

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



This Issue:

James Cavanagh 4CV circa 1953

R-12 Gordini Coupe restoration

Celebrating decades of our club



June 2023 70th Anniversary Edition

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RENAULT
CAR CLUB OF VICTORIA

CLUB MEETING

WHERE... Dorothy Laver Reserve Pavilion
Dorothy Laver Reserve
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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

JUNE 2023

Contents

2022-23 Committee	2
Last Decade	4-7
Renault 4CV	8-9
Blasts from the past	10-11
40th Anniversary	12-13
50th Anniversary	14-15
60th Anniversary	16-17
History of LBJ-401	18-23
RCCV Round-up 2023	24-25
Megane E-Tech	26
Possible Future?	27
Club Sponsors	28

70th Birthday - June 24th/25th Renault Car Club of Victoria

Dinner Saturday 24th 6-11pm with Guest Speakers - \$85 per head including limited beverages

Held at Green Acres Golf Club - East Kew

RSVP & Payment by 31st May (Bendigo Bank 633000 18974009 with surname as reference)

Some billeting accommodation available and local motels (email rcsv.70@gmail.com)

Make it your date: **BOOK NOW**

On the very next day:

A Sunday Run from Village Green car park at 10am to re-create founding trip to Point Leo. RCCV will provide lunch and awards.

Deadline for next magazine TBA.

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

Front Cover: James Cavanagh 4CV

Copying-

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Hello All & Welcome

Welcome to the June 2023 special anniversary edition of the Club magazine. I have attempted to capture some of the club history and some member's journeys over this period.

This is the last edition that I will be editing for the club. I have enjoyed most of my time and now feel that someone else needs to take over this role and continue the magazine into the future. I hope that the previous editions (both hardcopy and electronic) have represented the club.

Enjoy & farewell

Wayne Eason

Editor

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



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.

Also in the last decade of our club

It's tricky picking highlights of the last decade, some things require the perspective of distance but here goes anyway.

After 37 years, Mankind touches the moon again when China lands its Yuta rover on the dark side. We land on a comet. New Horizons flies past Pluto, which, planet or not, has two moons. Cassini-Huygens takes 13 years getting there, does a top job then a swan dive into Saturn. Parker is hot to trot for seven years of close-ups of the Sun; reaches its closest point at same time as Voyager 2 passes heliopause into interstellar space. Rovers on Mars keep on keeping on way beyond expected lifespan. Boffins take snapshot of black hole and LIGO shows us gravity waves, proving that yet again Einstein was right. First planet in habitable zone around another star is found, others follow.

'ullo,'ullo, 'ullo, what's this 3D-printed living ear then? In Oregon, first cloning of embryonic stem cells. Cuba, another first, eradicates mother-to-child HIV & syphilis transmission. Yet another IPCC report advises we humans change our ways vis-a-vis CO2 emissions - last eight years of our decade are hottest eight on record, despite La Nina.

Self-balancing scooters appear then hydrogen fuels cell cars are mass produced. Mere days after the last VCR is made, a solar powered plane goes around the world. Elon hypes electric Semi truck, half a decade ahead of reality. Renault Trucks delivers first electric truck to customers a week before Tesla's first Semi. Volkswagen is busted for diddling fuel consumption tests. Fire destroys 90% of Brazil's national museum's 20 million articles. Aston-Martin makes an electric car. Stratolaunch launches the worlds biggest, by a large margin, plane. Two decades of digging gives us, at 57km the longest, Gotthard Base Tunnel. We decide to buy some nuclear powered subs, ditching the order for French subs that were nuclear-powered until we asked that they be modified to use diesel engines, pissing off the French. Shackleton's appropriately named Endurance is found in Antarctica after sinking in 1915.

Siri and Alexis arrive at the beginning of our decade, become indispensable for some and are starring as gaslighting girlfriends in movies by the end. Magical

money concept, Bitcoin, defies reality to form a fiscal rollercoaster, is copied by many. Seems making money out of nothing is popular. More mobile devices than computers access the internet, which promptly runs out of IPv4 addresses, thank goodness for IPv6. The Internet of Things and AI takes a step, or several, towards becoming our overlords. A Ring sees all, also goes ding-dong. Ransomware becomes a thing. Pokemon goes, and half the world tries to find him.

Facebook & Cambridge Analytica misbehave with user's data; Facebook loses a record \$109 billion market value (about 20%) in one day after admitting user growth slowed as a result. Data privacy becomes a big deal - Europe goes all GDPR on it. Across the board, social media algorithms make it difficult for many to maintain their grip on reality. Apple is first public company to \$1trillion market value.

3D printing takes off; 3D-printed kidney transplanted into a person 13 years after first kidney printed, car parts, 3D printed concrete housing and even guns, and . . . 3D printers are now 3D-printed self replicating machines, an essential capability for taking over the planet. Just wait till they marry 3D printing with AI. Snowden leaks and (wisely) runs away from unhappy US government. 11.5 million Panama papers see the light of day. After 7 years, Wikileaks' Julian Assange outstays his welcome in Ecuador's London embassy and goes to prison fighting extradition to USA. Instagram and Tik Tok join Facebook and Twitter, for better or worse, and the meaning of 'Zoom' changes. Elon Musk takes over Twitter which doesn't get better.

Unseaworthy MV Rhosus stops in Beirut with 2k tonne of fertiliser stuff (NH4NO3) and can't leave, goes boom big-time seven years later and flattens Beirut port. A few years later there's a similar big bang in China. Grenfell Tower mimics the Towering Inferno and the 850 year old Notre-Dame cathedral also is ravaged by fire. Flight 370 disappears - never to be found. On the other hand we know exactly where Flight 17 ended up, with a fair idea who put it there. Boeing 737 Maxs make a habit of ignoring

(Continued on page 5)

(Continued from page 4)

pilot's directions and diving into the ground.

Me Too say too many women. Miss America ditch-
es the swimsuit, Perth install world's first Anglican
Archbishop and the less said about Jeffery Epstein
and his mate Andrew the better. Michael Brown is
shot in Ferguson and Black Lives Matter begins, the
phrase, not the lives mattering. George Floyd gets
knelt on. Ireland repeals ban on abortion in a land-
slide vote, USA repeals right to abortion by act of
the supreme court.

Saudi Arabia lets women drive, later stops execut-
ing people for things they did as kids. Heavy-
handed morality police in Iran trigger widespread
protests against forced hijab wearing. They're dis-
banded but not before 448 die in the protests.
Stampede at Hajj in Mecca kills 2,200, injures 900
others. Not everyone appreciates Charlie Hebdo's
satire. Right wing hate crime comes too close to
home when an Aussie opens fire at a Christchurch
mosque. Leaders of Catholic and Russian Ortho-
dox churches meet after 1,050 years of splitsville;
talk about holding a grudge.

The British royal family has another go at bringing
an American divorcee into the family; doesn't seem
to go any better than the first time. Harry stops be-
ing Royal, some say Meghan never was.

The oldest travel firm Thomas Cook goes bankrupt.
A Dhaka garment factory collapses killing 1,000.
Things go sideways and the Ever Given is stuck in
the Suez Canal, thoroughly and widely constipating
international trade. After 5,000 years of being the
go-to value exchange medium, cash is being sup-
planted by cards - and not even real cards now but
virtual cards on phones.

We pass 100 years since the end of WWI, thinking
the world has gotten better. Events prove other-
wise. At the end of the period we crack 8 billion
people as India passes China as most populated
country. In the first article in this series, '53 to '63, it
started at 2.75 billion. Yes, that difference is indeed
gobsmacking. Gough Whitlam, Brian Harridine,
Tom Hafey, Sir Jack Brabham and Doc Neesan all
not in this statistic since 2014.

