any work is 'a useful bit'. It was in Geelong for which I was less delighted. Nothing against Geelong mind you, lovely place, wonderful people, did half my childhood there. It's just that it's inconveniently located for me now.

The 2.5hr commute there and same back again sucked up so much discretionary time nothing else was able to be progressed. It wasn't planned to be that way, it just did. By the time I caught up with life after the assignment ended we had found out that the Historic Sandown paddock marshalling involved the RCCV organising the activity as well rather than simply providing a number of warm bodies.

Resource constraints necessarily lead to prioritisation. This edition has been sitting there ever-so-close to completion just begging for 'just a little bit of time'.

The next print edition is also backed up in the pipeline - also not far from completion.

Always assuming nothing else emerges from left field. . .

Geoff

... and Ken - not his fault this is so delayed :-)

Copying-

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Disclaimer-

The opinions expressed in The Victorian Renault may not be those of the editor and/or the committee members acting on behalf of the Renault Car Club of Victoria Inc. All articles are published in good faith and no responsibility can be held due to circumstances beyond our control.



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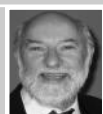
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CLUB MEETING

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: Melbourne 1960's - Trevor Wise

Articles by Peter Davson-Gall, Pamela Talevska, Ken Marriott, Geoff Rasmussen

Photos by , Trevor Wise, Peter Davson-Galle, Ken Marriott, Mikee Elliott

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.



PRESIDENT'S REPORT



It's been a while since I've written one of these (my apologies for holding up the publication of this beautiful edition!) so I'm feeling a bit rusty!

The General meeting hosted by the Williamstown Water Police was a fantastic event, and it was amazing to be able to see the specialised equipment that was there at their disposal should the need arise. The command centre used in case of a significant emergency was spectacular, and our host for the evening peerless in his openness and approachability.

The French Car Festival, being hosted this year by the Pug Club, is on again at Macleay Park in North Balwyn on the

26th October. Unfortunately, this means it clashes with our hoped appearance in the "club sandwich" at Motorclassica - we'll get there next year, and will need everything to be nice and shiny, so don't skimp on your prep for the FCF as a substitute!

We are working closely with the VHRR on a new proposal for your club to provide marshals for the Sandown Historics, with some financial benefit being provided to the club as an incentive. I'm hoping it goes well, and we're all able to come out the other end with big grins and some stories to share.

Here's to meeting the new club year with a grin and a cheer!

Mikee



ANNOUNCEMENTS

2015 Renault Round-up

The Piazza at Docklands has been booked for Sunday February 22nd

French Car Festival 2016

The RCCV's turn to organize again - we've booked Seaworks for October 16th 2016

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EXEDY





CALENDAR

September

3rd	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for Spring's The Victorian Renault advertisements and contributions
7th	Sporting	VMC Round 8 Mt Gambier. Contact Glen Armstrong on 0413 107 131
10th	Sporting	Masarati Club track day. RCCV invited to attend.
16th	General Meeting	7:30pm Water Police, rear of Williamstown Police Station, 100 Nelson Place Williamstown (next to Seaworks). Presentation by Water Police (Blue-Ribbon fundraiser)
28th	Social	8:45am for 9am start. Club observation run to Maldon via Morris Minor Garage, Gallery and Olive Oil Producer. Bookings to Glenn Armstrong on armstrong17@optusnet.com.au (0413 107 131) or Ken Marriott on ken.marriott@hmleisureplanning.com (0418 178 788)

October

1st	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for October's The Victorian Renault advertisements and contributions
5th	Sporting	Rob Roy Come and Try Hillclimb day (MGCC)
12th	Sporting	Super Sprints Come and Try Day 1, Sandown (MSCA)
18-19th	Sporting	Mt Tarrengower Historic Hillclimb (BCC).
19th	Sporting	Autocross, Ballarat Motor Sport Complex (BLCC)
21st	General Meeting	6:30pm Penrite Oil Showroom (MotoFluid), Factory 17/11 Havelock Rd, Bayswater Presentation and then a look at their collection of historic racers.
24-26th	Event	Motorclassica, Royal Exhibition Buildings
25th	Sporting	VMC Round 9 Huntly (Saturday). Contact Glenn Armstrong on 0413 107 131
26th	Social	2014 French Car Festival. Macleay Park, Belmore Rd, Balwyn. Melway 46 C4

