

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA

O R K S

FRENCH CAR FESTIVAL



BRITTANY

33rd Tour

RENAULT OF THE

Clio

REVIEWED

*The affair continues at
Alpine Affaire*



NOVEMBER 2013



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NOVEMBER 2013

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CAR CLUB OF VICTORIA

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Hi there,

What a great event the French Car Festival turned out to be! We have a couple of pages of pickies from the show - a really small selection from the huge number of contributions from a number of people. Really good to have so many to choose from; really hard to choose.

Sometimes one doesn't have a lot to say, so we'll just let you get on with getting into the contents.

Geoff and Ken

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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: 2013 French Car Festival
(Andrew Lecky <http://tinyurl.com/fcf13renault>)

Articles by David Jenkins, Rob Forster, Chris Gajic,
Ken Marriott, Geoff Rasmussen

Photos by Daniel Groszek (<http://500px.com/dgroszek/sets/fcf13>), Charmian Gaud, Andrew Lecky,
David Jenkins, 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 vehicles that the vehicle owner remains a financial member of the club. If the permit expires later than the membership year and membership is not renewed the permit is no longer valid.



PRESIDENT'S REPORT



Well! How time flies. Here we are in December already and I was just getting ready for May! But as they say, time flies when you are having fun and we've certainly had a fun year here at the RCCV! I guess it started out on a high with yet another successful Renault Round Up at Docklands when well over 75 beautifully turned out cars (and their owners) put themselves on display. The weather was once again good to us, the cooking (by Gabriel Gate) was once again brilliant and the concours winners were (once again) a pleasant surprise. Thanks to the organising committee, the Club marshalls on the day and all those who continue to make our "own event" such a success.

Then there were the drives (to Phillip Island and Cruden Farm), the enjoyable Club evenings with fascinating presentations, movies and camaraderie amongst members... aah, there's a great French word that so effectively sums up those evenings. If you haven't made many meetings this year, put the effort in next year: you will enjoy yourself: Saxby Road, Glen Iris, 3rd Tuesday, 7.30pm!

And in terms of Club activities, I mustn't overlook the hill climbs at Rob Roy, the motor sport activities and trips with Oz RenaultSports and the 60th Anniversary Dinner.

Without doubt our big success of the year was the French Car Festival (of which more in this issue) and its going to need more than your average pole vault athlete to match that next year. Of course maybe we could just make the Seaworks event our Club's three-yearly contribution to solidarity across the French car fraternity! We are all looking forward to the film of the show being produced by Fletch from Classic Restos.

In addition to our more active involvement in French motor-ing, the year saw the continuing blossoming of *The Victorian*

Renault (ie: what you are reading now!) and thanks and congrats go to Geoff Rasmussen and his team for the effort! Plaudits have come from many quarters.

So where to in 2014? For a start, we will keep on keeping on. Planning is already well under way for Renault Round Up 2014 but even earlier in the year, your committee is planning to start with a bang(er) of a sausage sizzle and New Year's barbeque on January 21st (venue to be announced) as well as the 60th anniversary pilgrimage to Jugiong (see details on p. 6). We are also looking to take a select group of cars to Albert park for the F1 Grand Prix and are right into dreaming up a fascinating program of workshops, trips and other events throughout the year.

Before wrapping up I would like to note that Chef and long-time Renault enthusiast, Gabriel Gate has been invited to the position of Patron of the RCCV. We're delighted to say that he was delighted to accept the offer.

On a sad note, the breaking news is that Mark Jasper has left Renault Australia in search of new opportunities. Mark and Carol have been great supporters of the Club over a long period of time and their loss will be felt. On behalf of all members, I would like to thank Mark and Carol for all their support and to wish Mark well in his new endeavours. Of course, as they are members, we still hope to see them as "regulars" at Club events.

Let me finish by wishing you all a happy and safe Christmas and New Year: it has been a great experience being your President throughout 2013 and I look forward to an even more exciting 2014.

Mikee



RENAULT MEDIA

News from the World of Renault

Ken Marriott

Good news and new products continue to flow from Renault Australia and the wider international motoring scene. Sales upward of 10,000 pa. by 2015 are being pursued, this being double the 2012 figure. The award-winning new Clio and the forthcoming Clio RS and Clio-based Captur cross-over vehicles being seen as key components of the strategy. Other international and national highlights are reviewed below.

Concepts and a Light Show in Paris

And as time is flying, here's something not to miss if you are heading to Europe over Christmas. Starting on October 19 and running through until January 19th next year, Renault's showroom, L'Atelier Renault, on the Champs Elysées in central Paris is giving visitors an opportunity to experience the cars of the future, through an exhibition on the theme of design. The exhibition is known as "Color Manifesto" and is

open from 10.30 am until 11.30 pm each day, except for a 1.30 pm start on Fridays and Saturdays.



(Continued on page 6)



RENAULT MEDIA cont.

(Continued from page 5)

This exceptional exhibition brings together the six concept cars expressing the renewal of Renault design and features a gigantic, living sculpture of light, by the world renowned Berlin artist, Christopher Bauder. Not only that, concept car miniatures are available in the boutique, there is a "color manifesto" menu and cocktails in the restaurant, and a model-making workshop for children.

The show focuses on six concept cars which will lead the future of Renault design and the show space is enveloped in a sculpture of light made up of coloured LEDs, showcasing the six concept cars as part of an interactive dialogue with the architecture. Based on a dynamic scenography, the installation and its 750 LED tubes will evolve to reflect the time of day and the events taking place during the life of the exhibition. Don't miss it!

F1: The Success Continues

Still in Europe, Renault's motor sports success has no bounds. The end of October saw Infiniti Red Bull Racing and Renaultsport F1 secure their fourth consecutive Constructors' World Championship title. –the first time in over 20 years (and only the second time ever) that a constructor-engine partnership has achieved such an unbroken run of success. The 2013 title brings Renault's total number of constructors' championships to 12. At the same time, Sebastian Vettel also scored his fourth world championship title.

The title concludes the V8 engine era on a high note. The French manufacturer secured the first-ever title under the V8 engine regulations in 2006 with Renault F1 Team, and now comes full circle to win the final title. With five of the possible eight crowns and 56 wins (pre-Indian GP), Renault is now the most successful engine manufacturer of the V8 engine formula. 2014 will see F1 switch to V6 engines with a capacity of only 1.6 litres, a long way from the monster engines of by-gone eras and even the 3.5 litre V10s of only 20 years ago.

Mégane RS 265 Red Bull RB8 Limited Edition... and yet another Mégane

November 1 saw the Renault celebrations of the fourth consecutive victory of the Red Bull Racing Formula 1 Team reflected in the immediate release of a new RB8 Limited Edition, based on the award-winning Mégane RS 265 sports coupé.

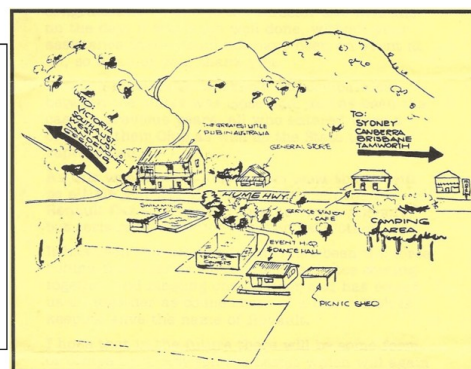
Only 120 of the cars will be available, all finished in exclusive Dusk Blue paint with platinum detailing, and feature body-hugging Recaro front seats, the latest R-Link Multimedia system and TomTom Live navigation system, Bridgestone Potenza RE050A tyres (from the RS 265 Trophy 808), plus the latest on-board RS Monitor v2.0.



The exclusive Dusk Blue finish takes its inspiration directly from the race team colours, while Red Bull Racing graphics at the rear and on the flanks are further features of this Limited Edition car. Exterior platinum-coloured detailing for

50th
Jugiong

Sat 25 January to
Mon 27 January, 2014



On the Australia Day weekend in 1965 the Renault Car Clubs in Sydney and Melbourne met at Jugiong to engage in friendly motor sport. That meeting started a tradition. Every Australia day weekend since then, the clubs have met at Jugiong to contest what has become one of the most prestigious motorkhanas in the country.

The weekend will have a number of interesting activities. On Saturday you can go on a drive and discover the district on Ron's Drive. Following this you can quench your thirst at the motel at the First Beer Competition. That's another tradition.

Sunday is the 50th running of the motorkhana and in the evening is a specially-catered Presentation and Celebration dinner at the Jugiong Park hall.

Don't forget, Jugiong has a swimming pool for those who need to cool off.

Why not join us, renew old acquaintances and celebrate the 50th Motorkhana in the metropolis of Jugiong on the banks of the mighty Murrumbidgee River?

DETAILS

Dinner: \$35 per person (\$15 each child under 12 years of age)
BYO drinks
Bookings and payment required by 10th January 2014.

Accommodation: Camping, as always, is available in the Park area, with the use of the hall's facilities. To help cover costs, a charge of \$5 per family per night is payable. Alternatively, there is motel accommodation in Gundagai approx. 25 minutes away. (Sorry, the Jugiong Motel is already fully booked.)

