

# THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



SPRING 2019

## NEW CLUB PRESIDENT INTRODUCTION

Hello from your new RCCV President. Some of you already know me, but let me introduce myself. Moved down to Melbourne in 1986 from Sydney after visiting Melbourne a few times and being offered a position (transfer) by a large financial institution.

Moved in with a friend (Certified Reno/Alpine enthusiast) who I met years earlier with another enthusiast. They both had original A110s, A310 (some painstakingly converted to right hand drive) R8/R12 Gordini's, They started a business importing Alpines, doing rebuilds, etc. in a relative's suburban garage.

While still living in Sydney, I remember they drove their first A310 V6 rebuild to Sydney for a Sport Car World Magazine review and we visited Paul Halstead's Toy Shop in North Sydney. They camped at my place. My introduction to the A310 was after coffee at Double Bay then a drag race up New South Head Road with me in the back after Red V8 Triumph Stag challenged us at Rose Bay. Not to be beaten, my first experience in an Alpine was in the back seat, flat chat up the S bends to the top of hill where Old South Head meets near the Light House. The fellow in the Stag finally caught up and asked what the %\$# is this car.

Well back to my flat mate in Melbourne, the phone calls, visitors was always about Reno this, Reno that, etc. As I was single at the time and a loose end, I would go to the workshop on most Saturdays and watch the boys work on various projects. One day a 1962 Dauphine Gordini appeared in the workshop and I had my self a project. Rebuilding the motor in the workshop on Saturdays under guidance. My first Reno, then added a R25 as a dally drive.

While in Paris at the L'Atelier Renault Café Champs-Élysées in 1985 I saw a pearlescent white coloured R5 Turbo and GTA on display. In 1992 I obtained a UK model pearlescent white GTA, the only one that obtained Australian compliance plate after being completely rebuild by my ex flat mate.

So now I own a new A110 Premiere Edition as well, and represent Brighton Alpine at events such as Motorclassica and Australian F1GP. My knowledge of Renaults and older Alpines are sill work in progress compared to many of you

I look forward to contributing to the club and seeing more members attend meetings, Drive days and Coffee runs.

Rodney Apcar

President



**RENAULT**  
Passion for life



# OCTOBER 2019

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**Deadline for next magazine Friday January 31st 2020. Send to editor.tvr@renault-car-club-vic.org.au**

Trevor Wise recently took this photo of his CAPTUR at Rochester, "we were looking at a few silos while travelling from Benalla to Bendigo"

Hello All,

Editing this magazine is a welcome pleasure but would be even better if members would consider spending a small amount of time and provide some written information for me to include in future editions.

I have been provided with many photographs from various activities undertaken by Club members I still do not receive very much written content. Come on Club members please help....

For this edition I have been received assistance from Sally Parkinson from Gary Rogers Motorsport who has provided the Great front cover photograph and given me permission to use content from their web pages.

I look forward to receiving more content from Renault Australia for future editions.

Are there any members out there that have restoration stories they would be prepared to share with fellow enthusiasts? If there is, can you please send me the information and some good photographs to include in future editions of this magazine.

Wayne Eason

Editor

editor.tvr@renault-car-club-vic.org.au



### Copying-

Car club newsletters and magazines are free to copy without written consent, as long as recognition of the source material is given.

### Disclaimer-

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

## CLUB SPORTING REPORT

We look back on the last three months and forward to the next three months sporting events.

Not much has happened in the last three months in regard to sporting events other than Round 3 of the Rob Roy Hillclimb Interclub Challenge which was held on Sunday 6<sup>th</sup> October. We had 10 participants of which 4 RCCV members were in the placings! Great job everyone!

Geoff Rasmussen came first in class in the lovely 'Lucy', his R4. Joel Bryar also came first in class in his Clio RS Sport with Glenn Armstrong coming 3<sup>rd</sup> in class in his RS Megane and Leon Deminey coming 4<sup>th</sup> in class in his Megane 225. Well done all, great job!

The Rob Roy Interclub Challenge standings for the RCCV are 90 points with the Interclub Round 3 being our most successful with 37 points.

The Les Park Trophy standings are as follows:

Glenn Armstrong	7 events	11 points
Joel Bryar	4 events	10 points
Geoff Rasmussen	3 events	9 points
Jack Allisey	4 events	7 points
David Bertuch	3 events	6 points
David Cavanagh	4 events	4 points
Peter Stathis	3 events	3 points
Dev Raj	1 event	3 points
Greg Testolin	3 events	3 points
John Elliott	1 event	1 point
Colin Stark	1 event	1 point
Leon Deminey	1 event	1 point
Michelle Deminey	1 event	1 point
Wes Gleeson	1 event	1 point
Chris Armstrong	1 event	1 point



### UPCOMING SPORTING EVENTS

VMC 8  
Sunday 20<sup>th</sup> October 2019  
Rolling Thunder Raceway, Parwan S Rd, Parwan, Vic

VHRR Sandown Historic Race Meeting  
Friday 25<sup>th</sup> Oct to Sunday 27<sup>th</sup> October 2019  
Sandown Racecourse, Springvale, Vic

Don't forget the Geelong Revival Motoring Festival which is on from the 22<sup>nd</sup>-24<sup>th</sup> November held on the Eastern Beach Fore-shore. There is a Quarter Mile Sprint for those that are interested.

