

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA

DAUPHINE

- With Roar

REVIEWED

*Melbourne's
newest
Renault
dealership*



RENAULT OF THE MONTH

The R21



OCTOBER 2012

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OCTOBER MAGAZINE

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Welcome to our first effort. Being three brings possibilities of doing more than one editor alone could. You may have noticed a different look to the cover - an example of that broader pool of talent kicking in.

We have some ideas for the further enhancement of your magazine, and some challenges. We haven't settled any plans yet, it's a bunch of ideas so far, but we have some principles to follow.

We think the magazine not only should be the 'official' record of the club', it should have something of interest for each demographic of club member, if only we knew what they were (I told you we had challenges). It should also 'work' from an advertiser's perspective. And, of course, next year is the 60th anniversary year for the club, which deserves special attention.

We're also keen to hear from you which parts you like and which leave you going 'ho hum, why do I bother'. Get on the blower, chuck us an email or bend our ear at one of the club meetings and tell us your deepest desires.

Our challenge is not so much a lack of good ideas and suggestions, but one of 'balancing the budget'. We can have more of more interesting content if we grow the advertising revenue. If there's more interesting content, we have better readership, and are more attractive to advertisers, and then can afford... you can see where we're going with this. If we get it right everybody wins, but we'll have to progress in steps rather than leaps.

So, on that note, we introduce our new *business card sized ads*. For a very modest \$50 per year, you can advertise your business, service or products to people already predisposed to give you their custom. If you would like to be part of this, drop us a note

We've had a lot of really good contributions from members for this edition so it's chock full of goodness. You'll find the last of the Brief History of Renault series, and the first of a new 'Renault Model of the Month'. We've also started a series of reviews about the club's major partners — the dealers and advertisers. More ideas will emerge as we go.

Enjoy your read, Geoff, Ken and Kat

Disclaimer-

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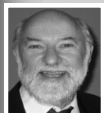
COMMITTEE MEMBERS


PRESIDENT

Mikee Elliott

0409 939 935

mikeee@netspace.net.au


VICE-PRESIDENT

Ken Marriott

9399 1614 / 0418 178 788

ken.marriott@hmleisureplanning.com


SECRETARY

Chris Gajic

9735 0358 / 0421 459 226

cgajic@swin.edu.au


TREASURER

Glenn Armstrong

0413 107 131

armstrong17@optusnet.com.au


MEMBERSHIP SECRETARY

Amanda Elliott

0409 195 002

rccv.membership@gmail.com

SPORTING COORDINATOR

Stephen Langridge

0424 537 714

GENERAL COMMITTEE

Russell Railton

0432 761 320

russrailton@gmail.com

EDITORS

Ken Marriott

9399 1614 / 0418 178 788

ken.marriott@hmleisureplanning.com

Geoff Rasmussen

0419 357 509

geoff.rasmussen@systemia.com.au

WEBMASTER

Geoff Rasmussen

0419 357 509

geoff.rasmussen@systemia.com.au

MERCHANDISE

Kay Belcourt

9885 4376

CLUB PHONE NUMBER

0429 881 128

Welcome to new members Brooke Stewart, Shirley Thornely (just sold her R12 but joined the club anyway), Mary Keeffe and Bernie Lakerink (Dauphine G and R12 G Replica), and David Ellison of Melbourne (soon to own an R16)

Front Cover: Mégane R.S. 265 (Renault Aus). August editions cover photo provided by Trevor Wise — our apologies for the omitted credit.

Articles by Stephen Dalton, Peter Rasmussen, Chris Gajic, Trevor Wise, Ken Marriott

Photos by Glenn Armstrong, Trevor Wise, Dishan Marikar, Ken Marriott, Geoff Rasmussen

CLUB MEETING

WHERE...

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

WHEN...

Third Tuesday every month
7.30 pm



PRESIDENT'S REPORT



It looks like we're going to have a fantastic conclusion to this year, with loads of events already in the calendar. The Mecca of Australian tin-top racing is still yet to be run as I write this, but I'm hoping it's a good, clean race to the line with the usual serves of intrigue and misfortune shared across the field.

Our own hillside challenge, the Interclub round 3 at Rob Roy on the 14th is looming, and we're again in with a good chance of placing well. It's likely that this will arrive at your doorstep either just before, or just after, so I'll not harp on about it here, but some of you will have received phone calls from me to encourage your entry.

Our club display on the concourse at "Big Bad Sandown" is coming together, and our now traditional club display on Red Hill will be on the Sunday. I would encourage you all to come down and watch some historic racing. There's a great variety, and wandering through the carpark can bring about its own surprises. Highlights last year included a supercharged Scenic and several TVRs, along with the A110 brigade roaring about as part of the regularity.

The Geelong revival is also imminent, as is CARNival in the Northern part of the state (and a little beyond). Supp regs have just come out for CARNival - it looks like fantastic value and well worth the drive.

Planning for our social outing to Mucklefest, along with a few surprises along the way, is well in hand. It looks like it'll be a fantastic little run to a great little festival. We've got a club area organised for display, so the cars that come along will have a safe spot to rest while everyone explores!

The sixteen collection is coming along well, and everything is running as it should with the exception of one coolant hose that expired on the way out one morning. Having spares is wonderful, and Sarah was restored to full health and back out on the road before lunchtime.

It would be remiss of me not to mention the OzRS Nationals that took place in mid September. The OzRS crew had a brilliant time in and around Beechworth, Benalla and Mt Buffalo, all the while based in Benalla (what is it with that corner of Victoria and names!). An entire pit section of garages was filled with RenaultSports waiting to run, everything from a newly rescued Phase 1 172 Cup through to several brand new RS 250 Meganas competed without so much as a hiccup.

Here's to seeing you all at an event before the next edition of our wonderful magazine!

Mikee



RENAULT MEDIA

Renault Wins Further Victories in Australia and Overseas

Renault Australia has walked away victorious at the 2012 Australian Mobile Awards, winning 3 categories for the locally developed R.S. Challenge App, that was launched in March 2012.

