

RENOTES

THE MAGAZINE OF THE RENAULT OWNERS CLUB ISSUE 2 JUNE 2010



AGM REPORT

MY RENAULT MATHS

RALLYE TO REIMS



RENAULT



RENAULT



Renault
OWNERS CLUB

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COPY DATES

Next issue of Renotes is due September 2010

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

Please send to the Editor:
Alasdair Worsley
at address above

Subsequent issues will be September 2010 and December 2010

MEMBERSHIP FEES

Full UK and EEC £25

Full Non EEC £30

Senior Citizens and Unemployed (includes Students) £20

Additional £5 for New Members over normal membership.

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Front Cover: This shot is of the car run to Reims. To see your car on the front cover, please send me either a photo or a good quality electronic file (jpg > 1MB is best)

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Letters to the Editor

We are in need of a few parts for the Renault 11 TXE that was used in the James Bond film "A View To A Kill". Any help you could provide would be greatly appreciated.



We need an air-breather assembly for our car. (The type that has the 3 bolt attachment to a carbureted motor - Webber 2 BBL Carb on a 1.4 1984 engine)

Also, we need to know if there were TXE grille badges or were they made right into the grille work? If we can buy a TXE badge for our car we'd like to do so.

If you cannot help us, maybe you could point us in the right direction. Thank you.

Kind regards,
Doug Redenius
VP - The Ian Fleming Foundation



Trust all is well? A friend is selling all his Renaults 10s. Some are projects, they range from 1966-70 models. The white 70 model is very good mechanically and virtually no



rust. There are many spares included in the sale. Some cars came from me.

They are for sales as one lot \$2500 or sensible offers. They may be viewed at Forth phone numbers are 64282898 or 0428530904. They can be delivered by us at extra charge. Perhaps you would forward this on to the club. I hasten to add these are in TASMANIA!

Trevor Wise

Following on from the announcement that Dacia Renaults will be available in the UK in 2012, and the support for Dacias in the Renault Owners Club at present, we have, with the permission of Renault, started a Dacia Owners Club.

In order to give it some help, the Renault Owners Club will initially run their website, forum and their members will receive Renotes which from time to time has Dacia articles. The members will initially belong to the Renault Owners Club. The hope is eventually they will be

large enough to have their own magazine and organisation. A basic website has been started at www.daciaownersclub.com Dacia Renaults initially shared platforms with older Renaults, including the 8 & 12, and with such similarities it is only sensible that their members receive assistance from the ROC as we share a common interest. As Dacia grows throughout the world, we expect the membership to grow rapidly and more to be heard about this branch of Renault. From the Renault Owners Club point-of-view, no finance will flow from ROC members to the DOC. The website has been set up for free as has the forum. Any space in Renotes or on individual flyers will be covered separately. Items of common interest to Dacia and Renault owners will continue to appear. There will be an on line and possibly emailed Dacia specific flyer. To start with, which will be emailed to those who have expressed an interest in receiving it as well as being available on line. ROC members will be able to access the DOC site using their existing details.

Swedish 4CV Club is having its 40th anniversary meeting in August (14-15/8). If you are interested in attending, please contact:

Andreas Uddling
andreas@uddling.se
He speaks and writes English

Many of the Renault 16 parts from the last edition have been purchased as have some of the filters.

Also the Renault Clio Williams has been bought (by a Renault Owners Club Member) and hopefully there will be an article coming soon.

Here is a question for you. Should the technical information the club holds (and that which is on loan to the club) only be available to members. We often receive requests from non-members and we ask them to join but some feel a club is not for them. Should we pass the material on, say for a suitable charge. That assumes the insurers and owners are OK with it? Comments please.

Alasdair Worsley

CLUB EVENTS 2010

The club is putting on a number of events in 2010. I have listed those we currently have below. Any additions will appear throughout the year and ALSO on the website. This is an important resource as we can use it to give up to date information on additions and alterations. If you need to check anything, please contact the Events Secretary (Email: events@renaultownersclub.com) or the Secretary (Email: Secretary@renaultownersclub.com). Addresses and telephone numbers are on page 2. Club Events are marked (C). Some events will be for club members only and may be tailored round a theme.

PLEASE NOTE MOST CLUB EVENTS REQUIRE PRE-BOOKING THIS YEAR AS NUMBERS AND ENTRIES NEED POSTING TO ORGANISERS WELL BEFORE THE EVENT

Renault Classic Car Club & Renault Owners Club Joint Event

Bubble Car Museum Near Grantham
12th & 13th June 2010

Camping & Accommodation available from Friday Night, stay as long as you want.

Contact: secretary@renaultownersclub.com
Tel: 0116 287 6243

French Car Show Rockingham

Sunday 13th June 2010

Email: editor@renaultownersclub.com or Phone 07917 858423 for details.

Bromley Motor Pageant (Histoire & Collection) (C)

Sunday 13th June 2010
Malcolm Bailey

Email: membership@renaultownersclub.com Tel: 01732 849325

Powderham Classic Vehicle Show

Contact Rob Doran

(Email: speedwayrob@hotmail.com Tel: 01395 271116)

10th to 11th July 2010

Glamis Castle (C)

36th Scottish Transport Extravaganza Glamis Castle
Date 10th / 11th July

At this event, all cars park together based on age rather than models. The club can help you with getting tickets to get in and will be present on the day. The organisers will have a banner on their car, so if you contact them on arrival you can arrange to meet up with other ROC members. There is not normally any large dedicated club stand.

Contact Valerie Munro on 01382 543 563



Tatton Park (C)

21st and 22nd August

We have a pitch at this event and welcome enquiries if you are interested in displaying your car here. Please let us know and we will send you the details as they become available.

Email: editor@renaultownersclub.com

Phone 07917 858423 for details.

Mike Wood will be organising the day but Alasdair is taking enquiries.



Crich Tramway Museum Extravaganza (C)

Monday 30th August 2010

Renault World Series (C)

Silverstone

18th to 19th September 2010

Contact: Seb Email: secretary@renaultownersclub.com

Tel: 0116 287 6243



NEC Classic Car Show (C) (TBC)

12th, 13th and 14th November

We have applied for a stand on this and welcome enquiries.

Unfortunately we will not know until April / May if our application has been successful. Please let us know if you want to apply for details. Email: editor@renaultownersclub.com or

Phone 07917 858423 for details.

RALLYE TO REIMS 2010



Having just returned hot foot or should I say hot wheels from France, I thought I must put pen to paper and say that the Rallye to Reims was a fantastic weekend. We would like to extend a big thank you to Mike Fawke and all those involved with the arrangements.

It was touch and go as to whether my Renault 12 would actually make it as disaster struck only 24 hours before departure when she developed a broken fuel pipe.



Luckily it was nothing major and, with the usual excellent services of the RAC, she was soon up and running again.

After a most pleasant convoy run from Calais to Reims, we checked into the Holiday Inn Garden Court, after depositing our cherished vehicles via lift to their underground car park. After a very quick shower and change, we were picked up by coach and whisked off to the Champagne Mumm House for a tour of their cellars, and of course a taste of their wares afterwards.

We then continued by coach for about an hour to Oger for a visit to the Champagne

Milan House, which by comparison to Mumm is a small family run business.

Again we were given a tour of their cellars and afterwards enjoyed a private gourmet 4 course dinner that was superb. We were all invited to take part in the Napoleonic art of Sabrage where the top of the bottle is removed with a sabre and I thought we all did an excellent job in opening many bottles of champagne!

The next day we bade farewell to Reims and after a short drive arrived at the disused Grand Prix circuit at Gueux. Mike and Malcolm in their respective vehicles clocked up a 100 mph on the straight section, what a sight! I found it a very atmospheric place and you could almost hear the cheering from the spectator stand on one side of the road and the screeching

of tyres into the pit stop over the other side of the road. One thing that struck me was how narrow the space was between these buildings and the road in between there certainly wasn't much room for error here!

Time was beginning to run out as our crossing from Calais back to Dover was at 4 p.m, so reluctantly we continued with our journey up to the port and our return home. We also at this point said a sad goodbye to Deirdre and Trevor, two distant ROC members from Tasmania currently on a European trip, who had spent some time with us over the weekend.

If there is another trip planned, again we will certainly be on it.

Janice Cheal and Wendy Webb.



Marigold's Rallye to Reims



Maybe a wedding or 21st Birthday, or winning a Grand Prix. We did a bit of tasting and then on the coach again for a trip into the country.

We passed field after field of vineyards and arrived at the Jean Milan Champagne House.

Another tour of the cellars and then to dinner. But first to open a bottle or several of that drink.....WITH A SWORD.

The evening was so nice, very good food, very attentive staff looking after us, excellent falling down juice and of course



such good company. All too soon the evening was over.

Next morning, after breakfast, we were off to visit what remains of the old Reims Grand Prix race circuit. The pits, control tower and grandstand are still there, tended by enthusiasts, keeping the spirit of racing



there alive.

The circuit was home to the French Grand Prix right through the 1950s and into the 60s, all the big names of the day raced there, Fangio, Farina, Moss, Hawthorn and many others, in the days before gravel run

When I said to my other half Rita, that I fancied doing something a bit daft in 2010, she gave me a funny look. I don't think the idea of a trip to Reims in "Marigold" our R4 appealed to her, but I booked the trip anyway, hoping she would come around to what could be a fun thing to do.

I spent weeks in the garage, fettling the car, a service, some new tyres, a bit of paint here and there and of course the all important kit for European Union travel. We decided to extend the weekend away as our home in Cornwall is 380 miles from Dover. We spent a few days in Bognor Regis with Rita's grandchildren on the way up to Kent.

The little Renault was going so well, what a "great" little car she is, even good for long trips, although I had one or two complaints from my co-pilot as I dodged the huge potholes in Sussex and Kent. I didn't want to wreck tyres or suspension.

On our morning of departure, we managed to get lost in the ferry port, to the amusement of our fellow Renault Owners Club travellers and also, the R4 ended up on the way to Ramsgate, whoops, what hope for us in France!

Eventually we met up with our travelling companions and our ferry was boarded without a hitch. It was good to have Mike Fawke leading, no more getting lost.

The run down the motorway to Reims was a pleasure, nice smooth roads, very quiet and, now and then, the waves and pointing to us by kids in passing cars. Just look at those lovely old Renaults, or in our case, that funny yellow one.

On arrival at our hotel, the cars were parked in an underground secure car park and we climbed aboard a coach for our tour. More people joined us here, club members holidaying in France.

First stop was the Mumm Champagne House, where we had the conducted tour of the cellars. There were literally thousands upon thousands of bottles of the lovely stuff, stored and being tended lovingly, ready for that big day in someone's life.





off areas and flame-proof racing suits. These chaps raced in sports-shirts and leather helmets.

One or two of us had a quick lap around what's left of the track, red-mist time even in Marigold. Then it was time to hit the road to Calais.

We had a quick hop across the Channel, farewells to our new friends, and after a couple of nights in a bed and Breakfast in Dover, we pointed the brave little Renault in the direction of Cornwall.



By the time we got home, we had covered 1225 miles, oh yes, we were very proudly presented at our Reims Hotel with a Rallye to Reims mug for the furthest distance travelled to the event.

I can't wait for the next Renault Owners Club trip, we both enjoyed this one so much.

Regards to you all,
Brian Hunt and Rita Shelton



RUNNERS AND RIDERS

Mr Michael Fawke Renault 5 Gordini Black
Mrs Susan Fawke
Mr Alasdair Worsley 1.5Dci Clio SPC
Mrs Joanne Worsley
Mr Malcolm Bailey Renault 18
Mr Damien Bailey
Miss Janice Cheal Renault 12
Ms Wendy Webb
Mr Kevin Howell Caravelle
Mrs Denise Howell
Mr Garry Warburton BMW
Mrs Marie Warburton
Mr Brian Hunt Renault 4
Mrs Rita Shelton
Mr Trevor Wise Renault Scenic
Mrs Deirdre Wise
Mr Peter Bell Renault 12

Between February 2010 and May 2010, The Renault Owners Club are proud to accept the following new members to the club. Please welcome them and offer them all the assistance possible.