**You must get your registrations in as soon as possible as it is filling fast!!**



# ROB ROY HILLCLIMB ROUND 3

Trackside Action Photography posted these photographs to the Renault Car Club of Victoria Album on facebook of the October Rob Roy Hillclimb round 3 event.





**RENAULT**  
CAR CLUB OF VICTORIA



# You are cordially invited to the French Car Festival 2019

Hosted by the Renault Car Club of Victoria, it will be held as part of the Geelong Revival Motoring Festival at the Geelong Waterfront on Sunday 24<sup>th</sup> November 2019

Here's a golden opportunity to present your club and favourite marque to a wide audience of car lovers – not to be missed, chance may never come again!

## Concours Awards

Best in Marque  
Best Other  
Best in Show  
People's Choice

**Could you please put this into your calendar and friends calendar as the penultimate Event of the Year**



The Geelong Revival Motoring Festival has something for everyone!

The event runs over three days, Friday 22<sup>nd</sup>, Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> November 2019! **with French Car Festival on the Sunday**

**Why not come along and make a long weekend of it or enter your car in the Quarter Mile Sprint!**



400 Competition Cars and Bikes  
500 Motorshow Cars and Bikes  
Quarter Mile Sprint  
Shannons Classic Car Show  
Motorcycle Mecca  
Supercar Display  
Vintage Boats  
Vintage Caravans  
Trade Expo Area  
Stalls



**Registration necessary—DO IT NOW**

## COMMITTEE MEMBERS 2019-2020

**PRESIDENT**

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0414 446 103  
president@renault-car-club-vic.org.au

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0401 243 062  
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0421 367 818  
vice.president@renault-car-club-vic.org.au

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**GENERAL COMMITTEE**

Rob Belcourt  
0439 798 079

**CLUB PHONE NUMBER**

0484 258 498

David Bertuch  
0401 850 747

Geoff Rasmussen  
0491 357 509

Glenn Armstrong  
0413 107 131

## 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:** Renault RS Sandown Grid with Gary Rogers Motorsport Team

**Photos & Articles supplied by**

- ◇ Jeni Sammons, Wayne Eason, David Jenkins, Rodney Apcar, Glenn Armstrong, Trackside Action Photography, Gary Rogers Motorsport, Renault Australia & apologies to those I may have forgotten.

## 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.org.au](http://www.rccv.org.au). 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.

## RENAULT NEWS

### NEW RENAULT KADJAR: Style, escapism and comfort. The best of all worlds in one compact SUV

- **Kadjar - equally at home in the city or the country**
- **Fluid, athletic lines buck the trend for boxy SUVs**
- **Meticulous interior detail with exceptional space and versatility**
- **Completes Renault's three-strong SUV range**
- **Priced from \$29,990 RRP**

**Reservations via on-line deposits open now at [www.renault.com.au](http://www.renault.com.au)**

Robust yet elegant, powerful but extremely efficient, dynamic to drive while remaining a haven of calm and comfort to travel in and packed with the latest safety, infotainment and connectivity systems the all-new Renault Kadjar is set to take the Australian market of mid-sized crossovers by storm.

Renault Australia Managing Director Anouk Poelmann said more than 450,000 people around the world have purchased a Renault Kadjar and now it will grace driveways, streets and highways across Australia

"Starting from \$29,990 RRP the Renault Kadjar is designed to be at home in any environment, features a strong visual identity, contemporary design with a focus on quality and will sit in the middle of Renault's three-strong SUV range", Poelmann said.

Its compact size and command-post visibility make it ideal in busy urban areas; its estate car-like driving position and quiet, comfortable interior ensure the driver remains relaxed and focused on long journeys; and it has everything those owners who want a life of escapism and adventure might need.

The exterior exudes the dynamism and strength of a car built to go off the beaten track, but with more fluid, elegant lines than more boxy SUVs. It features muscular front wings, pronounced rear shoulders, slightly sculpted sides and doors which finish flush with the sills. Sculpted 17- and 19-inch alloy wheels are further evidence of its robust character.

Renault Australia Marketing Director Emma Pinwill said from today, reservations can now be made to be one of the first to take delivery of the Renault Kadjar in November, by placing an on-line deposit at [www.renault.com.au/kadjar-online-deposit](http://www.renault.com.au/kadjar-online-deposit).

