

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



POST LOCKDOWN 2020

RCCV PRESIDENT'S REPORT 2020

A brief report of the 12 months as President from July 2019.

The first activity of the month was the Caffeine Run to the Oasis Café in Fairfield where we celebrated Bastille Day. One of our members Craig Penglase who manages the café had organised a private area and kept us fed with beautiful Lebanese pastries to have with our coffee. Later that month 1:30 hour (120km) drive day to Castlemaine with Members enjoying lunch and socializing at the Railway Hotel. August saw another Caffeine Run to The Boathouse, Kew and another short 80km drive day starting at Tecoma to Marysville a few weeks later.

The National Show and Shine committee invited RCCV Alpine members to showcase Alpines at The Euroa Show and Shine Show in October. There were over 800 cars and the overflow had to park in the streets. The town's population is 3000 but expands to 10,000 on that weekend. There was a lot of interest and curiosity from punters. For more on the day check out the Video on the RCCV web site under News tab.

On a personal level in October, I competed in the Targa High Country alongside Barry McAdie in his 1969 A110 as navigator, unfortunately DNF due a head gasket failure. Our fellow Renault and Alpine friends from WA, Vic and NSW did well in some of the categories.



We had a display at MotorClassica mid-October where I also helped out at Brighton Alpine's stand. See the video of our adventure on the RCCV website.

Early November saw the yearly pilgrimage of a bunch of us to join our Canberra friends at their French Car Day Canberra. Mid November saw a leisurely 100km drive to the Trentham Car show.

RCCV hosted the 2019 French Car Festival imbedded in the Geelong Revival late November. A wonder turnout of Renos, Peugeots and Citroens. Again, a video of the day can be viewed on the RCCV web site. Reno Round Up was held at Caribbean Gardens in February (see photos in the magazine).

This year we had a couple of Coffee runs and Club display at the 2020 Melbourne F1GP which lasted one day as the COVID lockdown came into force. Short promo video on RCCV website.

On the operational side as President, established a relationship with Andrew Ellis, the new Corporate Communications Manager at Renault Australia. Andrew is very receptive and keen to get involved in the future with our club events, i.e. Next year's Reno Round up. Looking towards the future I started discussions on the possibility of Alpine owners doing a lap of honor at the GP given Alpine F1 will debut globally next March at the Australian F1GP.

Finally, have enjoyed my tenure as President and being part of a dedicated RCCV committee team. Welcome to our new members and look forward to our post Covid future.

Rodney Apcar

RCCV President



RENAULT

Passion for life



DECEMBER 2020

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Deadline for next magazine Friday ??? 2021.
Send to editor.tvr@renault-car-club-vic.org.au

**Front Cover: Life after lockdown. River crossing—
 photo courtesy of Jeff Bee(facebook)**



RENAULT CAR CLUB OF VICTORIA

Hello All & Welcome back

the last edition we have faced unprecedented times with COVID-19 and the Victorian lockdown (particularly Melbourne folks). Fortunately, the active Committee members were able to continue to meet via Zoom and eventually organise and run a successful AGM in November via Zoom.

Thank you to the many members that used their lockdown time to generate and send me articles for this edition of our magazine.

I hope that this revitalised edition prompts our many members, including those who, for one reason or another, did not renew their 2020 membership to get re-energised and support this great Club.

This edition will be produced in hard copy and distributed via post to all members (including lapsed memberships in 2020).

Wayne Eason
 Editor

New Members

We wish to welcome the following people to the club:

APPIOTTI Christophe

BROOKS Daryl

DUBARRY Sanjay

EATTELL Robin

MILLSOM Matthew

WESTERN Anna

WESTERN Luke

WRIGHT Matthew

WUCHATSCH George

Copying-

Car club newsletters and magazines are free to copy without written consent, as long as recognition of the source material is given.

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.

CLUB DRIVE DAY— AFTER LOCKDOWN!!!

Last Sunday's Renault car club run. I did over 500kms in the Alpine GTA over the weekend over some of Victoria's best roads. Up through Warburton to Marysville for coffee and then up to a club members weekender about 10kms the other side of Alexandra overlooking Lake Eildon. The Alpine rarely got into top gear, mostly 2nd and 3rd all the way and such a great run.

