

# THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



## DRIVING AN F1 CAR

*How does that feel?*

## MALDON via MANY MORRIS MINORS

*September's run*

## REVIEWED

*Stop...  
at Superstop*



SPRING 2014 – OCTOBER

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# SPRING 2014

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CAR CLUB OF VICTORIA

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Hi there,

This edition we see the departure of the Renault of the Decade series and the return of RA Managing Director Justin Hocevar's missives and the Calendar is back in the centre of the magazine.

It has been a busy couple of months for the club with the Historic Sandown marshalling being a little more than just providing bodies. There was that 'oh oh' moment at the meeting with the VHRR when they said 'we haven't done it like this before, you'll have to do the organising...'. Well, that all went well in the end, at the expense of time going into things like this magazine.

You know the old story about the child who says to his mother 'he followed me home, can I keep him' about the dog at his feet? Well, this Trak Blue R12 followed me home ... no, really it did. It's owner from round the corner who bought it new in '75 having decided she's not up to driving any more said 'I see you like Renaults, would you like this one? What gave that away I thought? I was allowed to keep it. :-)

That consumed some time too. But I have to resist giving it more as Christmas is upon us soon and the place must be presentable for the clan gathering (our turn this year). But still there's that little voice in your head, "come and play with me...".

In June we had Terry Meehan waxing lyrical about the Megane RS 265; this month we reprint Iain Banks' description of driving an F1 back in 2000. It came to our attention when Car Magazine reprinted it in Iain's death last year. Iain Banks is a very successful writer and he brought that expertise to bear in penning the article 14 years ago. A good read remains a good read no matter the passing of time.

Speaking of which, we're always on the lookout for a good read to include so send them in, or point us in their direction.

Have a merry, and safe, Christmas and New Year

*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:** Ross's new racing Dauphine. Photo by Jason Byrne, [www.alittlebitsideways.co.nz](http://www.alittlebitsideways.co.nz)

**Articles by** Pamela Talevska, Ken Marriott, Geoff Rasmussen, Iain Banks, Justin Hocevar

**Photos by** Venus Lane, Joost Kuckartz, David Jenkins, Ken Marriott, Glenn Armstrong, Geoff Rasmussen, Renault Media

## JOINING / RENEWING

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

PO Box 111 Heidelberg VIC 3084

The Application form is available for download from [www.RCCV.info](http://www.RCCV.info). It is also occasionally printed on the back of the magazine's mailing address slip.

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

Welcome to new members: Andrew Davis, Michael & Louise Dickson, Jeremy Hooi, Zoran Kavalk, Nick & Helen Koeinig, Christopher Koren, Tom Koukouvaos, Stephen Longbottom, Phil Sethna, and Greg Testolin





## PRESIDENT'S REPORT



garage and onto the streets.

If you have a CPS vehicle, I strongly recommend grabbing your logbook for last year (if you still have it!) and taking a look through what you did, when, and how many days you have left. There's a strong temptation, for me anyway, for these cars to become goldilocks items - only out when it's not too hot, or not too cold, or not likely to rain - and not get the use they deserve and you as the owners enjoy. Have an adventure! Take them out for no other reason than you enjoy driving them. It's what the scheme was designed to enable, and I've found great joy cruising in my R16 for no other reason than I felt like it.

It's been a real eye-opener this year to go back through the club permit logbook that I have kept over the past year to see just how much I've used my chrome-bumper toy, with club trips featuring prominently in giving me that nudge I needed to get her out of the

We've got a few things on the horizon in the club, notably the Round-Up in February next year, and I'd like to take a moment to acknowledge the support of Barry Bourke Renault and AutoParis for this event. We're also trying something new and offering a trophy for a commercial Renault - do you own a Kangoo, Trafic, or Master? We'd love to see it join us along with you on the day.

The club has also received high praise from the VHRR for the effort that we put in for the Historic Sandown event competition paddock marshalling. Geoff (our editor extraordinaire and general doer of fantastic things) put in a heap of effort, and I feel that most of the praise we have received as a club was down to the legwork he undertook. It was a brilliant experience, and everyone involved from our end had fantastic feedback about the event - we're about to commit to next year, and we'd love to hear from you if you're able to spare a couple of hours for the next event.

Happy Renaulting

Mikee



## ANNOUNCEMENTS

### Club Christmas Breakup 69 Karnak Road, Glen Iris 7:30pm 16th December

Life members Rob and Kay Belcourt have graciously offered their home for our Christmas function this year. It's only a few streets away from the club rooms and parking is available along Ryburne Ave.

As in the past we will be having a sausage sizzle which will be provided by the club, along with soft drinks. If you wish to bring alcohol you may do so. If you have any particular dietary requirements, these must also be supplied by you. The BBQ will be available for cooking.

### RENAULT ROUND-UP

#### Piazza Docklands

**22nd FEBRUARY 2015**

*Cars to arrive 8:30am via Doepel Way*

The Renault Round-Up is on again next year in February. The Docklands Piazza redevelopment is still on hold so it's still available for us.

We're showcasing Renault commercial vehicles this time round - the marque has been having great success with the LCV (light commercial vehicle) range but this doesn't appear to be widely known. With luck we'll have an interesting display of LCVs if negotiations are successful. If you know anyone with a Renault LCV encourage them to bring it along and be part of the show; there's a trophy category for them.

We're also hoping to have a couple of the zero emission electric vehicles Renault have in Australia at the moment.

Awards will be given for Best Sporting Renault (sponsored by Auto Paris), Best pre-2001 Renault, Best post-2001 Renault, Best Renault Commercial and Best Renault in Show (sponsored by Barry Bourke Renault).

### RCCV Sporting Champion

#### New club sporting competition for 2015

The club is introducing a annual sporting championship for club members. The competition is for a single 'RCCV Sporting Champion' across all sporting disciplines, be they hill climb, sprints, motorkhana or other.

The club doesn't have the capacity to conduct competitive sporting events on it's own so the championship is based on member's results in events run by other clubs. Any CAMS affiliated club event in which a member participates in is eligible and members do not need to be competing in a full competition - for example, having a run at one of the Rob Roy Interclub Challenge hillclimb counts. It's possible that singular success at a one-off event may trump a year's effort in another competition if that resulted in little success.

The championship runs for a calendar year and 'entry' is automatic on entry into a CAMS club event anywhere in Australia. Competitors will need to provide advice of entry and results so we can maintain a tally. There'll be a trophy and prize, and 2015 will be a trial year.

*(Continued on page 6)*



## ANNOUNCEMENTS

(Continued from page 5)

Scoring is

- 1 point for participation
- 3 points for 1st place, 2 for 2nd and 1 for 3rd in class
- 10 points for an outright win at the event

Points will be based on the normal scoring method for that particular discipline of motor sport eg. Hillclimbs the fastest run is used and Motorkhanas the best elapsed time.

Contact Graeme Edwards (0408 057 525), Geoff Rasmussen (0419 357 509) or John Elliott (0409 906 108) for details.

### RCCV Display Champion

#### New club competition for 2015

The club is also going to trial an annual 'show and shine' championship in 2015. This will aggregate results from the Renault Round-Up, the French Car Festival and any other event where the club puts on a display. This may include displays at Sandown Red Hill, Motorclassica, etc. where scoring could be done.

