

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



CHRISTMAS 2021 EDITION



MERRY CHRISTMAS

RCCV PRESIDENT'S REPORT

Another year coming to an end. Even with the lockdowns we managed to scheduled events as I mentioned at the AGM. The use of Zoom for Committee and General RCCV meeting ensured that continuity, a credit to the Committee.

Welcome to another term of office to the re-elected and new committee member Michael Garafillis. I would like acknowledge Glenn Armstrong contribution to the club with over ten years on the committee. Glenn is stepping down, but I don't think we have heard the last from him. Thank you, Glenn, and for your personal support.

Being part of the RCCV committee the last two years has been rewarding and fulfilling. My message is the knowledge and experience of long-term members needs to be complimented by a new generation of Renault enthusiasts to carry onto the future.

Coffee runs, drive days and Renault Rendezvous are wonderful social activities which many members look forward to and enjoy but we need to we need to broaden our activities.

For example, the Rob Roy Hill climb event managed by the MG Car Club Victoria where our members have competed successfully in the Interclub Challenge Series, Historic and Classic and VHRR Historic. There is opportunity for non-members that own Mégane and Clio especially RS models to compete in Rob Roy and supervised track days (work in progress). I estimate in Melbourne there are over 80 owners that are potential RCCV members.

I am keen for Committee subgroups to organise social, sporting events specific to their cars, i.e., Alpine, RS Mégane/Clio, etc under the umbrella of RCCV club. To survive and grow we need to innovate the way we operate or interface with younger enthusiasts, i.e., social media platforms.

Becoming a RCCV member provides access to a Motorsport Australia licence, previously known Confederation of Australian Motor Sport (CAMS licence) a requirement for motorsport activities and Public Liability insurance for RCCV sanctioned events organised by sub committees or RCCV committee.

It's a new chapter, Renault, and Alpine joins the LDV, Maserati, RAM Trucks and Upfitter brands in Australia, alongside Alfa Romeo, Fiat, Jeep, Maserati and RAM brands in New Zealand.

Former Maserati chief operating officer Glen Sealey will lead the Renault and Alpine brands in following the transition of the distribution business from Groupe Renault to the ATECO Group.

I had chat to Glen over the phone about our club and he appeared to be interested. Spoke about his vision for Renault and would like to meet when he is in Melbourne next.

There are a few Life Membership members in our club. Not just being the club for years but an acknowledgement of contribution. I had the pleasure and honour to present one to John Elliot, RCCV President 2000/2001. John was involved in the rally scene very early I believe, well before my time. Stories of Cpt Peter Janssen, boot full of champagne, (mis)adventures, Jugiong. John has been reliable, and hard-working supporter and participant of the club. Won first concourse he came to in his 1976 R16TS and familiar sight at Rob Roy.

On behalf of the club I would like to thank Kay and Robert Belcourt for their perseverance for Renault rendezvous Tasmania, 3 attempts of organising Car ferries, accommodation, cancelled each time by Covid restriction/lockdown. They were presented a small token of appreciation in the form of a certificate and restaurant voucher at the November meeting.

Wishing you a wonderful time this festive season and bright happier 2022.

Rodney Apcar
President



PS. Pencil in Renault Round-up Sunday 20th February 2022 Mornington Park, Mornington. Details to follow



DECEMBER 2021

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Deadline for next magazine TBA.

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

Front Cover: A member's Renault became Santa for this edition. Guess who's Renault.



Hello All & Welcome

Welcome to the Christmas 2021 edition of our club magazine, the second to be produced in electronic format.

I hope you enjoy.

Please provide feedback or articles and photos for future editions are welcome using the email address below.

Wayne Eason
Editor

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

New Members

Welcome to the new Members:

Amber Anderson

Andrew & Thomas Bernadou

Ray Bowles

Rod Browning

David & Jetson Cairns

Thierry Comevin

Miles Day

John Fleming

Jack Hutchings

Russell Maughan

John & Judy Savage



Copying-

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Disclaimer-

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

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David Bertuch
0401 850 747



RENAULT
CAR CLUB OF VICTORIA

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0491 357 509

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0478 634 504

CLUB MEETING

WHERE...

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

WHEN...