Motorkhana: Club membership and CAMS licence required (minimum 2NS), as usual. Supp Regs available in the new year.

Saturday Drive: Entry fee \$5 per car.

Please contact us at jugiong50th@rcca.org.au for further details, including payment options, and bookings for the dinner.

the front F1 blade, the door handles, the electric, heated, folding door mirror housings, the rear diffuser and roof-mounted spoiler contrast with the striking paintwork.

The new RB8 Limited Edition version comes with several exclusive features, including Red Bull Racing branding on the numbered aluminium kickplates and floor mats.

Renaultsport branding appears on the front seat headrests, and red stitching highlights are used on the steering wheel and centre armrest. The carbon fibre effect dashboard also boasts red highlights and is bisected by a grey centre band. The sporty effect is completed with red seatbelts.

In addition, there are alloy foot pedals, a gloss black centre console and insert in the leather-wrapped steering wheel, a platinum-finished Renaultsport gear knob, the full set of RS 265 multi-media functions as well as road and race ready stiffer springs, dampers and anti-roll bar, a limited slip differential, grooved brake discs with red Brembo front callipers, and the potent 2.0-litre-turbocharged 195kW (265hp) engine with Stop&Start for the ultimate in performance and economy.

It is the first Mégane RS 265 to offer Stop&Start. The list price for the RB8 Limited Edition is \$49,990 plus on road and statutory costs.

While on Meganes, there's yet another model around too: but it doesn't seem to have featured in any recent Renault Australia publicity or advertisements despite the historic connotations of its name: the Megane Coupe – Cabriolet Floride. We know it exists because we've seen it in the metal. Yet no one seems to want to talk about it. Essentially it's a soft top Megane – and it looks pretty stunning!

New Renault Clio Wins Australia's Best Light Car

Well, as we indicated in the last edition, we LOVE the new Clio: and clearly, we're not alone. The Renault Clio TCe 120 has emerged as Australia's Best Light Car in the annual Australia's Best Cars awards.



In making the award, the 2013 Australia's Best Cars judging team stated: "The surprising 1.2-litre Clio Expression TCe120 earned the Clio the first place, impressing judges with a combination of performance, standard features and value for money, beating some big brands in the process. The on-road attributes are where the Clio really shines, however, with surprising flexibility and performance from the willing 1.2-litre engine and 6-speed automatic transmission.

"Handling, poise and ride from a vehicle in this price range was a notable stand out, with the Clio feeling very much at home in all driving conditions."

Managing Director of Renault Australia, Justin Hovevar said "We are delighted that the ABC judges were able to clearly see the strength of the Clio offer in a very competitive market".

"We did our homework when we specified the all-new Renault Clio, and the recognition we have received today is a strong endorsement of the vehicle's dynamic strengths as well as the offer it makes to customers in this price-sensitive class.

"We have a very well equipped vehicle at a competitive price (from \$16,790) that is a joy to drive and is stylish and chic at the same time. The TCe 90 model uses only 4.5L/100km

(Continued on page 31)





2013 FRENCH CAR FESTIVAL

Festival Occasion at Seaworks

Ken Marriott

Well!! It was a bit of a gamble, but I think it paid off!

When Club Pres., Mikee Elliott, declared after the 2012 FCF at Macleay Park that "we've gotta find somewhere better", the RCCV committee was thrown into a bit of a tizz. What to do?

And it was not only find somewhere better but DO something better. The FCF had gone flat, was repetitive, never reached beyond club members and essentially consisted of four clubs—plus a random collection of other French marques whose owners had decided they wanted an outing—sitting on four sides of a rectangle having private picnics.

The Seaworks Maritime Precinct at Williamstown was a bit of light bulb moment: I live locally and am a Seaworks supporter (its run by a non-profit community trust), yet it took a while to make the connection. But a visit to another car club event at at venue in November of 2012 sealed the decision, not only for the RCCV committee, but also for the reps of the other French car clubs who turned up.

It was seen as a venue with character, other nearby attractions, secure undercover parking for upward of 60 cars and a setting to die for: long piers, a skyline of yachts and shipping and the Melbourne CBD buildings as a backdrop!

As with all such venues, the opportunities were limitless but with a team made up of myself, Paul Stewart, Peter Rasmussen, Christine Gajic and Glenn Armstrong we were able to pull together a program of music, food, wine tastings, model cars and car detailing demos, along with a dozen or so product displays.

Highlights in this area were the strong showing of new Renaults, Peugeots and Citroens from Essendon Renault and the Bayford Group respectively, the wonderful cooking and gendarmerie from Gabriel Gate and the presentation of awards by the gracious and glamorous French Consul General, Mme Miriam Boisbouvier-Wylie.

The selection of rare and highly-restored cars in the huge Seaworks shed was stunning while the plethora of other French motoring hardware stretching across the concourse and plaza and down the pier to the Sea Shepherd anti-whaling fleet was a sight to behold.

We estimated close to 275 cars turned up, along with around 2,000 visitors, many of whom were first-timers at a French Car Festival, brought to the event through our advertising and promotional support through the Hobsons Bay Council information centre nearby!

The big winners – amongst the cars—were:

Best Citroen:	2CV	Robyn Barlow
Best Peugeot:	404 Convertible	Sam Meckaroff
Best Renault:	1909 AX "Buttercup"	Alan Lethborg
Best Moped:	Solex	Ern Miller
Best Renault Sport:	GTA	Chris Wyman
Best Rare Marque:	1925 Lorraine Deitrich	Don Olney
BEST IN SHOW:	Peugeot 404 sedan	Robert Pavlov

Congrats to all these folk and their great cars and congrats to all the raffle winners, including the ABCs Jon Faine who carried off the two Melbourne Seaplane flights! Who knows, he may have found a new passion and have to sell his White Citroen Traction convertible to pay for it!

Just in case you think I'm getting a little carried away with this report, here's the published view of the President of CCOCA, Peter Sandow:

I thought the day was a great success—for me it was jam packed with high lights. Yes, I know that there have been many French Car Festivals before, recently on the green paddocks of Macleay Park, North Balwyn. But the Renault Car Club initiative to go down by the seaside was marvellous.... The Seaworks maritime setting worked wonderfully and was different. The mix of marques and the water front outlook all gave the day a happy vibe of international festivity.

The diversity of models appeared amplified, contained in a defined area and displayed as they arrived, randomly, so precious inter-model comparisons were no longer easy to draw or indeed important. I thought that this was a different retail experience—hardware window-shopping, sourcing the car that would satisfy the ultimate wanderlust list. The idea is already out there in big box retailing—the department store that displays its merchandise as it arrives, this is Aldi where the bargain steel capped motorbike boots are boxed next to the Tasmanian frozen salmon. David Jones would not suffer such chaos. I loved the display surprises. And what about that amazing Peugeot air-stream look-a-like

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thing—actually a Peugeot 202 de 1947, black and gorgeous, brilliant. Have a look-- <http://www.youtube.com/watch?v=q6dfvWrqY0o>

The arrival of the squadron of Solex's, or was it as I was reminded, a shower of Solex's—no I think it was either a haze or plume of Solex's, that fluttered into the yard, barely a ripple on the pond, what an elegant arrival, completely at odds with the current look-at-me testosteric, two-stroke scream that normally announces a bikie bunch.

There were many visually exciting machines that opened my Citroen eyes beyond the usual lusting of marvellous and meticulously restored SM's. The romance of motoring was surely captured by the Lorraine Dietrich, I think circa 1926. I can't recall

the details but an exciting expression of open touring, a sculptured polished engine cowling with stretched matt fabric over the hardwood frame coachwork, still being fully experienced by the owners who did the round trip, I understand from Swan Hill to Sea Works and back in two days!

Rounding up, the club congratulates our category winners for our annual Concourse and thanks to all who had a wonderful day.

In conclusion, thanks to everyone for their involvement and support: the input of RCCV members prior to and on the day of the event was marvellous. Clearly so far a one-off triumph and now its over to the rest to follow...or maybe we can just do it again in three years and lift the bar still higher!





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2013



Seaworks
Williamstown





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ALSO HAPPENING IN '83-'92

In the fourth decade of our club

Geoff Rasmussen

While Michael was moonwalking Red Hot Chilli Peppers and Pearl Jam came out of the pantry. Pink Floyd had a momentary lapse of judgement but Elton played Wembley. We lost Freddy Mercury and Eric Car but the Stones continued to tour. Countdown stopped after finally reaching zero and the guitar on which Hendricks played the Star Spangled Banner sold for \$295,000.

We leave the moon alone to focus on shuttling - Challenger, Discovery, Atlantis and Endeavour join Columbia. Challenger meets disaster 73 secs after launch. A Soyuz also explodes but the launch tower escape system saves the cosmonauts. Mir was the space station of the decade. The Hubble space telescope gave us a 'deep view into space and time' free of atmospheric distortions. We detect our first planet in another solar system and see a Supernova with our naked eyes. Pioneer 10 passes Neptune, Voyager 2 meets Uranus, the Galileo spacecraft visits an asteroid while Halley's Comet visits us, again. Voyager 1 takes photo that birthed the phrase 'Pale Blue Dot' from 3.5 billion miles out.