November

2nd	Sporting	Rob Roy Interclub Challenge Hillclimb Round 3.
5th	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for November's The Victorian Renault advertisements and contributions
7-9th	Sporting	Historic Sandown (VHRR). Potential car display also.
18th	General Meeting	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris Speaker Andrew Wilson from Bush Fire Management of DEPI (Vic Gov)
23rd	Sporting	VMC Round 10 Pakenham. Contact Glenn Armstrong on 0413 107 131
23rd	Sporting	Super Sprint Come and Try Day 2, Winton (MSCA)
28-30th	Sporting / Social	Geelong Revival Motoring Festival (Geelong Sprints) Geelong Waterfront Planned to also be the club social day for November - details to be decided

December

3rd	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for Summer's The Victorian Renault advertisements and contributions
16th	General Meeting	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris Xmas Party at the Rob & Kay Belcourt's place - 69 Karnak Rd Glen Iris Ample parking, partners and family welcome

(Continued on page 7)



CALENDAR

January 2015

- 7th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for January's The Victorian Renault advertisements and contributions
- 20th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 24-25th **Sporting** Jugiong Interstate Challenge Motorkhana.

February

- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for February's The Victorian Renault advertisements and contributions
- 17th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 23rd **Social** 10:00am 2015 Renault Round-Up. Docklands Piazza. 8:30am for display vehicles

October 2016

- 16th **Social** 9:30am-3:00pm. 2016 French Car Festival. Seaworks Maritime Precinct, 82 Nelson Place, Williamstown



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SOCIAL EVENTS

July 'Bastille Day' Social

Geoff Rasmussen



The July social event was a Bastille Day brekky at the Depot de Pain in Hawthorn. As the backdrop to Mikee in the photos suggest, it is more than just a French bakery - there's a café and restaurant also.

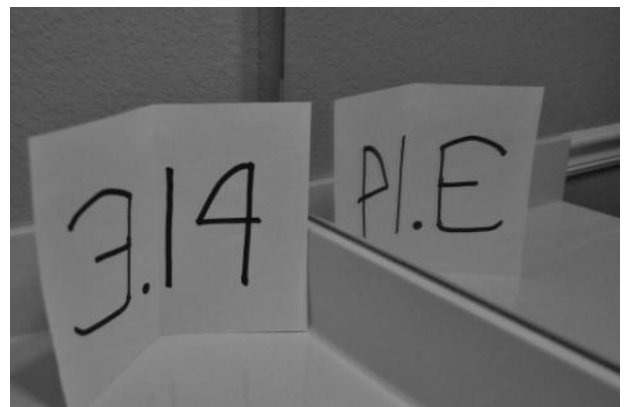
Around a dozen members turned up to enjoy the fares and the company of others.

At left (and below) clockwise from bottom left Kaye Belcourt, Andrew McCall, Steve Langridge, Mikee Elliott, Rob Belcourt and Chris Gajic

Andrew McCall, Steve Langridge, Mikee Elliott, Rob Belcourt and Chris Gajic

Behind the camera, and thus unrecorded by it, is Ken Marriott

Below: David Bertuch, Jeni Sammons, John and Jean Elliot, Mikee's nose



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2014 ANNUAL GENERAL MEETING MINUTES

Annual General Meeting Minutes

Date: Tuesday 15 July 2014

At Dorothy Laver Reserve East, Glen Iris

1 Welcome

The President extended a welcome to all members

2 Apologies

Glen Armstrong, Maureen Boyle

3 Report

3.1 President's Report (refer attachment 1)

3.2 Treasurer's Report (refer attachment 3)

3.3 Membership Secretary's Report (refer attachment 2)

4 Previous minutes

Motion to accept minutes moved by Paul Stuart, 2nd Steve Langridge

5 Nomination and election of office bearers for 2014/2015

All committee positions were declared vacant.

Office bearers elected for the year ending 30 June 2015:

President: Mikee Elliott

Vice President: Geoff Rasmussen

Treasurer: Stuart McKenzie

Secretary: John Elliott

Membership Secretary: Christine Gajic

General Committee: Graeme Edwards (sporting), Spiro Kapsalis, Stephen Langridge, Graeme Rasmussen

6. General Business

6.1 RCCV Constitution: motion to adopt amended constitution: moved Ken Marriott, 2nd , Graeme Rasmussen; passed unanimously.

