

# THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



WINTER 2021 SEMI LOCKDOWN



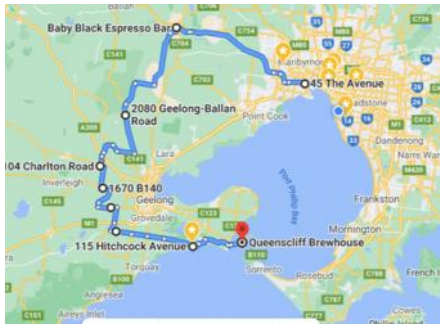
## RCCV PRESIDENT'S REPORT

12-month report since July 2020

"It took just 18 seconds in an Adelaide hotel to spark Victoria's fourth lockdown in 15 months" one of the more recent News headlines this year.

Through the lockdowns we managed to plan and scheduled events for members and non-members. The use of Zoom for Committee and General RCCV meetings ensured that continuity, a credit to the Committee.

During the last 12 months we had Drive Days/Lunches for a Fundraiser (Bushfires), another to Alexandra, Christmas drive at Lilydale Lake, a challenging run to the Queenscliff Brewhouse and a recent one around the Peninsula ending with lunch at The Pier café Dromana. And the Caffeine runs to Studley Park Boathouse a couple of times, Williamstown, Heide Café Heidelberg, Primary café Pioneers Park Berwick, RED 2021 - Rear Engine Design (RED) car show and The Fat Chef Keilor East.



We did a special drive in December, Lilydale to Marysville then some hairy road work on the way up to enjoy the hospitality of members Helen and Barrie Fisher with a BBQ at their country retreat near Alexander with amazing vistas to Lake Eildon and Bulla.



Events were well attended than recent years, a result of being locked down maybe.

Unfortunately, the RCCV 2020 Melbourne F1GP Display lasted one day as the Melbourne F1GP was cancelled due to Covid-19. The annual Renault Round-up for 2020 was rescheduled to February 2021 but then cancelled due to the complexities of Covid event requirements by council. The French Car Festival to be hosted this year by the Peugeot car club was also cancelled. Of note, after the April General meeting Peter and Geoff Rasmussen gave an informative detailed demonstration and discussion on using a DIY electroplating kit for protection and beautification of smaller metal parts. Several 'lessons of experience' were imparted.

A big thank you to Kay and Robert Belcourt for the countless suppers at General meetings, merchandising stand at events and opening their home for Committee meetings. Not seen in the background is Wayne Eason tirelessly putting together our club magazines. And a very special thank you to Glenn Armstrong, retiring from Committee team after more years of involvement than I remember. Something tells me we have not seen the last of him.

Being part of the RCCV committee the last two years has been rewarding and fulfilling for me. The knowledge and experience of long-term members needs to be complimented by a new member generation of Renault enthusiasts to carry on the legacy. We are keen for subgroups to organise social or sporting events specific to their cars, i.e., Alpine, RS Mégane/Clio, etc under the umbrella of RCCV. Proposed specific events would be tabled in Club Minutes providing Public Liability insurance to participants than the liability to individuals outside the club. Being a RCCV member also provides the ability to apply for a Motorsport Australia licence, previously known Confederation of Australian Motor Sport (CAMS licence).

As you may know Renault Cars/SUV/commercial and Alpine are now officially being imported to Australia by ATECO, a successful distributor for brands such as Suzuki, VW, Citroen, Alfa Romeo, Fiat, Ferrari, Maserati, RAM, Chrysler, Dodge, Jeep and LVD. Euro brand Dacia (Renault Eastern European off shoot) is on its way here to compete against the Korean and Chinese competitors. So interesting times ahead with the new EV models Alpine, Mégane and R4 being touted for 2022 onwards.

Rodney Apcar - President



# JULY 2021

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**Deadline for next magazine TBA.**

Send to [editor.tvr@renault-car-club-vic.org.au](mailto:editor.tvr@renault-car-club-vic.org.au)

**Front Cover: David Cavanagh prize winning 8G at Retro Rally**



Hello All & Welcome

Again this edition sees us being subject to restrictions due to COVID-19 in all areas of Australia. However, the fantastic members of the RCCV Committee have ensured that activities for members have continued and that you can still receive benefits from your membership of the Club. Please, if you have not renewed your membership for this financial year please do so ASAP and remember if you hold club permit plates for your vehicles, that membership is an absolute necessity.

Thank you to the many members that used their lockdown time to generate and send me articles for this edition of our magazine. I have tried to include most of what I received while retaining some for future editions. If your contribution is missing and you feel it is important to appear in the next edition, please contact me by email.

This edition is the first to be only distributed electronically and I hope you are able to enjoy it in this format. If you have any difficulties accessing or reading it, or any suggestions please do not hesitate to email me.

