

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



2014 ROUND-UP

JUGIONG 50th ANNIVERSARY

50 years of eating dust

MIRBOO MEANDER

30 Renaults on the Road



*a Tale of a 750
part one of a new series*

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CAR CLUB OF VICTORIA

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Hi there,

They say the only constant is change. . .

Last year we set out to make The Victorian Renault a bit special for the club's jubilee anniversary year. While we didn't hit all of our targets, we did get a lot of positive feedback, for which we thank you. The feedback was so positive the committee wanted to maintain the standard going forward. Ideas were batted around; some survived.

We are merging the emailed newsletter and the printed magazine, producing the printed version quarterly and emailing the others. This way we can maintain the quality and content whilst containing the costs. The email editions will focus on the here and now; the printed edition will have more feature articles that don't go 'stale' so quickly.

That's the plan. This is the first email edition. Next month will come to you by post.

Inside you'll find an emphasis on what's been happening in the club and what's coming up. Announcements and the Calendar are early items - right after the president's report. There's reports on the club's events, sporting news and minutes from all the meetings. In future, there'll be committee meeting minutes as well, but this edition had gotten fat enough without them.

The Annual General Meeting is coming up and with some members of the committee not standing for re-election some fresh blood needs to be nominated. You'll find nomination forms and associated information attached to the end of the magazine.

Geoff and Ken

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.



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CLUB MEETING

WHERE... Dorothy Laver Reserve Pavilion
Dorothy Laver Reserve
Saxby Road Glen Iris (Mel 59 K10)

WHEN... Third Tuesday every month
7.30 pm

Front Cover: Disappearing into the mist - April social day run to Marysville, Jenny Rasmussen

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

Photos by Jenny Rasmussen, Venus Lane, Paul Stewart, Andrew Lecky, John Hardy, Stephen Langridge, Bob Sprague, Peter Davson-Galle, Ken Marriott, Geoff Rasmussen

JOINING / RENEWING

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

PO Box 111 Heidelberg VIC 3084

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

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



PRESIDENT'S REPORT



them to our Club.

So welcome to Mazahir Millwala (Megane GT 220 Sports Wagon), Daniela Pakiewicz (Megane GT diesel hatch), Andrew Barclay (Megane GT 220 Sports Wagon), Jan Eveleens (Master), Cheryl Daly (Megane Cabriolet), Fred Hawser (Trafic LWB Q/Shift van), Martin Yokhanis (Megane 265 RB8), Anthony Bayer, Rebecca Phelan (Megane 265 cup), Darryl Reichelt, Ray Grech (Megane RS 265) and lastly, but by no means least, Shannon Hyde.

Our next outing is a run to Toolangi, starting at Stud Park McDonalds in Rowville. A shorter run than the Mirboo Meander but still with some fun roads to play with on the way, along with a coffee stop at Gembrook for socialising and

debating everything from TV shows to the latest offerings from Renault.

The committee has been working hard over the past couple of years to build a solid financial base for the club's activities, and we are looking for some new faces to help organise events and lend a hand every now and again. If you have some time to spare, please consider nominating for a position.

I'm really happy to report that the GT models in Renault's range are continuing to appear, with the Clio GT now released into what should be a happy medium between the hot RenaultSport Clio and the more comfortable range. It would be great to see one out on track - who's going to be first?

As always, be safe on the roads, and I hope to see you at one of our events soon!

Cheerio

Mikee



ANNOUNCEMENTS

Positions Vacant Nominations Sought

While there is always a complete spill of club office bearers and committee members each year, this year there are several who will not be standing again so it is even more important than usual for people to nominate.

Vice-President Ken Marriott is unable to continue in this role because of increased personal commitments. Ken's efforts in this capacity over the last few years have been a strong contributor to the club's success so these will be big shoes to fill. But don't let that put you off nominating - we all grow into our roles on the committee and it's a very supportive group.

Treasurer Glenn Armstrong has held the role for quite a few years and reckons it's time to let someone else to have a go. Constant renewal of committee members and office bearers is important to keeping it all vibrant and to avoid stagnation. He says it's not a difficult role, and he certainly makes it look easy, but I suspect that's as much because he's got it down pat. He will be available to help his replacement get on top of the task in the early days.

Some years ago we formed separate Secretary and Membership Secretary positions as it was proving too great a workload for one person. Since Chris Gajic took over Membership Secretary from Amanda last year she has been holding down both roles 'temporarily' and, while doing both well, it does have an impact on getting things done and is a big workload for her. Really, someone needs to put up their hand!

It's not just office bearers we need. Half a dozen general committee members is a viable number as this spreads the

general workload of organising social days, general meetings and the other events of the club that provide the enjoyment and value to members. Experience also shows that over a year things occur and personal circumstances change and the number of active committee members goes down.

Election of office bearers and committee members is, of course, at our Annual General Meeting which is on July 15th at the club rooms at Dorothy Laver Reserve. Nominations* to the secretary (Chris Gajic) or via any committee member.

June General Meeting is at Renault Australia Head Office 4 Nexus Court, Mulgrave.

17th June, 7:30pm

Going south down Springvale Road, turn right at first lights past the Monash Freeway - Dunlop Rd - then first right again.

Historic Sandown wants Officials

The Victorian Historic Racing Register, VHRR, has offered the RCCV a deal to provide officials for Historic Sandown on Friday 7th, Saturday 8th and Sunday 9th November.

The RCCV will need to supply 5 officials to marshal cars from the pits to the grid. They are required from 8.00 AM to 5.00 PM on each of the days. Officials do not need to be the same personnel each day. The RCCV will need to guarantee 5 officials for each of the 3 days.

* nomination forms and information on the various roles can be found at the end of this magazine

(Continued on page 6)



ANNOUNCEMENTS

(Continued from page 5)

In return the VHRR will provide:

- Weekend passes to all who are nominated. (Work one day and watch for two)
- Lunch each day
- Free bottled water plus coffee and tea all day
- Free BBQ and beer/wine on Saturday night
- Safety vests will be provided
- \$500 to the RCCV

The committee is considering this, positively so far, as many members have older cars and some could or already do compete. It would also lift our profile and give us something more to engage in. The key question is whether there are enough members interested in volunteering - on that, note that you don't have to commit to the full three days, it could be for just one. If you're interested grab one of the committee members and let them know.

This is an opportunity for the Club. It is probable that this will expand as another club is failing to fulfil its contract. Their present contract (which is out of our reach for the number of officials) is in the K's. However, this is a foot in the door and we can probably increase our involvement over the years.

Introducing Jude Lamb

Jude Lamb is Renault Australia's new Passenger Car Model Line Manager. We look forward to seeing what he brings to that role.

We also look forward to meeting him at the next general meeting at Renault Australia head office on the 17th June, as Jude will be our host for the night. Come along, say hello and hear his presentation on some 'upcoming things'.

French Car Festival 2014

The Peugeot Car Club is organising the French Car Festival this year and they're taking us back to Macleay Park in Balwyn. They say, 'to return to shade and green grass and with the car displays in Club groupings'.

It's on September 28th so mark that date in your diaries now. Macleay Park, also known as Buchanan oval, is on Belmore Rd Balwyn. Melways 46 C4 for traditionalists like me or just ask your GPS or Mr Google.