Clive Warner
 Damian Bailey - Clio Williams
 Christopher Larvin - Kangoo
 Bob Russell - Renault Kangoo
 Stephen Dine - Avantime & Freres Car
 Cyril Meyers - 21 TD
 James Nairne
 John Heys
 David Smith
 Thomas Johnson
 Simon Hope

We hope to meet some of tem throughout the year at some of the forthcoming shows and the local meets that are being organised.

When you young whipper snappers start complaining about the cost of maintenance of your “new” car....spare a thought for us old farts. 50s Renault’s have a 500 mile service interval...yes that is FIVE HUNDRED. With synthetic oil every 18,000 at £30 a fill and non synthetic for us lot at £6 a full. we get 3000 miles to every one of yours. However there is an answer....Ignore the oil changes...it’s only oil after all. Which is precisely what some ignorant car owner did with his 4CV. Anyway after it had blown up....it ended up on ebay and for a few hundred Queens paper ended up with someone who cares.



This is what was found. (This actually was a Floride engine in a 4CV mind you the other engine that came with the car (a Ferlec 4CV was cracked in two) The only one good thing was the car had 2 radiators...one in the front and another in the back.... Anyway, possibly the biggest laugh was the previous owner had an idea of the



faults as he kept a spare engine on the passenger seat.

Alasdair Worsley



Grand Modus GEO.

In conjunction with GEO, the famous magazine dedicated to exploration and discovery, Renault is launching Grand Modus GEO Collections, a travel-themed limited-edition series.

An appetite for adventure is a central theme of this new partnership and it reinforces a common desire to make it easier for people to explore – and respect – their own environment. With four eco²*



versions on the market and a prestigious Prix Enterprise & Environment award to its name, in recognition of its ecologically sensitive design, the Renault Modus mini MPV is perfectly suited to such tasks. In 2009, it took fourth place in the compact vehicle classification produced by the German body VCD Auto with regard to respect for the environment.

The limited-edition Renault Grand Modus GEO Collections cossets passengers by providing a comprehensive range of practical features.

To enhance comfort and safety, the specification includes:

- Climate control,
- 2x15W radio-CD with steering column-mounted fingertip remote control,
- cruise control with speed limiter,
- elliptical headlights with dedicated cornering lights and front foglamps,
- electrically folding exterior mirrors,
- rear parking proximity sensors.

Renault Grand Modus GEO Collections also offers a wide range of storage solutions:

- drawers beneath the front seats,
- aviation-style drop-down tables for rear-seat passengers,
- a six-litre central roof locker that keeps personal belongings close at hand... but out of sight.

Identifiable by extra-tinted rear windows and GEO badging on the front wings and tailgate, these limited-edition models feature bespoke two-tone upholstery (black and light charcoal), plus GEO Collections front carpet mats that complement the chrome-trimmed centre console and air vents. Only 4,000 Grand Modus GEO Collections will be made.

In France, Grand Modus GEO Collections prices start at €15,850, including extra features that would normally cost €1,075 (a 5.4% saving for customers). Order books are already open. This limited edition car will also be on sale in Germany, Austria and Belgium.

*1.2 16V 75, TCe 100, dCi 70 and dCi 85

Megane Coupe Cabriolet

I mentioned this vehicle in a previous edition but now the full details have been released.

New Renault Mégane Coupé-Cabriolet completes the renewal of the New Mégane family. This now comprises six body types, the successive launches of which have seen Renault rejuvenate its range in the space of just one and a

half

years in what is Europe's biggest segment in terms of volume.

The Mégane family held third place in its segment in Europe at the end of 2009, and enjoyed number one position in France. With sales totalling over 170,000 since the launch of the first-generation version, Mégane Coupé-Cabriolet accounts for four per cent of the Mégane family mix and, in 2009, continued to represent one sale in 10 in western Europe's compact cabriolet segment.

New Renault Mégane Coupé-Cabriolet builds on the strengths that helped forge the success of its predecessor. It brings head-turning looks, plus a genuine sense of freedom thanks to its panoramic glass roof and the forward position of its windscreen. Its standard fixed glass wind deflector reduces turbulence to maximize the pleasure of al fresco motoring.

New Renault Mégane Coupé-Cabriolet is made at Renault's Douai plant, in northern France, alongside Scénic and Grand Scénic. It consequently benefits from the significant production expertise gained by this factory since the launch of the first Mégane Cabriolet in 1997.

New Renault Mégane Coupé-Cabriolet is an open invitation to enjoy open-top

motoring, and is an elegant illustration of Renault's new brand signature, 'Drive the Change'.

New



Renault Mégane Coupé-Cabriolet goes on sale in western Europe in May 2010.

A standard folding glass roof Developed by Karmann®, a world-renowned retractable hardtop specialist, the roof module comprises:



- two glass panels that fold into a 'V' as the roof slides into the boot,
- the mechanisms for the boot lid and roof stowage functions,
- a hydraulic system equipped with an electronic control unit.

To optimise the passage of light into the cabin, the tempered-glass roof has been treated to filter sunlight with a coefficient of 35. A sunblind incorporated in the rear cross beam offers additional protection if

required, while the heater rear window provides coupé-like functionality.

Compared with a soft top, the folding glass roof

provides a level of thermal and acoustic comfort worthy of a saloon car, as well as greater protection against vandalism. The solid roof also increases resale value.

Meanwhile, the roof's folding mechanisms have been reinforced to guarantee an optimal watertight seal throughout the life

of the vehicle due to an increased number and size of connecting rods.

The total weight of the module is 110kg (75kg for the roof, and 25kg for the folding boot-lid mechanism).

Roof systems are completely manufactured and assembled by Karmann® in Germany and delivered to the Renault plant in Douai ready to be installed.

**Renault Owners Club 2010 AGM
THE SIXTH ANNUAL GENERAL MEETING OF THE
REOWNERS CLUB LIMITED**

The Sixth ANNUAL GENERAL MEETING OF THE REOWNERS CLUB LIMITED



Held on Sunday 25th April 2010 Between 11 am and 1 pm

At

The Motor Industry Heritage Centre, Gaydon, Warwickshire, CV35 0BJ

AGENDA

1. Apologies for absence

Roland Bouchara, Tim Jackson, Roy Dodsworth, Val Munro, Jason Ford, Tony Topliss, Malcolm Bailey (Stuck in Saudi Arabia), Brian Whiteside, Alan Lampard & Vivian Lampard

Present:

Alasdair Worsley, Mike Fawke, John Hart, Seb O'Halloran, Hector MacKenzie-Wintle, Bernard Caddy, Andy Mitchell, Damien Bailey, Samantha, Harry Flavell, Derek Flavell. Becky Palmer, Eleanor Palmer, Peter Maslin, Richard Clarke, Peter Jackson, Andrew MacKenzie-Wintle.

2. Minutes of the 2009 AGM / Matters Arising

REOWNERS CLUB LIMITED

Annual General Meeting 10th May 2009

Present

Nigel Abbott, John Hart, Tony Topliss, Hector MacKenzie-Wintle, Andy Mitchell, Alasdair Worsley, Malcolm Bailey, Seb O'Halloran, Mike Fawke, Vivian Lampard, Derek Flavell, Becky Palmer.

Minutes of 2008 AGM

The minutes of the 2008 AGM were read out by Vivian Lampard as printed ones were not available. Accepted with no objections.

Motorsport Report

No Motorsport Activities Took Place

Events

April – Reading AGM. 3 Non Members and the committee attended.

Kent Run May 2008 – Club invited and went to Faversham. 11 cars (5 members)

June Bromley – Good turnout by all sorts of little clubs.

July World Series Silverstone – mix of clubs, few from our club.

August Brooklands 11 cars from club and 1 none Renault.

This feels like a lot of work for little return.

Crich August – Mike Wood 3 cars.

Events are published well in advance, also Kent Run personnel invitations issued.

Events 2009

Kent run. Good turnout and good weather; Renault TV followed the route and some will be on Renault TV followed route. Some will be on Renault TV in the Autumn and on the Internet.

Registrars

Tony Topliss mentioned Registrars. (Note expanded in 2009 – none committee positions)

Beaver Car Show

Car Show in members area in Cleethorpes.

Malcolm Bailey - Secretary

Mentioned letter from member wanting value for money

Vivian Lampard

296 members of which 40 “complimentary” members receiving Renotes in return for other clubs magazine or to the press.

Malcolm Bailey - Treasurer

See Accounts Sheet

We need concerted efforts from advertising in the magazine or on the web.

Question, when is the next copy of Renotes. We have enough copy to produce one however

it needs to be edited. Accounts to be accepted proposed Vivian Lampard, & Seconded Hector Mackenzie-Wintle.

Proposed by Hector MacKenzie-Wintle and Seconded Andy Mitchell that the financial report be sufficient and not require an external audit.

Ted Franklin – Editor & Secretary

Unfortunately Ted cannot continue un paid but has said that he has really enjoyed doing the magazine with a big thanks to the magazine contributors. Also as Secretary, apologises for lack of Secretary duties because of work commitments with Renotes. Vote of thanks from the committee.

Next Renotes virtually complete should anyone want to complete it.

Alasdair Worsley - Web

Doing OK, Paypal taking off well, Updates mainly from Renault. None members visiting on site often complain of no new content.

ALL RESIGNED

Hector MacKenzie- Wintle stands as temporary Chairman.

Secretary – Only volunteer Sebastian O’Halloran, Malcolm Bailey Proposed, Derek Flavell Seconded, all in Favour

Treasurer Malcolm Bailey Volunteered Vivian Lampard Proposed, Seconded Becky Flavell. All in Favour

Motorsport – Derek Flavell prepared to stand but this will be last year. Proposed Malcolm Bailey, Seconded Becky Flavell, all in Favour

Editor – No Volunteers.

Hector MacKenzie-Wintle stressed the need to get some form of Renotes out, even if not high quality. Alasdair Worsley prepared to stand in as Temporary Editor until volunteer found.

Mike Fawke –Merchandise

Proposed John Hart, Seconded Andy Mitchell, carried all in favour.

Press and Publicity

In abeyance for the new committee.

Advertising Sales Officer

Webmaster

Alasdair Worsley standing, proposed Hector MacKenzie-Wintle, seconded John Hart, All in Favour

General Committee

Tony Topliss, John Hart, Becky Flavell, Proposed Vivian Lampard, Seconded Derek Flavell, all in Favour.

Motions on agenda.

Amend to read:

“Secretary, Treasures and Motorsport Secretary shall be Directors of the club, All other committee members may choose to become Directors at their discretion, replacing the last sentence of 14.1. proposed Alasdair Worsley, Seconded Hector MacKenzie-Wintle. All in favour.

At this point John Hart resigned as a Director but remains as a committee member.

AOB

*Andy Mitchell vote of thanks to the outgoing committee and wishes new committee best wishes.
Tony Topliss asked about DME and Renault UK is to keep the club updated with progress.
Insurance for public liability, is it the best. At the moment yes but it is something that is continually being reviewed.*

2009 Minutes Proposed Hector MacKenzie-Wintle, Seconded Andrew MacKenzie-Wintle, Carried Unanimously

3. Club Officers' reports

b) Secretary

Joined 2009. Main priority to regain advertising for the magazine and the web although there are still some gaps to fill. Also advising on improvements to the website. Day to day work helping with members enquiries.

c) Treasurer

Treasurers Report for the Year ended 28th February 2010

Introduction

This report covers my second full year as treasurer during which we have continued to endeavour to reduce operating costs and increase income, particularly from increased membership. This year has seen the benefit of cutting the production costs of publishing Renotes which has stabilised the financial position of the Club, but there is still more to do in terms of increasing advertising income and membership numbers.