Coming home I was on my own so I didn't have any of those pesky RenaultSports in front of me so I could let it rip. The sound from the engine with the wastegate open and turbocharger popping over the V6's exhaust note was exhilarating (you wouldn't have a electric car for quits) and the grip from those big Continental tyres means the car can out corner me. People say I drive to fast through corners and they maybe right but the Alpine corners much faster than I can. I've never driven a new one but if a 30 year old one is this good the new one must be phenomenal.

David Cavanagh



CLUB COFFEE RUN—First After Lockdown

First Coffee Run club outing after Melbourne COVID-19 Lockdown rules eased.



Did You Know?

RIP—Peter Jansen. He was a member of the factory Renault rally team!!



Jansen's early exploits were in rallying, where he competed for the factory Renault team driving a Renault R8 Gordini in 1968 Southern Cross (above). His fleet of double decker buses were a familiar sight at touring car races in the '70s and early '80s (left) and was the beginning of corporate hospitality.

From Auto Action

FOR SALE — Ads in
THE VICTORIAN RENAULT

Advertising space is available to businesses at very reasonable rates. Our readership shares an interest with you and is predisposed to prefer your goods or services over others. Advertise (nearly) any kind of business, service or product.

Available now - get in early to ensure your access to this pre-qualified market.

Call us or email 0418 526 984
editor.tvr@renault-car-club-vic.org.au



CLUB SHOP

MERCHANDISE

RCCV Caps	\$15.00
Waverley Renault Caps	\$10.00
RCCV Key rings	\$ 5.00
RCCV Lapel pins	\$ 4.00
Model Cars	\$5.00 to \$50.00
Renault Pens	\$ 3.00
Renault Polo Shirts	\$ 1.00 limited sizes
RCCV Polo Shirts	Nil Stock
RCCV Shirts	\$40.00
RCCV Vests	\$30.00
Renault "Sports" shirts	\$ 15.00 only 4 left (M, 2 XL, 1XXL)
(all sizes from S to 3XL)	
Renault Lanyards	\$ 5.00
Key-rings (silver diamond)	Nil stock
Tyre valve caps	\$12.00
RCCV Stickers	\$ 5.00



RENAULT CAR CLUB OF VICTORIA

The shop is open at most general meetings (not every one) but you can contact Kay Belcourt if you want something in particular from the stock list.



RENAULT AUSTRALIA VICTORIAN DEALERSHIPS

www.renault.com.au

Ballarat Renault
1051 Howitt St
Wendouree
(03) 5339 5744

Central Renault
1-7 Kingston Street
Richmond
(03) 9429 7045

Rex Gorell Prestige
481A Latrobe Tce
Geelong
(03) 5227 4777

Watson Renault
420 Grimshaw Street
Bundoora
(03) 9429 7045

Barry Bourke Renault
755 Princess Hwy
Berwick
(03) 9707 2222

Eastern Renault
25 Hewish Rd
Croydon
(03) 9723 5555

Sale Renault
124-138 York St
Sale
(03) 5144 2133

Warrnambool Renault
168 Raglan Parade
Warrnambool
(03) 5561 2341

Bendigo Renault
82-90 Midland Hwy
Epsom
(03) 5430 4000

Essendon Renault
600 Mt Alexander Rd
Moonee Ponds

Shepparton Renault
8004 Melbourne Road
Shepparton
(03) 5823 2940

Brighton Renault
797 Nepean Hwy
Brighton East
(03) 9599 2100

87 Mark Street
North Melbourne
(03) 9080 1111

Warragul Renault
167 Queen St
Warragul
(03) 5622 0000
Waverley Renault
565/577 Springvale Road
Mulgrave
(03) 9550 5888



ANNUAL GENERAL MEETING 2020



RENAULT
CAR CLUB OF VICTORIA

AGENDA

RENAULT CAR CLUB OF VICTORIA
Annual General Meeting
Date: 17th November 2020
Location: Conducted by ZOOM video Link, due to Corona Virus restrictions.

Meeting opened 1930

Welcome and Apologies.

Previous AGM Minutes

2019 AGM minutes attached.
Motion to accept, Mike Neil. Seconded...

President's Annual Report.

Treasurer's Annual Report

Membership Secretary Report

Nomination and Election of office bearers 2019/2020

As of Tuesday 10th November, one nomination per position has been received, so there is no need for an election.