Crazy man Alan Eustance free-falls 41.425 km, from
the edge of space, on purpose: 4 1/2 mins, max

speed 1,323 km/hr breaking the sound barrier. The
Boston marathon is bombed. Australia wins a hock-
ey world cup. Adam Scott wins US Masters, world
is surprised Australians play golf. Serena takes out
all four Grand Slams, for the second time. Olympics
call Russia cheaters (drugs) and doesn't let them
play at winter olympics, then creates 'Refugee' as a
team for 2016, refugees being the equivalent to a
country of 68 million people. North and South Ko-
rea compete as one team in 2018 Olympics.

Queen Elizabeth outlasts all previous English mon-
archs, beating Queen Vic's 63 years and 216 days.
Dies on duty @ 98, a year or so after hubby Prince
Phillip, and mere days after welcoming another Liz -
Britain's shortest ever serving PM lasting a bare 45
days. Conservatives made it back into power in UK
after 18 years and the UK divorces the EU, some-
how..., though a near record 700k march in protest
against the deal. Kings are swapped out in Spain
and Netherlands. Pope Francis gets the pallium &
mitre from Benedict XVI. Emperor Akihito chucks in
the towel to end the Heisei era. South Korea gets
first woman president - doesn't end well but likely
not gender related. Jacinta and Sanna come along
and do better.

Barak Obama does his second stint, diplomatic rela-
tions resume between US & Cuba after 54 years.
Against all odds and predictions, Trump gets to be
POTUS. Multi-dimensional global disruption ensues
and the US walks away from treaty after treaty.
Less surprising, Trump does something to get im-
peached, gets let off (also not surprising). Writes
his name into the history books by getting im-
peached again, gets off again. Many lose the ability
to recognise reality after he loses re-election and
the Capitol is stormed. More, much more could be
said, and has been said but I'm over it so I won't.

EU and NATO continue to expand. Euromaidan
protests in Ukraine starts something that's still play-
ing out. Russia takes Crimea and other bits off
Ukraine. Seven years later, Putin wants the rest,
sends in the troops, and expects a 3-day walkover.
Ukraine says 'no', Zelenski steps up, asks for ammo
not a ride. The West says Ok, here's some and
helps out with stuff. Russian military presents a
case-study in how not to do it by demonstrating con-

(Continued on page 6)

(Continued from page 5)

siderable incompetence and unpreparedness. Finns and Swedes figure neutrality won't stop Russia and join NATO, though Swedes not quite 'in' yet.

Xi Jinping gets a solid grip on presidency - looks like he's it for life. Pro-democracy rallies in Hong Kong fail to achieve objectives despite much enthusiasm and 'one country, two systems' heads towards one & one. Wolf warriors get mouthy for a bit.

At home, prime minister swapsies continue on both sides of the fence. The Liberal party plummets in popularity and ends the decade out of power everywhere except Tassie. Apparently didn't see it coming. In a first for Victoria, the Napthine government bowed out after just one term and Dan began a long run. Clive spends a motza with his anything but united Palmer United Party; gets nix for it.

The erosion, from about 2006, of democracy around the world and the rise of authoritarians continued and picked up pace in the second half of this decade. Some swing back now starting to occur, more would be nice.

Myanmar tried for democracy but the military changed its mind. Military in Turkey less successful at changing peoples' decision but coup d'état rolls Egypt's Mohamed Morsi. The Arab Spring skipped summer and autumn and faded into the Arab Winter, especially in Syria with Russia's help. Netanyahu voted out in Israel but you can't keep a good autocrat down and he's back a little bit later. Catalina tried for independence, Spain said 'yeah, nah; we're the boss of you now'. ETA gives up being separatists after 40 years. On the other hand, Bougainville breaks from PNG to becomes the world's newest country.

Central African countries fight each other and Boko Haram became a bigger problem in Nigeria and neighbours. ISIL behaves badly, very badly. Doesn't last very long but leaves a long tail of misery. Philippines wins court case over nine-dash line, China says 'Meh, make me". UN adopts Arms Trade Treaty - doesn't seem to slow that business much at all. Iran agrees to limit nuclear program, at least until Trump reneged on the deal. After nearly 20 years, US finally withdraws from Afghanistan to conclude an ultimately not very successful 'adventure'. Taliban back on top with weeks, if not days, as if nothing had happened.

Earthquakes in Nepal kill 5k in 2013, 9k in 2015; in Ecuador 676 are dead, and 6k injured. Earthquake tsunami in Sulawesi kills 4.4k and injures 10.7k. One in Albania in 2019 is its deadliest. Another in Chile leaves 1million homeless but only 5 people die. Typhoon Halyan kills 6k in the Philippines and the largest tornado ever recorded (nature continues to post records) is seen in Oklahoma; no, Toto, not Kansas. Worst floods in a century occurred in Kerala (India), Australia, Bangladesh, and Pakistan where one-third of the country is under water and a million homes go. Niagara Falls freezes solid, for a bit.

We burn a fair bit of our country - Grampians, Gippsland, half of NSW, big chunks of WA & SA, and evacuate Mallacoota by boat. California also burns record amounts and 18.8k buildings. 109 die in Greece wildfires, and Canada, yes that cold place, has a spat of 130 wildfires that kill over 600. A heatwave in India leaves 2k dead. Smaller, but as shocking, a NZ volcano kills 20 tourists, injures 27 others.

Earth, wind, fire and water are not the only ways Nature does a number on us... First MERS, then SARS, but COVID was the big one - 685 million infected (nearly 10% of world) and 6.8 million dead, and it's not really over yet. Much around the world is brought to a standstill (though unsurprisingly not most wars and deadly conflicts) and supply chains are fractured for several years. Ebola epidemic breaks out in West Africa; a nurse in Cairns makes us worry, for a bit, that it is here too. The two-year outbreak is over in 2015 but back again in 2018. Zika virus. Cholera breaks out in Yemen - a cost of war. A vaccine against the biggest killer of humans - malaria - rolls out. As does Monkeypox at the end of this decade.

Meteor explodes over Chelyabinsk injuring 1500 and damaging 4.3k buildings. Plastic bags and lolly wrappers are found 11km down at bottom of Mariana Trench when we first get to the deepest part of the ocean. 15 year old Greta Thunberg gets noticed, 1/2 million people march in Canada and 4 million around the world go on strike. For first time in 360 years compasses at Greenwich point to true north, I feel like that's trying to tell us something...

The Star Wars franchise continues to spit them out but the Last Jedi is not the last of them. We have

(Continued on page 7)

(Continued from page 6)

Men of Iron, of Steel, and X. Max is still mad. Interstellar confuses us, the Martian sciences his way home, and gravity brings Sandra back down to earth. Hunger games catch fire, Smaug is desolate and five armies fight. We get even more fast and furious for some reason. Lego comes alive and Frozen begins to dominate toddlers minds. A whole mess of remakes and sequels fails to impress.

Men continued to be mad, others halted and caught fire while Saul took calls. Detectives were true and the dead continued to walk and be feared. Villanelle tried to kill Eve but the good wife went on to a good fight. The sand in the hourglass finally runs out for the Days of our Lives.

Rami Malek wins as Freddy Mercury. Johnny and Amber lose by airing dirty laundry in public. Netflix, Stan, Binge, Prime, Paramount, etc. stream into our lounge rooms, and spread out from there.

Salvator Mundi sells for new record of US\$450m - it's painter (Leonardo) gets none of this loot. Someone pays \$9.1 for a stainless-steel rabbit - while the artist is still alive, so that's a bit odd.

Paul Kelly is still playing and putting out albums but not so Eddie Van Halen. Billie Eilish does well at the Grammys. Daft Punk break up after 28 years but Guns and Roses came back. David Bowie, Prince and George Michael now singing in the heavenly choir; Tom Petty broke his last heart. Sadly, Hip Hop becomes more popular than Rock.

Doris calls it a day, as do Burt & Debbie Reynolds. Batman 1 (Adam West) loses to leukaemia, Roger & Mary Tyler are no Moore. Princess Leia, Willy Wonka and Spock all gone. Joan Rivers, Mickey Rooney and Robin Williams laugh their last. Molly falls off his perch and does himself no favours, and we don't hear Whispering Jack's voice these days.