Third Tuesday every month
7.30 pm

Front Cover: courtesy of Jeff Bee

Photos & Articles supplied by

◇ Wayne Eason, Rodney Apcar, David Kirsas, Michael Garafilis, Greg Testolin, Mike Neil, David Jenkins, Jeni Sammons, Tom Bruinink

JOINING / RENEWING

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

PO Box 111 Heidelberg VIC 3084

The Application form is available for download from www.rccv.org.au. It is also occasionally printed on the back of the magazine's mailing address slip.

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

Annual General Meeting



RENAULT
CAR CLUB OF VICTORIA

AGM MINUTES 2021

RENAULT CAR CLUB OF VICTORIA

Annual General Meeting

Date: **16th November 2021**

Location: Dorothy Laver Reserve, Malvern East, Victoria

Meeting scheduled to open 1930

Welcome and Apologies. Trevor Wise (Tasmania)

Previous AGM Minutes.

2020 AGM Minutes; proposal to accept, Mike Neil. Seconded; Wayne Eason.

Business arising from previous AGM.

Nil

President's Annual Report.

Through the lockdowns the Committee managed to plan and scheduled events for members and non-members.

The use of Zoom for Committee and General RCCV meetings ensured that continuity, a credit to the Committee.

During the last 12 months we had Caffeine runs and Drive Days/Lunches.

One Drive Day (Marysville) and after some hairy road work on the way up to enjoy the hospitality of Helen and Barrie Fisher with a BBQ at their country retreat near Alexander with amazing vistas to Lake Eildon and Bulla.

Events were well attended than recent years, a result of being locked down maybe.

In the background is Wayne Eason tirelessly putting together our club magazines.

And a very special thank you to Glenn Armstrong, retiring from Committee team after more years of involvement than I remember. Something tells me we have not seen the last of him.

Being part of the RCCV committee the last two years has been rewarding and fulfilling for me. The knowledge and experience of long-term members needs to be complimented by a new member generation of Renault enthusiasts to carry on the legacy.

Keen for subgroups to organise social or sporting events specific to their cars, i.e., Alpine, RS Mégane/Clio, etc under the umbrella of RCCV. Proposed specific events would be tabled in Club Minutes providing Public Liability insurance to participants than the liability to individuals outside the club. Being a RCCV member also provides the ability to apply for a Motorsport Australia licence, previously known Confederation of Australian Motor Sport (CAMS licence).



RENAULT
Passion for life

Annual General Meeting 2021

Membership Secretary Report.

David Kirsas presented his membership report updated to the present, 15/11/21.

This year we introduced a new category of membership, family, to allow members to integrate their whole family into the club.

Category	Number in category	Membership quantity
Single Life Member	3	3
Dual Life member	3	6
Single members	79	79
Dual members	24	48
Concession	16	16
Family members	8	8
	TOTAL MEMBERSHIP:	160

These numbers can be broken down into the following age bracket(s):

<i>Year bracket</i>	<i>Approximate age bracket</i>	<i>Number of members</i>
Born before 1940	80's	4
Born before 1950	70's	20
Born before 1960	60's	24
Born before 1970	50's	19
Born before 1980	40's	15
Born before 1990	30's	11
Born before 2000	20's	0
Born before 2010	teens	1
	unknown	33

These numbers can be broken down into the following residential bracket(s):

<i>State</i>	<i>Number of members</i>
Tas	1
SA	1
Qld	1
NT	1
VIC	Balance of membership

These numbers can be compared with previous years membership numbers:

<i>Year</i>	<i>Number of members</i>
2021/22	160 (as of 16 Nov 2021)
2020/21	143
2019/20	155
2018/19	160

Annual General Meeting 2021

These members have reported owning **AT LEAST ONE** of the following vehicle model(s):

Model	Number of owners having at least one sample (driveable/permitted/project car)
Alpine (classic)	12
Alpine (modern)	3
4CV/750/760	4
Captur	1
Caravelle	7
Clio RS	21
Dauphine	4
Floride	1
Fuego	8
Kangoo	1
Koleos	8
Laguna	6
Latitude	1
Megane	9
Megane RS	25
R4	2
R5	1
R8/10	12
R12	17
R16	11
R17	2
R19	2
R20	3
R25	2
Scenic	3
Traffic	1

Currently the club has 72 cars under permit conditions.

