

RENOTES

THE MAGAZINE OF THE RENAULT OWNERS CLUB ISSUE 1 JUNE 2009



THE BRIGHTON RUN

DAILY CLASSICS IN
MOROCCO

EVENTS

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The Brighton Run, page 6



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Front Cover: For no particular reason: here's a nice Estafette, shot in France a few years ago. I am working through all the Renault models for the cover. What's yours?

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The opinions expressed in Renotes are not necessarily those of the Editor or the Committee of the RenOwners Club Limited

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R5s to Paris, page 26



Yvonnick Perrin's R4

COMMENT

The ROC needs a club Chairperson! We have struggled on without one for too long now. All the club committee members and officials do their bit and they do it well, but we really need someone to come forward who will help keep us on our toes and make sure that meetings happen regularly, smoothly and efficiently. The Chair also helps the club direct its energies in the right direction. Could you be that person? Please have a think. **YOUR CLUB NEEDS YOU**. Now is the time to offer your services in this important role.

Getting more advertising into Renotes is another important task - could your business - or others you may know of - take space in the magazine at reasonable cost?

This issue features contributions from Lawrence Mcduff (our R12 Registrar), Paul Hopkinson on his trip to France as well as a story on Alasdair Worsley's journeys to Brighton in an old Renault and to Paris in a new one. Put all of that with regular contributions from Hector Mackenzie-Wintle and others and you have another magazine which - hopefully - makes good

reading for the Renault enthusiast. We welcome **YOUR** ideas - either in person on the phone or by letter or email.

What of events and get-togethers? What do you want and where? The Renault Owners Club wants your ideas. Use it or lose it - as we say!

Ted Franklin, Out Going Editor

This edition contains a mixture of the content prepared by Ted and myself. Ted was kind enough to pass over a nearly complete Renotes with space for the AGM report and some last minute classified adverts. I have also added an up to date article on the Scrappage Scheme by a new contributor. I have stepped in as a temporary editor for this edition and Malcolm has stepped in as Membership Secretary. We did get 3 new committee members but these two positions also need filling.

We also need to fill some of the advertising slots for the next year, if you know anyone who may want to take some space in the Magazine or on the web, please contact me to let me know.

Alasdair Worsley, Temporary Editor

From your Membership Secretary.

We need to simplify the renewals process, reducing time and effort for you (and me!) and saving cost for the club. The best way you can do this for me is to go and set up a standing order for your membership renewal now. I did mine and it took about 1 minute online. Here is the information you will need:

Our Sort Code: 20-92-08

Our Account Number: 00043478

Your Membership Number as a reference.

Set it up to pay annually in the month you are due to renew. Unsure what month that is? Check your membership number and you will see that figures after the “/” are a number between 1 and 12. This is the month you need to set your renewal for.

Having done this, you never need to worry about missing another magazine again or writing the cheque and posting it back to me. I can spend less time stuffing envelopes and less money on stamps and paper, helping to avoid raising your membership fee.

When you have done this, please try to drop me an email on member@renaultownersclub.co.uk or phone me.

Malcolm Bailey, Membership Secretary

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Next issue of Renotes is due September 2009

All contributions for that issue must be received by August 15th

Please send to Alasdair Worsley at address above

Subsequent issues will be January 2010 and April 2010

Renault Owners Club

Renault Owners Club Website. The website has seen a number of additions this year. However I really would like to see members' articles, for sales, wanted and news on it more. Please email anything you feel may be of interest to it@renaultownersclub.com Also feel free to send events as these can be listed as well.

We also now are able to reproduce and pass on original Renault Literature, manuals and brochures. We have quite a collection on the members site and in the shop area. We are charging a little for some of these, but basically just the disc costs and scanning. Any brochures you have are more than welcome too and you can email me with requests for ones you would like that are not listed.

There is also a wide range of shop material, back issues in pdf and the ability to join over 100,000 visits to the site. We have also some specific on line offers from companies for our members. In some cases the ROC can offer discounts greater than the membership fee (I got £40 off my insurance for being in the ROC!)

We also have both a forum for live work (although more like a pub snug) and on line adverts if you want something specific. I can also be emailed directly with queries which I will try and help with (no requests for free cars though, there is a recession on!)

Have you visited the Renault Owners Club Website? To access the Member's Section of our website you need to follow the link on www.renaultownersclub.com and enter your username and password. Generally you will need the following information:

Username: initialsurname
Password: membership number

So for Example Mr Joe Bloggs Number x6666/12 would be:
Username: jbloggs
Password: x6666/12

Access is usually active within 1 month of joining (usually quicker) but if you have any problems, or want extra information, please email me at:
webmaster@renaultownersclub.com

Editor and Membership Secretary. Despite a good AGM and getting three new people on the committee, including a new Secretary, we did not manage to fill the boots of our two committee members who stood down. This leaves us short of an Editor and a Membership Secretary. Both these roles are vital to the club as it stands, and even more vital if we are to push forwards with our plans for this year.

In order that we can continue the club and meet the aims of the members, Malcolm has taken on the Membership Role and I have taken on the Editors Role. However this is only a temporary arrangement and one we need to have resolved sooner rather than later. Certainly if we get to the next AGM having not filled them then it is likely we will be reviewing the whole club as it would be clear to us that this is the direction the members want to go in.

We also have the situation where Becky would like to stand down next year too. All these roles have been covered for a number of years but we need people to take them on as peoples circumstances change.

We will help anyone who fancies taking on these roles to do them and will offer any help you want but it is very **IMPORTANT** that they are filled.

Alasdair Worsley, Temporary Editor

Dear Ted

Happy new year to you and my huge apologies for not having replied before. I have the latest Renotes in front of me with a wonderful picture of the Koleos at Gleneagles on the cover.

I will be absolutely honest. The John Bolster 4CV restoration has not yet begun. It is in the planner, but we are slightly behind on another car (see picture right). The JB 4CV is next and I have ring-fenced the money (not an easy feat in these cash-strapped times).

As soon as we can start work on the car, I'll let you know. It would be wonderful to have a photographic record of the restoration. With very best regards,

Mandy Hopkins (Renault

UK)

(Thanks Mandy - Well, the quality looks pretty good to me. Roll on the JB restoration, Ted.)

Haynes Manuals

Our club discount is 15%. Members can get the discount by ordering direct and not through the ROC.

Events Diary

World Series Silverstone 3/4th July

Contact:

Stephen Dell

17 Canada Wharf, 255 Rotherhithe Street, London, SE16 5ES

Tel: 020 7394 6801

Mob: 07956495773

mail@renaultalpine.co.uk

or

Download the Application form from: www.renaultownersclub.com

Bromley Pageant - 14th June contact Stephen Dell

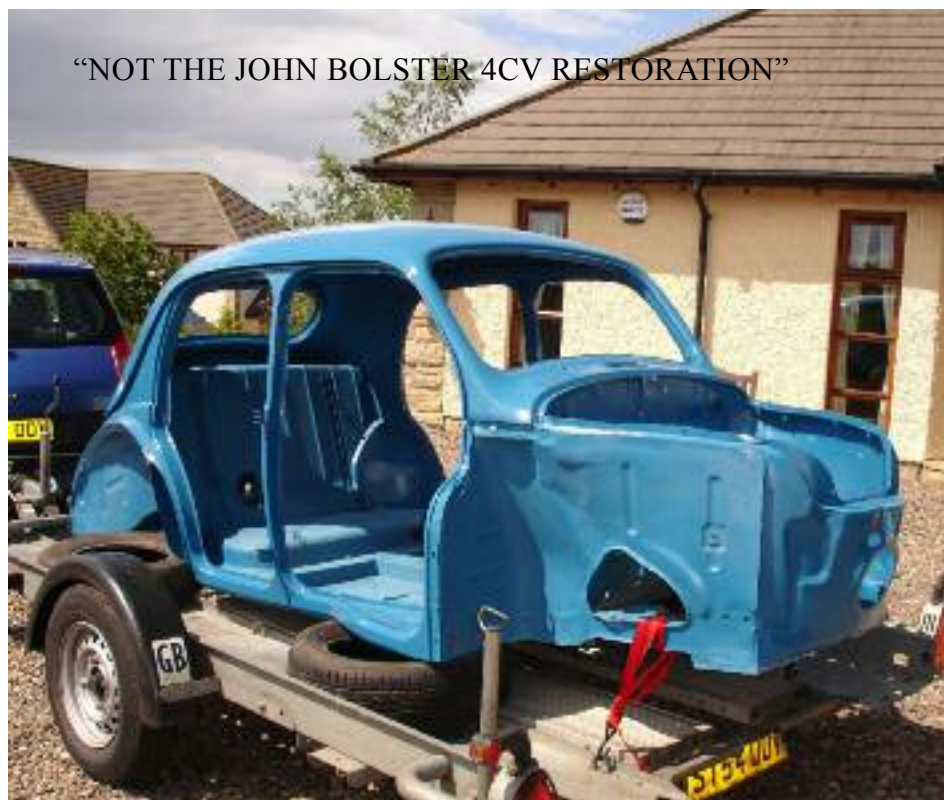
International Renault 4/6 Estafette Gathering - near Blois en France 20th-21st June , contact Derek Flavell Renault

Crich Tramway Museum - 12th September 2009. Either turn up at the museum or contact Becky for more details.

The Netherlands Estafette Club is organising an event to celebrate 50 years of the Estafette in September 2009 near Maastricht. There are about 50 Dutch estafettes and some from Belgium, France, Switzerland and possibly Austria and Finland. British Renault estafette enthusiasts are welcome to attend.

London to Brighton 2009 - Usually first Sunday in November, see www.lbvcr.co.uk for details. Best viewing is at Hyde Park at 07.00 AM or Brighton after 1 PM on the sea front (Madeira Drive)

Renault Owners Club AGM - Currently planned for early May 2010 or late April 2010



The telephone number for placing orders is 01963 442080. Your membership number will be required. Discount is 15%

and free P&P. Regards, Mike Fawke
(Keeper of the Club Shop)

London - Brighton 2009

with Alasdair Worsley



www.sussexsportphotography.com

This event is always run on the first Sunday in November. This year was the second year of my driving Renault UK's 1900 Renault C-Type in the London to Brighton Veteran Run. My father and I have looked after some cars for Renault for about 18 years now and taken them to shows and runs for them each year.

The London to Brighton we have started every year for the last 18 years and after the first few years of ironing out glitches (dry storage does cars no favours) they now are fairly reliable (although do need constant maintenance).

The run is for all pre 1905 cars (those that, had they been on UK roads at the time, would have followed a man with a red flag). There are a few 1905 cars but these are cars that originally were dated 1904 or before and then documents arose that placed them later (some models spanned many years). They are given Grandfather rights.

The cars consist of steam, electric and petrol powered (some even have internal combustion engines powered by petrol.). There are stop off points on route to re-

charge, re-fuel and de-frost. Even 104 year old electric cars can't always do it on a single charge and one steam "car" tows a trailer of coal behind it.

The range of drive is also quite alarming, front, mid and rear engines, some transverse, some with drivers, yes some sit at the back and look over the head of the passengers. Chains, belts and sprockets for gears are quite popular. The Renault Frères had a really daft idea of an engine in the front, to a mid gear box, via a prop-shaft with universal joints to a rear axle with an early diff. Considered at it's time a little unusual and bound to fail, being obviously weak compared to chains, it's what most cars have as standard now if rear wheel drive and even front driven is the same idea. This is why the pre-1940's club (The Renault Frères) magazine is called Direct Drive.

On the car we entered, the driver has a conventional position, steering wheel (no tillers), handbrake (ok rear wheels only) arrangement, but only one pedal, a little for a clutch and a lot for a foot "hill-start only" holding brake. 2 people in the front and 2 in the back.



Being an early car we start at about 7.20 most years from Hyde Park, the first few junctions are closed off as we pass (stop start driving in London is a nightmare) and later on a few pedestrian precincts and hills are old timers only.

This year, I drove the car with my Fiancee who had strict instructions to tell me off if I went down hill too fast (rear brakes only)...unfortunately most times she was trying to get me to go a little quicker! No need to map read...follow the oil slicks and clouds of steam and marshals on ever corner. Plus, a remarkable number of people who come out to watch.

It was also dry this year, coupled with a tail wind and 2 of the lightest people yet (weight really matters) we managed to record the fastest time. I had to walk up one hill towards the end as it lacked power (points on the "distributor" have a habit of closing - but when you are near the end I tend to persevere rather than risk opening it and dropping something.

The Highlights. Concourse Saturday, Wet... An ongoing radiator leak finally got fixed properly with a new pair of studs. The RAC helped us get a new battery as

the old 6v one that runs the trembler coil finally gave up the ghost and died after many years. Battery power can make a remarkable difference. We went for lunch at the RAC Club and then back to polishing duties. Also it was early practice for Jo to learn how cold it really is at 12 mph on a very open car in November. (We have had many passengers pull out when they realised...Nicole from Nicole and Papa was one)

Sunday. Cold but importantly dry. Dark as we drive to Hyde Park but light as we leave (earliest car leaves just after lighting off time.) Initially it was slow, making me wonder if perhaps the battery was not the only problem but with these cars, often they take a while to warm up and settle into the rhythm.

Around Buckingham Palace, with a quick wave to Lizzie. She was probably woken by the earlier cars and if not certainly when the Napier went past London to Brighton to London to Brighton before it opens at 10. In theory on the speed limit all the way).

A game of cat and mouse through London at the lights, we are quite quick off the lights but often get reined in by a



"Gordon Bennett" Napier

faster car and then stop all over again. Tried to bag a bus who overtook and then pulled straight in to stop (this is a big problem as modern ABS,EBS DD cars can stop on a six pence and unfortunately we stop in about the same distance as the Titanic. (We all have full proper MOTs but they make allowances for the design at the time).

