

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



IN THE BEGINNING

A look back at the start of the Renault Car Club of Victoria



REVIEWED

Berwick's dealer of our favourite marque

RENAULT OF THE DECADE

La Nouvelle 4 CV. "54"

FEBRUARY 2013

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FEBRUARY 2013

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Welcome back,

First up, let us make our apologies for the lateness of this edition of The Victorian Renault. The changes we wanted to make took more organising than we anticipated.

As forecast, for this 'Diamond Jubilee' year we are focusing each edition on a decade in the term of the club.

The Renault of the Month becomes the Renault of the Decade. We thought it would be a difficult task settling on a particular model for each decade but it turned out to be more straightforward than we expected. We hope you agree with our choices. There were, of course, other worthy contenders in each decade so we have given some an 'honourable mention' as well.

We are still undecided on the model for '83-'93 so we're asking for your nominations for that decade.

In December we will also have a 'Renault of the Half-Century' - the iconic standout Renault in Australia over the life of the club. We're keeping our choice a secret and are opening a guessing competition. Write in and tell us your pick and, at the Christmas Do, we'll award a prize to the first correct answer. You can change your mind by sending in another pick to replace any previous one you have but you only get one go at a time.

A highlight of these six editions is the Centrefolds. These are original works of art done by Rob Mekenkamp expressly for the club. He's donating the originals to the club for auction or sale at the Christmas Do.

For the history of the club series, this one, naturally, starts at the beginning. To add to our woes in getting this edition out to print was the difficulty in finding information on the early days of the club. If we do find more information on the first decade later on we may 'supplement' what we've got in here. To go with the club history and to remind those of us who were around then we've got a few notes on what else was going on at the time.

We hope you like the changes and that it is worth the wait.

Ken and Geoff

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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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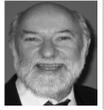


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Volunteers welcome

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Front Cover: Renault 4CV ()

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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



PRESIDENT'S REPORT



What an amazing event we've just had! A brilliant turnout for the Roundup this year, with many cars showing the benefits of our December detailing masterclass. Of note in particular was Paul Stewart's trusty R12, having recently developed a surprising lustre and depth to its paintwork obvious in the full sun of the day.

My heartfelt thanks to Ben Pascoe from City Automobiles for making himself available for the duration of the event to showcase the new product available, and fielding many enquiries from interstate tourists curious about the sudden appearance of the better part of a hundred Renaults in a somewhat unusual location.

Once again, it was great to see the R20 from South Australia make the trip, as well as the Tasmanian RS 225, and a surprise NSW guest in the form of an R26 Megane replete with rollcage was a welcome guest for the earlier part of the day.

I had occasion to briefly reminisce about the venues we've used in the past, and it'll be a shame to lose the Docklands as a venue. We've heard rumour that construction of a hotel of some description is due to commence, so it looks likely

we'll be needing a new home for the Roundup. Several options are being considered already, and priority is being given to both space and surrounding facilities.

Motorsport for the year is beginning to get underway again, with the first rounds of the Victorian Hillclimb and Motorkhana championships held already. I'm keen to flex the club's competition muscle again in this year's Rob Roy Interclub challenge, and with some potential new cars popping up we may be in once again with a good crack at taking out the top billing. Grab your calendar now and reserve the 23rd June, we'd love to have you there no matter what you drive, with everything from an R4 to the latest RenaultSport Clio having taken part in the event in the past.

Should competition not float your boat, we're well underway with planning for the next two big events on the calendar, our 60th Anniversary dinner, and this year's French Car Festival.

Happy Renaulting!

Mikee



RENAULT MEDIA

News from the World of Renault

Ken Marriott

Record Sales Achieved...and a New Country Dealership

Here we go... another year, and for Renault in Australia, it's looking up! Sales are growing and the dealer network hit, 5,011 for the year, an amazing 38 percent growth over the 3,622 sales of 2011. This is the highest sales level since the brand returned to Australia in 2001. Even more, monthly sales records for 6 of the 12 months of 2012 were the highest since 2001.

One dealer Principal reported that whereas he had not so long ago been selling 4-5 cars a month, he's now up to 4-5 a week, helped hugely by Renault Australia's support for capped servicing, low interest rates, the 5 year, unlimited kilometre warranty for new and demonstrator vehicles, better marketing and better product.

Last month (Jan 2013), Renault Australia announced that it is to continue capped servicing across the entire product range. All passenger vehicles will be capped at \$299 including GST for the first three years while commercials will be capped at \$349 - the most competitive rates in the market.

Justin Hocevar, Managing Director of Renault Australia, said "We are delighted that we were able to welcome so many new customers to the brand... We saw growth across a broad section of the range, from Koleos compact SUV to the much lauded and awarded RS 265, while the Mégane hatch and Latitude large sedan also exceeded their previous year totals".

He said that Renault Australia was "extremely confident of continuing growth in Australia in 2013, as we have a bevy of exciting new models to launch, most notably the new Renault Clio IV light car, which will be available in the second half of the year, and which will plug a gaping hole in our line up.

Hocevar noted that "The affordable Renault Clio IV light car will give us the muscle power to compete in one of the biggest and most active market segments. We promise light car buyers looking for a chic, sexy, sporty and exceptionally well-equipped five-door hatch that Renault will have the answer to their needs".

Plans are also afoot to expand the light commercial vehicle range and to extend the marque into new market segments while more emphasis will be put on the Approved Used Cars program, on adding more dealers in convenient locations outside the major metro centres, and on continuing the five-year factory warranty on new passenger cars.

Another Koleos

The late November 2012 announcement from Renault Australia that a new Koleos Privilege Diesel will take its place at the top of the Koleos line-up will certainly help sales further, given the strong acceptance of the model. The revised vehicle comes standard with a 6-speed automatic gearbox and a 4x4 drivetrain. It is powered by a Renault-designed 2.0-litre

(Continued on page 8)



A BRIEF HISTORY OF THE RCCV - PART ONE

The beginnings of our Club

Geoff Rasmussen

This is the first of a series of six articles on the history of the Renault Car Club of Victoria, one of the oldest Renault Car Clubs in the world, from its inception 60 years ago in June 1953 to the present time.*

In the early '50s, working on Diesel engines, there was a young mechanic named Les Parkes. One day one of his friends brought in the head off his mother's Renault 750 in order to do a valve job on it. He showed it to Les who promptly burst out laughing at the tiny wee size of it. He could hardly believe you could get anything useful out of it - a perhaps understandable view given the size of the diesel engines he was used to working on.

After he had reassembled his mother's 750, Les' friend brought the car in for Les to see and offered him the opportunity to drive it. 'Why not, anything for a laugh' thought Les as he took his friend up on his offer. Well, Les came back from that drive a complete convert. He was enthralled by the sprightliness and handling



Les Parkes reliving memories at the 2013 Renault Roundup

of the light-weight vehicle and what he could get out of that diminutive engine he had so recently laughed at.

Within a year Les had purchased his own 750 and delighted in getting about in it.

In 1953 he built himself a luggage rack which extended down over the rear of the car. To this he attached a sign inviting others with Renault 750s to get in touch. He also advertised in the Herald newspaper. He was surprised and overwhelmed with the scale of the response. That group of like-minded individuals formed the Renault Car club of Victoria on June 29, 1953, with a group drive to Point Leo.

That luggage rack sign of Les' came into use again on group drives which were a popular activity of the club; only now it read "Renault Car Club - On Tour" as it led a long line of 750's and, later, Dauphines, Florides and occasional Frégate.

Another popular activity then was engaging in competitive motor sport, especially rallying. The Renault 750 didn't have the power of the Holdens and Fords of the day but it more than made up for it in handling and agility - after the first corner or two the 750's would generally leave the others behind.

As you can see from the few newspaper clipping shown here, there was a steady stream of achievements locally to go with Renaults sporting achievements in Europe and elsewhere.

Les recalls being asked politely by a couple of drivers of larger vehicles, on seeing his 750 and clearly unfamiliar with the Renault's capabilities, if he would get out of their way when they came up behind him so they could pass easily. Les' answer was to gun the little engine and to lose them in the curves leaving them to finish "quite some distance behind".

6 passenger De Luxe Renault "Fregate" Saloon

ANNOUNCEMENT!

The output of the Renault Factory at Billancourt, France, is 800 vehicles per day. An additional factory for the creation of the beautiful Renault "Fregate" Saloons is now nearing completion at Flins and will increase output to nearly 2,000 vehicles per day.

This greatly expanded production has reduced costs, and the benefit is being passed on by Renault immediately, notwithstanding the fact that there is a two months' waiting list for Renault "Fregate" Saloons.

We therefore have pleasure in announcing that the price of the 6 passenger De Luxe Renault "Fregate" Saloon has been reduced to **£1,290** plus tax.

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The Renault "Fregate" is a full 6 passenger Saloon, imported body with vast luggage boot, and capable of over 80 m.p.h. in complete safety and outstanding comfort.

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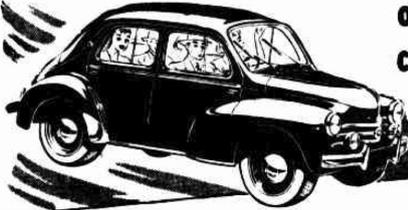
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The Argus, September 9, 1954

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Out of 363 competitors (representing the cream of the World's cars and drivers) in this year's gruelling Monte Carlo Rally, "RENAULT 750" Saloons secured 4th, 5th and 7th place against everything entered irrespective of size and horsepower!