A copy of the constitution to be sent to Consumer Affairs

9. Meeting closed 8.45 p.m.

ATTACHMENT 1 - President's Report

I'm really proud to have been part of the committee during this year, and in particular would like to note the contribution of Ken Marriott across the past 12 months as Vice President. He's played a key role in where the club is situated now, and has been a source of ideas and support for the committee throughout his tenure. Unfortunately, he's decided not to continue on with an executive position for the next year. Our warmest thoughts go with him.

I have the opportunity each workday to stroll past the old Renault factory in Heidelberg, and every time I do, I'm reminded of the time and effort put in by members of this club that has kept the marque alive, and allowed this club to survive the hiatus and thrive on Renaults return. Renault are making awesome headway with their new car releases and

the popularity of the marque is on the rise. I remember their return in 2001 with just two models - the Phase 1 Clio RS and Phase 1 Megane Cab - it's a tribute to the engineering in these cars that the Phase 1 Clio is still seen regularly at the pointy end of the sub-2 litre class at various trackdays. We have a glorious history

Our social events have led us from Phillip Island to Toolangi, Mirboo and Metro Melbourne for observation runs, hunts for obfuscated places and many, many coffees along the way. Our link with Barry Bourke Renault is developing well, and we hope to have several more social drives with them in the coming year.

The club has fielded competitors in several competitive disciplines across the state, and they've been rewarded with numerous trophies throughout the year in the Victorian Championships, and we've had several members try out motorsport for the first time at the various come'n'try days held. We've accepted a role for the club to provide officials at the Sandown Historics for the VHRR, and have several members who are active scrutineers and in constant demand.

While we're a bit quiet on the Social Media front, the number of people who choose to interact with the club on Facebook and Twitter has been slowly but surely growing over the past 12 months. We're hoping to spend more time here in the next 12 months publicising our events, so if you've got a facebook account, drop past sometime, we're at <https://www.facebook.com/RenaultCarClubOfVictoria>.

The French Car Festival in October was undoubtedly the highlight of our Club's year, with many, many vehicles we'd not seen at our events before, and consistently high praise from the other clubs about the venue, scale and professionalism with which the event was run. Without the efforts of Ken Marriott (again!), Peter Rasmussen, Paul Stewart and many others, this wonderful event would not have come together nearly as well. Everyone involved has my heartfelt thanks, and you're all looking forward to seeing what the Peugeot Club put together this year as much as the rest of us are!

I hope to see all of you at our events next year, and thanks to everyone who's attended our events this year.

You're the reason we're here!

ATTACHMENT 2 - Membership Report

The total membership has remained constant from the beginning of the year to the end of the year with 135 members. The past year saw a number of inactive members not renew their membership however this was countered by new membership. Barry Bourke has provided memberships to anyone who purchases a Renault vehicle; as at 30 June 14 people have taken up the offer.



2014 ANNUAL GENERAL MEETING MINUTES

ATTACHMENT 3 - Annual Treasurers Report - Renault Car Club of Victoria Inc. 2013 - 2014

Balance as at 30/06/2013	13436.45	Expenditure	
Income		Merchant Fees	113.12
Interest	4.30	Magazine/ Newsletter	4500.00
Membership	5532.00	Postage	466.63
Supper	341.90	Supper	499.63
Advertising/Sponsorship	370.00	Post Office Box	107.00
Merchandise	800.00	Merchandise	1000.00
French Car Festival	6740.60	CAMS	750.00
Total Income	13788.80	Club Reg (Consumer Affairs)	51.40
Sub Total	27225.25	Insurance	677.61
		AOMC	200.00
		French Car Festival	5425.80
		Roundup	596.26
		Phone	50.00
		Misc	80.00
		Total Expenditure	14517.45
		Balance as at 30/06/2014	12707.80





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A110 4 K110

Shannons drops the hammer on another Renault A110 Alpine

Ken Marriott



So here we go again. Another Renault on the blocks at Shannons: this one at the late July winter auction in Melbourne and what a stunner. Nothing less than the rare Alpine Renault A110 1300S rescued from New Caledonia and rebuilt by Col Stark for Phil Sethna. The Alpine Affaire web lists it as a 1971 model but Shannons had it down as 1972: whatever, it is gorgeous!!