POSITION	NOMINEE	PROPOSER	SECONDER
President	Rodney Apcar	Geoff Rasmussen	Glenn Armstrong
Vice President	Graeme Rasmussen	Geoff Rasmussen	Mike Neil
Treasurer	Greg Testolin	Graeme Rasmussen	Geoff Rasmussen
Secretary	Mike Neil	Geoff Rasmussen	Glenn Armstrong
Membership Secretary	David Kirsas	Glenn Armstrong	Geoff Rasmussen
<u>Sporting Co-ordinator</u>	Jeni Sammons	Mike Neil	Graeme Rasmussen
Magazine Editor	Wayne Eason	Mike Neil	Graeme Rasmussen
Committee Member	Glen Armstrong	Mike Neil	Graeme Rasmussen
Committee Member	Kay Belcourt	Geoff Rasmussen	Mike Neil
Committee Member	Rob Belcourt	Graeme Rasmussen	Glenn Armstrong
Committee Member	David Bertuch	Graeme Rasmussen	Glenn Armstrong
Committee Member	Geoff Rasmussen	Graeme Rasmussen	Mike Neil

Business arising from previous AGM.

Meeting closed.....



ANNUAL GENERAL MEETING 2020



RENAULT
CAR CLUB OF VICTORIA

MINUTES

RENAULT CAR CLUB OF VICTORIA

Annual General Meeting

Date: 17th November 2020

Location: Conducted by ZOOM video Link, due to Corona Virus restrictions.

Meeting opened 1930

Welcome and Apologies. David Kirsas, Eddie McCall.

Attendance. Rodney Aparcar, Graeme Rasmussen, Mike Neil, Geoff Rasmussen, Kay Belcourt, Robert Belcourt, Greg Testolin, Jenni Sammons, David Bertuch, Wayne Eason, Glen Armstrong, Peter Rasmussen, Mikee Elliott, David Cavanagh. Plus 8 ordinary members.

Previous AGM Minutes

2019 AGM minutes—circulated electronically

Motion to accept, Mike Neil. Seconded by Geoff Rasmussen.

President's Annual Report.

Rodney Aparcar; I've enjoyed being President of the RCCV over the past 15 months, (late AGM due to Covid 19 pandemic) and have been impressed with the support and actions of the committee. Although we haven't been able to hold events, there's been progress with re-establishing a relationship with Renault Australia's Andrew Ellis. I hope this will bring support to major events like Renault Roundup. We also heard that RA has discontinued support of Garry Rodgers Motorsport programme.

We continue to urge members to engage and support the club through our events calendar.

I look forward to a better 2021 ahead. Welcome to three new members attending tonight, Bill, Sanjay and Daryl.

Treasurer's Annual Report

Greg Testolin presented the Annual Treasurer's report; (Report on following page)

Motion to accept by Peter Rasmussen. Seconded by Mikee Elliott.

Membership Secretary Report

Mike Neil read out David Kirsas's (absent) report. Geoff displayed it on screen so all could see.

Motion to accept Mike Neil. Seconded by Glen Armstrong.

MEMBERSHIP REPORT 2019-20

Membership is down this year from a peak of 189 to 143 as of 31 Oct.

Highly likely due to corona virus.

Will do an email after exams to past members to ascertain why the membership was not renewed.

Membership details as per cells below.

2019/20	
Total Single Life Member (LM)	3
Total Dual Life Member (DLM)	3
Total Single (S)	101
Total Dual (DM)	28
Total Dual Concession (Pensioner) (DC)	2
Total Junior(J)	1
Total Membership Category	156

2020/21	
Total Single Life Member (LM)	3
Total Dual Life Member (DLM)	3
Total Single (S)	76
Total Dual (DM)	21
Total Dual Concession (Pensioner) (DC)	15
Total Junior(J)	1
Total members	143

New members	8
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Nomination and Election of office bearers 2019/2020

As of Tuesday 10th November, one nomination per position has been received, so there is no need for an election. Mike Neil read out the results.(as per agenda)

Business arising from previous AGM. Nil

General Business.

Wayne Eason, editor, asked if the next issue needs a paper edition as well as an electronic, email, version.

There was discussion surrounding the fact the RCCV needed to supply the State Library with a copy, could they accept an electronic version only? Also, we still have a few members not on email and so the magazine is their only communication with the club.

It was decided to go ahead with the printed version, although this presented W

Wayne with a short deadline as the AGM was held so late in the year.

OTHER business; Graeme Rasmussen put out an urgent call for marshals for the MGCC event at Sandown in December;

The Christmas end of year event was discussed, as was remainder events. Although final details needed to be decided, information will be sent out on dates and times.