Overall Review of Year

During 2008/09 the Club traded at a loss of £4,930, exacerbated in part by the transfer of the John Bolster car to Renault UK who will re-build it over the next two to three years. However for the year 2009/10 we have made a small profit of £1,179 largely due to the reduction in costs of producing Renotes. It should be borne in mind that the Club published only three editions last year and the small profit would just about cover an extra edition so the year could be regarded as having broken even emphasising the need to grow membership numbers.

Club Overheads

The review of Club overheads referred to in previous years has continued with the decision to stop paying for the editorship of Renotes and finding cheaper printers. This alone has saved approximately £4,000.

Paypal Account

Early in 2008, in order to facilitate payments to the Club, particularly for membership, a Paypal account was established and the club has received a recognisable proportion of its income during the year via this route.

Bank Accounts

The Bonus Savings account has been closed with the balance transferred to the Tracker account.

Future Outlook

The Club still needs to increase its income to grow. This can be achieved by a combination of increasing membership and maximising advertising income from Renotes and the Club website.

Malcolm Bailey

Report Acceptance proposed by Andrew Mackenzie-Wintle Seconded Becky palmer Carried Unanimously.

d) Membership Secretary

Acting M. Bailey See Above

Membership Secretary Report Proposed Becky Palmer, Seconded Derek Flavell Carried Unanimously

e) Magazine Editor

Acting A. Worsley

June 2009

32 Pages

September 2009

48 Pages (32 Content + Adverts)

December 2009

36 Pages



March 2009
36 Pages

June 2010 - Awaiting AGM Report and Final Reims Rallye Report and ready to go. Will include loose application forms for events.
Currently 32 Pages

Once I had worked out how the software worked, it was not so bad to put the material together. What has been a lot more enjoyable is getting a much larger range of material, including the growing "My Renault" Series. We have also been sending out an electronic copy to Renault Press and Customer Service who have been actively reading it and in some cases contributing to it. For 2010 I am more likely to stick to 2010 but also include loose "late news" sheets as we can now put these in right at the last moment. With electronic transfer to press we have it now so the cut off is the first of the month, it leaves me on the 7th, returns on the 21st is packed and lands on the doorstep fairly reliably on the 1st of every 3rd month. I am investigating an on line Renofile that can be emailed out. This would contain important updates rather than articles and items we receive that would not normally make Renotes. Maybe also photos left over from the previous Renotes. I would like to print at post it out but financially we are not quite there yet.

Proposed Seb O'Halloran, Seconded John Hart, Carried Unanimously

f) Merchandising Officer

RENAULT OWNERS CLUB SHOP REPORT FOR 2010 AGM

Sales for the last three years are as follows:-

2007/8	Turnover £459.25	Profit	£304.80
2008/9	Turnover £259.14	Profit	£122.20
2009/10	Turnover £261.99	Profit	£120.14

Profit here is a loose term as most of our stock is old and was purchased some time ago. I don't know the purchase cost so have written it down to zero.

We currently hold stock to the retail value of about £542. With the exception of the key rings, all is old stock that we are running down. The key rings were recently purchased and are selling steadily.

Larger cost items are available but are purchased and printed to order. It is a bit more expensive this way but does not tie up club funds in stock that may take years to sell.

It would be nice to introduce more items but most suppliers and printers require minimum orders, which we just cannot afford.

I am happy to continue in the role of Merchandising Officer and hope that we can realise as much revenue for the club as possible from our old stock and the limited range of new items on offer. This year we have Hi Vis Tabards available and GB stickers both self adhesive and magnetic backed which I hope will become good sellers.

The Reims merchandise sold well and Alasdair must be thanked for his efforts in finding a good and competitive supplier. The introduction of paypal has made it much easier to order from the website, but I am happy to accept cheques to my home address as published on the website and in Renotes.

Mike Fawke

April 2010

Proposed: Alasdair Worsley Seconded: Andy Mitchell Carried Unanimously.

i) Webmaster

Over the last year we have expanded the website to take more advantage of the larger space we have. We have paid up front for the name for 5 years so the annual cost will now hopefully go down to only £30. We have modernised a lot of the pages with only the members site left to tidy up. We still have some pages that need final updating and have introduced a quick link. I would welcome any material to fill in the blanks, particularly on model data. The Forum is doing very well with over 540 members and 322 posts. Bear in mind it was only opened up as a semi public site in April. We use this to attract members by supplying limited amounts of information and help and if more is needed we invite them to join. We have had the odd attempt at rogue infiltrations but as every post is pre-approved by me, these have not become public. It has also helped find us some new areas where the club can hope to expand.

We do need more people to help answer questions but at the moment it ticks along fairly nicely.

The web has attracted a good number of advertisers, most taking out 6 or 12 month contracts. As these are billed at the end of the contract period or quarterly, we hope to show some continuation of the good return in the next months or so. It is more usual to bill yearly on these and we have limited ourselves to larger companies to ensure we get the revenue. Some are paying quarterly.

4512 Emails exchanged within the committee, over 1000 from outside the committee (excluding spam).

Website Visits.

Proposed: Derek Flavell, Seconded Richard Clarke Carried unanimously.



j) Events Officer

22 Cars at Kent Run
3 at Crich

Possibility of European 4 Event next year for 50th Event.

Proposed: Mike Fawke Seconded: Peter Maslin Carried Unanimously

k) Motorsport Officer

No Motorsport in 2010

Proposed: John Hart, Seconded: Mike Hart Carried unanimously.

All Other Positions Vacant

4. Presentation of Accounts

Download Accounts

Including vote of acceptance and waiver of auditing in accordance with club rules.

Proposed: Hector MacKenzie-Wintle Seconded: Peter Maslin Carried Unanimously.

Proposed that the accounts should not be audited but waived in accordance with the small businesses act: Proposed: Hector MacKenzie Wintle Seconded: Andy Mitchell Carried Unanimously.

5. Election of Officers 2010/2011 - Current Officer Listed - (RS = Willing to continue if elected)

a) Chairman

b) Secretary - Currently Seb O'Halloran (RS)

Proposed John Hart, Seconded: Malcolm Bailey Carried Unanimously

c) Treasurer - Currently Malcolm Bailey (RS)

Proposed Seb O'Halloran, Seconded: John Hart Carried Unanimously

d) Membership Secretary - Currently Acting by Malcolm Bailey, Only Nomination Received Damien Bailey

Proposed Alasdair Worsley, Seconded Mike Fawke Carried Unanimously

e) Magazine Editor - Currently Acting by Alasdair Worsley (RS)

Proposed: Alex Millan Seconded: Becky Palmer Carried Unanimously

f) Merchandising (shop) Officer - Currently Mike Fawke (RS)
Proposed: Alex Millan Seconded: Becky Palmer Carried Unanimously

g) Press/Publicity Officer - Vacant - Nominations Received Roy Dodsworth
Proposed: Malcolm Bailey Seconded: Alasdair Worsley Carried Unanimously

h) Advertising Sales Officer - Currently Acting by Alasdair Worsley (RS) / Seb O'Halloran (RS)
Proposed Hector MacKenzie Seconded Mike Fawke Carried Unanimously

i) Webmaster - Alasdair Worsley (RS)
Proposed Seb O'Halloran Seconded Malcolm Bailey Carried Unanimously

j) Events Officer - Vacant

k) Motorsport Officer - Vacant

l) Modified Officer - Jason Ford
Proposed: Alasdair Worsley Seconded: Derek Flavell Carried Unanimously

m) Ordinary Committee Members - Alex Millan (RS), John Hart. (RS)
Proposed: Seb O'Halloran Seconded Andy Mitchell Carried Unanimously

DVLA Dater - John Henderson (RS Honorary)
Proposed: Seb O'Halloran Seconded Andy Mitchell. Carried 4 Abstentions

6. Election of President and Vice-Presidents

VACANT

7. Motions received

Waiver of Audit

Not Carried

Creation of Parts and Tooling Officer

Proposed: Hector MacKenzie-Wintle Seconded: Seb O'Halloran Carried Unanimously

Inclusion of Postal Voting

For the committee to investigate and propose a method. Hector Mackenzie-Wintle Seconded Becky Palmer

Remove the need for Motorsport Secretary.

For the committee to investigate if this position needs to be ex officio, do they need to be a director, do we need on at all and have we paid the fee. Do we want to be in the MSA.

Directors cannot exceed more than 40% from one family.

Proposed Alasdair Worsley Seconded Hector MacKenzie Wintle Carried no Objections.

8. Any other business

Best Wishes sent to Alan Lampard.

Andy Mitchell has various spare parts free to members.

Meeting Closed 13:00



My Renault - Maths

Arithmetically confused - the Renault 12 Registrar tries to explain.

A Renault 12, minus 7 equals: a Renault 5, plus another 7, equals another Renault 12, plus 7 equals: a Renault 19, plus another 7 equals -- a Renault Megane?

Something wrong there surely, so let me try to explain.



Back in 2006, I came to realise that I simply couldn't continue to run my 12s summer and winter, for ever. Winter operation was a killer! The answer - get something newer to dodge about in off season, and keep the 12s for summer use only. So, what should I get - well I'd fancied a 19 for some time. Two generations on from the 12, this model had much of the 12s successor, the 11 in its rear profile.

That model I had quite admired, especially the post 1986 versions with updated front styling. Like the 12, the 11 was by 2006, extinct and completely forgotten by the British motoring public. However the 19 was still around in quantity. It was of similar size to the 12, had four doors, a tailgate and a pleasing profile that I liked.

I would look out for a good one but it wasn't long before I came to an early conclusion; virtually every 19 I saw was down at heel, unkempt and rusty. Clearly 19s were reaching the end of their working lives. I didn't want to be repairing scrap metal for the rest of my life. If I couldn't secure a good 19, I would have to look elsewhere.

I needed a solution and quickly. A Volvo 340 happened to come my way, but I really

aversion to Volvo's more modern cars whose compulsory daylight headlights cause needless additional dazzle. These feelings were added to by numerous bad design features I found on Volvo buses and coaches I was driving. Reluctantly I took a Renault "Sierra" powered Volvo 340 which ultimately proved satisfactory after I became versed in some of its weird habits. The 340 proved competent but just didn't talk to me like a Renault, then quite unexpectedly, a Renault 5GTL turned up.

Now I should add by way of explanation that I haven't bought a car by conventional means since 1982. Anything I've taken a fancy for, is something I've seen parked in a street, and has never been marked as being for sale. I've haven't lost one yet, and my routine is to place a note under the driver's windscreen wiper, explaining my interest and offering to purchase whenever the owner feels inclined to sell!

Thus it was that I spotted this 5GTL, and some 18 months afterwards, the owner phoned, the car was for sale and was I still interested. I shot off to see it; a 1986, 5GTL 1.4 litre 4 door, 42,000 miles run, garaged all its life and corrosion free. That was it -- sold as seen! A few matters needed attention, but in its 4 years with us, it's been basically fine.



It was unfortunate for me to find out not so long after purchase, that I couldn't readily use it on long journeys; I simply didn't have enough leg room. So, my partner took it instead for use as a local runabout. In this role it proved totally unsuitable. For such a small car, the steering was unduly heavy when parking, the actual lock was crap, the clutch pedal return spring was far too strong and it was so highly geared that constant gear changing was needed in local use.

That's not something ladies usually like doing in my experience! But, see if you can keep your beloved warm in her car in winter and she can quickly demist her screen, well you can get away with a lot - and I did. Thus the car remains in the fleet.

None of this solved my particular problem. Having all but given up on ever finding a decent 19, I had picked up a near mint condition Volvo 340; then miracle of miracles, a 19 appeared. I had at that time, a regular school run to a village 5 miles from the house and one morning, I saw this car parked on the main road as I entered this area.

It was soon clear that its owner lived nearby, so after school one day, I came out for a closer look. I immediately knew this was an example I would take. Other than a couple of localised areas of rust, it looked fine. It was not a particularly clean example it was simply someone's daily runabout; nothing special in other words. I knew that the time to try and procure the car was now, otherwise it would soon deteriorate beyond



retrieval.

