

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



JUVAQUATRE RESCUE

...or not!

4CV 9

*a Tale of a 750
...part two*

REVIEWED

*French Connection
...(not the movie)*

RENAULT OF THE DECADE

Megane

TOOLANGI TANGO

*Up the hill ...
but not so far away*

WINTER 2014 – JUNE



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WINTER 2014

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CAR CLUB OF VICTORIA

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Hi there,

In this edition we bring you the last in our series of Renaults of the Decade; for this most recent decade what else could it be but the magnificent Mégane. It is also the last of our centrefolds started for our anniversary year editions. Harking back to the other end of the club's timeline, we continue the series on Peter Galle-Davis' 4CV G.

We are now printing and posting this magazine quarterly and emailing editions in between. This is so we can continue, by popular demand, the standard introduced for the diamond jubilee year and contain the associated costs.

Our new section 'Announcements' that immediately follows the President's report up front in the magazine highlights significant forthcoming events and other matters of importance. We have extended the time span of the Calendar to give club members some 'forward visibility' of future events. A consequence of stretching the calendar to the limits of the Committee's planning window is some of the more distant events or details thereof are still being planned and not necessarily 'locked in'.

View this information judiciously, as you would traffic ahead in the distance, keep an eye on the calendars. On that note, late breaking news not yet in the calendar is that Seaworks is booked for the 2016, yes 2016, French Car Festival - last year's success being the obvious reason for the return.

By the time you read this (since finalising this edition has dragged on), we will have a new committee; we will bring new full details in the next edition.

Pamela continues her wrap up of this years Formula One - lucky enough to attend the Canadian event in Montreal she can give us first hand insights, and some interesting photos.

There's news on recent club events with write-up of the drive day to Toolangi and our thoroughly interesting visit to Renault HQ.

Geoff and Ken

Copying-

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Disclaimer-

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



COMMITTEE MEMBERS 2013-14



PRESIDENT

Mikee Elliott
0409 939 935
griffyn182@gmail.com

SPORTING COORDINATOR

Vacant



VICE-PRESIDENT

Ken Marriott
9399 1614 / 0418 178 788
ken.marriott@hmleisureplanning.com

MERCHANDISE

Kay Belcourt
0413 651 210
truocleb306@gmail.com

SECRETARY

Chris Gajic

EDITORS

Geoff Rasmussen
0419 357 509
geoff.rasmussen@systemia.com.au
Ken Marriott
9399 1614 / 0418 178 788
ken.marriott@hmleisureplanning.com



TREASURER

Glenn Armstrong
0413 107 131
armstrong17@optusnet.com.



MEMBERSHIP SECRETARY

Chris Gajic
9735 0358 / 0421 459 226
cgajic@swin.edu.au

GENERAL COMMITTEE

Rob Belcourt
0439 798 079
truocleb309@gmail.com

CLUB PHONE NUMBER

0429 881 128

Basil Van Dongen
0418 533 490
peugpart@satlink.com.au

Pamel Talevska
Pamela.Talevska@gmail.com

Stuart McKenzie
0418 139 049
mckoinic@hotmail.com

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: Kangoo Maxi ZE - Australia Post fleet
(photo Renault Australia)

Articles by Peter Davson-Galle, Terry Meehan, Pamela Talevska, Ken Marriott, Geoff Rasmussen

Photos by Venus Lane, Peter Davson-Galle, Pamela Talevska, Ken Marriott, Geoff Rasmussen, Renault Media

JOINING / RENEWING

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

PO Box 111 Heidelberg VIC 3084

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

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

Welcome to new member:



PRESIDENT'S REPORT



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

I have the opportunity each workday to stroll past the old Renault factory in Heidelberg, and every time I do, I'm reminded of the time and effort put in by members of this club that has kept the marque alive, and allowed this club to survive the hiatus and thrive on Renault's return.

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

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

The club has fielded competitors in several competitive disciplines across the state, and they've been rewarded with nu-

merous trophies throughout the year in the Victorian Championships, and we've had several members try out motorsport for the first time at the various come'n'try days held. We've accepted a role for the club to provide officials at the Sandown Historics for the VHRR, and have several members who are active scrutineers and in constant demand.

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

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

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

You're the reason we're here!

Mikee



ANNOUNCEMENTS

Historic Sandown It's Official - We're On

A positive response by members to the deal offered by the VHRR for officials at Historic Sandown in September was received. We (the RCCV) have now agreed with VHRR to provide said officials for the 7th-9th. Contact a committee member to get your name on the list. We need five each day but they don't have to be the same five each day. Officials get into the whole event for nix, lunch and other benefits and the club will stump up for a dinner on Sunday night.

DATE CHANGE French Car Festival 2014 NOW ON 26th OCTOBER 2014

Location is still (at time of writing) Macleay Park in Balwyn. Macleay Park, also known as Buchanan oval, is on Belmore Rd Balwyn. *This date conflicts with Motorclassica so we have had to withdraw our acceptance of their invitation to display at their Club Sandwich.*

September General Meeting is at Water Police Williamstown *Rear of Williamstown Police Station 100 Nelson Place, Williamstown*

16th September, 7:30pm

Wellingtons not required

August Social Day Drive *Flowerdale here we come*

24th August, 10:00am

The forecast club drive day to Bendigo has moved to September because of a booking conflict. The August social day will be a short run to Flowerdale pub for lunch. We meet at Depot de Pain at 10am for coffee (or brekky) and an 11:00am start. Then a 1 1/2hr drive to Flowerdale pub for lunch. Depot de Pain is at 616 Glenferrie Rd, Hawthorn (parking at rear). We need to book for lunch at the pub so please rsvp to Glenn Armstrong on 0413 107 131 or armstrong17@optusnet.com.au if you are going

(Continued on page 6)



ANNOUNCEMENTS

(Continued from page 5)

September Social Day Drive Morris Minor Garage Car Collection, Gallery & Olive Oil Producer.

The September RCCV drive will be happening on Sunday September 28th. We will meet at the BP roadhouse at Calder Park (just immediately past Calder race track) at 8.45 - 9 am for coffee prior to a 9.30 departure. We will then travel to the Morris Minor Garage and motor museum in Harcourt for a tour and morning tea. The Garage has a wonderful and historic collection of Morris Minors AND a range of other vintage and classic cars. As well, we will be able to enjoy olive oil tastings and sales, views across the olive grove, and a visit to an on-site gallery and art studio.

Entry to the Morris Minor Garage, tour and the whole olive grove and gallery property is \$10 per person. Morning tea includes latte/cappuccino/tea/hot chocolate etc at \$3.50 and gourmet biscuits from \$1.50 to \$4.00 each.

From Harcourt we will travel to historic Maldon for lunch and a wander before a parade and visit to the nearby Mt Tarrengower hillclimb site. We will be returning home via Malmesbury for afternoon tea.

Because of the need to confirm our booking at the Morris Garage and to advise re numbers for lunch, bookings are essential. Those wishing to attend must advise numbers to Ken Marriott by email or phone!

October General Meeting will be at Penrite Oils: MotoFluid, Factory 17/11 Havelock Rd Bayswater 21st October, 6:30pm

We will be joined by members of the Citroen Classic Owners Club and the OzRenaultSports forum

Come and Try days

These are great days for people who have never tried a motor-sport event. They give people a try at the sport without the need to fork out big dollars to give the sport a try to see if they like it - they are cheaper than normal events.

All kinds of events have come and try days. Several are coming up (see Calendar opposite for details):

Hill Climb - 5th October, Rob Roy

Super Sprints - 12th October, Sandown

Super Sprints 23rd November, Winton

In Sprints and Super Sprints, individual or small numbers of cars are released at regular intervals onto the track and generally complete several laps at a time racing against the clock, and not the other drivers out there at the time. Whilst sprints are not actually races, they give participants a great feel for what it is like to drive at high speed competitively around a race track and provide a fabulous test for car and driver alike.

33rd Annual Display

HISTORIC COMMERCIAL VEHICLE SHOW

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Ken 9727 1060

Cars range from standard road cars to highly modified race cars, and participants are sent out onto the track with other compatible vehicles that lap at similar speeds.

In Hillclimb events an individual car competes against the clock in a track that goes up a (generally) steep incline. Hillclimbing is a great test of a car's power rather than raw speed. Competitors are grouped in classes and the best time in the class wins, of course.



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CALENDAR

August

5th	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for August's The Victorian Renault advertisements and contributions
9-10th	Sporting	VHC Round 6 Ararat (rescheduled).
17th	Sporting	VMC Round 7 Wodonga. Contact Glenn Armstrong on 01413 107 131
17th	Sporting	VSCC Pre-War Historic Hillclimb at Rob Roy Historic car display also. See www.vintagesportscarclub.org.au/vsscc-rob-roy-hill-climb for details.
19th	General Meeting	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris. Gabriel Gate: 'My life on the road for the Tour de France', with pics and film
24th	Social	10:00am Club drive day to Flowerdale. Meet at Depot de Pain, 616 Glenferrie Rd, Hawthorn for coffee and 11:00am start. 1 1/2hr drive to Flowerdale pub for lunch. Booking required - rsvp to Glenn Armstrong on 0413 107 131 or armstrong17@optusnet.com.au .
31st	Sporting	Rob Roy Interclub Challenge Hillclimb Round 2.