Wayne Eason

Editor

[editor.tvr@renault-car-club-vic.org.au](mailto:editor.tvr@renault-car-club-vic.org.au)

## New Members

### 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.

## COMMITTEE MEMBERS 2020-2021

**PRESIDENT**

Rodney Apcar  
0414 446 103  
president@renault-car-club-vic.org.au

**SPORTING COORDINATOR**

Jeni Sammons  
0401 243 062  
sporting.coordinator@renault-car-club-vic.org.au

**VICE-PRESIDENT**

Graeme Rasmussen  
0421 367 818  
vice.president@renault-car-club-vic.org.au

**MERCHANDISE**

Kay Belcourt  
0413 651 210  
merchandise@renault-car-club-vic.org.au

**SECRETARY**

Mike Neil  
0418 211 278  
secretary@renault-car-club-vic.org.au

**MAGAZINE EDITOR**

Wayne Eason  
0418 526 984  
editor.tvr@renault-car-club-vic.org.au

**TREASURER**

Greg Testolin  
treasurer@renault-car-club-vic.org.au

**MEMBERSHIP SECRETARY**

David Kirsas  
0407 304 730  
membership.secretary@renault-car-club-vic.org.au

**GENERAL COMMITTEE**

Rob Belcourt  
0439 798 079

**CLUB PHONE NUMBER**

0484 258 498

David Bertuch  
0401 850 747



**RENAULT**  
CAR CLUB OF VICTORIA

Geoff Rasmussen  
0491 357 509

Glenn Armstrong  
0413 107 131

## 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 Testolin, 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](http://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.

## Did You Know? - Renault Emblem

The brand was founded in 1899 by Renault brothers. This is when newly established company got its first official logo. At that time brand was called Société Renault Frères. The badge was rather simple containing the initials of every brother. However it underwent numerous changes and modifications throughout the history of the company. First redesign was made in 1906. However the first diamond shape which is known all over the world appeared only in 1925. Only slight modifications have been made since that time during 1946 and 1959. But the base of the logo was still the same till present days.

In 1972 directors of Renault asked Victor Vasarely who was a famous artist and designer to renew the badge and add some details. The idea was to make the badge more eye-catching. Vasarely decided to retain diamond shape. However he managed to make it clearer and more dynamic. Artist also added several angular lines to make it look stylish and up-to-date.

The form which is known to all Renault fans was firstly introduced in 1992. Later logo was updated and several changes have been made in 2004 and 2007. This is when the name of the company appeared on the badge together with square colored yellow making it more dynamic and modern. Every detail has a special meaning and refers to particular qualities of the company and autos it produces. For example, silver color means sophistication and creativity. Yellow background means prosperity and optimism.

### Emblem Description

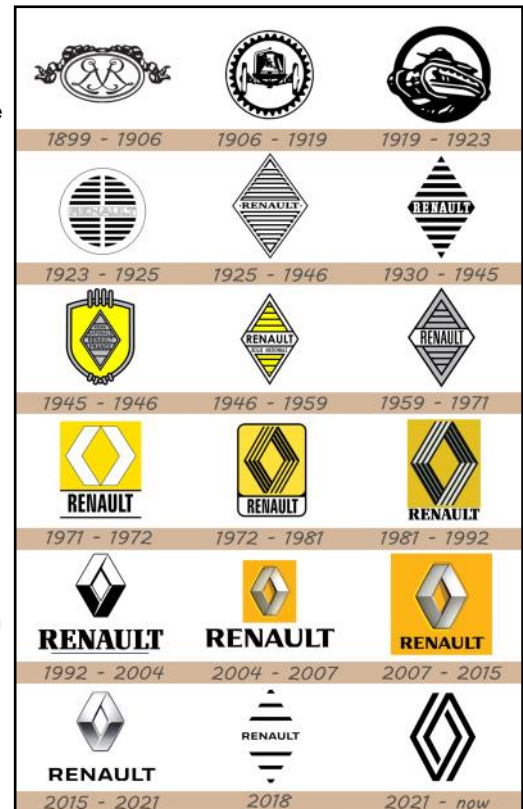
The current version of Renault emblem depicts the name of the company located on the yellow background made in shape of a square. Diamond figure is located on top of the company's name. There have been a lot of argues whether to return yellow background or not. However French designer Jean-François Porchez had no doubts it would bring more dynamic and modern look to the badge. This version has been designed by Porchez in 2004 with several changes made in 2007. But the base and forms are still the same. There is also another version of the logo which depicts Renault MN where MN stands for the Wolff Olins consultancy firm.

### Shape of Renault Symbol

Every detail in Renault badge has specific symbol. When it comes to the shape of the logo we should firstly consider silver diamond which is located on top of the company's name. Silver color was not chosen occasionally. It symbolizes creativity and sophistication of French car engineers. Every new model comes with innovations and latest techs which make these autos very popular with consumers all over the world. Few people know that several shapes have been used for this logo. They included circles and ovals. But in 1925 diamond was chosen once and for all with further slight modifications and changes.

### Colour of Renault Logo

Yellow colour was also chosen not accidentally. It was already once introduced but later neglected by designers. However it was brought back in 2004 in order to represent optimism and prosperity. In addition yellow square turned out to be a good idea making the logo more eye-catching and recognizable.



### RENAULT GROUP PRESS RELEASE—MARCH 2021

#### THE NEW LOGO RENAULT



This month, Renault is changing its logo starting with the two ZOE campaigns. Showcased during Renaulution, this new logo already sits on Renault 5 Prototype's front grill. The new logo embodies the "Nouvelle vague" for Renault, with the idea of bringing something new, vibrant and modern. While the previous logo (launched in 2015) may have looked complex with some readability issues on smaller sizes, this new rhombus differs in being very coherent and readable in every sizes and materials; perfect when embossed, stitched or even sculpted. Flat design might be in "l'air du temps" though Renault has a long tradition with logos made from sharp lines, starting with the 1946 logo until the new 3D approach made by Style Marque in 1992.

Nonetheless, Renault is not getting nostalgic of the 1970's or so, "Nouvelle vague" for Renault is a statement of modernity and technology.