It was a 19RN, 4 door hatchback, 1.4 "Energy" engine, 5 speed box, 49,000 miles run, so I left my letter. Not long after this, it appeared at my mechanic's garage for repair and sadly the owner was then made redundant. A lovely lass, this had been her second 19, but she found herself with no choice but to sell and I was the fortunate beneficiary.

This car needed various things doing; new brake drums, ball joints, steering shaft ball races, tyres and various sundries, but 18 months and 9000 miles later, the 19 has done everything required of it. Yet, here's an observation for you - the Volvo 340s heating, demisting and ventilation arrangements (a mid 1970s design) is streets ahead of the 19s arrangements at least 10 years more modern!

I found this car remarkably low geared for a modern 5 speed design. Also, the mid

range torque from this 1390cc "Energy" engine seemed peculiarly weak in comparison to that from the 1397cc "Sierra" pulling higher ratios in the Volvo 340. Whether this is a characteristic of petrol fuel injection systems I do not know. Apart from the possible acquisition of a diesel 19 for comparative purposes, I really only had one other Renault model on my wish list, but had given no further thought to this when another Renault 12 reared its head in September 2009. This 1973 12TL example had been in the ownership of one family all its life and when laid up 14 years previously had only covered 36,000 miles.

It had been stored in a garage in Suffolk ever since, and had not suffered unduly. The car was at risk of disposal with no guarantee of a good home. Now, I needed another car like I needed a headache but as it appeared sound, I took it into the "fleet".

By mid October, it had been trailed the 450 miles back to my garage, and I returned from a week's holiday slid back the door, and there it was! After a suspension and brake overhaul, a timing case oil seal, and attention to sundry details it sailed through an MOT after which another 12 owning experience began.

My preferred 12TS model is now as scarce as hens' teeth, so this newcomer became only my second 12TL. It was also the earliest model I have ever owned, and till now I simply hadn't appreciated the significant detail differences between these and later examples.

Opening the bonnet instantly revealed clues to these. First spot was the absence of a brake servo and this indeed made me think.



One of the finest features of later servo fitted 12s, was their superb brakes, almost as good as those on a modern car. I therefore had big reservations about this unassisted version until I tried it.

The brakes proved to be perfectly adequate, but in switching driving between my 2 12TLs, I had to quickly re-adjust to the big difference in braking feel and power. Next thing was the dinky wee screenwash container, and the plunger operated spray that actually worked surprisingly well, but a bigger reservoir will be worth fitting. The engine air cleaner had no summer/winter setting, and though the heater proved quite effective, I fitted a later cleaner to boost its

undertaken at a modest pace. This is only to be expected in a car designed before 1970.

In my own eyes Renault have over the years produced many attractive body designs.

Appearances are a very subjective matter. In the early 1990s, I fell for a handsome looking Renault, brought it back from the Orkney Islands, and then had 4 years of hell, with an 18GTL. I vowed never again, to be swayed into buying a car because of its looks but sure broke that rule with the 19. Luckily this turned out as good as my hopes for it had been.

significantly inferior in build quality to that on contemporary Peugeots, a make of car I've never liked. So, in short, I fancied a Megane but really didn't want to spend my future time repairing rusty metal so much a feature of my past car owning history.

Then, the inevitable happened. I clocked a Megane parked by a main road in the North of Scotland, while I was driving past with a bus. All I got was a brief rear and front view nothing else. But, for me it had an all important north registration mark.

My local friends made enquiries for me, I despatched a letter, and in February 2010, took delivery of my blindest ever purchase. So, what did I get for my dosh? I got a well



winter performance further.

On the road performance also brought big surprises. This early 12TL proved significantly lower geared than my mark 2 version. I had known that Renault had experimented with gear and final drive ratios in the early years of production but I was unprepared for what I found though distinctly different notes from the gearbox were a clue.

In top gear at 50mph, engine revs were 500rpm higher than on the newer car and that is a really big gap. The car was lively in town but motorway journeys have to be

My garage mechanic had also confirmed that over the years he'd maintained them for clients, he did not have a lot of trouble. That recommendation (unlike that I got for the 18) applied to the last Renault on my list, the first series of the Megane.

This model was of course the replacement for the 19. It inherited much from it, including its good looks but it also shared with the 19, one most unwelcome feature, and that was the propensity to rust only in the case of the Megane it was even worse.

In this respect, both these models, and also contemporary Clios and Lagunas were

run down Megane 1.6 RXE that had run 82700 miles for its 7 previous owners over the last 14 years had been off the road for the last 18 months, and displayed all the hallmarks of corrosion you would expect from this vintage of Megane. But, do you know this; for me at least there's something about the taking of a bog standard car without any special merit that is otherwise destined for oblivion, and doing something with it.

Thus it was that I embarked on a 250 mile coach journey to the car's location in Sutherland, took delivery and over 2 days, brought it back to my Renault stable.

Despite protracted lay up, I had a lovely drive on trade plates in the most stunning of scenery with only a part seizing brake calliper and defective wiper rubbers to concern me. My Megane owning career had begun.

Two days later I put the car over my pit, for chassis inspection when I soon wished I hadn't. I couldn't believe the extent of corrosion. My 5GTL as a 21 year old purchase was all but rust free, my 19, as a 16 year old purchase, had some, but on the Megane, corrosion was pushing underseal off almost every surface other than the floor pans. Some of this was down to the climate in the north east but my feelings about the dubious build quality were underlined.

Many a newer and superior condition Megane has been consigned to the scrappie thanks to the often inappropriate car scrappage scheme, but this was my chosen example. The car seemed mechanically sound so it is the bodyshell that needs all the work. A pity it was yet again, a metallic paint job with all that that entails but after some welding, chassis painting, wheelarch repairs and attention to the paint finish it should be an eminently useable vehicle for some years to come.

So, come on members ; how many of you own Meganas, what do you think of them what problems have you had, how do you find they handle, what are they like on fuel etc. etc? This is a car about which I've seen little in Renotes so lets have your own observations. Here's one thing I can throw in; I couldn't believe that the protrusion of the dashboard cowl is so excessive as to conceal all warning lights from view and I'm only 6 feet tall! My first impressions are that the Megane appears to be a competent but anonymous workhorse of very average appeal.

This in some ways reminds me of how the 19 was seen, with only the 16valve and more particularly the Karmann convertible versions seen as having any presence. Perhaps the Megane coupe comes into this category, if only just. What I can safely state is that I've rarely seen any examples of a 19 that's clearly been enthusiastically cared for. I've never yet seen a Megane in this category - surely mine is not going to be the first!

Interestingly, a recent article in "Classic Car Buyer" magazine, gave a very encouraging report on the Mark 1 Laguna as a worthwhile second hand buy. This is another car that seems to fit very much into the 19 and the Megane mould; competent, dependable, an excellent seller for Renault yet seen as unexciting. Will it be the case that these mid 1990s models will in due course vanish into oblivion; will their greater electronic complexity ultimately render them unrestorable.?

Why should it be the case that only high performance Renault models from the last three decades are seen as collectable in the

UK? Come on members, let's have your views. Help to keep your editor supplied with material to keep Renotes as the excellent magazine it is and submit nice photographs in support; Renaults are usually good lookers now, aren't they?

Finally as your 12 Registrar, remember that I am here to help any 12 owning members with practical advice, assistance and support. I am in regular touch with only a small number of you, before long I should have an e/mail address to facilitate easier contact meantime my phone number and address details are unchanged.

Laurence Mcduff



Classics on the Common

It seemed as if my 2009 motoring events' agenda had been jinxed; I had missed Derek Flavell's May 'Kent Run,' owing to a prior commitment, an important family birthday had scuppered a visit to the June French Car Day at Rockingham and Robert Doran's stand at Powderham Castle was a car short, as I was involved in the local Cancer Research's 'Race for Life' that weekend. However, I did manage a BDO (boys day out) for a Saturday (only) visit to Renault's WSR Silverstone Festival in REN 350 (Sheila's 1969 Renault 8S) with sons Andy & Neil M-W and with Darren Halls, Sheila's nephew. Friends, you are spared my wittering on about the Silverstone Renault gathering, as the Editor offered you a fine review of it in RENOTES last year!

so we made a round robin journey, staying at Kidlington (Oxon) the previous day and overnight, before continuing on to Harpenden for the Thursday event. Being unconvinced by the 'sunny periods and showers' weather forecast and feeling that our visit should be a reconnaissance rather than a participation, we decided to leave Sheila's green Renault 8S at home and, instead, we drove around in her dCi Scénic. Sure enough, the weather was 'sunny periods with some showers,' the accent being (how could I possibly have guessed?) on the latter, and so we duly trudged down to Harpenden Common, welly- and parka-clad and with brollies at the ready in our hot little hands.

The event is refreshingly amateur and

Austin 7s, Lamborghinis are parked alongside Minis and big open Bentleys are next to Ford Anglias. The whole ethos is very catholic and yet there were unusual offerings amongst the assembled throng, such as: a Bristol 405 convertible, a one-off aerodynamic polished aluminium Lotus Mk. VI, an Aston Martin International, a JAP-engined three-wheeler Aero Morgan, an Aston Martin DB3 Zagato authorised replica, both a pre-war and a post-war air-cooled rear-engined Tatra saloon from Czechoslovakia, an Austin A40 Devon with a V-8 American lump in the front feeding into an auto box, which passes the considerable oomph to the rear wheels, a Lancia Stratos, a custom trike with V-8 engine and three rear seats behind the 'pilot' and two separate radiators at the back of the contraption, a totally immaculate Skoda 130R 'Rapid' sprinting lightweight coupé, a Bean four-seater saloon, a Morris Six Cunard four-seater tourer - the list is endlessly diverse and entertaining.

Of course, the rarities were there, too - Matra Bagheera, Lancia Fulvia, Opel Manta, Iso Lele and also an Iso Grifo a row or so away, Marcos Mantula, Lancia Aurelia B25 GT3500, Fiat 850 saloon (okay, it was a left hooker, but when did you last see one?), Riley Lynx-Sprite, Royale roadster, both Fiat and Bertone X1/9 mid-engined roadsters, Singer 4AD roadster, Lancia Beta HPE Volumex, Riley RME, Bentley Turbo R, MG J2, Vauxhall Victor Mk. 1 (with the electric razor grille), many variants on the Austin 7 theme, Porsche 356 (all three versions, A, B & C) and a 998 Sport, to mention but a few. Indeed, something to lift the spirits of most enthusiasts, and I often overheard the phrase 'Oh, my dad had one of those...'

I guess that I may not have seen all the Renaults present, because I did not locate either of last year's Renault 4s. However, I did see an immaculate, very low mileage, lemon-yellow late Fifties Renault Dauphine (Len Kiff of RCCC), a beautiful red 1977 FASA Alpine A-



By chance, Sheila and I had reason to visit family up in Harpenden in the middle of July and one of my cousins, who had attended 'Classics on the Common' last year (a success, thanks to the appropriately hot summer weather), suggested that we should make up a foursome and give the event the once over this year. I had heard that a couple of 'Noddies' from the RCCC had graced the 2008 show (were these really the only Renaults present??) and so the die was cast.

For family reasons, our plans had to be slightly modified at the last moment and

remarkable for the good tempered congestion supervision by the police and by volunteer marshals. The unavoidable congestion is tolerated with good humour by the uninvolved driving public, and, in single file, the participants enter the display zone (two separated but adjacent grassy areas of a huge common to the south [St. Albans' side] of the town) and they park up anywhere, where there is room to be found, and without any special theme, although birds of the feather do tend to flock together, as witnessed by a dozen or so Ferraris in one clump - a few bob there, if I may say so!