Once heading up to the M25 things tend to get better, less lights and, early on as we were, not so much traffic. A little busy in Crawley (coffee stop - in theory) but not so bad and around Pease Pottage. Say hi and thanks to the mayors of the 2 towns who let us follow the old A23 route through the pedestrian and Bus precincts and the Police who hold up the traffic.

After Crawley it's into the forest and hills to Brighton, quite steep so up is a first gear (1 cylinder and 3.5HP does not make for a great climbing car) and down is equally fun. Klaxon hooting at the public out in force.

Then into Brighton where the traffic is always heavy but Madeira Drive is clear and there is a bottle of Champagne for all the Renault entrants. At least in 1900 there were no breath tests...

Alasdair Worsley



Dear Ted

Happy New Year to yourself and all the members of the Renault Owners Club. Here's a short note about an interesting French trip that members might be interested in. I am taking my R12TL.

Let's take them back to their homeland

South Quay Leisure and Classic Car Weekly have teamed up to offer a trip to Disneyland Paris from Thursday 4th - Sunday 7th June 09. For an all in cost you get return ferry crossing (Dover- Calais), 3 nights at a Disney hotel, breakfast and tickets to the Disneyland Park and Buffalo Bill's Wild West Dinner Show.

If any members are interested and want to know more please feel free to give me call on 01606 44586 or 07980 042035.

Regards Peter Bell.

Here's an item that has taken more than the usual three days to arrive at the Editorial offices. But we can't blame the Royal Mail this time (they were probably still called The Post Office when the letter was posted). It came to me by way of Renault UK and Hector.

Roy Spicer, a freelance motoring writer, sent some holiday snaps to the editor of Renault's old magazine Autoworld. I reproduce both letters here.

From Roy Spicer
11.11.1993

For Renault Autoworld

The Renault 4 is not dead. It is alive and operating efficiently in Tavira, an attractive port and tourist centre on the Algaive in Portugal - between Faro, the big airport and Villa Reade Santo Antonio on the Spanish border.

The Tavira Council use them every day a transport for their officials and they are pictured here outside the council offices in Tavira - clean, white and resplendent with coat of arms of Tavira on the drivers' doors.

To Hector Mckenzie-Wintle, Esq.,

Dear Mr. McKenzie-Wintle,
Darren Styles, the Renault press communications manager suggested that you might like to see these pictures which



I took in Portugal this year.

I was surprised to see so many Renault 4s alongside each other and I took the photos (see top above) which I sent to Autoworld. Darren say they are only interested in 'current products' these days. So he sent them back and suggested I send them on to you.

I was personally sorry to see the end of the Renault 4. I thought it was a marvellous car.

You are welcome to keep the pictures and use them in any way you wish. Iam, for your interest, a freelance motoring writer. I also own a Renault 5 diesel.

Withe best wishes,
Yours sincerely,

Roy Spicer

(Never say that Renotes doesn't keep you up-to-date with news. Oh well I guess they have all gone to the scrapyard many years ago. Editor)

Dear Ted

After many years of on/off restoration my R17TS was at last ready for its first showing at Critch in August 08. I set off



on a lovely sunny day from Sheffield, on arriving there was a lovely R11TSE and MkI Clio. (See above) After a lot of Renault talk we went off for lunch at a pub just outside Critch. Back from lunch, we went on one of the beautiful trams for a ride through this well-maintained and working tramway heritage museum and then found a we'd been joined by a left - hand drive Twingo.

At the end of the day we said our goodbyes and set off home. It was a very enjoyable day marred only by an engine fault on the way back. We had an offer of help from the Twingo driver but that's an other story.

Yours. John Turnell

CLUB SHOP

THE RENAULT OWNERS CLUB OFFICIAL MERCHANDISE 2009

NEW - Stainless Steel keyring
with engraved ROC logo
In black presentation box.

£3.75 including p&p



ROC ballpoint pen.

only 50p each including p&p

ROC Tax Disc Holder.

only 50p each including p&p

How about the full set for only

£4.50 including p&p



Another **NEW** item

Ladies foldaway umbrella
with ROC logo, ideal for the
car or handbag.

Available in Renault Blue or Black.

£12.50 including p&p

ROC window sticker

available to stick on inside of window
or outside for bumpers etc. State which
type required when ordering.

£1.75 each including p&p



ROC baseball cap - available in Black,
White, Yellow or Renault Blue.

£5.00 each including p&p

ROC T shirt - available in Black, White,
Yellow or Renault Blue and in all sizes
from small child to large adult.

Adult sizes £12.00 including p&p

S,M,L,XL,XXL,XXXL

Child sizes £9.00 including p&p

Please state child's age when ordering.



New Diamond Design T Shirts

Available in S,M,L,XL,XXL and child's sizes (state age when ordering)

Available in White/Blue and Yellow/Black

Adult Sizes £12 inc p & p,

Child Sizes £10 inc p & p

ROC Golf Umbrella - large strong

Dunlop umbrella with comfort grip

handle. Available in Black.

£17.50 including p&p



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Or email order to shop@renaultownersclub.com

Or post order to

**ROC Shop, 153 Old Dover Road, Capel-le-Ferne,
Folkestone, Kent, CT18 7HX**

Cheques made payable to RenOwnersClub Ltd

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Au coin du livre

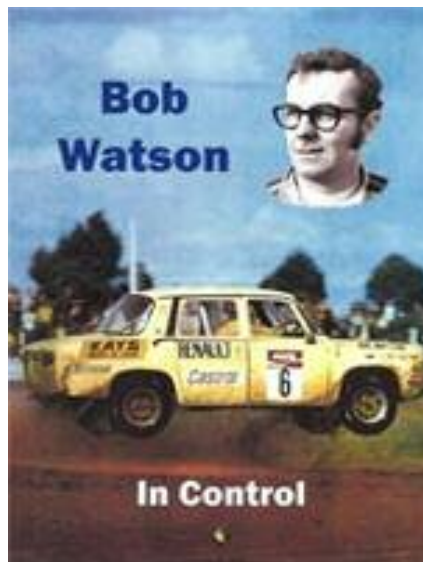
(The Book Nook, where you can read about the best books on Renault)

Wouldn't you just know it? Talk about Chara Law (never a bus in sight for half an hour and then three come along, one after the other). With an lull on the Renault book front, we took a peep at magazines, which might be of interest to Renault enthusiasts, and, while our backs are turned, wallop! Book publishers suddenly get into top gear! Assuredly, a reviewer's life is not all booze and snooze, so, to play catch-up, we offer a series of shorter reviews (with prices, where known), to keep Clubmen up-to-date with the cornucopia, which is new to specialist booksellers' shelves.

Generally, a biography or autobiography of a driver, who happens to have driven Renaults amongst other machinery is not our bag. But, for sheer enjoyment, Aussie Bob Watson's "In control" (p/b Bookworks 1876953535) tops our choice for this month, as it offers an English text (mega Brownie points) and covers a niche in Renault's competition history, about which most French enthusiasts (let alone les rosibifs) appear to know diddly squat.

In the late Sixties, when Renault itself had started assembling its own cars and those of its compatriot, Peugeot, in its own Australian factory at West Heidelberg, a Melburnian suburb, understandably it needed to raise the profiles of these two marques in that market. Accordingly, Renault undertook some serious competition 'down under' with Renault 16s, with 8 Gordinis, with 12 Gordinis and with Peugeot 504s. The names of Rod Slater, Dave Kavanagh and, above all, Bob Watson, figured large in this sustained campaign and, indeed, amongst many area championships gained by Renault at the time, the 8 Gordini of Bob Watson won the 1970 Australian National Rally Championship by the biggest margin ever, absolutely trouncing all the (not inconsiderable) opposition of the time.

As far as your reviewer is aware, this is the first time ever that the full story of Renault's Australian campaign has been told in print. There are many photographs (b & w and colour), sprinkled amongst



amazing rally stories, hilarious incidents, 'insider' comments, car histories and personalities' biographies. Some of the information can be found scattered around on the excellent 'aussiefrogs' internet site, but, in this book, the entirety of that history is pulled together in one big, deliciously readable lump. Bob's infectious humour is hard to resist and, indeed, you are challenged not to smile at least once during this rib-tickling read! It will probably be lurking on Chaters' shelves, but please be advised that that long-established bookseller has sold its London [Isleworth] premises and has relocated to Hook, Hampshire (01256-765443 or books@chatters.co.uk).

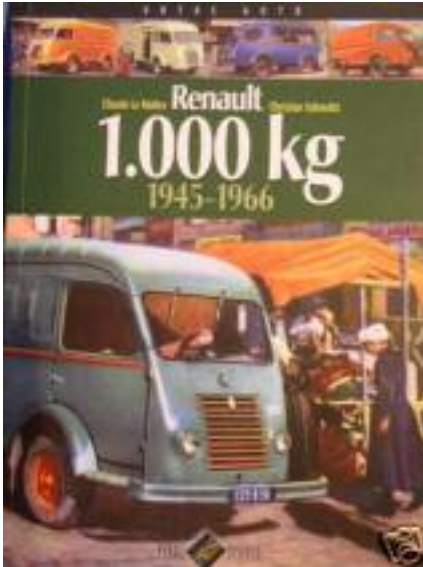
If you have ever wanted an inkling of what vehicles are housed in Renault's Histoire et Collection, now located at Flins, then "Renault - la collection" by Antoine Pascal (h/b EPA 2851207029 @ E50) is for you, even if it warrants a small mortgage. Antoine is the photographer, who brings you over one thousand stunning b & w and colour images (it took him weeks of hard graft to complete), accompanied by a regrettably only in French preface by his father, Dominique, who shares the captions with Patrick Lesueur (another major French motoring journalist, having many Renault titles and articles to his credit already) and by Jean-François Krause. The sheer beauty



of this weighty tome is exceptional (especially for a Renaultophile) and the encyclopaedic erudition is difficult to fault. All of this is to say that, if the French language is not your strong point, the (not-too-overpowering amount of) text should not deter you from placing this work at the top of the 'presents for me, please' list, if you have an ounce of lubricating oil in your veins.

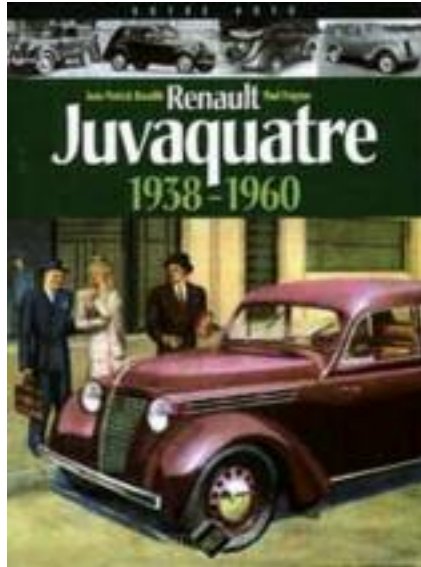
Hot-off-the-press comes "Mégane, la Radicale!" (self-laminated hardback L'Autodrome Éditions 2910434137) by Dominique Pascal dealing with a car, which sporting Renaultphiles the world over will lust after. The French text is well supported with an abundance of lush dual language (French/English) captioned, colour photographs. This detailed illustrated history of the sporting versions of the (late) 'sassy ass' Mégane, spells out the developmental steps from the first Renaultsport version to its ultimate iteration, the limited-series 'Radicale.' The work will probably become the authoritative tome on this asphalt shredder, so this will mean rarity - better raid the piggy bank pronto pronto! Try Chaters for this one, too.

The publishers of 'Gazoline' have been active and Claude Le Maître & Christian Schmalz, who need no introduction to regular readers of RENOTES, have teamed



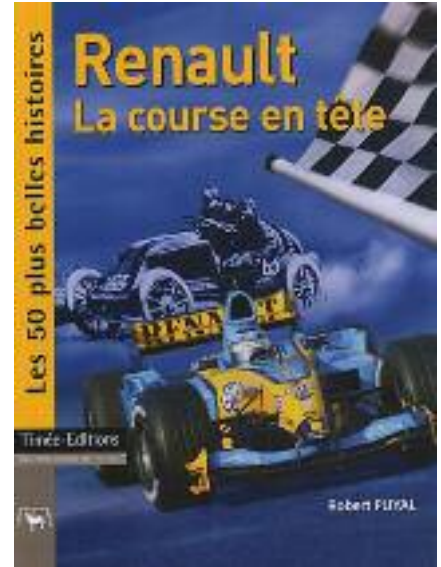
up to produce “Renault 1.000 kg, 1945 - 1966” (p/b Pixel Press 2917038055 @ E18), which is an illustrated history of Renault's little bonne à tout faire, which helped it to make a considerable contribution to the rebuilding of France after WW2. Fully illustrated (b & w and colour), it sorts out the various models and type numbers in exemplary fashion, including those vehicles serving in the army, with the police, as an ambulance and with the gendarmerie. This range offered motorised chasses to many coachbuilders, who produced a huge diversity of commercial vehicles, notably the startling one-offs, such as 'le nain gourmand,' for events like the (cycle) 'Tour de France' and others. Somewhat of a niche book, and on commercials, too, the attractive price make this offering well worth a second look and, because, the authors had access to Renault's own records, the photographs are an absolute delight. It is unlikely that anyone will publish a more incisive work on this much-loved workhorse, so take the plunge and smile!