This new logo, already seen on TV ads, is also in use now for Renault's social medias and will be deployed all along





## REAR ENGINE DESIGN CAR SHOW (R.E.D.)

Sunday 18th April 2021 the VW club put on a new display simply called RED. Rear Engine Design. It was open to all rear engine vehicles.

It was an excellent day, I really hope it becomes an annual event. It was held at the Austrian club in Heidelberg so food and drink were plentiful. I didn't get to try the food because the Austrian/German beer was more inviting. I don't think the VW club expected the day to be so successful because the venue was probably a little small. The Fiat club had their club tent there as did the VW club so next time we need our club tent and more RCCV involvement.

As it was we had 8 Alpines and 6 Renaults out of the 140 cars there.

We had some big winners on the day, lots of prizes were awarded and two of our members picked up trophies.

Angelo Simonetto's R8 won Best car.

Adam Blain's 4cv won Best interior.

Huge congratulations to Angelo and Adam from all of us in RCCV.

I don't think we can grasp how important these awards are. The most common cars there were VW and Porsche so I guess most of the people voting were from those groups. Exotic makes like Alpine, Ferrari, Lamborghini, Porsche and yet a couple of Renaults built by members in their own backyards take out best car and best interior, I'm so proud of Adam and Angelo.

I took my Alpine GTA turbo, some of us met at the local McDonalds so we could drive in together. I followed Steve Cavanagh's Alpine A110 through the gate and the idiot VW man on the gate didn't know what an Alpine GTA was and even thought it was front engine and wanted me to park outside. Luckily other VW people knew their cars and me telling him he was a DH and should learn about different cars probably didn't go down well.

Lots of Porsches from real early 356's to latest 911's. Lots of VWs as you'd expect, some really rare things like private import VW 412 and Kubelwagen. Lots of interesting Fiats including an Abath replica, really rare stuff like the fascinating Chev Corvair turbo convertible. I believe the Corvair was the world's first production turbo. Lamborghini was represented by a beautiful Urraco with an exhaust note to die for from its mid mounted V8. A Ferrari Mondial turned up, another very rare Italian with mid mounted V8.

Even a tiny little Messerschmitt KR200 in very original condition.

When was the last time anyone saw a Hillman Imp on the road?

A big thank you to the VW club for putting the day together and we look forward to next year.

**David Cavanagh**





## Rally Retro Festival—2021

The Rally Retro Festival was an event designed to get historically significant rally cars “out of the shed and onto the track” so we can re-live just a bit of the magic that these cars brought to the forest.

They might be high quality replicas, restored ex-works prepared cars, as rallied time-capsule pieces or rally prepared examples of iconic rally cars of the past.

It's was chance for us all to have a look at these special cars, which are often hidden away in sheds and see and hear many of them in action, on a short, sealed rally course.

Rally Retro Festival was held at METEC, in Bayswater North.



## CLUB SHOP/SPORTING UPDATE

### 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

### SPORTING UPDATE

#### Rob Roy InterClub Challenge

After two rounds the RCCV is currently sitting on 34 points.

#### Les Park Trophy

John Hardy	9 points
John Elliot	7 points
Geoff Rasmussen	6 points
Peter Stathis	2 points
Glenn Armstrong	2 points
Greg Testolin	1 point
Dave Cavanagh	1 point
Ian Thompson	1 point

Cheers

Jen

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](http://www.renault.com.au)

#### Ballarat Renault

1051 Howitt St  
Wendouree  
(03) 5339 5744

#### Barry Bourke Renault

755 Princess Hwy  
Berwick  
(03) 9707 2222

#### Bendigo Renault

82-90 Midland Hwy  
Epsom  
(03) 5430 4000

#### Brighton Renault

797 Nepean Hwy  
Brighton East  
(03) 9599 2100

#### Eastern Renault

25 Hewish Rd  
Croydon  
(03) 9723 5555

#### Essendon Renault

600 Mt Alexander Rd  
Moonee Ponds

87 Mark Street

North Melbourne  
(03) 9080 1111

#### Peninsula Renault

32-33 Wells Rd  
Seaford  
(03)95992199

#### Rex Gorell Prestige

481A Latrobe Tce  
Geelong  
(03) 5227 4777

#### Sale Renault

124-138 York St  
Sale  
(03) 5144 2133

#### Shepparton Renault

8004 Melbourne Road  
Shepparton  
(03) 5823 2940

#### South Morang Renault

460 McDonalds Rd  
South Morang  
(03)84571600

#### Warragul Renault

167 Queen St  
Warragul  
(03) 5622 0000

#### Waverley Renault

565/577 Springvale Rd  
Mulgrave  
(03) 9550 5888

#### Watson Renault Service & Parts

420 Grimshaw Street  
Bundoora  
(03) 94674477

#### Warrnambool Renault

168 Raglan Parade  
Warrnambool  
(03) 5561 2341





## CLUB ACTIVITIES—QUEENSCLIFF RUN

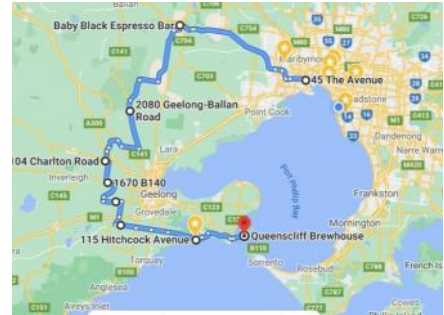
On March 28th the club had a drive day to lunch at Queenscliff Brewhouse, taking a round-about way getting there.