September

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

October

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

November

2nd	Sporting	Rob Roy Interclub Challenge Hillclimb Round 3.
5th	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for November's The Victorian Renault advertisements and contributions
7-9th	Sporting	Historic Sandown (VHRR). Potential car display also.

(Continued on page 8)



CALENDAR

November - cont.

- | | | |
|---------|--------------------------|---|
| 18th | General Meeting | 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
Speaker from Bush Fire Management of DSE (Vic Gov) |
| 23rd | Sporting | VMC Round 10 Pakenham. Contact Glenn Armstrong on 0413 107 131 |
| 23rd | Sporting | Super Sprint Come and Try Day 2, Winton (MSCA) |
| 28-30th | Sporting / Social | Geelong Revival Motoring Festival (Geelong Sprints) Geelong Waterfront
Planned to also be the club social day for November - details to be decided |

December

- | | | |
|------|--------------------------|--|
| 3rd | Committee Meeting | 7:30pm Committee meeting, Manningham Club
Closing date for Summer's The Victorian Renault advertisements and contributions |
| 16th | General Meeting | 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
Xmas Party at the Rob & Kay Belcourt's place. Meet at clubrooms and journey afoot. |

January 2015

- | | | |
|------|--------------------------|--|
| 7th | Committee Meeting | 7:30pm Committee meeting, Manningham Club
Closing date for January's The Victorian Renault advertisements and contributions |
| 20th | General Meeting | 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris |

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RENAULT MEDIA

News from the World of Renault

Geoff Rasmussen

Australia Post takes delivery of first Renault electric vans

Our cover pic is no fake - Aussie Post has a fleet of electric Kangoo Maxi ZE's. Here's some of what they say about it.

In an Australian-first, Renault's 100 percent electric-powered delivery vans will shortly join Australia Post's fleet in Melbourne and Sydney.

The Renault Kangoo Maxi Z.E. (Zero Emission) electric van, currently not sold in Australia, is widely used across Europe and the United Kingdom and will be used exclusively by Australia Post from mid-2014 for a 12 month proof-of-concept.

Australia Post Head of Environmental Sustainability, Andrew Sellick said "The Kangoo Maxi Z.E. assessment is part of a broader strategy to explore alternative fuels at Australia Post, including using biofuel and hybrid vehicles in our current fleet.

"The electric vans will be powered by accredited GreenPower from renewable energy sources to ensure we are maximising the potential to reduce our environmental impact.

"The Kangoo proof-of-concept will give us a clearer picture of the benefits of using electric powered delivery vans. Through this assessment we expect to see at least a 50 percent reduction in energy costs and a 100 percent reduction in carbon emissions to comparable combustion-engine vehicles in our fleet.

"While at this stage we are working with Renault to prove this concept, if the vans perform well across the range of metrics we'll be measuring them on, the future potential is very exciting. We hope this initiative will ultimately help drive the commercialisation and acceptance of electric vehicles in this country."

Renault Australia's Managing Director, Justin Hocevar said "we are excited to broaden our existing relationship with Australia Post in rolling out the Kangoo Z.E. in Australia. Through our partnership with Australia Post, we are able to comprehensively investigate the business case for introducing the fully electric Kangoo Z.E. van in Australia in the future."



Australia Post's Port Melbourne Business Hub will receive two Renault Kangoo Maxi Z.E. vans mid-year, with the remaining two vans that are

part of the 12 month assessment delivered to StarTrack House in Sydney by year-end. Charging stations at each location will be powered by accredited GreenPower sources.

The charging station at Australia Post's Port Melbourne Business Hub is funded by the Victorian Government.

Australia Post's other alternative fuel initiatives include electric bikes, hybrid vehicles and trucks and the use of bio-diesel.

Kangoo Crew

While we're talking Kangoos, the short-wheelbase petrol and long-wheelbase Maxi turbo-diesel models are now joined by a Maxi Crew version which has a folding rear row of 3-seats, each with its own 3-point seat belt and head-rest.

The seats 60/40 split allows long loads to be carried at the same time as rear passengers. When not in use, the seats fold into the floor well using a novel modular folding system providing a flat load floor and a practical 4.0m3 of load space. With all seats occupied, the load space reduces to a still very respectable 1.3m3.

The Maxi Crew model comes with a glazed sliding door on each side, with opening windows, and wide-opening barn doors at the rear for ease of loading.

Standard features include 15-inch light alloy wheels, climate control air conditioning, automatic headlights and windscreen wipers, front and rear fog lights and power-adjustable door mirrors, silver trim finish around the front bumper and additional interior load bay side and roof trimming and additional sound deadening for a quieter ride.

A 1.5-l turbo-diesel engine powers all Kangoo Maxi Crews, producing 81kW and 240Nm, mated to a 6-speed manual transmission, driving the front wheels. The four-cylinder delivers an exceptionally frugal fuel consumption of just 4.7L/100km over the combined cycle.

"We see the new Renault Kangoo Maxi Crew providing the ideal solution for customers seeking a dual purpose vehicle," says Lyndon Healey, Model Line Manager for Renault LCV.

"With its alloy wheels, trim upgrades and higher equipment levels, the Renault Kangoo Maxi Crew provides true passenger car-like driving experiences.



(Continued on page 14)



JUNE GENERAL MEETING

At the HQ of Renault Australia

Geoff Rasmussen

This is a good turnout I thought as 25 members sat down in the meeting room at Renault Australia's headquarters in Mulgrave when President Mikee opened the meeting. Moments later ten latecomers rolled in to make it one of the best attended general meetings for the year.

Our host for the evening was Jude Lamb, Renault's new 'Passenger Vehicle Model Line Manager'.

The formal agenda was fairly full and there were plenty of questions from the floor as you might expect with such a large attendance. There was a subtle buzz in the crowd; I don't know whether this was due to it's size, the rather nice venue (actually Renault HQ is fairly lush) or anticipation of Jude's talk which was to follow the formal meeting.



Committee members were kept busy in the 'interval' with membership renewals, it being that time again, and other members administrative activities. The rest of us were getting stuck into the impressive array of French pastries and other delectables that Renault had laid on for us, or busy with 'encouraging' nominations for committee membership.

Jude's talk after the break was, as expected, full of interest. I found the insight into the challenges of balancing the drive to increase market share with the various realities of being a relatively small player (still) in the market engrossing.

Jude was previously at Mitsubishi and moved to Renault about six months ago. He's clearly relishing the change and is full of enthusiasm for the marque. He didn't look like he



was relishing facing the Q&A session to come, not really knowing how it was going to pan out.

Well, he fielded questions with aplomb, in an open and straightforward manner. There were very few he couldn't answer and barely one or two he wouldn't give details on as they were about to be announced or were still being finalised.

Questions from across the audience were surprisingly probing seeking to understand 'where Renault Australia was coming from'. Clearly, some of its decisions have bemused, indeed baffled, some of us and the opportunity was taken to understand the thinking behind the decisions.

Several questions were along the lines of why Renault hadn't taken various opportunities to promote itself and its products. I found it quite interesting to hear of the delicate balancing act for a relatively small outfit, compared to VW and Mitsubishi let alone Toyota, to try to get breadth of exposure whilst doing a worthwhile job of each opportunity. Limited budget, fewer staff resources, means aiming carefully for the 'best bang for the bucks' and avoiding situations where the heavier advertising of the others will drown out Renault's voice.

Another delicate act requiring finesse is choosing and configuring the model to bring to Australia from among the range available from Renault's suite. While we may see merit in certain models coming here ('cos we want one), RA has to divine somehow how many they might sell as they have to cover the cost of compliance to Australian rules etc. And then there's the sheer labour time of determining configuration and planning and preparing the models introduc-



A question from left field...



What do you think Jude is thinking here?



The Mégane V6 was not the only trophy on display.

Like the rest of us, Dave was giving the Mégane Trophy a good hard look, but then I guess he just couldn't keep the wrecker in him down.



Andrew, on the other hand, had different intentions for the vehicle. Are we surprised? Not at all.



After detailed examination and much erudite discussion, it was agreed: headlights are the only parts shared by the Trophy and its namesakes.



We also found out that Renault loves Australia as we are their best market for the RS Sports models. 50 of the new Mégane RS275 Trophy-R are coming our way - collect your pennies (about \$65Ks worth) and join the queue - and Renault Australia are busy deciding on final configurations and just how much they can squeeze in for the money. This is the one that knocked 4 seconds off the record at Nurburgring. At least it'll have air con...

After Jude's talk, most of us went out to have an up close and personal look at the Mégane V6 Trophy and the replica F1 in the lobby. Peering through the windows of the Mégane wasn't wholly satisfying and it wasn't long before the engine cover and hood were popped open so we really could stick out heads inside

tion. With limited staff there's only so many that can be done each year and it's only wise to spend that time on the best bet ROI-wise.

And the overarching dilemma - since Renaults are 'a little bit different' and 'not for everyone' how far do you grow market share before it becomes 'just another volume car for the masses'? I think there's a ways to go before that yet.

All in all, an excellent evening and we thank Renault Australia very much for it. And we look forward to coming back next year. If they'll have us.