The meeting was closed for the election of office bearers;

Nomination and Election of office bearers 2021/2022

As of Tuesday 9th November 2021, one nomination per position was received per position, thus they were elected unopposed.

Annual General Meeting 2021

POSITION	NOMINEE	PROPOSER	SECONDER
President	Rodney Apcar	Geoff Rasmussen	Mike Neil
Vice President	Graeme Rasmussen	Rodney Apcar	Geoff Rasmussen
Treasurer	Greg Testolin	Mike Neil	Rodney Apcar
Secretary	Mike Neil	Geoff Rasmussen	Graeme Rasmussen
Membership Secretary	David Kirsas	Geoff Rasmussen	Mike Neil
<u>Sporting Co-ordinator</u>	Jeni Sammons	Graeme Rasmussen	Rodney Apcar
Magazine Editor	Wayne Eason	Geoff Rasmussen	Mike Neil
Committee Member	Geoff Rasmussen	Rodney Apcar	David Kirsas
Committee Member	Rob Belcourt	Geoff Rasmussen	Rodney Apcar
Committee Member	David Bertuch	Graeme Rasmussen	Rodney Apcar
Committee Member	Michael Garafilis	Graeme Rasmussen	Rob Belcourt

General Business.

Rodney re opened the meeting and announced a life membership award to John Elliott. He said;

Last official duty as President to present a Life Membership, not just being the club for years but an acknowledgement of contribution. I have the honour to present this to John Elliot.

Life Membership,

Involved in the rally scene initially I believe.

Stories of Cpt Peter Janssen, boot full of champagne, (mis)adventures Jugiong. John has been reliable, and hard-working supporter and participant

Won first concourse he came to in his 1976 R16TS. A familiar sight at Roy Roy7.

RCCV President 2000/2001. John was quite overcome, saying "it's been a great party", and was presented with his life membership card.

Rodney also presented Kay and Robert Belcourt an appreciation award for their contribution organising and re organising the Renault Rendezvous to Tasmania for 2020. The event was postponed due to the Covid pandemic, finally being transformed to a local Victorian event.

He said;

Add to the dinner voucher for the appreciation of 3 attempts for the Tassie trip. A big thank you to Kay and Robert Belcourt for the countless suppers at General meetings, merchandising stand at events and opening their home for Committee. Kay replied with thanks, saying that working for/with a great bunch of people was rewarding.

Graeme Rasmussen gave a summary of RCCV and marshalling at historic motorsport events. He encouraged younger members to volunteer in light of it being a pleasurable, rewarding and fun experience.

Geoff Rasmussen gave a summary of the club events for the rest of 2021, and the first few months of 2022.

Meeting closed 8.50pm.



AGM 2021 Treasurer's Report

Annual Treasurers Report - Renault Car Club of Victoria 2020- 2021

Balance as at 30/06/2020 **\$29,590.88**

Income

Membership	\$7,436.00
Supper	\$50.00
Merchant Adj	\$500.00
Marshalling	\$1,000.00
Donations	\$870.00

Total Income **\$9,856.00** **\$9,856.00**

Sub Total **\$39,446.88**

Expenditure

Merchant Fees	\$118.67
Merchant Adjustment	\$500.00
Magazine/ Newsletter	\$1,874.73
Supper	\$587.27
Post Office Box	\$134.00
Hall Hire	\$38.00
Motorsport Australia	\$875.00
Consumer Affairs Club Reg	\$0.00
Insurance	\$987.74
AOMC	\$200.00
Misc.	\$615.95
Website	\$1,003.02
Australian Grand Prix Display	\$650.00

Total Expenditure **\$7,584.38** **\$7,584.38**

Balance as at 30/06/2021 **\$31,862.50**



CLUB SHOP/SPORTING UPDATE

MERCHANDISE

RCCV Caps	\$15.00
Waverley Renault Caps	\$10.00
RCCV Key rings	\$ 5.00
RCCV Lapel pins	\$ 4.00
Model Cars	\$5.00 to \$50.00
Renault Pens	\$ 3.00
Renault Polo Shirts	\$ 1.00 limited sizes
RCCV Polo Shirts	Nil Stock
RCCV Shirts	\$40.00
RCCV Vests	\$30.00
Renault "Sports" shirts	\$ 15.00 only 4 left (M, 2 XL, 1XXL)
(all sizes from S to 3XL)	
Renault Lanyards	\$ 5.00
Key-rings (silver diamond)	Nil stock
Tyre valve caps	\$12.00
RCCV Stickers	\$ 5.00

SPORTING UPDATE (no change)

Rob Roy InterClub Challenge

After two rounds the RCCV is currently sitting on 34 points.