Published at almost the same time as the above, Jean-Patrick Baraillé & Paul Fraysse's “Renault Juvaquatre, 1938 - 1960” (p/b Pixel Press 2917038079, also @ E18) gives a thorough-going genealogy of this undeservedly overlooked model in Renault's sales range. Like its 1,000 kgs companion, this well illustrated work (b & w and colour) offers a year-upon-year history of Renault's first 'monocoque' vehicle, whose career was seriously interrupted by the outbreak of WW2. Probably best remembered by its much longer living commercial versions, culminating in the 'Dauphinoise,' it upheld Renault's light commercial vehicle corner of the market until the trend-setting Four



burst upon the scene in 1961. The authors are on the 'Gazoline' team, which is responsible for that magazine's enviable reputation for in-depth, behind-the-scenes technical research, and they have been supported by the unrivalled knowledge of Marc Sliwowski, for whom the Juva is almost a religion. The excellent photographs originate mostly from Renault's own archives and, at eighteen euros, this paperback is good value for money.

A little paperback, which slipped past our eagle eye some time ago, is Robert Puyal's “Renault - la course en tête” (p/b Timée-Éditions 2915586138 @ E13,50). This small, square format book on good quality paper skips quickly through King Louis' competition days and majors on the prowess of la Régie. There are sections on the 4CV, on the Shooting Star, on the Dauphine, on the R8 Gordini, on (all) the



Alpines, on the Formula 1 cars, on the Four, on the Paris-Dakar cars, on the 'learning' formulae through the years and many more. This 140-odd page offering is not erudite, but the b & w and colour photographs are clear, often original and well reproduced, so the asking price is not unreasonable. One can dip into it easily and so it is a good read on a 'plane or rail journey, rather than a historical tome. Look before you buy!

We are aware that we have not (yet) reviewed the new, in-depth “Alpine & Renault, the development of the revolutionary Turbo F1 car, 1968 - 1979” by Roy Smith (he of our colleagues CAR), which was published by Veloce at the end of last year, but a copy of this not inexpensive tome is not yet to hand and, in any case, it deserves a decent review, so watch this space!

HM-W

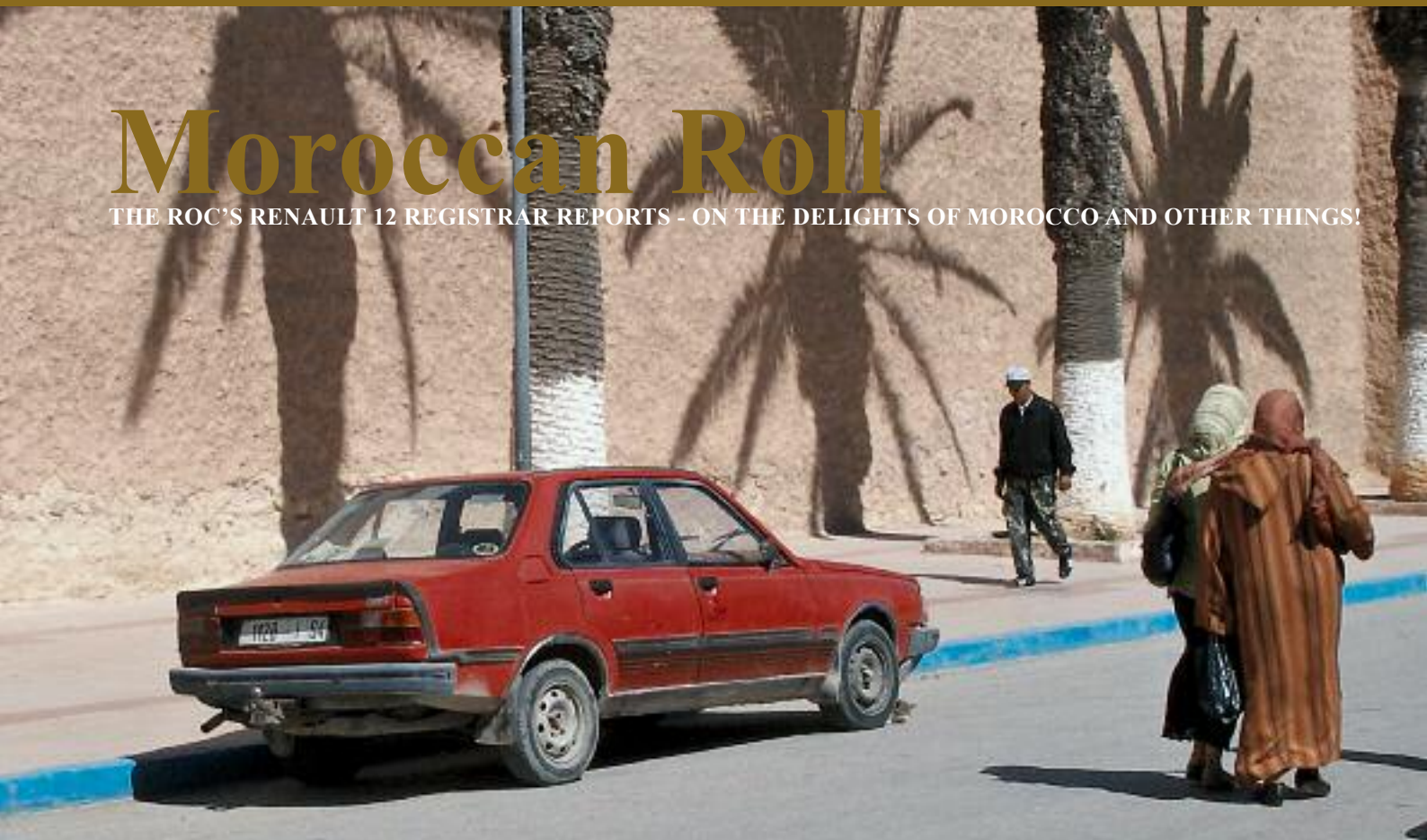
Guus Nuwenhuis

The club has just learned of the sudden and unforeseen death, on 6th February, of Guss Nuwenhuis. Guus was Secretary of the Club d'Anciennes Renault des Pays-Bas (The Netherlands). He was 59. The ROC sends its sincere condolences to his family and fellow club members.



Moroccan Roll

THE ROC'S RENAULT 12 REGISTRAR REPORTS - ON THE DELIGHTS OF MOROCCO AND OTHER THINGS!



Well, 2007 was a bad year for my 12 collection. Nothing lasts forever, (though I'm just back from somewhere where you'd think it did) but I had to scrap no less than 65% of my 12 fleet as being simply beyond further repair.

Now, note the absence of the word "economic" since if you bring money into the classic car equation, in only the scarcest cases do you ever have a vehicle that is worth much more than the money you poured into its restoration.

Two of my 12s were restoration projects far too ambitious to ever tackle, while 2 were my time-served 1990 purchases which between them had taken me some 193,000 miles. Still driveable, their chassis were simply done. The fifth was my unique left hand drive 5 speed conversion. Older than the others, it was in dire need of another engine which I had in stock, but it was also structurally done.

Its dismantling removed a unique driving experience, and I can honestly say I've never gone anywhere in a Renault 12 quite so quickly as I did in that one.

In many ways it was a crying shame that all 5 were 12TS models, for until two years ago. I'd never owned a 12TL. My choice was always the TS, and I'm now

down to one, which itself is a borderline case, and if I'd any sense, I'd dismantle it as well. Sense doesn't come into it, does it!

I made my annual 950 mile round trip to the Outer Hebrides last February, this being an annual engagement to talk to a preservation group. This year, I included in my talk my experiences of restoring the 12s as many of the group are classic car owners. I always pay a visit to the local Renault dealer who set up as such in 1972 in a most unlikely setting in the Outer Hebrides. He probably took a fair gamble at the time, as Renault was a 'little known' make, but the proof is in the continuing success under Donald Campbell's drive. He and a couple of mechanics are now the only ones old enough to remember 12s; 35 years on there is now only a sprinkling of the ubiquitous 19s, the best seller in present times, while no earlier models are in evidence. 'Corrosion is a serial killer'

My 12TL performed more or less without trouble. Because she's in all but showroom condition I never ordinarily use her in winter but, because of my connections in the islands, she simply had to go. And because she'd lain up all winter, in a quick check, I missed some dirty electrical connections, needing a

hasty stop 60 miles into the run, despite my having carried out an 80 mile test drive a few days earlier. She sailed through an MoT test in January, though initially, she refused to go, thanks to a seized accelerator pump. She got new rear springs to eliminate her tail-end sag, new shocks to go with them and a new heater matrix, which made sure I was cosy in my week away with her. Just as well too for this year I suffered far more wet weather than on past visits. Now she's back in the garage till Easter when I'll once more enjoy the sheer pleasure of being out on the road in a car that is an eye catcher wherever she goes.

Now, in the west of Scotland, we've suffered this winter from the worst, most prolonged period of rain and wind imaginable. You may think down south that at times, you have it wet, but in fact, your suffering is relatively modest. Because of all this, my better half, who has an even lower tolerance threshold to this weather than mine, finally had enough and promptly booked us an 8 day break in Morocco. This was not a destination I'd ever thought of but we knew it had a Mediterranean type of climate. In the depths of March it offered the escape we wanted. So off we went.

A straightforward journey, booked into a nice hotel mid evening, good nights



rest. Super buffet breakfast, and then out into the streets of Marrakech to explore. My nose wasn't even as far as the pavement when the first sound of Renault reached my ears. A 4GTL whizzed by, then a 9TL, then a 19; in ten minutes I'd seen at least 10 Renaults that we now look on as modern classics.

This part of my story has to be "la magique de Maroc". It is a fascinating country, a mix of Arabic, Islamic, Berber and European cultures. Marrakech, where we stayed, is 100 miles inland not far

was responsible for our meeting, but even her patience was tested at times, as my eyes were drawn to one Renault or another, instead of to the many interesting buildings around the city. Before telling you more about the various Renaults to be seen, let me paint for you, first of all, the typical tapestry of a Marrakech street scene. Donkeys, and diesel, mules and mopeds, raucously belching clouds of blue oil smoke; push bikes, their riders precariously balancing huge loads of merchandise, overloaded fruit trucks



from the Atlas mountains. It is a vibrant bustling city, rapidly expanding its facilities to play host to increasing numbers of visitors, and I could well see why.

Morocco, is now a monarchy, but between 1912 and 1956 was under French rule, and Regie Renault, along with other French businesses, saw major opportunities to do business.

My better half, well used to my whims, has always tolerated my interest in Renault since it was one of my 12s that

manic taxis, lorries and buses, all fighting for every last inch of road space in a city centre, all but gridlocked for a lot of the day.

In amongst this hundreds of Renaults, amongst the other makes, were fighting their own battle for supremacy. They and all other vehicles all bore the scars of battle; dents in every other panel while, as for bumpers, well that's what they're for; self defence. The many 12s I saw, for example, hadn't a straight bumper between them. Little rust on the chrome,

or anywhere else for that matter but the metal, well, just knock out the biggest dents and shove it back on. They looked as though they'd been plished with a huge hammer! Sills were a particularly vulnerable area on all cars. Marrakech kerbs are as much as 2 feet, high so come too close to one of them, as you find yourself forced too close to a corner, and there can only be one outcome. A sill collision on a car that age in Scotland, would leave it as a pile of rusty scrap!

Now for the classic Renaults themselves. As in many countries in Europe, the ubiquitous Renault 4, is still around in large numbers. This model, must have made more profit for Renault than any other single model made by the company. Introduced in 1961, it was no longer supplied to the British market after 1984, but continued to be supplied in Europe till much later. I saw a 1993 model parked in the street, with a for sale notice on it. It looked quite tidy still. Most of the many 4s I saw were white, a very practical colour for radiating the extreme summer heat suffered by inland Morocco. A few had other non original colour schemes, the 4 is truly a working car; a small estate in fact. You could see them being used to hump about large quantities of fruit. One that I saw was filled, from the centre pillars back from floor to ceiling, with sacks of grain, absolutely stowed to the gunwales. They were often battered and bruised without a straight panel anywhere, but they were still out there and working. Cars are an expensive item in Morocco and while there's plenty of modern stock of most makes, parts of Morocco are not wealthy, and cheap transport is essential. I saw a couple of 4s converted to open top, in beach buggy style, but one I saw surpassed all others.

At this juncture, readers, I should say, that sods law is global, so any time I saw anything really unusual, and worth a picture, the vehicle would always be immersed in traffic and totally unable to be filmed. Worth also mentioning that I was wary about taking too much interest in parked vehicles in case the local police appeared, to demand an explanation. I also took the precaution of having suitable material on me which would explain my interest-just in case!

Now, the most unusual 4 I saw, in dense traffic, was a beautifully converted gold metallic charabanc, only this had a curved fibreglass roof, tapering down at the rear quarters, including a standard R4 rear glass, and then a curved fibre-glass

boot structure; a quite unique conversion I would think.

A few mark 1, Renault 5s remained, most were also white, but mark 2 models were commonplace, though much more often, in a variety of metallic colours.

The 5 derived Express van was another popular work horse.

Of older models, my cherished 12 was still a regular sight, both in mark 1 and mark 2 forms. Many were white and, in the course of an open top bus tour, I got a tantalising glimpse inside a ramshackle garage, of which there were many in Marrakech, at the sight of a 12 undergoing a complete white re-spray. A number of 12 estates were still providing sterling service to their owners. Next, the 12s updated relative, the 18, all but forgotten in Britain, like so many other 1970s and 80s models, but dozens to be seen, in saloon, and estate form. The 18 of course, had a diesel option, and this had made them even better sellers. You'd see estates often up-country beside farms, lugging all manner of produce around.