Geoff Rasmussen



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The Car model that started this Club

Editor's Note:

When considering the content for the 70th Anniversary edition of this magazine my first thought was to feature the car model that was involved in the club's foundation in 1953. Thank you to James for this contribution.



The Renault 4CV was produced during 1946 to 1961. It was one of the first cars to be produced after World War II and played a crucial role in the rebuilding of the French economy.

The 4CV was based on a pre-war design that had been developed in secret during the German occupation of France.

Despite its small size and humble origins, the 4CV quickly became a popular car in France and was praised for its practicality, reliability, and affordability.

The car was powered by a small, four-cylinder 760CC engine and later 747CC engine and was known for its nimble handling and efficient use of fuel. This made it popular with budget-conscious consumers who were looking for a car that was both affordable and economical to run. The 4CV was also praised for its spacious interior and comfortable ride, making it a popular choice for families.

In the 1950s, Renault introduced several updates to the 4CV, including new body styles and improved engines. The car was also exported to other countries, including the United Kingdom, Belgium, Australia, and the Netherlands.

The 4CV's popularity continued to grow, and it became one of the best-selling cars in Europe.

Despite its success, the Renault 4CV was eventually replaced by the Renault Dauphine in 1956. However, its impact on the French automotive industry cannot be overstated. The 4CV was a crucial factor in the economic recovery of France after the war and helped to establish Renault as a major player in the European car market.

In conclusion, the Renault 4CV was a small car with a big impact. Its practicality, reliability, and affordability made it a popular choice for budget-conscious consumers and played a crucial role in the rebuilding of the French economy.

The Renault 4CV was designed in part with input from Volkswagen, which was then a competitor to Renault. After World War II, Renault and Volkswagen found themselves in similar situations, both looking to rebuild their respective car businesses. To help speed up the development process, the two companies entered into a partnership agreement, in which they shared design and production information.

Volkswagen's contribution to the Renault 4CV was significant and included the use of a rear-engine, rear-wheel drive layout, similar to the Volkswagen Beetle. This layout allowed for a more spacious interior and improved weight distribution, which improved the 4CV's handling and stability on the road. Additionally, the partnership allowed Renault to benefit from Volkswagen's expertise in building compact, efficient cars with mass-production techniques.

Overall, the partnership between Renault and Volkswagen had a positive impact on the design and production of the Renault 4CV. The sharing of design and production information allowed Renault to bring the 4CV to market more quickly and with better quality, which helped to establish the car's reputation for practicality, reliability, and affordability.

The 4CV was also a popular choice for motorsports, particularly in rallying, due to its lightweight and nimble handling.

The connection between the Renault 4CV and the Alpine is that the Alpine was developed as a high-performance version of the 4CV. The Alpine used many of the same mechanical components as the 4CV, but was designed to be a more sporting car with a more powerful engine, lightweight body, and improved suspension. Over the years, the Alpine evolved into its own unique model, but its roots as a high-performance 4CV remain evident in its design and engineering.

My love for the Renault 4CV stems down from my Poppa and my Fa-



(Continued on page 9)

ther. My Poppa brought his 4cv brand new in 1954 and it kicked off his love for Renault ever since. Joining the Renault car club of Victoria in that same year.

He loved the 4cv's handling, speed, and it's small stature which allowed him to sneak past the trams on Sydney road in Brunswick during peak hour. While the other common cars of the day were too big and were stuck following the trams with every stop.

My Dad got his red 4cv in 1980. Someone had advertised it for free.

Dad rebuilt it using left over R10 parts and parts from a dauphine he once rallied.

It has an R12 motor and now a 5 speed box to go with it.



You may have seen it at RCCV events as it has been used regularly in the last 40 odd years.

This is how I got my passion and love of these wonderful, 'weird' little cars.

I stumbled upon my black 4cv while my now wife Amy and I were searching for wedding cars for our up coming wedding.

We went to a fellow's house to see his collection in Hurstbridge. We were looking at his collection of old Citroens when I noticed a car in the corner of the shed with a cover over it. I could tell by the shape of the roof that it was a Renault 4cv.



Pulling back the covers was this beautiful partly restored little car. While I was going over it, Amy asked the owner 'will this car be ready in time for our wedding?' To which the owner replied 'I have a better idea, why don't you buy it?!'

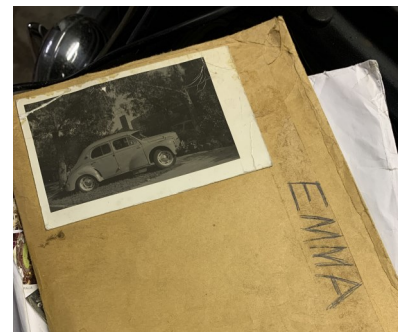
I laughed to myself while I was putting the cover back over it. No way was I going to buy a partly restored car 6 months out from our wedding!!!...

But on the car ride home Amy was encouraging me to look into it and strongly consider buying it. The following weekend I found myself driving home from Hurstbridge with a 4cv on the trailer.

Now the insane mission had started. The mission was to have it finished and be used on our wedding day. With lots of help from my dad, mum and Amy. We had finished it 2 weeks prior to the big wedding day.

Amy and I have now been married for 9 years and in that time our little 4cv has been to many RCCV outings and has made it to 4cv musters in Forbes, Yass and Barossa Valley. We will be going to Moama this coming muster at Easter time.

We love our little car so much so, that we named her 'Emma'. As the owners manuals and a diary that came with the car had the name 'Emma' on it.



Emma is a late 1952 model. She has the early 6 bar front and early spi-wheels. She now has a dauphine 850cc engine with still the three speed gear box on a dauphine cross member. Helping her ride nicely on the road and be able to cruise at 60mph.

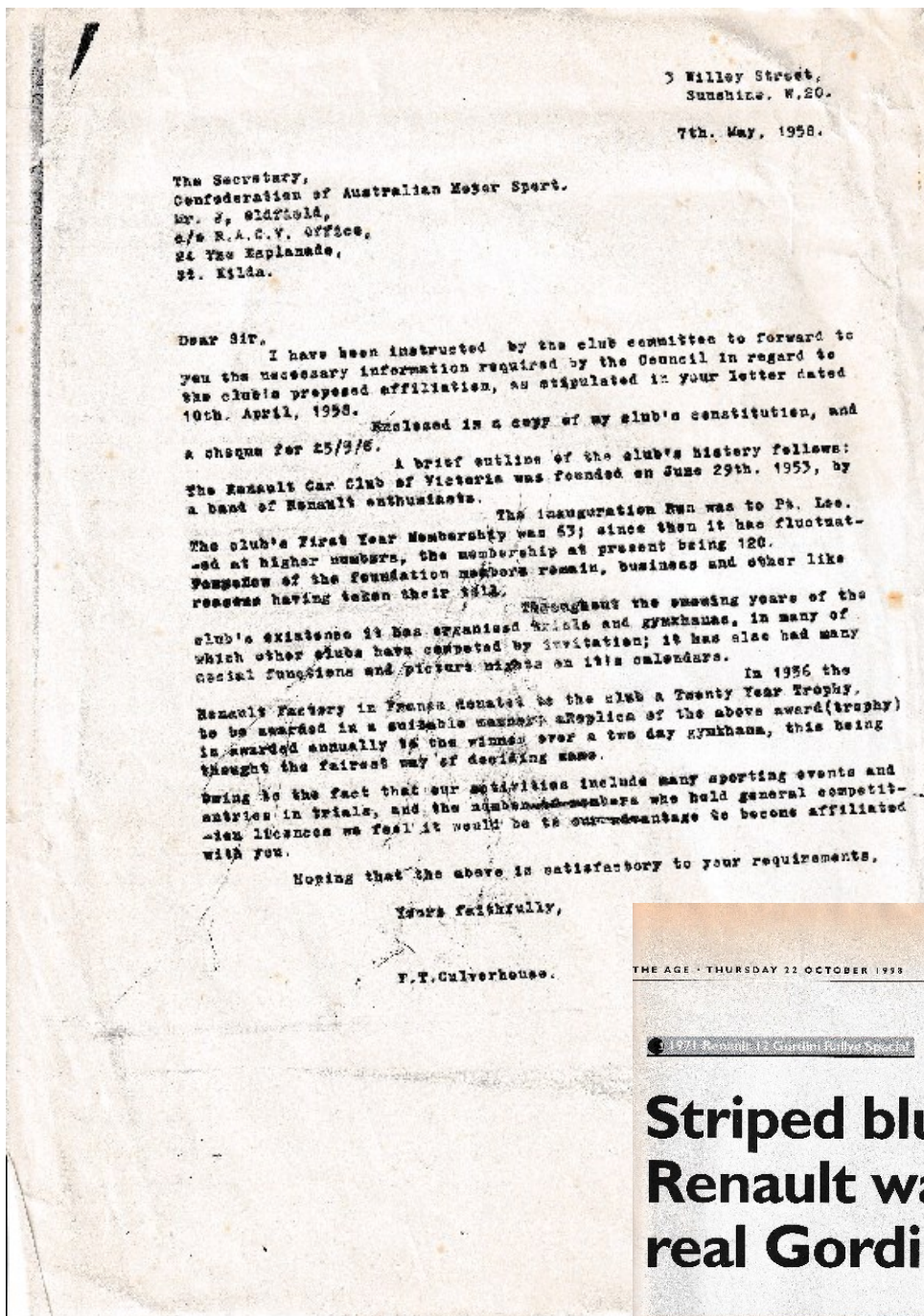
The biggest improvement though is the bigger, early dauphine spider wheel brake drums. Making her stop just as good as a R10 on disc brakes!