The full details of included events, scoring, 'classes' (if any) etc. are yet to be sorted out. This competition is open to all club members, though of course the included events are open to non-member Renault owners who may take out the winning places in those events.



**ROB ROY**  
 Winner of the first Victorian and Australian Hillclimb Championship 1995  
 Clifton Road, Christchurch Hills Motorway rd 265 AB

**INTERCLUB CHALLENGE**

2015

Initiated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs. Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship. Classes cater for all types of vehicles from road registered to hill climb specials.

**ROUND 1 3RD MAY**  
**ROUND 2 30TH AUGUST**  
**ROUND 3 25TH OCTOBER**

PLACINGS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points  
 ATTENDANCE - 1 point per competitor

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 Event Enquiries Wayne Rushton 0412 639 094  
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## RENAULT MEDIA

### News from the World of Renault

Geoff Rasmussen

#### Two more sales records

In June, the four-year revival programme reached a new milestone with more than 1,000 vehicles delivered in one month, bringing the half year total to 4380 vehicles – up 52.5% year to date and more than the double the full year sales of 2010. For the 2014 Financial Year, Renault has delivered 8523 vehicles, a record.

“Our strong, yet sustainable sales momentum has continued to build over the past four years and we are delighted to have achieved this monthly total, a number that seemed a significant stretch target when it was discussed at management level not so long ago,” says Justin Hocevar, Managing Director of Renault Australia.

“However, we had a plan in place to ramp up our appeal to the market, not only in terms of product renewal, but critically by developing our dealer network and implementing a series of customer reassurance programmes that are obviously striking a positive chord with private, business and fleet buyers alike.

“The strongest first half of a year in our recent history augurs well for another record-breaking sales result for our resurgent brand.

“Our LCV offerings have been enhanced by the arrival of a freshened Kangoo, including the five-seat Maxi Crew version that offers increased functionality for small business buyers, and which, in the few weeks it has been on sale has generated significant interest and orders.

“And we still have the segment-busting Captur to launch in Australia, a vehicle that has been a huge success in European markets where it has been on sale for several months. Demand there for Captur is exceptional, and we have had to fight hard to retain our initial allocation.

“I am sure that once it arrives in Australia it will be met with similar levels of demand as Europe,” he says.

#### New Mégane s

In July 2013, Renault Australia introduced the limited edition Mégane GT220 Sport Wagon to bridge the gap between Renault’s central Mégane range and the Renault Sport vehicles. Demand for this vehicle and for a hatch variant has resulted in adding the new Mégane GT220 Hatch and the permanent inclusion of the Mégane GT220 Sport Wagon to the Mégane line-up.

As with the Mégane GT220 Sport Wagon, the Mégane GT220 Hatch features the 2.0-litre turbocharged petrol engine from the Mégane R.S. range. This has an output of 220 hp (162 kW) and 340 Nm and thanks to the addition of Stop & Start technology, has a combined cycle fuel consumption of just 7.3-litres per 100km. The Mégane GT220

Hatch and Wagon both feature a 0-100km time of 7.6 seconds and a top speed of 240 km/h.

Commenting on the launch of the renewed Mégane range Justin Hocevar, Managing Director of Renault Australia, said: “The Mégane nameplate is the best known and highest selling Renault nameplate in Australia and it is exciting to introduce this renewal of the range. We have already seen a very positive reaction by Renault customers to Laurens van den Acker’s design language with the award-winning Clio and we are confident customers will embrace the renewed Mégane range.

“One of the highlights of the renewed Mégane range is the introduction of the new TCe 130 petrol engine from Renault’s Energy Engine range. This new engine delivers in all respects – from sprightly performance to impressive fuel economy and it is a genuinely enjoyable drive experience. I am confident that this engine will become a welcome addition to the Mégane range and anticipate the TCe 130 representing two thirds of all Mégane sales.

“Another exciting addition to the Mégane range is the permanent introduction of the GT220 specification in both the Sport Wagon and Hatch variant. We had a very positive customer reaction to the limited edition Mégane GT220 Sport Wagon when we launched in 2013. There were several customers who had previously considered a Mégane RS265 but needed the practicality of a 5-door vehicle and a more family-oriented suspension set-up.

Along with several other markets we fed this strong customer acceptance back to the team at Renault Sport Technologies and we are thrilled that they were able to respond to this demand and introduce both a hatch variant of the GT220 and ensure that this specification is a permanent inclusion in the Renault Mégane range.

About 27% of Renault sales in 2013 were Mégane s; these new options are likely to see that grow.

#### Five Year Warranty

There is now a five-year unlimited kilometre warranty on all Renault Sport and GT vehicles. The new Mégane GT220 Hatch and Wagon also receive the new warranty. And customers receive 5 years of roadside assistance to give further peace-of-mind.

“We are incredibly confident in the exceptional quality of all of our products, including our Renault Sport and GT vehicles, and this change in warranty enables us to demonstrate that confidence to all Australian consumers.” says Justin Hocevar

In the past 6 years Renault has seen a 68% reduction in the warranty costs per vehicle, which are now some of the lowest in the industry.

(Continued on page 8)





## RENAULT MEDIA cont.

(Continued from page 7)

### Twizy Arrives In Australia

The innovative four-wheeled Zero Emission electric vehicle the Renault Twizy, has made landfall in Australia, its first step on what could be a long road to create a new category of environmentally friendly personal mobility device.



Twizy is classed as a quadricycle in Europe, but because there is no suitable categorisation in Australia, Twizy is currently required to conform to passenger vehicle standards, and so has to meet the same criteria as a Renault Koleos, despite doing the same job as an electric scooter; carrying two people around the city.

Twizy is the third Renault Zero Emission vehicle to turn a wheel in Australia after the Fluence Z.E. sedan, and the Kangoo Z.E. light van (examples of which are currently on test with Australia Post). In fact, the Renault ZOE Zero Emission light car also visited Australia for hot climate testing during its final development and toured Down Under wearing a snazzy disguise (probably why you may have missed it).

"Twizy has to be seen to be believed and driven to be understood, which is why we have been eagerly awaiting the arrival of the first example," says Justin Hocevar.

"Renault is a global leader in Zero Emission vehicles. Twizy offers a unique, imaginative and exciting view of future personal mobility, one that would fit very well into our increasingly congested cityscapes. It is possible to fit three Twizys into a standard car park and in addition Twizy can be charged overnight from a standard household socket.

For commuters travelling only short distances each day, Twizy could be the ideal solution, and arguably far safer than two-wheeled travel," Hocevar says.

"Twizy has been an incredible success in Europe, where it has been on sale for around two years. We are hoping that by exposing some opinion formers, lawmakers, and relevant

road authorities to Twizy, we will gain a greater understanding of the concept and what it could deliver for Australia drivers.

"We don't think that just because Twizy has a steering wheel instead of a handlebar it should be automatically disqualified from consideration as a legitimate form of personal transport in Australia," he says.

The regulations that govern quadricycles are not the same as those for a car, but Twizy still draws on Renault's expertise in vehicle safety. Four wheels are obviously more stable than two or three, Twizy has disc brakes all-round and hugs the road thanks to development input from Renault Sport Technologies.

The driver benefits from a front airbag and a four-point harness, and there is a three-point seat belt for the passenger. Twizy's optional scissor doors provide additional protection from both the elements and draughts.