SOCIAL EVENTS

Toolangi Tango

Geoff Rasmussen

The discussion was animated. You couldn't say heated though passions were aroused. It seems that some people do love their Devonshire Tea and where to get one truly worthy of the name is of keen interest. To judge from the discussion as we waited for the last few cars to arrive there's only three or four around Melbourne. Why is this relevant? Well, one of these few worthy places is in Gembrook where we planned to break for coffee on the day's run.

The weather didn't deter 17 members who turned up in ten cars though illnesses of various kinds claimed quite a few who had indicated their intention to come. In some ways, it was a pity we couldn't hold the run the previous week, which would have been the 'normal' day for it (first weekend after the third Tuesday) as the weather then was glorious - just ask Ian who had a lovely drive in his R12 on that day. But the Toolangi Tavern, our destination for lunch, was close to booked out already when Glenn and I scouted the route a month earlier so it was decided to put the run back a week. The 50 members of the Classic Car Club got the good weather.

There was a full contingent of Rasmussens there, making up half the numbers, with Rowena having her first drive in son Sean's Fuego; Peter being in the R12 Gordini. Ro's restored

Caravelle still 'not quite finished' though it wouldn't have been out on a day like it was. The rest of the Rasmussen's were in my Mégane (made it seem small). Another Mégane, a Koleos, a clutch of Clios and Ian's R12 made up the balance of the cars.

We took the back way from Stud Park shopping centre to Belgrave going along Glenfern Road alongside the Lysterfield green wedge rather than straight up Burwood Hwy. Dodge a few hippies in Belgrave, a quick regroup on the far side, and it's the long leg through Selby, Menzies Creek, drizzle, Clematis and rain to Emerald.

Emerald, the setting for the erstwhile popular soapie Country Practice, was busy but we weren't stopping. Onwards to Cockatoo and Gembrook! And more rain.

I've driven the road to Gembrook many times but nearly always in fair weather. I have to say though that it is just as beautiful in the mist and rain; lush and green and very attractive. I had my eyes on the road of course...

Rowena didn't look all that happy as she straightened the kinks out after getting out of the Fuego. 'Frozen stiff' was her comment. Apparently the heater was fine but the fan for



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Coffee at Charlottes of Gembrook

the demisting was not and she had to drive with the windows open to keep windscreen clear. Ah, the joys of an older Renault.

The drizzle and light rain grew suddenly heavy as the last few of us made a dash for the door of Charlottes of Gembrook where coffee awaited. A cozy café but with ample room for us and a few extras. The coffee was good, and so were the cakes to go with, and the attached gift shop captured the attention of a few of us. I did notice that, despite the discussion earlier in the day, no-one had Devonshire Tea.

Whilst mounting for the next leg, a string of late model Audis cruised past. Looks like the Audi club was out for a drive also. The drive-by got a little hypnotic - they all looked so much the same!

We turned north after the coffee break, past the Gilwell Scout camp to Launching Place. Beginning nice and twisty to start, the road opened up half way along with a long downhill straight followed by a longer uphill stretch equally straight. 'No problems with the engine in that R12' I thought as Ian gained on me going up the hill.

A quick dog's leg along Warburton Hwy into Don Rd at Launching Place saw us heading towards Healesville. We didn't take Don Rd all the way to Healesville as was planned in the draft route. When we scouted the route, Glenn and I

discovered the middle (hilly) section of Don Rd is unsealed. That was a wet day too, not as wet as the drive day, and the road surface was somewhat greasy. It made for an interesting drive as Glenn's Clio tested the limited traction offered by the greasy clay surface. Fun, but not a road for a drive day.

We regrouped on the far side of Healesville to reorder ourselves with the faster drivers going first up the last 15km fast uphill curves to Toolangi. That gave Peter in the R12 Gordini the chance to 'catch up' - he missed the last turn through Healesville.

Seconds after taking off again, the Fuego was on the side of the road again; Rowena concerned about smoke coming from the bonnet. A bit of a look under the bonnet and three wise men decided it was just steam from road water splashed onto the exhaust. She was still cold though.

Lunch at the Toolangi Tavern was surprisingly good. The place was packed - the booking was indeed essential - and toasty warm with a roaring open fire. Everything on the varied menu (that any member had) was of excellent quality and the \$18.50 fixed price most reasonable. A truly enjoyable way to finish the drive day.



Dining at the Toolangi Tavern

It's nice to go for a drive on a fine sunny day. But a drive on a rainy day can be just as scenic and enjoyable and the run to Toolangi was a thoroughly enjoyable all round.

Many thanks to Glenn for planning the route. A pity he missed out on going on the actual drive as he was in sunny, sunny Queensland.



Rowena is warm at last



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RENAULT MEDIA cont

(Continued from page 9)

"Partly this is thanks to the fact that the Kangoo is based on the platform of the Scenic people mover, which with its wide track and stable road stance ensures capable handling and a cushy ride, even when empty," Lyndon says.

Mégane R.S. 275

There is now a new limited editions version of the Mégane R.S. - the Mégane R.S. 275. The Mégane range's sportiest version now benefits from a technical upgrade and a new look. Mégane R.S. 275 Trophy is the latest in a long line of limited-editions of the model which began with the Trophy version in 2011 and continued with the Red Bull Racing RB7 (2012) and Red Bull Racing RB8 (2013) versions.

It has a two-litre R.S. petrol engine tuned to deliver 275hp grafted into a Cup chassis with a package of new ultra-sporty equipment developed in association with prestige partners such as Akrapovič (exhaust), Öhlins (dampers) and Michelin (tyres). The Mégane R.S. 275 Trophy will be marketed in around 20 countries on five continents, including Australia, the United Kingdom, Malaysia, Germany and South Africa.



7 minutes 54.36 seconds

That is the new lap record for the Nürburgring's iconic north loop – the fearsome Nordschleife – set by Mégane R.S. 275 Trophy-R in the category for two wheel-drive production vehicles. 250 examples of this (ultra) limited-edition series that will go on sale in some 15 countries - 50 here in Australia.

Mégane R.S. 275 Trophy-R is a two-seater derivative of the Mégane R.S. 275 Trophy. A loss of almost 100 kilograms has resulted in enhanced performance. Whilst Mégane R.S. 275 Trophy-R manages without rear seats, in the front can be found Recaro Pôle Position polycarbonate monocoque seats, which yield a weight saving of 42 kilograms. These are fitted with a three-point seat belt, but a six-point harness with aviation-style buckle is available as an accessory.

For track-day fans eager to gain several vital seconds over the course of a lap, the use of a lithium-ion battery trims the overall weight by another 16 kilograms.

For high-performance braking and also to contribute to the weight-shedding effort, Mégane R.S. 275 Trophy-R benefits

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from a special braking kit. Its 350/28-diameter steel and aluminium discs bring the car's weight down by a further three kilograms and endow the vehicle with a sharper bite.

On the outside, Mégane R.S. 275 Trophy-R sports a new two-tone colour scheme, with an Etoilé Black roof mated with a Pearlescent White finish (optional). The Trophy-R branded F1-type front blade, chequered flag graphic at the bottom of the front doors and graphics on the side of the car are all picked out in Vif Red. Finished off with 19-inch black or red Speedline wheel rims, this is a vehicle that sets itself apart as much on the circuit as on the open road.

Renault buys Caterham out of Alpine

Renault has increased its stake in Société des Automobiles Alpine Caterham to 100%, buying out the Caterham Group. Renault will now continue to develop its own Alpine sports car to be launched in 2016, as initially planned.

The Dieppe plant, home of Alpine, is making preparations to build and assemble the chassis and bodywork of the future Alpine. Teams are fully committed to developing a true Alpine production vehicle by 2016 under the management of Bernard Ollivier : "With 90% of design specifications complete and an interior design to be finalized before the summer, enthusiasm is growing around the future Alpine production vehicle, The key words for the vehicle are style, enjoyment and sporting spirit."





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Coming soon! The next generation of tyres.

They have been testing these for several years now. Resilient Tech was developing them for the military.

They had a pair at the Philadelphia car show.

Yes, those are 'spoke' like connections to the inner part of the tyre from the outside tread 'wrap'!



See-through tyres

These tyres are airless and are scheduled to be out on the market very soon.

The bad news for law enforcement is that spike strips will not work on these.



Radical new tyre design by Michelin

Just think of the impact on existing technology:

- A. No more air valves..
- B. No more air compressors at gas stations...
- C. No more repair kits..
- D. No more flats...



See how odd it looks in motion

These tyres are made in South Carolina , USA ..These pictures were taken at Michelin's South Carolina plant



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RENAULT OF THE DECADE: '03 - '02

Mégane

Geoff Rasmussen

Production	1995 - present
Predecessor	Renault 19
Configurations	3 & 5 door hatchbacks 4 door saloon, 5 door estate 2 door coupe, 2 door convertible
Engine:	1.4l I4, 1.6l I4, 1.8l I4, 1.9l I4 diesel 2.0l I4
Transmission:	4-speed automatic 5-speed manual 6-speed manual

Phase I

The original Mégane (the name come from a concept car Renault unveiled in 1988) was introduced in 1995. Very different to current models, the first model carried over the R19s floorpan, engines and transmission albeit much modified, and further developed the new corporate styling introduced with the Laguna. Safety was a key focus and it was the first with Renault's 'System for Restraint and Protection' (SRP) and achieved a best in class 4-star crash test rating in 1998 EuroNCAP. The cabriolet was the only Phase 1 Mégane model sold in Australia, though all Scenics are Megane Scenics they were not sold as such here.