Contemporary with the 18, and equally forgotten about in the UK, except by Club members, were the 9 and 11, which again were to be seen in significant numbers. Later Renault models were often preferred in booted form, so the 9 was by far the more common. Marrakech has a two tier taxi system, the small, or "petit taxi" which was the province of Peugeot 205 and Fiat Uno, but a handful of Renault 9s were still used in this role. Through local regulation, these cars were all painted in a sandy beige shade, representing the local building stone colours. Mercedes 240s formed the bulk of the larger taxis; as with all taxis, they displayed collision damage, sometimes in the least likely of places. Larger Renaults were far less popular, but a good number of 21s and 25s were around; it was however typical of the locale that a hitherto good quality car like the 25 would be as battered as anything else. These large models, were invariably diesel versions.

And, now to the more modern Renaults and surely the Renault 19, must have been one of the most profitable of them. Getting rare in UK, 19s were everywhere, with a high percentage of the booted Chamade version in line with local preferences. Being newer a much larger



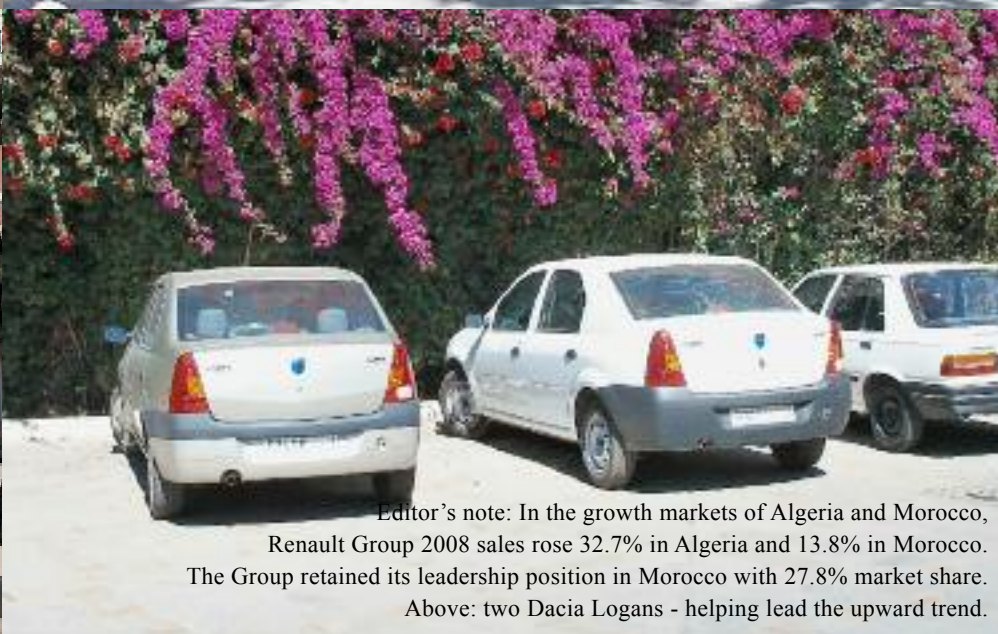


around, the mark 2 has done better, and here again, the booted variant, not seen in the UK, is fairly popular. Modern Meganes and Lagunas, can also be seen.

In conclusion, for an old Renaultophile like this writer, my visit to this super country was a revelation and, of course, the sight of 12s and also 19s in such numbers made me start thinking. Have you ever fancied a classic Renault model, but found it hard to find a rust free example. Well, go to Morocco; ah but wait, anything here is going to be left hand drive isn't it? Indeed it is, and if anyone had told me a few years ago. I'd happily have a left hand drive 12 in my fleet here. I'd have said "no way". That was before one came my way after which I had 5 years driving experience here, and a huge amount of interest. Like everything we tackle that is unfamiliar, we are perhaps cautious till we get used, but believe me, you certainly will get used, and you will not find having a left hand drive car in the UK, a serious problem, once you gain some confidence. Your only real difficulty is overtaking, and the solution is simple, if you can't see clearly to pass safely, you simply don't, it's as easy as that. So, my advice is, don't rule out a left hand drive car in Britain, and remember, if you decide to holiday in Europe (as we did with our lhd 12), it's a dawdle; straight off the ferry and on to the roads of whatever country you land in with simply no worries about where your steering wheel is!

Are there any other Renault Owners Club members who've been out to a different country lately and seen classic Renaults? do your Editor a favour; write in and tell him all about it. Better still, take some pictures as well; it's great to see classic Renaults in other countries.

Lawrence Macduff
R12 Registrar



Editor's note: In the growth markets of Algeria and Morocco, Renault Group 2008 sales rose 32.7% in Algeria and 13.8% in Morocco. The Group retained its leadership position in Morocco with 27.8% market share. Above: two Dacia Logans - helping lead the upward trend.

number of 19s looked in good shape despite the street mayhem. At this stage folks I should say that, when I first saw the rules of the road here, I flatly refused to hire a car, the risk of damage in unfamiliar surroundings was just too great. After a few days, I decided I would risk it only if I could drive something suitably battered that looked completely at home. Take roundabouts for instance. You approach them, look for some sort of space, aim for it, allow for it being transitional, as it will soon be occupied by mopeds, or taxis, or push bikes; just keep going, you'll come out the other side, but not where you expected to! If you're on foot, you need to become a professional jay walker, or you'll never get from one side of the road to the other. It sure is a culture shock!

The Megane that replaced the 19, did not sell well here, though eventually when the booted version, the Megane Classic became available, a few did sell. They're still not numerous, and Renault must have felt the financial draught. Really, since the 19 came out of production, no Renault model has sold in quantity bar the latest newcomer to the scene - the Romanian produced Dacia Logan. Dacia is of course owned by Renault and till fairly recently, continued to build the 12. The Logan arrived 3 years ago and shows a few similarities especially around the rear quarters, to the 19. It is inexpensive and, using Renault group components, has now established a following in Morocco. Thus, once more, Renault looks like having a potential volume seller in the country.

Finally, while few mark 1 Clios are

RENAULT UNVEILS NEW CLIO



New Clio boasts the same qualities that saw Clio III earn the 'Car of the Year' award in 2006, namely:

- benchmark interior space and comfort
- acclaimed ride comfort
- a wide choice of responsive, environmentally-friendly engines,
- a range of equipment from the next segment up, including a hands-free card, cruise control and speed limiter
- outstanding safety credentials
- the same rigorous build quality that has made it one of the most reliable cars of its segment

New Clio features:

- the same dynamic cues as those which have become the hallmarks of New Mégane's frontal design
- a new GT version, enabling more Clio customers to sample extra Va Va Voom

The public can take a closer look at New Clio at this year's Geneva Motor Show.

New design reinforcing Clio's family ties with New Mégane

New Clio sits squarely on the road and boasts revised styling, with the lines of the new headlamps now extending down to the lateral upturns of the front air intake. The broad grille in the lower part of the new front bumper sets off the dynamic styling with the presence of gloss black protective mouldings. The revised design of the rear lights extends the waist line across the hatch, while the uncluttered approach to the design of the central part of the rear bumper further emphasises New Clio's dynamic stance. The reversing lights and foglamps are positioned low down and to the extreme corners of the rear bumper.

The choice of the new interior trims and equipment aims to produce a sense of well-being and quality with the screen of the new Carminat TomTom GPS navigation system integrated into the upper part of the centre console.

New Clio GT: a new sport version

As with other Renault models, a GT version forms part of the New Clio range.

Its frontal styling is more aggressive and includes a gloss black grille, while the extended side sills hint at the performance of the GT's specific suspension settings. New Clio GT is easily recognizable from the rear thanks to its twin exhaust tailpipes and lip spoiler and features an exclusive body colour, Malta Blue.

There are eye-catching sports details inside the car, too, including drilled aluminium pedal covers and extra side support for the seats, plus GT-badging for the front seats.



Carminat TomTom: the first fully



RENAULT TAKES WRAPS OFF NEW MEGANE SPORT TOURER

Alongside six other world debuts from French marque Renault, this year's Geneva motor show also witnessed the unveiling of the latest member of the New Mégane family, with the arrival of the Sport Tourer.

New Mégane Sport Tourer boasts vast carrying capacity and could hardly be more driver-friendly, while its dynamic, elegant lines give it undeniable sporting appeal. The newcomer boasts a raft of high-tech equipment, too.

Compared with New Mégane Hatch,



the extended wheelbase and rear overhang have freed up additional cabin space for occupants, as well as extra carrying capacity. The new range comes with a

wide choice of engines which combine performance and respect for the environment, including the new TCe 130 petrol unit.

integrated, updatable and affordable navigation



Renault's latest GPS navigation, Carminat TomTom, is the fruit of the carmaker's partnership with TomTom to bring affordable, integrated navigation to Renault customers. Ready to start working from the moment the car is started and



particularly easy to use, the system ensures Clio 2009 drivers benefit from safe and stress-free motoring.

Some Carminat TomTom features are: an easy-to-read 5.8 inch (14.7cm) colour screen (larger than that of removable systems) for the display of detailed birds-eye view maps,

- reliable, updateable navigation complete with traffic, safety camera locations and speed limit information,
- at a price of less than £500

R

enault Owners Club AGM – Unofficial Report

The 2009 AGM took place at Stoke Bruene and saw a distinctive increase in attendance and also three totally new members for the committee. There will be a main report coming out but the key things taken forward is that our membership has been steady recently and an increase in new members has been seen replacing those that have moved on. The ability to join and pay on line also seems to have helped both for the club and the shop and the ease of running the club. The main thing we do need to do though is raise the understanding that we are a club not a company and therefore need as many of the members to do as much as they can in the way of organising and going to shows, submitting articles and raising the profile. We can no longer operate on the basis that it is assumed the committee will do everything as they are just members too.

Events.

We will run events if people attend them. OK they may not be in your area but some of our biggest runs are local to a large number of our members so why do we only get 1 or 2 out and why are the members. (Feel free to tell us if you live near a run and don't go on it). If we get attendance on these we will happily run them elsewhere. If you want one in your area we will help you set it up, organise and promote it. We ran 3 events last year and have done 1 this year. The attendance this year was very good however most were friends of the organiser and not club members. The club only supplied 3 cars and one was the organisers!

Editor.

After a number of years and for a variety of reasons, our Editor has stood down. He is staying in the club and has expressed an interest in taking it back on if circumstances permit. However this does leave us editor-less. The next edition has kindly been passed on by Ted so it can be completed with the AGM information and posted out but we do need a long term replacement. This used to be a paid role but this year we need to make it a voluntary job but we will help you do it.

Renotes is the key feature of this club and is something that I think most people want (although they have not said so).

Finance

Now we have a steady membership, provided we can edit the magazine for free and produce it at a market rate there is no reason why we will not be able to go forward. If we get some more advertising revenue for the web and the magazine (but not too much) then we can look at other stuff too. If we grow the membership even better. The accounts have shown a loss over the last couple of years but now we have written off the cost of the Bolster car and reduced the magazine costs by approximately £4000 per year then we should balance and even see a slight profit.

Shop

With the addition of Paypal, the shop has shown a distinct profit for the last 3 years and the sales for this month alone are nearly £90. Goods are made to order and can be ordered on line or via the form in the magazine if you prefer.

Website

The website continues to be a good asset with nearly 1000 visitors a month. We are now selling advertising space on it on both a monthly and an annual basis and are looking to expand it. I am working on a new design which I hope will be easier to use and less cluttered. There will continue to be news and events on here as well as joining and shop information. I would love to have articles sent, written or emailed to put on it with photos. I can handle pretty much anything you send me. I am hoping by the end of this month to have the new site up with the new club sections (Motorsport, Modern, Classic, Modified and Registrars). I already have 5-6 cars covered for registrars but plan more as soon as we get volunteers to do them.

Motorsport

Our motorsport secretary has stated that he would like this to be his last year so that he can concentrate on his young family. He's been doing this job for more years than I've been a member and in fact it is a very easy position. It is a very easy

role to perform so we are hopeful of a volunteer to take it on.

Membership

Our membership secretary stood down this year again after many years. She is helping Malcom do this role which is quite IT intensive but long term we need someone to take it on. Options discussed were to move everyone to the same renewal date. In the past it was hard to send out 100s of letters all at the same time but the advent of PC's and "Mail Merge" this is now quite easy and it could go out with a magazine, however at the moment we are sticking to the rolling membership. This is a PC based job so PC literacy will certainly make your life easier when you volunteer for this post.

Directors

We have changed it so only the Secretary and Treasurer are Directors, all the other committee members are free to choose if they want or don't want to be Directors.

Volunteers

These people are vital to the club as they take on roles in the club. They choose what they want to do, be it advice, running an event or administration, it's pretty much up to you.

The treasurer, events, motorsport and webmaster are continuing in their roles. Membership and Editor are vacant. Malcolm (Treasurer) and Alasdair (Webmaster) will cover these roles on a temporary basis until we receive your letter to volunteer. With the editor we plan to review this on an edition by edition basis but intend to send out the full 4 editions again this year.

We also are looking for a full time Chairman to chair the committee meetings (usually on line via email) and a president and vice president, which we have not had for a number of years now. We plan to approach Renault to see if they would like the position of Vice President again as usually this is their Director.

Ongoing

We need to know what people want from a club, particularly the new members as we need to attract more like you, please

email or write to us and tell us what you want to see. We know there is a need to re-capture the classic members as traditionally they go to shows and run the clubs, but also more of the sport and modified car owners. As Renault's Club for post 1940's cars we should be able to take many more members. To this aim we plan to look this year at members discounts for insurance (which we have already), museums, dealers and suppliers as well as anything else the members want. This will be our priority as we would like this club to build on what we have and start to grow. We also now can re-print or sell Renault literature, photos from the archive, we can supply and date cars for the DVLA for a very small fee (something that costs €50-€150 if you don't use the club) and we can supply information and contacts for help with your car whether new or old.