Mikee Elliott gave a thank you to the committee for conducting the RCCV affairs over a difficult year.



Meeting closed.....8.15pm
December 2020

TREASURER'S REPORT 2019-2020

Annual Treasurers Report - Renault Car Club of Victoria Inc. 2019- 2020

Balance as at 30/06/2019		\$32,045.23
Income		
Membership	\$3,921.00	
Supper	\$204.40	
Merchant Adj	\$137.50	
Merchandise	\$1,550.00	
Roundup	\$786.00	
Rendezvous	\$7,045.00	
Marshalling	\$2,000.00	
Misc.	\$26.00	
French Car Festival Admission	\$190.00	
French Car Festival Raffle	\$195.00	
Australian Grand Prix	\$1,650.00	
Total Income	\$17,704.90	\$17,704.90
Sub Total		\$49,750.13
Expenditure		
Merchant Fees	\$110.95	
Magazine/ Newsletter	\$2,515.77	
Postage	\$100.00	
Supper	\$887.88	
Hall Hire	\$456.00	
CAMS	\$875.00	
Consumer Affairs Club Reg	\$59.20	
Insurance	\$973.90	
AOMC	\$250.00	
Misc.	\$120.00	
Website	\$372.45	
Marshalling	\$160.00	
Stationery	\$53.30	
Renault Rendezvous	\$10,060.00	
Australian Grand Prix Display	\$1,000.00	
French Car Festival	\$1,046.40	
Roundup	\$1,118.40	
Total Expenditure	\$20,159.25	\$20,159.25
Balance as at 30/06/2020		\$29,590.88



COMMITTEE MEMBERS 2020-2021

<p>PRESIDENT Rodney Apcar 0414 446 103 president@renault-car-club-vic.org.au</p>	<p>SPORTING COORDINATOR Jeni Sammons 0401 243 062 sporting.coordinator@renault-car-club-vic.org.au</p>	
<p>VICE-PRESIDENT Graeme Rasmussen 0421 367 818 vice.president@renault-car-club-vic.org.au</p>	<p>MERCHANDISE Kay Belcourt 0413 651 210 merchandise@renault-car-club-vic.org.au</p>	
<p>SECRETARY Mike Neil 0418 211 278 secretary@renault-car-club-vic.org.au</p>	<p>MAGAZINE EDITOR Wayne Eason 0418 526 984 editor.tvr@renault-car-club-vic.org.au</p>	
<p>TREASURER Greg Testolin treasurer@renault-car-club-vic.org.au</p>		
<p>MEMBERSHIP SECRETARY David Kirsas 0407 304 730 membership.secretary@renault-car-club-vic.org.au</p>	<p>GENERAL COMMITTEE Rob Belcourt 0439 798 079</p>	
<p>CLUB PHONE NUMBER 0484 258 498</p>	<p>David Bertuch 0401 850 747</p>	
 <p>RENAULT CAR CLUB OF VICTORIA</p>		
		<p>Geoff Rasmussen 0491 357 509</p>
		<p>Glenn Armstrong 0413 107 131</p>

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: courtesy of Jeff Bee

Photos & Articles supplied by

- ◇ Wayne Eason, Rodney Apcar, David Kirsas, Mike Neil, Greg Tesolin, David Cavanagh, Bryce Gatton, David Jenkins, John 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.org.au. 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.

WHAT IS A HILLCLIMB?

Motorsport Australia definition of a Hillclimb is: A single-car speed event in which each car covers the same course. The finish line shall be situated at a greater altitude than the start line, unless the track licence provides otherwise. More than one car may be permitted on the course at the same time, subject to the approval of Motorsport Australia, and, The essence of hill climbing is that it is a single car on the track at a time running against the clock. The tracks used are sometimes dedicated hill climb venues, or often short sections of closed public roads that have been upgraded for the purpose. Part of the skill involved in hill climbing is learning to drive the car quickly without the opportunity to warm tyres and brakes. It therefore proves to be an invaluable training ground for drivers in all aspects of car control.

I describe it as a lotta fun. Rob Roy which is my closest climb happens to be the second oldest operating Hillclimb in the world. It is set on an old tourist spot where people from Melbourne would come on the weekends to ride ponies and camels and do other equally exciting stuff. The sons of the owners had motorbikes and set up their own track. Today's climb follows this track, although with considerably more horsepower.