★ In addition, "RENAULT 750" won the Equipe Challenge Trophy, awarded the three cars of any one make putting up the best performance; and also the Ladies' Trophy, which goes to the best performing lady-driven car.

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Les Parkes discusses Steve Cavanagh's 750 with him

At the beginning of the 1950s, about one in every ten homes had a car in the garage. By the end of the decade, the figures were almost reversed; nine in ten households owned a car. Among this general expansion, success on the sporting scene without doubt aided the growth of the club.

Les is still with us, returning a few years ago to Melbourne after several years in Sydney. He hasn't lost his enthusiasm for the marquee, especially its engines, though he is yet to forgive Renault for "abandoning" Australia. He is willing to concede however that they are trying now to "right that wrong"! When Steve Cavanagh offered Les a chance to sit in his 750 at the 2013 Renault Roundup to "relive old memories" Les didn't hesitate to grab the chance, moving very spritely indeed.

To be continued in the next edition of The Victorian Renault

One record falls in hill climb

A crowd of 12,000 saw only one record smashed when the Light Car Club held its hill climb at Rob Roy yesterday.

The new record was set by A. Mills in his supercharged 747c.c. Renault, who covered the distance in 36.47 secs.

This beat the 850c.c. record of 40.03 secs., held by R. Hollingshead (M.G. T.C. s/c). Although the track has been considerably improved by recent road work on the first section, the freshly sanded bitumen allowed too much wheelspin for record times.

Times improved generally towards the end of the meeting as the track "settled down." Mills' climb, however, was in an early event.

The Argus, November 4, 1953



ROB ROY HILL CLIMB

Conducted by Light Car Club of Australia. CORONATION DAY, 2/6/53.

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The Argus, June 10, 1953

RENAULT "750" SALOON BREAKS RECORD

At Templestowe Hill Climb, 27/9/53

We are very pleased to state that during the Hill Climb conducted by the Sporting Car Club at Templestowe last Sunday, the 27th September, a Renault "750" Saloon fitted with a supercharger by Mr. H. Firth broke the Record for the Sports Car Class up to 1100c.c.

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It was driven by 25 builder, John Cooper. The records were:
50 km. at average of 117.31 m.p.h.; 100 km. at 108.44 m.p.h.; 200 km. at 107.3 m.p.h.
50 miles at 108.55 m.p.h.; 100 miles at 108.55 m.p.h.; 200 miles at 103.43 m.p.h.
One hour time trial: 107.96 miles.

Remembrance

London, Tuesday
The Queen has decided Remembrance Sunday will be observed this year on November 8, the Home Office announced last night. A.A.P.

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London, Friday
They will be used for clearing new agricultural country in Madang, Palenbang and Dzakara.

Renault Club plans run

Members of the recently formed Renault Club will hold a run to the Emerald Lake on Sunday, starting from the intersection of Pinders st. and Collins place at 10 a.m.

Further details are available from the secretary, Mr. T. Hoskin, 26 Orford st., Moonee Ponds, P.C.6024.

"MOTOR-CYCLE"
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The Argus, October 7, 1953

All newspaper clipping are from The Argus, a Melbourne newspaper of the time, via the Trove digital online newspaper archive by the National Library of Australia. <http://nla.gov.au>

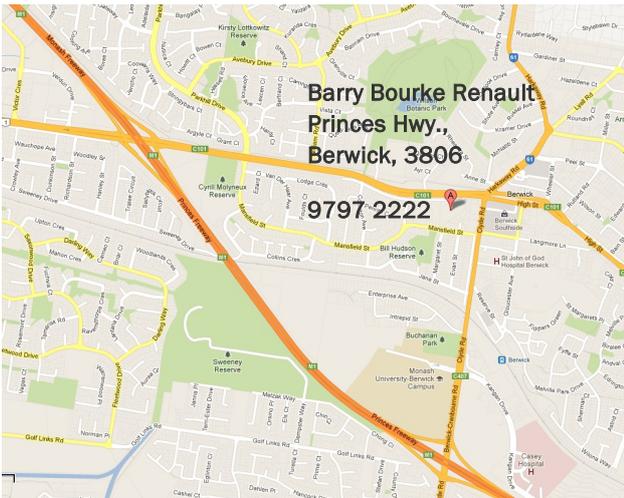


REVIEW

Dealer Review: Barry Bourke Renault - Berwick

Ken Marriott

If you were to select the Renault model that best represented Ian Baird, it would have to be *at least* the Clio R.S: sharp, compact, versatile, agile, providing excellent feedback... full of energy. Maybe even the Megane R.S. Ian's certainly not a Kangoo, a Trafic or a Master –though he does laud the large payload of the Trafic and it's "staying power", having a range pushing 1,000 km.



Ian Baird, in case you don't know, is Sales Manager at Barry Bourke Renault, Barry Bourke's being the well-respected motor industry family with experience in the industry stretching back to the 1960s. Ian attributes his passion for Renaults to the recent improvements in the quality of the vehicles, the fresh and increasingly diverse product line, and the motor sports focus of the Clio and Megane models.

By comparison with Ian, Barry Bourke started his working life at Patterson Cheney. Over the 25 years the business has been on the Berwick site, the company has sold Holdens, Mitsubishi's and Saabs but its efforts are now concentrated on the Renault dealership, and on Holdens and Audis.

Although Barry Bourke Renault is just beginning its third year selling the marque, over this short time, the company has built a strong reputation in the market and is widely seen as a friend of Renault fans and Renault drivers, not just a dealership. The company has hosted a number of events for Renault Club and Renault Motor Sport members, including a number of *early morning drives* (hence the absence of yours truly), a Gabrielle Gate cooking demonstration and a fascinating evening on the Renault electric car... when those who were there will remember, the earth moved,

News from the World of Renault

(Continued from page 5)

dCi turbo-diesel, four-cylinder engine, that boasts a fuel consumption of just 7.6-litres per 100km, on the combined cycle.

The Privilege comes with a host of standard features including panoramic glass roof, bi-xenon headlamps, fixed cornering lights, parking sensors, hands-free entry and ignition, joystick-operated integrated satellite navigation, Hill Descent Control, Hill Start Assist, and 18-inch alloy wheels as standard. It also has an innovative child-minder mirror which allows the driver to easily view the rear seat occupants – a particularly useful feature for parents of young children.

For Renault in Victoria, one of these commitments has already been realised with a new dealership opening in Bendigo. This can only spread the message and boost sales further. Significantly, the network of dealers has grown from 19 at the start of 2012 to an amazing 31 as of January this year!

Not so electrifying news...

On the not-as-exciting front, Renault Australia announced on December 13 that the roll-out of the Fluence Z. E. has been postponed. Originally intended to be on the Australian (as well as the Israeli and Danish markets) using Better Place battery switch stations by late 2012 no new date has been set. Press advice put the reasons for the delay down to allowing for "a later rollout of infrastructure".

...While Overseas...

Renault has announced a forthcoming "urban crossover" vehicle, the Renault Captur. Touted as a car that will offer "the expressive styling and driving position of an SUV, the cabin space and modular interior of an MPV, and the agility and driving enjoyment of a compact saloon car", the vehicle will have generous interior and boot space, a high level of equipment and "innovative" storage systems –as if Renault doesn't have these already!

No details are yet available on engine configurations apart from the fact that there will be both petrol and diesel units, while Renault Australia's Corporate Communications Manager, Emily Ambrosy, says "We are very excited by the



Renault Captur

(Continued on page 20)

as a result of the Gippsland earthquake, not, unfortunately, due to the cars on show.

Barry Bourke Renault has around 15 dedicated Renault sales and service staff –with a number of others shared across the Holden and Audi dealerships. The business sells and services both new and second hand vehicles in each of the passenger and commercial spheres. New and warranty car service costs have been kept low by Renault Australia’s capped prices. Customers come from well into Gippsland, as far south as Phillip Island and westward to Dandenong.

Barry Bourke Renault is riding the wave of Renault popularity with sales growing



Ian Baird, Sales Manager

strongly over the past two years. This they attribute to a team focus on high standards of customer service, a passion for the brand, product diversity with in particular, the award winning Megane, the 4WD Koleos, and the greater support from Renault Australia. In this latter context, Ian cites low interest rates, service capping, reduced prices, the wider product range, higher quality, great marketing and better warranties as key to the widening acceptance of the marque.

Ian and his team invite you to visit them and look forward to supporting the RCCV further in the future!





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ALSO HAPPENING IN '53-'62

What else happened in the first decade of our club? Well . . .

Geoff Rasmussen

The era of the crooners ends and Rock and Roll begins when Bill Haley and the Comets record 'Rock around the Clock'. Elvis Presley emerged, and is reportedly still seen in various places, but Buddy Holly, Richie Valens and The Big Bopper didn't make it out of the decade. The Rolling Stones and the Beatles poked their noses into the tail end of our 'decade' but rose to fame in the next.

Waiting for Godot premiered and Dame Edna Everage first graced us with her presence. Charlton Heston was Moses then Ben Hur, and Godzilla menaced Tokyo. You could hear Doris Day sing Que Sera Sera on the first commercial transistor radio and Marilyn Monroe was the first Playboy centrefold but burned out before the end of our decade. James Dean - another loss.