Les Park Trophy

John Hardy	9 points
John Elliot	7 points
Geoff Rasmussen	6 points
Peter Stathis	2 points
Glenn Armstrong	2 points
Greg Testolin	1 point
Dave Cavanagh	1 point
Ian Thompson	1 point

Cheers

Jen

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

RENAULT AUSTRALIA VICTORIAN DEALERSHIPS

www.renault.com.au

Ballarat Renault

1051 Howitt St
Wendouree
(03) 5339 5744

Barry Bourke Renault

755 Princess Hwy
Berwick
(03) 9707 2222

Bendigo Renault

82-90 Midland Hwy
Epsom
(03) 5430 4000

Brighton Renault

797 Nepean Hwy
Brighton East
(03) 9599 2100

Eastern Renault

25 Hewish Rd
Croydon
(03) 9723 5555

Essendon Renault

600 Mt Alexander Rd
Moonee Ponds

87 Mark Street

North Melbourne
(03) 9080 1111

Peninsula Renault

32-33 Wells Rd
Seaford
(03)95992199

Rex Gorell Prestige

481A Latrobe Tce
Geelong
(03) 5227 4777

Sale Renault

124-138 York St
Sale
(03) 5144 2133

Shepparton Renault

8004 Melbourne Road
Shepparton
(03) 5823 2940

South Morang Renault

460 McDonalds Rd
South Morang
(03)84571600

Warragul Renault

167 Queen St
Warragul
(03) 5622 0000

Waverley Renault

565/577 Springvale Rd
Mulgrave
(03) 9550 5888

Watson Renault Service & Parts

420 Grimshaw Street
Bundoora
(03) 94674477

Warrnambool Renault

168 Raglan Parade
Warrnambool
(03) 5561 2341



Dream Factory—Member visit

Dream Factory

GMH design at Fisherman's bend – a visit Friday 9 July 2021.

Even though my main passion is Renault, I am not averse to seeing what the other manufacturers do, a good day out can be had seeing where the automotive design path is heading down. With that in mind Kay & Rob Belcourt and I trundled down to the Melbourne Town Hall to see the much-vaunted design exhibition by the designers of Holden cars from the years 1964 to 2020.



Although the exhibition space was small – a large room only, the display was basically a wall of posters showing some aspects of the designers of holdens we grew up with: the first Monaro & the later versions, the H-series holdens, Toranas, Commodores and the like. The acclaimed Efigy was also displayed as a concept drawing.

<https://whatson.melbourne.vic.gov.au/things-to-do/dream-factory-gmh-design-at-fishermans-bend-1964-2020>



David KIRSA – RCCV membership secretary



Restoration of JB's 1955 Renault 750 Part III

The corrosion in the driver's side of the body was similar to that described and shown in the second article and as a consequence most of the work that was completed on the passenger side of the car was repeated on the driver's side of the car.

The bottom of the boot was exceedingly rusted as was the bottom few inches of the face of the car. See Figure 1. The first task was to cut out the rusted boot bottom to allow me to fit the new boot bottom. Most of the re-manufactured parts do not fit into the car like Lego pieces and often require a bit of bending and cutting to fit them into the original body work.



Figure 1. The rusted boot bottom and front face of the car.

Figure 2. The boot bottom almost removed.



Due to the lack of space at the bottom of the boot, I could not fit my angle grinder into the bottom of the boot, so I used a hacksaw blade to cut away the boot bottom. Figure 2 shows the boot bottom almost cut out while Figure 3 shows the bottom of the boot fully removed.



Figure 3. The boot with the bottom fully removed.