Phase II

The Phase II Mégane was launched in 2002 and bears little resemblance to the Phase I. The Phase II was the first small family car to achieve 5-star EuroNCAP rating and was a show case of new technology including keyless ignition and a panoramic glass sunroof.

There was a full range of models available though the estate didn't make it out to Australia with the others when they arrived in 2003. The most distinctive visible feature of the Phase II is its rear end and though it was mocked as much as it was admired it has become iconic of the model.

A minor facelift arrived in 2006 giving the Mégane a new nose and the front suspension from the Mégane RS 225. The Mégane 225 was a RenaultSport version of the 3 & 5 door hatchbacks equipped with a turbocharged 2.0l 16v engine producing 225 PS and with changes to front and rear suspension geometry for improved handling.

Phase III

Phase III arrived in 2008, in Australia 2010, entirely different more look and body styling. Under the skin, the 'phase change' was more evolutionary than revolutionary with few significant new components. Those evolutionary changes, however, gave the Phase III noticeable performance and handling capability improvement.

2013 saw Renault resurrect the 'Floride' name, applying it to a highly-spec'd limited release (50 in Australia) Megane Cabriolet available only in ivory paint and black pleated leather.

RenaultSport Méganes

The Mégane RenaultSport or Mégane RS is a series of hot hatch models based on the Renault Mégane built at the

Dieppe factory. Renault has steadily increased the power and capability of the Mégane RS models since the first, the RS 225, was released in 2004.

Mégane RS 225

The RS 225 used a turbocharged 2.0-litre petrol engine that produced 225 PS, allowing the car to achieve 0-100 km/h in 6.15 s, with a top speed of about 240 km/h. 90% of the torque is available from 2000 rpm until redline. A twin-scroll turbo minimizes turbo lag, especially when throttle is applied at over 2000 rpm. The transmission is a six-speed manual.

In 2005 the Cup Chassis became an option with drilled brake discs, Brembo front and rear red brake callipers, increased brake master cylinder diameter and stiffened steering

Mégane RS 230 F1 R26

The RS 230 F1 Team R26 is a version that commemorates the continuous success of Renault in Formula 1 with the 2005 Constructors' and Drivers' Championship titles.

The engine is rated at 230 PS and 310nm of torque. It incorporates the improved version of the Cup Chassis package, which includes 18-inch Anthracite spoked alloy wheels and was released in 2006 in limited numbers.

Mégane RS 250

The RS 250's F4Rt engine is rated at 250 PS and 340nm at with a 6-speed manual gearbox, front splitter, extended sills and wheel arches, rear diffuser with central exhaust pipe, and 18-inch alloy wheels. Aluminium pedals, a RenaultSport steering wheel with thumb grips, analogue rev counter and sport seats with extra lateral support adorn the interior.

The 250 Cup variant contains a number of sharpened performance features including a stiffer chassis, track focused suspension, a limited slip differential and is slightly lighter

In Australia, the Mégane RS is only sold in Cup form, though the features are that of the luxury model sold in Europe. Unveiled at the 2009 Geneva Motor Show, it was in the dealer showrooms in 2010.

R.S. 265 Trophy

In June 2011 Renault Sport revealed a limited edition 265 PS version of the Mégane III - the Mégane R.S. Trophy. The Mégane R.S. Trophy uses the same 2.0 four-cylinder as the standard 250PS R.S. but thanks to modifications like a new air intake it has an extra 15 hp, pushing the power output to 265PS. It hits 0-62 mph in 6 seconds and has a top speed of 254 kmh.

R.S. 265

2013 saw the R.S. 25 adopt the new engine from the Trophy version with 265 PS and offers the same "Cup" and "Sport" versions like the previous 250 PS model.

RS 275 Trophy & RS 275 Trophy-R

It's 2014 and the engine power is lifted to 275PS. A light-weight version without 'luxuries' like rear seats, radio and air conditioning breaks the Nurburgring record for a front-wheel drive car. 50 of the mere 250 built go to Australia.



I predict a Mégane RS 285 in 2016 - ed



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CAR REVIEW

In Praise of the Mégane RS 265

Terry Meehan

Hey Greg,

These are my attempts to take you into my new world where I try and capture what is happening at the wheel, and how crazily beautiful all this is. Here goes:

On a couple of pretty free spirited freeway runs in the Renault Mégane RS 265 (Red Capsicum) 'Cup', when the traffic was very, very light at night, I gave the very eager 265 a bit of head and it simply bolted away in a millisecond, wow wee, here he goes - and he surged and surged and surged, as if putting light years between the pedigree little terrier and everything else, hugging and clutching the road tightly like a mother does to her beloved new born infant son or daughter... and negotiating a few roundabouts which it can take at 3 times the speed of any car without exaggeration (just to comment on its absolute supreme agility), and a couple of 'turning ons' of the hyperactive 'Sport Mode' switch, and the comments are :

Indeed, it is such a pleasure to drive, it is so so safe, so tight, so accurate, so strong, so potent, so damn well in charge, so damn well confident, so damn well arrogantly supreme at the wheel, and it very emphatically tells you so; this is so testosterone driven that you love being a male, 'you renew the maleness in you' when you take off in an RS Mégane 265. That is why the reviews say that the Renault Mégane RS 265 is a 'super car'; they indeed are accurate, and I now speak from experience, 'peak experience'.

These brief but massively explosive jaunts, are, believe me, at the very high end of the exhilaration spectrum. They are addictive, totally consuming, and are beyond what you can truly imagine until you are there, until you are behind the wheel in the command and control centre of this prodigious road train.

And yes I am now the driver, so I can comment on these real time existential moments of motoring joy, fun, these whirlwind experiences in the magnificent cocoon of the 265's curvy body; you are in another world, it is your material world and your savour every moment. Solitude in the 265 during these extreme 'rushes' matters not, and it is pure joy too to try and capture these richly vivid moments.

Yes yes yes yes yesssss - indeed, the Renault Mégane RS 265 is a truly wonderful car. It is unquestionably, unquestionably the hot, hot hot hottest hatch in the world. And I love it to bits.

And in closing, let me assure you that every level, the world in the Renault Mégane 265 is beautiful, is brilliant, is fast, is crazy, is full on, is - an utter motoring joy - in the Renault RS Mégane 265 it is just... well... bliss.. it truly is.

Go into that world if you can.

So I concur with the web stuff, all of it true, all of it inspiring, every bit of it adding to 'the rush', and here are but a couple of great descriptions:

"Whether the road coils tight around a mountain, or flows through valleys, the Renault Mégane RS maintains its super-car-rivalling focus. Throw it into a corner at speed, feel the Bridgestones teeter on the edge of grip, then plant the throttle and feel the front limited-slip differential pull your line tight. Conversely, run deep into a corner on the brake, *press a little harder, and feel the rear lighten, shift, and help point the nose. All the while the stability control sleeps, acknowledging that the chassis has such inherent active safety that it only needs to keep an ear out for an idiot turning into a corner without first braking and getting weight over the nose*" Tez: absolutely, so true

"The Mégane RS engine is more linear, more effervescent, and teams with the most wonderful-to-shift short-throw six-speed manual transmission"

"Together with its perfect manual shift, perfectly spaced pedals, perfect driving position and perfect power distribution, the Renault Mégane RS takes the lead for outright dynamics. It remains the one to beat. You can't criticise the Renault Mégane RS265 for its clear, unapologetic focus because it delivers the dynamic ability of cars costing twice or three times the price"

When Terry sent us this missive he had written to his mate, we thought he was going a little over the top. Club Treasurer Glenn Armstrong assures us we are 'quite wrong'; if anything Terry's a little understated.

Glenn says "Prior to driving an RS250 at the RCCV Christmas gathering in 2012, I probably wasn't a real RS Mégane fan as I wasn't impressed by the lack of vision out of the rear quarters. The test drive totally changed my opinion. I no longer care about that lack of vision. As a result I purchased my 265 in April 2013. That test drive did not prepare me for ownership. It far exceeds any expectations I had at the time. Having just returned from my second round trip to Queensland since I bought the car, I appreciate the performance and ride even more. My plan was to do most of my local driving in my Phase 1 RS Clio to keep the Mégane in prime condition longer."

"Unfortunately that plan hasn't worked out all that well."



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LOOKING AROUND

Car Mags

Ken Marriott

I guess we all like to read (and perhaps collect) a range of car magazines. I'm no different. But I'm not overly enamoured by the mainstream Aussie muscle car mags: their North American focus annoys me! Top Gear is a fun way to waste an hour watching TV...but the magazine is tripe!

For many years I bought and collected (and still go back to) the UK-based *Thoroughbred* and *Classic Car* magazine, though even there, the pomposity of the writings of A J K Setright put me off.