There's two dash-mounted glove boxes (3.5 and 5 litres, the latter lockable), equipped with a 12V power supply, and a 31-litre stowage area concealed behind the passenger seat.

Twizy is 450kg with an urban cycle range of 100km thanks to its 6.1kWh lithium-ion battery and braking/deceleration energy recovery system. In real-world use, customers can expect a range of 80km by applying eco-driving principles (55km in severe conditions with repeated hard acceleration). Twizy can be fully recharged from a regular power socket in around 3.5 hours.



### e.dams-Renault

In the Formula E Championship Renault is to be title sponsor of e.dams-Renault. A year ago, Renault confirmed its commitment as technical partner to the new Formula E championship for electric single-seater racing cars. Now, Renault has extended its involvement with the announcement that it will be the title sponsor of the e.dams-Renault team which is jointly owned by Renault brand ambassador Alain Prost and Jean-Paul Driot.

This partnership sees Renault step up its investment in this all-new, particularly innovative discipline. The challenge

(Continued on page 12)





## AUGUST SOCIAL EVENT

### Flowerdale Drive

*Geoff Rasmussen*

The August run to Flowerdale was arranged at the last minute by Glenn and Ken when we couldn't get a booking for the Morris Garage as planned. That run got pushed to September.

I can do no better than to quote David Jenkins: "It was a good day today, well organized by Glenn. The meal at the hotel was pretty good too! I made it home safely through

Kinglake, Eltham, Doncaster and back home to Ormond. A total of 111 miles since leaving home this morning." The 'safely' comment was because David' immaculate 4CV was only managing 25km/h up the hills on the way out. A subsequent reset of the timing has made it much more spritely and he keeps up with the speed limit, if not with an RS given its head.



Renault poseurs (L to R): Ken, Graeme, Mikee, Chris & Steve, Joost & Connie, Mike, Glenn and David behind the camera



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## SEPTEMBER SOCIAL EVENT

### From Morris Minors to Maldon

Geoff Rasmussen

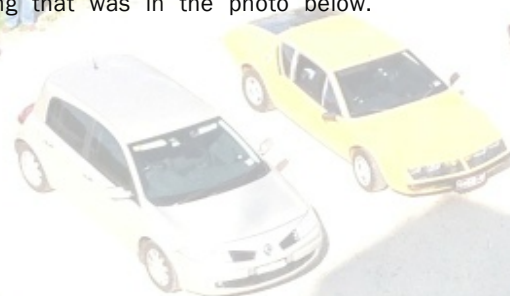
A baker's dozen of club cars loitered in the car park of the Calder Park service centre while their drivers and passengers were inside sipping coffee and getting to know new members Louise and Michael. We were on our way to visit the Morris Minor Garage in Harcourt and thence to picturesque Maldon for lunch.



We regrouped at Harcourt to handover our response sheets, stand around nattering in the gorgeous sunshine and to play follow the leader to the Morris Minor Garage, which was tucked away in a corner a little way out of town.

The Morris Minor Garage is a private museum dedicated to the car. It has a terrific collection of Morris Minors ranging from the very earliest to the last in various configurations made. It even has the one used in the ABC TV series Mother and Son.

After we had all surrendered to the charms of the place - the Garage is on a rural property growing olives and fruit trees with wonderful views - it was inside for a coffee from the period café attached to the Garage. You can see how relaxing that was in the photo below.



This was an observation run, so Glenn set us off at carefully measured intervals under a sky as blue as Louise's new Clio. The route took us up the freeway to Malmesbury through Taradale and on to Harcourt via Harmony Way. A little bit of harmony didn't go astray in my vehicle - what is it about an observation run that generates shall we say 'animated' discussion?

We may have been doing what Glenn advised against i.e. over-thinking it!



Clearly it was hard to take.

We then got the tour of the garage and a very detailed and informative talk about Morris Minors. The condition of the cars was immaculate and the garage itself was a museum piece filled with memorabilia



and other items. It wasn't all Morris Minors, there were a couple of Holdens and other older vehicles around including the blue beauty pictured out in front.





All too soon it was time to hit the road again and head to Maldon. After another stand in the sun and a natter, we dispersed through the town to find eateries to our various likings.



Maldon does have a nice range of place to dine but most are on the smaller side. It was also somewhat crowded - the place we ended up had only the one table free when we entered.



Since Maldon is not far from the Tarrengower hillclimb track, run organisers Glenn and Hen included it as the last leg of the day's run. It was an untimed run up the hill - a pity, it would have made for an interesting set of figures!



The view from the top is spectacular. It's no wonder they put a fire spotter's tower on the pinnacle. One got a great view of our cars spread out in an arc at the foot of the tower. One also nearly got blown off the tower by the wind. Crikey it was blowing a gale up there. The hill is the only thing breaking the wind for miles around so it really howls around the tower.

By this time, Ken and Glenn had tallied the scores and worked out a winner. So it was more standing in the sun, but with less nattering as we were listening attentively to the judges run through of the correct answers. It wasn't long before Jenny and I concluded that we had indeed been overthinking the questions and were well out of the running for a place.



The winners of the observation run were the new members Louise and Michael Dickson. Runners-up were the Stewart family and a special award went to David Kirsas for best answer to 'what's inspiring about Taradale': 'the exit sign!' The judges decision on this was endorsed by the laughter from the crowd.

The formalities over with, it was time for the trip home. I took a wrong turn, ended up in Castlemaine so we had a look around there as well.

It was lovely day, well organised by Ken and Glenn - our many thanks to them for doing that.







## RENAUL MEDIA cont.

also underlines Renault's determination to take maximum advantage of its motorsport and electric vehicle expertise.

This involvement with the French team will allow Renault to maximise the coverage of its participation in the new championship which promises to be particularly attractive. It's the



From left to right Patrice Ratti, Sébastien Buemi, Jean-Paul Driot, Nicolas Prost, Alain Prost

start of a whole new discipline and motorsport fans will be treated to a great show with a new format that will take the action into the heart of several major cities.

e.dams-Renault has announced that its drivers for the 2014/2015 championship will be Nicolas Prost and Sébastien Buemi.

Renault is also very pleased with the work achieved in association with Spark on the Spark-Renault car which all the teams will use during the first year of the series, and will continue to help Spark to provide the best possible technical service to all the participating teams according to Patrice Ratti, President of Renault Sport.

### 2014/2015 FIA FORMULA E CHAMPIONSHIP CALENDAR

- 13/09/2014: Beijing
- 18/10/2014: Putrajaya
- 13/12/2014: Punta del Este
- 10/01/2015: Buenos Aires
- 14/02/2015: Venue to be confirmed
- 14/03/2015: Miami
- 04/04/2015: Los Angeles
- 09/05/2015: Monaco
- 30/05/2015: Berlin
- 27/06/2015: London



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## FROM THE MD'S DESK AT RENAULT

### Justin Hocevar speaks

*Managing Director, Renault Australia*

Australia is the lucky country partly because we have Tasmania's awesome driving roads. As you read this I will be rewinding (yet again) in my mind the drive we have just completed around some of the most majestic, challenging and invigorating roads in the world, as I have been experiencing them in the latest Renault Sport cars.

We decided to share this experience with a select group of Australian motoring media, so hopefully you will read about their exploits over the summer.

On hand to put the corners to the test were the latest limited edition Mégane R.S.275 Trophy, the new Clio R.S. Monaco GP limited edition plus an array of the existing Renault Sport range Clios and Méganes.