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CALENDAR

June

- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club
- 14th **Sporting** Autocross, Kyneton Car Club Track (KCC)
- 17th **General Meeting** 7.30 pm Renault Australia Head Office. 4 Nexus Court, Mulgrave
New Passenger Car Model Line Manager Jude Lamb will present on upcoming things.
- 22nd **Sporting** VMC Round 5 Pakenham. Contact Glenn Armstrong on 0413 107 131
- 29th **Social** Toolangi Tango drive Day. Meet at Stud Park McDonalds (cnr Stud and Fulham Rds Rowville, Melway 72 J12) at 9:15 for 9:30am start. Lunch at Toolangi Tavern.
Contact Geoff Rasmussen on 0419 357 509

July

- 1st **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for July's The Victorian Renault advertisements and contributions
- 6th **Sporting** VHC Round 7 Broadford
- 13th **Social** 9:30am Bastille Day - Breakfast at Depot de Pain, 616 Glenferrie Rd, Hawthorn. Just south of Burwood Rd, parking at rear.
- 15th **Annual General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Saxby Rd, Glen Iris
- 19th **Sporting** VMC Round 6 Huntly (Saturday). Contact Glenn Armstrong on 0413 107 131
- 20th **Social** Bendigo or Bellarine / Queenscliff drive Day.

August

- 5th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for August's The Victorian Renault advertisements and contributions
- 17th **Sporting** VMC Round 7 Wodonga. Contact Glenn Armstrong on 01413 107 131
- 19th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris.
Gabriel Gate: 'My life on the road for the Tour de France'
- 24th **Social** Bendigo or Bellarine / Queenscliff drive Day. (the one not done in July)
- 31st **Sporting** Rob Roy Interclub Challenge Hillclimb Round 2.

September

- 2nd **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
- 16th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 28th **Social** 2014 French Car Festival. Macleay Park, Belmore Rd, Balwyn. Melway 46 C4

October - next page



CALENDAR

October

5th	Sporting	Rob Roy Come and Try Hillclimb day (MGCC)
7th	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for October's The Victorian Renault advertisements and contributions
12th	Sporting	Super Sprints Come and Try Day 1, Sandown (MSCA)
19th	Sporting	Autocross, Ballarat Motor Sport Complex (BLCC)
21st	General Meeting	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
25/26th	Event	Motorclassica, Royal Exhibition Buildings
25th	Sporting	VMC Round 9 Huntly (Saturday). Contact Glen Armstrong on 0413 107 131
26th	Social	Club run. Mystery destination (to us as well).

November

2nd	Sporting	Rob Roy Interclub Challenge Hillclimb Round 2. Contact...
5th	Committee Meeting	7.30pm Committee meeting, Manningham Club Closing date for November's The Victorian Renault advertisements and contributions
7-9th	Sporting	Historic Sandown (VHRR). Potential car display also.
18th	General Meeting	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
23rd	Social	Picnic at Hanging Rock - drive day. Contact Geoff Rasmussen on 0419 357 509
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	Geelong Revival Motoring Festival (Geelong Sprints) Geelong Waterfront

December

2nd	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



'Father and Son' - Bob Watson's Dauphine and John Hardy's A110 after climbing Mt. Tarrengower at Maldon on 20/10/13

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RENAULT ROUNDUP 2014

Back at the Docklands

Geoff Rasmussen

We thought last year would be our last year having the Renault Round-Up at the Docklands. Not because of the searing 40-degree heat, but rather because the site was to be redeveloped. Well, for various reasons related to the economy redevelopment has been slower than first thought and the site was still available. So the committee thought, 'once more...'



Cars rolled in from 8:30am and by 10am there was a whole mess of 80-odd old and new Renaults scattered around. And a whole mess of people scattered in between having a good old gander. It was a fairly even mix of old and new though it did seem there were fewer 10s, 12s and other early cars than in previous years.

The newest cars there were, of course, the new model display vehicles of Barry Bourke Renault; all the way from Berwick. Good to see 'Floride' appearing in the showrooms again.



Gabriel Gate drew a very large crowd - much larger than in previous years. Comfortably seated on the tiered steps, they had a good clear view as Gabriel prepared and cooked two BBQ dishes.





Gabriel had recently become the Patron of the RCCV, and he was presented with a handsome plaque commemorating this by RCCV President Mikee Elliott. Gabriel (and his 'brother' Francios, the gendarme) has been a supporter of the club, putting on cooking demonstrations and appearing at various events and generally being an ambassador for Renault.



L-R Chris Gajic (secretary),
Gabriel Gate (patron),
Ken Marriott, (vice-president)
Glenn Armstrong (treasurer)





SOCIAL EVENTS

Rogaining the Island - March

Geoff Rasmussen

It was a smooth run down to the Chocolate Factory on Phillip Island where we met to kick off the second RCCV Rogaining Challenge for the March social event. This was a repeat of last September's event because that was so well enjoyed by the participants. Four teams lined up to do battle.

'Rogaining' is a bit of competitive fun where teams are given a list of places to go - some items having cryptic clues rather than straightforward identification - in a limited time. You get points (according to difficulty) for each and, since the time limit precludes getting to all points, you have to decide which you will go for. A quick photo is all the evidence of being there you need.

After a coffee at the Chocolate Factory, Mikee gave the four teams the game play instructions and the pages with the clues. He seemed unduly amused at the look of consternation on our faces as we saw the extent of the list and the paltry 1 1/2 hours allotted for the task. He simply smiled, commented that 'yes, local knowledge would be handy' and observed that there was a tourist information centre not far away.

Clearly a plan was in order - organize the list into a route passing as many items as possible giving priority to the higher points ones. Ha! So much for planning - the longer we spent trying to make sense of the list the more the time pressure obsessed us until management said 'bugger the plan, let's just get on with it! We'll sort it out on the way'. So we went with 'Plan B'.

We hit Newhaven first as it was nearest but with no success. We really didn't have our heads around the clues yet. Kay and Rob Belcourt, we found out later, did better finding the diamonds on the wall of a building.

We met up with Peter and Sean Rasmussen at the Big Four caravan park. Both teams had decided the relevant clue was pretty obvious and the item easy to find. Easy it may have been but it was a bit of a walk and all the time it was tick, tick, tick as the time washed away.

After a fruitless search on the beach for the next item we parted ways with Sean and Peter going one way for a item Sean had spotted earlier (but hadn't worked the clue for) and Jenny and I heading towards the Info centre thinking maybe there was more merit in Mikee's comments than we initially credited.

The younger Ras's and our paths crossed once more when we headed out again then we 'waved' goodbye as

they headed off to the Grand Prix track and the Penguins while we went looking for 'Spew Hill'.

A bit of research on Google gave us the answer for one of the bigger point items so we went 'all in' on it. It was far enough away to take all our remaining time getting there and back with a couple of items on the way.

You lose points for being back late but we figured the points were high enough we could afford the extra ten minutes we needed.