More recently, I tried Australian *Classic Car*, but the continuing errors of fact, typos, mis-identification of photos and cars (even in their annual calendar) and the shameless re-publication of articles that had recently featured in other car magazines available in Australia, put me right off. So there



was no renewal of subscription and I don't even bother with an occasional copy off the newsagent's shelf. The few times I did, the old mistakes were still there.

A mag I really enjoy is *Vintage Racecar* from California: turn it upside down and you have a second mag – *Vintage Roadcar* – for free. What's good about it is the depth of analysis, the quality of the photography and the good dose of down-under content.

But the mag I really love for classic cars is British-based *Octane*. Now in its 11th year, *Octane* covers news and events (including our very own 2013 French Car Festival!); it features regular columns by Jay Leno, Derek Bell and Tony Dron, and it has in-depth features on significant cars, marques, eras, car sales prices and trends and historic events. It is well-written, has great photos, great how-to features, interesting adverts and at around 240-250 pages for \$10, is huge value for money.

Better still, one marque it clearly loves is Renault. Over the past 2-3 years there would have been a dozen reports: old cars, new cars, hot cars, slow cars: Renault cars.

Let me just give you some features from the near-latest, April 2014, issue. First up, a full page on *Retromobile*, the first-of-the-season French car show. Apart from a stunning photo of 8 blue Alpines (yes, eight!) – the personal collection of marque founder Rene Redele – the article discusses “a number of” WW1 Renault tanks in the show,. One of these,

a 1915 Renault ES 40, was commanded by General Joseph Joffre for the Battle of Champagne. Joffre was most successful in the First Battle of the Marne against the Germans in 1915 and there is a street named after him in Pasco Vale!

Then, in a feature article, “Great Hits of the 90s”, the magazine gives a full double page spread and run down on the Renault Clio Williams. Great photos, great driving notes, great detail. Here's a short extract from writer Stephen Dobie:

“More so than any of its successors, here's a car that – should you wish – can act as a mini-GT, with a powerful mid range that means you don't always have to drive like a teenager let off the leash.

Inevitably, though, you can't resist. The alacrity of the Clio's reactions and its surprisingly copious grip egg you on to really scratch beyond its surface and revel in just how meticulously developed its dynamics were”.

Magnificent! I want one! But can you find one on any of the lists in Oz? Not a hope.

Then there's the side box on the Renault Alpine GTA/A610, of which *Octane* says “delectable styling...a drag factor of 0.28 making it the world's most aerodynamic car of the time...supreme agility and steering...like a French 911, only much rarer...”

Back a few issues to May 2013 and there's a four page spread, “The Full Monte” on the 1973 Alpine 1-2-3 victory in the Monte Carlo Rally and the involvement of the same cars in the 2013 Monte Carlo Rallye Historique as a lead-in to the coming re-launch of the Alpine. “It's astonishing and heart warming”, says author John Simister (a wonderful writer from *Classic* and *Thoroughbred Car* days), “to see the speed of old rally cars with no modern driving aids. Is it just bravery? Or is it that they inspire confidence in slippery conditions because you can feel what they are doing?” I'm sure Club member Colin Stark will know. But Glenn Armstrong won't like the author's conclusion as he chases the A110 in a Renaultsport Mégane 265: “This feels like a truck after the A110!” A fascinating article.

And back to February 2013, and an article on what have to be my favourite Renaults: – a 9-page spread on the 5 Alpine and Maxi Turbo. Here again, Col would enjoy the detail, the photos and the descriptions of the cars. The Group 2 Alpine is described by author Richard Meaden as “a proper little brawler... (whose)...fat alloy wheels shod with generous rubber (which) require some serious wheelarch extensions...while the stance and camber settings ensure it crackles with attitude and looks born for the relentless rough and tumble of rallies...”

Meanwhile, the Group B 5 Maxi Turbo is simply an astounding piece of machinery. The car is one of only 20 built for compliance purposes (of which 8 were immediately disassembled to provide spare parts for the rest). It has the R5 Turbo engine, but with capacity upped from 1397 to 1527cc and with the turbo charger, water and fuel injection systems and a number of other components lifted directly from the

(Continued on page 23)



COOKING WITH GABRIEL GATÉ

Chicken Marengo with Olives

This dish is from the Corsica region. Chicken Marengo is a dish created by Napoleon Bonaparte's cook to please the emperor after the battle of Marengo. It's lovely served with delicate broad beans.

Ingredients

(Serves 4)

80 ml olive oil	2 cups peeled, diced tomatoes
8 chicken pieces on the bone, with the skin	30 olives
3 tbsp finely chopped shallots	salt
1 tbsp finely cut lemon thyme	freshly ground pepper
4 thin pieces of orange skin	20 broad beans, shelled, blanched and skin removed
100 ml (3½ fl oz) dry white wine	2 tbsp chopped parsley

Method

Heat half the olive oil in a pan and brown the chicken pieces, skin-side down, for a few minutes. Transfer the chicken to a roasting tray and finish cooking in the oven at 160°C (320°F/Gas 2) for about 15 minutes.

Remove the fat from the chicken pan. Add the shallots, thyme and orange skin and stir for a few minutes. Stir in the wine and bring to the boil. Add the tomatoes, stir well and cook for 10 minutes.

Add the chicken pieces and olives to the sauce, season with salt and pepper and heat through on low heat.

Serve with broad beans and sprinkle with chopped parsley.



to watch Gabriel doing this recipe and giving tips, go to www.sbs.com.au/food/recipes/chicken-marengo-olives-poulet-marengo-aux-olives



(Continued from page 22)

Formula 1 1.5 litre V6 turbo. It produced 350 bhp! Meaden describes the car as “agile” and “explosively accelerative” but also notes that “Renault got the fundamental elements of the car so right” that it is “predictable and transparent in its behaviour”. He concludes with high praise: “It is without question the ultimate road-legal Renault, and one of the most exciting cars ever made”. Very high praise!

And finally, I want to return to the April 2014 edition and the story by columnist Stephen Bayley. Here, he describes the filming of C'était un Rendezvous, an 8 minute short filmed in 1976 by Claude Lelouch who also made one of my all-time favourite movies, Un Homme et Une Femme (A Man and a Woman). A stunning love story with some fascinating long distance driving and F1 race sequences. Glenn Armstrong played C'était un Rendezvous at a Club night recently. C'était un Rendez-vous is not so much Renault –tho a few flash by—as about driving at the limits and about Paris. As author Bayley describes it, it was “an event that led to the film makers arrest thanks to evidence that...traffic laws and public morals had been debauched...” Hmmm!

So what was the film? Bayley reports: “...a drive across Paris at dawn, at maximum practical speed, irrespective of the law... Lelouch left the Port Dauphine at 5.30 and arrived at the Sacre Coeur Basilica just before 5.40. The film has no

edits and the effect is mesmerising”. The film, Bayley quite rightly argues, is “one of the masterpieces of the cinemaverite school that, in turn, has become the ultimate car film”. If you missed it at the Club night or want to see it again, just google “Rendezvous in Paris” and play the Rendezvous on Vimeo version: brilliant!



PS: My May edition of Octane arrived with yet another gem: a brief review of a new book, Emotion Alpine by Maurice Louche. Described as “a photographic scrapbook of Alpines in competition”, the book is not cheap at 65 UK pounds. But it's sure to be less on Amazon.





BUSINESS REVIEW

French Connection

Ken Marriott

A rather unassuming, brick building, painted white, with a dull grey roller door that is shut. Off to the side, a small brown brick addition, the only sign of life being one of those flashing electric signs, which says "Open". But you can't see in to see what is open.

Open the door and you enter a small foyer with loaded and overflowing boxes around the floor, a service bench and tellingly, to the left, a cabinet full of model cars and related paraphernalia. Behind the bench is a small work space and beyond that, yet another.

Off to the right of the foyer is a darkened walkway that takes you through shelving areas stacked with car parts and then into a large warehouse space, accessible by the aforementioned grey roller door. Inside the warehouse there are cars, and part cars, and bits of cars, and cars on hoists and on the floor and on rack after rack, tens of thousands of car parts. Follow the light and 40 metres into the warehouse you reach another roller door and through that, an outdoor yard with literally dozens more cars in various states of dis-



memberment, stacked, slewn sideways, sitting waiting... so that you cannot see the boundaries of the property for cars! All in all, 800 square metres of French car chaos!!

Welcome to French Connection which, as the advert you will have read in this magazine says, "Parts and Service for Citroen, Peugeot Renault". Welcome too, to the workplace of club stalwart David Kavanagh and his son Chris, the team that operates one of the biggest and best suppliers of parts for Renault, Citroen and Peugeot in the country.

As is so often the case with marque specialists, French Connection grew out of David Kavanagh's love for French cars and his professional skills which he developed as a vehicle body maker, then panel beater and finally mechanic with Melford Motors.

French Connection was set up in 1985 –well after David became an active members of the RCCV (in 1977)— to both service and provide parts for French cars. David says that he has run French Connection for "too long" but I suspect that this will eventually become "very long" before Chris, "who has taken to this industry like a duck to water", takes over the reins.

While servicing cars was an important part of the business in the past, it no longer is, the new and used parts side of

the operation having long pushed that aside. And even that side has become more specialised: French Connection now does 90 percent of its work in supplying trade needs. It has a global market and dispatches parts on a daily basis throughout the country, to New Zealand and to Asia –and it only deals with the more modern models.