As you might have expected, Phil and Col were there on the night: fidgety, nervous... and waiting. The car didn't come up until well after 9.15pm following the usual 7pm start and was the feature of the last 20 minutes of the evening.

As the Shannons promotional screed indicated, the car is "believed originally to be a 'light weight competition cliente' 1300S model...from 1972". As Colin Stark related in his presentation to the Club meeting not so long ago, the car was "rescued" from New Caledonia in 1991 along with an A310 and was restored over the subsequent 14 years at Alpine Affaire.

As rescued, the car had a works-specification lightweight shell but the ravages of a tropical climate meant this had to be entirely replaced and Col's own A110 was used as a mould to create a new body.

The engine has been bored out from the original 1296cc to 1550cc and, along with a number of other improvements, produces 155 bhp at 7,000 rpm. Not bad for a car with a total weight of only 615 kilograms!! A host of other race-focused improvements were also made to the car during Col's restoration. And it looks stunning!!

This is the car you may have recently seen on the new TV show Car Torque. In the flesh, it is tiny but so complete, so



compact and so attractive. The lucky buyer will hopefully, use it for a range of sporting events as it has been set up to cope but, as Shannons indicate, can "still be driven legally (just) on the road". You can check more specifics by going to <http://www.alpineaffaire.com.au> and clicking on Our Projects or follow prices and other information on www.facebook.com/alpineaffaire

The car was auctioned on Monday July 21st. It had an indicated price range of \$90-120,000 and here's how the auction went: an opening bid of \$90,000 came from the floor, followed quickly by \$95,000, more slowly by \$100,000 and then a slow, drawn-out \$105,000. Trying to pull teeth, the auctioneer (who was in his traditional fine form on the evening) didn't offer \$1000 or \$500 increments and finally gave up and indicated that he was going to have to pass the car in. Then all of a sudden there was a cry from the podium as an on-line bidder stumped up \$110,000 and it was all over. So K110 for an A110. A round of applause followed.

This is the reputedly the highest price ever paid for a Renault in Australia. Yet that said, Col Stark feels that the car sold cheaply. He argues why:

"That car is pretty much all factory works running gear including light weight body, tarmac lightweight chassis, 80l central bladder fuel tank, works 2.5 turn fast rack, Monte Carlo big brakes, 5 speed with Hewland locking diff, competition seats, acrylic windows (except windscreen), factory bi-metal competition wheels and a genuine French built car. That car is worth a lot more than the average road going A110 and competition cars generally sell for \$150-350K depending on condition and provenance.

Generally speaking cars sold here in Australia have fetched: Mexican built cars \$50k plus, Spanish built \$60k plus, French built \$80k plus. This would be the price for a good car not a fully restored example".



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A110 4 K110



Done and dusted

RENAULT

Interestingly a 2013 Alpine buyers review article in my favourite car magazine, Octane, stated “Of the 7500 built, over half were the Renault 12-engined V85. It was the entry level car for a number of years, and offers great value today, with usable to good condition cars ranging from £28,000-38,000. £40,000 is absolute top money.

‘The one everybody lusts after is the early swing-axle 1600S. Top, original cars regularly fetch between £70,000 and 80,000’. Colin Stark agrees with these valuations.

Thanks to Col Stark for such a stunning restoration of such a beautiful car and to both Col and former A110 owner Phil Sethna for their humour and banter on the evening.