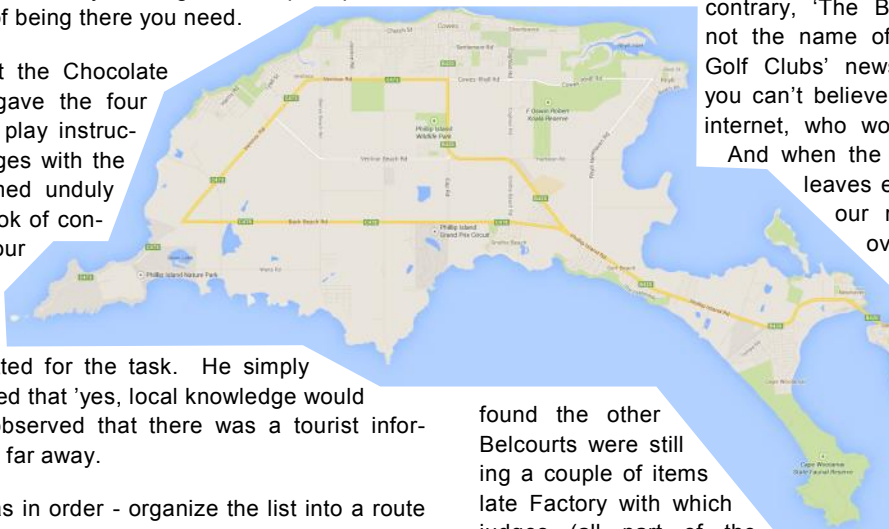
Well it turns out that, despite the Internet's claims to the contrary, 'The Bush Telegraph' is not the name of the Philip Island Golf Clubs' newsletter. Apparently you can't believe everything on the internet, who would have thought. And when the dragons in Silver-leaves eluded us we knew our run for glory was over.

Back at the finish point, nearly ten minutes late as we expected, we teams. The on the go collect-from the Chocoto 'bribe' the rules). This though cost them time - so they actually finished after us - and the points lost cancelled out the points gained. The judges still enjoyed the bribe so someone at least came out ahead.

From there it was back down to Cowes for a very nice lunch at the Hotel Phillip Island on the Esplanade. Conversation flowed and notes compared as the judges totted up the scores. The general consensus was that we all could have done so much better and we'd all like a second go so we could get it right.

The Belcourts won the day, those diamonds in Newhaven earned them 100 points and put them well ahead of second place getters Sean and Peter. They at least got points for their long run to the Penguin nature park to end up with double our score to finish in second place.

Many thanks again to Mikee and Amanda for preparing the event and to Mikee and Chris for running it.





SOCIAL EVENTS cont.

April Club Run - Olinda to Marysville

Geoff Rasmussen

It was a bright and sunny day as we gathered at the Pie in the Sky at Olinda for the day's run to Marysville. It did get a little misty later on. It was also fresh and cool as we watched Peter arrive in son Sean's 'new' Fuego with Sean riding shotgun. There were a few oldies there on the day with Ian's R12 and Andrew's A110 as well. All three were well 'inspected' by the other drivers.

Not everyone had a good start to the day. We pulled up to see Glenn on his knees beside his Megane. We know he's rather impressed with it but, no, he wasn't praying; quite the opposite in fact. He'd clipped the kerb on the turn into the car park and pinched the tyre's sidewall. Moments later one well flat tyre. Then he discovered that the space saver spare does not fit over the front brake calliper* so he had to put the spare on the rear and the rear on the front.

The space saver tyre also ruled out taking the Megane on the run given their limitations on speed and distance. He didn't miss out on the run; went with Chris in her R19 instead. What really ticks him off though is the fact that the 'space save' uses up as much space in the spare wheel compartment as a full size spare would - no space is being saved!

The first leg to Warburton was fairly uneventful for the nine of us - Koleos, Laguna, Fuego, R12, A100, R19, Clios and couple of Meganas. We took the road east out of Olinda to go south to Monbulk and around the bottom of Silvan Reservoir through Wandin East and Seville to the Warburton highway. Parking for the coffee stop at the bakery at the far end of Warburton was a challenge as the town was chockers. The bakery was as good as ever.



While we were getting the R12 going again, the group had reached the regroup point at the next major turn. Obviously wondering where we were - the phones had no signal up there so our messages hadn't gotten through - they sent someone back to check on us. I was amused to see that they sent the second oldest car back to see what had happened to the oldest. I'm not implying anything about Sean's Fuego's reliability, of course. We were just hitting the road again as Peter and Sean arrived.



After an enjoyable lunch at the Marysville bakery with the group and a wander around town, it was off home again down the Maroondah. No R12s were sighted on the side of the road.



Peter and Ian both had big delighted grins on their faces and were singing the praises of their respective steeds. Peter's comment that he'd forgotten how much fun a Fuego was to drive had people eyeing it speculatively.

It wasn't far out of Warburton though that the R12 was on the side of the road letting the rest of the group go past with Andrew and I stopping to see that Ian was OK. He'd been battling a carby blockage problem with grits collecting and blocking the jets for some time. He'd cleaned the tank, added two fuel line filters, cleaned out the carby, etc. but it kept reoccurring. And clearly a bit of spirited driving around the curves had the fuel in the carby sloshing the grits into the jets again.

Turns out the issue was the rubber fuel line from the pump to the carby had degraded in the inside and was shedding flakes. Ian turned the line around so the filters were closer to the carby, which bought him a longer time between episodes but he was on the side of the road again at the entrance to Marysville.

* - space saver wheels should only be mounted on non-driven wheels anyway, so Mikee tells me.

May 2014



Time to clear the carby again, at the entrance to Marysville





SOCIAL EVENTS cont.

Mirboo Meander in May or how 30-odd cars and their passengers had a ball

Ken Marriott

Hills don't happen by accident.

Suffice it to say that the current form of the hills of "South Gippsland Highlands", or the Strzelecki Ranges, began to emerge around 130 million years ago as Australia and Antarctica drifted apart.

The splitting of the two continents generated dramatic faulting, folding and uplifting of the rock of earlier sedimentary basins. The uplifted rocks, together with a high rainfall, led to highly weathered, rounded hills with deep soils.



Suffice it to also say that it is probable that no one from the Renault Car Club or Oz Renault Sports or least of all, Glenn Armstrong, knew anything about this when the club trip to Mirboo North was planned. Bank auditors don't do geology. But I think Glenn did realise there were some pretty steep hills available (although stripped of their huge eucalypt forests in the late 19th century) with rather windy roads on them. And he may also have recognised the deep red, basalt based soils. Little did he realise that the trip he planned was around 130 m. years in the making. But was it worth the wait!!

The outcome of that wait began at Barry Bourke Renault in Berwick at 8.30 am on Sunday May 25th where Ian Baird was once again our genial, supportive host. Thank you Ian! Glenn wandered around in amazement as car after car turned up such that by the conclusion of coffee and doughnuts, welcomes and introductions, nearly 30 cars headed off! Amongst these were nearly a dozen and a half hot Meganas and Clios, a gorgeous 2014 Cabriolet Floride, a rare Renault yellow 14 (peddled for a while by yours truly), an



From 60 to 100 m. years ago, there were extensive lava flows across the region with these both filling many valleys and creating many of the outcrops of higher land north of Mirboo, east of Leongatha and near Dumbalk. They also left low-lying, swamps and wetlands, most of which have been drained to create rich agricultural land.



Photo by: Venus Lane

Renault Car Club of Victoria and the OZrenault Sports all meet up at Barry Bourke Renault in Berwick.
25th May 2014 - Sunday run to Mirboo Meander

equally rare R5 Turbo and Alan and Venus Lane in their newest toy, a Kangoo in rich blue paintwork.

Headcounts gave varying numbers from 38 to 41 in those 30-odd cars - hard to count when people were moving around admiring the latest offerings from Renault. We did get most of the group to stand still long enough for Venus to get the group shot at the bottom of the page.

From Berwick, our off-highway route took us south-east via Clyde, Lang Lang, Poowong and on to Korumburra for morning tea. Then we headed south via Kongwak to Wonthaggi, east to Inverloch and Anderson Inlet (with a deviation to Cape Patterson for some), up the valley of the Tarwin River to Meeniyan and Dumbalk and thence, climbing higher all the time along fast, winding roads into the "highly weathered, rounded hills with deep soils", to Mirboo North and the Grand Ridge Brewery for lunch.