David says that as much as he loves old French cars, the company has cut out dealing with vehicles over 20 years old because "cars older than that cost us money to keep rather than make us money". So he says, "please don't ask us for anything older than a R19".

French Connection's capacity to supply this broad market was strengthened when it bought out Renospares 4 years ago. As well as new and used parts, David and Chris can supply a wide range of commercial and factory manuals.

Back to the warehouse and the cars in various stages of being pulled down, and David and Chris tell some amazing stories. Like that of the lovely black less-than-5 years-old Mégane: written off because no matter what anyone did, they could not get the air bag light to go off. Or the even newer Peugeot 306, written off because it had an engine that no one could get to run on anything better than three cylinders...until David replaced a fuel injector! Why I ask, in my naivety, didn't he put them back on the road? The simple answer: because they are worth so much more as parts.

David says that knowledge is the company's best feature. He has found that these days, with Renault becoming so popular again, a lot of other wreckers are jumping on the bandwagon and he hears so much wrong information that people have been told.

This skill and knowledge has been brought to RCCV members on many occasions and David continues to this day as the Club's plate inspector and approvals officer. Not surprisingly, since joining the Club in the mid to late '70s, David has also been a committee member and was President from 2001-03. As a "diehard enthusiast"



David argues that he is better placed to service his clients than a number of the new wave of Renault dealerships which, his experience suggests (with some rather worrying examples thrown in!), don't know the Renault marque at all and are simply treating Renaults as another "product". This is an important issue, he feels, that Renault Australia needs to be both aware of and keep tabs on.

While French Connection doesn't have a formal member discount program in place, they make sure they price com-

petitively and fairly and often have specials available. As such, it is worth keeping an eye on the internet.



David claims to have "owned more Renault's than most of you have had hot dinners", and I'm sure he is correct. His first car, as an 18 year old, was a '72 R12TL and he has had many 12's 16's 17's, including "a couple of" 17 Gordinis. No one will be surprised to know that he has also had a 10, an 8 and more recently, a Dauphine Gordini. He has also owned and restored one of the genuine 6 ex-works R12 Gordini's that were bought here by Renault Australia for the Australian rally championship. While not an out and out competitor,

David has competed in club level hillclimbs and motorkanas.

In summary, David, Chris and French Connection are great supporters of Renault, Citroen and Peugeot car owners. Without them and the small array of other similar, special-

ists providers, many of us would struggle to keep our cars on the road. And their honesty, integrity and enthusiasm adds to that.



So here's where you find them:

34 King Street, Airport West 3042

Phone: (03) 9338 8191 / Fax (03) 9335 4002

For a rolling update on the cars that French Connection has bought/is wrecking/has for sale or has happened to trip over, go to <https://www.facebook.com/FrenchConect> You can also find them on www.aussiefrogs.com.au

Many thanks to David and Chris for their input to this report.





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4CV G

A tale of a 750

Peter Davson-Galle

previously ...

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

To continue

That was 1999. It was finally finished mid 2012 - although it had been on the road sans-Webers for some months before that. A longer process than anticipated then - but it was quite involved. The modifications were sufficiently radical to require formal submission of a proposal to the state registration authorities & then, once that proposal had been given "in principle" approval, the modifications had to be signed off by one of the 4 or 5 engineers around the state that the Department commissions for such "weirdo" certification work.

I don't know about other states but in Tasmania that whole process was a hassle-free exercise in sanity & reasonableness. I wrote a small essay on what I was intending to do & included a bit of Renault history outlining how the vehicle would be comparable to things that Renault had itself done with Gordinis & Alpines (no mention of BMW or Alpina!) & submitted that essay along with the form.

A few phone conversations with the relevant bureaucrat ensued &, although favourably disposed, he recommended that I seek early involvement of the engineer who would have to finally approve the work. I took the proposal away to that engineer & we discussed the plan. Excellent rational discussions, with some minor changes made in line with his suggestions & some suggestions of his rejected for reasons I advanced.

Most of the work would be done by my regular Renault mechanic but some of the trickier stuff I hired various specialists, including the engineer, to do. The modifications took so long that I had to re-apply under some new regulations but that was painless and it is now avec compliance plate attached to the "firewall".

So, what is its current form? Rather changed from how it was when first I owned it almost 45 years ago & absolutely "sorted" & delicious. I would have "killed" to have had it in this form back then but, quite possibly, it might have killed a younger, sillier driver.

Basically, all that remains of the original is the body shell. I'll group the changes under headings.



Roll hoop and harness

This is part two of a three-part (or maybe four-part) series



Front flares apparent & a glimpse of the camber compensator

Body:

- stripped, sandblasted, etch-primed & painted FRB again (surprise!) with two white (tape) stripes in line with the driver;
- lots of rust removal, new metal, reinforcements, & so on - & litres of fish oil (yes, I know sharks are endangered but so are 4CVs);
- R10 front cross-member was already welded in & rear was now bolted in & a new (R10) floorpan cross-member welded in to receive the front of the semi-trailing rear toe-control arms;
- front modified to suit front radiator (BMW-style inlet slots & a fan shroud/tunnel to an exhaust slot beneath vehicle);
- rear X cross bracing bars above rear axle (engineer);
- engineer-fabricated, CAMS-specification, single person half-cage cum roll-hoop (rear seat sacrificed);

and

- flared (metal) front & widened rear guards (engineer).

Engine & transmission:

Standard R5 Alpine (1397, hemi) engine except for:

- fabricated mounting arrangements (block drilled for screws to replace ground-off mount points!);
- water pump removed & (Davies-Craig) electric one plumbed in (excellent - it circulates briefly after turn off & flows faster in hot traffic jam situations);
- electronic pointless ignition conversion (HotSpark);
- tuned-length (thank you to Alan Moore from Qld. for the sums - Alan's R16TS powered 4CV is also acknowledged as the idea for my number plate) 4:2:1 stainless steel & ceramic-coated extrac-

tors - which I decided to have circumnavigate the engine to get pipe length; I couldn't manage much "muffler" length & what there is, is straight through, so it is rather noisy on full throttle - an attraction for a vestigial hoon;

- fabricated inlet manifolds to my design (no it wasn't straightforward) & twin 40 DCOEs fed through a K&N panel filter from a cold-air box drawing from the area by the slot in front of the right wheel;
- it gives 65kw (around 87bhp) at the wheels so, assuming the 25-30% loss that these set-ups seem to have, that would equate to around 115-120bhp gross at the flywheel (it's also nicely torquey) - quick comparisons:

standard R5A - 93 bhp , 1108 R8G - 95, 1255 R8G - 105, 1296 conversion - 115;

and

- standard late-type R10 transaxle (out to wheels) - this is a source of concern, as motors like these break standard diffs (although I'm gentle in first); there's a nice fiddle adding an inboard bearing supporting the half shaft that might be advised and stronger R16 (or R5A) internals in the R10 casing is a common fix that might have to happen.



in the final part next edition is the running gear, front and rear, other miscellaneous changes and Peter's conclusions on the result - ed.



Rather a lot of fiddling to fit it all in

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JUVAQUATRE RESCUE - NOT

How not to rescue a Juvaquatre

Ken Marriott

People tell me there are only four Renault Juvaquatre's in Victoria...or is it in Australia? This maybe true as until 6 months ago, I had never seen one.

I'd never heard of the Renault Juvaquatre until 7 months ago. Then, as often happens with the RCCV committee, someone got in touch, "we have this car", "it needs a good home", "it's not in too bad a condition"... Sometimes they put a price on it, sometimes not. In this case, not.

So never having heard of a Juvaquatre, I did my homework ie: I googled it. Here's a quick summary of the findings.

The Juvaquatre is a small family car, built by Renault in a 2 and 4 door format between the late 1930s and 1960, when it was replaced by the Renault 4. From 1950 a van was added to the line-up, and a station wagon from 1956. There was even a gorgeous coupe.

In general, the car looks like an English Austin 10, rounded front and aft with a raised bonnet and tall centre grill and headlights on either side, rather than on the guards. The headlights, in fact, are cowed into the bonnet and grill. Overall, it is very similar to an Opel Olympia which Louis Renault had seen on a visit to Berlin in 1935. Some records suggest the design was licenced to Renault by Opel.

The cars were powered by straight four engines ranging from 747cc to 1003 cc and had three speed manual gearboxes. The 1003 cc. engine had a power output of 17 kw.

On its launch, a publicity stunt saw a team of 4 drivers run it for 50 hours at the Montlhery Race Circuit near Paris where it covered 5,391 km. at an average speed of 109 kmph!