#### **ENGINE FEATURES AT A GLANCE**

New Kadjar adopts the 1.3ltr Turbo Charged engine, developed in cooperation with Daimler, this powertrain meets the highest standards in performance and drivability. Performance is smooth and vibration-free with the 4-cylinder architecture. The engine also performs well at low revs, with its generous torque.

#### **EXTERIOR FEATURES AT A GLANCE**

Kadjar's fluid and elegant lines, wide grille, chrome inserts give the car a strong on-road stance. At the front Kadjar carries over the C-shape light signature from the Renault range. It strengthens it by integrating LED indicators into daytime running lights.

A structured grille, front and rear skid plates, lower door protective mouldings, black wheel arch extensions and anodised satin grey roof bars, emphasise Kadjar's road presence, but the car's elegance is also to the fore in the chromed window surround, sill guard and daytime running light surrounds, and the body-colour door handles and mirror housings.

#### **INTERIOR FEATURES AT A GLANCE**

The horizontal dashboard has a multimedia touch screen with capacitive technology for a brighter display and greater sensitivity. Measuring 7 inches diagonally, this screen displays the R-LINK 2 system, with the controls on either side. The screen is flush-mounted for a perfect profile, giving the dashboard a more elegant, unbroken line.

Grab handles on each front door and the centre console and a bold gearlever attest to Kadjar's sportiness and all-roads character.

This combination of sportiness and comfort is also evident in the seats, which have patterned cushions and vertical forms on the backrests. The seats are backed with dual-density foam for maximum comfort and support.

## RENAULT NEWS

### **ENTERTAINMENT FEATURES AT A GLANCE**

On New Kadjar, the R-LINK 2 connected multimedia system is both intuitive to use and fully customisable. It includes a smartphone mirroring function, compatible with Android Auto and Apple CarPlay and drivers can display their favourite driving-compatible apps directly on the cabin screen for greater safety and more ergonomic use.

The car is also available with a Bose® audio system which delivers concert-hall sound quality for a premium listening experience.

### **SAFETY FEATURES AT A GLANCE**

Up-to-the-minute active safety features will help the driver avoid low-speed accidents, stay in lane on highways, park, see in the dark and remain within speed limits.

The entire range is equipped with technology such as front and rear parking sensors, rear parking camera, cruise control with speed limiter, Hill Start Assist, Electric Stability Control (ESC), Anti-lock Braking System (ABS), Emergency Break Assist (EBA), distance warning and automatic emergency braking (AEBS Inter-Urban),

Safety features are further enhanced on the Zen and Intens models including side parking sensors, Lane Departure warning (LDW), Blind Spot Warning (BSW) and handsfree keycard with automatic locking and welcome function, and the Intens model also receives easy park assist.

### **CLASS LEADING AFTERSALES**

Renault Kadjar owners will be supported by a five-year/unlimited km warranty and Renault Australia's class leading service interval of 30,000km or 12 month (whichever comes first). This provides customers with an extremely competitive cost of ownership benefit when compared to competitors who offer intervals ranging between 10,000km to 15,000km.



## CLUB CALENDAR

Sun 20 Oct 2019

All day VMC 8

Sun 20 Oct 2019

Where: Rolling Thunder Raceway, Parwan S Rd, Parwan VIC 3340, Australia

Fri 25 Oct 2019

All day VHRR Sandown Historic Race Meeting - RCCV Marshalling

Fri 25 Oct 2019 - Sun 27 Oct 2019

Where: Sandown Racecourse And Entertainment Centre, Springvale VIC 3171, Australia

Description:

RCCV paddock marshalling for VHRR Sandown Historics racing. Members can do one or more half day shifts and get to attend this classic race event. RCCV co-ordinator Graeme Rasmussen

Sat 26 Oct 2019

All day VHRR Sandown Historic Race Meeting - RCCV Marshalling

Fri 25 Oct 2019 - Sun 27 Oct 2019

Where: Sandown Racecourse And Entertainment Centre, Springvale VIC 3171, Australia

Description:

RCCV paddock marshalling for VHRR Sandown Historics racing. Members can do one or more half day shifts and get to attend this classic race event. RCCV co-ordinator Graeme Rasmussen

Sun 27 Oct 2019

All day VHRR Sandown Historic Race Meeting - RCCV Marshalling

Fri 25 Oct 2019 - Sun 27 Oct 2019

Where: Sandown Racecourse And Entertainment Centre, Springvale VIC 3171, Australia

Description:

RCCV paddock marshalling for VHRR Sandown Historics racing. Members can do one or more half day shifts and get to attend this classic race event. RCCV co-ordinator Graeme Rasmussen

Sat 2 Nov 2019

2pm - 7pm French Car Day Canberra

Where: Telopea Park School, 25 New South Wales Cres, Barton ACT 2600, Australia

Sun 10 Nov 2019

6:30pm - 9pm RCCV Marshalls Dinner

Where: Village Green Hotel, Springvale Rd & Ferntree Gully Rd, Mulgrave VIC 3170, Australia

Description:

Group dinner for the RCCV marshals who officiated at the previous weeks

Sandown Historics races. Co-ordinator Graeme Rasmussen

Tue 19 Nov 2019

7:30pm - 9pm General Meeting

Where: Dorothy Laver Reserve Saxby St, Ashburton VIC 3147 Calendar: membership@rccv.org.au

Fri 22 Nov 2019

All day Geelong Revival Sprints & Display

Fri 22 Nov 2019 - Sun 24 Nov 2019

Where: Geelong Waterfront, Eastern Beach Rd, Geelong VIC 3220, Australia Calendar: membership@rccv.org.au

Description:

Displays, Sprints and Hillclimb competitions on the Eastern Beach waterfront of Geelong

Sat 23 Nov 2019

All day Geelong Revival Sprints & Display

Fri 22 Nov 2019 - Sun 24 Nov 2019

Where: Geelong Waterfront, Eastern Beach Rd, Geelong VIC 3220, Australia

Description:

Displays, Sprints and Hillclimb competitions on the Eastern Beach waterfront of Geelong

All day VHC round 7 - Geelong Revival (TBC)

Sat 23 Nov 2019 - Sun 24 Nov 2019

Where: Eastern Park Circuit, East Geelong VIC 3219, Australia

Description: Victorian Hill Climb Championship Round 7

Sun 24 Nov 2019

All day Geelong Revival Sprints & Display

Fri 22 Nov 2019 - Sun 24 Nov 2019

Where: Geelong Waterfront, Eastern Beach Rd, Geelong VIC 3220, Australia

Description:

Displays, Sprints and Hillclimb competi-

tions on the Eastern Beach waterfront of Geelong

All day VHC round 7 - Geelong Revival (TBC)

Sat 23 Nov 2019 - Sun 24 Nov 2019

Where: Eastern Park Circuit, East Geelong VIC 3219, Australia

Description: Victorian Hill Climb Championship Round 7

All day French Car Festival

Sun 24 Nov 2019

Where: Geelong Waterfront, Eastern Beach Rd, Geelong VIC 3220, Australia

Description:

French Car Festival, this year held in conjunction with Geelong Revival motor-sport event

Tue 17 Dec 2019

7:30pm - 9pm General Meeting

Where: Dorothy Laver Reserve Saxby St, Ashburton VIC 3147

Tue 21 Jan 2020

7:30pm - 9pm General Meeting

Where: Dorothy Laver Reserve Saxby St, Ashburton VIC 3147



## CLUB SHOP

### MERCHANDISE

RCCV Caps	\$20.00
Waverley Renault Caps	\$20.00
RCCV Key rings	\$ 5.00
RCCV Lapel pins	\$ 4.00
Model Cars	\$5.00 to \$50.00
Renault Pens	\$ 3.00
Renault Polo Shirts	\$ 1.00
RCCV Polo Shirts	\$15.00
RCCV Shirts	\$40.00
RCCV Vests	\$35.00
Renault Australia shirts	\$ 1.00
(all sizes from S to 3XL)	
Renault Lanyards	\$ 5.00
Key-rings (silver diamond)	\$10.00
Tyre valve caps	\$12.00
RCCV Stickers	\$ 5.00



The shop is open at most general meetings (not every one) but you can contact Kay Belcourt if you want something in particular from the stock list.



## RENAULT AUSTRALIA VICTORIAN DEALERSHIPS

[www.renault.com.au](http://www.renault.com.au)

#### Ballarat Renault

1051 Howitt St  
Wendouree  
(03) 5339 5744

#### Central Renault

1-7 Kingston Street  
Richmond  
(03) 9429 7045

#### Rex Gorell Prestige

481A Latrobe Tce  
Geelong  
(03) 5227 4777

#### Watson Renault

420 Grimshaw Street  
Bundoora  
(03) 9429 7045

#### Barry Bourke Renault

755 Princess Hwy  
Berwick  
(03) 9707 2222

#### Eastern Renault

25 Hewish Rd  
Croydon  
(03) 9723 5555

#### Sale Renault

124-138 York St  
Sale  
(03) 5144 2133

#### Warrnambool Renault

168 Raglan Parade  
Warrnambool  
(03) 5561 2341

#### Bendigo Renault

82-90 Midland Hwy  
Epsom  
(03) 5430 4000

#### Essendon Renault

600 Mt Alexander Rd  
Moonee Ponds

#### Shepparton Renault

8004 Melbourne Road  
Shepparton  
(03) 5823 2940

#### Brighton Renault

797 Nepean Hwy  
Brighton East  
(03) 9599 2100

87 Mark Street

North Melbourne  
(03) 9080 1111

#### Warragul Renault

167 Queen St  
Warragul  
(03) 5622 0000

#### Waverley Renault

565/577 Springvale Road  
Mulgrave  
(03) 9550 5888



# ANNUAL GENERAL MEETING

## RENAULT CAR CLUB OF VICTORIA

Annual General Meeting

Date: 16<sup>th</sup> July 2019

Location: Dorothy Laver Reserve, Saxby Ave, Ashburton

Meeting opened 1945

### Welcome and Apologies.

Graeme Rasmussen welcomed the attendance to the meeting and asked for apologies; Chris Rumble, Rob Belcourt, Kay Belcourt, Mikee, Steve Kalendarian.