A 'departing' view

RENAULT



Colin Stark (L) and Phil Sethna

So someone has a wonderful car and got it at a great price. And if you've read this far you will be either sitting there with a smug smile on your face saying “That final bid was mine!”...or feeling glum because it wasn't. If you are in the latter position – as all but one of us will be— all is not lost. There is a solution. Go to the June 2014 edition of Octane, (that magazine again!) and on page 162 you will see a review of another stunning Alpine A110: and one that you can buy for no more than UK 199 pounds (or roughly, \$370). It is a 1:10 scale radio controlled model. The reviewer notes that “this is no mere toy, and in the right hands we suspect it will do a more than passable impression of the Ove Andersson/David Stone car that slid so imperiously to victory (in the Monte Carlo Rally) back in '71”. You can order yours on +44 (0) 1908 606686 or the web at www.hobbyco.net



A pair of sold Citroens



4CV G

A Tale of a 750

Peter Davson-Galle

previously ...However this was then a time of thought. Why not do more than this? Let's do a major conversion. Hey, it might take a year or two, but To continue:

Running Gear:

Front suspension, steering & brakes: standard R10 except for:

- to reduce the steering ratio from 3.7 to around 2.5, a Coleman Prolite 1.5:1 "steering quickener" was fitted (by the engineer - he did one in my R8 too) - this is an in-steering-column reduction gearbox designed for American dirt oval racers & it's a great modification, transformative - the single best thing that I've done; as Colin Stark will recall, I was vainly hunting for a RHD 3.3 R8G rack but I prefer the faster 2.5 (my Djet has a 3.3 rack);
- 130 mm alloy spacers on the coils (R8 Gordini & A110 rough road rallying gear) to raise the front (lots of weight shifted to the front, you see; & it would "bottom" on one favourite corner with a dip);
- Koni R8G "red" dampers (some fiddling in modification of the lower mounting brackets to suit the shorter R8G damper stroke);

and

- 4.5 x 14 wheels (reinforced cut-down 15s retaining standard offset) fitted first with 165/65-14 Continental EcoContact3 tyres (very nice "wet" tyres) and now with PremiumContact2 tyres (even better in the wet & a bit crisper - I have them all round on the Djet).



Camber compensator & a too-low 'muffler'

Rear suspension & brakes: standard R10 (including semi-trailing toe-control arms) except for:

- one turn removed from standard rear coils (>3° negative camber - good, lower C.G. - good, stiffer spring rate, thus roll stiffness - bad; overall: worth it);
- shorter droop straps (335 mm long);
- transverse leaf camber compensator spring (long used & bought originally from John Ould Motors in Melbourne - as fitted by them to their R10 GT model) - now with one extra half-length leaf;
- Koni R8G "red" dampers (some fiddling);
- 5.5 x 14 wheels (reinforced cut-down 15s retaining standard offset) fitted with 185/60-14 Continental EcoContact3 tyres;

This is the last part of the series which began in May



More fiddling to fit things in but note neat fit of Mini Radiator (& compliance plate at rear

and

- unlike with my R8, what I haven't done is remove the rear pressure restriction valve in the brake lines; normally one does this to limit front brake lock-up but I've shifted so much weight to the front that this isn't an issue.

Miscellaneous:

- instruments & column shroud & stalks come from an early R12 with spot-on speedo gearing given transaxle ratio similarities & the near identical diameter of the R12's 155/80-13 & my 185/60-14 tyres; (spare is, incidentally, a 145/65-15 which also has nearly the same diameter - a horrible Nankang but it's just a spare; the Djet and R8 have decidedly better Conti spares in the same size);
- the steering wheel is a rather nice "period" (70s?) Renault -badged small diameter 4-spoke alloy one but it's mysterious as to source vehicle type - perhaps aftermarket;
- wipers are two-speed & arms now park flat;
- fabricated two tube front bumper (actually a wallaby bar - I live in semi-rural Tasmania after all) & no rear bumper (I like the curvaceous rump of the bare 4CV);
- driver's seat is an aftermarket "sports" bucket & is fitted with a 4-point harness (much recommended) & a 3-point



Mystery wheel



4CV G

fixed belt (not both worn at once!) with front passenger seat from a Mini;

- re-trimming of various cabin bits (beige cum sand cum camel);
- 3-core radiator from a Mini, which is a perfect fit in the nose;
- 40+ litre baffled fuel tank was fabricated (by the engineer & in 3mm steel plate!! - I expressed concern about rupture) to fit in the front with battery, tools, spare wheel & so on;
- a pair of Cibie Oscars (that I bought in 1970 for my MG Midget);



This bit's straight :- (but it get twisty later :-))

- some idiosyncratic badgework;

and

- yes, the tail-lights are from a VW & moved to the guards (why not? - I'm clearly not committed to "preserved in aspic" originality & they give me rear winkers).