From the start line you have a short straight on a reasonably gentle gradient leading into a right hander on Tin Shed corner, obviously named after a long-gone tin shed. Then, downhill into Gaze's Gully, where Tony Gaze went off into the creek. The story goes that the car kept running even though it was upside down and was only stopped by an official pulling the ignition leads off the distributor. The gully these days is protected both sides by Armco, and is narrow. Then is "The Wall" a sharp climb up to a left hander that most people want to short cut over the apex. (P.S. Wrong way to take this corner, you should be on the other side of the track). Then still climbing, but on a gentler gradient you have 3 more left handers. If you are carrying sufficient speed, these can blur into a triple apex corner. Either way do not get sucked into clipping the first apex, it will put you out of wack for the remaining two. Then a short bust, still just climbing, to the finish line and braking area.

I won't go into gear change points as yours will be different from mine.

The Victorian Hillclimb Championship is run using several circuits. Ararat is conducted on the tourist road up One Tree Hill, a considerably longer climb, all upward with enough corners. Camperdown is similar using Mt Leura, but the competition section stops way short of the top due to the lack of Armco. Mt Leura has two interesting sections, one being a 180-degree turn and the other is "The Cutting" through solid rock, which is unforgiving. Morwell is the Masterpiece, Bryant Park is a purpose-built track laid out in a figure of 8, which allows variations from a short track to a challenging 1.4K. The outside circuit contains "Shit Corner" so named, (on the opening event), because of its reverse camber from both directions and its downward entry both ways. It is a challenging corner. Broadford is run on part of the motorcycle circuit, reverse direction, which means the corners close up instead of opening out on the exit. This is a different challenge, but the circuit is long with sweeping corners and is a pleasure to drive. Shepparton Driver Training circuit used around half the circuit with

the altitude difference rule stretched to the limit. Unfortunately, this has been denied to us, so no more. We wait to see what Wodonga will throw at us. Another circuit used is Mt Tarren Gower near Maldon. It is usually conducted for Historic vehicles and has a long history.

You can use any vehicle, from a fully set up racer to your daily driver. Regulations require the wearing of non-flammable clothing from neck to wrist to ankles, closed footwear and an approved helmet. Your vehicle needs to be safe and carry a fire extinguisher. Any competitor in the Club will advise you.

This is why I like Hillclimbs. I describe it as "circuit racing but without the straights, to relax in". All the circuits demand complete concentration all the time. You are not permitted to warm tyres or brakes only to bring your engine up to operating temperature. Just as well they are short, but a lotta fun.

JE (John Elliott)



What is Renault doing wrong in Australia?

By Bryce Gatton. First published August 2020 by TheDriven.io

The recent announcement by Renault Australia that they will no longer sell the electric Renault Zoe here on the basis (to paraphrase Renault Australia) *'that they can't seem to sell them'* is more than a little baffling.

In Europe, the Zoe has been the best-selling full-battery EV, if not EV, for several years – and in June this year drew well clear of the opposition selling over 10,000 units (see figure 1). This was comfortably ahead of the Tesla Model 3, the Nissan Leaf and the Hyundai Kona (all three of which are for sale here).

Top 10 Best-Selling Cars Europe-27 June 2020

Overall Ranking	Hybrid/Mild Hybrid*	Plug-in Hybrid*	Electric*
1 Renault Clio 37,119	Toyota C-HR 7,791	Ford Kuga 3,757	Renault Zoe 10,225
2 Volkswagen Golf 24,474	Toyota Corolla 7,735	Mitsubishi Outlander 2,578	Tesla Model 3 7,066
3 Renault Captur 22,287	Toyota Yaris 7,708	Volvo XC40 2,452	Volkswagen Golf 3,022
4 Dacia Sandero 20,699	Toyota RAV4 7,448	Volvo XC60 2,017	Peugeot 208 2,878
5 Toyota Yaris 19,532	Ford Puma 7,403	Volvo V60 1,833	Hyundai Kona 2,662
6 Peugeot 208 19,194	Suzuki Swift 4,651	Audi A3 1,491	Kia Niro 2,315
7 Ford Focus 18,113	Fiat 500 4,248	Mercedes A-Class 1,462	Nissan Leaf 1,914
8 Dacia Duster 17,400	Suzuki Ignis 3,325	Volkswagen Passat 1,455	Volkswagen Up 1,775
9 Peugeot 2008 17,092	Kia Niro 2,818	Audi Q5 1,340	Audi E-Tron 1,704
10 Opel/Vauxhall Corsa 17,073	Volvo XC60 2,765	BMW 3-Series 1,302	BMW i3 1,584



Fig. 1: European ICE, HEV, PHEV and BEV passenger car sales figures for June. Image: [JATO](#)

So why couldn't Renault sell the Zoe here, when it appears that Tesla, Hyundai and even Renault alliance member Nissan are all happy to continue selling their EV products in Australia when they sell way fewer of them than the Zoe in Europe?