Rolls' of yesteryear rub shoulders with



110/1400 Berlinette (one of the very last of the final Spanish series, which belongs to our Clubman, Tony Gomis) and a silver 1986 Renault Alpine GTA V-6 Turbo (Simon Taylor of RAOC). Perhaps the most unusual car, which originally utilised Renault components, was a very clean, bright green Lotus Europa S2, carrying 'Banks Engineering' badges. In

recent years, Banks has modified, uprated or re-engineered 'tired' original examples of the first and second series of the original Lotus Europa, which utilised the engine/gearboxes bloc from the Renault 16, with more modern Renault, Ford and Vauxhall components. But, since the owner was not present, I was unable to determine what modifications might have

been applied to this particular vehicle.

About an hour after we arrived, the rain started to persist and, having sheltered hopefully under some adjacent trees for some while, the ladies of our party suggested that, wellies, parkas and brollies notwithstanding, a restorative beverage was called for and, having enjoyed my soggy introduction to 'Classics on the Common,' who was I to disagree? Certainly the event is most agreeable and, if the weather had not been so perverse, we might have been tempted to linger longer. But there's always next year and, if, by any miracle, the weather forecasters can get it right, Sheila and I might even be tempted to take REN 350 on a little evening jolly to see some of her contemporaries....

Hector MacKenzie Wintle

(Editor's Note: I've deliberately held this back as it seemed most appropriate to run it just before the event this year to act as an appetiser for members to visit it)

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My Renault for a While

Mad or what ?

Trying to keep one's 'old' wheels on the road is probably best seen as being a bit of a game. Modern tin boxes are comparatively good value for money; they are comfy, quiet, low-polluting and economical, so it is easy to understand why the majority of people choose such vehicles as everyday transportation – until things start to go wrong and the bill to have it all sorted out puts the fear of God into you. It's then that keeping 'old' wheels on the road does not seem to be quite such a pointless exercise after all and the whole scenario actually starts to make quite a bit of logical sense.

Perhaps there is also the interesting comparison between 'being conveyed from place to place' in a modern economy and in the act of 'driving' a car from point to point, which requires some degree of mental and physical alertness on the part of the bod behind the steering wheel ? And what about the advantages of (a) being able, for a paltry handful of notes, to insure for third party, fire and theft, a roadworthy vehicle, being probably worth very little, if it is written off, and (b) of being able to repair comparatively inexpensively with (often secondhand) spares any 'silly' and (c) of being able to sort out niggling running faults for oneself at a cost of a few pence and without the aid of modern electronic gizmos ?

Some RENOTES readers may recall various snapshots in the life of a certain four-door, silver 1989 Renault Superfive GTD, which was part of our life's highs and lows throughout the Nineties. Like other Renaults, the car was passed down through the family and, thanks to the recent fitting of a Clio cylinder head, it is still chugging noisily along (considerable advances have been made in the reduction of diesel engines' noise levels over recent years, that's for sure !) with a galactic mileage showing on the speedometer.

Some months back, HMW 623 (yes, it still bears that registration number) began to look (and probably feel !) its age – the leading edge of the bonnet was rusting out, so that the opening of it became a little 'iffy,' the (manual) window winding mechanism on both the driver's door and the rear nearside passenger's door had failed, so gaffer tape was used to hold the panes closed, the ding, which I had put in the leading edge of the nearside front wing many years ago, had not improved with age and nor had the accompanying slight re-arrangement of the front plastic bumper/spoiler, etc., etc..

private house the familiar outline of a small Renault being loaded onto the back of a flatbed and, as I drove past, I thought 'there's another one destined for the Paradise Fields.' Suddenly, I braked, as I realised that the car was a dead ringer for HMW 623 ! Lucky that no one was tailgating me ! I jumped out of the car and hurried back to the house in question, where the flatbed driver was finishing the paperwork with the (by then late) owner of the 'dead' Superfive.

As he returned to his trusty steed, I asked him if the Renault was for sale. 'No,' he replied and went on to say that he had



One greyish day, as I was meandering homewards in my little Clio Mk 1 from Bournemouth, I noted idly in the drive of a

collected the car for its scrap metal weight and that he would be taking it to a (third party) crusher to get paid out. I explained

that I needed a number of bits (panels, doors, etc.) for an identical car and, after a short discussion, it was agreed that he would 'sell' me the expired car (without any documentation) for a certain sum. He would then take 'his' car to my house for me to plunder it, on the basis that I would let him take the same vehicle away in a few days' time after my work was completed and that the 'bad' parts taken off 'my' car would make good the scrap metal weight of the 'good' parts taken off 'his' car. And then he would refund to me a certain sum, the difference being, in fact, eighty pounds. Done, sir !

The flatbed followed me home (a few miles away), the Superfive was rolled down the flatbed's ramp, some notes changed hands and off went the truck. Under normal circumstances, I visit a



series of breakers for parts; this time, the breaker had come to me ! And already I

knew that 'his' car offered virtually all those parts, which I was looking for, so I didn't have to go messing about in the freezing cold, wading through pools of water and glutinous mud, avoiding jagged edges and broken glass, with the strong possibility that I would still not find the part(s), for which I was searching. Bingo ! I was as chuffed as nuts.

A quick telephone call to Andy at work and I explained the situation to him and asked what parts I should start to take off the donor vehicle for re-installation in/on HMW 623. Since he was owed some days' holiday, he said that he would arrange to take the next day (Friday) off work, in order to bring the 5GTD down to be 'renewed.' Then he reeled off a long list of parts, which he required, and, for good measure, he went on to add a second list of parts, which he could do with for his 'spare parts kitty' (while the going was good and for nowt extra !). No sooner had I replaced the receiver, than the toolbox was out and I started the dismantling process.

In summary, we butchered the breaker-bound Superfive somewhat. It was an automatic version, so it was fitted with the desirable power steering, but, unfortunately, owing to the way in which that component's hydraulic pump was driven, it was not suitable for transfer onto a diesel sister, which really needed it. That was virtually the only down side to the whole operation. In compensation, with a pair of tin snips, I removed the 'dead' Superfive's glass moon roof for another day's work (they make Renaults out of such thick metal, don't they!?), the front bumper, the front bonnet and its plastic grille, the front offside wing, most of the lights and light clusters, springs and other bits and bobs, at least three doors and much else for Andy's 'in case' bitza bin. By the time he arrived early the following morning in HMW 623, the front garden of 'Serendipity' was strewn with all sorts of Superfive miscellanea.

With the exception of the glass moon roof, all the panels and bumpers and doors were transferred bit by bit onto HMW 623, until Murphy's Law intervened and we simply could not undo the final hinge pin on the last door of Andy's car. We tried

everything (including bad language, which made no difference) and eventually we were forced to drive over to our friendly Renault-sympathetic, all-makes independent garage (which cares for Sheila's 1969 Renault 8S), in order to enlist their expert services. Even with garage-quality professional tools, heat and a hefty Manchester screwdriver (hammer), our friends had the greatest difficulty in dislodging the recalcitrant pin, but they won in the end. Much to our relief.

We were delighted with the 'exchange' panels' paint match (not quite perfect, but certainly pretty damned good) and the front bonnet was a real bonus. We made up the scrap metal weight taken off the donor car by chucking in some old wire fencing, metal fence posts, old starter motors and a dead dynamo and we carefully replaced the old but serviceable doors from HMW 623 onto the donor vehicle, which we pushed finally into a suitable position for easy flatbed loading later. After a restorative meal and a rest and with a great big smile all over his face, Andy and his rejuvenated and certainly smarter-looking Superfive chuntered off into the evening twilight, loaded with spares and the moon roof for another day.

The weekend intervening, it was not until the Monday morning that I telephoned the flatbed driver, who turned up in his vehicle within the hour and reeking of alcohol – a good weekend or what ?! He gave me back the agreed amount of dosh and he winched the remains of the 'dead' Superfive onto his lorry. The passenger's nearside front door was not closing to his complete satisfaction, so he took his powerful boot to it – smack in the middle of a serviceable if slightly imperfect panel ! Why had we bothered to refit all the panels for a future Superfive parts' searcher and to gaffer tape a black plastic dustbin liner over the hole in the roof to prevent rain ruining a quite respectable cloth interior ? We might just as well have chucked everything higgeldy-piggeldy into the knackers-bound shell, complete with a great gaping void in the roof and to hell with it !

Ah ! We all live and learn

Hector MacKenzie-Wintle

Renault at Home in 2009

For the most part, Clubmen probably have a reasonable idea of how well Renault fares in the UK in any given year, but information about the French company's performance on its home territory is often less easy to come by. So how did things, in fact, turn out for Renault in France during 2009?

As in other major European countries, the French government had to offer a carrot to car buyers in order to head off catastrophic company failures and the resultant huge employment – or, rather, unemployment – consequences. In 2009, this took the form of a one thousand euros' bribe to scrap an old(er) car for a new one and so, for the third time ever (the other years being 1989 and 1990, when similar bribes were in operation, giving rise to the so-called 'Baladettes' and 'Jupettes') over two million units (2.26 million, to be more precise) were sold in France. Incidentally, to avoid an 'over the cliff' scenario within the automobile industry in 2010, the French government has extended the scheme after 31 December 2009, but reduced the bribe to E700 per scrapper.

Despite its 2009 sales being down 4% (compared to 2008), Peugeot's 207 remained 'Miss France' with 130,713 sales, while Renault's Clio 3, with 125,112 sales (3% down) remained the runner up. With 106,691 sales (+64%), Renault's Twingo 2 jumped from 6th to 3rd overall and, indeed, was France's best seller for December 2009. At number 4, last year's number 3, Peugeot's 308, sold 82,962 units (+1%), followed by 74,447 Citroën C3s (+26% and up from last year's number 7), a whisker ahead of 73,377 (+68%) Renault Mégane 3s (number 11 last year). Then came Citroën's C4 Picasso, last year's number 4, with 59,849 sales (-24%), followed by the Renault Scénic 3 (virtually unchanged, but down from number 5) with 53,063 sales. Peugeot's 206 came in at number 9 (+62% and up from number 17) with 50,785 units sold and chased hard by Ford's Fiesta, which sold 50,271 units (+33% and up from number 12, thanks to significant

discounting) to round out the Top 10.

Other Renaults in the Top 50 included Renault's Modus (36,889 units sold, +6%, but down from number 14 to number 16), Laguna (24,248 units sold, -26% and down from number 16 to number 23, despite significant discounting), Kangoo (20,549 units sold, +3%, but down from number 27 to number 29, although it significantly outsold both Citroën's Berlingo and Peugeot's Partner) and, finally, Clio (Two) Campus still selling (19,933 units) at number 31 (down from number 24 and -14%). Both Vel Satis and Espace sold less than 12,000 units apiece, because this year's number 50 was Mercedes' Class A (11,498 units sold, +4%), which was also last year's number 50. Renault will be pleased that, after some worrying years of apparent sales' stagnation, its improved 2008 performance has been maintained throughout 2009.

The welcome news for the Renault group is that the sales of the Dacia Sandero (the hatchback version of the Logan, 'hatched' in one of Renault's South American facilities) jumped 325% from 56th place to 14th place with 39,513 units sold. However, its Logan elder sister (including the Logan MCV 7-seater estate) sold 39% less (20,832 units) and fell from 15th place to 27th place.

It is clear that the ever rising cost of fossil-based fuels and government-excited environmental and pollution issues have nudged French new car buyers towards the economical *minicitadines* (city cars), whilst gas guzzlers and luxury cars have taken a hit. Interestingly, the diesel share of the 2009 new car market fell to 'only' 71%.

As far as each car manufacturer is concerned, Citroën sold more cars than ever before (338,599 units, +18%) to close on its runner-up sister, Peugeot (375,977 units, +10%), with Renault remaining out ahead (502,032 units, +12%). Volkswagen was unchanged at 4th (149,650 units, +4%), followed by an unchanged Ford (132,129 units, +18%), both of whom pulled away

from their old adversaries Opel (6th with 88,068 sales, -1%, but replacing Toyota, whose 88,659 sales were down 3%), with Fiat increasing by 11% (81,513 units sold) to come next past the line. Incredibly, having sold not a single vehicle four years ago, Dacia came home 9th with 60,346 sales (+39% and up from 12th) with Mercedes' 50,488 units sold (-2% and down from 9th) rounding out the Top 10. The South Koreans, who have done so well under the UK scrappage scheme improved their French performances (Chevrolet/Daewoo up 130%), but neither they, nor compatriots Hyundai and Kia (both from the same group) cleared the 30,000 units bar to get into the Top 15.