The run started in Spotswood, having coffee at Baby Black Espresso Bar in Bacchus Marsh, then going via Anakie, Bannockburn, Murgheboluc, Mt Duneed and Barwon Heads.

We met at The Avenue, opposite the Coles Express petrol station, at 9am for 9:15 departure. We stopped at Ian Phillips place in Bannockburn because we were virtually going past his street and, as you may remember, he's got a quantity of car parts to give away.

The Queenscliff Brewhouse, where we had lunched on previous Queenscliff runs, had a good dining range on offer. The 'locals' in the club attest to its reputation for good food.

So 30 RCCV members headed off on a Sunday's drive the long way for lunch at the Queenscliff Brewhouse. A very enjoyable day.





## 17th National Renault 4CV Muster Yass, NSW (2021)

The Renault 4CV Register of Australia have just recently been on their 17th National Muster. This was held in the township of Yass, NSW.

It was held over the Easter long weekend and during our current times with the global Covid19 pandemic it was really great to see so many people attend and it was a great effort by the organisers. Leading up to the event there was a great uncertainty and it was unknown if we were even going to make it but it was great to actually get there.

We had a total of 30 Renaults attend. Nineteen of them were 4CV's. Victoria was well represented with 10 cars attending the trip. There was a good collection of R8's, Caravelle's and Florides too. There was one R10s, a Dauphine and a R17.

We were welcomed on Good Friday at the Swaggers Motor Inn with a BBQ dinner. Saturday morning began with a driver's briefing. After this was our first drive to the township of Yass where we then put our car's on display in a picturesque local garden where we had the car's spread out and local's and members were able to wander the surroundings, chat and check out all the car's on show. While this was happening the wives and children loved exploring the shops on the main strip.





## Muster—Yass

The afternoon was held at the old Cooma Cottage house. The AGM was held at the local RSL and it was decided there that the next National Muster in 2023 would be held in Echuca.

Sunday was a really fun day for the young families who attended. We took a trip down the highway to the Canberra Dinosaur Museum- this was a big hit with the kids and I think many adults!

We then went to the Cockington Green gardens, had a mini train ride and wandered the spectacular gardens. We had lunch at the George Harcourt Inn and then returned back to the motel where the Swap Meet took place.

Monday morning we visited the local heritage train station which concluded our Muster weekend.

On a personal note I drove my 1952 black Renault 4CV which I must say, it really impressed me. This was by far the longest trip I've ever done in it. It completed over 1,500kms without a tool being touched on it!

Looking forward to our next trip to Echuca.

**James Cavanagh**



### Thursday 6th July 1961

60 years ago

The last Renault 4CV, the first French car to sell over a million units, was built. First produced in August 1947, the 4CV was a four-door saloon of monocoque construction, with front 'suicide doors' (hinged at the rear) and a rear Renault Ventoux engine in a rear-wheel-drive layout. It was superseded by the Dauphine. The 4CV was originally conceived and designed covertly by Renault engineers during the World War II German occupation of France, when the manufacturer was under strict orders to design and produce only commercial and military vehicles. Between 1941 and 1944 Renault was placed under the Technical Directorship of a francophile engineer, Wilhelm von Urach; between 1927 and 1940 employed by Daimler Benz) who failed to notice the small car project emerging on his watch. A design team led by the company's Technical Director Fernand Picard, recently returned from Renault's aero-engine division to the auto business[7] and Charles-Edmond Serre, who had been with Renault for longer than virtually anyone else, envisioned a small, economical car suitable for the period of austerity expected after the war. This was in contrast to Louis Renault himself who in 1940 believed that after the war Renault would need to concentrate on its traditional mid-range cars. Jean-Auguste Riolf, head of the test department, was made aware of the project from an early stage as were several other heads of department. In May 1941 Louis Renault himself burst into an office to find Serre and Picard studying a mock-up for the car's engine. By the end of an uncomfortable ad hoc meeting Renault's approval for the project, now accorded the code "106E", was provided. However, because the Germans had forbidden work on any new passenger car models, the 4CV development was defined, if at all, as a low priority spin-off from a project to develop a new engine for a post-war return of the company's 1930s small car, the Juvaquatre: departmental bosses installed by the Germans were definitely not to be trusted in respect of "Project 106E", while von Urach, their overlord, always managed to turn a blind eye to the whole business



## Renault News

### PRESS RELEASE

June 28<sup>th</sup>, 2021

#### Renault Group places France at the heart of its industrial strategy for EV batteries

- ◇ Renault Group announces the signing of two major partnerships in the field of the design and production of Electric Vehicles batteries:
- ◇ Renault Group enters into a strategic partnership with Envision AESC as it sets up a gigafactory in Douai, close to Renault
- ◇ ElectriCity, to support manufacture of latest technology, cost-competitive, low-carbon batteries to make electrical mobility more accessible in Europe.
- ◇ Renault Group signs a Memorandum of Understanding with the French start-up Verkor to co-develop and then manufacture high-performance batteries, with a view of owning a more than 20% stake in Verkor.
- ◇ The combination of these two partnerships with Renault ElectriCity industrial cluster will create nearly 4,500 direct jobs in France by 2030, while developing a robust battery manufacturing ecosystem in the heart of Europe.
- ◇ A new step along the path of the 'Renaulution' strategic plan, as the Group and its Alliance partners bolster their competitive edge and efficiency in the EV market.