But we need volunteers, to approach potential members and dealers, run events (even if small) to edit and supply articles for the web and magazine and to look after the members. This year I plan to put some of the articles that don't fill the already stuffed magazine onto the web, so look out there for them. I will also make some of the back issues available on CD or by email for a small charge as well as information from our literature if we can help you.

Please however be patient, we are all volunteers and we sometimes can't drop what we are doing immediately or reply immediately (we do try). I am newly married, going to move this year and would love a holiday but still 95% of my emails last year got a reply (even if it was just to say I am working on it) within 24 hours. But you can understand that calls at 3 in the morning....(yes we did) may need working on. We also tend to do what we think is right simply because no one has told us differently.

Renault Club News
This occasional spot is intended to inform ROC members of the activities of some Renault clubs world-wide and this is being made possible by an improved level of communication between the ROC and other Renault clubs, which publish a magazine of varying regularity. The ROC thanks those organisations everywhere for their past and future willingness to contribute to this

endeavour.

Jeroen Berntsen, editor of the long-established 'Renograaf' of the Club d'Anciennes Renault des Pays Bas, continues the excellence of that magazine. Regrettably, our Dutch friends have not only recently lost long-standing member Gerard Keijsper, but also, very suddenly at the early age of 59, their club secretary, Guus Nuwenhuis. The ROC committee has sent the club's condolences. Recently, 'Renograaf' has carried articles on the twenty year history of the R 25 in Holland, club cars attending the Het Loo classic car show, the barn find of a Renault Rodeo Farma (bet you don't know that one !), on-going restorations of a 4CV, of an R8 Gordini and of a Vivasport (which latter graces an edition's front cover), and of a visit to the Czech Republic by 4CV. Truly an outstanding magazine from a thriving club.

Owing to the retirement of magazine editor, Gary Creighton, the Renault Classic Car Club's 'La Renault' magazine is now fronted by Fred Parker. For various reasons, it has changed its format from A4 to folded A4, but it retains full colour pictures, classified ads and news on a stand at the Powderham Castle event (organised by the Doran family), participation at the Bugatti O.C.'s French Prescott event ('La vie en bleu') and the usual technical article by Dave Wheeler.

Some pages of a recent edition of 'Renault Rallye,' edited by Chris Smalley have come into our hands, this being the magazine of the Renault Car Club of Queensland Inc. (founded in 1970). Those pages give details of a visit of their club members, Terrie & Ian Both, to New Zealand's South Island, where they met members of the Renault Car Club South Island, including club president Graeme Smith and Cor & Christine Baaijens, the latter being already in corresponding contact with the ROC. Over the coming months, we hope to establish a firm contact with both of these clubs through regular magazine exchange.

Look out for your world-wide Renault club friends in the next RENOTES !

HM-W.

Renaultsport UK

If you haven't already pointed your browser in the direction of Renaultsport.co.uk (type this into your

browser) then why not take some time to have a look around our new-look website, featuring everything you've come to expect from the Renaultsport brand.

We are pleased to announce that we have slashed the cost of many of the items in the Merchandise section in our 2009 January sale. From Formula 1 Replica items and Supporters Merchandise through to the official Renaultsport range of apparel and accessories, many of which are now sporting discounts of up to 80% off.

With the opening of our new Community section we are now extending the offers available in our online shop to everyone so that even unregistered members can now browse and buy as well as existing Renaultsport members.

We hope you enjoy the new website. Best regards, Renaultsport

Dear Sir

I am organising the 'Queens Park Classic Car Show' again this year. Our first two year's shows went very well with a good attendance of cars.

This year we have space for over a hundred cars, which will be displayed on the newly refurbished roads in the park near the fountain. The event is open to all classic and vintage cars and there is also space for modern custom and performance vehicles. I am hoping for mentions in the media to get local people interested, especially those with a car that they would like to show, this is a completely free event hopefully to encourage people to use the park and see its versatility especially after its extensive restoration. There is a café and beautiful walks and a brilliant play area.

Queens Park Classic Car Show

Queens Park, Queens Park Road, Heywood, OL10 4UY 10th May. 2009. From ten till four. Cars are asked to arrive for 10 am but are free to come and go as long as they have an escort.

Groups attending at present are Rochdale Collectors and Vintage Car Club, Standard Owners Club, Porsche 914 Club, Bolton Old Wheels, and private entries.

Please contact Nick Tattersall on 07984 140521 or queensparkcafe@fsmail.net for further details and to register your cars Thank you for your support.

Antipodean Journey concludes

Briefly, Hong Kong (now designated by the Chinese Government as an SAR – Special Administrative Region) is composed of four main areas. To the south lies Hong Kong Island (only 7% of the province's land mass, on which 22% of the population live) and roughly alongside but to the west are the Outlying Islands. Just to the north of Hong Kong Island, across Victoria Bay, the Chinese mainland begins, but, before reaching the original Chinese frontier, there lies firstly (moving northwards) Kowloon and then, further north, the geographically much larger New Territories, which also encompass further small islands.

The north side of Hong Kong Island is very developed both architecturally (lots of skyscrapers) and commercially – all the big banks and trading houses are located there (Bank of China Tower, Jardine House, Hong Kong Cultural Centre and many others). Kowloon is also a busy commercial district, but much more tourist-oriented, with the inevitable touts offering everything (tailoring services, (copy) watches, etc., etc.). Coincidentally, we had pre-booked a hotel off Nathan Road (one of Kowloon's principal arteries) on the exact site (same address) of the flat, which Sheila and some friends had occupied over a Chinese tailor's shop, in her youth! Of course, the site had changed out of all recognition, but the hotel was very good (the breakfasts, especially, were sensational, and I became hooked on a daily fix of scrambled egg and smoked salmon) and very central, so we were able to maximise our time sight-seeing.

This included repeated visits to Hong Kong Island (one could either go over on the Star Ferry to Wan Chai and Causeway Bay and take an inexpensive taxi ride from the quayside there to one's destination or take a (slightly more expensive) taxi ride directly from Kowloon and reach one's destination on the island via the new tunnel). This enabled us to revisit some of Sheila's old stomping grounds, including the well-known Repulse Bay, where the original 'period' hotel building still looks out over the said bay, but is now no longer a hostelry, for it houses only a couple of eating places and some boutique-y shops. Behind this proud old building, there rears up a complex of superior high-rise apartments. Much development is going on, including what we supposed to be a glass and



aluminium concert hall venue, overlooking the bay itself. There was a very large Maybach showroom close by, so there's obviously still money in Hong Kong to throw at that Mercedes-owned marque's exclusive and expensive Phaeton.

One evening, we 'did the Peak,' which is a complex perched on the top of a hill on Hong Kong Island, reached by a funicular railway. We had dinner in one of the restaurants, with a view over the Island itself as well as over Victoria Bay, looking back towards Kowloon. Particularly at night, with its myriad of winking lights, this is a breath-taking sight, of which I doubt anyone could ever tire and, in my opinion, is one not to be missed by any visitor to this ex-British colony. But make sure that it is not a misty night!!

Another day, we spent meandering around the back streets of Wan Chai, in order to see what the non-tourist shops offered to the indigenous populace on an everyday basis. H & S would have exploded in fifty different directions at the flagrant disregard for their petty rules, for the appearance and display of some of the 'live' and dried foods and spices, begged description. One would have concluded that anything, which flies or moves on land or swims, or, indeed, any part thereof, is eaten in one way or another and, surely, only the locals know what is what and how it should be cooked (or not, as the case may be). This was a real holiday education for us.

Our stay in Hong Kong also co-incided with the Chinese New Year celebrations, for which all the tickets had (allegedly) been sold. However, as a means of procuring such unobtainable tickets (!), we booked a tour, which included a visit to the



walled town of Kat Hing Wai, a well-known tourist attraction, where the Tan tribe/family settled centuries ago, a visit to a modern jewellery-making factory and a pre-show Chinese meal at a well-known restaurant. The tour also took us to the Wishing Tree (now held up like an arthritic patient) and an adjacent local market, which was interesting if a bit down market. Amusingly, the locals are tremendously proud of a recently constructed, purpose-built public loo block in this village, such essentials being almost unheard of in this Chinese province! In the locality, a huge number of breakers' yards, exhibiting an eye-opening selection of exotic machinery (Ferraris, Porsches, Mercedes, BMW, Lexus, etc.,) in various non-original shapes, peppered the countryside, but, unfortunately, the coach did not stop at any of them, to permit further investigation... Big mistake.

The regimentally organised, Cathay Pacific-sponsored Chinese New Year celebrations were absolutely spectacular. A huge section of downtown Kowloon was temporarily closed to traffic on two evenings, the first for an amazing parade, which was composed of more than a dozen dance or orchestral spectacles, with the participants originating from Hong Kong, as well as from around the world (United States, Korea, Australia, Polynesia, France, etc.) and clothed in costumes of eye-popping variety and hue, plus there were sumptuously-decorated accompanying floats. On the second occasion, there was a tremendous fireworks display, an art form at which the Chinese are no sluggards. In a word - unforgettable.

But do not be in any doubt that, despite being a shopper's paradise and a hub of economic business activity, Hong Kong really is now just another Chinese province, certainly different from its poorer neighbours, but nevertheless indubitably and strongly Chinese. There was an irritating and oft-repeated tinkly jingle, celebrating the fact that China had won the bid for the 2008 Olympic Games in Beijing. By now, its interminably regurgitated pattern must be firmly imprinted on every citizen's soul. From amongst some of the English-speaking, ordinary Chinese, to whom we spoke, we learned of their regret that the British had been obliged to cede the colony, chiefly because the benefits of living in Hong Kong (as a separate entity) under British rule had entitled them to 'western' social benefits, which had not been subsequently honoured (as they believed they would be) by their new masters. Nowadays, if one is fortunate,



the meagre benefits of the Chinese social system are doled out grudgingly and after lengthy bureaucratic wrangling and many pensioners are forced to continue to work to keep body, soul and family together. This situation is perhaps food for thought when one is next purchasing goods 'made in China'...

Renaults? I didn't see one, but this did not surprise me, for Hong Kong is but another Chinese province and, although Renault makes and sells commercial vehicles in China, it does not sell cars in that market. Yet.

The return flight to Old Blighty passed uneventfully and bitter cold, but, thankfully, not rain, greeted our early morning flight into Heathrow. The coach trip back to Ferndown, under a coral sunrise sky, with magically misty scenes over the New Forest, reminded us of that old adage that there's no place like home. And, do you know? There really isn't!
(Ah, but it is nice to be on holiday!)



Koleos to World Series Presentation Billancourt



For the last few years, Renault has run the World Series Events, some in the UK have been attended by the ROC members. If you apply you can enter for a trophy and attendance at the events gives you points and points mean prizes (okay trophies).

Based on distance travelled, age of car and number attended you may get bronze, silver, gold or even a special award (given in this, the last year for those that brought really special cars or won trophies every year).

Renault lent us a demo Koleos to attend this event as guests (my dad actually won a trophy but for us it was a sort of engagement present) and my parents donated the hotels and euro-tunnel. We coupled the tour with a visit to some of Paris' attractions and a visit to a French stables (I'm also into horses).

We drove down to the Eurotunnel from work on the Friday evening, straight on the train and into the hotel by 1am French time. The meeting was mid afternoon so a three hour drive down the autoroute saw us in Paris at midday with time to look round the stables after lunch at the hotel.

After the stables it was a quick change and off to the remains of the Renault Factory in Billancourt. Renault still have a show room on the main road to the Arc de Triomphe and an office in Billancourt along with the original workshops of the Renault Brothers. We were at the offices which also have a small theatre and a show room with new models and prototypes as well as books on the various vehicles they have made.

After the prize presentation we had canapés and wine and then went for a tour of Paris. On Sunday morning it was back off to Calais, some shopping and a return trip to the UK.

Now for the car, launched in the UK in June 2008, this is a cross breed car. A sort of road biased 4x4 mpv/suv cross. That's not to say it's not a capable off-road vehicle but the 4x4's I normally drive are a different breed to this and have slightly different roles. It's the first 4x4 from birth Renault have offered. (others like the Scenic were Two wheel drive first). Ours was a diesel model with all the add-ons, reversing sensors, altimeters, hill descent control etc.

I was a passenger for this trip and would say that the size



does give a large amount of room for luggage and the passengers in the back. One thing I did find (and have yet really to find a car that does this) is the inability to control the temperature in the back so you either suffer the front seat drivers temperature or open a window and add noise. There are small air vents and a control system that over-rides the front but they can then be set back by the driver (rather than a child lock system for those meddling kids.)

The front has a sort of "flight of the navigator" ship look, rather landing craft like but this does give it a better approach angle for off road.

It also has a system that prevents the car rolling back on hills as you come off the brake and on to the accelerator (off road training actually teaches to hold the brake with the right foot,



2004 Clio 1.5d Ownership – First 100,000 Miles

I purchased my Renault Clio in 2004 from new. Strangely I bought it from Perth but lived in Dundee, so also experienced remote dealer servicing where the dealer who carried out warranty and service work was not the one who sold me it. I bought the 1.5dci model as this was the first car I expected to keep beyond the 30,000 mile mark which is about where the additional cost of the car, insurance etc is repaid by the fuel and tax.

As a car... touch wood... it's never really let me down. That's not to say some of its problems might lead someone else to call the tow truck but in my case I muddled through them. In terms of a car, it's been a joy, it's regular 68-72 mpg sees trips to Scotland and back on a tank full (a very small tank at that) and fuel fill ups even at the expensive times of under £50.