Basically, this is the culmination of 45 years' fettling of fang-worthy 4CVs & I honestly can't think of a thing that I would change (within reason - after driving my Djet, I'd love a mid-engine & proper wishbone rear suspension but ...).

Were it to be a race car, then things would be different but it's a road car. It goes, stops & handles nicely, very nicely actually.

For a rear-engined Renault with a short wheelbase, it is remarkably communicative, biddable & un-snappily adjustable at the limit - even in the wet (current favourite pressures are 34F & 38R); & it is happy on uneven surfaces so long as I have clearance (exhaust! - & the camber compensator sits low; although it doesn't hurt anything if it gets a whack, as it simply swivels back).

So, henceforth I foresee further fanging & not further fiddling - it's finished (unless of course it breaks something).

Peter Davson-Galle

The End



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MOTOR SPORT - FORMULA ONE

August 2014 Formula 1 Wrap Up

Pamela Talevska

It's been an interesting month in Formula One with the Mercedes duo fighting over the Drivers' Championship, and Australian Daniel Ricciardo getting closer to the pair.

Let's see how the August progressed, keeping a close eye on Lotus F1, Red Bull Racing, Scuderia Toro Rosso and Caterham F1 – the four teams which are supplied with the Renault Energy F1-2014 engine this year, making up just over one-third of the field.

Hungarian Grand Prix

Rosberg scored a pole position for the Hungarian Grand Prix, while his Mercedes teammate Hamilton failed to set a timed lap in Q1 due to a substantial fire caused by a fuel leak. The unfortunate incident meant Hamilton was forced to start the race from the pit lane, where he was joined by Magnussen after both drivers' cars underwent significant changes to their chassis'.

Australian Daniel Ricciardo won the Hungarian Grand Prix in his Red Bull, from Ferrari's Fernando Alonso and Lewis Hamilton who finished in second and third places respectively. The two Mercedes drivers squabbled during the race with Hamilton asked by the team to let Rosberg past during the race whilst the teammates were racing on different strategies. Hamilton disobeyed the team orders, and beat Rosberg by six seconds at the end of the race. Afterwards Hamilton said that Rosberg hadn't been close enough to overtake, and that he was not going to decelerate in order to let Rosberg by.

Vettel finished in seventh place in his Red Bull after starting from second on the grid, with Vergne's Toro Rosso finishing in ninth place, the third Renault-powered car to finish in the top 10. Maldonado's Lotus finished the race in 13th, with Kvyat just behind in 14th in his Toro Rosso. The remaining Renault-powered cars of Grosjean in the Lotus, and the two Caterhams of Kobayashi and Ericsson all retired from the race.

In the lead up to the Belgian Grand Prix, Red Bull confirmed that Max Verstappen will replace Vergne at Toro Rosso in 2015. Max, who is the son of former F1 driver Jos, is almost 17-years-old and will be the youngest F1 driver to have ever raced. Previously, Jaime Alguersuari held the record at just over 19 years of age when he too debuted in Formula 1 in the junior Red Bull team.

Belgian Grand Prix

After a four-week European Summer break, the season resumed at the famous Spa-Francorchamps circuit. In the lead up to the race, WEC-driver Andre Lotterer was announced as Kamui Kobayashi's Caterham replacement for the Belgian race.

Embarrassingly for Marussia, they also announced a driver replacement, with Max Chilton replaced by Alexander Rossi prior to the first practice session (FP1) at Spa, only to have

Chilton reoccupy his drive in time for FP2. Chilton's "contractual issues" were seemingly resolved during FP1 when the media were informed of Chilton's pending return, prior to the team informing Rossi at the conclusion of the session.

The two Mercedes drivers made up the front row of the grid and lead the field at the start of the race. On lap two, Rosberg hit race-leader Hamilton from behind while attempting a pass, damaging Rosberg's wing, and puncturing Hamilton's tyre. Hamilton caused further damage to the floor of his Mercedes while driving back to the pits at high speed with a flailing rear tyre, and re-joined the race after a pit stop on lap 3, with Rosberg replacing his front wing at his first pit stop six laps later.