ARPANET becomes the Internet at the start of our period and the first web page is served at the end. Apple Mac, IBM PC XT, Windows and the first PC virus. First spreadsheet, word processor and, believe it or not, version of photoshop. Super Mario Bros race the Sonic Hedgehog and Game Boy. We get stereo radio, autofocus SLR cameras, GPS and make the first mobile phone call. Prozac comes available, the Hepatitis C and AIDS viruses are identified and the human genome project launched. We make the first Bucky Balls and carbon nanotubes. Otzi the iceman is found in the Alps and a hole in the Ozone layer. WHO decides homosexuality is not a disease and, better later than never, Pope John Paul II lifts the edict against Galileo Galilei.

The Phantom of the Opera opened at Her Majesty's in London while Salman Rushdie earned a \$3m bounty from the Ayatollah Khomeini. The Jedi returned when MacCauley Culkin was home alone and John Travolta was staying alive. Tom was the top gun, Clint a Pale Rider, Mel a lethal weapon, Dustin the Rain Man and Glen Close a bunny boiler. Kevin danced with wolves, Sigourney dealt with Aliens, Morgan drove Miss Daisy and someone framed Roger Rabbit. Crocodile Dundee, Malcolm, Indiana Jones, Fringe Dwellers. We went back to the future, hunted ghosts and Red October. Edward had scissor hands; the lambs were silent.

AUSSAT took TV to the outback, we met Mr Bean and the Simpsons and saw Don Burke's backyard. Oprah; Seinfeld, Neighbours and Home and Away debuted, Hey Hey came out at night for a change and we watched the last episode of MASH - the show that lasted longer than the war it was about.

Winter Olympics in Sarajevo, Calgary and Albertville France; summer ones at Barcelona, Seoul and Los Angeles where the Soviets didn't want to play. Australia II took the America's Cup from the US for the first time, Richard Noble took the land speed record to 1,019 kph, and Bjorn Borg took 5

Wimbledon titles and his racquet and went home. Bears and Eagles join the VFL pantheon then it becomes the AFL. South Australia has Australia's first F1 Grand Prix.

South Africa allows mixed marriages, Andrew marries Fergie, but Charles and Di go their separate ways. Crack cocaine is introduced in the USA while mad cows are found in the UK. 'Going Postal' enters the lexicon when Patrick Sherrill shoots 14 co-workers. New Zealand navy stops daily Rum ration.

Chernenko follows Andropov then it's Gorbachev and 'perestroika'. Reagan tries Star Wars and 'outlaws Russia with bombing to start in 5 minutes' He and Gorbachev meet in Iceland but the cold war didn't thaw. Should have met in the Sahara maybe. Nuclear world war was averted, fortunately, when Stanislav Petrov decides a warning of US missile attack was bogus. Bush and Yeltsin succeed Reagan and Gorbachev and agree to stop targeting each others cities with nukes. Most people are happy with this. New Zealand goes nuclear free.

Part way into our period, Communism and the Soviet Union begin to collapse. Soviet troops leave Afghanistan after 8yrs. Baltic States declare independence followed by Czechoslovakia, Poland, Lithuania, Mongolia, Romania, Yugoslavia, Hungary, ... Check Point Charlie goes when the Berlin Wall comes down; Germany is reunited. Then Czechoslovakia and Yugoslavia fracture - war in Bosnia. Eventually, Russia herself resigns from the Soviet Union: by the end of the eighties it was goodbye USSR. In Tiananmen Square a young man stares down a tank, but here communism persists.

Iraq gasses Sardasht in Iran (twice); it's the first time a civilian town is targeted by chemical weapons. Then they do the same to Kurds in Halabja - over 3,000 dead. Iran-Iraq war ends after 8yrs and a million lives. Nelson Mandela is released from prison - the end of Apartheid. El Salvador civil war ends after 12 years, Soviet troops leave Afghanistan after 8 yrs. Democracy returned to South America as military rule ends in Brazil after 21 yrs, Argentina after 7 yrs. Marcos is out in the Philippines after 20 years - Aquino is their first woman president. Banazir Bhutto is the first Pakistani female PM and the first head of government to bear a child while in office. Aung Sang Suu Kyi gets ordered to stay home, wins Burma's first election in 30 years by a landslide but the military regime says 'nooo' and arrests her again. Indira Gandhi is assassinated and the Black July riots start the Sri Lankan civil war. All this time there were IRA bombings and the end of the decade saw the first Palestinian suicide attack on Israel. Bin Laden forms Al Qaeda.

Thatcher imposes a Poll Tax; poms are riotously unhappy. Thatcher resigns after 11yrs and three terms in power. Plane hijackings or bombings every year. Iraq invades Kuwait; the ensuing desert storm last six weeks but it isn't the end of this story and 600 Kuwaiti oil wells burn for months.

(Continued on page 21)



COMING EVENTS

RACV Great Australian Rally

Date: 19th January 2014

Destination: Mornington Racecourse

The starting points are the Victorian College for the Deaf (597 St Kilda Rd), Stud Park shopping centre Rowville, and Westernport Marina in Hastings and makes its way to the Mornington Racecourse.

Organised by the All British Classics Car Club and sponsored by the RACV, last year there were over 800 vehicles on display and raised \$62,000 for Peter Mac.

Entry forms from 9739 4829 or www.greataustralianrally.com.au

January General Meeting

Date: 21st January 2014

Time: 7:30pm

Location: Dorothy Laver Reserve Pavilion, Glen Iris

You're bound to have seen a Ventoux engine since they were in the 4CV / 750, Dauphine, Floride, R4L and more. But have you seen what's inside one? No? Well, at the January general meeting we'll strip one down and show you its innards.

There will also be a welcome back BBQ dinner to enjoy. The 'show' begins after the GM.

2014 RENAULT ROUNDUP

Date: 2nd or 23rd March 2014 (date not confirmed yet)

Time: 8:30am - 3:00pm

Location: Waterfront City, New Quay Promenade, Docklands, via Doepel Way

Come and join like-minded owners of old and new Renaults for the annual gathering. Get out that wash-cloth and polish - or spanner and screwdriver if that's what it takes - and prep your Renault for an outing. Display vehicles arrive by 9:30am

Contact Glenn Armstrong on 0413 107 131

Rob Roy Interclub Challenge Hillclimb

2014 Dates

Round 1: 4th May 2014

Round 2: 31st August 2014

Round 3: 2nd November 2014



CALENDAR

January 2014

- 7th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
- 19th RACV Great Australian Rally, see opposite.
- 21st **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
BBQ dinner and demonstration strip-down of a Ventoux engine **RR**
- 26th **Sporting** Jugiong Interstate Challenge Motorkhana. 50th Anniversary.

February

- 4th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for February The Victorian Renault advertisements and contributions
- 18th **General Meeting** 7:30pm Visit to Manuel Automatics' extensive workshops at 353 Settlement Rd Thomastown. Arrive after 7pm for a 7:30pm start. **RR**
- 23rd **Sporting** VMC Round 1 Pakenham. Contact Glen Armstrong on 4013 107 131.
- 23rd **Social** Marysville drive day, depending on whether Round-up is early or late March

March

- 2nd **Sporting** VHC Round 2 Rob Roy
- 4th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for March RCCV Newsletter advertisements
- 18th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
Showing of the movie 'Rush' **RR**
- 23rd **Social** 2014 Renault Round-up. Last chance to show off your pride and joy at the Docklands **RR**

April

- 1st **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for April The Victorian Renault advertisements and contributions
- 15th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
Visit to Penrite Oils historic car showroom proposed. **RR**
- 27th **Social** Rogaining at Phillip Island. Contact Ken Marriot on 0418 178 788

May

- 4th **Sporting** Round 1 Rob Roy Interclub Challenge Hillclimb
- 6th **Committee Meeting** 7.30pm Committee meeting, Manningham Club
Closing date for May RCCV Newsletter advertisements
- 20th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
Quiz / Trivia night. **RR**
- 25th **Social** Mirboo Meander, taking the long way round to Mirboo North. Contact Glenn Armstrong on 0413 107 131

REGIE RENAULT

Events on the calendar that have the **RR** symbol displayed are 'Regie Renault' events. The member who attends the most Regie events throughout the year will receive the Regie Renault trophy, a prize, and be recorded on the clubs Perpetual, Regie Renault Trophy.



RENAULT OF THE DECADE: '93 - '03

Renault Clio

Chris Gajic

The Clio was introduced at the Paris Motor Show in June 1990 and sales in France and the rest of the continent began then, although sales in Britain did not begin until March 1991. The Clio largely replaced the Renault 5. The engine range available at launch included 1.2 L and 1.4 L E-type "Energy" petrol inline-four engines (first seen in the R19) and 1.7 L and a 1.9 L diesel (both based on the F-type unit) engines. The petrol engines gradually replaced carburettors with electronic fuel injection systems throughout production, in order to conform to ever stricter pollutant emission regulations.