The Brewery restaurant was rather staggered to see nearly 40 people wander in: but they took it in their stride, they smiled, they delivered their own brewed-on-site selection of fantastic beers, provided great food and tremendous service ...and we will go back again!

It wasn't just the brewery that was surprised - several people commented that they had never seen so many Renaults lined up on the road like that before. So many in fact that we couldn't fit them all in on one photo!

If you go up hills you have to come down again: and so we returned along various winding routes via Leongatha, via Trafalgar and via Morwell, these routes partially selected in response to lost bags, the speed cars could reach (ask Rob Belcourt) or the need to get home for tea. The last of us left Berwick after a relaxing coffee at close to 6pm.

As with the recent repeat of Mikee Elliott's fantastic Rogaining on the Island trip, if you missed the Mirboo North trip, you missed a great day out. Try it yourself: its a great drive and the hills should still be there for a few hundred million years longer, even if the many drained coastal areas we traversed will be well under water as global warming takes its toll.



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Thanks again to Glenn Armstrong, Ian Baird and Barry Bourke Renault for a great day!



For more photos of the day see Venus's set at <https://www.facebook.com/media/set/?set=a.10152154639663568.1073741855.649278567&type=1&id=58f102e879>

Hopefully you'll be able to copy and paste all that.





MOTOR SPORT - FORMULA ONE

April 2014 Formula 1 Wrap Up

Pamela Talevska

The 2014 season has only just started and there has been excitement aplenty! From ugly noses and the lack of noise, to non-Vettel domination, and illegal fuel flow sensors, the season has been controversial and intriguing, to say the least.

CHANGES TO 2014

This year has seen the departure of the 2.4L naturally aspirated V8 engines which have been replaced with 1.6L V6 turbo engines, with a reduction in power of 20% to 600bhp. This has caused a lot of debate with a noticeable reduction in the volume and type of noise that the cars make. Let's just say ear-plugs were not a necessity at the Australian GP this year!

To make up this reduction in mechanical engine power, the 2014 regulations also include an increase in energy recapture with the new Energy Recovery System (ERS). The ERS which harvests energy under braking (as last year's Kinetic Energy Recovery System did), also utilises energy from the turbocharger's rejected heat. The regulations allow for the ERS unit to provide 160bhp for around 33 seconds each lap.

Fuel capacity has been decreased by almost 40% to 100kg for each race distance, with fuel flow only allowed to be 100kg/hour at any given time (we'll get to Aussie Dan later).

Aesthetically the cars look very different with the new lower noses. The reduction of the nose level to a height of 185mm has left the cars looking odd and in the case of Lotus F1 (as much as it pains me to say) ugly! Perhaps love for the twin non-symmetrical nosed Lotus will come with improved race results?

Other changes include double points awarded for the last race (for both drivers and constructors championships), a trophy for pole position, and an additional set of option (soft) tyres in Q3 in Qualifying to increase track action. Drivers that reach Q3 will start the race on the set of tyres they used to set their fastest time in Q2.

RENAULT POWER

Lotus F1, Red Bull Racing, Scuderia Toro Rosso and Caterham F1 are the four teams which are supplied with the Renault Energy F1-2014 engine this year, making up just over one-third of the field.

AUSTRALIAN GRAND PRIX

With the season kicking off in Melbourne, of the four Renault-powered teams, Lotus F1 struggled the most over the weekend. Both Grosjean and Maldonado had major problems in qualifying and retired from the race.

Both of the Caterham F1 cars also retired from the race, as did Sebastian Vettel in the #1 RBR. The two Toro Rosso's finished in the top 10, and the remaining Renault powered car, Daniel Ricciardo's Red Bull, finished in 2nd place. Rosberg took the win, and young Kevin Magnussen joined him on the podium in 3rd place.

Not long after his emphatic podium celebration in front of his home crowd, Ricciardo was disqualified from the race for having exceeded the prescribed fuel flow rate of 100kg/hour. With Red Bull Racing claiming that there were irregularities with the FIA fuel flow sensor, they immediately lodged an appeal.

The subsequent six-hour hearing held on April 14th cast doubts on the accuracy of the FIA-issued fuel flow sensor, however the bad news for Ricciardo, and Australia, was that the disqualification was upheld.

There have been subsequent issues with the sensors, such as Vettel's sensor failing in Qualifying for the Chinese GP. So it seems the controversy may go on.

MALAYSIAN GRAND PRIX

Continuing their strong start to the year, the Mercedes duo finished 1st and 2nd at Sepang followed by Vettel. Unfortunately Ricciardo's race came to a premature end while in 4th position, when a wheel which was not attached properly during his pit stop came off his car, earning him a drive-through penalty during the race. Front wing failure later in the race caused Ricciardo's retirement, with further insult added to injury when he was given a 10-place grid penalty for the upcoming Bahrain GP due to the unsafe release.

Of the remaining Renault powered cars, Kvyat finished 10th in the Toro Rosso, Grosjean finished 11th in the Lotus, and the Caterhams finished in 13th and 14th. Vergne and Maldonado retired with turbo and power unit issues.

BAHRAIN GRAND PRIX

Continuing their previous success, the Mercedes pair once again finished on the top two steps of the podium with Perez finishing 3rd. Ricciardo finished in an impressive 4th position, after his 3rd place in qualifying became 13th once the 10-place grid penalty was applied.

Maldonado's Lotus was involved in an unfortunate incident with Gutierrez resulting in the Mexican's Sauber flipping! The incident resulted in a 5-place grid penalty for Maldonado for the upcoming Chinese GP, however Maldonado managed to finish the Bahrain race in 14th, with his teammate Grosjean finishing in 12th.

Of the remaining Renault-powered cars Vettel finished the race in 6th position, with Kvyat and Kobayashi finishing 11th and 15th respectively. Their teammates, Ericsson and Vergne both retired.



CHINESE GRAND PRIX

The weekend started with the news of the resignation of Ferrari's Team Principal, Stefano Domenicali, who was replaced by Marco Mattiacci. This wasn't the biggest news of the weekend, however, with the chequered flag being waved a lap early at the end of Sunday's race! Apparently there was confusion about whether a flag should be waved on the penultimate lap or not, and the miscommunication unfortunately resulted in Kobayashi's overtake on Bianchi (on what should have been the last lap) being disregarded, with the Caterham driver finishing 18th.

Taking their now regular place on the podium, the Mercedes pair of Rosberg and Hamilton were joined by Fernando Alonso in 3rd. Ricciardo finished in 4th in front of his teammate Vettel in 5th. The Renault-powered Toro Rosso's finished in 10th and 12th, with Maldonado's Lotus finishing 14th. Ericsson finished in 20th in his Caterham, and Grosjean retired his Lotus due to a gearbox failure.

SEASON SO FAR

Mercedes have dominated the season so far with Rosberg leading the Drivers' Championship after 4 races, and Hamilton not far behind. Alonso is best of the rest, in 3rd position with Vettel and Ricciardo 5th and 6th in the championship respectively. The Toro Rosso drivers sit 13th and 14th in the Championship with the remaining Renault-powered drivers, Grosjean, Kobayashi, Maldonado, and Ericsson not having scored a point.

Red Bull Racing sit in 2nd position in the Constructors Championship, Toro Rosso are in 7th and unfortunately Lotus and Caterham have no Constructors points.

Hopefully Ricciardo can continue his fantastic form and give his 4-time World Champion teammate a run for his money!