It's a tough job, but that's what they pay me for.

The timing couldn't have been better because we recently discovered Australia is the second largest market in the world for RS cars, after France. We have more driving enthusiasts in Australia than even the UK, when it comes to the RS range. Great news indeed for the future, as it should point to earlier access to the new and exciting product down the track.

Next up of course is the exclusive Mégane R.S. 275 Trophy-R. If you think of this track-bred, Nurburgring-stormer as the GT3 of the RS Mégane range you'll know its going to be a brilliantly-focussed high-performance car.

Not all of my waking hours have been consumed by cornering RS models through breathtaking beauty, though. We are gearing up for the launch of the much-anticipated Captur light segment crossover, which will be here early in 2015.

This is a car that has defined the segment in Europe, substantially outselling its rivals, of which there are many there, and increasingly here in Australia. However we are confident the Captur will follow in the wheel tracks of the new Clio, which has become our best-selling model line in Australia in its first year on sale.



Clio has also done well in media group-tests against its deadliest rivals in recent weeks, and further acclaim is not far away. Clio certainly has captivated Australians across the board.

Renault has been aiming for and achieving new milestones in terms of growing the family of customers across the country in 2014. We have added yet more dealer points this year to provide increased access to Renaults to more of the population. In regional and rural areas, the appetite for Renault's comfortable, well-equipped and classy passenger cars and hard-working light commercials has never been stronger.

We'll exceed our stretch target of 9000 sales for the year, and forge ahead into 2015 determined to bring more smiles to more faces, spreading more 'joie de vivre' among Australia's motorists.

And don't be shy to put your RS on the Spirit of Tasmania and have a crack at those roads yourself. Responsibly, of course.

Managing Director  
Renault Australia

Car Club Message December 2014



## AN F1 EXPERIENCE

### Iain Banks drives an F1 car

*Iain Banks - Car Magazine, June 2000*

*Being behind the wheel of Formula One car is about as far removed from any other motoring experience as you can imagine. Some might say indescribable. Not if you are one of the country's leading novelists.*

Clutch out. Vibration previously merely intense leaps to merge with the psychotic engine scream. Exit pits, wheel twitching. Clutch in, second gear, aim for a cone gate on far side of track. Gear change. Turn. Stamp on brake. Aim to just miss two cones. Turn it. Hands twisted round now, right one just above knees, left glove just poking out of cockpit into airstream. Apex. Hands gradually back to lateral. Feed in power progressif, progressif, aiming towards the corner exit cone. More power, pressed back in seat – engine making my teeth buzz – glance at revs, a single red LED numeral underneath the slither of windscreen. Change up, thrown

back in seat, engine screams, rev glance, change up, engine howling higher still, change again into fifth, engine howling higher still, change again into fifth, acceleration still fierce, helmet starting to buffet from the slipstream like some maniac on speed's sitting in the air intake behind me playing pat-a-cake with my head.

Almost time to think here on Golf, the long curve out of Estoril that unwinds to a straight. Cones ahead. They're alongside before the thought's even had time to skip to short-term memory. Really stamp on the brakes. 'I brake, I wait.' Slam forward to fourth, muff fourth to third trying to go diagonal. Just like I've been warned. Second, then. Haul round, even sharper this time. Progressif power again, shifting up while the engine bellows and rasps, rising high and shrill towards the peak of its power as fast as a bike's. I take what

*This is a reprint of an article that first appeared in Car Magazine in June 2000.*

*(Continued on page 21)*



## CALENDAR

### October

1st	<b>Committee Meeting</b>	7.30pm Committee meeting, Manningham Club Closing date for October's The Victorian Renault advertisements and contributions
5th	<b>Sporting</b>	Rob Roy Come and Try Hillclimb day (MGCC)
12th	<b>Sporting</b>	Super Sprints Come and Try Day 1, Sandown (MSCA)
18-19th	<b>Sporting</b>	Mt Tarrengower Historic Hillclimb (BCC).
19th	<b>Sporting</b>	Autocross, Ballarat Motor Sport Complex (BLCC)
21st	<b>General Meeting</b>	6:30pm Penrite Oil Showroom (MotoFluid), Factory 17/11 Havelock Rd, Bayswater Presentation and then a look at their collection of historic racers.
24-26th	<b>Event</b>	Motorclassica, Royal Exhibition Buildings
25th	<b>Sporting</b>	VMC Round 9 Huntly (Saturday). Contact Glenn Armstrong on 0413 107 131
26th	<b>Social</b>	2014 French Car Festival. Macleay Park, Belmore Rd, Balwyn. Melway 46 C4
2nd	<b>Sporting</b>	Rob Roy Interclub Challenge Hillclimb Round 3.

### November

5th	<b>Committee Meeting</b>	7.30pm Committee meeting, Manningham Club Closing date for November's The Victorian Renault advertisements and contributions
7-9th	<b>Sporting</b>	Historic Sandown (VHRR). RCCV are Paddock Marshals.
18th	<b>General Meeting</b>	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris Speaker Andrew Wilson from Bush Fire Management of DEPI (Vic Gov)
23rd	<b>Sporting</b>	VMC Round 10 Pakenham. Contact Glenn Armstrong on 0413 107 131
23rd	<b>Sporting</b>	Super Sprint Come and Try Day 2, Winton (MSCA)
28-30th	<b>Sporting / Social</b>	Geelong Revival Motoring Festival (Geelong Sprints) Geelong Waterfront Planned to also be the club social day for November - details to be decided

### December

2nd	<b>Committee Meeting</b>	7.30pm Committee meeting, Manningham Club Closing date for Summer's The Victorian Renault advertisements and contributions
16th	<b>General Meeting</b>	7:30pm Xmas Party at the Rob & Kay Belcourt's place - 69 Karnak Rd Glen Iris Ample parking, partners and family welcome

### January 2015

6th	<b>Committee Meeting</b>	7.30pm Committee meeting, Manningham Club Closing date for January's The Victorian Renault advertisements and contributions
20th	<b>General Meeting</b>	7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
24-25th	<b>Sporting</b>	Jugiong Interstate Challenge Motorkhana.
25th	<b>Sporting</b>	VMC Round 1. Ararat. Contact Graeme Edwards on 0408 057 525





## CALENDAR

### February

- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club  
Closing date for February's The Victorian Renault advertisements and contributions
- 17th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 22nd **Social** 10:00am 2015 Renault Round-Up. Docklands Piazza. 8:30am for display vehicles

### March

- 3rd **Committee Meeting** 7.30pm Committee meeting, Manningham Club  
Closing date for Autumn's The Victorian Renault advertisements and contributions
- 8th **Event** 8:00am Vintage Drivers Club Annual Yarra Glen Swapmeet, Yarra Glen Racecourse
- 17th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 22nd **Social** Picnic at Hanging Rock drive day

### April

- 7th **Committee Meeting** 7.30pm Committee meeting, Manningham Club  
Closing date for April's The Victorian Renault advertisements and contributions
- 21st **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 26th **Social** TBA

### May

- 5th **Committee Meeting** 7.30pm Committee meeting, Manningham Club  
Closing date for May's The Victorian Renault advertisements and contributions
- 19th **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris
- 24th **Social** TBA

### June

- 7th **Committee Meeting** 7.30pm Committee meeting, Manningham Club  
Closing date for Winter's The Victorian Renault advertisements and contributions
- 21st **General Meeting** 7:30pm Dorothy Laver Reserve Pavilion, Glen Iris

#### **FOR SALE — Ads in THE VICTORIAN RENAULT**

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## COOKING WITH GABRIEL GATÉ

### Scallop Mousse with a Prawn Sauce

*This scallop mousse is a very delicate dish suitable for the finest dinner party. You will need four ½-cup capacity buttered soufflé moulds for this recipe.*

#### Ingredients

(Serves 4)

350g cleaned scallops, without the roe	1 French shallot, finely chopped
2 eggs	10 fennel seeds
200ml cream	1/4 cup tomato passata
salt and freshly ground black pepper	100 ml dry white wine
8 green prawns, medium-sized	a little chilli powder
1 tbs. olive oil	1/3 cup finely cut chives

#### Method

Preheat oven to 140°C. Butter four ½-cup capacity soufflé moulds.