Disappointingly, Renault's main Alliance partner, Nissan, had only its Qashqai (at number 28, with 20,618 unit sold, +16%, and up from number 31) in the Top 50 models. The Japanese-based company was 12th in the Top 15 marques listings, with 44,951 units sold, +18% and up one place from last year.

Looking into the future (with a little help from 'Auto Plus'!), Dacia will release its new 4 x 4 style 'Duster' in April of this year, as will Renault with its 'CC' version of the New (current) Mégane. The 'topless' Twingo 2 (will it be 'Win'up' or 'Wind' – who knows?) is due the following month.

In June 2011, Dacia will release its saloon ('Familiale'), based on a lengthened (Renault) Fluence floorpan, with a coupé following in the November. In May of the same year, Renault will apply a new face to Twingo 2, in order to give it more aggressiveness, and, in the following November, Clio 4 will be launched, again with a more rakish look.

Looking further ahead is more uncertain, but, probably in June 2012, Renault will unveil its all-electric Zoé, which is intended to be a major player in that market sector. The following year will be quiet, with no major launches for either marque.

But 2014 may see Dacia launching its ULC (Ultra Low Cost) vehicle to compete with Tata's much vaunted Nano. ULC is being developed in conjunction with Baja, the Alliance group's partner and currently India's most prolific manufacturer of three-wheelers and lightweight commercials. India appears to be all set to become a major auto manufacturing and consuming market – and vehicles are (meant to be !) driven on the left-hand side of the road there, which raises interesting future possibilities for other like-minded markets, such as the UK, South Africa, Australia, New Zealand, Thailand, Singapore and Japan, to name but a few.

Assuredly, there is never a dull moment in vehicle manufacturers' lives !

Hector MacKenzie-Wintle.

& 2010

Renault-Nissan Alliance and Daimler AG announce wide-ranging strategic cooperation



Cooperation on the next-generation Smart fortwo and Renault Twingo, including electric versions, as well as on expanding the smart and Twingo families

Widespread powertrain sharing and co-development on future projects with applications across passenger cars and light commercial vehicles, specifically:

The sharing and co-development of diesel and gasoline engines from the Renault-Nissan Alliance; to be used in the new Smart and Renault Twingo and to be adapted and modified with Mercedes-Benz characteristics for its new generation of premium compact cars

The sharing of gasoline and diesel engines coming from Daimler to Infiniti, the luxury

division of Nissan Motor Company, and providing the opportunity for further collaboration

The sharing of a Renault-Nissan Alliance diesel engine and transmission for the Mercedes-Benz Vito

Collaboration in the field of light commercial vehicles

One-time cross-shareholding amounting to 3.1% of each partner's equity capital

Additional synergies encompassing selective common purchasing opportunities, exchange of operational benchmarks and best practices to be shared across both groups.



Dacia is confirmed for UK Launch in 2010

Renault Group's rapidly-growing Dacia brand has been confirmed for UK launch at end of 2012

Initial launch model in UK will be Duster compact off-roader

Details of UK pricing and dealer network structure to be confirmed closer to launch. In the meantime, potential customers can register for news updates at www.daciacars.co.uk or by calling 08000 723372

British buyers will be able to see, drive and own a Dacia from the end of 2012, following confirmation at the Geneva motor show yesterday, that the fast-growing brand will launch in the UK.

Bought by Renault in 1999, Dacia (pronounced 'Dat-ch-a'), has been transformed over the last decade, to the point that it has become a global automotive phenomenon, selling 1.25m vehicles in the last five years.

With the unveiling of its new Duster compact off-roader in Switzerland this week, Dacia now offers a six-model range, appealing to a wide cross-section of buyers. Thanks to an unbeatable cocktail of price, space and equipment, in recent times, the brand has appealed to thrifty drivers in every country in which the brand is on sale.

Dacia has already taken many markets by storm within months of launch, so the arrival of the new value brand in the UK, is certain to shake up the market.

Just as a guide to how competitive the new models could be when they come to the UK, the new compact off-roader, Duster, will sell from just 11,900 euros in 4x2 guise (around £10,800 based on a 1.10 exchange rate) in Europe at launch.

Originally intended largely for emerging markets, the first completely new Dacia model was the first 5,000 euro car, the Logan saloon. However, following an unprecedented clamour for its release in Western Europe too, the four-door model and its subsequent siblings have gone on to become arguably the biggest motor industry success story of the last decade.

In fact, 2009 was Dacia's fifth consecutive year of double-digit growth, having more than tripled sales from 100,000 to 311,874 over the last five years alone. In Europe particularly, even against a gloomy automotive industry backdrop, Dacia posted an impressive 91 per cent sales increase in 2009. Canny French and German buyers topped the list of export markets, snapping up more than 150,000 versions of the Dacia range alone (Sandero hatchback and Logan family saloon, MCV - seven-seat estate, pick-up and van) just last year, making the Romanian marque a top-ten brand in France in the process.

With right-hand drive production of Duster now confirmed for 2012, plans have been confirmed to make the UK the final piece of the key European vehicle market jigsaw.

As a side note, the Dacia 1300 was based on the Renault 12 and updated through 1310 and 1320 variants and remained in production until 2005.

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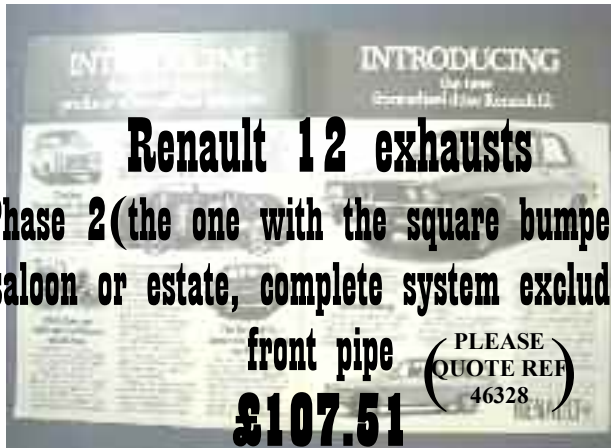
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HELPING TO PRESERVE CLASSIC FRENCH CARS

Renaultsport Roundup



It was only on the second Grand Prix of the year when Renault hit the podium in what most of the pundits happily celebrated as a minor miracle based on a series of flukes.

This then led to a series of amazed looks when in the next race they decided 1st, 2nd and 4th was more appropriate.

OK I've been in this game long enough to know that one race does not make a trend but it's a brings a nice smile to see some good results.

Will it last? Perhaps not, with big names in the field striving to come up and race their potentially winning cars, just (as one Grand Prix Team Owner once said) looking for the right monkey to sit behind the wheel.

The 2010 World Series by Renault will take place at eight European circuits. Once again the majority will be Formula 1 circuits. The Formula Renault 3.5 Series will also be a part of the action at the legendary Monaco Formula 1 Grand Prix, a meeting which has become the highlight of the year in the class. The following are the list of events.

1 & 2 FINISHED

- 3- Brno (Czech Republic): 5 – 6 June
- 4- Magny-Cours (France): 19 – 20 June
- 5- Budapest (Hungary): 3 – 4 July
- 6- Hockenheim (Germany) : 4 - 5 September
- 7- Silverstone (Great Britain) : 18 – 19 September
- 8- Barcelona (Spain): 9 – 10 October
- + Grand Prix de Monaco 15 – 16 May (FR 3.5 Series only)

Formula Renault 3.5 Series:

Technical reliability is the watchword for 2010, with an view to controlling costs. Formula Renault 3.5 will undergo no changes if "Push to Pass" is not cancelled. In compensation, the engine limiter will

move from 8,200 to 8,500 rpm.

The format of the meetings will change slightly, in order to increase the racing time to favour sheer performance and offer improved clarity for spectators and the media. On Fridays the programme will feature two collective testing session of 1h15 each. This increased driving time will in particular allow the Rookies to gain the maximum experience before qualifying.

The principle of the inverse grid and SuperPole will be dropped. Now, each meeting will consist of two 30-minute qualifying sessions and two races of 44-minute plus one lap, with the exception of Monaco where one single race will be held, with a qualifying session and one race each day. The season now will consist of 17 qualifying sessions and races.

During the Saturday, the cars will race in an "light-aerodynamic" configuration, which will be defined according to a development programme managed by Renault Sport Technologies.

In addition, the F1 preparation programme, with in particular training at Enstone and the presence of the drivers at at least one F1 Grand Prix, will be repeated and improved in 2010. As in other years, the winner of Formula Renault 3.5 Series will also be given an F1 tryout.

Eurocup Formula Renault 2.0

2010 will see the launch of New Formula Renault 2.0. In order to reduce costs, but also to give more impact to the National Championships, no driver will be able to participate in more than one Formula Renault 2.0 championship in 2010. In addition to this major series, a driver will be allowed to participate in two additional meetings in the Formula Renault 2.0 championships of his choice. The teams will however be able to enter a single car in several championships.

A maximum of 32 single-seaters will be accepted in Eurocup Formula Renault 2.0,

with a limit of four cars per team. During the selection of the teams, the Organizing committee will give priority to teams which already have experience in Formula Renault 2.0, or in one of the other World Series by Renault classes.

The format of the weekend will remain ostensibly the same, with two 40-minute collective testing session on the Friday and one qualifying session divided into two groups on the Saturday. Each driver's best time decides the line-up for race one, and second best determines their position on the grid in race two. The two races, one on Saturday and one on Sunday, will each last 25 minutes plus one lap.

The winner of the Eurocup will receive a grant of €500,000 to finance participation in the 2011 World Series Formula Renault 3.5.

Eurocup Mégane Trophy

The format of the Eurocup Mégane Trophy meetings will change, favouring the possibility of running two drivers in the same car. Also, two one-hour collective testing sessions will take place on Friday, then one 15-minute qualifying session and one race of 40-minutes plus 1 lap on the Saturday. The format will be the same, with another 15-minute qualifying session and one race of 40-minutes plus 1 lap on the Sunday. One driver may also participate in the Saturday and the other on Sunday. If more than five cars are lined up with two drivers, a specific class per pairing will be produced at the end of the meeting.

The Eurocup Mégane Trophy will only take part in seven of the eight World Series by Renault meetings.

As a result of its success in the last two seasons, the Gentlemen Drivers class will be back in 2010.

The winner of the Eurocup Mégane Trophy will be offered a day of tryouts behind the wheel of Nissan GT-R GT1, through a partnership between Nissan Motorsport International and Renault Sport Technologies.

MODIFIED REGISTRAR

We have been joined this year by Jason Ford (Jay) who has been a frequent member of the Retro Renault Scene, encompassing many Renault 19s, early Clios and Meganes and other similar Renault models.

Jason has already been to a couple of shows and will be attending the French Car Show. He has many years' experience in the engine modification area and you'll note that, whilst he is listed as modified, his cars externally and physically are incredibly original. It is under the bonnet where he comes in.

He often frequents our forum and is hoping to expand this area. As he says, quite correctly, we need to get out and promote ourselves more, across all we do.

At this point, I expect some minor worries that we'll be converting a wide-ranging club into a lowered suspension, underpants showing, teenage, granny scaring club.

If so, can I remind you of an excerpt from the '50s Renault Owners' Club "Newsletter" where none other than one of our longest serving members included a modified section. So it's back to our roots.