Ava Gardner came to the end of the world (Melbourne) to make a film about the end of the world (On the Beach), which you could now watch at a drive in cinema. Sydney Myer Music Bowl opens and Billy Graham preaches to 150,000 in Sydney.

Stalin dies of a stroke and Queen Elizabeth is crowned then becomes the first reigning monarch to visit Australia. The decolonisation of Africa begins. But communism and capitalism tensions continued to mark the decade - the Korean war ends at the beginning while Britain nukes Woomera and Maralinga. Menzies wins a fourth term in office as Senator McCarty starts looking for reds under the beds. Menzies wins a fifth and sixth term; McCarthy still looking. Warsaw Pact, nuclear tipped ICMS, Bay of Pigs, Cuban Missile Crisis...

The Berlin wall is built in 18 days.

Egypt prompts a Suez Crisis and forms the United Arab Republic with Syria. The EEC is founded. The US officially enters the Vietnam war, going since the beginning of our decade. Churchill retires as PM aged 80, Kennedy replaces Eisenhower who warns of the rising power of the military-industrial complex in his farewell speech.

Pakistan becomes the first Islamic republic and Alaska joins the USA. China 'liquidates' 800,000 'class enemies' and Taiwan breaks away. Indonesia separates from the Netherlands; Sukhano declares martial law less than a year later and nationalises 246 Dutch businesses; West Irian is taken four years later.

Russia launches Sputnik and the race is on. Weather, Spy and Telecommunication satellites are launched, then Yuri Gagarin orbits Earth in Vostok 1. Gherman Titov does 17 orbits, spends a day out there, takes first photographs and, at 26, remains to this day the youngest person in space. John Glenn follows in Friendship 7 - three orbits; Alan Shepard was first American in space but didn't do a full orbit. Perth becomes the 'City of Lights' as Glenn passes over. Canada launches the first non-US/USSR satellite. Mariner 2

starts probing space, visiting Venus first. It's now leaving the solar system and, after 50+ years, still going strong.

The Incredible Journey is published and Catch-22 enters our lexicon. Rosa Parks refuses to stand; and Rachel Carson's Silent Spring springboards the environmentalist movement. The Twilight Zone begins and Johnny Carson is 'here' for 30 years.

Toyota begins exporting cars to USA as recession gives Detroit 20% unemployment.

We had the Melbourne Olympics, which you could watch on the newly available television (258 pounds gets you one of your own). Dawn Fraser wins the 100m freestyle swimming. Later, Herb Elliot chops almost three seconds off the record for the mile. The last tram runs in Sydney, once the largest tram network in the world, and the Commonwealth Bank is formed.

England executes it's last woman while New Zealand abolishes the death penalty altogether. Ken joins Barbie; people have words over Scrabble; and world population rises from 2.75 billion at the start of the decade to 3 billion at the end.

Eight die and hundreds of homes destroyed as bushfires ravage the Dandenongs and Great Dividing Range.

Five years before the Antarctic Treaty, the Mawson Antarctic Base is founded; Mawson himself dying at 76 a few years later. Watson and Crick elucidate the DNA double-helix structure and the SALK polio vaccine came into use. The Asian Flu pandemic begins in China and Australopithecus Man is discovered.

The Bell X-2 reaches Mach 3 and the transatlantic telephone cable laid. IBM invents the hard drive; NSW legalises poker machines. Qantas started flying as Lake Eucumbene was finished and power started coming from the Snowy Mountains Hydro. Lasers invented; Thalidomide's price proven, Monash University opened and the first kidney transplanted.

The last full-rigged ship trading under sail, 'Omega' of Peru, sinks with a full load of guano - in some ways the end of an era, in another business as usual.



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COMING EVENTS

Cruden Farm Social Run & Display

Date: 28th April 2013

Time: 11am - 4pm, Display cars enter 9:30am - 10:30

Location: Cranbourne Frankston rd, Langwarrin (Melway 103D6)

Cruden Farm is the late Dame Elizabeth Murdoch's property near Cranbourne. This is their 6th annual Classic Car Display in these magnificent grounds.

There is a Club social run beforehand winding up at Cruden farm.

Meeting point and time details in next emailed newsletter

Contact Glenn Armstrong on 0413 107 131 or Chris Cajik on 0421 459 226

RACV Classic Showcase

Date: 21th April 2013

Time: 9am-11am (display cars), 10am spectators.

Location: Flemington Racecourse

Open to all English and European cars. Includes MG and Mercedes concours, Austin Healey Display and 100 years of Morris.

Further details www.aomc.asn.au

RCCV 60th Anniversary Dinner

Date: 17th June 2013

Location: Eastern Hill Golf Club, Doncaster

Three course meal, \$55 per head. Bookings required.
Plans include Guest speaker, door prizes and auction of memorabilia.

Contact Glenn Armstrong on 0413 107 131



CALENDAR

February

- 2nd **Sporting** VHC Round 1 Bryant Park
- 2nd **Sporting** VMC Practice Motorkhana Werribee
- 5th **Committee Meeting** 7.30pm Committee meeting Manningham Club
- 10th **Sporting** Come & Try Hillclimb Rob Roy
- 17th **Social** **2013 Renault Roundup** - Docklands. Come one, come all with a Renault—old, new or anything in between. The Club's 60th anniversary so it should be something special. **RR**
- 19th **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. **RR**
- 24th **Sporting** VMC Round1 'Theo Wintels Memorial Motorkhana' Werribee. Including JRace.

March

- 3rd **Sporting** VHC Round 2 Broadford. Contact Stephen Langridge on 0424 537 714
- 5th **Committee Meeting** 7.30pm Committee meeting Manningham Club
Closing date for March RCCV Newsletter adverts
- 24th **Social** 9am (nominal) Grand Prix Breakfast at Depot de Pain Contact Mikee on 0409 939 935 **RR**
- 19th **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. **RR**
- 24th **Sporting** VMC Round 2 Pakenham. Including JRace. Contact Glenn Armstrong on 0413 107 131
- 23/24th **Sporting** VHC Round 3 & 4 Contact Stephen Langridge on 0424 537 714

April

- 2nd **Committee Meeting** 7.30pm Committee meeting Manningham Club
Closing date for April's The Victorian Renault advertisements and contributions
- 16th **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. **RR**
- 28th **Sporting** VMC Round 3 Deniliquin. Contact Glenn Armstrong on 0413 107 131
- 28th **Social** Social Drive to Cruden Farm Classic Car Display. Contact Glenn Armstrong on 0413 107 131 **RR**

May

- 5th **Sporting** VHC round 5 Rob Roy. Contact Stephen Langridge on 0424 537 714
- 7th **Committee Meeting** 7.30pm Committee meeting Manningham Club
Closing date for March RCCV Newsletter adverts
- 12th **Sporting** VMC Round 4 Sandown Racecourse. Contact Glenn Armstrong on 0413 107 131.
- 21st **General Meeting** 7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. **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: '53 - '63

Renault 4CV (aka 750)

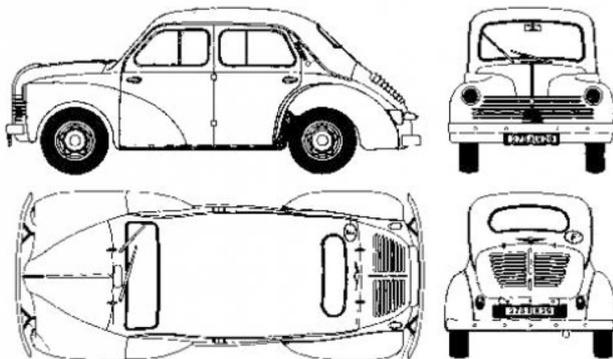
Chris Cajik

Production	1947 - 1961
Predecessor	Renault Juvaquatre
Successor	Renault Dauphine, Renault 4
Body style	4 door sedan, 4 door convertible
Engine	760 cc 14, 747 cc 14

The 4CV was the first French car to sell over one million cars (1,105,543 sales world-wide).. The car was originally conceived and designed covertly by Renault engineers during World War 2 when Renault was under strict orders from the German occupying forces to design and produce only commercial and military vehicles. Consequently the 4CV was defined as a low propriety spin-off from a project to develop a new engine for a post-war return to the company's 1930's small car (the Juvaquatre). Departmental bosses installed by the Germans were not to be trusted in regard to the project but the overlord, von Urach, turned a blind eye to the whole.

The first prototype, completed in 1942, had only two doors; two more prototypes were produced in the next three years.

In 1940, Louis Renault had (according to one source) directed his engineering team to "make him a car like the Germans." Until the arrangement was simplified in 1954, the 4CV featured a 'dummy' grille comprising six thin horizontal chrome strips, intended to distract attention from the



Blueprints

similarity of the car's overall architecture to that of the German Volkswagen while recalling the modern designs of the fashionable front-engined passenger cars produced in the USA during the earlier 1940's.

An important part of the 4CV's success was due to the new methods used in its manufacture. Transfer machines were designed which were high performance work tools designed to machine engine blocks. Pierre Bézier developed and improved on the automatic machine principle. A new transfer work station with multiple workstations and electromagnetic heads (antecedents to robots) enabled different operations on a single part to be performed consecutively by transferring the part from one station to another.