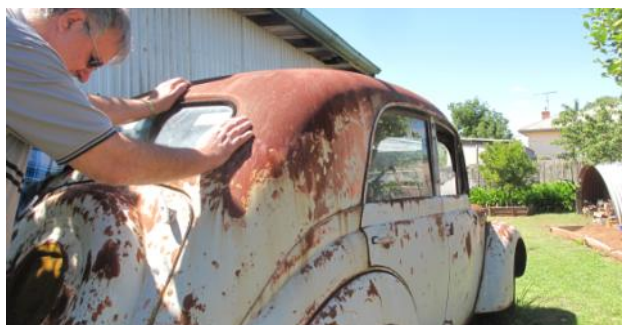
Inspired by what I read, I had the thought that looking after and gradually upgrading an obviously-rare Juvaquatre could be a worthwhile project for the RCCV. That meant of course, finding some where to store it while it was worked on, deciding how it might be owned and insured and so forth. While the latter points could wait, the former was critical: if we couldn't store it, we couldn't keep it. How hard and how costly is it to find one car park...undercover! It seems that in the RCCV and everywhere else, everyone buys cars to the limit of their parking spaces!! So what about renting? Outdoors for \$110 a month through to \$240 for undercover areas killed that idea. Things were getting so desperate that Dave Kavanagh suggested we store it on a trailer so it could be moved around, taken to meetings and taken to shows....regardless of the state of repair. Then I found a mate with some room...provided I spent time with him cleaning out other rubbish, restacking gear, moving timber, cleaning and sweeping. All done, it was time to collect the car.

"It's at Bacchus Marsh...behind a shed...looks pretty good". Came one Saturday morning and Glenn Armstrong and I headed off to Bacchus Marsh, powered



by his ever-reliable Ford Falcon and the trailer he normally uses for his motorkhana special. Should be a cinch!!

Sadly not so. First, the car was very definitely behind a shed down a driveway, past a pergola, at the back of a garden. Getting Glenn's trailer down there was going to be impossible. An alternate access option, down the side garden of the next door property was kyboshed by a very large Bull Mastiff in the garden.



Second, the site behind the shed was facing west, was on the Bacchus Marsh hillside...with no cover... and it had been there for forty years. It would not budge a millimetre. While the exterior bodywork had withstood the weather far better than one might expect, the interior and chassis had not. All the floors were rotted out, the wheels were rusted solid and we could get nothing under it to lift it. If we had been able to drag it, it would not have got up the ramps into Glenn's trailer as these are ribbed to give grip.

So the sad and lonely little Juvaquatre is still behind a shed on the Bacchus Marsh hillside. And another winter is on the way. Its roughly the colour of the Bugatti they pulled from Lake Geneva several years back and sold for \$1.5 m. and it would look lovely in a glass box on the forecourt of the National Gallery.

Suggestions as to what we do next include forgetting it; getting it out and crushing it as a service to the owner; stripping the good parts from it for use on others and dumping the rest (but who needs the parts!), pulling down the engine as a Club workshop project and, as suggested earlier, putting it on a trailer and using it as a Club display as a "barn find". This latter idea appeals to me... it is too far gone to repair, it would be sad to destroy it and it is still a Renault. It is rare and it is an important part of the history of the marque.

If anyone has any other suggestions -or endorses any of the above-, we would love to hear them.



Footnote: I do know where there is another Juvaquatre in Melbourne but the owner won't sell. And I guess if he wanted to, I wouldn't be able to afford it. The few in the world I found for sale when researching Juvaquatre's were priced from 2,300 to 9,000 Euros.





GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 20 May 2014

At Dorothy Lave Reserve East, Glen Iris

1. Apologies

Stewart McKenzie

2. President's Report

Refer to general business

3. Business Arising previous meeting

Nil

4. Membership Report

4.1 To date the numbers of new members from Barry Burke is 11 memberships

5. Treasurers Report

attached

6. Correspondence

Car club magazines

7. Sporting

7.1 Motorkhana: June 22 at Pakenham

7.2 Ararat hill climb has been cancelled

8. General Business

8.1 Sunday 25 May: social run to Mirboo North Meander; meeting at Barry Burke at 8.30 am to leave at 9.30 am

8.2 Next general meeting on Tuesday 17 July at Renault Australia

8.3 Joost asked on behalf of the Aurora world solar challenge if anyone was aware of a garage to which the team could relocate their work-space; minimum

space would be equivalent to a 2-car garage; article to be added to the magazine

8.4 Dave Cavanagh raised a query regarding membership; a person must have been a member for at least 12 months before he/she can apply for a club permit for a non-Renault vehicle

8.5 Closed 8.10

9. Next Meeting:

Tuesday 17 June 2014, 7.30 at Renault Australia

Attachment 1 - Treasurer's Report

Treasurers Report - Renault Car Club of Victoria Inc. April 2014

Balance as at 31/03/2014 **11520.47**

Income

Membership 110.00

Supper 39.00

Interest 0.30

Total Income **149.30**

Sub Total **11669.77**

Expenditure

CAMS 750.00

Total Expenditure **750.00**

Balance as at 30/04/2014 **10919.77**

General Meeting Minutes

Date: Tuesday 17 June 2014

At Renault Australia

1. Apologies

Nil

2. Presidents Report

Refer to general business

3. Business Arising previous meeting

3.1 Constitution: Notification to be sent to members of amendments to the RCCV Constitution to be voted upon at the annual general meetings. The amendments are minor changes to comply with updated requirements from Consumer Affairs.

4. Membership Report

4.1 11 single membership renewals and 3 double membership renewals

4.2 Reminder that renewal of memberships are due on 30 June to be sent to members

5. Treasurers Report

attached

6. Correspondence

6.1 Club magazines

6.2 CAMS affiliation notification received for year ending 31 December 2014

6.3 Motorclassica (Saturday 25 & Sunday 26 October): the club has been invited to display 10- 15 cars

7. Sporting

7.1 22 June: Pakenham motorkhana

7.2 6 July: Broadford hill climb

7.3 20 July: VMC at SEAC

7.4 'Come and try' days: information to be included in magazine

8. Social

8.1 29 June: Toolangi Tavern run; commencing from Stud Park Shopping Centre at 9.30 am for 9:45am

(Continued on page 30)



MOTOR SPORT - FORMULA ONE

July 2014 Formula 1 Wrap Up

Pamela Televska

The German Grand Prix marked the halfway point of the 2014 season. Where did the year go? The season has had its fair share of controversies and excitement already with the FRIC ban, shocking retirements and young Aussie Daniel Ricciardo winning his first F1 race!

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

Spanish Grand Prix

Leading from start to finish, Hamilton took the Spanish GP win closely followed by teammate Rosberg, then by the Red Bull Racing Renault-powered duo of Ricciardo and Vettel respectively. Vettel in particular did well to recover to fourth place after a gearbox failure in Q3 meant his 10th place in qualifying became a 15th place grid spot due to the five-place grid penalty for a gearbox replacement.

Grosjean scored Lotus' first points of the season with his eighth place finish, with teammate Maldonado finishing in 15th after starting the race from last place. The Venezuelan failed to set a time in qualifying following an incident in Q1, requiring a dispensation from the stewards based on his practice times.

Toro Rosso's Kyvat finished in a respectable 14th place with his teammate Vergne retiring after an exhaust problem, which compounded Vergne's difficult weekend after an un-

safe pit release (his wheel came off!) in practice lead to a 10-place grid penalty.

Ericsson finished the race in 20th with his Caterham teammate Kobayashi retiring due to brake problems.

After the Spanish race, Mercedes tested a 'megaphone' on the end of the exhaust in Barcelona, with Renault too saying they were behind the FIA's push to increase the engine sound level. The megaphone test had disappointing results with little improvement in the sound.

Monaco Grand Prix

Rosberg took the win in Monaco, after a controversial pole position, with teammate Hamilton finishing second. The tension between the Mercedes pair was high after Rosberg caused a yellow flag during Hamilton's final flying lap in Q3. Rosberg was subsequently cleared of any wrong doing by the stewards.

Finishing in a familiar third position behind the Mercedes pair, Ricciardo was best of the rest, with his teammate Vettel retiring after problems with the car including being stuck in first gear.

Following his eighth place finish in Spain, Grosjean again finished in eighth position in Monaco, with his teammate Maldonado retiring before the race started after a problem on the formation lap.



GENERAL MEETING MINUTES cont.

(Continued from page 29)

departure then driving through Belgrave, Gembrook and Launching Place to Toolangi 9.30 for 9.45

8.2 Bastille day: Sunday 13 July, breakfast at Café de Pain, 616 Glenferrie Road, Hawthorn from 10.00 am.

8.3 French Car Festival: 28 September at Buchanan Reserve, Balwyn

9. General Business

9.1 Annual general meeting: call for nominations

9.2 November Sandown Historics, 7 – 9 November, expressions of interest requested from member for marshalling duties

9.3 Thank you extended to Ken Marriott, Paul Stewart, Peter Rasmussen and others for organising on the best French Car Festival

9.4 Meeting closed 8.05 p.m.

9. Next Meeting

Tuesday 15 July Dorothy Laver Reserve East

Attachment 1 - Treasurer's Report

Treasurers Report - Renault Car Club of Victoria Inc. May 2014

Balance as at 30/04/2014 10919.77

Income

Merchandise 300.00

Supper 39.00

Interest 0.32

Total Income 339.32

Sub Total 11259.09

Expenditure

Total Expenditure 0.00

Balance as at 31/05/2014 11259.09





MOTOR SPORT - FORMULA ONE cont.

The two Caterhams of Ericsson and Kobayashi finished just outside the points in 11th and 13th respectively, which was a particularly good result for Ericsson who started the race from the pit lane after a qualifying incident with Massa.

Unfortunately both Toro Rosso cars retired after the pair qualified in the top 10.