Figure 4 shows the new boot bottom in place prior to spot welding it from underneath the car.



Figure 4. The new boot bottom in position.

Figure 5 shows the boot bottom being welded into the car while Figure 6 shows the completed string of welds under the car to hold the boot in.

Figure 5. The initial spot welds to hold the boot in position.



Figure 6. The boot finally welded in position.

(Continued on page 13)

Restoration of JB's 1955 Renault 750 Part III

Once the boot was in place the next job was to replace the rusted-out section of the front of the car. Here I made a big mistake! I had assumed that I would be able to install the whole new front face. Therefore, I cut the body below the lines marked in Figure 7 and Figure 8.

Figure 8 shows the right-hand side cut away. After I removed the left-hand side, I realized that there was no way that the re-manufactured piece would fit, even with judicious bending. I therefore had to weld back the two pieces that I had previously removed. Figure 9 shows the trimmed new front face spot welded to the bottom of the boot. As well the two pieces that I had cut away have also been welded into position.



Figure 7. The new front to be welded into the body to replace the rusted section.

Figure 8. Right side of front face removed before fitting the new front face.



Figure 9. Shows the trimmed new front face partially welded along with the two pieces that I had previously removed.

After I had welded in the trimmed new front face and the two pieces that I had mistakenly cut away, I painted all the bare metal with phosphoric acid. Figure 10 shows all these pieces welded into position and the front after treatment with phosphoric acid.

Figure 10. The front of the car after the new front face is welded along with my mistake cuts.



After leaving the phosphate-metal overnight, it was washed down with soapy water to remove any excess acid and iron phosphate. The front, inside the boot and the front wheel arches were then painted with rust inhibiting paint and this is shown in Figure 11.

Figure 11. The boot and front body painted with rust inhibiting paint.



David Jenkins July 2021.

The Great Alpine Contest

Media Information

To celebrate the centenary of the Australian Alpine Rally 1921 to 2021, **Bob Watson** has written a comprehensive history of the historic event, titled **The Great Alpine Contest**. The book covers the history of the Alpine Rally from its inauguration in 1921 by the RACV through to its adoption by the Victorian Historic Rally Association and the centenary event to be held at Lakes Entrance in December 2021.

The Australian Alpine Rally is the **world's second oldest car rally**, behind the Monte Carlo Rally, making The Australian Alpine Rally an event of world importance. It was conceived in 1921 by the Royal Automobile Club of Victoria and organized by a proven director of long distance motoring events, Harry James. The object of the event was to demonstrate the beauty and attractions of Victoria's Alpine region and thereby stimulate the interest of tourists.

The first Alpine contest was a great success, the competitors enthusiastic about what they did and what they saw. The second event in 1922 had double the number of starters and began what was to be a continuing series of event for a century.

The early Alpines initiated improvements in Alpine roads, and with increased tourist interest, the hotels and services along the way also improved. By 1926 the RACV was being overwhelmed by business activities such as road services, insurance and matters of importance to the rapidly increasing number of normal motorists, so the organisation of the Alpine Rally was taken over by the Victorian Light Car Club, later to become the Light Car Club of Australia.

After the hiatus of World War 2, the event continued, with more emphasis on competition. The Alpine region had been opened up and motor cars were common so the event changed in nature to place more emphasis on driving and navigation skills. The Alpine continued through the golden era of rallying in Australia, growing in stature year by year until the unfortunate bankruptcy of the Light Car Club in 1992.