And just in case you were interested, those extra 18 points Aussie Dan "scored" at Albert Park, would have put him in 3rd spot in the Drivers' Championship, just ahead of Alonso!





JUGIONG 50th ANNIVERSARY

Jugiong for the 50th Time

Bob Sprague



Large celebrations don't just happen. I wish they did. From the outset when it was realised that this milestone was looming confusion set in. 2014 is not the 50th anniversary! No, it is not the 50th anniversary because it is the 50th time it will have been run. It's a mathematical thing. The first Jugiong was in 1965 and if you start counting the years on your fingers and toes it all works out.

In late 2012 a very enthusiastic Ron Britt searched the web and found four local caterers who were asked to submit menus and prices. Past years have seen the presentation dinner help in the motel restaurant but we thought that if the weekend attracted more than the usual crowd, say 100 people, a bigger venue was needed. President Jason, on reading one menu, asked if he could "phone a friend" to decipher the items listed. That one was just a little more than a BBQ. We invited caterers to come to Jugiong and see the hall but in the end we made a decision and selected a lady who ultimately provided us with a good reasonably price meal.

Ron and Denise Britt also thought that an extra activity was need at Jugiong to fill in a Saturday afternoon as had been the norm in years gone by. Ron was told that this drive must happen before the First Beer competition otherwise no-one would be game/capable to drive. So at the 2013 Jugiong, with Denise at the wheel, off they went looking for roads that would occupy some of the vast numbers of boys and girls expected next year.

Calling the drive "Sergeant Parry's Revenge" in honour of the policeman shot by bushranger Ben Hall just south of the town, Ron selected a straight forward route that really showed off the beauty of the area. The drive was fantastic. Sonja and Ernst were co-opted for their skills in such events and they put out the signs that had to be found. All I could think about while tackling the drive was that a diesel Rodeo 4x4 was not deserving of such magnificent roads. Finally, handing in the answers and trying to solve the puzzles was more than my brain could handle. It was Sgt Parry's Revenge as well as harder than Chinese arithmetic. But well done and I hope it's on again in 2015.

As usual, the First Beer competition was held at the Motel bar, a little later that usual due to the drive. Mein Host, Mark, was new to the tradition and was coached in how to

mark the glass but not allow it to appear too soon. It soon became evident that one member was very keen to win this difficult competition. In true motor sport spirit, he applied financial leverage to gain an advantage and after some 13 schooners was successful. It put smiles on both his and the publican's faces. Congratulations to Aaron McNamara. However, unlike the motorkhana, based on previous statistics, this win will not as easily be repeated in 2015.

The Jugiong 2014 motorkhana had about 50 percent more entrants than in previous years (38 versus the usual 25) with 5 juniors competing. For some of these young ones it was the first time behind the wheel of a car. Great to see. At the other end of the scale no less than 5 Australian Motorkhana Champions were on the field.

Jason had selected 9 tests for the competition but this had to be scaled back to 7 as lunch was close at hand and the day was starting to get uncomfortably hot. Despite rain prior to the event, it was soon evident that the downpour was insufficient to reduce the level of dust on the field once the event really got going. Jugiong is probably the longest continually run event of its type in Australia and is as hard to win as the Australian Motorkhana Championship (in the words of a past Australian Champion).

Jugiong isn't Jugiong without a car breakage or two. The usually reliable Collier special broke the rear suspension and in doing so apparently added more insult to injury by breaking a driveshaft and diff. But in true Jugiong tradition other competitors stepped up and offered the team a drive in another car so they could finish the event. Thank goodness they were wise enough not to snatch any silverware from those generous competitors.



During the day some of those former club members from the early days of Jugiong stopped by to see how the nature of the event had changed, say Hi to old friends and tell us a bit more about the Renault Car Club of Australia in the 1960s and 70s.

The Presentation Dinner was a huge success. The decision to utilise the hall proved correct with 92 adults and 6 juniors all seated for dinner. Kevin Byron made a marvellous suggestion that we should have reserved parking for Renaults out-



side the Hall and promptly ran off and organised it all. Meanwhile, Frank Wicks made the suggestion that Mary Mullins should be driven to the dinner in his R750 (4CV) which also happened - to Mary's delight.

The Club's resident MC, Rick Watkins, did his usual magnificent job ensuring the night ran smoothly and to the script. Rick introduced everyone including our local dignitaries from Jugiong, those who were at the very first event, in particular Mary Mullins who has attended all 50 events, as well as asking Jason, as President of the RCCA, to welcome everyone.

Presentations during the evening included a few surprises. Mary Mullins was insistent that trophies won by her late husband, Jack, should not gather dust. So, with the help of her daughter, Christine, and Marg

Emmelkamp, devised a point score whereby the driver with the time closest to the average of the "clean" runs on the first attempt at each test would be awarded one of Jack's trophies. A nice touch which saw drivers in all sorts of vehicles receive a little bit of history.

Because this event is a contest between NSW and Victoria, Glenn Armstrong from the RCCV was involved in the presentations. Glenn made the presentation of the 2014 plaque commemorating the 50th Jugiong to Paul Leseberg, Chairman of Jugiong Advancement Group.

Ultimately the winner was Aaron Wullemin from Victoria. That made it two in a row for Aaron. Well done.

The evening concluded with a presentation of certificates to those who were at the 1965 event; Mary Mullins (for attending all 50 events), Sue Allan, Graeme Edwards (competed in both the first and the 50th events), and Aldo Miglioranza. The group is featured on the cover of Hub February 2014.



The evening concluded with the showing of a movie of the 1965 event filmed by Jack Mullins. Copies of the movie were given to the Jugiong Advancement Group as a record of Jugiong 50 years ago.





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4CV G

A Tale of a 750

Peter Davson-Galle

*This is part one of a four-part
(or maybe five-part) series*

Quickly:

This is my third 4CV & I got it from the original owner in 1968 by leaving a note under the wind-screen wiper. Originally original, it is now wildly modified & in the intervening years it had various degrees of departure from how it came from the factory. Most of the modifications have been to make it go, stop & handle better & it now does all three rather well.

Crudely put, it is only the body shell which is still original & it's basically R10 bits in a 4CV shell with a different motor (R5 Alpine/Gordini) & quite a lot of weight moved to the front. The modifications were sufficiently extensive to require formal approval, inspection & a compliance plate (now fitted). Most of the work was done by my regular Renault mechanic but various specialists have done some aspects.

Some of you might have seen it at the 2013 French Car Festival. I am enjoying it in its current form & won't be selling it.

Slowly:

more elaborately but easy for the merely semi-interested to scroll past, or selectively dip into

Yes, you're right; it is a BMW. For some years in the fifties, BMW made the 4CV under licence (as happened with the Isetta bubble car). It had some of BMW's own modifications like a front radiator with, of course, twin kidney shaped intakes & was, curiously, badged as both a BMW (rear) & a Renault (front). It was called the BMW Kakerlake ('cockroach' in German).

This is a rare RHD Alpina sports version that was fitted with a pushrod, hemi-head motor (derived from BMW's excellent six cylinder design - as also used by Bristol in the post-war 400 series). Intriguingly, given the similarity in name, Alpina then licensed the design to Jean Rédélé at Alpine who used it in the A106R-A rally machine (years before Gordini came up with a similar, though inferior, design as used initially in the René Bonnet Djet & then the Gordini version of the R8 & in the A110).