Part of the reason is included in Renault Australia's statements to the press – where they cited a lack of government support for EVs and/or tighter emissions standards as part of the reasoning for discontinuing the model here.

The other sad fact is that Renault have done a poor marketing job trying to sell the Zoe in Australia, despite its runaway success overseas. Or perhaps one could say it was **because** of its success in Europe that they didn't push it here (or even bring the current 50kWh model, available in Europe since September last year).

I say this as, like all EV manufacturers, Renault have manufacturing and supply bottlenecks to overcome – so the bottom line is that it's simply not worth it to them to bring a small volume vehicle to Australia that struggles against ICE (Internal Combustion Engine) vehicle prices in a market that does not factor in the costs of the CO₂ and pollution damage ICE cars cause when they can easily sell them in these other markets. As a result, manufacturers naturally focus their production capacity on markets that support and encourage the uptake of low emissions transport.

These markets by the way do so by what can be best summarised as a 'carrots and sticks' approach - the carrots being in subsidies and tax breaks to buyers, and the sticks being penalties on manufacturers that produce higher polluting vehicles and increased manufacturing costs to produce cars that meet ever more stringent fuel quality and emission standards.

Given there are no carrots or sticks being applied by the federal government here – of course the manufacturers with small Australian vehicle market share will prioritise their more profitable models.

As Renault is a small player in the Australian market, this would explain why at the same time as dropping the Zoe EV, they also discontinued both the Clio and Megane passenger car offerings in Australia – instead focussing on the more profitable (and fuel guzzling) SUV and performance models in the range. Meanwhile Hyundai and Nissan, with their much larger sales presences in the Australian market can afford to continue selling lower profit EVs in the effort to build their EV reputation for the future ... and meanwhile Tesla simply continues to sell EVs here by the thousands.

Putting the two together (small Renault market share in Australia/Groupe Renault the biggest light vehicle manufacturer in the world) also explains why Renault has such a wildly different approach to selling EVs here versus in Europe.

So hopefully if our federal government can eventually see its way clear to bring in more stringent fuel quality and consumption standards (which have been sitting on Government desks gathering dust for three or more years now), as well as develop EV support policies to smooth the now inevitable EV transition – we may well see the return of the best-selling EV in Europe.



Appy Renault Zoe owners

Appy Renault Zoe owners

By Bryce Gatton. First published July 2020 by TheDriven.io
Renault sponsors 100% EV town in France.



ZE50 Zoe. Image: Groupe Renault

In the pursuit of real-life EV use data, Renault has enabled an entire town to go electric by offering a 3 year lease – for free – on their latest Zoe to the residents of the French town of Appy. (In the Ariège region of France). The purpose of the trial is to collect real-life data on how people use and charge their vehicles, along with their impressions and experiences.

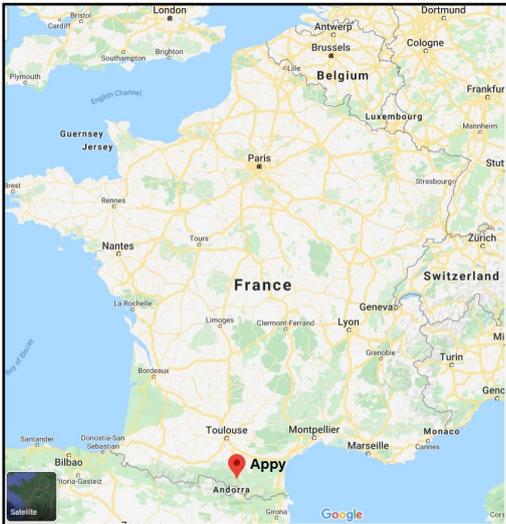
The town of Appy. Image: Groupe Renault

Included in the deal is a home charger (just like all customers in the UK and current buyers of the ZE40 Zoe in Australia) – plus there will be a public charger for the town.