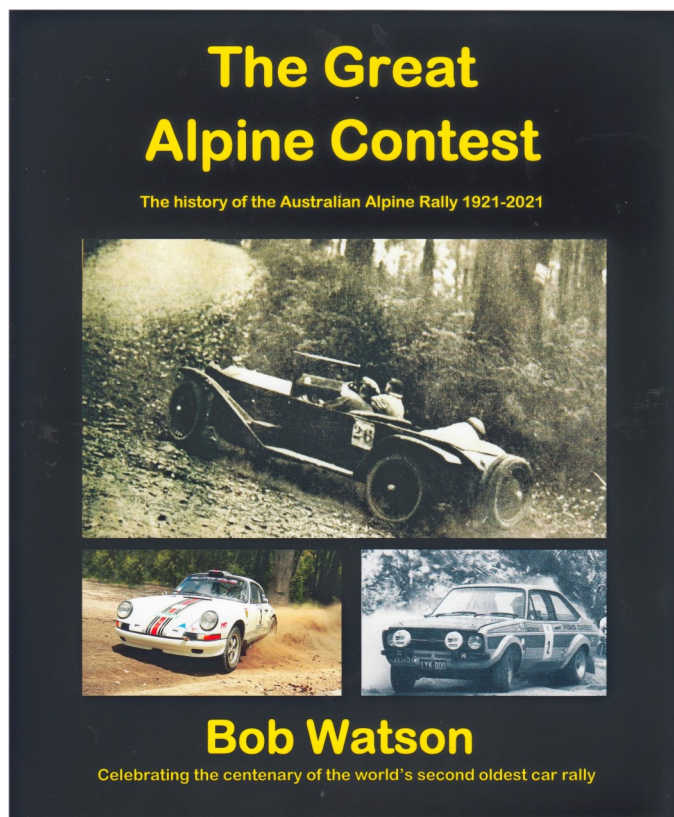
After a period of uncertainty the event was taken over by the Historic Rally Association, which had been formed to foster historic rallying as run in the 1960s, 70s and 80s. The club had already organized events to commemorate the International BP Rally of South Eastern Australia, so the Alpine was a natural follow on. The first HRA Alpine Rally was run in 1991, and has been run every alternate year since.

The Great Alpine Contest records the history of this classic event from 1921 up to the present time. It is a hard cover book, containing hundreds of photos, many from the 1920s era and many from Australia's best contemporary rally photographers. It has original contributions from several of the most important Alpine Rally directors and, in their own words, stories from the most successful drivers including Harry Firth, Frank Kilfoyle, Greg Carr and Geoff Portman.

The author of The Great Alpine Contest **Bob Watson** is the oldest living winner of the Alpine Rally and the oldest living Australian Rally champion driver. He is a Life Member of Motorsport Australia and the Historic Rally Association and an inaugural inductee into the Australian and Victorian Rally Halls of Fame.

The Great Alpine Contest can be ordered through the web site www.bobwatsonrally.com.au The price is \$40, or \$35 to members of Motorsport Australia affiliated clubs.

For more information contact Bob Watson, bob-watson@bigpond.net.au, 0427201158.



Masterpiece of Andrea

Masterpiece of Andrea

Some people have what it takes to create something phenomenal. Woodworker Andrea is such a person. He made this beautiful Renault 4 TL for a good friend. A priceless gift, especially when we consider the number of labour hours. If you count all those hours, you also buy a real Four for it. But admittedly, this wooden model is very unique.



The

Italian Andrea Tacchella (26) is an extremely humble person. He comes from Verona, works in Val di Fiemme, which is known for its wood industry, and calls himself a carpenter. But I feel free to have 'creatore d'arte' printed on his business card. With an eye for detail, he started the production of this R4 TL by taking pictures of the real car.

The aim was to make a scale model that was as realistic as possible with several types of wood. If we look at the photos, we have to conclude that Andrea succeeded very well. He tells

lyrically about the eleven types of wood and their properties. Especially looking for the right color was quite a challenge. These different types of wood had to form a harmonious and complete model. Only a few parts were made on a CNC machine. The majority is manual work; that explains the 300 labour hours that are included into this unique Renault 4.

This model earns a place of honor in the living room. Perhaps we can ensure Andrea's international breakthrough as a modeler with this 1/16 model.



By Tom Bruinink (a member of Renault 4 club in the Netherlands)



RCCV Drive Day—Sunday 5th December

This was the drive up north to Yea and Seymour that was planned for before the last lockdowns.

Meeting point for the run start was the outbound BP service centre on the Calder Freeway, just past Calder Park Thunderdome.

Start time for the run was 10:00am - meet from 9:30 for coffee, etc first.

It's wasn't a long run so we go to enjoy a slightly later start than some other drive days.

Route / driving details were given at the start.

Lunch was at Tallarook Pub - good typical pub fare



Would You Drive Renault's Oddball Rally Car?