In March 1994 (at the Geneva Motor Show), the Phase 2 model was launched, with small updates to the exterior and interior of the Clio. Most noticeable was the change in the front grille from two metal ribs to a single colour-coded slat grille. The bump strips were made slightly larger and rounder, and the car's trim level badge was incorporated into the bump strips. The badges on the tailgate strip were moved up onto the tailgate itself and the tailgate strip was given a carbon fibre look. The rear light clusters were given a slightly more rounded bubble shape to them, giving the Clio a more modern look. The clusters, however, are physically interchangeable with Phase 1 clusters.

In 1996, with the arrival of the Phase 3 facelifted Clio, the 1.2 L Energy engine was replaced by the 1,149 cc D7F MPi (Multi Point Injection) DiET engine, first used in the Renault Twingo; for some time also, versions were available with the older 1239 cc "Cléon" unit from the original Twingo. The cylinder head design on the 1.4 L E-Type was also slightly altered for the Phase 3 models in a bid for better fuel economy. This resulted in the engines producing slightly less power than their earlier versions.

The Phase 3 Clios had a slightly more noticeable update than the Phase 2's. The Phase 3 has different, more rounded headlights, incorporating the turn signal in the unit with the headlight. The bonnet curved more around the edges of the lights. The tailgate incorporated a third brake light and a new script "Clio" name badge, following the same typeface as contemporary Renaults. Some mechanical improvements were also made. It also released a warm hatch version of the Clio for the 1993 model year. It was aesthetically very similar, but with the addition of a 110 PS (81 kW) 1.8 L eight-valve engine, side skirts and disc brakes on all wheels. This, with multi-point fuel injection, was badged as the RSi.

From 1991 a lighter tuned version of this 1.8 litre engine (with single-point injection) joined the earlier 1.7 used in the very luxurious Baccara version which was sold in some continental European markets. In addition to this reasonably powerful engine, the Baccara has a luxurious interior with lots of leather and wood, as well as power windows, locks, etcetera. The Baccara was renamed "Initiale" in 1997, in line with other Renaults, differing from the Baccara mainly in the wheel design.

During 1991, a 1.8 L 16-valve engine producing 137 PS (101 kW) (also first seen in the R19) capable of propelling

the car to 209 km/h (130 mph) was introduced to the Clio engine range, known simply as the Clio 16S in France (S for "soupapes", the French word for valves), and Clio 16V in export markets. As well as having higher top speed than a regular Clio, the 16S sported wider plastic front wings, an offset bonnet vent, wider rear arches and uprated suspension and brakes, and colour-coded front mirrors and bumpers. The RSi side skirts were omitted, however.

Interior wise, the 16V model had an extended instrument panel that housed dials for engine oil pressure, oil temperature, and oil level (which only indicates on engine start). The seats were also more supportive to match the sporting nature of the model. The non-catalyzed versions, still available in some markets, offered 140 PS (103 kW) and marginally higher performance with top speed up to 212 km/h and the 0-100 km/h time dropping from 8 to 7.8 seconds.

The Clio was voted European Car of the Year for 1991, and soon became one of Europe's best-selling cars, as well as the first Renault to be consistently among the top-10 best sellers in the United Kingdom.

Sales across Europe were strong throughout its production life, and a decade after its demise it is still a common sight on Europe's roads.

Clio Williams

In 1993, Renault launched the Clio Williams as a limited edition of 3,800 cars.

After the first series, due to the demand, Renault built Williams 2 and Williams 3. Altogether there were 12,100 Clio Williams made.

The car was named after the then Renault-powered Formula One team WilliamsF1.

Clio II (1998-2012)

The second generation of the Clio was launched in the spring of 1998 with considerably more rounded and bulbous styling than its predecessor. Part of the radical concept of the new Clio were many components made of unusual materials to save in weight and repair costs e.g. the front wings were made of plastic and the material of the bonnet was aluminium in some versions. Originally the engine lineup was similar to before, with 1.2 L, 1.4 L and 1.6 L petrol engines and a 1.9 L diesel. In early 2000, a sportive 16V version equipped with a new 1.6 L 16-valve engine was introduced, and eventually, all the older petrol engines were upgraded to more powerful and more economical 16-valve versions.

In 1998, Renault launched the 169 PS (124 kW) Clio Renault Sport (also known as Clio RS for short, with a 2.0 L 16-valve engine and a top speed of 220 km/h (140 mph). The standard Clio RTE powered with a 1.2 54 PS (40 kW) engine

(Continued on page 21)



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CLIO

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HONOURABLE MENTION

Other significant models of '93 - '02

Geoff Rasmussen

Laguna

The Laguna II was introduced to Australia in 2001 when Renault 'returned'. The Laguna was originally launched in 1993 with a higher specification level than the Renault 21 it replaced. It came with keyless ignition, power steering, electric front windows, remote central locking, airbags, ABS, air conditioning and CD player. It was the first vehicle to get 5 stars in the EuroNCAP safety ratings. A range of fuel injected petrol and direct injection diesel engines were available, including a 3.0L V6 petrol version.



Scenic

The Scenic, a compact multi-purpose vehicle, was mechanically the same as the Megane which replaced the R19. It was the Phase 2 Scenic that came to Australia in 2001. The RX4 version had four-wheel drive version, higher ride height and longer suspension travel. The Grand Scenic boasted seven seats.

A feature of the Scenic is its enormously flexible rear seats. The three individual seats could be folded, tilted, slide forwards and back, and be easily removed. You could even remove one, move the other two sideways to create a large space for two people. Notable also was its 17 storage compartments



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RENAULT OF THE DECADE cont.

(Continued from page 16)

could reach 180 km/h on its maximum. The top-of-the-range Clio was the mid-engined, rear-wheel drive Clio V6 Renault Sport, originally engineered by Tomlin 2000 a few minor changes were made to the Clio range, which included revised specification levels, a new instrument cluster, and a passenger airbag fitted as standard for all models. The Clio achieved a four-star Euro NCAP rating in 2000, which was class-leading at the time.

Clio III (2005–2012)

The third generation Clio was unveiled at the 2005 Frankfurt Motor Show. The Clio III uses the Nissan B platform, co-developed with Nissan that is shared with the Renault Modus, the Nissan Micra and the Nissan Note. It is considerably larger and 130 kg (287 lb) heavier as well as more expensive than the Clio II, and at nearly 4,000 mm in length has almost outgrown the supermini class.

This was the result of a decision to move the Clio upmarket. It also brings the "Renault Card" keyless immobiliser to the Clio for the first time. The new Clio achieved a 5-star EuroNCAP safety rating, joining the rest of Renault's family at the maximum safety rating (with the exception of Kangoo and Twingo).

It was voted European Car of the Year 2006, becoming the first car to win twice and beating the rival Volkswagen Passat by just 5 points. The Clio was described by several people as the new benchmark for its category and by one judge as a "great little car that should inspire bigger ones". The trophy for

the award was presented in January 2006 to the Renault chief executive at a ceremony in Italy organized by *Auto Magazine*.

Clio IV (2012–present)

The Clio IV was introduced at the September–October 2012 Paris Motor Show, and began marketing a month later. It is available in hatchback body style and starting from early 2013 also as an estate. A notable difference from the previous generation is the wheelbase, which has been significantly extended and is now near to the one of a compact car. The length and the width have also been increased, but less significantly. The Clio IV features new equipment such as hands-free, rear camera connectivity with more than 50 applications (Renault R-Link infotainment system, powered by Android & TomTom) and a six-speed double clutch automatic gearbox that will be available starting early 2013.

The range of petrol engines consists of two options: a 1.2-litre 16 valve straight-4 engine, with a maximum power output of 75 hp (56 kW), and a turbocharged 0.9-litre 12 valve straight-3 engine, developing 90 hp (67 kW), which can have a CO₂ emission level of 99 g/km. A second version of the 0.9-litre engine, with a peak power of 120 hp (89 kW), will be introduced in early 2013. A turbocharged 1.6-litre four-cylinder engine, capable of producing 197 hp (147 kW), will be featured on the Renault Sport version.

The diesel range has two versions of the 1.5 dCi straight-4 engine, one of 75 hp (56 kW) and one of 90 hp (67 kW), which can have a CO₂ emission level of 83 g/km.



In the fourth decade cont.

(Continued from page 13)

We go from 4.7 to 5.5 billion people despite nature's attempts to thin us out. Cyclones in Bangladesh (one killed 138,000), Typhoon Nina in Philippines, tornadoes in US - 41 in one day. Mt Pinatubo gives us the second largest eruption in the 20th century and 800 dead, Nevado Del Ruiz in Colombia takes 25,000 lives, Kilauea starts a slow eruption on Hawaii that's still going and Lake Nyos emits a cloud of CO₂ suffocating 1700 people and 3500 livestock. Famine in Ethiopia - one million dead in the first year. Nearly every year earthquakes: Mexico City, El Salvador, Nepal, Armenia, Newcastle - 13 dead in Newcastle, not many compared to the others, but, really, a deadly earthquake in Australia?!