The town of Appy, in the Ariège region of France. Image: Google Maps

Interestingly, Appy is one of the more isolated towns in France. Given the ZE50 Zoe currently available in Europe (but not yet here in Australia) has almost 400km real-world range and a wide range of charging capabilities (up to 22kW AC and 50kW DC),



It should not be a problem for drivers even in such a relatively remote area (for Europe) to make the move to electric without loss of convenience as compared to their previous fossil fuelled cars. By doing the trial in a regional area, Renault are hoping to once and for all dispel many of the myths around buying and running an electric car. Or, as Renault put it in their press release: *“If the inhabitants of one of the country’s most isolated towns can adopt an electric way of life, it’ll prove that everyone can”*.



Renault Zoe 'van' now available in Europe and UK.

By: Bryce Gatton. First published in July 2020 on TheDriven.io.

Renault Europe offer a light-touch update to their popular Zoe hatch to create a small delivery van.

Image: Renault UK



As EV sales increase as a percentage of the overall vehicle market, manufacturers will be able to diversify their model ranges into lower volume market segments.

One niche offering that used to be popular here is the car-based small 'panel van'. (Think Holden Gemini van or Ford Escort van from the 70's, or even the Barina based Holden Combo van). In Europe, Renault in the early 2000's even offered a rather useful 2 door panel van version of their Clio small car. (The van version was never brought to Australia).

A sign that this is beginning to happen is the new offering from

Renault Europe - they have just announced a light van version of their popular Renault Zoe ZE50 5 door hatch.

Whilst the idea is a laudable one – to offer a small car-sized light delivery vehicle with the versatility of an easily accessed flat floor area up to the front seats, a cargo barrier and side access doors – the execution does seem to leave a bit to be desired. Overall, it comes across more as an aftermarket package to fit into a standard 5 door Zoe hatch than a dedicated panel van. (Presumably the development costs to create a more fully integrated version cannot be justified yet).



Image: Renault UK

However, it will make an excellent gap-filler for those businesses that want an EV with light delivery capacity but with a normal car-like driver position and feel. (A vehicle type that till now was absent in EV form).

Renault are offering the Zoe van with simplified trim and specification levels plus steel wheels to keep the price down – so making it more attractive to the dollar conscious business market over a standard spec Zoe ZE50, especially given the easy access, flat boot floor with tie-downs and cargo barrier.

The next question is to wonder if Renault Australia will make it an offering when they eventually bring the ZE50 Zoe to Australia. (Currently only the superseded ZE40 Zoe is offered here, whilst the ZE50 has been on sale in Europe since late 2019).

What will also be interesting to watch is when the EV percentage of the overall market reaches the tipping point where manufacturers can justify tipping more into their development budgets. That will be the point when we see the proliferation of EV models across all segments and niche areas. Perhaps then we will see a more dedicated version of what is probably best described now as a useful, if 'toe-in-the-water', idea.

Basic specifications of the Zoe van over a standard ZE50 Zoe hatch:

Total load volume: 1m³

Load area length x width: 1,205mm x 1,110mm

Payload: 387kg maximum

Protection: rubber flooring in the load area, four anchorage points on the floor, cargo barrier.



CLUB XMAS PARTY 2020

It was great to get together for the annual Club Christmas party after the COVID-19 Melbourne lockdown. Although wet we had a good turnout at Lilydale Lake and were



REBIRTH OF A LEGEND

THE STORY OF WHAT IS POSSIBLY THE MOST IMPORTANT RENAULT R8 GORDINI IN AUSTRALIA



Back in the late 60's a legend was born, the Renault R8 Gordini was released in Australia and instantly became a star on the rally tracks across the country. Renault Australia ran a team of R8 Gordinis in the Australian rally championship and clean swept the title in 1970 headed by our own living legend Bob Watson. 1971 they took out the Victorian title driven by Mal McPherson.

For the 1971 season they built Mal McPherson a brand new car, this was the very last Gordini to come off the production line in Heidelberg, car number 60 of 60. This brand new car would have all the development from the previous years, all Bruce Colliers suspension modifications, this was to be the ultimate car and set to stamp its supremacy on the opposition. Mal took that car and claimed the championship for the final time.