The 2012 Australian Mobile Awards are an awards program recognising the best of the Australian Mobile Industry. The R.S. Challenge won 3 categories – Racing, Sports & Simulation, Arcade and Action & Adventure. It is the first Australian automotive brand to locally build a mobile 3D racing game based on a real Australian Racing Track.

The free app was built by Renault Australia in collaboration with MobeSeek and Frosch Media and since its launch has had over 10,000 downloads and been played

more than 50,000 times. Renault reports that over thirty-five percent of users play the game more than ten times.

Justin Hocevar, Managing Director Renault Australia, said; "We are delighted to have received these awards at the 2012 Australian Mobile Awards. We are incredibly proud of our R.S. Challenge App and it is wonderful to see Australian mobile technology recognised at this prestigious level."

The game can be downloaded free from the Apple app store. Due to the extraordinary graphics the R.S. Challenge is currently available exclusively on iPad 2 and iPhone 4 & 4S. The R.S. Challenge will be launching on iPad 3 in the coming weeks.



RENAULT OF THE MONTH

The Renault 21

Predecessor:	Renault 18
Successor:	Laguna
Production:	1986 1994 1986 1995 (Nevada/Savanna)
Body style:	4 door sedan/saloon 5 door station wagon/estate 5 door liftback
Engine:	1.4, 1.7, 2.0, 2.2 2.0 12 V 2.0 turbo 1.9D, 2.1D 2.1 turboD 2.2 I



The Renault 21 is a large family car produced by French automaker Renault between 1986 and 1994. It was also sold in North America initially through American Motors dealers as the Renault Medallion and later through Jeep-Eagle dealers the Eagle Medallion. A total of 2,096,000 units were produced. The Renault 21 sedan was launched in early 1986 as the successor to the successful Renault 18, and this was followed a few months later by the seven-seater station wagon, the R21 Nevada, marketed as the Savanna in the United Kingdom.

Design

Unusually, the Renault 21 was offered with disparate engine configurations. The 1.7-litre version featured an 'east-west' (transversely) mounted engine, but Renault had no gearbox suitable for a more powerful transverse engine:

accordingly, faster versions featured longitudinally mounted (north south) engines. The two versions featured (barely perceptibly) different wheel bases: the engines were all relatively compact four-cylinder units and the engine bay was large enough to accept either configuration without reducing passenger space. However, at a time when production technologies were relatively inflexible, the need to assemble differently configured engine bays on a single production line, along with the supplementary inventory requirements imposed both on Renault and on the dealership network, did compromise the Renault 21's profitability.

History

In 1986, the R21 was launched. It had a razor-like design, which was different from contemporary cars of the era, e.g. the Ford Sierra (with its "jelly mould" design) and the Opel Ascona (with its J-Car design). The car was revamped considerably in 1989, both technically and aesthetically - the new sleeker outward appearance was similar to the also recently revamped Renault 25, and a liftback body style was also added to the range (which soon became more popular than the sedan in France) along with a sporty 2.0 L Turbo version. The TXi 2.0l 12v and 2.0l turbo was also available with the four-wheel-drive Quadra transmission, and was capable of 227 km/h. The Renault 21 liftback and sedan petrol-fueled models ceased production in early 1994 on the launch of the all-new Laguna liftback, but the diesels and the Nevada (Savanna in the UK) remained on the market until their replacement Laguna variants were launched (late 1994 for the diesels and late 1995 for the Nevada [Savanna]).





A BRIEF HISTORY OF RENAULT

This is the last instalment of an article that was forwarded to me by Mike Garafillis and was largely compiled by Rod Slater who was a Renault dealer in W.A for many years and a serious player in motorsport over

1991 Renault & Volvo sign a collaboration agreement to work closely together and explore mutual opportunities. Formula 1 success continues with wins in Mexico, Portugal, France, Britain, Germany, Italy and Spain... despite this Williams-Renault only manages 2nd place in the World F1 Constructors Championship.

Clio voted 'Car of year' by a 'Jury' of European Motoring Journalists. Renault 19 is top selling import in Germany... against stiff competition from Japan and Europe. Boulogne Motors relinquish Renault franchise for Australia... amidst growing losses on importing/distributing Renault cars in Australia, in a declining economy. Renault France consult with Rod Slater, (Renault's WA Distributor since 1971), regarding Renaults future in Australia... Slater suggests Renault establish their own office in Australia to import/distribute vehicles and parts. Slater proposes a viable/cost effect solution to address Renault's woes, in Australia...

But Renault decline stating "... We are not prepared to invest one more dollar in Australia..."

Renault 'float' the possibility of their 'International Partner' Volvo becoming Renault Importer for Australia. Slater supports the proposal and a series of meetings are held in Slaters office in Perth between Renault (France) representatives and Volvo Australia executives... it presents a viable future for Renault and an acceptable opportunity for Slater... Consensus is reached and Slater supports the initiative.... Volvo Australia become Renault's Australian Importer and plans to 're-launch' Renault, in Australia, with the all new Renault 19...

But, there are additional 'agenda's... and just 30 days before the 're-launch', (in a move which ultimately proved detrimental), Volvo Australia terminated, via faxed notice, all existing Renault dealers in Australia, including Eurocars in WA, and distanced themselves from any connection whatsoever with any of the former Renault Dealers in Australia, choosing to retail Renault exclusively thru Volvo Dealers in Australia thus sealing the 'demise' of Renault in Australia for almost a decade.

The End



ELECTRIC DREAMS

A couple of years ago I had the chance to drive the little Mitsubishi IMEV at the Melbourne Motor Show. It was really a small but expensive hatchback with a big difference – it was smooth, silent and very lively with brisk acceleration.

And like all it's breed, no visits to the petrol pump and zero emissions.

The only issue is range, many new "plug in electric" cars can only travel between 100 and 150km without recharging or swapping the battery packs. So if the use is Mum's taxi or a few suburban deliveries before plugging in for an overnight recharge then such a car may be ideal, but if you want to go to Oatlands or Ross and back forget it.

We recently had the chance to see Renault's electric urban runabout – the TWIZY.

This is in fact a quadricycle, which incidentally means it cannot be registered for road use in Australia. But for Europe's crowded cities and environmentally conscious population this is sure to be a big hit.