Place scallops in a food processor and process to form a puree. Add eggs and process to combine. Transfer to a bowl and mix in half the cream. Season with salt and pepper. Spoon mixture into prepared moulds, then place in a baking dish. Add enough hot water to the baking dish to reach 2 cm up the sides of moulds. Bake for 20-22 minutes or until set and cooked through.

Meanwhile, peel and devein prawns leaving the tail intact, reserving shells.

Heat oil in a saucepan over high heat. Cook prawn shells for 3 minutes. Add shallot and fennel seeds and cook for 2 minutes. Add the tomato puree and wine. Bring to the boil and simmer for 5 minutes.



to watch Gabriel doing this recipe and giving tips, go to [www.sbs.com.au/food/recipes/scallop-mousse-prawn-sauce-mousseline-de-coquilles-st-jacques-sauce-crevette](http://www.sbs.com.au/food/recipes/scallop-mousse-prawn-sauce-mousseline-de-coquilles-st-jacques-sauce-crevette)

Add the remaining cream to the pan and stir to combine. Cook for another 3 minutes. Strain sauce into a bowl, discarding solids, then return to the pan. Reduce heat to medium. Add the prawn meat and gently cook for 2-3 minutes or until pink and cooked through. Season with salt, pepper and chilli powder.

Carefully invert the scallop mousse onto serving plates (they are quite delicate). Spoon a little prawn sauce over each, and garnish with prawns. Scatter over chives and serve.



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## GENERAL MEETINGS

### At the General Meetings

Geoff Rasmussen

#### August

Our guest speaker for the August general meeting was club patron Gabriel Gate. In recent years, Gabriel has produced a show for SBS that follows the Tour de France and presents the food and cooking, and wines, of the towns and districts the tour of that year passes through.



Well, it wasn't too long after the map went up on the wall and Gabriel started talking that the envy kicked in. The video covered the production of the show as well as some of the aired material, and it was clear that Gabriel and friends were having a great time making the show. How do you like that - someone pays you to go back to your home country, follow the tour and spend a lot of time sticking your face into food and wine.

I thought at the beginning I'd get a few tips and work out the best places to go when (if) I get the chance to spend time in France. The first district sounded wonderful - beautiful scenery, gorgeous villages, lovely tempting food and even more tempting wines. 'Right, that goes on the list' I thought.

The next one went on the list also - different but just as tempting food and wine, equally gorgeous environment. And the next, and the next.

I'm pretty sure that by the time Gabriel had finished everywhere in France was on the list, though I given up chalking them up long ago. Though his annual show only covers the path of the tour, Gabriel wasn't leaving out any part of France that was 'wonderful'. I think I'm going to have to go



several times because it's just so hard to decide where to go and where to leave out.

Gabriel's obvious love of his homeland - all of it - gave his thorough knowledge a deep and irresistible warmth and allure. Thanks Gabriel, it was a thoroughly enjoyable talk to listen to - despite the envy pangs. Now, how to persuade the club that the magazine really needs an article extensively researched, on-site in France, by the editor...

#### September

September saw us down at the Williamstown cop shop, not because we'd been naughty but because we were visiting the Water Police who have their headquarters and command centre at the back.

Leading Snr Constable Dave Henry gave us a good insight into the sorts of things the water police get involved in while showing us the command centre. I don't know how they managed before modern comms and IT tech as the room was literally wall to wall computers, screens and networking gear - and a stacked rack of whiteboards. Really, every wall except for two doors.



Then it was down the stairs and out the back to look at the toys. These boys have some serious water toys. A bunch of jet skis, a few inflatable zodiacs, a couple of proper big boats and a pair of high speed RIBs (rigid inflatable boat) as pictured. The RIBs can get ten persons - obviously more than just the crew - to where they need to be at 50 knots (93 km/h).

Dave was a little coy on some things, as all police get about counter-terrorism preparedness, but his run-down of the search and rescue process was fascinating. Time and tide may wait for no man, but the water police certainly have their numbers! And know what to do with them.

Several people said it was one of the best Club visits away for some time - with the icing on the cake for quite a few, being the fact that Dave was a Renault enthusiast of the first order!! His Mégane parked out back side-tracked most of us on the way back - it was rather special and very nice indeed.

It was also pleasing that we raised \$150 for the Blue Ribbon Appeal...far more than the usual biscuits we used to buy!! Our thanks to Ken Marriott for organising the visit



## October

We were out and about again for the October, this time to Penrite Oils out east in Bayswater. It wasn't the first time we've been there though it's been a few years since our last visit. This time we had the company of a number of members from the Citroen car club with whom it was pleasant to rub shoulders.

The talk on oils covering how they are constructed from various ingredients for specific purposes was as fascinating as always. Each new generation of engines - and gearboxes - seems to involve the invention of new oils. Or at least new oil formulations.

When it comes to automatic gearboxes the tales of those destroyed by the 'wrong' transmission oil are legion. Give me a manual any day, autos might not be 'slush boxes' any more but they are just too damn picky about their oils for my liking. But I digress...

One of the things that delights me is that our very own Penrite oils, born and bred here in Melbourne, is right up there with the world's very best. And they haven't forgotten about those of us who cherish the old ones. Penrite now have an oil with extra 'tackiness' for engines that may sit for some time waiting for a run. I'm not talking china ducks on the wall tackiness here, but oil that clings to the surfaces for longer so it stays where it needs to be for longer when the engine isn't running. They might have had it last time, but I don't remember it.

They also told us about a new feature on their web-site where you enter your vehicle - including your old classics - and it advises you on which of their oils is the one to use. It's good; I tried it on a good sample of old stuff and it didn't

gag on any old Renaults so I reckon someone has been pretty thorough!

But, of course, the highlight of the night was looking at the toys. John Dymond, who purchased the company from the founder in 1979, was a car enthusiast and over the years collected a number of special cars - racing and otherwise - and the premises in Bayswater is as much museum as workshop. We got to have a close look, while keeping our drool off the vehicles, of course.

Penrite oils always have quite a few of their staff on hand for questions and so forth and this night was no exception. It was great to hear the detail of what was being done to restore a particular old racer (I really should have written down details of what it was!) from the man who's doing it. He's been at it a couple of years now and I could say he's a bit slow but then I look at the rate of progress on my restorations and think I should just shut up.