James Cavanagh



Blasts from the past

Here is the letter requesting membership to CAMS (now Motorsport Australia) written in May 1958.



The AGE 1998



Blasts from the past

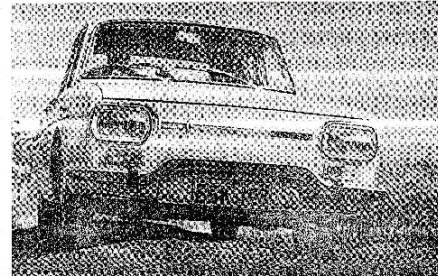
RENAULT
Commercial

RENAULT

A good guide -
guides your buyers back to you
(See article p. 6)

COMMERCIAL BULLETIN OF THE NATIONAL RENAULT FACTORIES
(Personal Information for Sales staff)

N. 3 APRIL 1957



LOOK WHO HAS SQUARE EYES FROM WATCHING THE ROAD!

Renault have made an investment in better visibility. The 1965 Renault 10 includes the latest scientifically designed, rectangular asymmetric headlights that give a wider, flatter, safer beam with a more definite cut off point at no extra cost to you! You probably have noticed that many overseas models include square

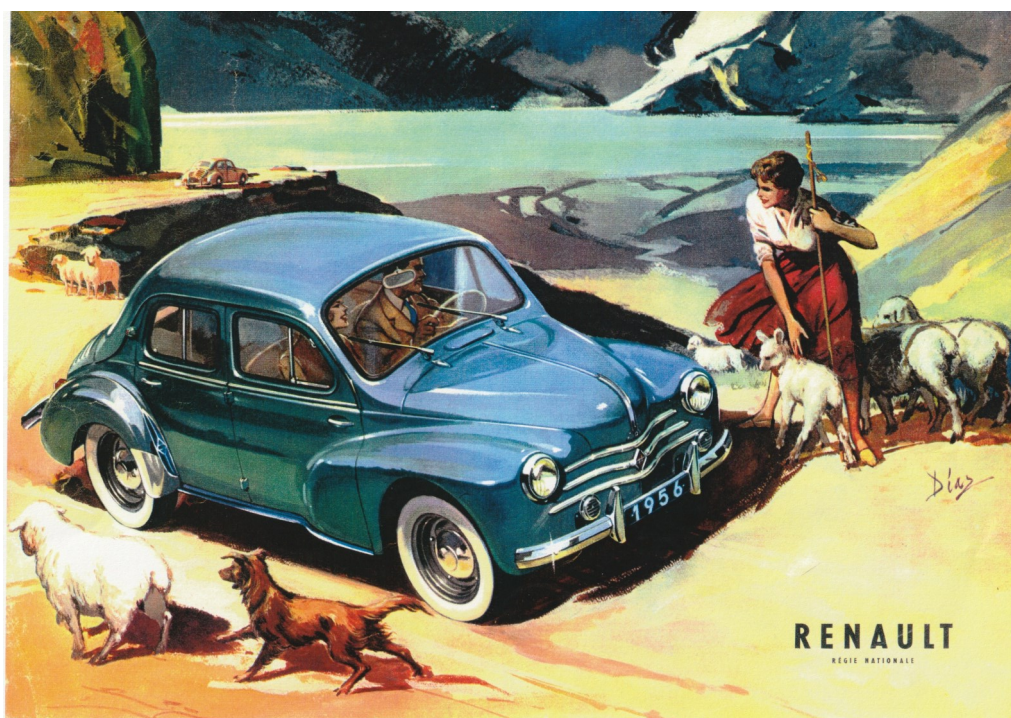
lights. The Renault 10 is the only locally built vehicle to do so. The simple answer is expense! Renault Australia have a simple philosophy — Nothing is too good for the rulebreaker — the car that has set new standards of luxury and performance for cars under \$2,000.

BE REWARDED — DRIVE IT!

RENAULT 10

Renault vehicles are built in Australia by Renault (Aust.) Pty. Ltd., West Perth, W.A. 6009.

© 1975, July 1965 55



40th Anniversary Flashback

SUE'S VIEWS

They came from many places in Australia to be present at the 40th birthday celebrations, and it was a great night, except that our venue, "Churchers", confronted us with the news on the Wednesday night prior that we could not have the Courtyard as was booked, and they jammed us into another room, this made things a tight squeeze, but I had resolved that they would not spoil the atmosphere of the whole night, as one past member who had travelled from Canberra put it "it was great seeing all those faces from the past years but the place sucked.....".

The night started with the arrival of our guests and at times it was easy to find the name badges, but there were a few curly ones, (I know the face but what is the name?), we overcame this easily and managed to make sure they all had their names on. By the time I had a chat to each person on their arrival my voice started to crack-up, too much talking - and nerves.

We all mingled around catching up with the many people who had come along and it was good watching the joy on those faces as they caught sight of another member from their era in the club.

We were then called into the room where we were having our meal, that was a bit of a juggle getting everyone seated but we finished up with enough seats. The buffet was then laid out and people were called up table by table. The food and service from the staff could not be faulted, they did everything in their power to help us have enough to eat and drink, we were just overcrowded.

After we ate it was time for the speeches, and after a few words from me I invited past presidents to come forward and say a few words, Les Park amused us with his stories of the early days, then Bruce Norton, Graham Edwards, Lou Wuillemin and Aldo Miglioranza all had a say, this was great as it saved me from repeating things, and cut my speech down.

We then came to the presentation of the 1992 trophies, 1st outright RCOV Motorkhana Championship went to Matt Allan, 1st Special Rob Holtkamp, 1st LWB Glenn Armstrong, 1st Junior Aaron Wuillemin, 1st Ladies Linda Lambie, 1st Novice Nikki Harris. Congratulations to these winners. Then it was Regie Renault presentation, at this point Neville Allerton, another original member, came forward and told us the history of how this trophy came into existence. For the first time ever there were four recipients, Kay & Robert Belcourt, John Groves and John Robbins, I wish to congratulate each one of them as this trophy is gained for attendance to club activities, they have all been regular faces and deserve this prestigious acknowledgement.

Our most unpopular trophy is the Turkey Award, but it is fun presenting it, because to gain this trophy you have made a noticeable blunder, well this year it went to.....as the winner was not present and has not been informed yet you will have to wait until the next magazine. Just keep guessing.....

After the cutting of our beautiful cake, it was then left for people to mingle and catch up with as many friends as possible, or go and have a dance. We had a great band and those who took time out to make use of them really enjoyed their music.