The TWIZY has a 13kw electric motor and weighs only 690kgs, so is able to reach 80kmh. Its range is up to 100kms. The McPherson type suspension has been developed with Renault Sport for handling and stability, hence the ride is on the firm side – disc brakes all round.

It is classified as a 2 seater – there is a seat in the small space behind the driver – and the price is in the 7 to 8,000 Euro range depending on specification. The battery leasing costs are additional. It is noted that the doors are optional but highly recommended if wet weather use is envisaged!

The AUTOCAR (UK) road test concluded that the TWIZY owes it's caveat to the amount of fun that it provides it's driver, and to the fact that it is a remarkably cute piece of product design. They also noted that it lacks windows and a heater, but nevertheless represents another step in the steady shift towards mainstream sales of electric vehicles.





DAUPHINE — WITH ROAR



Walk-in accessibility in the Renault with a roar is evident in this view through the stable door. Shoe-horned Chev more than holds its own in stop light G.P.s.

Hiyama clamps on the binders to decelerate after a scalding 0 to 100 mph run in a scant 10.5 seconds. Car has two speeds forward, but that's plenty.



38/SPORTS CARS ILLUSTRATED/NOVEMBER 1960

► Unimpressed with the performance of France's most popular but certainly not most powerful import, a Fowler, California college student decided to buy a Renault Dauphine and give it "a little pep." Owner-builder Howard Hiyama is still wondering what happened to his plan for "just a little" more power, but with a Chevrolet V8 neatly shoehorned into what used to be the back seat, he wound up with a machine which takes a back seat to nothing — especially in acceleration.

The "Roarin' Renault," as friends have tabbed it, has turned over 120 in quarter-mile practice runs and has recorded 0-60 times of 5.1. The clincher is a 10.5-second 0-100 time!

The Renault is as deceptive-looking as it is fast. A slight forward rake, a set of spun aluminum wheel covers and a dash-mounted tach are the only noticeable differences at passenger level. A naugahyde cover will soon hide all but the air cleaners from view.

Plans for the car began to jell while Hiyama, a long-time hot rod and sports car enthusiast, was making his daily jaunt to nearby Fresno State College. He ran into a friend who had just read the Violent VW yarn in the January 1958 issue of SCI and laughingly suggested throwing a big V8 in the back seat of a Renault. Howard was a bit skeptical of the Violent VW setup but curiosity led him to make a check of weights and measurements of the Dauphine and the Chevy engine.

To his surprise he found that with a little squeezing and a little cutting the components would fall together without too much strain. He also surmised that the total weight of

the car would not exceed 1,700 pounds, only 300 pounds over the stock Dauphine.

For his project Howard chose a clean '57 sun-roof, which he picked up at a bargain price.

The engine is a competition-tested '56 model rebuilt by Shig Matsufugi, a talented Chevrolet specialist. Basically it's of 1957 "270" dimensions, with a trio of Stromberg carbs, a reground version of Mr. Duntov's famous cam, revamped Hedman Hedders and a boosted compression ratio.

The transmission, borrowed from a 1948 Mercury, was selected for its sturdiness and the easy availability of parts. A novel innovation is a reverse gear layout in which the handbrake lever serves as a positive lockout to reverse. At present the car has but two speeds forward, which is actually all that is needed in view of the power-to-weight ratio.

First step in the actual construction was to remove the old engine, a very simple task. Next the floor paneling was cut away and the body unbolted and lifted over the new engine-transmission unit for preliminary measurements.

Howard found that the entire power unit intact would leave very little room in the front seat so he decided to extend the wheelbase back 2 inches. The entire rear end unit was repositioned and the fender wells cut away to allow extra room. Later, a little bodywork hid the slightly larger wheel wells.

The next step was to convert the Renault rear end unit for use with the '48 Mercury transmission. (The gearbox had already been mated to the Chev powerplant via a Cragar adaptor.) A nearby machine shop decided that a set of Ford universal joints would do the trick, since the shaft size and spline of the transmission and rear end were exactly the same. The Renault transmission unit was cut away and a facing plate with a bearing was welded to the severed rear end. A bolt through the top of the U-joint and into the pinion shaft locks the setup in place.

This layout gives a final rear end ratio of 4.375 — a bit lower than the stock Renault, due to the difference in transmission units.

With the entire power unit bolted up, the body was again lowered over the engine to make final checks. A front cross-member and four braces to help bolster the Renault frame were fashioned. A firewall was cut out of sheet aluminum, as was a cooling duct which supplies fresh air to the Nash radiator squatting in the old engine compartment. The cooling system utilizes 2¼-inch flexible exhaust tubing which runs from the water intake to the rear-mounted radiator. No fan is used.

The exhaust system provided Howard with more problems before the machine was ready to run, but a novel setup was worked out with the final layout resulting in the mufflers criss-crossing in the trunk. With sounds that were a little more pleasing to the ears of the local law, the car was ready to roll.

With the car in running shape, Hiyama took it for a spin and found that the additional 300 pounds had made the ride a little mushy. In the interests of better handling, the springs were replaced with heavy-duty units as were the shock absorbers. This combination proved all that was necessary for top-flight handling.

Howard was also a little skeptical about the ability of the Renault brakes, but to date he has had no fade problems and gets quick action from a healthy stab at the pedal. He did change the tire size on the back wheels to 5.50 x 15 to reduce the slippage he got under high acceleration. Cooling problems cropped up briefly but all turned out well when it was found that a sticky thermostat was the culprit.

Hiyama is still not through with the machine. Additional plans call for a transaxle unit of the Corvair type and a higher-powered engine. "The way it is now the damn thing runs out of go at 125," he says.

—BK



It was this story in the January, 1958 SCI that prompted Hiyama to try Chev conversion in the Dauphine. The Violent VW was also Chev-powered.



RENAULT MEDIA

The Mégane: It is Only Getting Better!

Renault Australia continues to deliver still better cars, launching the Mégane R.S. 265 in late August.

Encouraged by a tender from the French Police for its rapid intervention vehicles, the Mégane R.S. 265 delivers 15 extra horsepower and 20Nm additional torque over the Mégane R.S. 250. Selecting the Sport Mode means that driver s twill benefit from peak power of 265hp/195kW and torque of 360Nm for even crisper acceleration response.