### Previous AGM Minutes

2018 AGM minutes attached.

Motion to accept, Mike Neil. seconded, David Bertuch. Motion carried

### President's Annual Report.

Graeme thanked the passing out committee for their help over the 2018/19 year, with a special thanks to Mikee for acting President for the first six months.

In their absence Graeme also thanked Rob and Kay Belcourt for their continuing support with Club Shop and catering. Also, to Geoff Rasmussen for conducting the website, Glen Armstrong for communicating with members, as did Mikee for keeping us out there on Social media.

Wayne Eason was also thanked for producing four Club Magazines, and called for more help from members by contributing articles on their own cars.

This year in motorsport, RCCV did quite well at Rob Roy Hillclimb, and track days were well attended.

The now annual Renault Rendezvous took a route through NSW, finishing up at Temora Air museum.

Socially, club runs were well attended too, always to interesting places on interesting roads, one even interstate to Canberra French Car Day at Telopea Park French Australian School.

Marshalling at the two Historic Racing Events was conducted again at Sandown and Philip Island.

On displays, we attended the AGP, but not Motorclassica, but which will be attended this year after the 2018 break due to a different organisational set up which didn't suit club members.

### Treasurer's Annual Report

Greg Testolin presented the 2018/19 statement, which was seconded by John Elliott.

June statement tabled also, Greg commenting that figures were inflated due to deposits in for Rendezvous 2020.

### Membership Secretary Report

At the end of 2018 we had 160 memberships (191 members).

We had 11 memberships who left (moved overseas or interstate, sold their Renaults etc.) and a further 16 who did not renew.

In y/e 2019 we had 22 new memberships leaving us with 155 (185 members) as at 30 June 2019.

Proposed by Glen Armstrong. Seconded by Jenni Sammons.

### Nomination and Election of office bearers 2019/2020

All positions were declared vacant. The following were elected for 2018/19.

### Business arising from previous AGM.

Nil.

Meeting Closed 2010.

POSITION	NAME
President	Rodney Apcar
Vice President	
Treasurer	Greg Testolin
Secretary	Mike Neil
Membership Secretary	David Kirsas
Sporting Co-ordinator	Jeni Sammons
Committee Member	Graeme Rasmussen
Committee Member	Glen Armstrong
Committee Member	Kay Belcourt
Committee Member	Rob Belcourt
Committee Member	David Bertuch
Committee Member	Geoff Rasmussen

# ANNUAL GENERAL MEETING

## Annual Treasurers Report - Renault Car Club of Victoria Inc.

2018- 2019

<b>Balance as at 30/06/2018</b>		<b>29247.17</b>
<b>Income</b>		
Membership	8962.00	
Supper	290.50	
Merchandise	1407.00	
Roundup	406.00	
Rendezvous	3078.00	
Marshalling	1500.00	
Misc.	45.00	
Australian Grand Prix	750.00	
<b>Total Income</b>	<b>16438.50</b>	<b>16438.50</b>
<b>Sub Total</b>		<b>45685.67</b>
<b>Expenditure</b>		
Merchant Fees	158.18	
Magazine/ Newsletter	3233.34	
Postage	100.00	
Supper	1401.15	
Post Office Box	130.00	
Hall Hire	518.00	
CAMS	860.00	
Consumer Affairs Club Reg	57.80	
Insurance	973.48	
AOMC	245.00	
Website	314.40	
Merchandise	321.08	
Marshalling	260.00	
Stationery	190.38	
Renault Rendezvous	2957.44	
Roundup	1158.94	
Australian Grand Prix Display	761.25	
<b>Total Expenditure</b>	<b>13640.44</b>	<b>13640.44</b>
<b>Balance as at 30/06/2019</b>		<b>32045.23</b>



## New MEGANE R.S. TROPHY-R

### New MEGANE R.S. TROPHY-R: record at the Nürburgring for the best-performing model ever marketed by Renault



Renault presents MEGANE R.S. TROPHY-R, a new version of a saga begun 15 years ago, that has set like its iconic forerunners a new record on the Nordschleife in front-wheel-drive production car category. It perpetuates Renault Sport's passion for challenge and performance.