The motor in this particular vehicle is not the original one but an Alpine-licensed version of the Alpina motor (sourced, I'm told, from a crashed A106R-A). Sort of ironic that BMW made a licensed version of the 4CV & its sports version was by Alpina who then licensed their motor to Alpine who were making a sports coupe based on the same 4CV design. Sometimes truth can be stranger than fiction*. This particular BMW Kakerlake Alpina is the only known survivor of a handful of RHD versions made.



BMW Kakerlake Alpina

I have owned it since January 1968, having bought it from its original owner who had rallied it in the UK with some minor success but to the ruination of the original Alpina motor which was, sadly, discarded. The "cockroach" was in poor condition upon purchase & has received some refurbishment & some (reversible) modification.

Or, with greater veracity:

I bought my 4CV (in January 1968, in Adelaide) from its original owner by the simple expedient of placing a note under a wiper saying: 'if you would like to sell me your 750, then I will pay you more than it is worth; my phone # is'. He phoned & I bought (I still have the original handwritten receipt for it) & I have had it in various versions ever since.

One attraction was that (being built in 1958 - although first registered in 1960) it is the later 3-stud wheel type. I had just become 4CV-less, a state not to be borne, so It is my third 4CV.

My first 4CV (& first car) was a bog-standard spider-wheel one that a mate knew of; well, standard except for a Dauphine Gordini motor. I'd learnt to drive on my mother's bog-standard Dauphine (on cross-plies!) & my maternal grandfather had had a 760 & my father a '55 750, so they were familiar.

I wasn't keen on them until I had fun fanging the Dauphine around on dirt roads (surprisingly capable but the steering's stupidly slow). The engine on the 4CV (with its non-standard, & very loud, tailpipe & "muffler") was an attraction to an embryonic hoon & I bought it. I enjoyed that 4CV. It died - my fault.

(Continued on page 21)

* - just not this time; this tale's mostly fiction - a whimsy inspired by the grille

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(Continued from page 20)

I got a spider-wheel shell from a wrecker & built another one up. Quite an experience for a beginner but a splendid small Renault garage gave oversight, support & advice. The motor came across from the first one but had had its block cracked in the smack (rammed by the adjacent battery) so I scouted up a block & rebuilt the engine with the Gordini bits & new rings & bearings.

I also sourced a 4 speed Gordini rear-end & refurbished it for fitment complete with its later-style transverse cross member (a bit of hacksaw work on the old tubular cross member's mounting brackets). Then some Dauphine front drums, some pure leading-arm toe-control arms (a "must" for any 750, Floride or Dauphine), one turn hack-sawed off the rear springs &, at the rear only (money! - I was an undergraduate), some "performance" tyres: Michelin X 135-380 "Stop" pattern (& yes there was another pattern: the SDS; in fact there were two further ones: the XRN & the X M&S). These were a step up from cross-plys but rather "snappy" at the limit in the wet.

That 4CV was quite nice. Then it got X tyres at the front too - even nicer. But: one had to put the rear pressures up to around 40 psi (fronts around 25) before having a fang, or the soft-side-walled X would fold under & the positive-cambering wheel would dig in a rim & over one flipped. A mate borrowed it while I was on a lengthy army exercise. He had a dice around the Adelaide hills with an Izuzu Bellett GT coupe. He hadn't raised the pressures; that 4CV flipped & died - his fault (& he paid for it).

So, third time lucky? Yes.

My current 4CV was immediately modified with bits from its predecessors except for the motor (reason? I had a buyer for it & needed the money). It also got painted with some genuine R1134 Gordini blue paint (by me, using a vacuum cleaner - it worked but was a bit, um, textured - left me with a taste for matte, not gloss, finishes though). Still, I had fun in it & I drove it to Melbourne when I left Adelaide to pursue postgraduate research. Then it was driven to Sydney, Hobart, back to Melbourne, then trucked to Rockhampton & (very deliberately finally) to Launceston as I chased yet more study & various academic positions.

This one had a smack too (not my fault) & I bought the only other (derelict) one in Rockhampton & removed the front wings, jig-sawed off the front panel & bolted & riveted it in place of my bent one. That was the last time I did any major work on cars myself.

The wreck also had a rear guard that was better than the one that got bent when a girlfriend in Adelaide whacked it into a Plane tree at the rear of Adelaide Uni (hey, these were the sixties!). So, for a while, it was a mix of French Racing Blue & (wreck) dark green. I then brush-painted over all this with anti-rust white paint. Horrible - but still an improvement.

Mechanically, it acquired at various stages over the years: a Gordini motor again, a rear transverse leaf camber-compensator (much recommended), some R1130 R8 front

(Continued on page 22)



4CV G - cont

discs (basically a bolt-on fit) & then a (cut & weld job) R10 front cross member & suspension, steering & discs. Wheels & tyres (& tyre pressure tuning of handling balance) were a matter of continuing interest & change. Off went the X & on went (135) ZX. Then 145 XZX went on the rear. Then the



Evolution of rear tyres: (current) 185/60-14 Continental EcoContact3, CN36 SM & X

XZX were moved to the front & 175/70-13 Pirelli CN36 SM tyres on 5.5x13 wheels (cut down 15s) went on the rear.

That worked rather well (the CN36 was Pirelli's first steel-belted radial & it was a magic "wet" tyre after the, less than wonderful, preceding XZX, ZX, X & B7 Dunlop cross-plies - in order of increasing lethality).

The Pirellis were replaced by some 185/65-13 Michelin MXF (lovely taut tyres) with XZX on the 15" front still. Then the fronts got 165/70 Michelin MXT on 4.5x14 (cut down 15") wheels; & it got repainted in FRB again.

But: my regular mechanic noticed that it had cracks in the longitudinal chassis rails where the rear cross member bolts on. Not surprising really, given its decades of being banged over dirt roads (& non-roads) & torsionally twisted on bitumen ones. Solution? Plate-reinforce & reweld.

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 be continued in the next edition of The Victorian Renault



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TECH TIPS

ABC Solution to Keycard Faults

Ken Marriott

GOT A KEYCARD THAT'S PLAYING UP?
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Several years ago, my Laguna seemed to have a new electrical problem every six weeks: coils, windscreen washer pumps, taillights....you name it.

Then the door locks started to play up. They would lock or unlock but not both. The rear driver's side door was worst: it would do neither so I had to lock three doors and hope no one found the fourth unlocked! or I could lock it all using the console switch. Not good! Yet Carl at Virage Motors had no sooner sorted that problem when another arose: nothing would lock. Within a matter of days, both keys stopped working!

I recalled a Club member telling me that she had encountered the same problem and that for the mere sum of \$460 odd -plus three or four weeks- their dealership had got them new keys. \$460 plus four weeks!

I jumped onto AussieFrogs, that ever-reliable source of information, repair advice, spare parts, funny conversations and people who seem to have made as many as seventeen hun-

dred and ninety nine posts since 1066 or thereabouts (said without mentioning any Club member names!!)

Within days I had a response....from Cardiff, Wales. "Here's your man", said Tim. "He fixes keys. Get in touch". A name and email was supplied.

I zapped off an email to confirm the service, prices and processes. All sounded above board and within three weeks the key had been sent, repaired and returned. And it worked perfectly. I've since had the second key repaired and it is perfect too.

So here's the good oil: Gary at Keyrepair Co UK. Gazza does all key cards for Laguna, Megane, Scenic and a few other models we are not allowed to see in Oz. Essentially, they pull the card apart, fit new internal switches and reseal the unit. They can also replace the card casing if it is damaged, though I suspect that may cost a little more.