Nature wasn't the only source of disaster. Fire started by petrol storage kills 500 in Mexico City. 2,000 Bangladeshi massacred in Assam India. Philippines ferry Dona Paz collides with tanker taking 4,000 down. Chernobyl - 4056 die, 350K resettled. Union Carbide pesticide plant in Bhopal - 23,000 dead, 1/2 mill injured. Exxon Valdez makes a mess of Prince William Sound.

Bob Hawke became leader of the ALP and two months later the country; he gets four terms. We get Medicare, Advance Australia Fair, capital gains tax, HECS, floating dollar, deregulated banks and one-dollar coins. We lose 1 & 2 cent coins. Peacock beat Howard for the Lib leadership then gave it to

him a couple of years later; four years later Peacock took it back. Don Chipp retired from keeping the bastards honest. Bi-centenary.. Keating ends up PM and tells us we have to have a recession.

The ACT got self-rule, WA joined the rest of the country and abolished capital punishment. Victoria chalked up 150 years, gave John Cain a second term and then Joan Kirner a try. We also had the Russell St bombing, Hoddle St massacre, Queen St four months later, Walsh St police shooting. The Weeping Woman was found in a train locker but the Herald ceased publication after 150yrs 10 months and 2 days. Ash Wednesday.

The High Court blocked the Franklin Dam, Mabo recognised native title, we get Ashes off England over there for the first time in 40 years and Sydney gets 13 inches of rain in a day. Dick Smith goes solo round the world in a chopper, Gaby Kennard took 99 days to be first Aussie woman to fly solo round the world, and all 1645 of Australia's pilots strike.

Route 66 is decommissioned but land connection between UK and France re-established after 8,000 years (channel tunnel). Enzo Ferrari dies. The Titanic is found, so is the Bismark and the French sink the Rainbow Warrior in Auckland Harbour.





COOKING WITH GABRIEL GATÉ

Orange and Passionfruit Cupcakes

Kids love to help make, and eat, these little cakes. We usually top them with passionfruit icing (frosting) and a sprinkling of hundreds and thousands.

Ingredients

(Makes 12)

200g (7 oz) unsalted butter, softened	pinch of salt
1 tablespoon finely grated orange zest	60 ml (2 fl oz / 1/4 cup) milk
1 teaspoon pure vanilla extract	185 g (6 oz / 1 1/2 cups) icing (confectioners') sugar
200g (7 oz) castor (superfine) sugar	coloured sprinkles or glace (candied) fruits, for decorating
pulp of 4 passionfruit	
300g (10 1/2 oz / 2 cups) self-raising flour, sifted	



Method

Preheat oven to 220 C (430 F) Lin twelve 80 ml (3 fl oz / 1/3 cup) muffin holes with cupcake cases

Using electric beaters beat the butter, orange zest, vanilla extract, caster sugar and salt until creamy. Beat in the eggs one at a time, mixing well. Add the pulp of one of the passionfruit. Gradually stir in the sifted flour, alternating with the milk.

Spoon or pipe the mixture into the prepared muffin holes, filling them a little over halfway.

Bake for 15 - 18 minutes or until firm to touch. Reduce the temperature is the cakes are browning too quickly.

Set aside to cool.

Strain the pulp of the remaining passionfruit. Place the icing sugar in a bowl and gradually add the passionfruit pulp to give a thickish consistency..

Using a small spatula, spread a little icing (frosting) over each cake and decorate with sprinkles or pieces of glace fruit.

Recipe tested by the editor's mother, Ronda



2014 ROB ROY INTERCLUB CHALLENGE DATES

Rob Forster, Event Publicity, MG Car Club Rob Roy

At this time of the year all of us are planning our competition calendars for next year and we at Rob Roy have pleasure in offering the following dates for the 2014 InterClub Challenge.

4th May, 2014

31st August, 2014

2nd November, 2014

The InterClub challenge is open to any member of a CAMS affiliated club preferably making up a team.

The Rob Roy Hill Climb track has recently undergone sub-

stantial improvement. The Return Road has had major realignment, grading and resurfacing work completed, the edges of the track across the Causeway have been resurfaced and the entry, access and pits roads have all been upgraded.

When you add these improvements to the great experience that is Rob Roy with its friendly clubby management, efficient organization and convenient location to the metropolitan area then you have the InterClub Challenge as an event well worthy of consideration on your calendar.





NOVEMBER GENERAL MEETING MINUTES

General Meeting Minutes

Date: Tuesday 18 November 2013

At Dorothy Laver Reserve East, Glen Iris

1. Apologies

Glenn Armstrong, Mikee Elliott, Amanda Elliott, John Elliott, Christine Gajic, Stephen Langridge, Mike Neal, Basil van Dongen

2. Presidents Reports

- 2.1 In Mikee's absence, Ken reported on recent issues discussed by the Club Committee:
- 2.2 Ian Baird/Barry Bourke Renault: membership opportunity: program implications; Geoff drafting alternate membership form
ACTION: Ken M to check with Mikee re progress and to offer assistance if required
- 2.3 Gabrielle Gate: Club patron offer: need to check with Gabriel and Renault Australia ACTION: Moved Paul Stewart, Seconded Peter Rasmussen, that Gabriel be invited to be patron.
Ken Marriott to follow up with both Renault Australia and Gabriel
- 2.4 AOMC –continuing engagement with AOMC re club plate issues
- 2.5 Juvaquatre –4 door 1940s car. Ken M reported on the chance to save this car which has been offered to the Club through an offer of storage. Dave Kavanagh offered further storage and to assist with retrieval
- 2.6 Gran Prix involvement of Club: Mikee proposes 10 select cars if undertaken in association with Renault Australia and a marquee. It was agreed that this was a good idea (regardless of Renault Australia involvement) and that nominations for select appropriate cars should be invited. Grass area preferred
- 2.7 Magazine the next issue under production
- 2.8 Film night: Rush at the Cinema Nova, Carlton–Nov 30: Christine to be asked to send around a further reminder to members
- 2.9 French Car Festival: Fletch's film: Paul Stewart around 6 weeks to produce so not too far off: copies will be made for purchase by members
- 2.10 Next year: considering developing a program schedule for the year with gaps for special one-off events; possibility of joint events with Citroen/Peugeot Clubs being considered
- 2.11 2014 activities proposed include a visit to Manuel Autos workshop, a car boot sale, a drive to Bendigo and a New Year BBQ on 21 January 2014.
- 2.12 Club dinner, Customs House Hotel, Williamstown. Christine to send around a further reminder to members
- 2.13 French Car Festival: a successful conclusion: profit of over \$2000 and within \$10 of the initial budget; a number of ways of improving it next time around were

identified; maybe RCCV will do it at Seaworks every 3 years. The FCF web site had just under 200,000 hits with 45,000 on the day and the two preceding days alone. Led Club to re-energize re getting a new web site established. Ken M to check of there were any dealer car sales as a result of the Festival

2.14 Jugiong: celebrating 60 years: refer to the newsletter for bookings

2.15 A Joseph Keddie sought support from Club re importing a Renault Clio Williams and in joining RCCV: has not been heard from again

2.16 Renault Round Up. Docklands site still available. Glenn A to follow up on availability and dates. Glenn suggests a date slightly later than in 2013 eg early March (though this will need to consider the long week-end.

3. Business arising from previous meeting

Nil

4. Membership Report

Nil

5. Treasurer's Report

Attached

6. Correspondence

Correspondence: other club magazines and brochure for RACV Great Australian Rally, at Mornington, Sunday 19 January 2014

7. Sporting

Historic Rob Roy Sun 24th Nov

8. Social

Film night, end of year dinner, January BBQ as discussed above

9. General Business

Issue raised: Current position re updated constitution

11. A screening of videos/films thanks to Glenn Armstrong presented after general business.

10. Next Meeting

Correspondence: other club magazines and brochure for RACV Great Australian Rally, at Mornington, Sunday 19 January 2014

(Continued on page 26)

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REVIEW

Business Review - Alpine Affaire

Ken Marriott

When you chat to Colin Stark, the first thing you sense is his enjoyment of life, his enjoyment of his work and his willingness to share his knowledge and experiences with fellow enthusiasts.

It's nearing 30 years since I first met Col. My wife and I had bought a cute little second hand Renault 5, one of two brought into Australia for market assessment, and we were quickly told that Col was the only one who would know how to look after it for us. We'd seen a 5 Turbo in Italy and were desperate to get one when we got back from our holiday. Col still remembers all the details of the car (and, I'm sure, he still knows where it is) and then as now, he was affable, pleasant and helpful.



I guess if there was anyone you might call "Mr Renault" in Victoria it would have to be Col. And if there was ever a "living treasure" in the Victorian Renault world, it would also be Col. But they only seem to classify writers and artists (and a few odd polities and singers) as "living treasures", so Col will have to wait on that count.