I would like to thank Leonie, Karen, Kay and Janet for helping me with the organising of the night, and as the saying goes "the best laid plans....." but we did not let it spoil the atmosphere of a really great night.

As we predicted the night was not long enough, so we have to save it for an even bigger bash for the 50th..... And we will have the venue so stitched up there will be no repeat of what happened this time.

JULY is Annual General Meeting month, this year we thought we would continue on the nostalgic reminiscing theme and have a lot of memorabilia available for you to look over. There will be a great supper and we look forward to seeing many members come along, the date is **JULY 9th at Huntingdale Kindergarten & Community Hall at 8.00pm.**

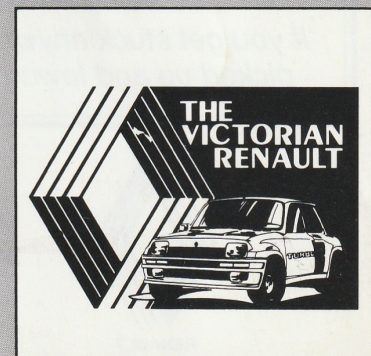
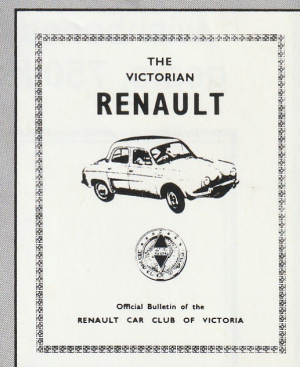
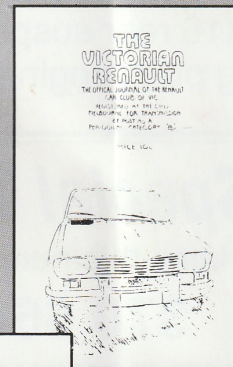
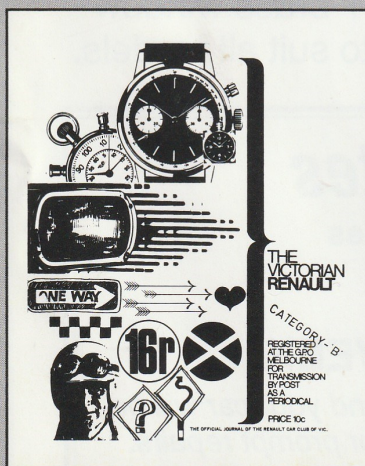
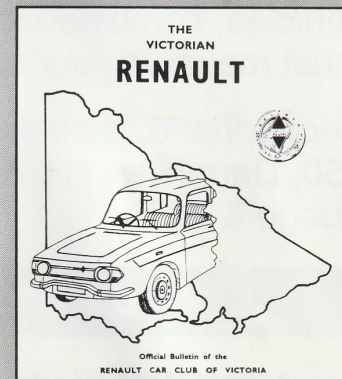
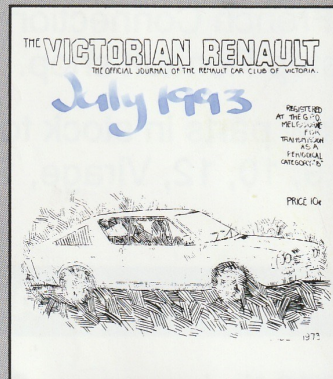
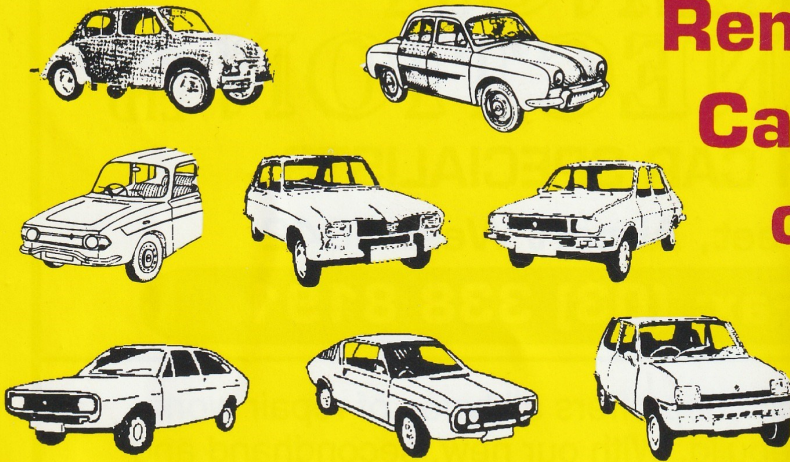
This is my last Sue's Views as I am retiring as President, I have served my 3 years, I want to take this opportunity to thank the committees who have supported me over this time, the club does not survive on just a president alone, the committee is the backbone and to them all thank you very much for your great assistance.



40th Anniversary

Renault Car Club of

Victoria Inc.



A variety of covers over the years, and a past badge. If you have any other items of interest from the past 40 years, send to the editor for publication in the coming months magazines.

50th Anniversary Flashback



RENAULT CAR CLUB OF VICTORIA

50th Birthday Dinner



The kids love it say Linda & Chris Allan who won the Renault F1 Peddle Car.



Tania Cavanagh being presented with the keys to a Clio Sport from Ian McLean, Renault Australia.

View of the tables setup at our 50th Dinner at Malvern Valley Reception Centre.



The Speech makers

1. David Cavanagh, 2003 President - 2. Regis Fricotte from Renault Australia - 3. Les Park, 1953 President

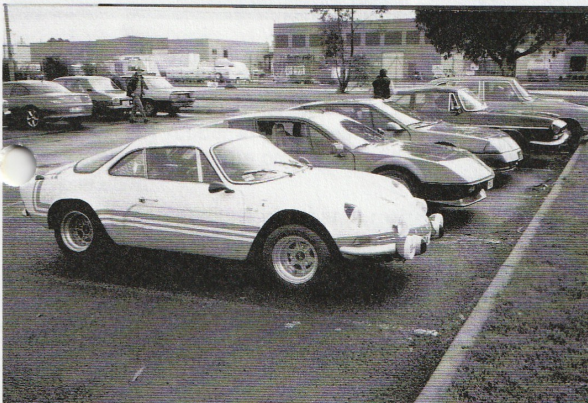


SUNDAY RUN TO POINT LEO

Rainy start at Village Green Hotel/Motel car park.



First stop at Renault Australia to view new Megane, Kangoo and Trafic.



60th Anniversary Flashback

THE VICTORIAN RENAULT

RENAULT CAR CLUB of VICTORIA

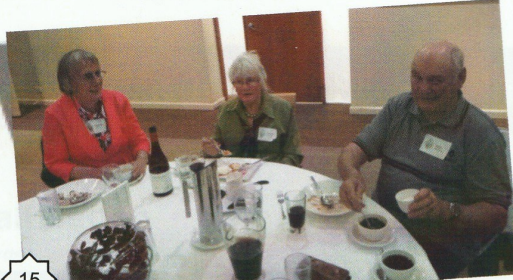


26

August 2013

DIAMOND JUBILEE 1953 - 2013

THE VICTORIAN RENAULT



15



16



17



18



19



20



21



23



13



14

Who's Who

- 1 - Kay & Rob Belcourt, Glenn Armstrong
- 2 - Melanie Wilson, Sharon and Mike Pender
- 3 - Stuart McKenzie, Graeme and Jean Edwards
- 4 - Jenny and Geoff Rasmussen, Andrew
- 5 - Mike Pender, Geoff and Pat Woolcock
- 6 - Diane and Phil East
- 7 - Kim Allerton, Mike Neal, Charmian, Ken Marriott
- 8 - Graeme and Jean Edwards, Alan Lane
- 9 - Aldo Miglioranza, David Jenkins
- 10 - Peter and Jeanette FitzGibbon
- 11 - Leonie and Lou Wullemmin, Venus Lane (centr
- 12 - Jenny Allerton, Ferne Miglioranza
- 13 - Glenn Armstrong, Sue Allan
- 14 - Russell and Alison Armstrong, Laura Margary, Chris Armstrong
- 15 - Sandy Jenkins, Sandy and Aldo Miglioranza
- 16 - Bob Sprague, Fran Fidfield, Diane East
- 17 - Spiro Kapsalis, Jeni Sammons, Dave Bertuch
- 18 - Sue Allan
- 19 - Mike Garafillis, Colin Wilson
- 20 - Andrew Elder, Jan Garafillis
- 21 - Peter, Sean, Alison and Rowena Rasmussen
- 22 - Sue Allan, Dave Cavanagh, Paul Stewart
- 23 - Chris and Linda Allan

August 2013

LBJ-401 Renault 12 Gordini Coupe (Renault Works Africa Safari Spec)



Broad history Australian R-12 Gordini's:

Following retirement of the R-8 Gordinis and after winning the Australian Rally Championship multiple times with Bob Watson was the lead factory driver and National Renault Rally and competition manager. It was decided by Renault in 1971 to import the new R-12 Gordini coupe (light weight versions) to continue Renault's rally presence in Australia.