The R.S. 265 comes with Renault Sport's Cup chassis as standard, together with a limited slip differential. It retains the 2.0-litre turbocharged petrol engine mated to a six-speed manual transmission (PK4). To deliver the ultimate exhaust note at all revs, the car has a more open exhaust design and enhanced engine acoustics.

Many Renault drivers will be pleased to know that the Mégane R.S. 265 features a new user-friendly radio interface – a response to customer feedback. Three specification levels will be available; the entry-level Cup, the sport orientated Trophy, and the range-topping, luxury Trophy+. The Mégane R.S. 265 remains highly competitively priced with a host of standard features across the range and a manufacturer's list price starting at just \$42,640, excluding dealer delivery and statutory charges.

New 18-inch matt black wheels rims are available along with an optional R.S. Red Design Pack, which comprises red pin-stripping for the F1 blade, side protective mouldings and rear diffuser.

New interior trims showcase the quality and comfort of the cabin. Depending on the specification level, visible red or yellow stitching on the upholstery, steering wheel and gear lever knob compliments a striking dashboard trim strip and the flamboyant seatbelts, a hallmark of Renault Sport design. A new, distinctive, two-tone light grey and charcoal leather upholstery can be specified as an option on the range-topping Trophy+. Other sporty appointments include a black lacquer finish for the centre console and air vent surrounds, plus a carbon-effect finish for the door panel inserts.

When the optional satellite navigation is specified, the Mégane R.S. 265 is supplied with a rear-view camera and park-assist system. Further enhancing driver comfort, indicators with highway mode are now standard across the range along with an Air Quality Sensor, which monitors the quality of the air entering the cabin and automatically activates the air recycling mode when necessary.

And that's not the end of it: as readers may have heard, back in June last year, the Mégane R.S. achieved a record for the fastest front-wheel drive car ever round the

'Nordschleife' of the Nürburgring, taking only 8 mins 8 secs for a lap. To celebrate this achievement, the Mégane R.S. 265 will be launching with a limited edition specification – the Trophy 8:08.

The Trophy 8:08 features leather trimmed RECARO seats, black Steev alloy design wheels with red-piping fitted with Bridgestone Potenza RE050A tyres (the ones used to set the lap record), bi-xenon directional headlights and limited edition Trophy decals. The Trophy 8:08 will be available in two limited edition colours – Renault Sport's signature liquid yellow and pearl white. Only 100 examples will be coming to Australia.

At the launch of the Mégane R.S. 265, Justin Hocevar, Managing Director of Renault Australia, said that the overwhelming customer response to the Mégane R.S. 250 has made Australia the third largest market globally for the car.

The Mégane R.S. 265 will go on sale nationally on August 28th, 2012. Like all Australian market Renault Sport models, it is covered by a comprehensive 3 year/ unlimited kilometre warranty.

In other news, Renault Australia has added the Koleos Bose Special Edition to its line up in mid September, with the new model coming standard with a state-of-the-art tailor-engineered Bose Sound System comprising a digital amplifier and 7 speakers including a subwoofer with CD/MP3 player and fingertip control, new-design 17-inch dark metal alloy wheels, piano black and carbon fibre effect interior trim and exclusive Bose badging. The Special edition recommended retail price starts at just \$34,990, excluding dealer delivery and statutory charges which is \$500 more than the Dynamique specification.

Finally, Renault has presented the Vatican with two electric vehicles made especially to meet the mobility needs of the Pope. The vehicles were handed over in early September 5 by Renault's Chairman and Chief Executive Officer Carlos Ghosn during a visit to the Pope's summer residence, Castel Gandolfo.

The first vehicle, for use when the Pope is travelling at his summer residence, is white with the Papal coat of arms depicted on the doors. It is an ecological, sustainable-development version of the Popemobile, based on the Kangoo Maxi Z.E. It is powered by a 44kW (60hp) electric motor and a lithium-ion battery which ensures an average NEDC combined-cycle range of 170km.

The second vehicle is very similar, although its blue livery features a white and yellow stripe along each flank and is for use by the Corps of Gendarmerie Corps of Vatican City for the Pope's security.



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REVIEW

Our Newest Melbourne Dealership: Brighton Renault

Melbourne now has six Renault dealerships. Ken Marriott caught up with Barry Buskens from the newest outlet, Brighton Renault.

When I met Barry in his Brighton Renault office at 803 Nepean Hwy Brighton, the business had only been in operation for three months, so not surprisingly, things were still being organised. Barry is the General Manager of the dealership and has got down to work straight away.

Brighton Renault sees itself serving the region from St Kilda and southward down the Port Phillip coastline. That's a big catchment and augurs well for the future.

Barry said that Brighton Renault was "keen to do business" and has the aim of becoming the number 1 dealership in Victoria. As a member of the Astoria Honda group, the business has high standards to live up to, with the Honda division winning numerous national and regional dealership of the year awards, top sales awards and customer satisfaction awards.

Things certainly seem to be pushing ahead quickly with September sales up 57 percent on August --so the company is clearly moving some stock. The Koleos and Meganas seem to be moving fastest. Barry described the current array of vehicles as "Renault 2", the new strong beginning engendered by the wider range of new models.

As part of getting itself up and running, Brighton Renault is moving in another way : "moving up" to a former Suzuki showrooms to better display the full range of cars and commercial vehicles in stock. This will certainly be an improvement on the somewhat pokey showroom just down the street. The new showrooms and forecourt will allow a better display of the full range of cars and commercials that are stocked. The company had several of the gorgeous matt-finished Cleo Sports on the floor when I was on there and getting better access to these would have been great.

The new and used car sales are supported by a small factory-trained service team and all new cars enjoy the current low interest rates offered by Renault Australia and the capped servicing fees. An added attraction to customers is a nice lounge and service area with TV, phone, fax and wi-fi services. Coffee, cakes and food are also available as is a \$25 per day replacement car. Times of

opening are from 7.30 am to 6 pm on weekdays, and Saturday mornings.

Although Barry Buskens comes to the Renault side of the business after 22 years as GM of Astoria Honda, he has fond memories of his old Renault 16. The brand is clearly in his blood!