From April 1959

REYNOLDS - COMMUNICATIONS SEC.
 In response to our request for information about, and experience with, some of the several conversions done for Daughine models which are now on the market, Mr. Geoffrey Strong of Bristol, Devonshire, Warrick, Wallford, has sent us a long and interesting letter. We feel we cannot do better than quote it in full. Here it is:-
 As the latest news editor of the Renault Owners Club you ask for information about hatching-up conversions that are on the market for Renaults. You perhaps you would like to know about the Perry conversion fitted to my Daughine.
 I must begin, I think, by explaining that I am a disabled man using hand-controls; and I chose the Perry because as far as I could see, it is the only conversion which specifically takes into account the presence of a Parlocl clutch - though of course the Perry can be fitted easily to a Daughine with the standard clutch. The conversion also appealed to me because it looks good and the garage who fitted mine had told me that from previous experience they knew the workshop to be first-class.

Here follows a series of photos Jason has sent us on the rebuild of the front of his 19 as well as photos from the French Car Show, where hopefully we will be supporting Renault UK with our club this year. Please let me know if you want to

go, as all registrants MUST be pre declared. We already have an Avantage, a loan 1909 AX from a joint ROC and Frères Member, I'll have either the van or the Clio, depending on timescales, and Jason will also be there.

This is a big event, but we are also aware it clashes with The Bubble Car event and Bromley. The club aims to put all their effort into this and the Bubble Car, as these are quite central. There will be a presence at Bromley, but with the Histoire and Collection Entries.



Also on again will be World Series Renault at Silverstone and the entries for the free tickets are out again. As usual there will be no clubs displaying. This is always a big pity and I think has detracted from the turn out in the past. I am hopeful in time this will be addresses as it is a pity that collectors are not allowed to display any car unless it meets a rather tight set of



criteria. Basically Sports orientated or classics. With cars in the club seen on Top Gear, looked after lovingly, shown at many shows and generally representing



Renault at a number of events. I feel it is about time (particularly as the collectors area is usually not full) that perhaps it





may be possible to offer the spare space to Renault's clubs for general members cars.

This must I think be looked at for 2011 unless this event is just to turn into a free days motor racing and with the present status of motor racing.....



Anyway, back to modified cars, as you may well know, the ROC has been modifying cars since pretty much day one. To some people this may just be the addition of a sticker or a set of custom



pats, maybe a set of Gordini stripes in pink with a pink interior or an engine modification or a full body kit. I am hopeful that with Jason's help we can show some of what people may consider doing with their cars (we are just removing a Floride engine from a 4CV - another previous owner trick). One word of caution though if you do modifications

though, even with guidance. Let your insurer know and make sure it is all OK. None of us are infallible so please make sure no mistakes are made. Any advice is just that, advice. Renault spends millions getting the car the way it is and it's unlikely the DIYer will have the resources they do.

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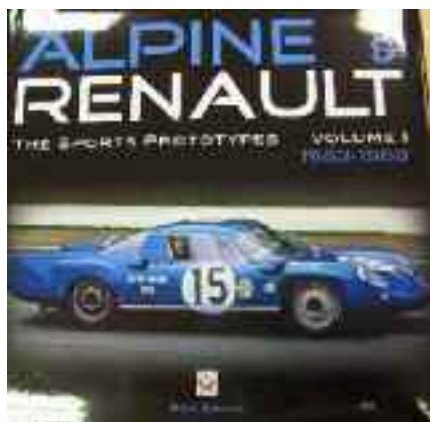




Au coin du livre

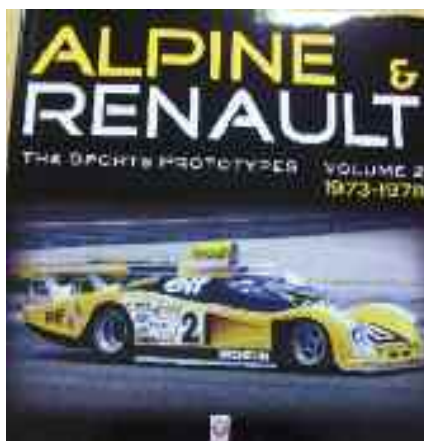
(The Book Nook, where you can read about the best books on Renault)

Recently, Renault enthusiasts will have become spoiled for book choice, because there are at least four important new books (two of which are separate volumes in a major work) to review. Moreover, we have located two out-of-print titles, which should not be overlooked. For space reasons, it has been decided in this edition of our magazine to focus on the two volumes newcomer and on a new, expensive first-ever history; the important new paperback and the two older titles will be reviewed in September's RENOTES. However, it is understood that another important new title will be published in the summer months, of which much of the content deals with our preferred marque, so review plans are subject to change without notice!



To have a major title on Alpine and Renault appear in the English language is unusual and, in this case, it is all the more remarkable, because this comprehensive work covers an aspect of those marques, which has never been addressed previously in such depth and precision, even in French. **Alpine & Renault : the sports prototypes, Vol. 1 – 1963/1969** [ISBN 1 84584-191-1] and **Alpine & Renault : the sports prototypes, Vol. 2 – 1973/1978** [ISBN 1-84584-226-0], each of which weighs in at a hefty £34.99, form a magisterial work. Up front, one has to say that those prices appear daunting, but, frankly, each book is worth every penny of its asking price. It is

extremely unlikely that there will ever be a work to equal the overall excellence of this offering, authored by arch Renault enthusiast Roy Smith of our friends, CAR GB.

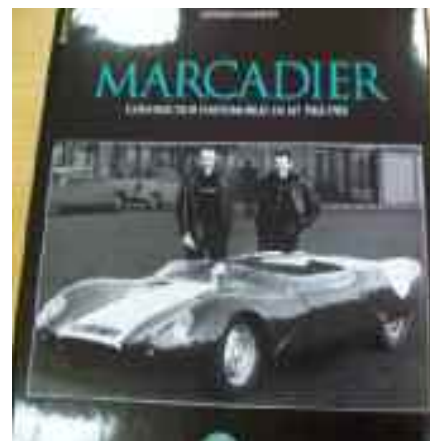


Each impeccably produced, hardback, square format volume offers over 200 pages of profusely illustrated information and a depth of investigation, which is remarkable yet eminently readable without literary indigestion. An unusual feature is that much of the erudite text reproduces verbatim conversations, which Roy has had with personages, which read like a Burke's Peerage of Alpine and Renault, and the anecdotes and reminiscences of such people are pertinent and revealing. Yes, there are a few minor historical errors, but let's not be picky. This is a stellar work, which should grace the shelves of every Alpine and/or Renault enthusiast and, if you cannot locate it at your favourite specialist bookstore, such as Chaters, then go onto the website of the publisher, Veloce Publishing Limited, at www.veloce.co.uk and pick up further information there.

A thoroughly recommended read.

The other wallet-emptying (at €59) new work is **Marcadier : constructeur d'automobiles en kit, 1963 – 1983** by Gérard Gaman, the author of an earlier work on the French GRAC marque, many of whose single-seaters were Renault-

powered, and which offering was likewise published by Autodiva. However, this high quality, 184-page, large format hardback is somewhat of an enigma, because it carries no details of publisher, of ISBN or of date of publication, although the latter is almost certainly some time in 2009, and these anomalies suggest that the work was originally intended as a private publication, which has found its way into the public domain. Therefore it is likely that only a limited number of examples will have been produced and interested parties will have to be a bit quick on the uptake, if they are not to be disappointed.



André Marcadier started his professional life building bicycles in Lyon. Not your ordinary two-wheelers, but competition items, hand-crafted from rolled and brazed magnesium alloy, which rapidly became the sport's *crème de la crème*, as he made many innovations, such as special brakes and improved *dérailleur* gearing. Concurrently, he fashioned a few lightweight frames for interested motocross/motorcycle customers, before moving on, at the start of the craze, to manufacture karts. Again, his works of art quickly became front runners, due mostly to the tremendous strength of his hand-crafted, light alloy chassis. When the sport's ruling body brought in a basic weight rule, which meant that André actually had to ADD weight to his creations, he turned his back on such

stupidity.

Meanwhile, he had come into contact with Marcel Fournier, a local *garagiste* with a body shop, and it was not long before the Fournier-Marcadier *barquette* was hatched. It was the first French, Lotus-style, series-built (about 50 off) lightweight sports 'kit' car for the impecunious enthusiast and it utilised Renault 8 parts, including the engine in mid location and the gearbox 'out back', all hidden beneath aerodynamic plastic bodywork. Again, Marcadier's expertise with welded tubes triumphed and one only had to buy a basic kit, to incorporate the necessary oily bits from a pranged Eight and to enter the next available motorsports event in order to collect some silverware. Although the majority of this marque's models were based on Renault components, some Simca components were catered for, from time to time. Marcadier's output included the 'Savane' leisure range, based on the Renault 4, 5 or 6 (about 20 examples), although, by 1969, the two partners had separate amicably, from which time the vehicles were known under Marcadier's sole name.

The work offers a plethora of good photographs (b & w as well as colour), a complete run-down of Marcadier's (car) output and a serious amount of interesting French text. This latter and the above-mentioned stiff cover price, not to mention the problems of obtaining a copy (try the internet, first of all), may deter all but the most fervent Renault enthusiast.

Hector MacKenzie-Wintle.

News from around the Renault clubs (2/2010)

The ROC thanks the undermentioned organisations for continuing to mail us with their publications, in exchange for RENOTES.

Renault Frères' latest quarterly 'Direct Drive' contains event reports, a review of Renault in 1930, an 'Autoworld' reprint and an article on the ex-Henry Scott 1930 Monastella (now belonging to his nephew, Chris Simpson-Scott). We also learn with great regret of long standing RFC member,

Henry Scott's passing, just before last Christmas, as he approached his 88th birthday. Earlier, Henry was a very active ROC member for pre-WW2 Renaults, in the days when this Club also catered for such Renaults, and when he was still working for that doyen of Renault agents, Harry Welham in Surbiton. Our Club's due condolences to the bereaved family.

Renault Classic Car Club's quarterly 'La Renault' contains technical information, vehicle restoration stories and Renault-focused events, fronted with an attractive four colour picture of a member's car.

Renault Car Club, New Zealand South Island's bi-monthly 'La Renaultsance' contains information on members and events and on newly announced (or launched) Renault cars. On this occasion, the ROC sends congratulations to ex-ROC Hon. Secretary James Polden (now resident 'down under') and his wife, Catherine, on the birth of a son on 12 January. James' dad, Les Polden (ex boss of Liningtons, the Portsmouth Renault distributor) remains a staunch member of the UK's Renault Frères Club.

Renault Owners' Club of North America's quarterly 'Renault News' is available either as hardcopy or encrypted on-line (which is how the ROC picks up its archive copy) and it offers twenty-eight full colour pages of restorations, events (including some in Mexico, which region forms part of the club), model histories and technical tips.

(D'ARC) Association of German Renault & Alpine Clubs' quarterly 'Renault Report' contains reports from some of the many Renault and Alpine clubs in that region, model reviews, Renault's German sales figures and much else. With the retirement from Renault-Nissan Deutschland of editor/co-ordinator Rainer Hübner, the last issue of this very professional magazine appeared at the end of last year and we await details of a succeeding publication.

Renault Car Club of Queensland's 'Renault Newsletter' is published quarterly (?) and we have obtained No. 3/15 February 2010, thanks to an Antipodean ROC member. Besides carrying a brief history of the early Alpines (pre-A310), it announced a mammoth event – Renault Sport & Alpine

Expo, to take place in and around Brisbane from 09 through 25 July 2010. We wish the organisers every success. Vive Renault!

Finally, Club d'anciennes Renault des Pays Bas' bi-monthly 'Renograaf' continues its excellently presented, four colour magazine with members' articles, event reports (including Amsterdam-Dakar rally & forthcoming 50th Anniversary of Renault dealer, Stockman of Alkmaar in April), model histories (R19 in this edition) and technical articles (carburetter 'hotspot' is the latest).

Once again, our thanks to those magazines' editors for their kind co-operation.

HM-W.



The Serbian Renault Club is arranging a Belgrade Rally, unfortunately we only got the details in early May and it shut in mid May so unless you saw the email or the website I am afraid you may have missed out. The Serbian Renault Club is based in Belgrade.