- Compared to the Megane R.S. Trophy, the Renault MEGANE R.S. TROPHY-R, equipped with the same 300 hp engine, owes its increased speed to the weight reduction (up to 130 kg), the work on aerodynamics and the more radical development of its chassis for road holding.
- The Renault MEGANE R.S. TROPHY-R will be launched on the market before the end of 2019, as an exclusive limited edition of a few hundred units only.
- Renault Sport has built on a partnership with some of the most recognised specialists in their disciplines: Akrapovič, Brembo, Bridgestone, Öhlins and Sabelt

MEGANE R.S. TROPHY-R sets a 07'40"100 new record on the Nordschleife 20.600 km lap, and a 07'45"389 reference time on the official whole lap of 20.832 km.

With drivers from the Renault F1® Team Daniel Ricciardo and Nico Hülkenberg behind the wheel, on 24 May in Monaco, on the fringes of the Formula One Grand Prix, the MEGANE R.S. TROPHY-R made its first physical appearance.

In the tradition of Renault Sport, this new generation of MEGANE R.S. TROPHY-R does not only owe its performance to its pure power, since its 300 hp engine is that of Megane R.S. Trophy, launched in early 2019. The MEGANE R.S. TROPHY-R was developed as a racing car in a very short time, by a small dedicated team that operated in agile mode by focusing on three aspects: maximum weight reduction (up to 130 kg compared to the Megane R.S. Trophy excluding options), reworked aerodynamics and a more radical development of its drive axles.

The result is truly breath-taking: on 5 April, 2019, the MEGANE R.S. TROPHY-R set a new officially approved record and reference time for the compact car segment of production cars on the Nordschleife of the Nürburgring, now a world-renowned race track and proving ground for cars and sports performance. It covered the 20.600 km in 07'40"100, and the official whole lap length of the Nordschleife 20.832 km in 07'45"389.

The story of the Megane R.S. and the "Ring" has been going on for more than 10 years. It started in 2008 with the very first record in the front-wheel-drive production car category: Megane R.S. R26.R completed the lap in 8'17". A time that was shattered 3 years later, in 2011, by the second generation Megane R.S. Trophy version, in the hands of the car's driver-builder, Laurent Hurgon (8'07"97). In 2014, it passed under the 8-minute mark (7'54"36) for the first time with the Trophy-R version of the Megane III R.S. He was also the one who drove the latest generation of MEGANE R.S. TROPHY-R to set this new reference time, in a chase for records in which gaining every second has become that much harder.

The MEGANE R.S. TROPHY-R will be marketed before the end of 2019 as an exclusive limited edition of a few hundred units.

Renault F1® Team drivers Daniel Ricciardo and Nico Hülkenberg will be behind the wheel when the MEGANE R.S. TROPHY-R makes its first public appearance on 24 May, 2019, the Friday before the FORMULA 1 GRAND PRIX DE MONACO.

Renault Sport has built on the solid support of privileged partners: Akrapovič for the exhaust system, Brembo for the brakes, Bridgestone for the tyres, Öhlins for the shock absorbers and Sabelt for the bucket seats.

Nordschleife: a new official course length for lap times and records. Until this year, most of the lap times and so far unofficial records were registered on the 20.600 km course (start of lap time clocking at the end of the Nordschleife start/finish straight at T13, end of lap time clocking at the start/finish line at the beginning of the start/finish straight at T13). From 2019, the official course formalized by the Nürburgring is the 20.832 km whole lap of the Nordschleife with start and end of lap time clocking at the start/finish line of the Nordschleife track. In this context, the Megane R.S. Trophy-R time is categorized in the compact cars class (only production vehicles with ECE approval without modifications).

Watch the video of the record on YouTube : <https://www.youtube.com/watch?v=e6bhmf7ITc0>

Find out more about Megane R.S. Trophy-R at <https://www.renaultsport.com/-megane-rs-trophy-r-300-2019-.html>

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## RENAULT & TCR AUSTRALIA

### Renault Australia increases involvement with Garry Rogers Motorsport

July 25, 2019



Renault Australia is joining forces with Garry Rogers Motorsport's TCR Australia team in a campaign to highlight the track to road capabilities of the Renault Megane R.S. range.

The Garry Rogers Motorsport entry driven by James Moffat will carry a special Renault Sport Megane R.S. livery for the upcoming TCR Australia round at Queensland Raceway (August 2 – 5).

In recent years Renault Australia has consolidated its partnership portfolio to put more investment into motorsport, to strengthen the connection to the brand's true racing spirit.

The sponsorship deal between Renault Australia and Garry Rogers Motorsport is the next step in their relationship, with the team already receiving parts support and a Renault Master Van from the manufacturer.

"We are proud to extend our motorsport association in Australia beyond Formula 1 and to continue to strengthen the connection between our racing heritage and our everyday road vehicles," Anouk Poelmann, Renault Australia Managing Director said.

"The performance of Garry Rogers Motorsport to date highlights the genuine racing pedigree of both the Megane R.S. and the team," she continued.

The sponsorship announcement comes in the same month that Renault Australia launched the limited edition Megane R.S. Trophy-R, the flagship performance vehicle for the brand.