Renault Australia then set about importing one R-12 Gordini which arrived in 1971 (KXH), it was driven in left hand drive format for some time before being converted to right hand drive. Around mid-1971 it was decided to import a further five cars which arrived in Australia around Christmas 1971 (all cars were oval plate country code 100).

At the same time approval was given from R.N.U.R. France to send a full Renault factory prepared entry being one of the all new 12G's to represent both Renault and Australia in the gruelling W.R.C. event the 1972 East African Safari Rally.

It was to be driven by Australian rally legend Bob Watson and navigated by the late Mal McPherson who later bought the car from the Renault factory, owning and campaigning the car for several years. The car was accompanied by competent and experienced Renault Team mechanics Enzo Dozzi and Ian Amsing to further prepare, maintain and fettle the car where needed.

The Renault factory (Bruce Shepherd), then converted all six vehicles to right hand drive and prepared them for rally locally with the original car along with mine (the Africa Car) along with (KXH) receiving by far the most modifications and strengthening which was considerable.

The remaining five cars were used in the Australian Rally Championship, one allocated to each major state of Australia used to help promote the Renault brand locally

through rallying and the subsequent media attention to be derived as a result.

All six Australian cars were also uprated from 807-20 125HP 1565cc to 807- G 160 HP 1596cc, they were also fitted with factory extractors, oil coolers and many more modifications. (The 807-G 160HP piston and sleeve kits were in the boots of each car along with the extractors and other go fast bits when they arrived off the ship from France).



The Africa car also received extra spare tyres in the back seat area, map pockets, tools etc, an extra heavy half roll cage. A bullbar was also fitted and Super Oscar Cibie Lights to add to the Cibie biodes, further strengthening and under body protection was also added.

The Africa Car was registered for road use 27/1/1972 and was the prepared first out of the second batch of five cars



(Continued on page 19)

(Continued from page 18)

allowing it to meet its deadline for shipping to Dar Es-Salaam East Africa for further local Renault preparations in the lead up to the safari. Upon arriving at Dar Es-Salaam, R.N.U.R. South Africa uprated the suspension and shockers to De-carbon Africa spec (much firmer), new springs of 50mm lift and 10% stiffer, the car also had its Safari livery and sponsorship decals added once it arrived, it was sent to Africa with only its white Gordini stripes.

It was then ready for action.

The start of the obsession:



1979 I Started my apprenticeship as a first year Renault Mechanic and had loved the little R-12, I was then told about the Renault 12 Gordini and how powerful it was, I then became even more curious and intrigued wondering what they would be really like. I continued working on standard R8, 10, 12, 16's and the odd R-4 but as time went by developed a burning desire to own one of the sought after 12 Gordini's.

On a Saturday morning couple of years later I was reading a local paper in Melbourne Australia "The Age" which had a massive motoring section, it was my lucky day as this Saturday saw an Ex works R-12 Gordini for sale for \$3850.00 AUD. At the time my weekly income was \$77.00 per week as a first year Renault apprentice so this was a big investment, my parents were kind enough to lend me the money sensing how important this car was to me which they did and my dream was realised.

I remember the first drive together with my father Ted which was in the wet and on hard old Dunlop rally tyres which Russell Stuckey had supplied to Renault many years earlier, it was very exciting to say the least - I loved the exhilaration and the sound of those thirsty Webers and still do today. I then realised that after many years competitively running as a W.R.C. (World rally championship), A.R.C. (Australian Rally Championship) and V.R.C. (Victorian Rally Championship) competing in over 35 rallies across those categories. I then realised that this car needed a full bare shell restoration along with full mechanical restoration.

Abundant patina was an understatement there was body filler everywhere, up to 15mm thick in places, serious metal fatigue and all components needed to be stripped and replated. This was along with a full engine, gearbox, suspension and mechanical rebuild it was in a terrible and

sorry condition following the many years of gruelling rally competition.

I must say at this time in my life I had no real concept of how significant the Works entry into the East African Safari was - I mean absolutely no idea!

In the mid 80's I then began a restoration and in retrospect it was a very inexperienced restoration job by me, but I guess I was only 16 years of age. I again received help from Glen Gipperich (who owns the first 12 G into the country) and Ray Van Shaik who helped lots, whose father was an Alpine Rally mechanic in the factory service crews of the early seventies.

The car was then involved in a serious and dangerous road collision due to the other driver proceeding through



a stop sign under the influence of a number of substances, he was driving straight towards us and hitting us in the driver's door resulting in a nasty roll over but luckily my late girlfriend Louise and I escaped almost unscathed due to the extensive rally strengthening.

I purchased the car back from Insurance to retain ownership in the hope that someday I could restore the Gordini. At that time, I was helped lots by good friends Glen and Clint Gipperich and David Cavanagh. At the time the late Mr. Robert Shannon original founder of Shannon's insurance was representing me as the other party's insurance company claimed that it was a normal Renault with



(Continued on page 20)

(Continued from page 19)

stripes and only worth \$400.00. Mr. Shannon came to inspect the damaged car and verified its authenticity writing up a sworn valuation for the full amount of over \$20k. Mr. Shannon had also agreed to come to court to ensure that I got a fair deal as he was familiar with both the car as well as Bob Watson A.R.C. rally champion, two days later I received a cheque to the full value of the car, I called the other insurance company with a please explain. The claims manager simply replied we use Mr. Shannon to verify the authenticity of classic and rare cars, therefore it was not worth us pursuing this any further, Thanks to Mr. Shannon this nightmare was over. The car is still insured with Shannon's Insurance in 2023.

The damaged car was then placed in storage in a shed on my parent's farm where it was kept for many years. I did a small amount of work in the early 90's and then stopped as life got busier, no significant progress was made at that time and the car just gathered dust, although I continued to purchase parts for the restoration along the way, with help coming from Across Australia, Romania, France, U.K. Germany and the U.S.A.

No real progress occurred with the car until around 2017, together with my son Jake Sanders helped heaps with restoring the suspension new bushes, ball joints etc and



repainting in special satin black suspension paint, it was a challenging paint to use but one which retained the toughness and finish of the original Renault paint. All of the Gordini components so far restored and still to be restored were put into storage wrapped in plastic bubble wrap.

Life then gets in the way again, I almost passed due to serious health issues in 2021, I was told I had fifteen minutes to live, it really scared me. After this experience and with the full support and encouragement from my lovely wife Ros and the car people in my life I decided to commit and live life to the fullest so I made a firm decision to finally really get in and get the G done as I now had the time and the resources to restore the Africa 12 Gordini to concours or as close I could get it for the first time ever.

The body of the Gordini was sent to a fellow who specialises in complex bodywork restoration and is a master at fixing things that in my eyes belong in the scrap bin, he can make Packard mudguards to perfection from flat

sheets such is his craftsmanship, mind you it certainly wasn't cheap but a great investment. It was subsequently sent to a panel shop who regularly works on concours cars with numerous Motor Classica accolades to prove it regularly restoring classics such as Mercedes Coupes, early Corvettes, old Porsches, A110's and a few Gordinis.