In a sign of support for RCCV, Barry said that Brighton Renault would be happy to host Club members for some future function. We wish the company well and look forward to a fruitful relationship in future.





COMING EVENTS

GEELONG REVIVAL

Date: 1st - 2nd December 2012

Location: Ritchie Boulevard, Waterfront Geelong, Victoria

Time: From 10am to 7pm Sat, 10am to 4pm Sun.

The Sprints are back at the Geelong Waterfront! With more - a unique festival blending food, wine, fashion, live music, classic motorshow and motorsport.

The RCCV has been invited as a club to attend.

See Mikee Elliott for details 0409 939 935

www.geelongrevival.com.au

CAMS CARnival

Date: 1st - 2nd December 2012

Location: Echuca, Deniliquin, Shepparton, Victoria

Try your hand at Navigational Tours, Motorkhana, Autocross, and a variety of single car Speed events. This a major event by CAMS and has something for everyone. These locations have plenty of things of interest for other members of your family to do if, perchance, the lure of the sports and shows wanes.

Contact Graeme Edwards for details on 0408 057 425

'CUP EVE' ALPINE SOCIAL RUN

Date: 3rd - 4th November 2012

Location: to Falls Creek and thereabouts

Time: TBA

In the company of our OzRS friends, drive day to Falls Creek (Saturday), over-night in Falls Creek, around the high country and home again (Sunday). \$25-50 per person per night accommodation at Falls Creek (that's a bargain in case you didn't notice).

Supported by Barry Bourke - register with Ian (ianb@barrybourke.com.au)

Mikee Elliott 0409 939 935 for details



CALENDER

October

2nd	Committee	7.30pm Committee meeting Manningham Club	
14th	Sporting	Rob Roy Interclub Challenge Round 3 New Date Contact Mikee Elliot 0409 939 935	
16th	General Meeting	7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. Supper provided for a gold coin donation.	RR
17th	Social	Barry Bourke Fine Food Fest, Savouries and Sweets from Gabriel Gate with <i>tres magnifique</i> door prizes. 7pm at 755 Princes Hwy, Berwick. Register before 12 Oct via renault@barrybourke.com.au	
28th	Social	Drive day to Muckleford, see Mucklefest Heritage Festival, a celebration of all things vintage. 8:45am start see page 20. Contact Ken Marriott on 0418 178 788	RR

November

7th	Committee	7.30pm Committee meeting Manningham Club. Note Wednesday, not Tuesday	
3rd-4th	Social	'Cup Eve' Alpine run and overnight at Falls Creek. Register with Ian at Barry Bourke: ianb@barrybourke.com.au . Contact Mikee Elliot on 0409 939 935	
9th-11th	Social / Sporting	VHRR Big Bad Sandown. 50 year anniversary. 400 racing, sports and touring cars from yesteryear. We have a display area! Contact Mikee Elliott on 0409 939 935	
18th	Sporting	MSCA Sprints Phillip Island Contact Mikee Elliot on 0409 939 935	
20th	General Meeting	7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. Crazy Whist Night — a wild and wacky night of competitive card playing.	RR
21st	Sporting	21st Historic and Classic Rob Roy. Contact Mikee Elliott on 0409 939 935	
2nd Dec	Social	Breakfast at Depot De Pain followed by a drive to a still mysterious location.	RR

December

1st-2nd	Sporting	CAMS CARnival - a variety of motorsports at Echuca, Deniliquin and Echuca. Contact Graeme Edwards on	
1st-2nd	Sporting	Geelong Revival - the sprints are back at the water front and we've been invited. Contact Mikee Elliott on 0409 939 935	
4th	Committee Meeting	7.30pm Committee meeting Manningham Club	
15th	Social	Car Care Masterclass by Michael Bailey 3pm Saturday afternoon at City Auto's workshop. Learn how to gleam at the Round-up. Contact Ken Marriott on 0418178 788	
18th	General Meeting Xmas Break-up	7.30 pm Dorothy Laver Reserve Pavilion Saxby Road, Glen Iris. BBQ dinner at the club rooms provided. Bring your own bonhomie.	RR

REGIE RENAULT

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



COOKING WITH GABRIEL GATÉ

Hazelnut Meringue with Chestnut Cream and Raspberries

Meringue aux noisettes et crème de marrons avec framboises

A French cousin of the pavlova, this dessert uses sweetened chestnut cream which has a lovely strong flavor and contrasts wonderfully with the meringue and fresh raspberries.

Ingredients

(Serves 6)

30g hazelnut meal

90g caster sugar

1/2 tablespoon cornflour

2 egg whites

a pinch of cream of tartar

1/4 teaspoon white vinegar

200ml cream

100g crème de marrons

(sweetened chestnut cream, which is available from delicatessens)

450g raspberries

1/4 cup apricot jam

2 teaspoons water

a little icing sugar for dusting

Method

Preheat the oven to 180°C. Line a flat baking sheet with baking paper and draw a 25cm circle on the paper.

Place the hazelnut meal in a small frying pan over a medium heat and toast until lightly browned. Mix with half the caster sugar and the cornflour.

Place the egg whites and cream of tartar in the bowl of an electric mixer and whisk to medium-stiff peaks. With the motor turned to low, gradually whisk in the remaining caster sugar and the vinegar, to form stiff peaks.