By Máté Boér

January 6, 2016

Photography by Máté Boér

Owning your first car is a special moment in many people's lives. Sometimes, they may even become recalled stories which are told years later to friends and family. It's often a special bond between driver and the machine, because it is the first, the number one—and "number one" tends to leave intense memories behind when they are gone.

We all know those "romantic" stories when car enthusiasts bought back their first car decades later, or acquired a very similar example. Something similar happened to Tamás, the owner of this striking-blue, race prepped Renault R17 TS, who not only recalled his memories, but took this process a step further.

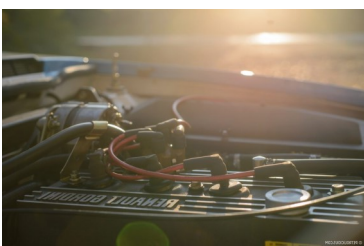


Tamás got a damaged Renault R15 at the age of 16, the less sportier, cheaper version of the R15-R17 Renault coupé-twins. It was no question that he had to have a French car: since his grandfather's Peugeot, everyone drove French cars in his family. These coupés were introduced to the public during the 1971 Paris Motor Show and didn't bring fancy inventions to the automotive world. They are, however, adorable, and mechanically derived from the R12—and in case of the R17 TS, from the R16 TS. The styling perfectly matched the taste of the seventies, they were comfortable and economical, which was enough to fall in love with. Nowadays, they are rare and sought-after classics, because even in their homeland, most examples of these eccentric, front-wheel drive coupés became victims of corrosion. Rust is typically the weakest point of French cars from this period. Later, Tamás got bit by the bug—we all know very well—many-many years ago, and what started as a restoration of two Citroën DS 21s became his own restoration workshop, called [Pásztor Classic](#) a decade later.

After owning and intensively driving dozens of different classics from the sixties and seventies, including some V12-powered Italian cars, Tamás's interest made a U-turn and, as he says, "I had to realize that my taste is quite twisted, I love the stepchildren of the automotive world."

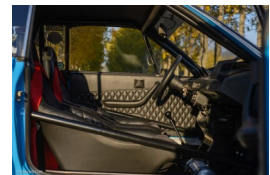
After their success with the A110 Alpine in 1973, Renault decided to let the Alpine Competition Factory develop a new rally car on the basis of the R17 TS. It equipped the race version with fibreglass doors, boot, bonnet panels and plastic windows, and what resulted was a 25% weight loss, together with the stripped interior. The Gordini-tuned 1.6 liter engine had double twin-Webers, bigger valves, and tuned exhaust system to produce between 160-170 horsepower. But the R17 couldn't compete the A110's success on the rally stages and never became so famous.

The originally yellow TS arrived to Tamás's workshop after a long hunt to receive a nut and bolt restoration, and an upgrade to FIA Group 2 specification. The supply of the specific parts was quite a challenge, they came from all



over Europe. The generator arrived from a garage of a Hungarian rallye legend, Attila Ferjancz, who became champion with a R17 Gordini in 1976 and 1977.

The blue Renault is one of his owner's favourite toys since it is back on the road, and often successfully overcomes challenging regularity races, like the Bayerwald Classic Rallye, where they finished first in category in 2014.



When it's not racing, it's here in the countryside—a proper lifestyle for a Renault 17 TS,

wouldn't you agree?

(Article supplied by Michael Garafilis)



Photos of Events 2021 (From President)



Photos of Events 2021 (From President)



2022 ROUND-UP



RENAULT ROUND-UP 2022

presented by the **RENAULT CAR CLUB OF VICTORIA**

@ Mornington Park, on the foreshore
Sunday,
February 20th, 2022

cnr Esplanade & Main Rd,
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ALL RENAULTS and ALPINES WELCOME
 The Renault Round-Up is open to ALL Renaults and Renault-powered vehicles of any model or condition

Trophies Awarded

- Best Renault in Show
- Best post-2001 Renault
- Best 1980-2001 Renault
- Best Alpine
- People's Choice
- Best pre-1980 Renault
- Best Sporting Renault*

* Gordius, RSe

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show starts 9:30am
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Music
Raffles
Awards
Club Shop
Door Prize

Cars can arrive from 8:30 am

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