Canadian Grand Prix

After qualifying in sixth position, Daniel Ricciardo impressively won his first Grand Prix, and Red Bull Racing's first GP of the year. With Hamilton retiring, and Rosberg limping to the end in second place, the young Australian grabbed the chance to beat the Mercedes duo who have dominated this season. Vettel finished the race in third in the sister Red Bull Racing car.

Of the remaining Renault-powered cars, only Vergne finished the race in the points with an eighth place in his Toro Rosso. Unfortunately the two Lotus', the two Caterhams, and Kvyat's Toro Rosso all retired.

Ricciardo's first GP win was somewhat overshadowed by a scary last lap accident between Perez and Massa which only just avoided Vettel. The accident appeared to be Perez's fault as he changed racing lines, and the stewards served him with a five-place penalty for the next race. However the Mexican maintained that Massa was at fault.

This race was certainly one of the most exciting of the year and provided lots of action with the young Aussie capitalising on a rare day when the Mercedes pair seemed beatable [both Merces suffered from overheating Motor Generator Units – Kinetic (MGU-K)].

Austrian Grand Prix

After dominating qualifying throughout the season, Mercedes were finally out-qualified in Austria with Massa and Bottas securing the front row of the grid in their Williams'. However with the aid of pit stops, the Mercedes pair of Rosberg and Hamilton jumped the Williams' to take another 1-2 race win respectively.

Ricciardo finished the race in eighth place with his teammate Vettel retiring after mechanical problems on the second lap and a damaged front wing later in the race topped off the German's disappointing weekend after he failed to make it into Q3 the previous day.

Of the remaining Renault-powered cars, the two Lotus' finished just outside the points with Maldonado in 12th and Grosjean making it up to 14th after starting the race from pit lane after making setup and gearbox changes.



The Caterhams of Kobayashi and Ericsson finished in 16th and 18th respectively, with Vergne and Kvyat both retiring their Toro Rosso's.

After the race, Red Bull Racing Team Principal, Christian Horner expressed his disappointment in Renault regarding the second lap technical issue for Vettel which left him a lap down at the start of the race. Stating that both the engine performance and reliability were "unacceptable", Horner explained that RBR and Renault needed to work together as RBR would continue to run the Renault engines in their cars next year as well.

Rumours also emerged after the Austrian Grand Prix that former Renault factory team Lotus were considering changing to a Mercedes engine supply for 2015. The relationship has become tense on both sides apparently due to performance issues, and late payments by the customer Lotus team. The other prominent engine change which has been confirmed for 2015, is the return of Honda to F1, who will supply engines to the McLaren team.

Mercedes did admit that they had agreed to provide Lotus with engines in 2015, and Renault conceded that reducing their supply to three teams in 2015 may be more beneficial for their customers.

After the Austrian GP, RBR advisor Helmut Marko suggested that RBR may be in a position to build its own engines, given its disappointment in the 2015 Renault engine. Horner denied that RBR would take on engine design in-house, however rumours surfaced that Renault could sell its engine plant operations in France, leading to the possibility that a team, such as RBR, could purchase the engine plant to develop engines for itself and its sister Toro Rosso team... Watch this space!

British Grand Prix

Prior to the British GP, the FIA advised of approved changes that had been made for 2015 including the introduction of standing start restarts instead of the usual rolling restarts after safety cars (only during the middle of the race, not within two laps of the start or within five laps of the end of the race). With rolling restarts, the condensed field removed any gaps that drivers had managed to pull out. With standing start restarts, drivers could easily lose several positions at a restart. The decision may not be popular amongst the drivers, but it will improve the show, as DRS and KERS have done in recent years.

In a test at Silverstone, prior to the GP, Lotus tested low-profile 18-inch Pirelli tyres. After being used to the 13-inch tyres, the low-profile tyres certainly looked a bit bizarre; however it seems to be a look which fans will need to get used to in the future, with Pirelli citing the 18-inch tyre as having more road car relevance.

In Friday practice for the British GP, Susie Wolff became the first woman to take part in a race weekend since 1992 when she took part in FP1. Her first session was unfortunately short lived due to a problem with the Mercedes engine in her Williams.

(Continued on page 32)



MOTOR SPORT - FORMULA ONE cont

(Continued from page 31)

The British Grand Prix began with a horrific accident where Raikkonen clipped Massa as the Ferrari rejoined the track after running wide on the first lap. The red flagged race restarted an hour later, with both Raikkonen and Massa having retired. Raikkonen luckily avoided serious harm after registering 47G in the impact, sustaining minor knee and ankle injuries.

At the restart, Rosberg lead the field from the front, however on lap 31 he retired with a gearbox problem, handing the lead to his teammate, Hamilton. Hamilton took the race win with Daniel Ricciardo finishing in third – another podium for the Aussie! Vettel finished the race in fifth after he failed to capitalise on a second place qualifying result, with a poor race start.

The Toro Rossos of Kvyat and Vergne both finished in the points with ninth and 10th place finishes respectively.

Grosjean finished the race in 12th with his Lotus teammate Maldonado finishing the race in 17th after being excluded from qualifying due to having an insufficient quantity of fuel in his car after qualifying to be able to provide the FIA with a sample.

Kobayashi finished the race in 15th with his Caterham teammate, Ericsson, retiring with a suspension problem.

Following the British Grand Prix, the spotlight moved to front to rear interconnected (FRIC) hydraulic suspension systems. FRIC systems, which are used to control the ride height of the cars, allowed the cars to run softer suspension setups. Following a warning from the FIA regarding the use of illegal FRIC systems, the teams did not agree to delay the ban, leading to the possibility of teams protesting others using illegal FRIC systems. However the FIA confirmed that all cars had removed FRIC systems prior to the German GP.

German Grand Prix

After qualifying on pole for his home Grand Prix, Rosberg won the German Grand Prix in dominating fashion. The race was action packed from go, with Massa and Magnussen tangling with the Williams driver rolling, scraping along the ground upside down. Luckily both drivers escaped without

injury, though each blamed each other for the accident. Hamilton, who started the race in 20th position, impressively carved through the field to join his Mercedes teammate on the podium, along with Bottas who scored a second place finish for Williams.

Vettel and Ricciardo were the highest placed of the Renault-powered cars placing fourth and sixth respectively, with Ricciardo battling Alonso during the race, with the Ferrari double World Champion describing Ricciardo as a “smart” driver, who was doing an “unbelievable” job in the Red Bull Racing car.

Maldonado finished the race just outside the points in 12th position with his teammate Grosjean retiring with a cooling problem. Vergne finished just behind Maldonado in 13th with his Toro Rosso teammate, Kvyat retiring after a spectacular fire, possibly caused by a fuel ignition problem.

The remaining Renault-powered cars, the Caterhams of Kobayashi and Ericsson, finished in 16th and 18th respectively.

The F1 circus heads to Hungary next!



Podium - awaiting winners

Driver Standings

Rosberg leads the championship with a 14 point gap over teammate Hamilton. Aussie Daniel Ricciardo sits in third position, 84 points behind Rosberg, with his teammate Vettel in sixth place. Renault-powered drivers Vergne, Grosjean and Kvyat all have less than 10 points, and Ericsson, Maldonado and Kobayashi are yet to score.

Constructor Standings

In the Constructors Standings, Red Bull Racing lead the Renault-powered teams, with a 178-point deficit to Mercedes who lead with a total of 366 points! Toro Rosso sit in seventh place, Lotus in eighth place, and Caterham are in last place.

This author was fortunate enough to attend the Canadian GP and see Daniel Ricciardo's maiden win – it was an amazing atmosphere! Here are some photos.





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

SOLD OUT

OUT OF STOCK

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

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



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Berwick
(03) 9707 2222

Bendigo Renault
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Epsom
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Brighton Renault
797 Nepean Hwy
Brighton East
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City Automobiles
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(03) 9429 7045

Eastern Renault
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(03) 5144 2133

Warragul Renault
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Warragul
(03) 5622 0000

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RECYCLED RENAULT cont.

FOR SALE

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.

1985 Renault Fuego coupe

Engine No. Fo78992
Reg No. WB 027

Total Distance travelled 133,000 kms
Air conditioned, electric windows, cruise control, fog lights,
all original books, tyres 80%.
Excellent condition, one owner (deceased) no kids or dogs
ever in vehicle. Road worthy certificate supplied.

Location. Benalla. Vic..
Price \$4200.00 O.N.O.

Contact, Ray McPherson, Ph. 57621871 or raymcpher-
son2@bigpond.com



WANTED

RENAULT 4L Drive Shafts still wanted

Looking for a pair of drives shafts for an early (pre '67) R4L.
For 7 degree castor angle suspension.
Contact Geoff on 0419 357 509 or 03 9758 7065

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

2003 Laguna Wagon Rubber Mat/Tray

A club family generously gave me a boot mat /liner for my
Laguna. I gave them a bottle of wine as a thank you. Unfor-
tunately, the boot of the sedan is slightly shorter than and a
slightly different shape to that of the wagon.

So....one rubber-based mat/tray for a 2003 Laguna wagon for
whoever would like it, for the cost of a \$15+ bottle of wine!

Contact Ken Marriott on 0418 178 788

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. Fit-
ted 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

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