So to the main problems. - Under warranty and really early on an alternator failed. The tell tale red light popped up. After a quick check to make sure it was not getting hot or had seized, thus guessing a regulator or diode fault. I phoned the garage, who had one in. So I drove it straight there and had it changed while I waited (Smiths of Peterborough). I don't suggest this as a course of action unless you are happy to a) take the risk and b) have the skill to confirm the fault is fail-safe and not fail-un-safe. Some say electricians are Renault's Achilles heel. (used to be tinyness) but in all the years of Renault I've only had 3 "new" cars fail and need a truck, a clutch cable, a fuel pump and a radiator.

The bonnet catch went in under a recall but was not actually done on mine. (Later recalls saw this replaced altogether) mainly as on my car I am used to actually opening the doors and bonnet and oiling catches and hinges, actually well worth while, and while you are there you can check things like oil, coolant etc (I have know gauges inside to go wrong).

Out of warranty...yes about 1000 miles, a rear wheel bearing went. Cheap item (standard bearing) and a quick press job so I ran it until the weekend and then changed it. Again, this is not wise as they can collapse and in some cases the wheel falls off, but I knew my journeys were local and slow and only 2 required

take slack up on clutch and then switch brake to accelerator but this is not taught much now as hand brakes are used for hill starts (auto handbrake on this one). Hence the rolling back.

There is a sat nav and digital compass, for when there are no roads and ample glazing for a good view. It also is quite practical for older and less mobile people to get into with large doors. Something my Land Rover 101 never really could be considered good for. You had to put them in the back on a stretcher....

I would certainly say it's a nice car, more family practical than the 3 door Clios or the Avantine, better MPG than a Discovery. However from a cost point of view, at the moment I would have to lose both the Clios and the Discovery to get one (and a bit more) and with the MPG of the Clio for long runs and the towing of the disco for short ones (which allows me to use an older one), all which were bought for less than the Koleos and with low Insurance on all and tax on 2 (£35 for the Clio), I doubt it will be on my list just yet. Maybe in a few years but I wonder about the DIY servicing on all those add-ons.

However if you need just the one car (space limitation and practicality, maybe also wanting new ones) then I would have to say it's certainly worth considering along side the BMW, Porsche and Freelanders which you may be looking at.

Alasdair Worsley

and had a chance to grease it up in between. At the same time I re-greased the front CV joints, common on a lot of models the Clio probably loads them the least but I find the clips often fail, so when I see this, I check them, clean and re-grease and fit new clips. I've not had to do the right one yet.

The third main one was the front brake pads. I found the inside (and hence harder to see) pad wears out the fastest. And with no level indicator on my model, the first real indication is the ABS light coming on and oddly reduced mpg (probably catching). These were at 70,000 miles and I guess should be considered consumable. It did not need new discs but the callipers travel mechanism had seized (maybe accelerating the wear) so I had these stripped, cleaned and re-greased (it's not always necessary to replace stuff).

Other service items have been a staggering amount of front dip beam bulbs, a rear number plate light corroded (in the bumper but not protected) and wiper blades. One lot replaced before the MOT (a week) failed the MOT on rotten. The bill was produced at the MOT station and when re-examined passed. Else they were going back under warranty (supplier was MOT station but not a Renault Franchise).

The gear lever gaiter also popped off but that's been tacked back with a small amount of superglue. As I speak, the dash bulb in the heater control (there are a few) has failed so it's a bit dim down below.

I should also add a front left hand fog light bracket (although the bumper got a little cracked too) when I decapitated a pheasant. The head fits snugly in the hole as well.

Tyres are really good. I have always fitted quality tyres (Renault use Michelin Energy but the 3rd set are Pirelli's.) Each set seem to last 35,000 miles and wear equally. I am a light driver though. Even at this there are probably 2-5,000 miles left on them. However the alloys mean they are slightly more expensive than the steel wheel tyres. (Lower profile).

The only thing I sometimes regret (especially on hot trips to France) is having the sun roof rather than the air-conditioning.

Alasdair Worsley

RENAULT 75 YEARS AGO



This year, Renault again increases its vehicle output to a total of 56,220 units, and the mainstream cars (Mona-quatre, Primaquatre, Vivaquatre, Primastella, Vivasport & Vivastella, Nervasport & Nervastella and Reinasport) are carried forward, although the Reinastella disappears from the range. There are three additions to Renault's sales palette, namely the Celtaquatre, which is launched in April, and the top-of-the-range pair, the Viva Grand Sport and the Nerva Grand Sport, which follow in October. The smaller car is launched with a FRF 16,900 price ticket, but this is quickly reduced to FRF 16,250 in order to significantly undercut André Citroën's asking price of FRF 17,700 for his still revolutionary 'Traction' (Citroën 7 Traction Avant = Front Wheel Drive). Moreover, as a side-swipe at the T/A's new (and untried?) technology, Renault emphasises that its new Celtaquatre is a car 'built on experience.'

The year's activity produces revenue of FRF 1,236m, a gross profit of FRF 22.1m and a net profit of FRF 6.8m. René de Payrecave joins Louis Renault's staff and, in December, the Citroën company files for bankruptcy, as the development and launching of the T/A at a time of financial uncertainty has pushed it to the brink. The government suggests that Renault should bail this major competitor out, at an estimated cost of between 700 and 800

million francs, an offer which King Louis declines, thus incurring further hostility with an ill-informed public.

Compared to last year, the workforce increases by 3400, but working hours are depressed to 30 per week because of falling demand. There is considerable political unrest, as fascism raises its ugly head and this quickly leads to industrial unrest. Renault workers strike on 12 February and two workers are killed during police intervention at Billancourt.

Renault forms a joint venture with Hachette and Chargeurs Réunis to launch the air mail company, Air Bleu. Additionally, it develops wood/metal composite construction on the chassis-punt of the new Celtaquatre, it improves streamlining across its range of cars, it fits servo-brakes as standard to its Nerva Grand Sport and applies for a patent for wheel fairings to improve aerodynamic efficiency.

In competition, a Renault gas-powered lorry wins an award in the national fuel trials, a Nervasport wins the Liège-Rome-Liège Rally outright and, in April, a specially streamlined, single-seater, eight-cylinder Nervasport lifts the 48-hour World Record, by covering 8037 kilometres at an average speed of 167.445kph on the banked Monthléry track, to the south of Paris.

Apart from Citroën's problems, France's motoring scene sees the National Economic Council set out a rail/road co-ordination

scheme and the international agreement on harmonised road signs and markings is ratified.

In culture and science, Josef von Sternberg's "Scarlet Empress," Marcel Pagnol's "Angèle" and André Sauvage's "La Croisière Jaune" take the money at the box office and Miller's "Triste Tropique" is the book to read.

As far as contemporary events in France are concerned, there is an escalation of political activity as fascism becomes more prevalent, leading to widespread disturbances on 6 February to resist right-wing pressures on democratic freedoms, and the Anti-Fascist Front is created. Louis Barthou, the Foreign Affairs Minister, is assassinated and, as a deflationary measure, civil servants have to take a cut in remuneration.

In the big, wide world, Germany experiences the Night of the Long Knives, the Asturias Commune is crushed in Spain, Mao begins 'the Long Walk' in China and the USSR finally becomes a member of the League of Nations.

This was Renault in 1934.

HM-W

(This information has been assembled from literature within the Renault Owners' Club's archives).

Opposite page: The special-bodied Renault Nerva Sport 1934. This page: The thirties heralded a new era of flying for pleasure and business- for the very well-off. France quickly took to the aeroplane - for mail deliveries on long regional trips

and to reach its African colonies. New flying boats, like the "Singapore" series produced by Shorts allowed routes to distant and remote areas where no landing strip was available. At home Stanley Mathews (Stoke City)



January 27, 1935. FLIGHT. Commercial Aviation

A FRENCH INTERNAL AIRWAY SYSTEM

New Company to Operate a Postal Service between Paris and Other Important Centers

LAST week the organization of a new airline company was announced in Paris. Under the name of Air Bleu, it will run a rapid postal service between Paris and other important French cities. The company proposes to start operations with Curtiss "Spartan" biplanes, a bi-engine aircraft with a maximum speed of 160 m.p.h., a cruising speed of 100 m.p.h., and a landing speed of 40 m.p.h. They carry a payload of 1,000 lbs., with a range of 1,000 miles. The capital and the "direction" is the "Societe 'Aerpostale'" which develops air ships.

M. H. de Roussin, an associate of M. Pierre Lacombe, will be president of the new airline, and M. METZ, a 100,000 member of the staff of Grand Hotel, will be the financial director. A preliminary step towards organizing the service was taken on January 8, when the Government of M. Camille Chautau, the Minister of Posts, was already authorized the project, which has now been submitted to the Chamber of Deputies and to the Senate for the necessary funds to be granted. The service is expected to start operating in the middle of the beginning of May.

According to latest reports, there will be one line of air between Paris and Bordeaux, Toulouse, Lille, Strasbourg, Nancy, and Dijon, with increasing stages. It is expected that the system will be extended very soon. The airlines will be operated by the "Societe 'Aerpostale'" and the "Societe 'Aerpostale'" will remain in and to the new company to offer the rapid circulation of postal matter in the various centers.

Regular postal rates, it is said, will be charged, together with a service of 2 lbs. of which one lb. is to go to the operating company and one to the Post Office. The office of the company is located in the "Grand Hotel" and its mail through through the "Societe 'Aerpostale'" throughout Paris.

H. C. M.

The new mail lines which are to be operated by Air Bleu, using Curtiss "Spartan" biplane-powered aeroplanes with a cruising speed of 100 m.p.h.



RENAULT 5L

Les Aventures de Supercar

by Paul Hopkinson



The scholars of French publicity and advertising with long memories will recognise the title as having been used by Renault in 1972 in the launch of the then new Renault 5. It featured a cartoon starring a stylised 5 and recorded its exploits in towns and in the countryside. (It was even pinched by Simca who used a similarly stylised Simca 1000 taking a metaphorical side swipe at the price of the new 5!). However I thought it a suitable title to recount a recent adventure we have had in my early Renault 5L.

It began a couple of days before we flew out to the South of France for our holidays. I received an e-mail from Cedric, the webmaster of the French Renault 5 site (www.renault-5.net) asking if we were able to come to Paris with our 5 at the end of

October. I thought, October, wet nasty weather, nights drawing in etc. I then thought about every time we had been out in the “summer” and how wet it had been. My 5 had proved itself through the year with two long distance trips to ROC events (Derek’s Kent Run and the day at Brooklands, both very wet indeed). We had already been to two of Cedric’s events last year (in a modern Renault) and enjoyed them very much, so we decided that we would give it a go. With only a fortnight between the end of our holidays and going away again it was going to have to be a short break.

The week before was soon upon us. I had given the 5 a service after Brooklands, so all that was really necessary was a good check over before embarking upon the journey. All levels were checked, the fanbelt tightened (being an L model we were relying on a dynamo for amperes), and the boot filled with various paraphernalia. A few spare bulbs, fire extinguisher, first aid kit, warning triangle, yellow vests (all recommended for travel in France), together with some water, oil, lead substitute, spare points, water hoses, cables, battery pack, tools, the list is endless. A last minute check revealed that one of the rear light bulb holders had tried to escape into the depths of the back wing, but it was captured and fastened back together. A couple of strategically placed pieces of black tape on the headlamps to prevent dazzling oncoming traffic whilst driving on the right and we were ready.

We set off from our home in deepest Derbyshire for Dover on Friday morning. Two hundred and fifty miles of motorway seemed uninviting (especially at 845cc Renault 5 speeds), so we decided to have an hour on the M1 to get us started and pick our way across country after then. We escaped the M1 soon after Leicester, headed in glorious sunshine through Northampton, Bedford, past the hangars built for the R101 airships at Cardington, stopped for dinner at Bishops Stortford, down the A10, round the M25, over the Queen Elizabeth Bridge and on to the A20. I am convinced that the A20 is the road they don’t want you to know about, it’s quite difficult to find in places. At least it keeps the lorries away. However, Maidstone and Ashford were duly passed through, and an hour was passed in Folkestone.

It was then to Dover, and the high-speed catamaran to Boulogne. (It doesn’t seem

quite right to take old cars on the train, they belong to a different age...)

We arrived at Boulogne at 2100 (French time), and it was but a short drive to our hotel. As we arrived there it appeared that the car park was closed off for a special event. We turned into the old town, through the narrow cobbled streets. I had made it to France in my old 5. I had owned her for all these years, but until her restoration she was never up to such a trip. But here we



En route near Boulogne. I think the 4L's cruising days are over!

were, in old time France on a primitive cobbled street. And, she was so much more comfortable than a modern car on such a surface. Anyhow by the time we re-emerged the car park had re-opened, so we parked up and retired for the evening.

Saturday dawned very wet indeed. I thought we did well to get this far in the sunshine. However, it appeared to have been a bit that had escaped from England, because as soon as we hit the Route Nationale the sun was back with us. A very pleasant morning was spent on the byways of Northern France, loosely following the D901 through Abbeville, Grandvilliers, Marseille en Beauvaisis, having dinner in Beauvais. The outskirts of Paris were reached soon after. Paris, of course, on a Saturday afternoon, was quite busy. The little Renault coped admirably with the traffic. We were staying at Place de Clichy, near the Montmartre. The hotel was reached late afternoon. There didn’t seem to be much point trying to drive round Paris with the traffic, so we headed off on foot and on the Metro. We spent a very pleasant evening with our friends who live nearby, and we fixed a rendezvous in the underground car park for the following morning in order to head out to the assembly point at the Bois de Boulogne. Paris traffic doesn’t wake up very early on a Sunday, so it was an easy run there, even on the short section on the notorious



Probably the biggest "Bunch of Fives" seen for a long time!

Boulevard Peripherique.