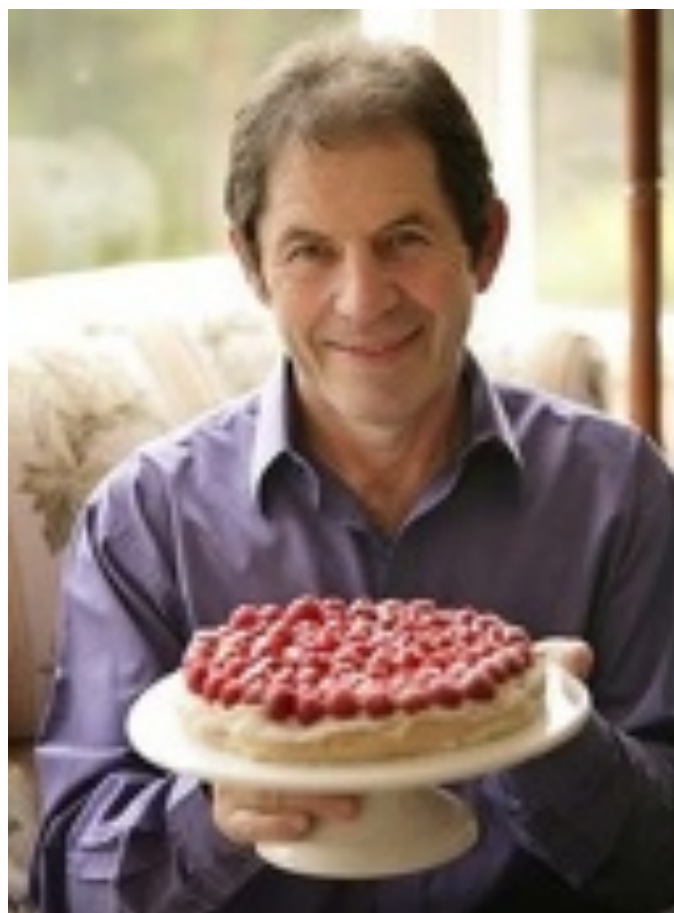
Fold the hazelnut mixture into the meringue then spoon into a piping bag fitted with a 1cm round nozzle. Pipe a 25 cm spiral disc onto the prepared baking sheet, working from the outer edge in to the centre. Bake for about 25 minutes. If the meringue browns too much, reduce the oven temperature. When cooked, the meringue should



be dry and firm. Remove from the oven and leave to cool.

Whip the cream, then gently fold in the crème de marrons. Spread onto the meringue and top with the raspberries.

Heat the apricot jam with the water to make a runny glaze. Brush the raspberries with the glaze. Just before serving, dust with icing sugar.



Reproduced from *Taste Le Tour-Regional French Cuisine* with permission Hardie Grant Books



Admiring the view at the OzRS National Meeting September 2012



The swift and not-so-swift at Rob Roy Hill climb July 2012



Chased at Winton, OzRS Nats
Brighton Renault





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OCTOBER SOCIAL RUN

Muck In for an Observation Run and a Fest at Muckleford

Club members are in for a treat on October 28th when they can join a relaxed drive through beautiful countryside to the annual Mucklefest community festival.

But bring your observation skills as there will be things to look for along the way and prizes for the most observant.

Mucklefest is at Muckleford, essentially a rail siding on the former rail line to Maldon, north-west of Melbourne in the Bendigo-Castlemaine goldfields region.

Club members will meet at 8.40 for a 9 am departure from The Avenue, immediately adjacent to Shell Spotswood. Take the first exit left off the Westgate Bridge heading west and immediately left at the first traffic lights into The Avenue.

The trip to Mucklefest will be approximately 180 km. and will take drivers on a route via Bacchus Marsh and then northward through attractive forest and farm country to Blackwood, Trentham and eventually, to The Bakery in Malmsbury for morning tea.

A short further drive via Chewton and Castlemaine will see us arrive at Mucklefest for lunch. There, members will be able to join in the festivities, inspect the antique machinery and vintage cars and take a train trip in to Maldon.

Alternate routes for the return trip to Melbourne will be provided. This will be a great Club day so come along and bring your family and friends!

For queries, ring Ken Marriott on 0418 178 788 or Glenn Armstrong on 0413 107 131

Mucklefest 2012

- Vintage Cars
- Antique Machinery
- Vintage Engines
- Entertainment ~ Live Music
- Heritage Horses
- Heritage Crafts
- Steam Trains

+ Vintage Tractor Pull

Muckleford Station
Sunday October 28th
 Display cars - Driver + one person free entry.
 Clubs Welcome - Please inform us of numbers attending.
 PH: 54706658 - email : marketing@vgr.com.au
 Muckleford is midway between Castlemaine & Maldon - PTO map.



TOOBORAC SOCIAL RUN

The club run to Tooborac, while some time ago now, was immensely enjoyable and worthy of mention. After a slow start in the grounds of our committee meeting haunt, the Manningham, the convoy took off to run through some of the best backstreets in North-Eastern Melbourne between Warrandyte and Greensborough.

After our wonderful trip through the countryside, we arrived just in time for lunch at the Tooborac Hotel and Brewery.

Two things really impressed me about this place: the fire, which was one of the best I've seen recently - resplendent in a huge fireplace housing the local footy club's trophy collection; and the tasting platter, containing a sample each beer that the microbrewery housed in sheds at the rear of the facility produces.

The food was excellent, and I'm planning to wander back sometime soon to enjoy it all over again! Thanks to Russell for the idea and leading us there :)



2013 ROUND-UP & FRENCH CAR FESTIVAL

BIG EVENTS PLANNED FOR 2013

Your Club is planning some big events for 2013 so get your diaries out and put the dates in!

First up will be the **2013 Renault Round Up** at Docklands on February 17th. This will be a very special Round Up as it is the Club's 60th anniversary.

As well as a big focus on getting representatives of every Renault model we can that was available in Australia during the life of the club, we are also planning a special concours event on the day (see Calendar for Dec 15th for a special pre-Round Up Masterclass on preparing your car); an anniversary dinner, and special guest speakers and judges.

The Club is also hoping to put on a special photographic and slide display covering past events. So get ready! If you have a special car, photos or other memorabilia, we need you!! Please contact Club President, Mikee Elliott, on 0409 939 935 for further details.



Our second big event will be the **2013 French Car Festival**. This is being run by our Club and will be held at the Seaworks Maritime Museum on Nelson Place in Williamstown on **Sunday October 20th**.

All French marques will be involved so there will be some wonderful machines to see. Yes, it's a long way off but we're planning some exciting events.

Historic cars will have the chance to go undercover and we're planning special demonstrations, dealer displays, spare parts stalls, music, French wine tastings, raffles and special prizes and guests.

Williamstown Craft Market will be on nearby and ferry cruises and seaplane flights will be available. Again, a dinner is being planned. If you would like to help out or have something special you can offer, contact Ken Marriott for more details on 0418 178 788.