All you need to do is

(a) go to www.keyrepair.co.uk and pay £32. By card, by PayPal...whatever suits you

(Continued on page 24)

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GENERAL MEETING

What's been happening at our GM's so far

Geoff Rasmussen

January

The first general meeting for the year had a full agenda. After the formalities were dealt with expeditiously we adjourned to enjoy an excellent BBQ. Once again the catering and organisation of the Belcourts was top notch and we all thank them for it.

This was followed by an exhibition strip-down of a Ventoux engine out of an R4 by Geoff and Graeme Rasmussen. Essentially the same engine as in the 4CV/750, Dauphine and Floride many members would be familiar with it - from the outside. The comment afterwards that 'In all my years associated with Renaults and Renault engines I've never seen inside one before' upheld the demonstrators' suspicion that maybe many members hadn't 'seen inside one before'.

February

Manuel Automatics in Thomastown were our hosts for the February meeting. After a brief introduction and history of the company, we split up into three groups and Manuel, Carol and 'the boys' gave us a tour of their extensive workshops.

Each group spent 20 minutes or so in the diagnostic centre, rebuild workshop or machine shop, where they repair or remake components and tools, before rotating to the next location. A thoroughly engrossing and informative evening was had by all. I've decided that I think I prefer the simplicity of a manual gearbox but if I had an auto I know where I'd take it if I needed to take it anywhere - Manuel Automatics; 40 years experience, the most advanced diagnostic equipment available and they really know their gearboxes. Oh, and they do manual boxes as well.

Our thanks again to Carol, Manuel and the boys for taking the time to give us such an interesting time. I'd been shown the workshops when I arranged the visit and knew it was going to be a good evening but the amount of time and effort they put into the evening was unexpected and very much appreciated by all who attended.

March

We had a bit of a Rush at the March meeting - actually the whole thing. Yes, it was a movie night and we screened the 2013 film 'Rush' that followed the rivalry between Niki Lauda and James Hunt.

I have to confess I was most pleasantly surprised having passed up the opportunity to see the film when it came out on the big screen on the grounds that it 'probably wouldn't be \$40 interesting'. Well, I could say I was wrong but I don't do that; I'll just say it was a lot more interesting than I expected. I wasn't alone in enjoying the night.

April

Club member Graeme Edwards is the treasurer of the Marfan Association Victoria and presented an informative introduction to the not-well-known but potentially deadly Marfan syndrome*.

After Graeme's talk, a couple of short movies filled the rest of the evening. 'Rallying, The Killer Years' showed us how much things have changed with respect to spectator safety. The other was an episode of 'Car Torque' featuring our own Col Stark and Phil Sethna and their Alpine 110s. Car Torque is on Channel Ten.

May

We had to work for our supper at the May meeting. Brain work it was because it was a trivia quiz of the brain teaser variety. After the formal meeting, we split up into teams of three for the contest. It was a tough contest, some of the questions were so tough that no team got them right.

The fun continued into scoring time as we contestants, naturally, claimed our answers were just as correct as the correct ones and Quizmaster Glenn resisted our blandishments of course.. Though he did concede on one. Winners were the 'Caravelle' team of Peter, Graeme and Geoff Rasmussen.

* visit www.marfanvic.org.au for more information.
It's well worth a browse



ABC Solution to Keycard Faults

(Continued from page 23)

- (b) put a sticker on your key with your name, address and phone number
- (c) put a self-addressed label with the key and airmail it in a small padded bag to Keyrepair Co UK, 12 Kingsbridge Cottages, Pembroke, Pembrokeshire, SA71 4BD, UK. The postage is around \$2.50

You will get your card back within 3 weeks --and often well less-- so only send one at a time. If it doesn't work, they will do it again. Not a bad deal for the equivalent of around \$50 -- especially compared with \$460!!

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GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 18 February 2014

At Manual Automatics, Settlement Rd, Thomastown

Meeting opened at 7.40 pm.

1 Apologies

Chris Gajic, Stephen Langridge, Pamela Talevska, Ken Marriott, Ken Anderson, Kay Belcourt, Peter Rasmussen, Paul Stewart

2 President's Report

Little response had been received indicating interest in displaying cars at the GP. This will now not occur.

3 Business arising previous meeting

Nil

4 Membership Report

Not submitted in the absence of the Secretary.

5 Treasurers Report

Attached

6 Correspondence

6.1 Contact via email from an organizer for new TV show, Car Torque, looking for some older Renault Sports cars.

6.2 Invitation to attend Marque Motorsports 'Come & try' day; the event will be held on 6 April at Philip Islands Mikee to add notice for the newsletter and to email members

7 Sporting

7.1 Sunday 23 February: VMC 1 Motorkhana at Pakenham.

7.2 7- 9 March: Philip Island Historic Racing. (Contact John Elliott if interested)

8 General Business

8.1 2014 Roundup: 2 March 2014 at Docklands.

8.2 Run to Marysville 23 March commencing at Olinda. See email for details

Meeting closed 7.55 pm

followed by a tour of Manuel Automatics.

Next Meeting: Tuesday 15 April 2014, 7.30 at Glen Iris

Attachment 1 - Treasurer's Report

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

Balance as at 31/12/2013 12823.96

Income

Membership 85.00

Supper 43.10

Interest 0.35

Total Income 128.45

Sub Total 12952.41

Expenditure

Magazine 990.00

Postage 148.02

Merchant Fees 18.72

Total Expenditure 1156.74

Balance as at 31/01/2014 11795.67



General Meeting Minutes

Date: Tuesday 18 March 2014

At Dorothy Laver Reserve East, Glen Iris

1. Meeting opened at 8.05 pm

2. Apologies

Chris Gajic, Paul Stewart, Ken Marriott, John Masefield, Pamela Taleskvi.

3. Business Arising previous meeting

Nil

4. Membership Report

Not presented in the absence of the Secretary. Glenn Armstrong advised that three new members had been signed up by Barry Bourke Renault.

5. Treasurers Report

5.1 Attached

6. Correspondence

Email received from Tony Palmer (Car Torque TV - new program to go to air on Channel 10) advising that a show featuring Alpines from Colin Stark and Phil Sethna was planned to be broadcast on 13 April (subject to change).

6. Sporting

Upcoming events are Hillclimbs to be run at Mount Leura on 22 & 23/03/2014. Motorkhanas at Werribee on 30/04/2014 and Deniliquin on 27/04/2014. An auto-cross will also be run at Deniliquin on 26/04/2014. A come and try sprint day at Philip Island on 06/04/2014. Interclub hillclimb Round 1 on 04/05/2014.

7. General Business

The committee is looking at further revamping the magazine and newsletters to give greater benefit to advertisers and at the same time contain costs.

(Continued on page 27)



GENERAL MEETING MINUTES

(Continued from page 26)

8. Social

Drive day to Marysville on 23/03/2014 commencing at 10.00am at Olinda.

Rogaining at Philip Island on 27/04/2014. Peugeot and Citroen clubs have been invited to participate.

Drive day to Mirboo North on 25/05/2014 meeting at Barry Bourke Renault in Berwick from 8.30 am for a 9.30 am departure.

9. Meeting closed at 8.25 pm to watch video.



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carpet laying services**

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Campbell | 0439 693 275

Attachment 1: Treasurer's Report

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

Balance as at 31/01/2014 **11795.67**

Income	
Interest	<u>0.33</u>
Total Income	<u>0.33</u>
Sub Total	11796.00

Expenditure	
Roundup Audio	<u>350.00</u>
Total Expenditure	<u>350.00</u>
Balance as at 28/02/2014	11446.00



General Meeting - Minutes

Date: Tuesday 14 April 2014

At Dorothy Laver Reserve, Saxby Avenue, Glen Iris

Meeting opened at 8.05 pm.