Top left: A preserved Renault bus of a type with an open back once common in Paris, spotted by chance on the Saturday evening. There was a camera crew and several 1950s Peugeots also in attendance. Above centre: The Tilbury, based on Renault 5 TX components.

The Bois de Boulogne is an area of park land on the edge of the city which normally just attracts joggers and people walking their dogs, but this morning Renault 5s were beginning to assemble. When we arrived there was already a pretty yellow 1975 TL model waiting. We parked up next to it. Others arrived thick and fast, an automatic (with a Gordini front bumper), a four door model, a Laureate special edition (which was the same as the Le Car 2 model in England), another Automatic, a TX, and a couple of TL/GTL models dating from the early eighties. A Tilbury also arrived. This was a Morgan-style sports car apparently based on 5 TX mechanicals, including an automatic gearbox. Owned by a Parisian who had several other sports cars including an AC Cobra, it was nice to see something really odd. The next arrival was a very attractive 5L in light blue, one of the first models with the original badging, and the only car other than mine to have the gears on the dashboard to be present on the day. The French version of the 5L only had a

782cc engine, which was never offered in Britain. This car was also owned by a local fellow who also owned some other cars. An interloper in the form of a Citroen CX gate-crashed and joined the ten or so Renaults as we set off for Poissy, soon to be joined en route by several others.

A dozen or so Renault 5s all heading in a line down the A13 made an unusual and uplifting sight for us Renault enthusiasts. At Poissy we assembled in one of the car parks (with kind permission from the local council). Seventeen Renault 5s (and a Citroen CX!) made up the original line up, coincidentally an original and a new style Twingo were already parked there and helped form part of the line. It is a long time since I saw this many 5s parked en masse.

We all departed on foot to a restaurant for a pre-arranged lunch, after which we assembled at the Musee du Jouet (Museum of Toys) which was opening a new exhibition of Automobiles. One of the 5s was selected to be displayed in the courtyard whilst we looked round the museum. We were the ones asked to bring our car, which we did with pleasure. For the next hour we became the centre of attention. Everyone came for a good look, or a sit inside one with the steering wheel on the wrong (to the French at least) side. I had my book of photographs of the restoration with me, which spoke a

thousand words, which was just as well as my French is limited.

We had a guided tour of the museum, which had several Renaults in the display, including several 5s loaned by Cedric, the



organiser. The displays were excellent, and the guide was very informative, one or two people translated some of the bits we couldn't understand, so I don't think we missed much at all. One of the displays was given over to the car factory at Poissy, now operated by Peugeot, but originally opened by Ford, later operated by SIMCA, Chrysler and Talbot, but also currently manufacturing some Citroen models. The sometimes turbulent history of this factory was a story in itself.

Following the museum tour we assembled outside in the courtyard. Another 5 appeared, a 1973 TL model, making eighteen 5s in all. Another interloper



appeared in the form of an early 70 s Citroen DS23 , who also joined our party. We made our way back to the car park. One of the other owners, Sebastien and his son were transfixed by our RHD car and rode back to the main display area with us. The last arrival, the '73 TL, was parked on the end and was the same colour as mine, so I parked next to it. I got talking to the owner. He said that his cousin had inherited it. An old gentleman had bought it new, but died soon afterwards. His wife could not bear to part with her late husbands pride and joy, but she could not drive. So the car remained in the garage until she died only a couple of years ago. The car has today only covered 13500 km in its life, yes, less than 10,000 miles.

The car is very much as found and totally original, exactly as it left the factory save where age has taken its toll. I asked if I could sit in it, to see how an LHD car compared to mine. He threw me the keys and said “go and have a drive if you want”. It would have been rude not to. Needless to say it drove like it was brand new.

Slowly, one or two people were drifting off. Time was getting on and we needed to get back to Boulogne. Several were going on to the Parc de Marly to take some more photos, but unfortunately, with a long way to go we decided to head off. We headed vaguely north until we reached the autoroute and reached Boulogne late evening. We sailed the following morning, leaving France in the bright sunshine we had enjoyed all weekend. Black clouds hung menacingly over Dover Castle as we disembarked. We ran through Kent on the A2, transferring to the old road, running through the Medway towns, stopping for lunch in Dartford. We took the Blackwall Tunnel and headed through North East London’s worst traffic due to a road closure at Seven Sisters. By the time we reached the M25 it was raining that hard you couldn’t see the central reservation. As it was dark and wet we headed straight up the Great North Road, through Newark and home.

We had completed 887 miles (1422 km) completely without incident, again on the final leg through the worst conditions. We had a superb weekend and we were made to feel most welcome. Special thanks go to Cedric and Patric who organised the whole event. To see more of the event check out http://www.renault-5.net/poissy_2008.htm



Thoughts on the Scrappage Scheme.

So Alistair Darling’s pet project and the apparent sycophantic attempt to please the motor industry has finally become a reality as it was announced in the Budget that a car scrappage scheme has been introduced to the UK

So if you can afford to buy new, you can get a £2,000 car scrappage allowance if you own a 10 year or older car when you buy a new car. This will be available until March 2010.

The £2,000 car scrappage scheme subsidy will be supported by £1,000 from the Government and £1,000 from the car manufacturers. Any vehicle registered before 31 July 1999 will be eligible.

Any cars and vans up to 3.5 tonnes will benefit from the scrappage scheme and not just low polluting models. That means that it doesn’t matter what you buy, whether it be a gas guzzling 4 x 4 Chelsea Tractor or a more environmentally conscious Eco2 Twingo or Clio for instance, you are entitled to the subsidy. So that’s the ecological argument out of the window then!

So what’s my point? Or rather what was the point of the scheme? We are told that a fund of £300 million has been set up for the UK car scrappage scheme and it’s thought that the scheme will be introduced around mid-May (already in place by the time you read this)and will last until the fund runs out or March 2010 at the latest.

Business Secretary Lord Mandelson said: “This is targeted action with a capped budget and for a limited time, designed to boost the whole motor trade. This will ensure that the benefits of a scrappage scheme are balanced with the needs of other sectors of the car industry such as the second hand market, maintenance and repair businesses, and other industries that produce consumer durables or on the taxpayer.

“The car sector is under huge pressure at

the moment and the government is determined it remains a very important part of our manufacturing base. It invests heavily in research and development, supports highly skilled workers and a wider supply chain. These are vital to our future manufacturing and retail success.” The UK car scrappage scheme will be run by automotive manufacturers who wish to participate.

How it can possibly benefit the second hand trade is anybody’s guess as they certainly will not gain anything directly from it. It could even mean that second hand car prices could fall as used car dealers attempt to entice people to buy nearly new instead, which in itself isn’t a bad thing for the punter but not good for business. They certainly wouldn’t gain from fleet sales as the whole idea of the scheme is that traded in cars are scrapped.

It doesn’t matter how old your car is. Those people who bother (or can afford) to service their cars professionally will service them anyway, so the maintenance and repair business isn’t particularly affected. As far as the supply chain is concerned. If this relates to parts manufacture for new cars, how many new cars are lying idle in fields and car parks up and down the country now that need to be shifted first?

Does the argument really hold water?

So what (or who) really is the driving force behind the scrappage scheme? The CBI joined both the SMMT and Ford to call for a scrappage scheme. Ingvar Sviggum, Ford Europe sales chief, said that the company has included boosted sales from a scrappage scheme in its budget predictions for the year.

The CBI estimated that it could cost the government £500m and suggested that it was good value for the potential benefits; however in the same submission the lobby group said that the government should “avoid any further costly stimuli”. So how do they reconcile that?

I read a comment that just about sums it up, that if Ford actually made cars in Britain then their case might sound more convincing.

Where is this magical £300m that the government has settled on coming from? Ultimately taxes so the likes of those who cannot afford (or who would never buy) a new car are subsidizing those who can and do!

Are we not in a recession? Surely in this time of financial restraint, persuading

someone to part with their hard earned to shore up what continues to be a flagging industry, generally through over production and lack of demand, is a bit disingenuous, not to mention cash flow and the absurdity of encouraging people to take out a loan for the purchase unless you have very deep pockets! Ah! But of course, what about the fleet market I hear you say. That doesn’t work either as most fleet operators in this country change their cars between 4 to 6 years so it would not apply, as opposed to Germany when their scrappage scheme was introduced where a lot of fleet cars were over 10 year old it was proved to be substantial.

Approximately two thirds of all new cars in the UK are bought by companies. If this market is ignored, which it should be, who is left to pick up the tab? It becomes a pointless PR exercise.

Neither is it accurate to compare a UK Scrappage Scheme with the German one as of the total market for relatively low emission cars sold in the UK only about 15 percent are home produced Astra, Micra, Mini, Jazz. Whereas in Germany there is the potential for more than 50 percent from the motoring giant Volkswagen alone. A scrappage scheme may help the dealer network and supply chain in this country but will not help the trade deficit as most of the money will go abroad.

The AA commented that new car sales slumped by 30.9% in January compared with January 2008. Yes, hello, there is a recession! It is likely that even fleet operators were cautious about buying too. Paul Everitt, Chief executive of the SMMT said that there was “a clear need to stimulate demand for new vehicles in the UK market...” and that the scheme would “...boost consumer confidence and deliver significant environmental improvements”. What possible proof was there for such a sanguine comment!

In the Guardian on March 19th Mr Everitt went further to state that cars apparently now count for only 11.5% of the country’s total CO2 emissions tanks to consistent fleet renewal, which scrappage schemes aim to encourage. Well as we have seen in this case it patently will not. He also goes on to comment that over 800,000 people employed in the sector could be at risk. In response to these comments, Brian Spratt of the Automotive Distribution Federation argued that whilst Germany had seen a rise in new car registrations, these were not necessarily German cars! Both BMW

and Daimler said that mainly foreign producers such as Dacia, Peugeot and Fiat benefited. Production rates had reduced and jobs secured through repatriation.

Research by Professor Garel Rhys, of Cardiff University Business School, suggests that the trade-in incentive will do little to bolster UK-based manufacturing as 86 per cent of the cars bought here are imported.

On the continent, where scrapping schemes have already been introduced giving customers trading in their old cars up to €2500 (£2300), the story is very different.

In France 62 per cent of new cars sold are produced in French factories, and in Germany that figure is over 65 per cent.

The impact of the scrappage scheme on the UK market may also be significantly less than in other European countries, which have seen rises of up to 21 per cent, according to Professor Rhys. He said that the benefit of the scheme to the British car industry would be affected by the absence of small, low cost models made in this country.

“We only make two cars that the British Public are likely to buy: the Nissan Micra and the Mini, and these account for 4 per cent of the British market,” Rhys said. “A scrappage scheme would result in the British taxpayer subsidising vehicle factories in other countries.”

So any artificial boost to new car sales would put that previously mentioned hard earned taxpayers cash into foreign factories. Where is the logic in that?

Brian Spratt also pointed out that a cash inducement is of little value to low-income motorists who will simply never buy new. He also questioned the number of people employed, where of the 800,000 quoted by Mr Everitt, some 600,000 are employed in the maintenance, technical and support side so keeping good quality older cars well maintained is better for the environment (considering the environmental impact of disposal and manufacture) and keeps these people in employment. A justified argument I think.

If we briefly explore the environmental myth, contrary to popular belief, running an old well maintained car may be more environmentally friendly than buying a brand new Prius as a substantial amount of emissions a car produces over its lifetime is expended in its manufacture, which is very energy-intensive using components shipped from all over the world. An old car owes nothing.

Generally the worst cars disappear through natural wastage, clapped out engines/mechanics and MOT failures that are not economical to repair. Sticking to the Renault theme here, how many phase 1 Megans do you see for example? A new car on the other hand is yet to pollute.

It is interesting to note too that the editors of Britain's major motor magazines issued an open letter to the Government imploring them to introduce a scrappage scheme boldly claiming that older cars are more polluting, more expensive to maintain, and less safe than newer more reliable vehicles. Apparently the £2000 on offer is, I quote "a huge incentive" (sic) to change to cleaner and safer models. Of course I wouldn't be so cynical to suggest that these magazines have a vested interest in the production and sale of new model cars seemingly every five minutes!

According to SMMT's figures, in 2008 the breakdown of new car registrations was as follows: 'private': 41.9% 'fleet': 52.1% 'business': 6.1% (rounding errors). However what proportion of the 'private' sales either involved no part ex. or cars traded in less than 10 years old? That would place in perspective what the predicted sales of eligible cars might be as I would hazard a guess that many of the cars part exchanged would be around 3-4 years old.

Here is an obvious scenario: Mr Jones has a reasonably presentable car that is 10 years old. It fails its MOT and needs £2-300 to get it through. Rather than spending the £2-300 getting it fixed or even fixing it himself if he could, he would rather cut his losses and go for that nice 5 year old car he fancied for £5K. Or lets consider the scrappage incentive he decides to push the boat out and spend £10K+ on a new one. Now all Mr Jones needs to do is find £8K. He doesn't have £8k lying around, so he needs to borrow it ending up in debt. Now the only people who are really happy when the novelty wears off are the vehicle retailer/manufacturer and the finance house. Simplistic I know but isn't this partly to blame for the mess we are in now?

I am not a Luddite. My daily driver is an 04 Scenic 1.9DCi Privilege which returns a respectable 40 mpg regularly commuting to work and will reach nearly 50 mpg on a run. Previously I tended to change my cars around 4 years and have

always sought out low mileage used examples. I can neither afford or would want to buy new because we are all aware of rapid forecourt depreciation! So the scrappage scheme as an incentive wouldn't work in my favour. But neither is it going to work for those people who simply cannot afford to run recent models and is quite content to by a cheap runabout, run it into the ground and buy another. This can actually work out quite economical and is relatively green because after all second hand cars are effectively being recycled!