Interestingly, Alpine Affaire grew out of a hobby. Col had loved Renaults for many years and as a 16 year old his older brother had bought a 750 to convert into a beach buggy. At the time a lot of 750's had been parked in driveways and back yards and a knock at the front door by a young lad in school uniform resulted in a total of 12 cars. A school mate who raved about the leading-edge technology built into Renault 10s spurred him on. As little as 6 years later Col was borrowing more than his yearly earnings to purchase his ultimate dream car, an Alpine Renault. That car is his ex works Alpine A110 and having owned it since 1976 makes him one of the longest Alpine Renault owners in the world.

But Col's father, who was himself a motor mechanic, didn't want Col to go into the same business and sent him off to train as a mechanical design engineer. He didn't quite finish his qualifications at that stage but soon landed a job with William Adams Tractors in Clayton. He returned to part time study for the next 10 years to complete his engineering qualification at the same time designing and modifying Caterpillar earthmoving equipment. He stayed for 14 years though he never stopped playing with Renaults, in particular developing a really strong attachment to the rear and mid engines cars. "They have better balance, they handled better".

Along the way, Col's mate, Steve Kalandarian, was planning a trip to Europe and Col helped to convince him that getting an A310 was a great idea and Steve returned with his beautiful A310 4 cyl. Then a scheme was hatched to import Alpines but the exchange rates of the day killed this off and so it was decided to go into the car maintenance and servicing business.



Stuck for a name, Col's wife, Lyn, suggested that as he had been having an "affair" with Alpines for many years, the business should be called Alpine Affaire: and so it was. Col and Steve set themselves up in a workshop on Whitehorse Road, Mitcham, in 1986, and later, in 1988, moved to Thanet Court in Ringwood. And he's still there.

The need to ensure the business was viable soon meant that servicing Renaults was soon extended to Peugeot and Citroens and Col's skills and reputation spread. Today, he has 3 full time mechanics in his workshop team while long-suffering wife Lyn and son Jay help to run the office.

As well as having Alpines in his blood so Col has Renault 5s in his blood: especially 5 Turbos.... both vehicles, in fact, came out of the Alpine plant in Dieppe.

Club members who enjoyed Col's meeting presentation several months back will recall how he put three cars on the market to raise the funds to acquire a 5 Turbo from Italy which has all the right mechanical bits but the wrong body –the aim being to complete a now 20 year old plan to rebuild his own Group B 5 Turbo, one of only 20 ever built. The search for cars and parts has taken Col to New Zealand and back to a number of European countries. The agreement with the Italian owner would provide most of what he needed. But when the price suddenly rose by 15,000 Euros, even though there were no other bidders, the deal fell through. By this time Col had sold his Alpine A310V6 and subsequently his Clio V6 but didn't achieve the desired outcome. Back to the world wide searching!!

So if you want to have an "alpine affaire", you don't need to go to the ski fields in winter. Just head out to Ringwood where Alpine Affaire continues to provide every day servicing of all French marques and continues to build on its reputation for special cars and for special engines. In the latter context, my mate Steve Cheney's Lotus Europa that many admired at the French Car Festival and that has been on a couple of Club runs, has benefitted from an Alpine Affaire engine and gearbox rebuild in 2011.

In addition to car servicing and repairs, Alpine Affaire sells a full range of new and reconditioned parts, batteries, oils and other materials as well as "pre-loved" Citroen, Peugeot and Renault cars –with nearly a dozen in stock at the time of

writing. Check out their new website at www.alpineaffaire.com.au where you can order parts, book your service online and keep up to date with the latest news on www.facebook.com/alpineaffaire



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November General Meeting Minutes cont.

Treasurer's Report

(Continued from page 23)

October 2013

Balance as at 30/09/2013 15107.80

Income

Interest	0.41	
Membership	205.00	
Supper	25.00	
FCF Sponsorship	745.00	
FCF Raffle	590.00	
FCF Admission	3550.60	
Advertising	250.00	
Total Income	5366.01	
Sub Total	20473.81	

Expenditure

Card Merchant Fees	58.36	
AOMC	200.00	
Merchandise	1000.00	
FCF Trophies	561.50	
FCF Classic Restos	1500.00	
FCF Stage Hire	187.00	
FCF Venue	890.00	
FCF Audio	880.00	
FCF Entertainment	200.00	
FCF Printing and Stationery	339.09	
FCF Gifts (Flowers/Chocolates)	209.90	
FCF Website	62.87	
FCF Misc	130.00	
Membership overpayment	15.00	
Total Expenditure	6233.72	

Balance as at 31/10/2013 14240.09



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33rd TOUR de BRETAGNE

From Brest to Fouesnant in three days

David Jenkins

This year was the 33rd tour of Brittany for older vehicles with 850 vehicles and 1600 participants taking part. The vehicles included 550 cars, 150 commercial vehicles and 150 motorbikes, scooters and other vehicles. These were all manufactured between 1920 and 1980.



The French vehicles taking part included Citroens, Peugeots, an Amilcar from 1926, a 1960 Panhard and a 1985 V6 Alpine and various models of Renault. The early Renaults included a 1930s Renault Monoquatre and Renault Vivaquatre. The later Renaults included many 4CVs, a few Dauphines and Caravelles, as well as Renault 8s in both standard and Gordini versions. There was also a very nice Renault 10 and a 16 TS and TX.



During each day's stage, the vehicles were parked to allow inspection and photography by the crowds of locals, with many wearing the traditional costumes of Brittany. As we

As well as the many French vehicles, there were others from England, such as Jaguar, Lotus and Riley, as well as a 1960 Cadillac from the US. The tour lasted three days, commencing on Saturday 18th of May from Brest and concluding at Fouesnant on Pentecost Monday 20th of May (a public holiday in France) after completing 450 km.



were staying near-by for the week commencing the 19th May, we were lucky, along with many of the local French inhabitants, to view the noisy conclusion of the tour through Fouesnant in sunny conditions.





SEPTEMBER SOCIAL

Rogaining at the Island

Ken Marriott

The September Club outing was to Phillip Island where our President Mikee Elliott, and wife Amanda, organised a Rogaining event. For those members who missed it, you missed one of the most enjoyable and amusing events of the year.

Rogaining isn't defined by my Macquarie dictionary but when I googled it, Wikipedia told me that it is "a sport of long distance cross-country navigation, involving both route planning and navigation between checkpoints using a variety of map types" and further that "In a rogaine, teams of 2-5 people choose which checkpoints to visit within a time limit with the intent of maximizing their score. Teamwork, endurance, competition and an appreciation for the natural environment are features of the sport. Championship rogaines are 24 hours long, however rogaines can be as short as 2 hours".

Even more fascinating was the fact that the "sport" evolved from the late 1940s activities of the University of Melbourne Mountaineering Club. It was formalised in 1976 when three members of the Club officially gave their names to the sport: Rod Phillips, Gail Davis (née Phillips) and Neil Phillips (RoGaiNe, hence 'rogaining').

World championships have been held every 2 years since 1976 with the most recent being in the Czech republic and Russia and next year's event being in the USA. The most recent world event in Australia was in 2006 with 691 participants in 339 teams representing 125 countries.

But, back to the Island. On the day, the weather started poorly, with heavy cloud and rain on the way south. But not

long after the early arrivals had drunk their wake-up coffee and we'd all gathered in the chocolate factory car park, the sun slowly came out and it continued to improve as the day went on.. By mid afternoon, it was shirts and tees only.

Mikee and Amanda had prepared three pages of cryptic clues to things that car-based teams had to find. Some were near, some were far... so far, in fact, that it was not going to be possible to get them all in the allotted time. And the things that had to be found varied in value: so something like a fairly obvious road sign was only worth 10 points whereas a rather more remote and elusive item could be worth 50, or in several way out instances, 500. Once the clue had been translated and the item located and identified, it had to be photographed or otherwise "sampled" to prove the discovery.

I was going to give a couple of examples, but the thought has come to several of us that Mikee and Amanda ought to run it again next year for those who missed out this time around. That said, here's some second class thoughts to give you the idea: "Foxy's international venue": an easy one, the answer being, of course, Lindsay Fox's Phillip Island Grand Prix Circuit. And another: "Not a F1 car out in a paddock". I've included a photo here: it's a black bull which is obviously *not* a Red Bull!.



Well it was fun! The team I was in got to places on the Island we had never been to, we revisited childhood haunts, got lost, made wild and sometimes erudite guesses (thanks Glenn!) and in general had a ball. The wiser teams asked locals for advice (or better still, found locals who knew something about the Island!), visited the Island information centre, googled words and names...and came up with either success or failure.

My team (and there were three of us) reckoned we had done well. We only lost 10 points by being back 6 minutes late, we had found 12-14 of the clues, we had hammered around dirt roads, climbed sand dunes (really, ask Glenn!), visited surf beaches and race tracks and bought chockies as bribes. We scored 160 points...only to be thrashed by the

(Continued on page 31)





FROM THE MD

Justin Hocevar Talks About the Renault Range

Ken Marriott with thanks to GoAuto and Mike Costello

If you haven't been to GoAuto's web site, it is worth a look. GoAuto is, in its own words "an independent automotive publishing company specialising in providing a wide range of information-based services to car buyers and the motor industry".