1 Apologies

Chris Gajic, Geoff Rasmussen, Pamela Talevska, Ken Marriott, Peter Rasmussen, Stuart McKenzie.

2 President's Report

OzRenault Sport celebrated their 10th anniversary recently. A number of their members have now joined the RCCV. Plans are to invite them to future RCCV events to foster relationship,

3 Business arising previous meeting

Nil

4 Membership Report

Three new single memberships, two single renewals, Two additional Barry Bourke memberships bringing the total to six.

5 Treasurers Report

Attached

6 Correspondence

Various other club magazines and advertising.

7 Sporting

7.1 26th & 27th April. Autocross and Motorkhana at Deniliquin.

7.2 4th May. Round 1 of Interclub Hillclimbs at Rob Roy.

8 General Business

8.1 Rogaining at Philip Island on 27th April meeting at Chocolate Factory. Email to be sent with full details

8.2 Mirboo Meander drive day on 25th May. Meeting at Barry Bourke Renault on Berwick from 8.30 am for a

9.30 am departure. Coffee at Korumburra, lunch at Grand Ridge Brewery at Mirboo North.

Meeting closed 8.25 pm

followed by videos.

Next Meeting: Tuesday 20 May 2014, 7.30 at Glen Iris

Attachment 1 - Treasurer's Report

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

Balance as at 28/02/2014 **11446.00**

Income	
Supper	42.00
Interest	0.29
Merchandise	<u>500.00</u>
Total Income	<u>542.29</u>
Sub Total	11988.29

Expenditure	
Supper	114.56
Renault Roundup	246.26
PO Box Rental	<u>107.00</u>
Total Expenditure	<u>467.82</u>
Balance as at 31/03/2014	11520.47





CLUB SHOP

MERCHANDISE

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.



RENAULT AUSTRALIA VICTORIAN DEALERSHIPS

www.renault.com.au

Ballarat Renault
1051 Howitt St
Wendouree
(03) 5339 5744

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

City Automobiles
539 Church St
Richmond
(03) 9429 7045

Eastern Renault
25 Hewish Rd
Croydon
(03) 9723 5555

Essendon Renault
600 Mt Alexander Rd
Moonee Ponds
(03) 8325 9339

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

Bendigo Renault
21-27 Midland Hwy
Epsom
(03) 5430 4000



Rex Gorell Prestige
481A Latrobe Tce
Geelong
(03) 5222 3411

Waverley Renault
350 Springvale Rd
Glen Waverley
(03) 9556 04711



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

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

FOR SALE — Ads in THE VICTORIAN RENAULT

Limited numbers of business card sized advertisements
are now available. **Only \$50 per year.** Our readership
shares an interest with you and is predisposed to prefer
your goods or services over others. Advertise (nearly)
any kind of business, service or product.

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

Call us or email rccv.tvrads@systemia.com.au

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

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

Deadline for next magazine Tuesday July 1st. Send to rccv.tvrads@systemia.com.au



Motoring enthusiasts need an insurer they can trust to keep their special vehicle special.

Here are just some of
the benefits we offer you

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- Discount for car club members
- Flexible premium options based on vehicle usage
- Salvage rights for vehicles over 25 years

Let Lumley Special Vehicles keep your vehicle special.

Lumley 
Special Vehicles

keep it special

Call 133 578 for a quote or visit www.lsvinsurance.com.au

Lumley Special Vehicles is a trading name of Westfarmers General Insurance Limited (ABN 24 000 036 279 AFSL 241461). Consider the product disclosure statement to decide if the policy is right for you.

The Renault Car Club of Victoria Inc.
2014/2015 Committee Nomination Form

I wish to nominate.....
For the position of.....
Nominator.....
Signaturedate.....
Seconded by.....
Signature.....date.....
Nominee.....
Signature.....date.....

The Renault Car Club of Victoria Inc.
2014/2015 Committee Nomination Form

I wish to nominate.....
For the position of.....
Nominator.....
Signaturedate.....
Seconded by.....
Signature.....date.....
Nominee.....
Signature.....date.....

The Renault Car Club of Victoria Inc.
2014/2015 Committee Nomination Form

I wish to nominate.....
For the position of.....
Nominator.....
Signaturedate.....
Seconded by.....
Signature.....date.....
Nominee.....
Signature.....date.....

Please return this form to The Secretary, RCCV Inc., P0 Box 111, Heidelberg 3084 or email to cgajic@swin.edu.au before 11 JULY 2014. Thankyou

Nominations received after this date will not be accepted.

The Annual General Meeting of the Renault Car Club of Victoria will be held on Tuesday 15 July 2014.

The elections will be held in accordance with the Rules of Incorporation.

You may photocopy this form if you wish to nominate more people. You can only nominate one person for each position.

No nominations will be accepted on the night, unless there is a position where no nomination was received. If there is more than one person nominated for a position there will be an election by silent ballot. If the position is unopposed, an election will not be required.

You must be a financial member to stand for election, nominate, second a nomination or to vote. Please fill in the nomination form and return it to the Secretary by the last mail (or email) by 13 July, 2012.

All positions will be declared vacant and are as follows:

- President
- Vice President
- Secretary
- Treasurer
- Editor
- Membership
- General Committee

What the duties of the Committee involve.....

President: To be the head of the Committee and oversee the running of the Club, as well as liaise with the rest of the committee with regard to events and any public relations when necessary. Duties are to chair General and Committee meetings.

Vice President: To support the President and be available to chair meetings which the President is not able to attend. Generally be available to help where necessary on any committee matters

Secretary: To take the minutes of all meetings, keep in the Minute book and to pass on to the Editor for publication. Write any letters necessary on behalf of the Club.

Treasurer: To report to all meetings on the financial position of the Club. Responsible for banking, writing cheques, processing merchant payments etc. and keeping accurate books.

Editor: Produce the magazine and newsletter (on alternate months) for posting to all members, other clubs and advertisers by 1 week before the General Meetings.

Membership Secretary: Process all membership payments, enter into membership book and forward relevant membership cards etc on receipt of these payments. Report to the meetings all membership payments (new or renewal). Forward any new addresses to the Editor and pass over all monies to Treasurer.

4 Committee Positions: These positions are flexible with regard to the tasks they will undertake as assistants to the other primary positions such as sporting, social, property, catering, Regie-Renault points keeper and any other tasks which may arise.

Explanation of these tasks are:

Sporting: The job of the Sporting Director is to inform the members via the Editor for publication, of the calendar of sporting events throughout the year. To answer members queries on sporting events and have supplementary regulations of events we are invited to on hand.

Social: To co-ordinate social functions as decided by the committee, pass on information to Editor for publication. Report to meetings the progress of this organisation. To be the recorder of the Regie Renault points, by taking note of members names at events and enter into the Regie Renault book.

Property: To keep a listing of where Club property is housed so they are kept in a good condition. Co-ordinating with the person housing these items that when items are required for an event, the person who has that item does bring it along for the day. Care for Club merchandise and bring it to events where it is required for selling, keeping a stock list of these items and passing on to treasurer any monies from sales.

Catering: Be responsible for supper at General Meetings, and whenever food is required at other events, co-ordinate with others to make sure it happens. Food handlers certificate is required.

All members of the Club Committee are required to attend both General and Committee Meetings on a regular basis. This makes co-ordinating the activities of the Club and event organisation much easier.

If you have time; volunteer for one of these positions it's good fun, have a say in running your club.