This then brings us to the issue of the classic car scene and the dubious facts espoused by the SMMT who have a vested interest in the scheme. Classic Car Weekly reported that many environmental groups including the Environmental Transport Association and the Green Party challenge the assertion that only some 10% of a car's lifetime CO2 emissions come from manufacture whilst 85% are generally through use and only 5% through recycling. It might be technically true but whilst CO2 output is the main environmental impact of manufacture, other factors include use of gas and oil (which are finite sources) plus water, electricity and raw materials effectively producing a net loss, hence net cost over and above CO2 emissions.

In their report, Classic Car Weekly has said that the SMMT claim that the average new car is some 14.5% less polluting than a pre 2000 model. This statistic is potentially misleading because it appears to be based on an average of all pre 2000 cars and does not take into consideration the likely effects of lower usage of older cars.

Classic Car Weekly's principle objection was that the people who are likely to benefit from the scrappage scheme are those who can afford it and are more likely to have kept their older car in good order, therefore removing the 'best' older car from the classic scene. They are totally opposed to removing from our roads, perfectly good vehicles which have questionable arguments against their removal, based on flawed environmental concerns.

An interesting foot note to this debate, again from the pages of Classic Car Weekly was an example of how (in a small way) the arguments don't stack up. They bought a 1994 Volvo 940 at auction,

typically sold as seen. It was a one owner, direct main dealer part exchange, exactly what the scheme will target. After purchase it was taken to a local MOT station with no pre-test preparation The car's CO was measured at 0.045% (legal limit for new cars 0.25) and hydrocarbons 18ppm (legal limit is 200!). As it can be seen these figures are far below the levels achieved by many new cars and therefore the environmental impact of this car's continued use would be less than the cost of scrapping a perfectly useable older car and replacing it with a new one.

Yes it was perhaps lucky that this car was in good order but that is precisely what this scheme will achieve, a cull of not only perfectly useable potential classics, but cars that are not as much of an environmental burden as we are led to believe. Perhaps we have seen the zenith of our classic car scene, and from this point forward anything regarded as a 'bread and butter classic' will no longer be available for future generations and the vehicles that are on the circuit currently will just keep changing hands until they are no longer viable. For example, only in recent years has the French classic car scene had a resurgence of interest in their own home grown vehicles but there aren't any (or very few) to be had following introduction of a French scrappage scheme some years ago.

The Government, the Motoring Federation, SMMT, Ford and anybody else who signed up to this simply needs to be honest and don't insult the public's intelligence by thinly veiling this scheme under an environmental banner and saving jobs in the industry when it is simply about profit and parting the man in the street with his hard earned cash. Yes there is a recession. Manufacturers in many industries are feeling the pinch (should we contemplate trading in our washing machines to save the jobs in Hoover? Oh dear too late, not much government support there!), and so too are the general public who in the main probably need to be thinking about conserving what they have and not being fooled into making a rash decision to the benefit of nobody but the share holders of the big car manufacturers.

Les Craven

ADVERTISERS PLEASE NOTE

Small adverts in Renotes are free to members advertising their personal sales and wants (i.e. non-profitmaking).

All other advertising is charged at the following rates. All trade classifieds must be pre-paid.

Classified (25 words)	£10
1/4 PAGE (mono)	£25
1/2 PAGE (mono)	£45
FULL PAGE (mono)	£85

Rates for colour advertising available on request.

Cheques should be made payable to the RenOwners Club Limited and sent with the advert to: Renotes, Greenways, Ashbrittle, Wellington, Somerset TA21 0LE.

The ROC cannot warrant cars or parts advertised in these columns.

For Sale

RENAULT 12 SPARES

I have just completed the dismantling, for spares, of five Renault 12s and therefore have a substantial quantity and variety of serviceable parts surplus to requirements. I haven't space to retain everything so, if any members do not take them, they will go for scrap. Please write of phone with your requirements to Lawrence Macduff, Renault 12 Registrar, 179 Irvine Road, Kilmarnock, KA1 2LA. Tel: 01563 571843.

SAAB 900 GLE 1982

Kept in dry storage 9 years, 47000 genuine mileage, 2 owners, Original tool kit etc. Metal sun roof, No MOT or tax. Tow bar available but never fitted. Sensible offers only 01954 200811 (near Cambridge)

RENAULT 25 TXE

I have a Renault 25 TXE I have to dispose of due to space constraints. I wonder if any members would be interested in it for free rather than just send it to scrap. Just collect. Gravesend Kent area. It is a 'runner' and generally sound. Has no MOT or tax and currently SORN. It has done 160000 miles (had it from 80000) and bodywork in good general condition no bent & buckled bits. No significant scratches or gouges anywhere. Engine /gearbox perfectly sound with no significant oil leaks. All electrics functioning including the voice alerts. To make it a runner needs small amount of welding underside – new windscreen & servo. (not functioning).

Brakes are fully working I have checked it out by disconnecting the servo and using them (bit more effort as would be

expected). No hydraulic problems i.e. leaky pistons. ABS is working although disabled due to corrosion of teeth (forgot proper term!) for sensor on offside rear hub. Four good tyres only done about 1000m. I can't break it on site as no space to do so.

I will be very sorry to see it go wherever it goes. They are the most comfortable and stable cars on the road, like a giant go-cart This is my second 25 the first (E reg) did close on 300000m. If any body is interested either email me or ring 07809271860. It will have to go very soon so any answers as early as possible. Kind regards Martin Hopkins

RENAULT 9

I have a Renault 9 1983 4 door for sale. Owned from new. Would any of your members be interested. Ray Miller
E: ray3m@tiscali.co.uk

RENAULT 5 MONACO

My wife's Renault 5 Monaco has for the last 4 years been garaged and unused but she has now lost the garage and the car just sits outside, unused, and is too good to scrap, complete car, was serviced before being garaged but unstarted since, when we tried to start it the starter doesn't appear to work so it was left, was driven into the garage so it should start easy! Wife doesn't want anyone to just strip the car for the good bits or thrash it around until they destroy it so wants to offer it, free, to the Renault Owners Club as we were both members in the past. It would require collection from Birmingham and trailed.

Pete & Sue Haylor 0121-443-1189

RENAULT SPARES FOR SALE.

R14 N.S.F. WING (NEW)
R5 O.S.F. WING (NEW)
R20 BONNET (USED)
R20 SCUTTLE PANEL (USED)
LAGUNA MKI SPOILER
R14 SEAT RUNNERS (NEW)
R19 O.S. DOOR MIRROR MANUAL (BLACK, UN-PAINTED)
CLIO O.S. DOOR MIRROR MANUAL (BLACK UN-PAINTED)
LOCKING WHEEL NUTS S/STEEL FIT R4, R5, R6, R5TX (NEW)
R11 AUTO BOX COMPUTER (USED)
LOCKING PETROL CAP FIT: R4, R5, R6, R12, R18 (USED) ONLY 1 KEY
R12 HEADREST IN BROWN LEATHERETTE (ONE ONLY)

ESPACE MK II REAR OVER CARPET (GREY)
R18/20 DOOR LOCK BARREL (2 ROUND KEYS)
LUCAS SQUARE 8 SPOT LIGHTS PLUS SPARE LENS.
RING SPOTS LIGHTS (ROUND WITH COVERS)
PLEASE APPLY TO 07703 117912, OR 0115 916 2643 FOR PRICES NO REASONABLE OFFER REFUSED
ALAN SHARRATT. HOUSE MOVE FORCES SALE.

RENAULT 25 AS PARTS

My Renault is a 1990, 2000cc, grey metallic. Apart from some minor rust parts, the body is sound and has a tow-bar on it. My Renault 25 has been so comfortable that I have begrudged selling it, but am happy for it now to go to someone that could get use of it, either for spare parts (numerous new ones including timing belt), or to do up and carry on driving. If there is anybody interested please contact me on this e-mail (will be away for the next three weeks) and I am only interested in a modest couple of hundred pounds. It is MOT'd until Jan.31st. Driver collects. Mr.D.Jolliffe - apple.orchard50@tesco.net

RENAULT SAFRANE

Good Condition, but has not been used for two years. Full leather interior with electric front and rear seats. The Auto box was rebuilt approximately 1000 miles before it was stopped being used. The only fault was the suspension pump stopped working. Very reluctant to scrap. Please contact Anna. fq@hotmail.co.uk

DAUPHINE BODYSHELL

Dauphine bonnets, doors, engine block & towbar
2 rear panels for R10 and other spares.
All prices negotiable
Contact Tony Topliss
M: 07887 636287
T: 01476 573212
E: anthony.topliss@homecall.co.uk

TREVOR LESLIE of Orkney would like it known that he has various cars which he is breaking for spares, espace, 12, 19

FUEGO

Just about everything is available. Complete car is rusty. Contact 01579

362222 (Cornwall) Tony March.

RENAULT 4CV

2 very bad 4CVs, very rusty but may be of interest as spares or repair.

Andrew Simpson Tel. 07919 371749

RENAULT 5 Campus

Restoration K Reg Project looking for a good home.

Simon Clark Tel. 01926 512670

SPRING CLEAR OUT

Derek has been having a bit of a spring clear out:

4 x Flair wheels (fit R5 MkI, R4) £50

4 x BBS alloys (fit R18/Fuego Turbo, R19) £50

5 x G5 Turbo alloys (fit R5 MkI, R4GTL) £100

All wheels come with specific bolts to fit but no tyres

Gearbox for Caravelle (type 330) £200

Engine for Fuego Turbo, complete except for turbo £50

NSF wing for R10 square eye NOS £150

2 x Centre line drag wheels with 155x15 tyres, four stud Ford with bolts VGC.

2 x Appliance dish mags with 235x13 tyres, five stud Ford with bolts VGC £100 per pair.

Radiator (Chausson 7700579261). Part no not recognised possibly Dauphine. Offers Turbos in need of rebuild:

1 x T2 (R5 GTT) £50

1 x T3 (R5G) £50

1 x T3 (R5G) with water cooled bearing housing and pipework £100

No reasonable offers refused, buyer collects either N Kent or SE London.

Derek Flavell: work 0208 6941435 or mobile 07816 586642

Renault 1989 Renault 11 GTX

I have owned this vehicle for the last 8 years and it has been in daily use since it's purchase. I have now taken delivery of a much newer vehicle.

I do not expect to make a great deal of money out of its disposal, but it seems a terrible shame that this car, which incidentally is in very good condition overall, and ripe for restoration, with very little work involved, being thrown on the scrap heap

The car has a high mileage and a tatty Drivers seat, one or two very minor rust spots, but other than that a very reliable

car indeed, with two or three brand new parts fitted, also a good looker.

Den Foster Tel.01268 531940

Email. dennis2005@blueyonder.co.uk

Wanted

Immaculate R8 or R10 for cash(or for my nice R8 plus cash). Or, is there someone fairly local who could renovate my gearbox (oilseal) and engine (rings, valve guides) for cash as above. Phone: 01263 512433, Alan Bailey, Cromer, Norfolk.

Suspension Spring Compressor

Wanted for Renault 30 & 20 TX, (SUS 596- 600).

Also full set of piston rings for R30TX 2664 V6. If anyone has any boxed parts for these automatic vehicles I would be extremely interested. Andy Michell 02392 815812

Renault 16 TS/TX

Must be a nice usable car, not a restoration job. Must be sound in all the usual suspect areas. Tel John 00353 863673301. Or e-mail JTFITZGERALD@EIRCOM.NET

Renault 4F Van

Runner preferred. Tel: 0116 2710477

Matra Information

I have a Matra Djet six,I believe the only one in South Africa.I intend to restore this car.Is there a club who I can contact for information about this car.

John Boyce Email: trojon@global.co.za

Exchange

Hello

I am French and collect Renault racing car postcards in your country. I found your email on the Katriinas Renault Center website. Do you have some Renault racing car postcards to exchange What do you collect?

Can I sent you some Renault racing car postcards in exchange?

Thank you very much for your answer.

Best wishes

Philippe Jacques, Lajoinie, 19270 Sainte F  r  ole, France

philippe.jacques1959@orange.fr

And lastly.....
A

Renault 18 in the Last Renotes

The Renault 18, mentioned in the last edition as needing a good home, found one, a member snapped up this bargain and took it to a new loving home. What is more, he has got it running already, although it will need some more work and the old petrol replacing.

Renault Owners Club Website 2009

A new look website for 2009 has been launched for the club. Whilst it is under development, it does introduce some new features for the club members and highlights some of the direction we hope the club will go in.

A Right Renault Wedding

In February this year, the club's webmaster (and now editor) got married in Scotland. This opens up a wide variety of opportunities to take their cars to more shows and a spare driver for when the weather is not so good.

So you would think that having a reasonable Renault collection himself and a father a few miles from the venue with even more (a 1900 C-Type, 2 AX's, a 4CV, an Avantine, GTA Alpine, 2 Clio's and a Scenic, you would not be stuck for cars.

However the weather was decidedly interesting 2 days before, with over a foot of snow. This left a lot of the cars' garaged bound either with snow or an avoidance of salt. In the end, the groom got an Alpine and the Bride got a lovely Renault Espace that somehow Renault got to them for the wedding and honeymoon (Thanks xxx).

In the end, the day turned out warm with wall to wall sunshine and the Tay was calm for the on-board wedding.

Next Renotes

Please let your committee know what you would like the club to do this year, we have a number of ideas ourselves. Even if you cannot volunteer for a post, your contributions are gratefully received and will be used. If they do not appear in Renotes, I will endeavour to put them on the web. If you don't have a PC, don't worry, the mainstay of the club will always be a paper magazine.

Haste Ye Back.