Boulogne-Billancourt, June 28<sup>th</sup>, 2021 –Renault Group announces today its strategy for EV battery design and production in France. A major milestone of the 'Renaulution' road map, the Group's battery strategy comes to life through the signing of two major partnerships: with Envision AESC

a global player in world-leading battery technology and smart, digitalised, low-carbon battery plants, and a long-standing partner of Nissan – and Verkor, the Grenoble-based start-up specialized in development of EV battery cells. This strategy will help Renault Group become a more competitive and efficient EV player, accelerate its industrial transformation, and reach its ecological transition targets.

These two most recent partnerships go hand in hand with existing programmes within Renault Group, in particular the historic agreement with LG Chem which currently supplies battery modules for Renault's electric range and for the upcoming MéganE. In parallel, there are on-going discussions with ACC to potentially join the ecosystem as of 2027. Research also continues within the Alliance to deploy solid battery technology from 2030, with the ASSB project (All Solid-State Battery technology).

*"Our battery strategy builds on Renault Group's ten years of experience and investment in the electric mobility value chain. The latest strategic partnerships with Envision AESC and Verkor greatly bolster our position as we ensure the Europe-based production of one million electric vehicles by 2030. This marks a major milestone as we strengthen our competitive edge, by rooting our Group in the underlying momentum of French industry and striving to reach our carbon neutrality objectives. The Group thus reaffirms its willingness to produce popular, affordable, and cost-effective electric cars in France", said Luca de Meo, CEO of Renault Group.*





## New Renault 5

Renault's new mass-market electric-car platform promises to slash new electric vehicle prices by a third – meaning Australia's first \$33,000 European electric car could be on the way.



Renault has detailed a **new compact electric vehicle platform** that could be **capable of bringing Australia its first \$33,000 European electric hatchback**.

Known as **CMF-BEV**, the new platform will be used for city hatchbacks (classified as 'light cars' in Australia), and promises to **reduce the cost of the vehicles it underpins by 33 per cent** versus **Renault's** sole electric passenger car still on sale, the **Zoe** hatchback.

When the Renault Zoe was last offered in Australia in 2019, prices started from \$49,490 before on-road costs – meaning a **vehicle on the new CMF-BEV platform** could start from **as little as \$33,000 before on-road costs**.

Recent \$3000 electric vehicle incentives **introduced in New South Wales** and **Victoria** could drop the price to exactly or **below \$30,000 before on-road costs** – on par with an entry-level **Captur Life** city SUV, which starts from \$29,990 before on-road costs locally, powered by a conventional turbo-petrol engine.

caradvice.com.au



## NEW Renault Kangoo ZE

**Vastly improved Renault Kangoo Z.E. van announced for Europe.**



**New look Kangoo Z.E. Image: Groupe Renault**

Currently, the Renault Kangoo ZE all-electric light commercial van (LCV) has a 33kWh battery, limiting its practical driving range to 120 – 200km depending on load and weather conditions. It also has only 7kW AC charging and no DC charging, meaning a 6hr recharge time with no option for the faster times provided by 3 phase AC or CCS 2 DC charging.

**New Kangoo Z.E. charging socket incorporating DC charging. Image: Groupe Renault**

In Europe, where many business do short local area runs, the cheaper battery and charger specifications still made it a viable choice for the price conscious commercial market. As a result, it has been the leading all electric van sold in Europe since it launched in 2011.

Unfortunately, these same choices made by Renault to provide a cheaper specification battery electric van for their local market meant that it met a lot fewer business use cases here in Australia.

Zero emission, low noise and minimal running costs is the ideal city and metropolitan delivery van, yet here in Australia the current Kangoo ZE can only be a niche player in what should be the core market for EV vans, given it barely has the range to do a longer return run across most of Australia's capital cities. Adding to the current ZEs woes is it having no faster AC, or quick-charge DC, options to do a fast turn-around even if a business rarely calls for long runs.

Ten years after the introduction of the Kangoo ZE in Europe (and four here), falling battery prices and the proving of their charging technology in the Zoe hatch allow Renault to offer a larger battery and improved charging in the Kangoo ZE and still remain price competitive – and that is exactly what is coming to Europe at the end of this year. There, an all-new Renault Kangoo ZE all-electric van will be added to the new Kangoo ICE (internal combustion engine) range that is being released there later this month.



So what will the new Kangoo ZE offer? The battery will be increased to 44kWh (the old Renault Zoe size) and charging options will expand from just 7kW to add 11 and 22kW AC, plus up to 75kW DC. Range is predicted to increase to 275km under the WLTP test cycle. (For more information on vehicle test cycles and why their results vary so much: see <https://thedriven.io/2019/08/07/why-are-new-electric-vehicle-range-estimates-often-so-different/> )

**Charging times options will expand to include:**

- 42 minutes to 80% using a 75kW DC rapid charger;
- 2 hours to 80% from a 3 phase 32A EVSE or outlet;
- 4.5 hours to 100% from an 11kW EVSE or outlet (three-phase 16A).
- 7 hours to 100% from a home EVSE (7.4 kW single-phase charger).
- 19 hours to 100% from a 'reinforced socket' (effectively a 15A power point) and
- 26 hours to 100% from a domestic socket.

Mind-you, that last option is unlikely to ever be a preferred charging method – it is more the much cleaner and convenient EV version of a messy fuel tin and funnel to get you to a proper EV charger - but without the call to ( and subsequent indeterminately long wait for) your local Automobile Association.