OzRS NATIONAL MEETING



The weekend of 14-16 September saw the 2012 OzRS National Meet.

Ten or so club members, long-time and new, joined other Renault Sport drivers from all down the eastern seaboard from Queensland through to South Australia for a very successful three-day week-end.

array of Renault Sports beauties resting on the side of the road during the alpine run!

Sunday was track day and a few more members made their way to the event. Thirty-five cars tested their mettle, and that of their drivers, around the track before taking a 'genteel' cruise home.

The next event, sponsored by Barry Bourke, is shaping up to be a run to the high country on Melbourne Cup weekend. Up on Saturday, an overnight stay and back down again on Sunday. Home with time to spare to prepare for the Cup.



It started Friday afternoon with a BBQ provided by Barry Bourke of Berwick with a drive day on Saturday.

Over fifty cars took part in the drive through the high country finishing the day at Mount Buffalo for a formal dinner and quiz. It was a dangerous day apparently - not for the participants but for the passing traffic. There were three near misses as passing drivers gawped at the vast





SEPTEMBER GENERAL MEETING

General and Special General Meeting Minutes

Date: Tuesday 18 September 2012

At Dorothy Laver Reserve East, Glen Iris

1. Apologies
Amanda Elliott, Graeme Edwards, Joe Edwards, Lou & Leonie Willuemin, Basil Van Dongen.
2. Welcome
Mikee extended greeting to everyone attending the meeting.
3. Presidents Report
4. Business arising previous meeting
Nil
5. Membership Report
 - 5.1 8 new membership renewals received.
5. Treasurers Report
Attached
7. Correspondence
 - 7.1 Correspondence received:
AOMC renewal forms.
Information on automotive short courses from Kangan Institute.
Invitation to attend the Geelong revival Club magazines.
8. Sporting
 - 8.1 Come & Try day at Rob Roy Sunday 30 September.
 - 8.2 10/11 November Sandown Historics: re-instated RCCV's claim to concourse; there are places available for cars; Contact Mikee if you are interested in attending.
 - 8.3 Registrations are open for the Morwell hill climb on September 30th. NB: the hill climb will be going in reverse direction.
- 8.4 Victorian Motor Khana on Saturday 22 September in Bendigo.
9. General Business
 - 9.1 Carnival details are available on the CAMS website to book attending the event.
 - 9.2 Congratulations to Oz Renault sport for the national meeting held 15/16 September; 50 drivers attended, 2 members from Renault Australia and others from Queensland, A.C.T. and South Australia attended the event; Glen & Andrew also attended as spectators.
 - 9.3 Invitation received from Barry Bourke Renault to attend a drive day over the November Melbourne Cup week-end (3-6 November); more information will be available closer to the day.
10. Meeting closed
8.10 pm
11. Next Meeting
Tuesday 16 October 2012

Special General Meeting

1. Apologies
Amanda Elliott, Graeme Edwards, Joe Edwards, Lou & Leonie Willuemin, Basil Van Dongen
2. Business of the meeting
 - 2.1 Rules of Incorporation: motion to adopt Rules of Incorporation as put forward by the RCCV committee.
Moved: Geoff Rasmussen, Seconded: Sue Allen
After a vote by the motion was passed.
- 3 Special general meeting closed



TREASURER'S REPORT

Treasurers Report—Renault Car Club of Victoria Inc.

August 2012

Balance as at 31/07/2012 12489.98

Income

Interest	0.29	
Membership	477.00	
Advertising	15.00	
Supper	29.00	
Total Income	521.29	

Sub Total 13011.27

Expenditure

Magazine	817.00	
Card Merchant Fees	38.36	
Club Registration	43.90	
Total Expenditure	899.26	

Balance as at 31/08/2012 12112.01



CLUB SHOP

Club Caps—\$5

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



Club Key Ring—\$6.00

A perfect accessory to any set of car keys



Club Lapel Pin—\$4.00

For the fashion conscious

RCCV Cloth badges—\$5

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



RCCV Number Plate Covers—\$5 per pair

This high quality, RCCV number plate covers feature a 3d Renault badge and a unique "no holes" mounting system. Available in standard size only



RCCV Club Shirts—\$35 per shirt

These are a very comfortable and eye catching shirt
Bright blue with yellow trimming and club logo
and available in all sizes



MORE ITEMS AVAILABLE AT GENERAL MEETINGS AND OTHER EVENTS.

For all merchandise purchases see Kay Belcourt at general meetings. Along with all the club merchandise Kay also has a vast array of other Renault collectables. Including a large range of model cars from \$5.00 All profits are returned to the club to help with running events. Stocks changing all the time.



RENAULT AUSTRALIA VICTORIAN DEALERSHIPS

www.renault.com.au

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Geelong
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Waverley Renault

350 Springvale Rd
Glen Waverley
(03) 9556 04711



MOTOR SPORT

FORMULA 1

Belgium		
Position	Driver	Team
1	Button	McLaren
2	Vettel	RBR-Renault
3	Raikkonen	Renault
Ret	Grosjean	Renault

Italy		
Position	Driver	Team
1	Hamilton	McLaren
2	Perez	Sauber-Ferrari
3	Alonso	Ferrari
5	Raikkonen	Renault
N/R	Grosjean	Renault

Singapore		
Position	Driver	Team
1	Vettel	RBR-Renault
2	Button	McLaren
3	Alonso	Ferrari
6	Raikkonen	Renault
7	Grosjean	Renault



TEAMS TABLE		
Position	Team	Points
1	RBR-Renault	297
2	McLaren	261
3	Ferrari	245
4	Lotus-Renault	231
5	Mercedes	136
6	Sauber-Ferrari	101
7	Force India	75
8	Williams-Renault	54
9	STR-Ferrari	14
10	Marussia-Cosworth	0
11	Caterham-Renault	0
12	HRT-Cosworth	0

DRIVERS TABLE		
Position	Driver	Points
1	Alonso	194
2	Vettel	165
3	Raikkonen	149
4	Hamilton	142
5	Webber	132
6	Button	119
7	Roseberg	93
8	Grosjean	82
9	Perez	66
10	Massa	51



LAUGHS PER MINUTE

Tragedy at the FCF

In a tragic incident at the recent French Car Festival, three buddies die in a crash between a Peugeot, a Citroen and a Renault. Being French car drivers, they all go to heaven and, as usual, there is an orientation. They are all asked, "When you are in your casket and friends and family are mourning upon you, what would you like to hear them say about you?"