They mechanics were also busy getting ready for the Historic Sandown race that was only a few weeks away then. This is the event that the club provided pit paddock marshalling for. The thing is, these old racing cars in Penrite's 'museum' are still out there doing what they were created to do - go out and race hard. They are not just put away and just 'looked at'.

My only criticism - and it's minor, very minor I'll grant you - is that John Dymond loved British cars and the collection reflects this. There's hope though that his successors Toby and Nigel will broaden the range - It seems certain they'll continue the 'collecting' habit.

Our thanks go to Rob Belcourt for organising this visit. btw, you won't find minutes for this GM as a formal meeting wasn't conducted; I think we got distracted by the cars.



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## BUSINESS REVIEW

### Make a Stop at Superstop

Ken Marriott

You may have seen the advert on page 8 of our last edition of The Victorian Renault...and if not, have a look at page 6 of this edition: Superstop.

Superstop is our newest commercial supporter and clearly, an important service provider to the motor industry: they import, distribute, repair and remanufacture anything and everything to do with brakes, clutches and shockers.... and have been doing so from their sole premises at 727-729 Whitehorse Road, Mont Albert for more than 4 decades. That's service!



Originally known as Bruce Taylor Superstop, the business has been run by a small group of partners since Bruce sold out many years back. One of those partners, Mick Cree, has been with the firm for more than 40 years himself, having arrived after finishing his apprenticeship at Dustings of Burwood. Mick is now the Superstop Sales Director.

Like Mick, many of the team of 10 staff at Superstop have come across from other similar backgrounds to apply their specialist skills to the reconditioning, re-machining and remanufacturing of parts across all marques and all ages of cars.



Product lines include those from LuK, Exedy, dba, KYB and Bremtec while the workshop is fully engaged in disc, drum and flywheel machining, brake hose manufacturing, performance clutch upgrades, and cylinder honing and reconditioning.



Together, Mick and his work colleagues have grown Superstop into one of the largest and most trusted independent brake and clutch specialists in Victoria.

Superstop has 3 vans on the road every day collecting and delivering parts across a 20 kilometre and more radius from Box Hill. Delivery Australia-wide is also available.

Across the counter jobs are welcome so if you have anything that needs the skills of a high standard and reputable firm...as well as one that supports our Club, Superstop is the "go"!

Superstop is at 727-729 Whitehorse Road, Mont Albert, 3127



You can call on 1300 777 867 or email your queries to [sales@superstop.com.au](mailto:sales@superstop.com.au) or just pop in and say the Renault Club sent you: we know that you will be most welcome!

Photos:  
Glenn Armstrong





## AN F1 EXPERIENCE cont.

*(Continued from page 13)*

feels like my first breath since the start. I think I'm just about in control here and that's two and a half corners without stalling, spinning or crashing, but wow this is intense. Lordy mama; this is just the F3 machine. What's the F1 car going to be like?

I'm at Magny-Cours in deepest France with 14 others; all here to drive an F1 car. And Stephan is the man. Our instructor, I think we imprint on him like newly hatched chicks. He's a *garçon grand* in the F1 International team which owns and runs the cars we're about to drive. He's black-haired, smoothly rugged, tan. He literally sizes us up, glancing at us, then handing out Nomex suits in the company's red and black. We complete our kitting up with gloves, balaclavas, helmets and red suede boots. A few have their own outfits; I decide they're the Serious Guys. The racks of gear are in the pit units just a few metres from the cars: three red Laurousses from 1994 in F1 International red. I lean one leg lightly, momentarily, against the rear wheel of one and it rolls gently across the garage floor. Of course, the cars are not just unexpectedly light, they also don't have a handbrake, any more than they have silencers or starter motors. We do the circuit first in a Peugeot 806. Stephan drives us round the course – sweep to this side, brake now, skirt the apex here – and we go very slowly while he explains. Then we're travelling at highly unlikely speeds. I honestly never expected to travel that fast around round a corner in a people carrier in my life.

The briefing proper is in the track control room, and majors on degressif braking and progressif acceleration. It also emphasises we are not here to race or become F1 drivers in one day. We are here to do no less, and no more, than drive a real F1 car on a real F1 course (Magny-Cours hosts the French Grand Prix this year on 2 July. Where we walk today, M. Schumacher and everybody else, the whole, gaudy circus of modern F1, will walk, sashay, roll, limp, pout, grin, growl and wheel itself in just six weeks. Around us, all over the circuit, the preening continues throughout the day as Magny-Cours readies itself).

We are told bluntly that the F3 drive is not only to get us familiar with the course and – for those of us not used to it – with single-seater driving, vital though that is; it's also to weed out any nutters. The Laurousses may not be fresh off last year's starting grid but they are still the genuine article – rather more than 700bhp in a body weighing less than 600kg. No rev limiter, no following a pace car, no F3 engine in an F1 body. Instead the real shebang, and once you're in that carbonfibre tub it's just you, the car and the circuit. You have easily enough power to kill or seriously injure yourself anywhere on the track (we're shown a couple of ugly-looking black scars on the start-finish line where people in F3s thought they could mash the faster pedal once clear of the corner. Instant wheel-spin, catherine-wheel impression and slam!)

Accordingly, the F1 International people want to find out who are over-enthusiastic early on, and, if they can't be persuaded to calm down, politely let them walk away with their lap money refunded.

Conditions are near perfect; a little dampness left over from the night quickly goes and we have a sunny April day on our

hands and beneath our wheels. The F3 cars look slightly toy-like compared to the F1 machines. They have 170bhp and weigh barely half a tonne. The shift is on the right; a H plus a sprung slot to the left for first, used only for pulling away. The windscreen is hilarious; a thin scrap of Perspex only half an inch high ridging the front of the cockpit. It looks like a giant's toe nail clipping. I wriggle into the narrow cockpit. I'm strapped in; the lower webbing tight enough to feel like a corset and the upper straps so hard down over my shoulders I feel my spine compress. A final run through the minimal instruments and controls. It's now I start to get really nervous. Mouth dry. When I first tried the gloves on earlier, they felt clammy. Know why now.

F3s have starter motors. I'm prepared for the noise. Not for the vibration. It's like falling into a hopper full of maxed-out Black and Deckers. The engine is buzzing like a hive full of killer bees on methedrine and it really wants to share this with you. I wear glasses, I have fillings, I'm forty-bleeding-six. I imagine the tiny screws holding my specs together gently revolving out of their frames. I can feel my fillings adopting sympathetic vibrations of a wholly different nature and frequency from the teeth they're housed. I can feel bones, sinews, organs, under-used muscles and individuals cells my brain hasn't had to pay attention to in four-and-a-half decades all suddenly in chorus going what the?

I'm second out. The car leaps away, I back off, the revs plummet – going to stall it! – back on the power with a reasonable semblance of smoothness in the circumstances. Change up and what might almost be called a modicum of calm prevails so that I actually feel I've achieved something just by making it out of the pit lane.

These are the rules: yellow flag means problem ahead, so slow down until you pass it. Red means something's seriously wrong, slow right down and go to the pits at the first opportunity, Blue means someone's behind you wanting to overtake, so let them. I end up establishing quite a relationship with the Blue Flag guys. They're the same blokes who wear the other ones, but I like to think of them as the Blue Flag guys because I feel we spend so much quality time together. Partly because of my inexperience and general cautiousness (absolutely no way timidity or nervousness, obviously) and my cack-handedness with the gearbox, I'm overtaken in both F3 sessions. I even have to re-start half-way round one lap. At least I can do that without help. Can't in the F1 machines.