Once completed and seeing it for the first time I was in tears as it was totally surreal to finally start seeing some real progress on the Gordini after so many years.

The bodywork was painstakingly restored, It was all done properly with no filler and excellent panel gaps by Renault standards, great effort was taken in getting the 418 French blue colour correct, in fact the head people at Glasurit paints in Australia even got involved to ensure it was correct in addition to the experienced painter.

The engine was sent off for a full recondition with everything being Cleaned, crack tested, machined, balanced and re-hardened where required, this work included blue-printing the 807-G which was undertaken by highly experienced race engine builders of many decades. I then assembled the engine once received back from the machine shops.

The original exhaust extractors were sent off for ceramic coating to ensure longevity a new stainless-steel exhaust was fabricated locally to original specification by Steve Stratford in Bendigo. All components were cleaned with ultrasonic, hydro blasting and ice blasting. Every single nut, bolt washer, captive nut and metal component has been freshly electroplated as the original plating was rusting through on the entire vehicle. All chrome work was also replated in the restoration process.

The De-carbon Africa spec Shocks were sent off for full reconditioning, the work being completed by highly experienced De-Carbon & Bilstein technicians, the rest of the suspension and braking systems were also fully refurbished with all new bushes, quality bearings and seals throughout, all components were then refinished in the satin black.

My good friend Andrew Davis had started on a full refurbishment of the entire electrical system which had suffered many cuts and joins, Andrew did a magnificent job in reinstating it to its former glory which is a big part of the reliability of these cars.

All engine accessories have been fully reconditioned and are now in as good or better than new condition.

At the close of 2021 I had nearly all components refurbished and ready for reassembly and sitting in storage shelves, although the engine itself had not returned from the reconditioners as yet and not reassembled, nor the electrics completed.

2022 started as year full of health challenges yet again which further slowed the restoration but thankfully ended

(Continued on page 21)

(Continued from page 20)

far better.



Around March 2022 I started communicating with the organisers of the National Motor Classica concours d' elegance held in the original Melbourne Australia exhibition buildings about potentially having the car on display later in the year. Motor Classica is the most prestigious Concours d'elegance in Australia and rivals, Pebble Beach, Retromobile, Goodwood, Beverly Hills, Boca Raton, Internat etc.

This incidentally was where many years ago in the mid 80's where I worked at the annual Melbourne Motor show displaying the last of the new Renault Fuego's and the first R25's and Peugeot's to prospective owners as by then I was working in Renault/Peugeot new and used car sales after transferring from Renault spare parts. Little did I realise that all of this experience would be of such value during the course of the Gordini restoration. The organisers of Motor Classica were most enthusiastic to have the Gordini at the exhibition due to its historical significance to France, Australia and South Africa and along with the fact it was something completely different for them to showcase in such a magnificent historical setting – after discussions with my wife who was unwell and hospitalised for months of 2022.

I took a big risk particularly given our health and agreed to complete and display the 1972 Works East African Safari R12 Gordini in the October Concours at Motor Classica Melbourne.

I was now certainly feeling the pressure to get the car completed but very excited by the prospect of finally driving the car in an as new condition – a dream coming true, it becomes your new baby after forty plus years.

Forward to June 2022, so in between hospital visits to my wife and everything else going on started about a plan to finally get the Gordini completed.

I begged the engine reconditioners to please hurry, the company rebuilding the carburettors and then set about asking My friend Andrew Davis to have the wiring completed well within the timeframe to allow for the car to go

off for wheel alignment, the new exhaust and final trim work.

Andrew really stepped up and got the job completed and even helping me complete some mechanical jobs that required two people to complete whilst still struggling with my health. One day we put in a marathon of 22 hours to meet another deadline. The dashboard and instrumentation were refitted after so many repairs, it now started to resemble the Safari Gordini once again.

Andrew was there for the first start up since 1987, the car started like it should (first time) and still runs beautifully - I cannot communicate how ecstatic I was after so many years to hear it roar back into life.

I then set about getting the remaining areas of the restoration completed, glass being fitted, trimming, exhaust, wheel alignment and the stripes and stickers in the 1972 East African livery, it was coming together at last.

Once assembled there were only a couple of minor issues with the car, a small leak in the fuel tank that had recently emerged and the normal adjustment of locks etc.

On a Wednesday fifth of October 2022 Ros and I took the Gordini to Motor Classica, it felt so surreal driving through this beautiful building to the stand where it would be displayed for the next four days.

I was astounded at the cars surrounding the Gordini, Lamborghini's, Ferraris, Porsches, open wheeler track cars, early Corvettes, genuine Monaro's HK's and HQ's and a range of Mercedes Benzes. The quality and presentation of these vehicles was just amazing and provided the Gordini with more than its share of competition in the judging of the concours d'elegance.

Over the next four days we were astounded by the level of interest in the car, there were often 3-4 different groups of people continually waiting to ask questions about its history and of course the restoration.

That weekend day three of the show the Renault Car Club of Victoria along with a solid turnout of members also attended the show outside in the gardens. A range of lovely Renaults were in attendance that included Dauphine Gordini, R8, R17 Gordini, Meganes, Clios and some beautiful 110 Alpines - all lovely cars.

I was also grateful that the ex- Holden engineer and Renault factory driver of the Gordini Bob Watson and multiple rally champion who attended the event bringing along his Dauphine Gordini.

During the morning the Motor Classica organisers asked Bob and I to come up to the stage to speak about the Gordini, its history and the restoration, Bob Watson who Co - hosted the talk with me was speaking about his experiences with the car during the East African Safari when he pulled out from behind his back the original rally

(Continued on page 22)

(Continued from page 21)

road book from the 1972 Safari complete with African mud and hand notations, an irreplaceable document and a huge sacrifice and amazing gift from Bob, I was speechless and still treasure this document. Bob simply stated that he wanted me to have it and that it should be with the car, it was so wonderful to share this exciting moment in front of a passionate Renault gathering of supporters who were seated in front of us at Motor Classica. Thanks to Rodney Apcar for filming the presentation.

The interest in the Gordini continued over the remaining two days of the show and to top it off while I was away from the car and one of the other entrants came up to me and said that there were five judges huddled around the car on the stand, my heart rate soared as I never thought we were in with a chance of a prize. Then the judging came and the results were read out and the Gordini was awarded runner up given a Motor Classica Rosette in the sporting and track class coming second to a factory restored Porsche, we were over the moon to say the very least to receive such an acknowledgement given the high standard of the competition at the show.

I have since driven the car 700kms now and really love driving it, it certainly gets some attention, but more importantly it has been preserved.

On the 26 and 27th of November 2022 we were invited to bring the African Safari 12 Gordini to the Shannon's Geelong Motor Revival, upon arriving I was together with good friend David Cavanagh who brought along his restored Victorian Rally Championship R1135 8G. we were requested by the major classic car automotive insurer Shannon's to display both cars on their V.I.P podium elevated for all to see. Although this was not a judged event both Gordini's enjoyed lots of attention and we had a great time with the Shannon's crew.

More recently February 5th the car attended the annual Victorian Renault Car club's "Renault Round Up", where a good attendance of 80 or so Renaults that spanned across many decades attended the show together with a great variety Renaults including lovely Alpines and even a Zoe.

For the first time in over forty years three of the six R-12 Gordini's were reunited In the same place together, the last one of the six Australian cars should be completed at the end of 2023, which will be exciting that they have all been saved and restored. I'm hopeful that one day soon all six R-12G's can be reunited for a photograph at least.

Toward the end of the day the judging was announced and the "Best Renault in the show was awarded to the East African Safari R-12 Gordini LBJ-401" we were so humbled to receive this award for the car and during my acceptance talk I felt compelled to share it with the people in attendance who have helped and supported over the last fifty-one years of the car's history – this applies to all accolades that the car receives and includes H.R.A. members, Renault Enthusiasts of Australia and many

more private individuals.