On the 4CV's launch it was nicknamed 'La motte de beurre' (lump of butter). This was due to a combination of



it's shape and the fact that early deliveries used surplus paint from the German army vehicles of Rommels's Afrika Corps which were a sand yellow colour. Later it was known as the 'quatre pattes' (four paws).

The engine was initially powered by a 760 cc rear-mounted four cylinder engine coupled to a three-speed manual transmission. In 1950, this was replaced with a 747cc version of the 'Ventoux' engine producing 17 hp (13 kW).

Most of the cars were assembled at Renault's Île Seguin plant located on an island in the river opposite Billancourt. The 4CV was also assembled in seven other countries including Australia, Belgium, England, Ireland, Japan, Spain and South Africa.

The 4CV was easily modified, and was used extensively as a racing car. The first collaboration between the Alpine company and Renault was the Alpine A106 which was based on the 4CV. The partnership would go on to win the World Rally Championship with the legendary Alpine A-110 in later years.

The 4CV was marketed in Australia from 1949-1961, initially as the Renault 760 and later as the Renault 750. It was imported in both fully assembled and CKD form, with assembly of the latter undertaken in Sydney.

The 4CV's direct replacement was the Dauphine, launched in 1956, but the 4CV in fact remained in production until 1961. The 4CV was replaced by the Renault 4 which used the same engine as the 4CV and sold for a similar price but, more importantly, took over the Billancourt plant.

4CV Jolly





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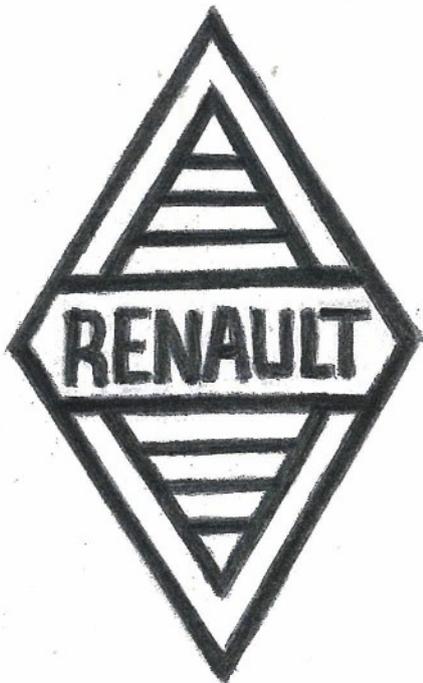
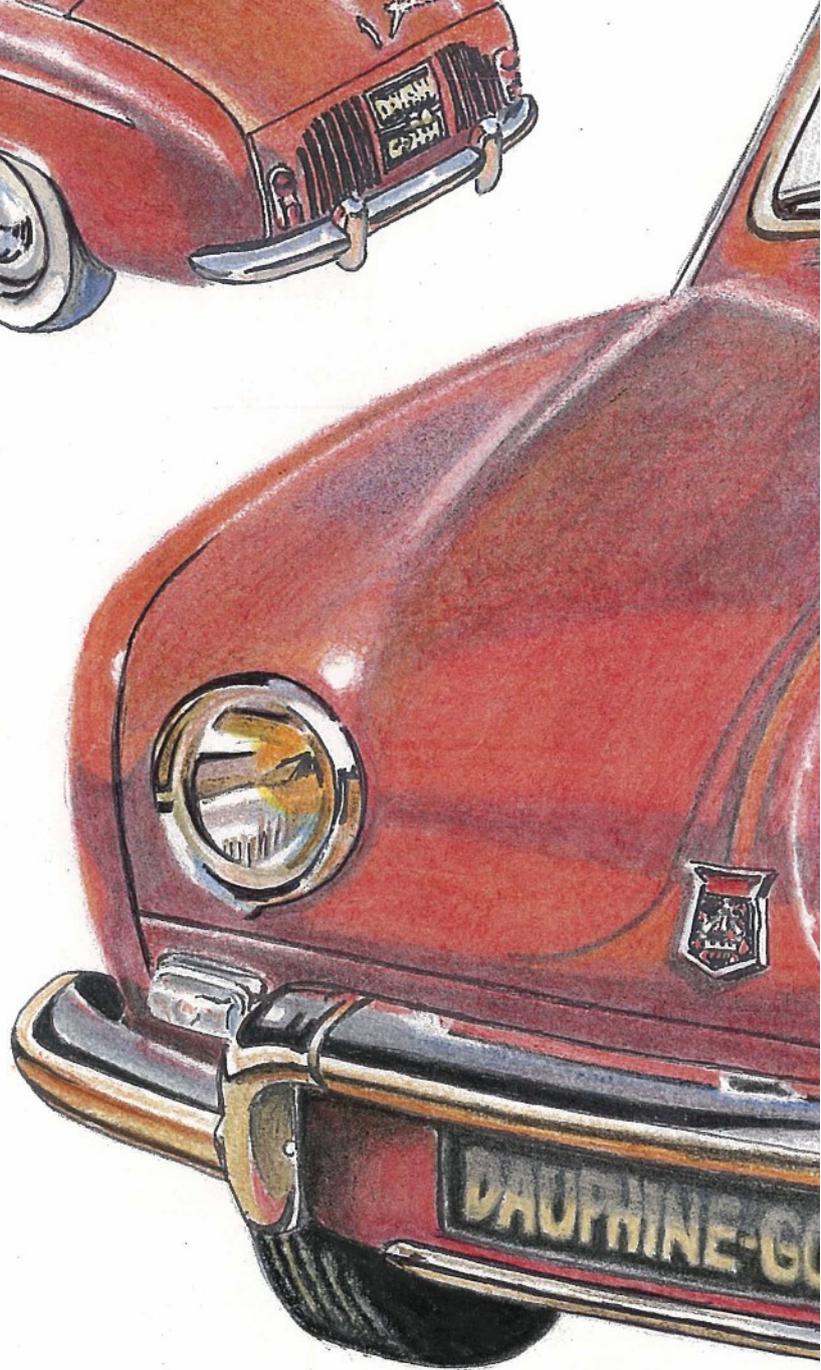
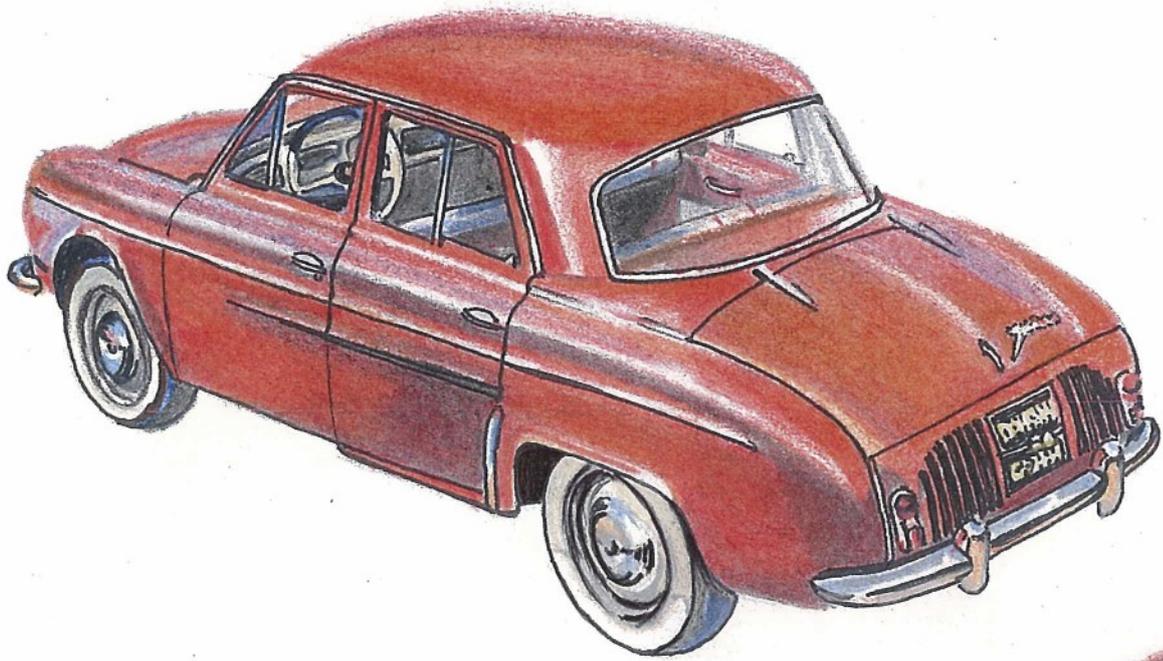
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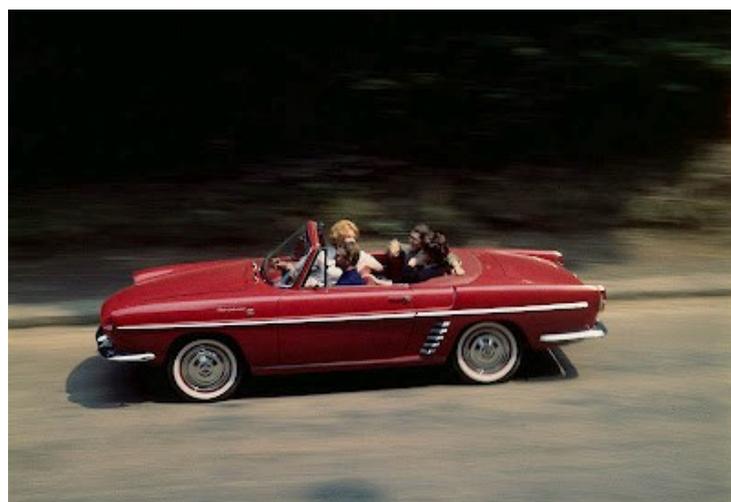


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Centrefold: Original drawing by Rob Mekenkamp for The Victorian Renault



HONOURABLE MENTION

Other significant models of '53 - '62

Geoff Rasmussen

Frégate

The 4CV had been joined by the much larger Frégate by the beginning of the period. It was conceived in the years immediately following World War II. Renault, which then had recently been brought under control of the French state, needed a new modern, upmarket model to both improve its image and to cater to the needs of consumers in the quickly recovering economy. Several prototypes were produced before the Frégate design was put into production: initially, the car had a rear-engined layout like the 4CV but eventually the Renault decided to go with an engine mounted ahead of the driver. The Frégate was unveiled at the 1950 Paris Motor Show but the first model was not delivered until November 1951.