I content myself with the thought that I haven't spun. A couple do and come in for Stern Words. I have some lunch, which is doubtless fine (pasta; so you can even eat like real F1 drivers), but frankly I'm dispirited and it doesn't taste so good to be. F1 briefing follows.

It's all about the power, and weight transfer. The F1 cars weigh 600kg. In a Lamborghini Diablo – a maniac, kaka off-a-shovel device if ever there was one – each bhp has nearly three kilos to move around. In what we're to be driving, each horse only has to shift 800 grams. Under acceleration drivers get hit with 2.5gs, under braking it's four gs. Static, the

*(Continued on page 22)*





## AN F1 EXPERIENCE cont.

*(Continued from page 21)*

car's weight is distributed 240/360kg front to back,. But they're not designed to be static, they are never balanced like that underway save for the most fleeting, transitional instant. Foot on the fast pedal, over half a tonne of pressure goes down through the back wheels, with the remainder to steer with. Under severe braking there's even greater disparity. Never mind the fact that the engine and gearbox are way back there and they make up the vast majority of the weight of the car. Never mind that the cars are so solidly sprung that when you step into the tub it's like there are no wheels on the thing and the undertray is lying on the concrete floor of the garage. None of that matters. When you brake hard, almost all of the weight goes to the front wheels – the Brembo brakes biting into the dark chocolate brown carbon discs like an Orca with lockjaw – and those vast rear tyres have barely 25kg each pressing them into the deck.

Try jumping on the accelerator coming out of a corner and you'll snap into a spin before you're foot's a quarter-way to the stop and way before your brain registers the fact. Our instructions are strict; if you do start to spin, try to kick the brake pedal through the bulkhead as though your life depends on it, because it just might. For the precious instants that you remain on the tarmac you can scrub off speed like a bastard doing this. So that when you hit the grass or the gravel and have all the poise and control of a just-born foal on an ice-rink, you shouldn't carry too much momentum toward whatever barrier is finally brining you to a stop. 'You can break your legs at 60mph,' Stephan reminds us, more than once. You could almost sense every head in the room replaying Schuey charging for the wall at last year's British Grand Prix, trailing dust like vanishing dreams. Nobody even mentions Senna.

But I'm in. Trussed. Nervous. Quietly quaking. Gloved hands on the Momo wheel (not a wheel at all, of course; a sort of stickily rubbered horned thing, like an equals sign squeezed down between two brackets) Ah yes, the paddle gear shifts. Great. This might make life easier compared to the F3s. Then all I have to worry about is four times the power.

One of our three Laurosse is scrapped for the day with mechanical problems, another is wheeled back to the garage for some running gearbox maintenance. I can't be sure if I'm not driving the only car we'll have today. Suppose I crash it, even small time? I might survive the wreck but the other guys would skin me alive. A push start (actually, the air-powered starting machine they use in the pits is almost noisier than they engine). Second gear selected. Five millimetres of accelerator (like I can calibrate my ankle that accurately). The shout 'Allez! Go!' Clutch out.

The sound assaults. I feel like a shell in a gun. The car leaps forward like a Navy fighter slung from a carrier. Feather slightly, pull back on the right paddle for second, exit pits. Assume the line. First gentle corner again, burst of – Holy shit! – power, then the counter-intuitive braking. It's not really counter-intuitive, it's just counter to anything I've learned in a road car, apart from how to do emergency

stops. You stamp on the pedal. And stay stamped. It's 40kg of pressure called for in the F3s; 80 in the F1s.

'I brake, I wait' Stephan said. The first part of the braking zone is the one place in each corner you have even the most microscopic amount of time to think, because initially, brake is all you do. Meanwhile, having just rearranged themselves after acceleration and then cornering, your internal organs struggle to find yet another novel configuration. I suspect bits of my insides that didn't know the other parts existed have found themselves on term close to intimate, all jellied up together like passengers in a tube train.

I start changing down (not too fast, or the engine blows up). Apex. Push the accelerator delicately, smoothly, trying to keep the whole foot on it, not just the ball. The LCD screen swings the revs on a ballistic curve from left to right, starting at 3000 and ending at 13,000rpm. The power...is crushing, awesome, frightening, dazzling. And synesthetic; over-spilling to invade and co-opt the sense that don't appreciate it from first principles, obliterating divisions in the mind, searing tis impression forever into the deepest places in the memory. The car reacts instantly to every input like it's responding to intentions, not actions. I thought I was strapped in here almost too tight to breath, but I'm still slammed back in the seat. Forget the earplugs, left them at the hotel.

Can't make our the rev display for some reason but my right ear becomes my change-up signal; when the sound rises beyond pulverisingly, Unbelievably intense and makes the transition to seriously painful, then it's time to flick the right hand paddle. The engine howls like a million tortured cats and I'm thrown back in the seat, again and again, through to sixth gear. Here, the car flicks forward like a fast road car does in first with the clutch slipped, and keeps on accelerating, hard. I'd love to report that the stands flicked past but I couldn't see them at all, all I could see was the dash display, the track surface, and the cones.

The hairpin at Adelaide comes flashing towards me. Stand on the brakes. There is no real seat in the car, just a sort of back-shaped scoop and a ridge in the carbonfibre forward of my bum to stop my sliding forwards and submarining in the footwell. Technical problem. Under the sliver of screen the red LED claims we're still in sixth, even though I can feel and hear the car changing down. The LCD rev count stays stuck at sixth, even though I can hear the blipping, rising, whining, falling cacophony inches behind my head. I come in to report and electrical problem. Things are fiddled with,. I sit there, buzzing. Car back out. Me back in it. Not so much shaking as vibrating. Push start again; blasted, catapulted forward once more, the instant the engine fires (you never get entirely used to this, the kind of detonatory violence here, a nerve-jolting, expectation-confounding sensation of exaggeration, the way that tiny causes – five millimetres there, a twitch here – bring about such livid, bowel-churning, skeleton-straining effects). Another two laps; the gears should change with the paddles alone, but I'm having to dip the clutch to make them work. So, in again. Two more.

*(Continued on page 23)*



## FOR THE THINKERS

### Who owns which Renault

It's display day and there's five Renaults lined up. They all have their charms but which one is the Van and which does Erwin own?

Fill in the grid using the clues to find out

Vehicle					
Colour					
Body					
Owner					
State					

- |  |  |
|--|--|
| 1 The Alpine is red                              | 8 The Coupe is in the middle               |
| 2 Doug owns the Megane                           | 9 The R4 is first                          |
| 3 The wagon is green                             | 10 The car from NSW is next to Alex's      |
| 4 The R12 is a sedan                             | 11 The car from Victoria is next to Bill's |
| 5 The green car is to the right of the white one | 12 The hatch is from Queensland            |
| 6 Col lives in SA                                | 13 The Laguna is from Tasmania             |
| 7 The yellow car is from Victoria                | 14 The R4 is next to the blue car          |

### Iain Banks drives an F1 car *cont.*

(Continued from page 22)

And I'm left standing stunned in the sun. The afternoon wears on. Everyone gets their laps. Out of the Nomex. Standing in the shower back at the hotel, still reverberating with the clamour of sensations and emotions of the day, I can hear, through the bathroom ventilation, the cars screaming around the circuit half a kilometre away.