Renault closed its rally program in 1973 and all the cars were sold off but continued to dominate rallies in private hands, some became rallycross cars and the legend continued, one even became a speed way car but slowly one by one as time and racing took its toll they disappeared. Bob Watson's 1970 rally championship winning car for example ended its life in the late 70's, last known whereabouts was the Sale rubbish tip.



The only car left is Mal McPherson's 1971 Victorian Championship winning car, that did its private rally stint but luckily fellow car club members Lou & Leonie Wuillemin bought it in the late 70's.

Lou was very passionate about it and wanted to restore it to what he always wanted. A French racing blue R8 Gordini with white rally stripes but the problem was this was a daffodil yellow ex Renault Australia rally car so Lou's restoration was put on hold.....For 35 years.



Eventually Lou decided it wasn't going to happen and offered it to me, how could I say no, we agreed on a price and the only surviving works rally car was now mine, so the project begins, slowly at first, first job was to build a shed big enough to do it, it's now at the panel beaters being stripped and repainted in the original Daffodil yellow.

This is a tribute to those wonderful crazy buggers who thought they could take on the mighty GMH factory backed V8's with a silly little French 1.3 litre car with the engine in the wrong end.

A big thank you to Lou and Leonie Wuillemin for keeping it intact and keeping all the rally gear there and for giving me the opportunity to become custodian of Australia's most important Gordini.

David Cavanagh



Restoration of JB's 1955 Renault 750 Part II

The forced isolation during April 2020 due to Covid-19, seemed to me, to be an excellent time to continue with the description of the restoration of JB's 4CV. This second article shows how I have replaced much of the corroded metal on the passenger side of this car.



Figure 1. Rusted wheel arch from inside the car.

As I removed some of the corroded metal from the wheel arch it became evident that the metal covering the C-frame at the front of the car was also severely rusted. Figure 2 shows some of the wheel arch and the metal covering the C- frame partially removed.



Figure 2. Rusted metal covering the C-frame.

Prior to recovering the C-frame, the interior was painted with 25% phosphoric acid to neutralise the rust and to convert the surface layer of iron to iron phosphate, which prevents further oxidation of the iron.



Figure 3. C-frame after phosphoric acid treatment.

Figure 4 shows the start of re-covering the C- frame with a new metal skin. The replacement metal was slightly thicker than the original and will increase the strength of the C- frame.



Figure 4. Spot welded cover on front section of C- frame.

Once, the C- frame and some of the wheel arch was replaced, it was time to install the new upper and lower triangles. While these replacement parts are generally of the same shape and size they usually require some slight modifications to fit where the originals have slowly rusted away. I think that this was more so with JB's 750, as it had had a very hard early life. Figure 5 shows the bottom triangle tack welded in position while Figure 6 shows the top triangle spot welded in its position. The under door body piece is also shown in this photograph.



Figure 5. The bottom triangle tack welded in position.



Figure 6. The top triangle spot welded in position.

After the triangles were installed, flat metal was welded between the two triangles to strengthen the triangular assembly. As with
December 2020

Restoration of JB's 1955 Renault 750 Part II

the metal used for covering the C-frame, the flat used between the two triangles was of a thicker gauge than the original Renault material.

The body section under the rear door, which covers the rear part of the C-frame was removed by drilling out the original spot welds. The rust in this section, was relatively light and again after removing it, the metal was coated with phosphoric acid. Figure 7 shows the replacement body section under the rear door held in position prior to tack welding.



Figure 7. Re Rear door body section prior to tack welding.

After the rear body section was welded in to position the base of the central door pillar was adjusted in size to fit and to cover the top part of the rear door body section. Figure 8 shows this spot welded around the front and rear door frames.



Figure 8. New central pillar base spot welded in position.

As well as replacing various sections of the wheel arch and the covering over the C- frame, the front door jamb had also succumbed to the ingress of water into the bodywork. A replacement piece was available, but in my opinion this is from a different manufacturer as it is of a thinner gauge metal. Nevertheless, you use what is available. Figure 9 shows the front door jamb and corner piece placed in position while Figure 10 shows both these pieces welded into position.



Figure 9. Trial fitting of front door jamb and front door corner.



Figure 10. Front door jamb and front door corner welded in place.

The fitting of the front door corner was very difficult. Although the replacement part was generally of the correct shape, the angles were slightly wrong. This meant that a lot of manipulation was needed to get the part to fit correctly.

David Jenkins April 2020.

(Part I in Spring 2019 edition)

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