Along with the electrical upgrades, Renault have made a significant number of size, load access, driver comfort and safety upgrades to keep up with the rest of the fast-evolving commercial vehicle market – meaning you would not be compromising creature comfort or safety by selecting the Kangoo ZE van over an ICE competitor.



## Renault Kangoo ZE

The big question now is whether the new distributor of Renault in Australia, ATECO, will continue to import the Kangoo ZE when production of the current one ceases. Sadly, sales of the previous model ZE40 Zoe hatch ceased here last year when that model was superseded in Europe - but that was when Groupe Renault was still in charge of the brand here. There are however some signs that ATECO may be more amenable to working with EVs, as a new batch of current Kangoo ZEs has recently arrived.

We can only hope so, as the range of EV LCVs on sale here is pitiful compared to the number available overseas.

**Bryce Gatton** (written for TheDriven in June this year)



# RENAULT

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## Vehicle Standards Information 33

June 2021

This information sheet supersedes  
all previous copies of VSI 33.

## Guidelines for modifications to vehicles operated under Victoria's Club Permit Scheme

This Vehicle Standards Information sheet provides guidelines to ensure the safety and compliance of modified vehicles operated under Victoria's Club Permit Scheme (CPS).

These guidelines describe modifications that are permitted without VASS certification.

### Scope

These guidelines apply to all motor vehicles (other than street rods) operated under, or applying to be operated under, the CPS as established by Chapter 3, Part 3.4 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Only the more common modifications are addressed. Where indicated, and in the case of modifications not included in these guidelines, the requirements of Vehicle Standards Information (VSI) 8 – *Guide to Modifications for Motor Vehicles*, will apply to club permit vehicles.

A street rod means a vehicle that has been modified for safe road use and that:

- has a body and frame that were built before 1949; or
- is a replica of a vehicle the body and frame of which were built before 1949.

A street rod can be distinguished from other pre-1949 modified vehicles by virtue of it:

- looking like a traditional Hot Rod style of vehicle
- having been built and certified in accordance with the *National Guidelines for the Construction and Modification of Street Rods in Australia* as published on the Commonwealth Department of Infrastructure, Regional Development and Cities (DITRDC) website
- having been authorised by the Australian Street Rod Federation.

### Vehicle age categories

#### General

For the purposes of these guidelines club permit vehicles are divided into three categories based on their date of manufacture:

- built before 1949
- built after 1948 and before 1969
- built after 1968.

#### Carry-over provisions

For the purposes of these modified vehicle guidelines, a vehicle model that was first released for public sale before 1949 that continued in production essentially unchanged beyond 1948 may be treated as if it were a pre-1949 model until completion of the model run by the original vehicle manufacturer.

However, a vehicle model first released before 1969 that continues essentially unchanged beyond 1968 may only be treated as if it were a pre-1969 model if all of the following criteria are met:

- evidence, in the form of an Australian compliance plate, previous registration history or a Vehicle Assessment Signatory Scheme (VASS) Approval Certificate, of the vehicle's compliance with any applicable Australian Design Rules (ADRs) has been supplied; and
- if any modification carried out on the vehicle does not affect, or have the potential to affect, compliance with any applicable ADR; and
- the vehicle was manufactured before 1973.

### Guidelines

#### General

For a modification to be acceptable the vehicle must continue to comply with the applicable standards for registration. Victoria's Standards for Registration are set out in Schedule 2 of the *Road Safety (Vehicles) Interim Regulations 2020*.

Further, the modification must not adversely affect the vehicle's structural integrity, its handling characteristics for safe use on the road, exhaust emissions or evaporative emissions as applicable.

The modifications set out below may be considered approved modifications provided they have been carried out in accordance with the specified guidelines. Modifications not mentioned, or not otherwise addressed by VSI 8 *Guide to Modifications for Motor Vehicles*, or that exceed any stipulated limits are deemed assessable modifications and will require certification by a VASS Signatory. In particular, it should be noted that the *Approved Modifications* listed in VSI 8 apply to all vehicles.

[vicroads.vic.gov.au](http://vicroads.vic.gov.au)





# CLUB PERMIT SCHEME

Where a modification involves fabrication or welding, all such work must be carried out in a professional manner. Any structural welding must be carried out by a competent person and be carried out with correct joint design with proper consideration given to parent metal type and gauge, and to the selection of the welding process.

## Terminology

### VASS Approval Certificate

A VASS Approval Certificate is a certificate issued by a VASS Signatory accepted as evidence that a vehicle meets the standards for registration, that any modifications comply with relevant published guidelines and have not adversely affected the vehicle's structural integrity, handling characteristics, exhaust emissions or evaporative emissions. As such a VASS Approval Certificate forms part of the documentation required to unconditionally register a modified vehicle.

### Era

The term "of the era" in relation to equipment such as engines, transmissions, drive axles etc means:

- for a vehicle built before 1949 – any such equipment typically fitted to vehicles designed and manufactured before 1949 but includes essentially identical equipment manufactured after 1948 that utilises technology and materials that were in general use before 1949
- for a vehicle built before 1969 – any such equipment typically fitted to vehicles designed and manufactured before 1969 but includes essentially identical equipment manufactured after 1968 that utilises technology and materials that were in general use before 1969.