The Frégate was initially in two trim levels, Affaires and Amiral. The initial 2 litre engine was perceived to lack power and Renault introduced the new 2141 cc Etendard engine in 1956, which produced 77 hp. A popular estate model badged Domaine was also launched in 1956, along with the new, luxurious Grand Pavois specification. In 1959 the final version Transfluide saw the light. It was fitted with a three speed semi auto-box. The Transfluide set a new record for the trip from Cape of Good Hope to Algiers, doing it in 9 days and 18 minutes, about one and a half day shorter than the previous record, set by a Delahaye 235 in 1953.

Sales of the Frégate had gradually declined throughout the 1950s, and in spite of the Transfluide's great achievement, production ceased in 1960. 177,686 Frégates had been made in Flins, France; it was the last front engined, rear wheel driven Renault ever made.

Dauphine

More common in Australia than the Fregate was the Dauphine - the model that first got the Rasmussen clan involved in Renaults. The Dauphine was the same configuration as the 4CV, but larger and without the suicide doors, and using the same 'Ventoux' engine introduced with the 4CV. Most literature says the Dauphine had an 845cc version compared to the 4CV's 747cc but every non-Gordini Dauphine I ever saw had the smaller engine. Maybe it was an Australian thing. Styling was a scaled down version of the Frégate's.

Project 109, as it was known during development, didn't get a name until late in the piece. The story goes that it's name came out of a dinner conversation at the l'auberge de Port-Royal, chaired by Picardy Fernand, where either Jean-Richard Deshaies or Marcel Wiriath said "the 4CV is the Queen, the new arrival can only be the Dauphine." 'Dauphine', of course, meaning 'princess'.

The Dauphine debuted in March 1956 at Paris' Palais de Chaillot, over twenty thousand people were there, two days before its official introduction at the 1956 Salon International de l'Auto in Geneva. It was an instant success worldwide, passing the million made mark in just four years. 2,150,738 were produced over its 10 year production life. The Dauphine

was produced in Argentina, Brazil, Israel, Italy, Spain, Japan, US, New Zealand and, of course, here in Australia.

Stupendous results were achieved right from the start of Dauphine's sporting career, with victories in the Tour de Corse, Mille Miglia and Monte Carlo Rallies in 1958 and the Ivory Coast Rally in 1959. 'Stupendous' is how Renault describe this success - we, on the other hand, might think that given the rallying success of the 4CV we expected no less. Dauphines took the first four places of the Tour de Cors in 1958 - and, with the R8, won this event 8 time in 11 years.

In 1960, Renault enhanced the suspension by adding air-filled rubber pads and called it 'Aerostable'. This allows them to claim "For stability and roadholding, Dauphine was impeccable, with Aérostable spring suspension keeping the wheels exactly where they belonged, and precise, supple steering giving the driver total control over the car at all times." Total control? At all times? I have to say that I never lost it in my Dauphine Gordini and, judging by how often I did in the R10s I had afterwards, that must have been due to the car and not the driver!

The Dauphine was the first to receive the Amédée Gordini treatment. He lifted the power of the 27 hp Ventoux engine to 37hp, added a 4-speed gearbox, tightened the suspension and the iconic 'Gordini' appellation and long partnership was born.

Floride

And of course there was the Floride. Based on the Dauphine engine, running gear and floor pan, extended a few centimeters. It was described by one writer of the time as "One of the most beautiful cars irrespective of price and size to come to Australia for many years".

In the marketplace however the £1,600 was £500 over the price of a Holden and dearer than a top of the range Ford Zephyr Zodiac Automatic. Even though Amédée Gordini had brought the power of its Ventoux engine up to 51hp it was never a 'sports' car.

But it had exceptional handling and agility in traffic. "Independent suspension all round, a low center of gravity, surprisingly little over-steer and weight well distributed, she can be driven into any corner at disconcerting speeds without roll and with all four wheels firmly planted on the ground"

The crown insignia of the Dauphine and Floride was designed by the jewelers Van Cleef and Arpels of Paris. Dauphine was the province given to the eldest son of the king who would then be known as Le Dauphin. Since it also means Dolphin, they designed the arches in the crown as Dolphins.

It was during a market fact-finding tour of America that Pierre Dryfus, MD of Renault, and Fernand Picard, director of research, conceived of the car. They named the car after where they were at that time - Florida.





COOKING WITH GABRIEL GATÉ

Confit Fruit Cake Loaf

This easy-to-make cake is perfect for a snack between meal with a cup of tea, coffee or hot chocolate. It keeps well for several days and is even better after one day. You need a well-buttered loaf tin.

Ingredients

(Serves 2)

60g sultanas or raisins	50g glacé pears
30ml rum, brandy or Grand Marnier	50g glacé apricots
125g butter, softened	10 red glacé cherries
125g caster sugar	10 green glacé cherries
1 tbsp finely grated lemon zest	2 tsp apricot jam
3 eggs	2 tsp toasted flaked almonds, optional
200g self-raising flour	

Method

Preheat the oven to 200°C.

Place the sultanas and rum in a bowl and mix well. Soak overnight or for at least 6 hours.

Using the beater of an electric mixer, combine the butter, caster sugar and lemon zest until light and creamy. Add the eggs one at a time, mixing well. Add the self-raising flour and mix until just combined.

Cut the glacé pears and apricots into cubes, a bit less than 8 mm. Quarter 6 of the red and 6 of the green glacé cherries, keeping the rest for decoration.

Add the sultanas and rum to the mixture and, using a wooden spoon, mix them in well by lifting the cake mix

rather than stirring them in. Add the glacé apricots, pears and cubed cherries and mix in the same way. Avoid over-mixing.

Transfer the mixture to the prepared cake tin, flattening the top a bit. Bake in the preheated oven for 10 minutes. Then reduce the temperature to 170°C and bake for a further 45 minutes.

Allow the cake to cool for 10 minutes before turning it out onto a rack. Allow it to cool completely then store in a cake tin or keep in a cool place.

Just before serving, brush the top of the cake with a little apricot jam and decorate with the remaining whole glacé cherries and the toasted flaked almonds.



News from the World of Renault

(Continued from page 8)

Renault Captur also. At this time the vehicle is unconfirmed for Australia but we are working towards a 2014 launch." But look at the images: it certainly looks stunning!!

In the December issue of *The Victorian Renault* we announced the joint project between Renault and Caterham to reintroduce the Alpine brand through a new entity, the Société des Automobiles Alpine Caterham.

The project has taken another step with an advisory board being established. Alpine aficionados will be pleased to see that the Board will feature some true Alpine "greats" including Bernard Darniche, one of the Alpine rally team's famous 'musketeers' who helped Alpine win the inaugural World Rally Championship for Manufacturers in 1973, Alain Serpaggi (former rally driver and former Alpine test driver, and Jean-Pierre Limondin, former Alpine engineer with special responsibility for the production of Alpine cars. This car will be one to look forward to!

Formula 1

On February 4th, Red Bull launched its 2013 Formula 1 car, the RB9. The car is described as "evolutionary" as there have been no significant rule changes since 2009 that have warranted radical change. The cars will once again be driven by the highly successful team of Sebastian Vettel and Mark Webber, and continue with the ever-reliable Renault engine.

Red Bull technical director, Adrian Newey, said "It's an evolutionary car - there were no big regulation changes over the winter. The most significant change is not the regulations, it's the new Pirelli tyres. We had a quick test in P1 in Brazil, but it was very hot and on a green track and in truth we didn't learn a lot."

While the car's body colour design is essentially the same as last year, the darker blue areas have been replaced by swathes of purple splashed on to (somehow) promote the team's new title sponsor Infiniti, which is also named on the rear wing.