The Megane R.S. Trophy-R will complete the current generation Megane R.S. range which has been available in Renault dealerships across Australia since late 2018. Each specification of the Megane R.S. offers a unique opportunity for racing fans to own a road car with all the DNA of a race car.

"Following the recent announcement that the limited edition Megane R.S. Trophy-R is on its way to Australian shores we felt this was an ideal time to extend our relationship with Garry Rogers Motorsport to further promote the Renault Sport Megane range to a wider and highly engaged audience," Anouk Poelmann, said.

"We have been watching the progress of Garry Rogers Motorsport and TCR Australia since it launched back in May and Garry, Barry and the entire team are already proving to be fantastic brand ambassadors for Renault," Poelmann continued.

"In a short time they have already built a solid fan base amongst existing Renault owners and motorsport enthusiasts and we are proud to take our relationship with them to the next step with this round sponsorship," she added.

James Moffat scored the first pole position for the Renault Megane R.S. in TCR worldwide at Tailem Bend earlier this month, backing it up with podiums in two of the three races, proving the pace and strength of the Megane R.S. in the TCR category.

"Over the years we have enjoyed support from some of the world's largest vehicle manufacturers and our most recent alignment with Renault through our Megane R.S. TCR program is something very special," Barry Rogers GRM Team Owner said.

"As a family owned and operated Motorsport operation that began in a small weatherboard shed in my grandparents back yard by my dad, Garry, in 1963 we are extremely proud of what we have been able to achieve in the 55 plus years following. There is no doubt that the ever present hands on approach of Garry has been a driving factor of this success, yet nothing would be possible without Garry Rogers Motorsport's tremendous workforce who deliver on Garry's dreams," he continued.

"In Motorsport terms there are very few manufacturers who can claim to have had the success that Renault have achieved. With 11 Formula One Renault powered Championships, a 24 hour Le Mans victory, multiple Formula E World Championships, Touring Car Champions in BTCC and numerous Renault inspired race categories such as Clio Cup and Renault 3.5 it is an honour to represent the Renault brand and the heritage of the R.S. (Renault Sport) division," Rogers continued.

"Personally I grew up admiring Rene Arnoux racing a Renault F1 car in the late 1970's and to have all time greats such as Michael Schumacher and Alain Prost winning F1 Championships with Renault power certainly illustrates the force of this company when it comes to Motorsport."

"At GRM we hope that we can inspire a new generation of Renault fans with our participation in the global Motorsport class of TCR with the Renault Megane R.S. in Australia," he added.

Available at dealers across the country the Megane R.S. is rooted in Renault's immense history in motorsport and brings to the roads the technologies and know-how Renault Sport has developed on the racetrack.

#### What is TCR?

The TCR regulations, formulated by former World Touring Car Championship manager Marcello Lotti, were developed in 2014 as a cost-effective touring car racing alternative.

Eligible cars include all front-wheel drive C-Segment hatchbacks or sedans, powered by production-based turbocharged engines with a capacity of up to 2-litres.

There are currently 16 international, national or regional series utilising the TCR regulations as their main rule book.

Manufacturers with cars currently homologated to TCR Series rules around the world include Audi, Alfa Romeo, Honda, Hyundai, Kia, Opel, Peugeot, Renault, Subaru and Volkswagen, among others.

TCR Series rules stipulate that fully-fledged factory owned entries are prohibited, however, car manufacturers are encouraged to support its cars entered by professional or private teams.

The category has produced some of the most breath-taking, close and exciting motor racing, thanks to its level playing field amongst a wide-range of car manufacturers from around the globe.



# CLUB ACTIVITIES

## Club Challenge

The Club Challenge held at Gippsland Car Clubs venue, Bryant Park, on Sunday 22/9, was a lot of fun.

It was a CAMS event where clubs entered teams of four cars,



with the aim of setting times as close as possible, not fastest times, like a regulatory event.

RCCV entered two teams of four cars, with Geoff Rasmussen's elderly R4 doing the same job as the modern sporty Renaults.



In the end, the difference between the two fastest times of each car was noted, and added to the teams differences. The lowest of these amounts decided where the team was placed in the event...clear as?

So, you could enjoy that fantastic venue at your own pace, but the trick was to get two of your fastest times as close as possible.



The track layout was flexible, starting at the highest part, accelerating downhill to a blind left hander; then after taking the connecting strip, we did a double loop of the bottom part, then returning to finish via rest of track.....you'd have to be there.

## Australia National EUROA Show & Shine—6th October



# CLUB ACTIVITIES

## Castlemaine Run—July 2019



# SANDOWN GRM INVITE

## RENAULT RS OWNERS LAP SANDOWN

Gary Rogers Motorsport (GRM) and Renault Australia invited Renault RS owners, including a number from our club to Sandown on Friday 20th September to GRM pits at Sandown Raceway for a barbeque, tour of their pits and a lap of Sandown. GRM have two Megane RS cars in the TCR Australia series with drivers James Moffat and Chris Pither. Barry Rogers welcomed the group to Sandown and allowed us free access to their busy pit area.