### Significant power increase

The term "significant power increase" in relation to replacement engines is based upon a comparison of manufacturer's published maximum net power figures and means the greater of a 30kW power increase and:

- for engines up to 2000 cc – a 40% increase in power
- for engines from 2001 cc to 3500 cc – a 30% increase in power

- for engines over 3500 cc – a 20% increase in power.

In the case of modified engines, the above figures can only be applied when the modified engine's maximum net power is known or can be estimated. The fitting of alternative carburettor(s), extractors or an alternative ignition system may result in some power increase, but an increase resulting from these modifications on their own would usually not be considered significant.

However, when combined with higher compression ratio, a modified cylinder head, larger valves, performance camshaft etc, they would be very likely to result in a significant power increase. Similarly, fitting forced air induction to a V8 engine would be considered to result in a significant power increase.

Vehicles built before 1969 may be fitted with a supercharger with no more than 5 psi boost to an engine.

If in any doubt, a VASS Signatory should be consulted.

### Previous modifications

An existing CPS vehicle that has, at some time in the past, undergone a modification that is an assessable modification according to these guidelines, does not have to be re-certified to retain its permit provided:

- evidence of Australian registration history in its current modified condition can be supplied; or
- evidence in the form of a VASS Approval Certificate (or interstate equivalent or an engineering assessment report issued under Victoria's earlier Recognised Engineering Signatory Scheme) relating to the modification, can be supplied; and
- the vehicle has not been subjected to further assessable modification.

### Imported vehicles

An imported vehicle, for which admission to CPS is being sought, must have Australian registration history or a copy of the Vehicle Import Approval issued by issued by DITRDC.

An imported vehicle without registration history that was built after 1968 requires a VASS Approval Certificate demonstrating compliance with any applicable ADRs.

An imported vehicle without registration history that was imported under the Specialist and Enthusiast Vehicle Scheme (SEVS) requires RAWS import certification.

An imported vehicle that has undergone an assessable modification that has not been previously registered in its modified condition in Australia must be issued with a VASS Approval Certificate. Refer to VSI 3 *Conditions for Registration of Imported Vehicles in Victoria* for further information.

### Left hand drive vehicles

For left hand drive vehicles, refer to the requirements outlined in VSI 18 *Left Hand Drive Vehicles & Vehicles Converted to Right Hand Drive*

## Engines

### Note

Fitting a replacement engine can increase axle loads. It is the owner's responsibility to ensure that the load capacity of an axle is not exceeded. If the load capacity of an axle cannot be determined any increase in the mass supported by that axle must be limited to 10%.

### Replacement engines

#### Vehicles built before 1949

Pre 1949 vehicles fitted with engines almost universally require some changes to the mounts. Any unmodified engine of the era may be fitted provided that:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated load carrying capacity
- if the mass supported by an axle is increased by more than ten percent, it can be demonstrated that brake balance and effectiveness has not been adversely affected.



# CLUB PERMIT SCHEME

## Vehicles built after 1948 and before 1969

Any unmodified engine offered as an option by the vehicle manufacturer for that model may be fitted. Any additional equipment fitted to the vehicle as standard equipment by the manufacturer with that engine option must also be fitted.

Any unmodified engine of the era that is of the same configuration and that does not result in a significant power increase over that of the original (or of that of any optional engine offered by the vehicle manufacturer for that model) may be fitted provided:

- it can be accommodated in the space originally provided for the engine without structural modification (save for engine mount bracketry)
- the mass supported by an axle of the vehicle does not exceed its rated capacity
- where the mass supported by an axle is increased by more than 10% it can be demonstrated that brake balance and effectiveness has not been adversely affected.

## Vehicles built after 1968

VSI 8 requirements apply.

## Modified engines

### Vehicles built before 1949

Minor modifications such as fitting alternative carburettor(s) or ignition systems etc. are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase and that involve the use of more modern (i.e. after 1948) components or technology will require VASS certification.

### Vehicles built after 1948 and before 1969

Modifications such as fitting extractors, alternative inlet manifolds, alternative carburettor(s) or ignition systems etc are permitted. Generally, modifications typical of the era are permitted. However, modifications resulting in a significant power increase will require certification.

### Vehicles built after 1968

VSI 8 requirements apply.

## Transmission and final drive

### Vehicles built before 1949

Any transmission, differential, or drive axle (including brakes) of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item comes from a vehicle of equivalent mass and power
- in the case of axles, fitment uses the vehicle's original pick-up points for suspension etc.
- axle flanges, drums or hubs are not re-drilled for alternative wheel mounting
- if the brakes from another vehicle are included as part of the modification it can be shown that the effectiveness and balance of the vehicle's braking has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration.

### Vehicles built before 1969

#### (including pre-1949 vehicles)

Any transmission or differential of the era may be fitted provided that:

- there are no structural alterations to the vehicle
- the item is adequate for the mass and power of the vehicle
- axle flanges, drums, rotors or hubs are not re-drilled for an alternative stud pattern; and if the brakes from another vehicle are included as part of the modification, it can be shown that the effectiveness and balance of the vehicle's braking system has not been adversely affected.

For the purposes of these requirements the fabrication of a tailored transmission cross-member is not considered a structural alteration so long as it bolts up to the same location as the factory crossmember.

Replacement live axles that were not offered as an option for the vehicle must not be fitted unless approved by a VASS Signatory.

### Vehicles built after 1968

VSI 8 requirements apply.