JANUARY GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 15 January 2013

At Dorothy Laver Reserve East, Glen Iris

1. Apologies

John Masefiled

2. Business arising previous meeting

nil

3. Membership Report

3.1 2 new memberships 3 membership renewals were received

3.2 It is anticipated that additional membership applications will be received at the round-up

4. Treasurers Report

Attached and approved

5. Correspondence

5.1 Marysville Lions Club invitation to attend a car display on Australia Day; Mikee to send an email to members

5.2 RACV Classic Showcase to be held on Sunday 21 April 2013 at Flemington Race course

6. Sporting:

6.1 Victorian hill climb championship dates for 2013: listed to be published in the magazine

6.2 ?Come try day? hill climb day listed for 10 February 2013 has been cancelled,

6.3 Motorkhana dates: ?Come and try? day on Saturday 2 February 2013; round 1 Victorian Championship on 24 February at Werribee

Both have been included in the Google calendar

7. General Business

7.1 Renault round-up

7.1.1.1 Glen contacted Mark Jasper, Renault Australia with costing; costs for this year are not expected to be as high as last year; the screen is no longer available

7.1.1.2 Glen to contact Les Park to attend and present a prize

7.1.1.3 2013 will be the last year at docklands as it is being redeveloped next year; the committee is seeking suggestions for a venue for next year

7.1.1.4 Dealer attendance: talking to City Renault

7.1.1.5 Colin Stark to be contacted to display his vehicle and as a contact for the Alpine owners

7.2 French Car Festival

Ken reported on the progress of the organisation of the event

7.2.1.1 discussion for a commemorative badge

7.2.1.2 Major of Hobson's Bay Council has agreed to attend

7.2.1.3 French Consul also has agreed to attend and present an award in the afternoon,

7.2.1.4 Invitation to be extended to other car clubs e.g. Bugatti veterans,

7.3 Federation Square displays will be charged for provision of security next year;

Volunteers for the event included Paul Stewart, Peter Rasmussen, Glen Armstrong and Rob Belcourt; the display will consist of a mixture of old & new cars

7.3 Web-page: deferred to next meeting

7.4 Cheque to Consumer Affairs for the updated Constitution has not yet been banked;

Mikee to follow up

7.5 Cabinets belonging to the Citroen Car Club in the store room: Glen to contact the council to ask the Citroen Car Club to remove them

7.6 Graeme Edwards & Glen will be competing at Jugiong on the Australia Day week-end

8. An email has been sent to members asking for expressions of interest in attending an anniversary dinner in July

9. Meeting closed 8.24 p.m.

10. Door prizes awarded to Rob, John, Kay, Steve., Peter and Chris.

11. Next Meeting

Tuesday 18 February 2013



Treasurers Report - Renault Car Club of Victoria Inc.

December 2012

Balance as at 30/11/2012 **10934.97**

Income

Membership	314.00	
Interest	0.28	
Supper	<u>84.00</u>	
Total Income		398.28

Expenditure

Card Merchant Fees	11.15	
Cams Affiliation	715.00	
Supper (Christmas Function)	149.18	
Magazine	730.00	
Postage	<u>120.30</u>	
Total Expenditure		1725.63

Sub Total **11333.25**

Balance as at 31/12/2012 **9607.62**





TAKING CARE

There's a better way to skin a cat!

Ken Marriott

As the old saying goes, "There's more than one way to skin a cat". What Michael Bailey proved is that there's a better way to clean your car.

You might well ask "Who is Michael Bailey?" Well, in some ways that doesn't matter: the key point to note is that Michael is a top car detailer with 32 years of experience with top marques and he can certainly show you that there is a better way to clean and detail your car.

More than a dozen lucky souls were treated to a Michael Bailey "master class" back in December, courtesy Michael and our Club and courtesy City Renault's Ben Pascoe – who made his Richmond City Renault workshop available for the Saturday afternoon session.

The session took participants through half a dozen steps, along with the products, the cloths and the tools, to having a stunningly clean and shiny car.

Not only does Michael "know his stuff" but he's an exceedingly entertaining presenter. He began by asking "Who washes their cars with a bucket?" A dozen water-wise hands were raised only for the owners of said hands to find themselves being castigated by the man. "What's in the bucket?" "Water". "And what's in the water?" "Soap?" "No. All the grit you've just taken off the car!" "If you've got a nice shiny car that "sparkles" in the sunlight and if those "sparkles" are nice little repetitive circles... they're scratches... from the grit in your bucket!" And while we are at it, DO NOT use your kitchen liquid soap to clean the car: rather, use a weak, 1-in-10 car wash solution.

Back to the bucket. As Michael went on to explain, "The last thing you see after tipping out your bucket is the grit at the bottom. So when you are using a sponge or a mitt and a bucket, all you are doing is transferring the grit from one panel to another". From this emerged Steps 1 and 2 of the cleaning and detailing process:



Use a high pressure hose, pump or commercial venue to get the grit off your car, then...

Apply your car wash directly to the sponge or mitt and then clean the car using a back and forth motion. Apply a gentle pressure using

the hose as a trickle to both rinse the sponge as you go and lubricate the surface.

Never clean in a circular motion: the pressure varies, the grit isn't carried away and the paint is scratched and damaged.



Chamois the car off or better still, use a microfiber cloth to take off any remaining water. A chamois can drag tougher dirt off the surface and again, spread it around as scratches!

Not only is Michael entertaining, his logic is clear: select the right product, develop your skill, buy quality. Go in lightly as you learn: going in hard on dirty spots may well damage the paint irreparably, leading to the need to go back and back to get it back to what it was. Use the softest grades of polish and work at it: using heavier grades may destroy the finish.

Having got the surface dirt off, Michael advised that if we then usually went on to apply a polish or wax we were wrong... again. Rather, he said, having got the physical stuff off, we now needed to clean the surface, this being Step 3 of the process.

Cleaning entails removing the build up of contamination on the paint and glass surfaces of a car. Don't believe him? Go out and wash say, the front guard of your car (as per above). Then, run your hand over it. What does it feel like? Silk or sand paper? The sand paper is the stuck-on contaminants: tar, sap, all those nice chemicals brought by the rain these days!

How do we get the contaminants off? In Step 4 we use CLAY. This was the revelation of the day. Fine grade blue clay packs, available from good motor stores (or Michael), are cut into thirds, flattened, lubricated with Last Touch, folded in from time to time and worked in sections of no more than half a square metre (or less) at a time, in a back-forward/diagonal/back-forward manner but running with the line of the panel, remove the contaminants. The gravel patch turns to silk and the remains are removed with a different microfiber cloth.

So now the car is clean...and then comes the Steps 5 and 6 polish and the wax....again, carefully, slowly, and with top products.

(Continued on page 27)

John trying the dual action polisher under the watchful gaze of Mike Bailey



Paul wishing he had John's Skill

Michael Bailey and the 'mighty' Laguna



Classroom for the day: City Auto's Workshop

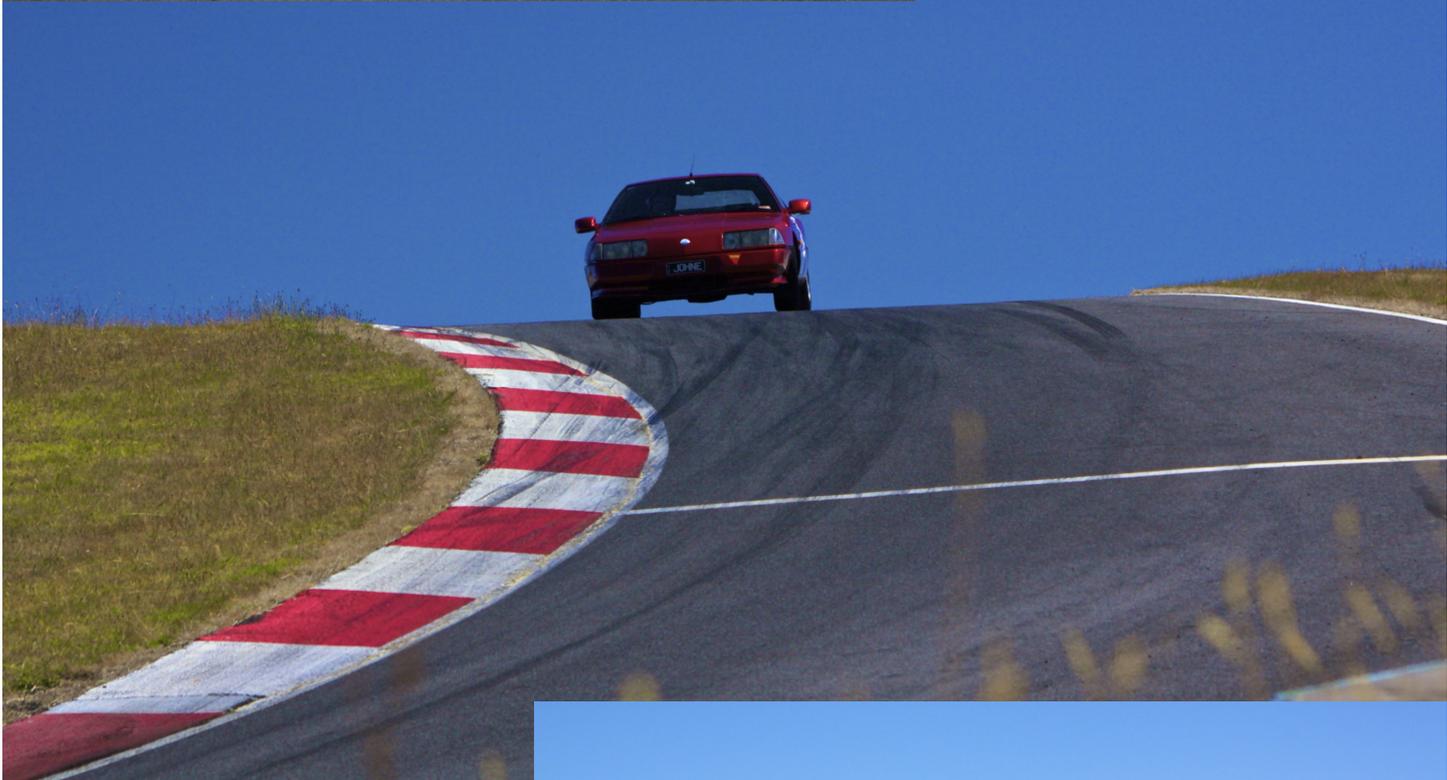
Michael highlights crap on Ed's car





The Elliott clan in action hillclimbing at Bryant Park.