And it is a wide range: GoAuto News provides up-to-the-minute industry news, commentary and people movements; GoAutoWords pumps brand-specific news coverage directly into dealer web sites while the GoAuto web site puts out a huge range of information on new and used cars, future models, breaking news, and advice on searching for new and used cars. It also has a range of feature articles by auto industry journo's, and they are good. GoAuto is owned and operated by John Mellor an auto industry journalist with a history going back to the 1960s and experience with *The Herald*, *Motor Manual* and *The Australian*.

A recent edition features an informative interview by one of the group's 14 journalists, Mike Costello, with Renault Australia managing director, Justin Hocevar. It makes an interesting read and I must thank Mike for his call and his permission to repeat some of the discussion.

In the article, Costello quotes Hocevar as saying that Renault "needs to play to its strengths if it wants to reach - and maintain - its target of 10,000 annual sales here by mid-decade".

Interestingly, while Hocevar felt that 10,000 annual sales was achievable in the relative short-term if the company continued to push those areas where it performed best, but, staying at that level that was the real challenge.

"There are a couple of volume barriers in the Australian market that are very difficult to break through, and to start with it's the 10,000 unit barrier," Hocevar told Costello. "That's something a number of brands have pushed up to before and bounced straight back off. "I'm focusing on us building (up to) there sustainably, not overnight, but over a few years, and once we get to that point we assess and look where we can go to the next level".

The near-instant success of the new Clio -which is projected to account for about 2000 sales a year from 2014-along with the Clio-based Captur crossover SUV coming into one of Australia's fastest growing segments from next May, the task of getting to 10,000 sales appears readily achievable. Yet its still along way to go from the 5011 sales of 2012, despite that being the highest figure since the 1970s when Renaults were built in Australia and despite the 41.6 per cent sales increase during 2013.

Hocevar noted that sales have clearly been helped by improvements across the brand, from expanding the dealer network, creating Renault Finance and Insurance, reducing parts prices (to a great extent due to the tie-in with Nissan's vast distribution network), adding a longer warranty, bringing in capped-price servicing and action designed to improve resale values. All are seen as part of a holistic approach to

making the sales target sustainable. He told GoAuto. "Renault was never going to get away with a short-term result. Renault has got to go for a longer term, sustainable strategy".

Hocevar told Costello that in his perception what Renault needed was "to be really good at B hatch (Clio) and C hatch (Megane), (and at) small and medium crossover (Captur and Koleos)". These were seen as the core pillar that the company is really good at and as such, should be the focus of the company's, the dealer's and the market investment point of view.

However, he also saw a third pillar, this being light commercial vans including Kangoo, Trafic and Master, and a fourth pillar, this being Renault Sport. "If we get those pillars right", Hocevar said, "we'll be very satisfied."

Hocevar told Costello that maintaining the desired volumes came down to continuing to improve brand perception and, subsequently, resale value.

A point of interest that emerged from the interview was that while sales of the Fluence and Latitude were low (with the Fluence only 120 units this year, down 60.8 per cent), Hocevar saw them continuing as part of the overall range. "They give us good market coverage, particularly in the fleet space. Both are largely fleet vehicles. Both C and D sedan segments are highly competitive and it's hard to compete and make a dollar. But it does mean we have an offer there, and we'll persist," he said.

Expansion into other segments with cars such as the next-generation Scenic MPV or Twingo mini-car appears even less likely. Hocevar stated that in Australia, vehicles like the Scenic have been "smashed" by SUVs and crossovers to the point where the segment is virtually non-existent. Investing in it now just isn't worthwhile, but if trends change, if there's a return to people-mover type vehicles, then I think some other people-mover configurations could be an interesting emerging opportunity. "You've got to keep your network focused, if you spread yourself too thin things fall through the gap."



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MOTOR SPORT - FORMULA ONE

2013 F1 season continues

Geoff Rasmussen

Round 13 - Singapore

It was Vettel's race all the way in Singapore, leading every lap after starting on pole and finishing 32.6 seconds ahead of his nearest competitor. Beside Vettel on the grid was Rosberg's Mercedes with Grosjean for Lotus-Renault and Webber, Vettel's RBR team-mate in the next row. Räikkönen started in 13th position after a back nerve problem kept him from the third qualifier.

While Rosberg had a near-perfect start, Vettel passed him at the first turn. Alonso, starting in 7th position, also had a good start jumping to third. Webber passed Grosjean and started chains down Alonso. There was not a lot of action as Vettel stretched his lead further. Räikkönen moved up the field as Webber, Grosjean and Rosberg bunched up behind Alonso who was held up by Di Resta of Force India-Mercedes who was now running on worn tyres in lap 21.

Grosjean retired with pneumatic problems in his engine and Webber caught fire on the final lap. An unexciting finish with Alonso 2nd and Räikkönen 11.3 seconds behind him. Alonso and Webber got in trouble with the stewards after Alonso picked Webber up and gave him a lift back - a 10-place penalty for Webber resulted.

Round 14 - Korea

In Yeongnam, Vettel repeated Singapore - pole, led every lap and won, though by a smaller margin. Grosjean again qualified well to put his Lotus-Renault third on the grid. Hamilton for Mercedes in second. Webber's 10-place penalty saw his Red-Bull Renault pushed down from qualifying third to start in 13 position.

Another fire forced Webber to retire in lap 36 after a collision with Sutil of Force India-Mercedes. Sutil kept going until 5 laps from the end when the collision damage had the final say.

Räikkönen, who started in the middle of the field, pipped team-mate Grosjean late in the race to take second place with the pair finishing 20 seconds ahead of the next four drivers who were less than 3 seconds apart. It was the third time this year the Lotus-Renault pair were on the podium together.

Round 15- Japan

In Suzuka the RBR pair of Vettel and Webber fronted the grid ahead of Hamilton for Mercedes and Grosjean for Lotus-Renault. Räikkönen again started in the middle of the field.

Grosjean earned himself another third place podium finish. Mercedes barely made it into the points after Hamilton retired early - in lap 7. Räikkönen and Alonso, for Ferrari, worked their way up from 8th and 9th on the grid to finish 4th and 5th respectively. While Vettel won the race, other placings meant the 2013 drivers title was not quite sealed yet - Alonso could theoretically still take it from him.

Round 16 - India

In Greater Noida, the Mercedes pair of Rosberg and Hamilton, behind Vettel on pole, had their best grid position for the year. Rosberg held his place to finish second but Hamilton drifted to sixth.

Grosjean who started 17th on the grid did well using a one-stop strategy and was third for the third time in a row. His Lotus-Renault team-mate Räikkönen finished in the same position that he started - 7th.

Vettel's win, coupled with Alonso finishing outside the points, clinched the Drivers Championship for him. His fourth in a row.

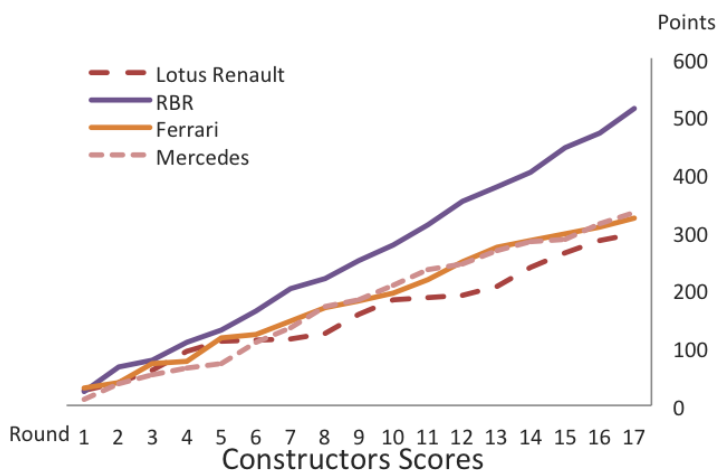
Round 17 - Abu Dhabi

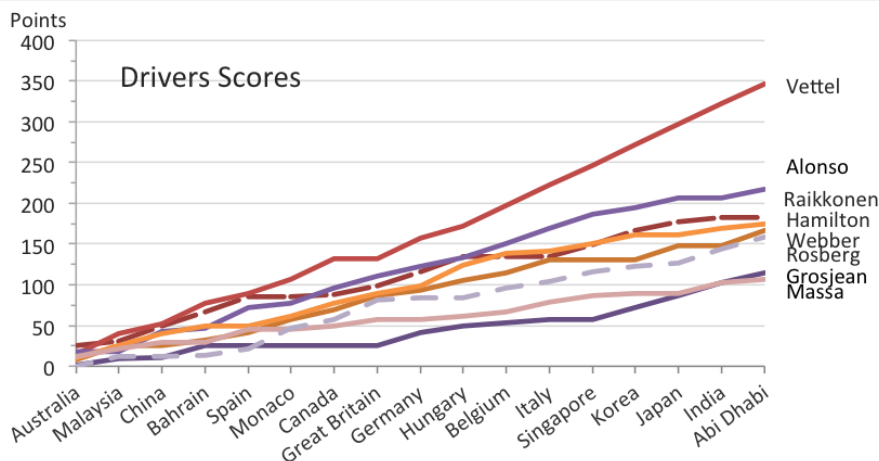
Yas Island saw a similar grid to the previous race except this time Webber held pole for RBR instead of fourth. After the first turn it was Vettel back in his familiar place - out in front and staying there. Webber's chances of challenging Vettel when Rosberg passed him at the first turn after a great start and he was unable to pass Rosberg's Mercedes before the first pitstop.