Engine swap



Barry Rogers & Chris Pither addressing group before BBQ

# SANDOWN GRM INVITE



Our cars lined up behind safety car waiting for exit to circuit



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## The Tour of Brittany

The tour of Brittany (Le tour de Bretagne) organised by Association Bretonne des Véhicules Anciens is held each year in May or June and traverses through various areas and towns of Brittany for the pleasure of both spectators and inhabitants. This year, the 39th was held on 7, 8, 9, and 10 June 2019 and there were more than 800 entries. The entries included cars, commercial vehicles both heavy and light, motorcycles and also three wheeled vehicles.



Renault 10 @ Fouesnant

In 2013, I happened to be staying in Brittany during the 33<sup>rd</sup> tour of Brittany. This tour also had about 850 vehicles and 1600 participants taking part. The vehicles included 550 cars, 150 commercial vehicles and 150 motorbikes, scooters and other vehicles. These were all manufactured between 1920 and 1980.



Renault 85 @ Fouesnant

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

As well as the many French vehicles, there were others from England, such as Jaguar, Lotus and Riley, as well as a 1960 Cadillac from the US. The tour lasted three days, commencing from Brest on a Saturday in May and concluding at Fouesnant on Pentecost Monday (a public holiday in France) after completing 450 km. During each day's stage, the vehicles were parked in a Brittany town to allow inspection and photography by the crowds of locals, with many wearing the traditional costumes of Brittany. As I was staying in a nearby town during May, I was lucky, along with many of the



Remy colour 4CV @ Fouesnant

local French inhabitants, to view the noisy conclusion of the tour through Fouesnant in sunny conditions.



Renault Alpine\_2 @ Fouesnant



De Dion Bouton @ Fouesnant

David Jenkins



# Restoration of JB's 1955 Renault 750

## Restoration of JB's 1955 Renault 750

I first joined the Renault Car Club in 1967. At that time both Rob and Sue Allan and John Bradford (JB as he was known) were members.

In 2013, I had finished restoring my original 1956, Renault 750 and from this time participated in a few of the club drive days. Glenn Armstrong, who has remained in contact with Sue after Rob's death informed me in 2015 that Sue possessed two Renault 750's, which may be suitable for spare parts.

After having a look at these vehicles, I decided that the 1955 Renault 750, which was given to Rob by JB's brother after John's death, was in slightly better condition and may be worthy of restoration. After pumping up the tyres and loosening the brakes, the 750 was at least movable. However, removing it from its home in the open for the last 27 years and loading it on to Glenn's trailer was going to be an exacting task as the car width was only slightly smaller than the gate.



Figure 1. Removing the car from the property.



Figure 2. Removing the car from Glenn's trailer.

After removing the car from the trailer, it was rolled down my driveway to its new home in my garage. Under cover after 27 years in the open! Surprisingly, the motor turned over quite easily after all these years. So after cleaning the spark plugs, adjusting the points, cleaning the fuel-pump and carburettor and supplying some fresh fuel, it started easily. Amazing after all these years!



Figure 3. The 750 motor "as received".

The following photographs indicate the extent of the work confronting me, even though this vehicle seemed the better of the two.

## Restoration of JB's 1955 Renault 750



Figure 4. Rust holes below windscreen.



Figure 6. Showing rust on the bottom triangle.



Figure 5. Rust in the body below the front door (neither side was better).



Figure 7. A partially repaired front mudguard.

One of the first tasks was to remove the triangles, as they are known to rust out very easily when water enters a 750. This photo (on the driver's side) shows the rust above the bottom triangle after the top triangle was removed. Many of the panels had also been attacked by rust, due to the wearing away of the underbody protection. This included both the front and rear wheel arches. Where water had entered the body, evaporation and subsequent condensation of the water vapour on cooler un-painted surfaces, mean that many parts of this car will need to be replaced with new metal.



Figure 8. Partially repaired rusted roof and gutter.

Luckily in the age of the internet, access to many replacement parts for Renault 750s (and other Renaults) are available in France. However, due to the Australian dollar/Euro conversion at present, both the parts and the postage from France are relatively expensive.

# Restoration of JB's 1955 Renault 750

Some of the replacement parts available from France are shown below. However, these parts do not fit with the original parts like Lego, but usually must be modified slightly to fit.



Figure 9. A replacement lower front mudguard part.



Figure 10. Welding in the replacement rear end.

The previous two photos show a couple of these replacement parts in the process of being attached to the originals.



Figure 11. Commencing rewelding new metal below the wind screen.



Figure 11. Completed section below the wind screen.

While a lot of work has been accomplished on JB's 750 in the 3½ years since I acquired this vehicle, there still remains much work to do before it is ready to paint.

**David Jenkins August 2019.**




# CLUB SPONSORS



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