It would be wrong to suggest that each car and driver have the same name, but two do.



Winners Targa Wrest Point
Bunjamin Noor (left) and Lee Challoner-Miles



SPORTING

Motorkhana - Jugiong 2013

Geoff Rasmussen

Glen Armstrong and Graeme Edwards carried the Victorian flag and competed again at this year's Jugiong Interstate Challenge. They finished mid-field for the day - 6th and 7th in class respectively and 10th and 14th outright out of a field of 24 entrants.

Glenn says they were about 20 seconds off their usual pace on the day but a thoroughly enjoyable time was had by all. Next year will be the 50th anniversary of the Jugiong Interstate Challenge which hopefully will be a bit of a special event

Glen and Graeme, along with Glenn's sons Russell and Chris, are competing in the Victorian Motorkhana Championship. Glen is looking forward to improvements this year as he is building himself a new vehicle with which to compete.

Victorian Motorkhana Championship



2013 CALENDAR

(Updated - 16/1/2013) (Bold is confirmed)



February 2 nd	FFCC/TCCA Practice Motorkhana (Werribee - Saturday)
February 24 th	TCCA/FFCC - "Theo Wintels Memorial Motorkhana" (Werribee) - Including JRace
March 24 th	PAC (Pakenham) - Including JRace
April 28 th	DSCC (Deniliquin) (Autocross also to be held Saturday 27 April)
May 12 th	NCCA (Sandown Racecourse TBD)
June 23 rd	PCCV (DECA Shepparton - Concrete)
July 20 th	BCC (Huntly Saleyards - Bitumen (Saturday)) - Including JRace
August 18 th	HAC/FFCC (Sandown Racecourse - Bitumen) - Including JRace
Sept 15 th	SEAC (Mount Gambier Saleyards - Bitumen)
Oct 5 ^{th/6th}	AMC (SEAC (Mount Gambier Saleyards - Bitumen))
Oct 20 th	VMCI / PAC (Pakenham)
Nov 17	HAC Interclub (Lardner Park, Warragul)
Nov 24 th	HSCCV (Sandown Racecourse - Bitumen)
Nov 10 th	Spare Date



Victorian Hillclimb Championship 2013 Calendar

Round 1 - Sat Feb 2 at Bryant Park Twilight Event - GCC

Round 2 - Sunday 3 March - Broadford - PIARC

Round 3 & 4 Sat and Sun 23/24 March - BLCC

Round 5 - Sunday 5 May at Rob Roy - MGCC

Round 6 - Sunday 2 June Ararat - ACC

Round 7 - Sunday 21 July Rob Roy - MGCC

Round 8 - Sunday 18 August Bryant Park, - GCC

Round 9 - DECA 22 September - S&DCC

Hillclimbing

Geoff Rasmussen

The Elliott clan - John, Amanda and Mikee - are competing in this year's Victorian Hillclimb Championship. While she has competed in hillclimbs before, this is Amanda's first dip at the championship itself and we wish her well. Er, and John and Mikee too, of course.

The first round, a twilight event, has been held at Bryant Park at Yallourn. John and Mikee opened their seasons with a very creditable third in their class for each of them. Amanda would have completed the 'third in class' trifecta except that one of the other competitors was re-classified and this pushed her out of that position. Still an excellent and pleasing start for her year.



Australian Targa Championship

Geoff Rasmussen

The concept of the Australian Targa Championship is drawn from the Targa Florio, Mille Miglia, the Coupe des Alpes and the Tour de Corse. The Australian Targa Championship is no slow motion re-run but a red-blooded motorsport competition.

The championship is comprised of 4 rounds, starting with Supaloc Targa Adelaide in August, Targa High Country (Victoria) in November, Targa Wrest Point in Hobart during the month of February and the series finishes with Ultimate Tarmac Rally, Targa Tasmania across the state of Tasmania in April. The format provides a unique opportunity for the owners of sports cars and GTs to drive them the way they

were designed to be driven, on some of the most exciting and challenging tarmac roads in the world.

Bunjamin Noor (Indonesia) and Co-Driver Lee Challoner-Miles (Britain) stayed in front with their 2011 Renault Megane RS 250 for most of the 14 stages to become the first international drivers to win Targa Wrest Point in February in the Showroom class. They beat Mark Mackay and Dennis Neagle in their Mazda MX5 home by 58 seconds. Another MX5 took third place, 70 seconds further behind, this one driven by Matilda Mravicic and Kelly Handley.





MOTOR SPORT

FORMULA 1 — SEASON 2013

Geoff Rasmussen

2013 FIA Formula One World Championship® Race Calendar

01	2013 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX (Melbourne)	15 - 17 Mar
02	2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	22 - 24 Mar
03	2013 FORMULA 1 UBS CHINESE GRAND PRIX (Shanghai)	12 - 14 Apr
04	2013 FORMULA 1 GULF AIR SAUDI GRAND PRIX (Jeddah)	19 - 21 Apr
05	FORMULA 1 GRAN PREMIO DE ESPAÑA 2013 (Catalunya)	10 - 12 May
06	FORMULA 1 GRAND PRIX DE MONACO 2013 (Monte Carlo)	23 - 26 May
07	FORMULA 1 GRAND PRIX DU CANADA 2013 (Montréal)	07 - 09 Jun
08	2013 FORMULA 1 BRITISH GRAND PRIX (Silverstone)	28 - 30 Jun
09	FORMULA 1 GROSSER PREIS VON DEUTSCHLAND 2013 (Nürburgring)	05 - 07 Jul
10	TBA (TBA) *	19 - 21 Jul
11	FORMULA 1 MAGYAR NAGYDÍJ 2013 (Budapest)	26 - 28 Jul
12	2013 FORMULA 1 SHELL BELGIAN GRAND PRIX (Spa-Francorchamps)	23 - 25 Aug
13	FORMULA 1 GRAN PREMIO D'ITALIA 2013 (Monza)	06 - 08 Sep
14	2013 FORMULA 1 SINGAPORE GRAND PRIX (Singapore)	20 - 22 Sep
15	2013 FORMULA 1 KOREAN GRAND PRIX (Yeongam)	04 - 06 Oct
16	2013 FORMULA 1 JAPANESE GRAND PRIX (Suzuka)	11 - 13 Oct
17	2013 FORMULA 1 AIRTEL INDIAN GRAND PRIX (New Delhi)	25 - 27 Oct
18	2013 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina)	01 - 03 Nov
19	2013 FORMULA 1 UNITED STATES GRAND PRIX (Austin)	15 - 17 Nov
20	FORMULA 1 GRANDE PRÊMIO DO BRASIL 2013 (São Paulo)	22 - 24 Nov



Kimi Raikkonen Lotus - Renault



Romain Grosjean Lotus - Renault

The 2013 season is about to get underway with the first race in Melbourne in the second week of March. The pre-season test was at Jerez in Spain on 5-8 February.

Romain Grosjean was quickest on Wednesday in the team's new E21 machine. From the outset Grosjean established himself as the day's pacesetter and not content with being fastest in the morning session, the Frenchman also set the afternoon's quickest time.

Kimi Raikkonen set the pace on the final day of the opening pre-season test of 2013 in Spain. The Finn's best lap came on a short run on soft tyres in the afternoon—Lotus leave Jerez having posted the fastest time on two of the four days of running.

"We continued our work from yesterday and made some good progress," commented

Raikkonen. "We're at the top of the timing monitors, but that means nothing in testing. Our focus has been testing parts on the car, but I've been able to get the set-up more to my liking. For sure there's more work to be done in this area, but that's what we're here for. The car feels strong and we seem to have a good idea of where we're going with improvements."

Reigning world champion Sebastian Vettel posted the third-quickest time, although the Red Bull driver spent much of the day putting the RB9 through long runs on medium and hard-compound tyres.

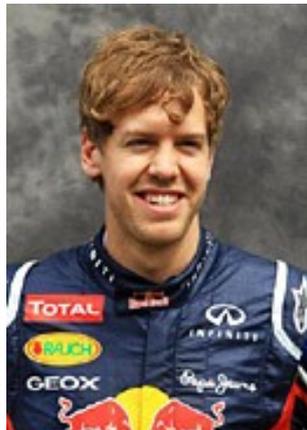


Changes to the F1 regulations for 2013.