The Modified French Car magazine has closed but will be resurrected by the people that run the French Car Show. We wish them all the best with the new venture.

Histoire and Collection continue to send out their newsletters to collectors. At the moment there are only 4 collectors in the UK (museums, clubs, individuals and parties with interests can apply to join and it is open to anyone with an interest in Renaults whether as the official club of the country or not. The newsletter can be downloaded from the website and should be loose with this magazine.

RENAULT 50 YEARS AGO

This year is one of Renault's toughest. World-wide company production reaches a new record with 547,943 units, of which 484,684 are cars, 58,243 are light commercials and 5,016 are SAVIEM heavy commercials. Excluding the trucks,

commercial Dauphinoise, the Floride, the Frégate (also available with Transfluide automatic drive) and its Domaine (estate car) sister, the fwd Estafette light commercial, the Renault small trucks range and the SAVIEM heavy goods vehicles.

The British market offers only the Gordini version, as the Gordini De Luxe.

Floride production rises from 100 to 200 units per day, but, in March, major quality problems emerge with this model. Market research has revealed a daily sales'



FRÉGATE "Transfluide" 1960

RENAULT
REGO 112 8000 e

116,936 units are assembled outside France, including 51,361 in Belgium plus 2,100 in Italy and 14,035 in Brazil, whilst the London (Acton) factory continues a small amount of assembly work. In addition, Renault builds 16,208 farm tractors and 17,555 special engines.

Financially, Renault's revenue is FRF3,226.81m and it invests FRF184.01m and reports a net profit of FRF2.67m. The model range continues with the 4CV (750 on the UK market), the Dauphine (of which the millionth unit is manufactured on 22 February – a record for any French car hitherto), the Juva 4-derived light

In October, the de luxe version of the Dauphine and of its Gordini-tuned sister, is launched under the designation Ondine. The upgrades include smarter two-tone interior finish (the front seats have adjustable backs), sound-deadening trim in the front boot, much external stainless steel trim (waist and lower body trim, gutter capping, windscreen and rear screen inserts), new gold side panel and boot lid script (designed by Parisian jewellers, Van Cleef & Arpels), side turn signal repeaters (as for the US market), lower front bumper safety hoop to protect the spare wheel flap, rubber faced overriders on the rear bumper and slotted wheels with whitewall tyres.

potential (at home and abroad) for 250 Florides, which far outstrips Brissonneau & Lotz' production capacity. By June, 2000 Dauphines are being built daily, but, as the US market starts to crumble, stocks build up by 500 cars a day and, by December, daily production of this model has to be cut from 2175 units to 1645. The Frégate sales now dwindle to 16 a day, so this model is phased out of production. The company's sales pattern shows an increasingly seasonal variation.

Renault employs 61,435 workers, slightly fewer than last year, this being due to the collapse of export markets, which leads to a

cut in working hours (from 48 to 45) and to 3,030 redundancies (chosen at random by the Anatole computer). Of these layoffs, 1,930 are at Billancourt, 710 at Flins and 390 at Le Mans, added to which 960 seasonal jobs are discontinued. The Haren-Vilvorde (Belgium) and Brissonneau & Lotz' (where the Floride is built) factories are also hit. Such unusual cuts result in serious strikes in all the Renault factories.

Exports continue to play a vital role in Renault's business and 297,521 vehicles are sold overseas, including 263,549 outside the franc zone. In the United States, Renault's sales halve to 58,223 (from 118,051 last year) and 45,000 vehicles have to be sold off cheaply, with only minimal numbers having to be repatriated to Europe. There is a temporary halt to overseas deliveries. UK sales slump and Latin American sales slow down. In Italy, Alfa Romeo, which assembles the Dauphine for that market, is slow to react to satisfy a backlog of orders for this model.

Despite these setbacks, Renault remains resolutely outward looking and, under the Algerian Constantine plan to improve social conditions and to boost economic development, it builds a factory in that country, helped by substantial government aid. It comes close to reaching an agreement on the assembly of Renault cars in Cuba, but finally backs away, for fear of upsetting the large US market, where American consumers' anti-Castro feelings run high. 117,000 Renaults are assembled in overseas markets from CKD (completely knocked down) kits.

In January, Renault reaches agreement with Mexico's Diesel Nacional for the assembly of Dauphines in that market, where assembly of the 4CV dates back to 1950. In March, the government of the Ivory Coast asks Renault to build a factory there. Lengthy negotiations on the development of the USSR's automobile industry are undertaken and the Soviet supremo, Nikita Khrushchev, visits Flins in April. In July, Pierre Dreyfus and Fernand Picard return the compliment by visiting Moscow.

Taking into account the financial uncertainties caused by export markets' fluctuation, the company seeks to review the viability of its Champs-Élysées prestige

building, to include the decoration of an apartment for the chairman of the board. An Argentine holding company is founded, in order to collect and to return dividends to France, a strategy, which is repeated in Brazil. The company's body design, which has hitherto been influenced by Italian sub-contractors, is reviewed and links with Pietro Frua are reduced to occasional consultations through a team headed by Philippe Charbonneaux. The talented Gaston Juchet heads up a new design team within the Direction des Études and Renault relies on the engineering capabilities of the École Centrale.

Jacques Feret's Monte Carlo Rally class win in an Alpine A-106 Coupé Mille Miles is about the only notable feather in Renault's motorsports cap this year.

On the French motoring scene, the powers that be decree that the 1962 Paris Motor Show will move from its traditional venue, the Grand Palais in the Champs-Élysées, to the CNIT site in the newly developed La Défense complex in North West Paris. Work starts on Paris' 'boulevard périphérique', due for completion in 1973; likewise with the Paris-Lyon A6 autoroute and France now has 174kms of motorway. French manufacturers oppose motorway tolls and paid parking in the capital. UTAC starts its studies into vehicle pollution.

Culturally, Federico Fellini's "La dolce vita", Alfred Hitchcock's "Psycho" and Jean-Luc Godard's "À bout du souffle" grace the silver screen. Albert Camus dies and Saint-Jean Perse wins the Nobel Literature Prize. In science, Pincus' contraceptive pill, the first heart transplant and the first weather satellite (Tiros) are the big news.

French contemporary events see one new French franc replace one hundred old ones and political unrest in Algeria leads to the erection of barricades. The ocean liner 'France' is launched.

On the international scene, France's withdrawal from her African colonies continues and the Economic Free Trade Association (EFTA) is founded at the Treaty of Stockholm.

This was Renault in 1960.

Hector MacKenzie-Wintle.

(This article was compiled from information to be found within the Renault Owners' Club's archives)

1960 also saw a car originally billed as "The Ultimate Achievement of Advanced Electrical Engineering and Compact Automotive Design," this was the Henney Kilowatt a true forefather of today's hybrid



and electric cars.

At first, the 36 volt power system was woefully inadequate, but for 1960, a new



72 volt system allowed the car to reach 60 miles per hour for about 60 miles. Still, this was too little, too late for the Kilowatt and less than 50 were ever sold.

ASW



**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, Mayhill House, London Road, Addington, West Malling, Kent ME19 5AN.

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

Various manifolds, carbs, dynamos and starter motors. Radiators (with blinds) glass - windows, some panels for Renault 4CVs various types. Dashboard assembly complete. Also trim in Blue Vinyl. Wheels. Other parts may be available. Renault Owners Club members preferred.

Contact Jim on renojimbo@aol.com

(longitudinal bars). If you can help please ring Chris on 01600 891272

Renault Galion or Goelette. Must be tax free and on UK Plates. Phone 07917 858 423.

1959 Solex 22 ICBT for 4CV (possibly earlier than this as I have a 32 ICBT and 2 others. Enquiries via parts@renaultownersclub.com for overseas member.

Wanted

Kangoo, a pair of new or used roof rails

Forum and Website

Please remember the most up-to-date adverts are found on the forum and Website (www.renaultownersclub.com) and often these sell before they ever make Renotes (often on the members site). For example a Floride recently went within a day of the advert appearing.

For Sale

5 wheels and tyres for a Renault 20TX. Please telephone Mr Wigley on 0208 894 2784 if interested (Twickenham).

I have a Renault 20TL diesel in silver which the family has owned since new in 1981 when it was D.P Lead and Sons Demo. I have used it up until late 1978 when the diesel injection pump started to leak out of the seal. Thus I stopped using it. It has been under cover ever since. The car is worth nothing and I would be glad for anyone to have it FOC. It goes very well and has had parts replaced as and when required. Having been a Renault dealer for 40 years I have in my cellar many old Renault parts and some for the 20. If anybody is interested please let me know. My address:

Adrian Lead
Finglesham Farm
Marley Lane
Finglesham
Deal
Kent
CT140NF
Tel 01304614690



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CLUB PARTS

We plan to trial during 2010 a number of ideas (some have been run in the past). So far we are looking into some cheap parts that have been left over at Renault Dealerships, some parts not purchased during Ebay auctions that were destined for scrap and the hiring or remanufacture of some tools. All these items will also be placed on the website as buy it now. If you are interested in any of these items, please contact Mike Fawke or Alasdair Worsley (details on the inside front cover). Most of these parts are at cost of purchase + any fuel needed to move them plus a little for the club. They will be advertised solely to members for 3 months and then put up for general purchase. The purchase cost was paid for by a member who has paid for them himself and offers them to the club. Any profit over the purchase price will go to the club. This profit will then hopefully buy the next lot. Some items are collect only or possibly from the AGM.



Renault 4CV, Floride, Caravelle, Renault 5, 5L, 5TL, Renault 12 and others steering wheel removal tool. Remanufactured. These are initially only available in batches. We are looking at one offs but the price may be high. New original ones were over £100.



Renault 16 Parts - 1969 inlet manifold and carb (£25), glove box £10, dash instrument panel (£25), starter motor (£10), Chrome radiator centre piece £7.50, radiator (may need core) £15.



Renault 16 Parts - 1969 Full set of doors SOLD ONLY tailgate remaining £20



Renault 16 Parts - Bar Type Roof Rack £20.00 + £8.00 Postage



Pair Renault 5 Rear Brake Cylinders - SOLD



Brake Pad Set 4 Renault 21 & 21 Savanna
77 01 203 069 RH Drive
£20.00 + £5.90 P&P

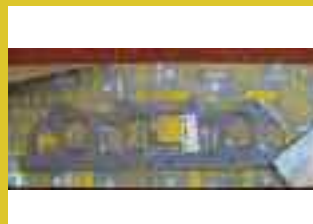


Clio 1 (Phase 1,2 & 3), Extra, Renault 19, New Renault 5.
Brake Pad Set (Drum 4 Shoes) 77 01 204 268 RH Drive
SOLD



Clio 1.1L, Renault Extra, Super 5, Renault 9 & 11, Renault 19,
Renault 21 & 21 Savanna Petrol Air Filter. 77 01 349 530
RH Drive. MANY SOLD - FEW REMAINING
£3.00 plus £2.89 P&P

Plus many other older model air, fuel and oil filters on line (subject to availability). Please note, some of these items are one off and once sold will be removed. Please phone to check availability before ordering.



CLUB SHOP

THE RENAULT OWNERS CLUB OFFICIAL MERCHANDISE 2010

Stainless Steel keyring with engraved ROC logo in a black presentation box.

£3.75 including p&p

ROC ballpoint pen.

only £1.00 each including p&p

ROC Tax Disc Holder.

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How about the full set for only

£5.00 including p&p

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.

£8.00 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.

£17.95 including p&p

We have compiled a DVD Set (2 DVDs) for the PC which contain material from various sources including concept cars, the centenary, videos and other events.

£10.00 including p&p

Also available GB Stickers and Tabards. Please phone for details

Purchase online at www.renaultownersclub.com, email order to shop@renaultownersclub.com or post order to ROC Shop, 26 Capel Street, Capel-le-Ferne, Folkestone, Kent, CT18 7LZ

**Cheques made payable to RenOwnersClub Ltd
Telephone Enquiries to 01303 894392**