Räikkönen qualified 5th but was excluded from qualifying and started at the end of the grid; his Lotus-Renault failed a floor deflection test. His race had barely begun before it was over after a collision with van der Garde of Caterham-Renault broke his front suspension; he didn't even make one lap.

Grosjean, sixth on the grid, was beaten to a podium finish by Rosberg in his Mercedes. Massa of Ferrari led his team mate Alonso for the first half of the race but after his second pitstop Alonso got ahead of him after going off track getting around the backmarker.

It was another big win for Vettel - 30.8 seconds. His win equalled the record for most consecutive wins (Ascari '53, Schumacher '04). In RBR's third 1-2 finish this year, Webber was second then Rosberg and Grosjean. Another 30 seconds further back was Alonso.





Overall Progress

There's no surprise in RBR'2 continued dominance; a few ripples but near enough to a straight line rising above the rest. The contest for second remains neck-and-neck between Ferrari and Mercedes as the latter sneaks their nose in front. Lotus-Renault has clawed its way back due to Räikkönen recovering from his slump and Grosjean having a particularly good run. Grosjean has earned exactly one-half of his seasons points from the last four races. Imagine where he'd be if that fortune had been from the beginning.

While it looks like Lotus-Renault might be back in contention for second in the constructors championship, it's unlikely as Räikkönen is leaving to nurse a back problem. Heikki Kovalainen is replacing him for the last two races. I doubt Lotus-

Renault will be able to gain the 37 points more than Mercedes that it needs to get to second place in the last two races.

It's appropriate that Vettel is setting a couple of records this year. He's match Ascari's 60-yr record for most wins in a row in a single season - you can be sure he'll be hungry for a win in the US.

It's unlikely Alonso will be challenged for second place in the Drivers Championship - he's 42 points ahead of his nearest competitor with Räikkönen now out of the contest.

While Räikkönen has more points than Hamilton, Webber and Rosberg at this point in time, it's not a big enough lead for him to finish the year in third place. The last remaining uncertainty among the drivers is who will finish third.



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Renault Media cont.

(Continued from page 7)

and the TCe 120 consumes only 5.2L/100km, making both exceptionally efficient and affordable to own".

Hocevar reported that "The Renault Clio also scored very highly in the New Car Assessment Programme in Europe, which underlines its ability to offer comprehensive protection to its occupants, as well as being awarded the Best Supermini of 2012 by Euro NCAP."

"This is the first time in many years we have a full range of Clio cars with which to compete in the Light Car segment, and we have already seen an early rush of customers purchasing this very appealing city car".

He said that Renault Australia will soon be launching the "hero" of the Clio, the Renaultsport Clio 200 EDC, which will add even more sparkle and performance to the Clio range.



Rogaining on the Island cont.

(Continued from page 28)

winners Peter and Jen Fitzgibbon, who, on the whim of a brain wave deciphered a way-out clue and scored 500+

One place we had no trouble finding (though finding a car park was another issue altogether) was Rumbles Cafe for lunch. Mikee had booked so we were welcomed warmly as we arrived and the food was scrumptious. Christine had a burgher big enough for three, an egg and bacon roll kept Glenn moving for a week and my calamari was excellent.

A visit to Island residents and long time RCCV member Aldo Miglioranza and his wife Sandy was a nice bonus on our way out. Both send their regards to members and fondly recalled memories of past Club days.

And there was one last delight: back in Melbourne we came across two Megane RS 265s to match that of our driver,

Glenn, and we had a short three-abreast parade along the Mountain Highway! A fitting end to a great day!

A final note of interest: Wikipedia records variants of rogaining as including "metrogaining", based in urban rather than rural areas; "cyclogaining", which uses mountain bikes; snogaining, and paddlogaining...whose meanings are self-evident (unless you confuse snogaining with snogging!). There is NO mention of "cargaining": so may I suggest we give it our own name: "Rennogaining" (with the competitive subdivision "Meggaining"), or perhaps even "Mikemandagaining". Hmm. Sounds like a good clue for next time: "Find the Mikemandagain in a Megane: 50 points".

Thanks again to Mikee and Amanda for a superbly planned and executed event! Roll on next year: miss it and you will lose 50 points!





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Old Sales Brochures/Glove Box Manuals		Various
RCCV Mugs		\$5.00

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

The Club Shop will be open at every third or fourth General Meeting 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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LAUGHS PER MINUTE

The Fly Hunter

A woman walked into the kitchen to find her husband stalking around with a fly swatter.

"What are you doing?" She asked.

"Hunting Flies." He responded.

"Oh! Are you killing any?" She asked.

"Yep, 3 males, 2 females," he replied.

Intrigued, she asked "How can you tell them apart?"

He responded, "3 were on a beer can, 2 were on the phone."

A three-legged dog walks into a saloon in the Old West. He sidles up to the bar and announces: "I'm looking for the man who shot my paw."

Elevators

An Amish boy and his father were in a shopping mall.

They were amazed by almost everything they saw, but especially by two shiny, silver walls that could move apart and then slide back together again.

The boy asked, "What is this, Father?" The father responded, "Son, I have never seen anything like this in my life, I don't know what it is."

While the boy and his father were watching with amazement, a fat, ugly old lady moved up to the moving walls and pressed a button. The walls opened, and the lady walked between them into a small room. The walls closed, and the boy and his father watched the small numbers above the walls light up sequentially.

They continued to watch until it reached the last number, and then the numbers began to light in the reverse order.

Finally the walls opened up again and a gorgeous 24-year-old blond stepped out.

The father, not taking his eyes off the young woman, said quietly to his son, "Go get your mother."

The Barman

A man walks into a bar and there's a horse serving drinks. The man stares until the horse finally says: "What's the problem? Haven't you ever seen a horse serving drinks before?"

The guy says, "It's not that. I just never thought the ferret would sell the place."

The Mighty Elephant Hunter

An explorer walked into a clearing and was surprised to see a pigmy standing beside a huge dead elephant. "Did you kill that?" he asked. The pigmy answered: "Yes".

"How could a little bloke like you kill something as huge as that?"

"I killed it with my club" replied the pigmy.

"That's amazing," said the explorer. "How big is your club?"

The pigmy replied: "There's about 150 of us"

How many surrealists does it take to change a light bulb?

Fish

Elementary

Sherlock Holmes and Dr Watson were going camping. They pitched their tent under the stars and went to sleep. Sometime in the middle of the night Holmes woke Watson up and said: "Watson, look up at the sky, and tell me what you see."

Watson replied: "I see millions and millions of stars."

Holmes said: "And what do you deduce from that?"

Watson replied: "Well, if there are millions of stars, and if even a few of those have planets, it's quite likely there are some planets like Earth out there. And if there are a few planets like Earth out there, there might also be life."

And Holmes said: "Watson, you idiot, it means that somebody stole our tent."

The Fancy Dress Party

A bloke went to his mate's fancy dress party with nothing but a naked girl on his back.

"So what are you supposed to be?" the host asked.

"I'm a snail." The bloke replied.

"What a load of rubbish!" the host spat. "How can you be a snail when all you've got is that naked girl on your back?"

"That's not a naked girl, mate," the bloke replied, "that's Michelle".

THOUGHT OF THE MONTH

You can't have everything... where would you put it? - Steven Wright

Thank you to those members who have contributed to this joke page. Please keep them all coming just remember they need to be suitable for family reading. *Editor*



RECYCLED RENAULT cont.

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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

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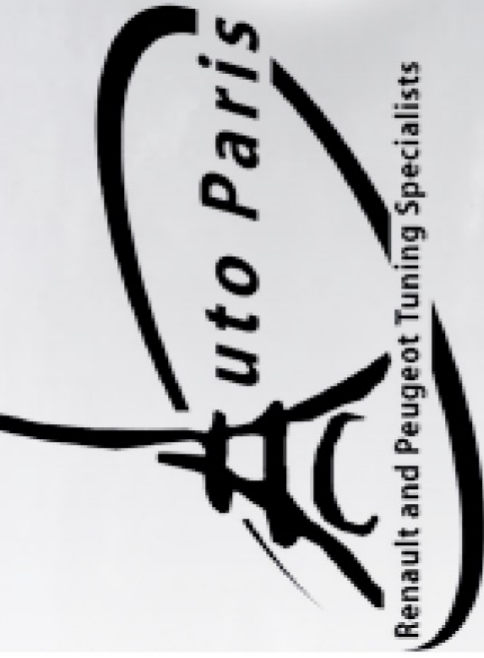
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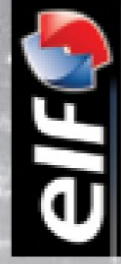
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