My memories are still in the process of etching and burning and bedding in. Feelings, impressions are still bubbling up. I did a handful of laps at nothing like the speed proper F1 drivers achieve and - two days later - my shoulders and arms still ache. To do, to compete, over 60 or 70 laps after all the practice sessions...seriously fit.

The Grand Prix experience must be a curious blend of finding a groove, a rhythm, that lets you drive smoothly, in the midst of the mayhem that is surrounding you, while at the same time keeping an absolutely razor-like extremity of readiness that lets you react instantly to both threat and opportunity.

I've driven more intensely than I've ever driven in my life. I felt huge relief at not spinning or crashing or even stalling. I felt, and feel, incredibly privileged.. So, is it worth it? If you really want to have an inkling of what it's like to be those F1

guys (on the track, anyway; the day does not include your own mega Winnebago, Bell Jetranger, Lear or queue of blondes desperate for sex with you,) then this is a genuine way of doing it. You can go out and buy exactly the same tennis racket and gear as the pros use, you might even blag your way into helping paly-in Centre Court before Wimbledon starts, but you'll never know what it's like, because the essence of the experience is too human-centric, the defining limits set almost entirely by muscles, nerves and reactions, and you can't just assume those. Same applies to almost every other sport.

But with F1 it's the cars - and the track - that define a large proportion of the limits, and you can really drive one on the other, where the reach of your abilities, while still way below that of the professionals will take you proportionally closer to the totality of the experience. You'll never be Coulthard or Hakkinen, you may never even be one of the most hapless make-weights lucky to get a place at the back of the grid. But so what? You can taste a little bit of that fabulously rarefied world. You can, maybe, peek into the souls of people taking part in one of the most extreme events on the planet, and you know you've shared more than dreams with them. And for that, if it's what you want...oh yes. Worth re-mortgaging the house.







## MOTOR SPORT - FORMULA ONE

### September 2014 Formula 1 Wrap Up

Pamela Talevska

Since the Belgian Grand Prix last month, the Mercedes AMG F1 team soap opera has continued. After the Italian and Singapore Grands Prix, Hamilton jumped Rosberg in the Driver's Championship after a Rosberg DNF, with Australian Daniel Ricciardo still hanging on to third place.

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

#### Italian Grand Prix

There were a few pieces of news in the lead up to the Italian Grand Prix. NASCAR team owner, Gene Haas, announced that Haas F1 Team would compete in Formula 1 from 2016 onwards using the Ferrari gearbox and power unit package, and also benefitting from a technical support agreement with the Scuderia. And, controversially, a week before the Italian GP, the gravel-trap run-off on the outside of the Parabolica corner was replaced with asphalt, removing some of the challenge of the final turn.

In qualifying on Saturday, the Mercedes duo locked-out the front row with the two Williams cars behind on the second row. Hamilton made a terrible race start after a 'mode' issue with his car, but recovered to win the race. A crucial pass on Rosberg came on lap 29 when Hamilton pressured the German into locking up his wheels and running down an escape road. Rosberg held onto second place at Monza with the Williams pair just behind.

Daniel Ricciardo finished the race in fifth place in his Red Bull Racing car after passing teammate Vettel near the end of the race, with the German holding on to sixth place. The two Toro Rosso's finished just outside the points with Vergne finishing in 13th, and Kvyat finishing in 11th, salvaging a good result after being given a 10 spot grid penalty, relegating him to 21st on the grid, after he needed to use a sixth power unit. The current regulations only allow the use of five power units (engine plus energy recovery system) per season.

The Lotus cars of Maldonado and Grosjean finished in 14th and 16th respectively, and the recently returned Kobayashi, who was briefly replaced by Andre Lotterer at the Belgian GP, finished in 17th, with his Caterham teammate Ericsson finishing in 19th.

After the Italian Grand Prix, the rumour mill suggested that Rosberg had purposely let Hamilton past after Rosberg caused Hamilton's retirement at the Belgian Grand Prix. Of course, Mercedes refuted the rumour, but it did add to the Mercedes soap opera that has been playing out this year.

#### Singapore Grand Prix

The big story before the Singapore Grand Prix was the ban of certain types of radio communication between teams and

drivers. The FIA banned teams from relaying information about the performance of the car or driver, providing a detailed listing of examples of what not to say.

Rosberg, who was due to start the Singapore Grand Prix from second place behind his Mercedes teammate, had issues with the car on the grid prior to the race start. The issue, which was related to wiring in his steering column, meant Rosberg started the race from pit lane after being unable to take part in the formation lap unassisted. After starting the race from the pit lane he struggled in the opening laps of the race, obviously lacking in pace, until lap 13 when he retired. Kobayashi was another driver with problems on the formation lap, unable to start the race after a braking failure.

Hamilton led Alonso and the two Red Bull's away at the start and maintained the race lead until a safety car period midway through the race after Perez and Sutil collided. Hamilton, who needed to pit again after the safety car, worked hard to create a substantial gap to the Red Bull Racing cars behind once the track returned to green conditions. After pitting, Hamilton came out behind Vettel, however was able to pass Vettel easily with the fresher tyres, and went on to win the race with the Red Bulls and Alonso behind.

Vergne finished the race in an impressive sixth position in his Toro Rosso, with his teammate Kvyat finishing the race in 14th. Maldonado and Grosjean placed 12th and 13th respectively in their Lotus cars, with the remaining Renault-powered car of Ericsson finishing in 15th in his Caterham.

#### World Drivers' Championship Standings

The two Mercedes drivers still lead the Championship, with Hamilton jumping Rosberg after Rosberg's retirement at Singapore.

With three points splitting the Mercedes pair, Ricciardo still sits in third in the Drivers' Championship 60 points behind Hamilton.

Vettel has moved from sixth to fifth place, with Alonso maintaining fourth place in the Drivers' Championship, 48 points behind Ricciardo.

Of the remaining Renault-powered cars, Vergne still sits in 13th place with 19 points, Grosjean and Kvyat both have eight points and sit in 14th and 15th respectively, and Ericsson, Maldonado, Kobayashi and Lotterer yet to score a point.

#### World Constructors' Championship Standings

In the Constructors' Championship, Mercedes maintains their lead on 479 points, with Red Bull Racing in second position with a 174-point deficit to Mercedes. Of the Renault-powered teams, Toro Rosso sits in seventh place, Lotus in eighth place, and Caterham is in ninth (last) place.





## CLUB SHOP

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Renault Caps		\$5.00
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Magnets		\$5 - \$10.00
Renault Key Rings	Various	\$10 - \$25.00
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Tyre Valve Caps		<del>\$15.00</del>
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 shop will be at every three or four general meetings rather than every one but you can contact Kay Belcourt if you want something in particular from the above stock list.



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Contact Cameron Price 97072222

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I have for sale at a price to be offered 2 Renault 750 cars  
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One car could be made from the two, there is one Engine and gear box 6 wheels 4 new tyres 165/80 R15, a reconditioned master cylinder and all the parts to make one car

I am too busy to continue restoration ,please save them from the scrappy

Brian Dawes at Frankston P

H 97875583 e-mail brpm@satlink .com.au

#### 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. 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

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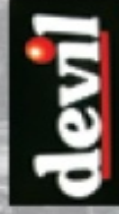
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