After starting fifth on the grid, Ricciardo successfully passed both Alonso and Vettel on track in the opening laps, and took over the race lead once Rosberg pitted for a new nose and wing. Ricciardo successfully maintained the race lead and won the Belgian Grand Prix in his Renault-powered Red Bull, his third win in six races.

Rosberg and Bottas made up the podium places in second and third respectively, with Hamilton retiring from the race on lap 40, 4 laps from the end, after requesting that the team retire him on three prior occasions.

Of the Renault-powered cars, Vettel finished in fifth place, the Toro Rossos of Kvyat and Vergne finished in ninth and 11th respectively, and Ericsson's Caterham finished in 17th. Both Lotus's and Lotterer's Caterham all retired.

After the race, attention again returned to the Mercedes drivers with Hamilton alleging that Rosberg admitted to driving into him on purpose. It will be interesting to see how the rest of the Mercedes saga unfolds in the following seven races!

World Drivers' Championship Standings

After his Belgian GP win Ricciardo maintained third place in the Drivers' Championship with 156 points, closing the deficit to Hamilton to 35 points, and 64 points behind Rosberg.

Alonso is currently 35 points behind Ricciardo, with Bottas in fifth and Vettel in sixth place, 122 points behind the World Drivers' Championship leader Rosberg.

Of the remaining Lotus-powered cars, Vergne sits in 13th place with 11 points, Grosjean and Kvyat both have eight points and sit in 14th and 15th places respectively. Ericsson is still yet to score a point.

World Constructors' Championship Standings

In the Constructors' Championship, Mercedes leads on 411 points, with Red Bull Racing in second position, with a 157-point deficit to Mercedes. Of the Renault-powered teams, Toro Rosso sits in seventh place, Lotus in eighth place, and Caterham is in last place.





JULY GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 15 July 2014

At Dorothy Laver Reserve East, Glen Iris

Meeting opened at 7.30 pm.

1 Apologies

Glen Armstrong, Maureen Boyle

2. Presidents Report

2.1 Thank you extended to Rob Belcourt for supplying pizza and wine tasting for Bastille Day

2.2 PCCV has advised that the French Car Festival is scheduled to be held on 28 September at Macleay Park, Balwyn North

3. Business Arising previous meeting

Nil

4 Treasurers Report

attached

4. Correspondence

- Advertising from Camera Lane
- Car club magazines

7. Sporting

7.1 New date for round 6 Hill climb at Ararat is 9 – 10 August.

8. General Business

8.1 Changes to club plates – clarification rules for new vehicles going onto club scheme

8.2 Jude form Renault Australia expressed interest to attend next display day – Mikee to advise

8.3 The social run to Toolangi was well attended and enjoyed by all

8.4 French Car Festival:

- a breakfast beforehand is scheduled after which cars will travel to the festival
- it is planned to dismantle a R4 and Citroen at the festival

8.4 Coming events: August social run to Bendigo

9. Meeting closed 8.25 p.m.

Next Meeting

Tuesday 19 August 2014 Dorothy Laver Reserve East

Gabriele Gatè to be guest speaker

Treasurers Report - Renault Car Club of Victoria Inc

June 2014

Balance as at 31/05/2014	11259.09
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Income

Interest	0.30
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Membership	1636.00
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Total Income	1636.30
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Sub Total	12895.39
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Expenditure

Supper	187.59
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Total Expenditure	187.59
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Balance as at 30/06/2014	12707.80
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RCCV Lapel Pin		\$4.00
RCCV Number Plate Surrounds		\$5.00
Model Cars	Various	\$10 - \$50.00
Renault Pens		\$3.00
DVD's-Rob Roy Hill Climb 2010		\$3.00
Renault Polo Shirts (Red/ Grey/ Black)		\$10.00
RCCV Polo Shirts		\$25.00
Magnets		\$5 - \$10.00
Renault Key Rings	Various	\$10 - \$25.00
Renault Match Booklet (old/ collectible!)		\$2.00
Tyre Valve Caps		\$15.00
Old Sales Brochures/Glove Box Manuals		Various
RCCV Mugs		\$5.00

The club shop is expanding its range of items and actively new and interesting things.

The shop will be at every three or four general meetings rather than every one but you can contact Kay Belcourt if you want something in particular from the above stock list.



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Contact Cameron Price 97072222

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

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Contact Alan on 9670 0560

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