## Bodywork changes

### Vehicles built before 1969

#### (including pre-1949 vehicles)

For vehicles based upon a separate chassis, bodywork changes typical of the era are permitted without certification, so long as the vehicle's general appearance is in accord with vehicles of that type with a similar date of manufacture, and that any replacement bodywork meets the VSI 29 Drivers Field of View Requirements for vision, and does not present any additional hazard to pedestrians or other road users. Different materials may be used.

### Vehicles built after 1968

VSI 8 requirements apply.

## Brakes

### Vehicles built before 1949

Modifications may be made to mechanical drum braking systems to improve efficiency such as:

- changing the method of operation
- changing the coupling of actuation controls
- the use of alternative materials
- the fitting of proprietary brake kits or components from other vehicles of similar or greater mass
- fitting of an alternative solid front axle, including brakes, from a vehicle of similar mass and track dimension and utilizing the original vehicle's suspension pick-up points.

All components must be of a design and materials of the era and that the applicable braking performance standards required by the standards for registration can be met.

It is strongly recommended that you seek advice from a VASS Signatory prior to commencing work on your vehicle's braking system.

### Vehicles built after 1948 and before 1969

Any braking system offered as an option by the vehicle manufacturer may be fitted provided it is fitted in its entirety. Similarly, a braking system offered by the same manufacturer for a later model vehicle of equal or greater mass may be fitted provided it is fitted in its entirety and provided its fitment does not involve any cutting, drilling or welding of any brake, hub, suspension or steering component.



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Commercially available hydraulic brake upgrade kits may also be fitted provided:

- the replacement braking system meets the provisions of the General Requirements section of Code LG of Vehicle Standards Bulletin 14
- the kit has been manufactured by an entity that is subject to laws governing product liability
- the kit has been marketed as suitable for a particular make/model/year of vehicle
- comprehensive fitting instructions are provided
- the kit is fitted in accordance with the instructions provided
- fitting the kit does not involve drilling, cutting or welding of any brake, hub, suspension or steering component.

Vehicles built after 1968  
VSI 8 requirements apply.

## Fuel systems

### Relocation of fuel tank

Vehicles built before 1949

An original equipment or replacement fuel tank may be relocated on the vehicle provided:

- the tank is securely mounted
- the filler is located on the outside of the vehicle
- the tank is located so that it cannot be contacted by the road surface in the event of a flat tyre
- that if the tank is within 75 mm of an exhaust pipe, suitable heat shielding is provided
- any apertures created to allow for the installation of the fuel tank are suitably sealed to prevent the entry of exhaust or petrol fumes into the cabin of the vehicle
- any replaced or extended fuel lines comply with the relevant provisions of VSI 8
- that fuel tank venting is considered to ensure that the tank does not pressurise due to replacement items such as fuel filler caps, which are not designed to be vented.

For any other fuel system modification, VSI 8 requirements apply.

Vehicles built after 1948

VSI 8 requirements apply.

## Wheels and tyres

Vehicles built before 1949

Having regard to the fact that not all original equipment tyre sizes are currently available, alternative rims may be fitted provided:

- they are of a form of construction and made of material(s) typical of rims fitted to vehicles of the era
- any reduction in rim diameter is limited to the next smallest size for which suitable tyres may be obtained or to a size originally fitted to a vehicle of the same period and type
- the rims provide adequate clearance around suspension, steering and brake components.

Tyre section width may be increased by up to 30% above that of the original equipment tyre or the most narrow available tyre width where no option exists within 30% width of OEM fitment. Tyre aspect ratio must be at least 70%. Rim width may be increased to any of the rim widths listed in the Tyre and Rim Association of Australia Manual as suitable for the chosen tyre size provided the tyre and rim combination does not foul any part of the body suspension, steering or brake components at any position of suspension travel or steering movement, and, when in the straight ahead position, the guard or bodywork of the vehicle covers the full section width of the tyre.

### Note

Where a tyre size is not listed in the above referenced Manual, rim width increase should be limited to 25% above the vehicle's original rim width.

Adequate ground clearance must be maintained.

Vehicles manufactured after 1948  
VSI 8 requirements apply.

## Steering

Vehicles built before 1969  
(includes pre 1949 vehicles)

A change to steering mechanism type (e.g. a change from worm and sector to rack and pinion) must be VASS certified. However, alternative similar steering components sourced from, or intended for, a vehicle of equal or greater mass than that of the subject vehicle may be used, provided the original equipment manufacturer's (OEM) pick-up points are utilised, and that any tie-rod or drag link end tapered joint has a taper that matches that of the component to which it is attached. Original steering geometry must be preserved (linkage lengths, pitman arm lengths, steering arm lengths etc).

Conversions from left hand drive to right hand drive will require VASS certification unless they are to a vehicle which was originally manufactured with provision of mounting points and OEM parts to facilitate manufacture in either configuration and such mounting points and appropriate OEM components are used.

Vehicles built after 1968  
VSI 8 requirements apply.

## Roll bars and roll cages

A vehicle for which admission to the CPS is being sought that is fitted with a roll bar or roll cage, will require (unless evidence of prior certification can be provided) either:

- VASS Approval and national Motorsport Organisation, recognised by VicRoads
- VASS Approval complying with VSI 8 requirements.

The above requirements also apply to an existing CPS vehicle that is to be modified by fitting a roll bar or roll cage.

## For further information

Further information is available on the VicRoads website:

**vicroads.vic.gov.au** or by calling **VicRoads on 13 11 71 (TTY 13 36 77, Speak and Listen 1300 555 727).**

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