- 1) Weight: The minimum weight limit has been increased from 640 to 642kg because of an increase in the weight of Pirelli's 2013 tyres. The weight-distribution now has minimum figures of 292kg (front) & 343kg (rear).
- 2) Stepped nose: Teams are now allowed to place a non-structural 'vanity panel' over the step in the nose (to make it more attractive, apparently!).
- 3) Front wings: The wing deflect limit has been reduced from 20mm to 10mm.
- 4) Load and crash tests: More severe load tests for the roll structure and changes to the crash test.
- 5) Survival cell: A more severe side load test for the survival cell must be applied to all chassis produced by a team, not just one.
- 6) & 7) DRS: Active 'double DRS' systems are no longer allowed - now only passive solutions are legal.



Mark Webber, RBR - Renault



Sebastian Vettel, RBR - Renault

excerpts from the official F1 website www.formula1.com



SOCIAL NEWS

I'm NOT selling my Laguna!!

Ken Marriott

Despite the fact that nearly everything electrical that could play up has played up, (coils, windscreen washer motor, door locks, door key etc etc) and despite the cynical dig of the other editor on the cover of the December edition of The Victorian Renault, I'm not selling!

Why? Because of the great ride; the low, 6-8 l/100 km fuel use on a trip, the fantastic paint quality and the towing power...and the value. Two years back when I dared look at its value ('03 Privilege), I would have been pushing to attract a buyer at \$5-5,500. Now, I reckon I could get quite a deal more.

Have a look on Carsales or any other site and see what I mean. As part of a bit of background research for an article

I am planning on the value of our cars, I found that the value of my Laguna has gone up. Here's the range of prices as of January: '02-'03: Laguna II, \$4,500- 10,800; '04 wagon, \$11,000; '06 series II with 144,000 km., \$7,200, and '07 series II, \$10,400.

And what of the series III? If you have an '08-'09, prices range from \$14 to \$24,000! Yes, \$24,000. Or, you could have an '10 series III for just \$22,500.

And its not just Lagunas: look at these as well: 1962 Dauphine, \$4,850; 1990 Renault 5 Turbo: \$14,000; 1990 Floride, \$15,000. It's either time to hang on tight or make some money!! Here's to the "mighty Laguna"!



January General Meeting

Geoff Rasmussen

The January general meeting was surprisingly well-attended given that this first month of the year is traditionally light on for members.

The parking challenge for us later arrivals was 'enhanced' by the presence of the soccer training group who weren't aware of our use of the facilities on that night. The night was fairly unstructured after the formal meeting was most expeditiously handled by our President.

A nice surprise was half-a-dozen door prizes to kick off the year. Not as nice a surprise as it could have been since I

had no luck at all. Everyone took the opportunity to have a good old chin-wag with as many others as possible and from what I could see thoroughly enjoyed themselves!



FOR SALE — Ads in THE VICTORIAN RENAULT

Limited numbers of business card sized advertisements are now available. **Only \$50 per year.** 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 rccv.tvrads@systemia.com.au

There's a better way to skin a cat!

(Continued from page 22)

Michael took three hours (and when he does a whole car properly can take two days) and had only touched on the interior, under the guards, the wheels (and how to clean them once you have taken them off!) and the dual action power polisher (warning us amateurs to never dare use a rotary polisher!) He hadn't even started under the bonnet! He hadn't finished the bonnet of my Laguna either (but he promises that it will happen) and he almost refused to work on our esteemed editor's Megane!!

What a revealing afternoon! Perhaps the most fascinating stories told by Michael were these. First, if you buy a new car, do not pay the dealer delivery charge: you don't have to. Instead, call a detailer to do the finishing for you. The car will be twice as good. Second, when Mercedes wants a show car, they take one off the production line and, using fine-grade sandpaper, rub the whole car back before a detailer gets to work on it to produce a truly beautiful finish. No one can do it like the professionals and Michael Bailey is one of them.

The feedback has been so positive! For those of you who missed out...what a shame...and your car will be found out at coming events!! Because... Michael will bless our Club as a guest judge at this year's Renault Round Up and will be giving more demos in October at the French Car Festival. He'll have products there as well. Don't miss out!

Not only that: Michael has agreed to sell his secrets and is preparing a step-by-step guide and products list that we will add to a Club Newsletter some time soon. Something to look forward to!

Thank you Michael and thanks again Ben at City Renault!

Michael Bailey trades as Marque Et Al Pty Ltd and can be contacted on 0418 522 565 or at mpb50@optusnet.com.au





CLUB SHOP

Club Caps—\$5

To compliment the club’s new range of navy blue and yellow merchandise, the club has sourced a new design of navy blue baseball caps.



Club Key Ring—\$6.00

A perfect accessory to any set of car keys



Club Lapel Pin—\$4.00

For the fashion conscious



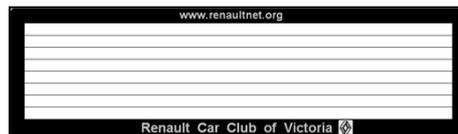
logo and

RCCV Cloth badges—\$5

A high quality oval shaped fabric badge featuring an embroidered RCCV text, they can be easily sewn on to any clothing.

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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LAUGHS PER MINUTE

Stubborn Truckies

In a very small alley two trucks driving in opposite directions meet. As the drivers are equally stubborn, neither of them wants to reverse.

They angrily look one at the other. Finally, one of them picks up a newspaper and starts reading.

The other one politely asks, "When you've finished the paper, will you please bring it over, and let me read it?"

Painting

A blonde went to the front door of the first house and asked the owner if he had anything for her to do.

"Well, you can paint my porch. How much will you charge?"

"How about \$50?" The man agreed and told her the paint was in the garage. A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked. "Yes," the blonde answered, "and I had paint left over, so I gave it two coats." Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "that's not a Porch, it's a Ferrari."

4 Q: Two men drive into a car wash. Which one is Italian?

A: The one on the scooter.

In need of food

5 A man was riding in his limousine when he saw two men eating grass by the road side. He told his driver to stop so he could investigate. "Why are you eating grass?", he asked one man.

"We don't have any money for food.", The poor man replied.

"Oh, come along with me then."

6 "But sir, I have a wife with two children!"

"Bring them along! And you, come with me too!", he said to the other man.

"But sir, I have a wife with six children!" The man answered.

"Bring them as well!"

7 They all climbed into the car, no easy task even for a car as large as the limo. Once underway, one of the poor fellows says "sir, you are too kind. Thank you for taking all of us with you."

The rich man replied "No, you don't understand, the grass at my home is about three feet tall!"

THOUGHT OF THE MONTH

The cure for boredom is curiosity. There is no cure for curiosity. *Dorothy Parker*

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

PART OF MY ALPINE/RENAULTSPORT COLLECTION has to go to provide funds to buy much needed and long overdue parts for my dormant Renault 5 Turbo Tour de Corse Group B ex works rally car restoration

2003 Renault Clio V6 Phase 2 Reg Vic: VRS255 Personal import. 1 of 4 cars in Australia and 1 of 400 RHD cars produced out of a total production of 1300 cars between 2003 & 2006 Illiad Blue. Mid mount 3 litre 24v V6, 6 Speed manual, 18" wheels, 40000km, cambelt and tensioner bearings changed. Registered and RWC in Victoria. A unique opportunity to own a truly unique vehicle . \$58000.

1987 Alpine GTA Turbo RHD eligible for Club registration. Red with black leather and rare factory airconditioning. Estimates are that less than 100 of these cars still exist. Fibreglass body with rear mounted 2.5 litre V6 Turbo. This car has been here since 1993 so has not been subjected to 20 plus years of salted roads which has claimed most of these RHD cars. Engine capacity has been increased to 3 litres,

ball bearing turbo, Motec, larger intercooler, 17" Azev wheels, close ratio diff fitted. Needs a repaint and engine wiring tidied up. \$22000.

1979 Alpine A310 V6 converted to RHD. Engine capacity increased to 2850CC. 40IDA 3C webbers cams etc. 5 speed. I used the car extensively in sprints, hillclimbs, GP rallies in the 80's. 13.8 sec 1/4 mile recorded at Geelong sprints. 7500rpm in 5th gear at Ford proving ground. Fibreglass body 960kg. Hardly driven since 1993. Currently Burgundy with grey leather trim but needs repaint and recommissioning but can be registered on club permit. 1 of 9 cars in Australia. Great for VHRR events, hillclimbs, sprints, regularity. \$22000.

I can be contacted during BH on 03 98791961, Mobile 0417395893 & AH 03 97281138 Colin Stark.

If interested please email me and I can send pics of the cars. eurocars@alpineaffaire.com.au



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 after 25th February.

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.

Contact Cameron Price 97072222

WANTED

RENAULT 25 OR RENAULT 30 GEARBOX

Contact Chris on 0413 659 580 or 03 9754 8715

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Phone Andrew 0412 642 027.

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WITH SPECIAL RENAULT GORDINI MOTOR & 4 SPEED GEAR BOX

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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

Mobile: 0402 117 788



Advertising here is free for members and \$10 for non-members.

Advertisements will be published in both The Victorian Renault and the RCCV newsletter

Deadline for next magazine Monday April 7th Send to rccv.tvrads@systemia.com.au



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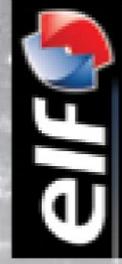
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