The Peugeot driver says, "I would like to hear them say that I was a great doctor of my time, and a great family man."

The Citroen driver says, "I would like to hear that I was a wonderful husband and school teacher which made a huge difference in our children of tomorrow."

The Renault driver replies, "I would like to hear them say, 'Look! He's moving!'"

The Potato Family

One night, the Potato family sat down to dinner--Mother Potato and her three daughters. Midway through the meal, the eldest daughter spoke up. "Mother Potato?" she said. "I have an announcement to make."

"And what might that be?" said Mother, seeing the obvious excitement in her eldest daughter's eyes.

"Well," replied the daughter, with a proud but sheepish grin, "I'm getting married!"

The other daughters squealed with surprise as Mother Potato exclaimed, "Married! That's wonderful! And who are you marrying, Eldest daughter?"

"I'm marrying a Russet!"

"A Russet!" replied Mother Potato with pride.

"Oh, a Russet is a fine tater, a fine tater indeed!"

As the family shared in the eldest daughter's joy, the middle daughter spoke up. "Mother? I, too, have an announcement."

"And what might that be?" encouraged Mother Potato. Not knowing quite how to begin, the middle daughter paused, then said with conviction, "I, too, am getting married!"

"You, too!" Mother Potato said with joy. "That's wonderful! Twice the good news in one evening! And who are you marrying, Middle Daughter?"

"I'm marrying an Idaho!" beamed the middle daughter.

"An Idaho!" said Mother Potato with joy. "Oh, an Idaho is a fine tater, a fine tater indeed!"

Once again, the room came alive with laughter and excited plan for the future, when the youngest Potato daughter interrupted. "Mother? Mother Potato? Um, I, too, have an announcement to make."

"Yes?" said Mother Potato with great anticipation.

"Well," began the youngest Potato daughter with the same sheepish grin as her eldest sister before her, "I hope this doesn't come as a shock to you, but I am getting married, as well!"

"Really?" said Mother Potato with sincere excitement.

"All of my lovely daughters married! What wonderful news! And who, pray tell, are you marrying, Youngest Daughter?"

"I'm marrying Richie Benaud!"

"Richie Benaud?!" Mother Potato scowled suddenly.

"But he's just a common tater!"

Bumper sticker

I want to die in my sleep like my grandfather.... Not screaming and yelling like the passengers in his car....

LPM

THOUGHT OF THE MONTH

Understeer is where you go forwards through the hedge on the outside of the corner...

Oversteer is where you go through the hedge backwards...

Horsepower is how fast you go through the hedge...

Torque is how far you take the wall with you.....

Driver Skill is what made you attempt the corner and,

Handling is how you got to the hedge in the first place !

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

Advertising here is free for members and \$10 for non-members. Advertisements will be published in both The Victorian Renault and the RCCV newsletter

FOR SALE

Black Megane R.S. 225 Cup



One owner, good condition.
43620 km
4 new Michelin tyres
Reg until April 2013
(built 2008, first reg 2010)
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Contact Carol on 0437 770 730

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 sideline my 504 and driving automatic. The Fuego has a rebuilt suspension, shockers, new discs on brakes, constant velocity joints inc bearings, seals, etc. Fitted new wheels and tyres, etc. The whole looks like it wants to go but I now wish to call it quits. VIN yMYu081131120428. The car is parked in RHYLL

My contact no: 0428 146 030

TWS Watch

Original TW-Steel Renault F1 sponsors replica watch
\$295 each \$20 Donated to club

Contact Alan on 9670 0560

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 from the next edition - get in early to ensure your access to this pre-qualified market.

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

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

Renault Fuego GTX - 1985

Reg: CCM 468 expiry February 2013
5 Speed Manual

82,000 kms

A/C, Power Windows, Fog Lights, Rear Windscreen Wipers, Radio Cassette

White with grey velour cloth trim / well maintained

One owner / lady / North Balwyn

Complete service records

Contact: Jan Messner on 0414 747 990 or 9857 7588
after 25th February.

WANTED

DOUBLE GARAGE

shed as a workshop to rent for my other cars. Ideally located on South East Melbourne side, but could be semi rural on Mornington Peninsula. I'm looking for a double garage/shed to house my other cars, there'll be some noise at times from the grinder as I do rust repairs.

Contact Mike Neil 0418211278 or email
taymike51@gmail.com

RENAULT 25 OR RENAULT 30 GEARBOX

Contact Chris on 0413 659580 or 03 97548715

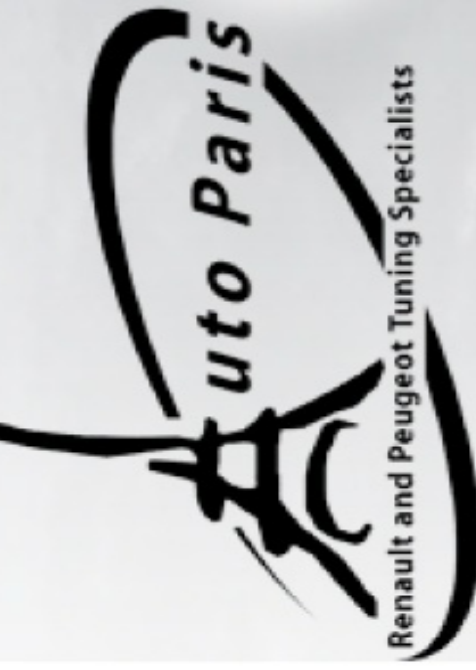
COMPLETE STEERING RACK FLORIDE/DAUPHINE

I need to replace the steering rack in my Floride. I am after a complete rack including tie rods.

Phone Andrew 0412 642 027.

Deadline for next magazine Monday December 3th Send to rccv.tvrads@systemia.com.au





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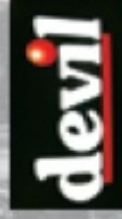
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