We are passionate about Renaults and this R-12 Gordini particularly for its next outing which was the for the amazing "Rally Retro Day 23" on February 25th it is hosted by the Historic Rally Association, it is such a well organised event with nothing else like it in the country a huge credit to all involved. The H.R.A. are also wonderful supporters of old Gordini's and Alpines. A number of H.R.A. members who were previous owners of this car early in its life were in attendance at this wonderful gathering. We were so enthusiastic to share this with the Historic Rally Community and very humbled to be awarded Best Restored award, winner 1971-1975 award, best display 1971-1980 award and the patron's choice award chosen by none other than international rally legend Colin Clark who stopped and discussed the car and the restoration on camera for around 30 minutes - it was fabulous to chat about the car with Colin and particularly as he said himself he wasn't a French car man made his award even more special – such a memorable day, thank you Colin!

In closing a huge thank you to all of the people and individuals who have helped in any way to help us preserve this important piece of Renault history,

In closing a special and huge mention here to my wife Roslyn as without her support along with everyone listed below this piece of history wouldn't have been completed, they are, Jake and Kaylah Sanders, Bob Watson, Bruce Shepherd, Tim Shepherd, Mike Garafillis, Derek Maranoux, Silviu Florian who helped me source a variety of parts in Romania, Mike Davister in Belgium, Denis Thomas in France, Glen Gipperich, Clint Gipperich & David Cavanagh Who's help with this car over a forty year span is most appreciated, Andrew Davis, Chris Jones, David Bertuch, Colin Neyland, Chris Cavanagh, The late Enzo Dozzi, Peter and Graeme Rasmussen, Peter Kent, Karlie kent, Colin Stark, Martin Ellul, Ken Bailey, Bruce Collier, Rod Slater, Ray Watson, Simon Fitzpatrick, Dominic Robert, Trevor Wise, Trevor Naismith, Rodney Apcar, Keenan Archer, Brenten Creasey, Vinny from Wedderburn, Rob Sealey. Barry McAdie, Paul Mollison, David Shilton, Garry Harrowfield, Roger Hall, Colin Redmond, Tom Barr-Smith, Trevor Jackson, Craig & Kath Munro, Jimmy Wright, David Watson, Robert Cranston, Alan Baker, Paul Groome, Bruce Woods, Jeff Beaumont, Murray Willet, Rob Willet, Andrew Nichol, Steve Kalendarian, Marleen Ehrismann (Holland), Trevor Vietnet, Luke Vietnet, Eduard Palaghita, Tony Topliss, Duncan Topliss, the Renault car club of Victoria, The Renault enthusiasts of Australia and the Historic Rally Association – my sincere apologies if I've forgotten anybody- your help will never be taken for granted or forgotten.

Special thanks

From LBJ-401

Ros & John Sanders



TO BE OR NOT TO BE A MARSHAL

The alarm rings. It's only 5:00am. Bleary eyed I wake up and I hear the house stirring - what have I let myself in for at this ungodly hour? (Remember I am retired).

The kettle is on and the smell of toast fills the kitchen and one by one the room fills with happy and not so happy RCCV members.

Once everyone has had their breakfast the mood becomes more jovial, the smiles start to return, the chatter and banter slowly increases, before long it's time to head to the track to be in our positions as marshals and be ready for the main gates opening at 6:30am.

Once at the track you are placed into small groups and allocated your spot and explained as to what your duties and responsibilities entail for that particular location.

Our main marshalling locations

- 1/ First intersection - primary sorting of traffic Track staff, competitors, officials car park and eventually spectators and point them in the right direction.
- 2/ The entrance of the one way tunnel to the infield, competitor garages and pit area.
The main function of this point is to ensure and enforce "NO TUNNEL PASS – NO ENTRY" all in of course a friendly manner. 99.5% competitors are fine, however there is always a few exceptions. This is also to ensure everyone abides by the traffic signals controlling the traffic flow through the tunnel.
Note: 99.5% competitors are fine with this however there is always the odd few that arc up.
The fun part of this location is dealing with all the excuses people use in trying to bluff their way through and try to beat the system (maybe we should write a book of excuses).
- 3/ The infield side of the tunnel there is a four way intersection with race vehicles traversing both ways. We try to give the right of way however at the same time not allowing traffic to build up and block the tunnel (eyes in the back of your head and a very calm attitude is required)
To add to all this chaos there is a pedestrian crossing at the top of a steep rise as the cars come out of the tunnel (The only pedestrian crossing in Australia where pedestrians have to give way to traffic)
- 4 & 5/ The others are pedestrian crossings, one is where race cars exit the track from pit lane. As you cannot see the race cars until the very last minute you need to be alert and ready at all times.
Once a race car appears you need to blow the supplied (sterilized - we hope) whistle loudly to stop pedestrians from crossing the exit road as they are usually too busy talking, feeding their faces or just not aware of their surroundings.

Marshalling is a full on satisfying and rewarding role

whether half day, full day or complete weekend. You get to see the most amazing race cars, meet interesting characters and hear tall tales.

It is an essential role we play (that is RCCV) in the running of this event and we are greatly appreciated and recognised by the organisers, competitor and peers.

The happy faces, smiles, big waves and thanks we get as competitor and crew leave the event makes it all worthwhile.

The marshalling would not be possible without our esteemed leader Graeme R who's time, effort and organisational skills ensure the weekend runs like clockwork and everyone's happy and has had a good enjoyable time.

It's a fun, full on weekend, so come along and be part of the team doing this important job.

Enjoy other RCCV member's company, the dinners and of course let's not forget the snoring!

So don't delay be a part of a great group of RCCV members

- 1/ Complete your Motorsports Australia Training – General Officials Licence (remember 'Internet / computer for dummies' books) well the trainings that simple.
- 2/ Apply for your Working with Children – it's free volunteers with the RCCV

Warning you can encounter blizzards to sunburn so be prepared for all conditions.

Mike Garafillis



Club Renault Roundup February 2023

Best Pre –1980 Renault presented by David Bertuch of Qualitools

Caravelle—Rowena Rasmussen

Also People's Choice Award presented by Mark Avis Brighton Alpine



Best 1980-2001 Renault presented by Russell Stuckey of Stuckey Tyres

Fuego—John Beavis



Best Post 2001 Renault presented by David Cavanagh of French Connection

Megane—Brett Noske



Best Sporting Renault presented by Paul Groome of Auto Paris

Clio RS200 Cup—Henry Arundel



Best Alpine presented by Marty Ellul of Alpine Affaire

Alpine 110—Rob Sealey



Best Renault in show presented by Tommy Eng of RENAULT

Renault 12



Special Mention

Renault Zoe—Scott Heim





MEGANE E-TECH—First Look

A left-hand drive Megane E-Tech was presented at Renault Dealers across the country. I was invited to Rex Gorell Renault in Geelong to view the car on 17th April. Here are my photos and some specs.

Wayne Eason



Renault Megane E-Tech 100% Electric - provisional features & specifications

	TECHNO EV60 60kWh
TECHNICAL SPECIFICATIONS	
Number of seats	5
Battery type (kWh)	60
Battery technology	lithium-ion
Total voltage	400
Battery weight (kg)	394 (+/- 5)
Certified driving range in WLTP cycle (km)(1)(2)	450
Electric engine technology	synchronous with wound rotor
Maximum power (kW)	160
Maximum torque (Nm)	300
Charging	
Charger	AC adaptive single phase from 1kW to 7.4kW and DC up to 130kW
2.3kW domestic socket (10A single-phase) (0-100%)	30 hrs 30
3.7kW enhanced domestic socket/domestic charging point (16A single-phase) (0-100%)	18 hrs 00
7.4kW domestic charging point (32A single-phase) (0-100%)	9 hrs 15
11kW charging point (16A three-phase) (0-100%)	18 hrs 00
22kW charging point (32A three-phase) (0-100%)	9 hrs 15
130kW DC rapid charging point (15-80%)	30 min
Performance	
Maximum speed (km/h)	160
0-100km/h (sec)	7.4
Wheels and tyres	
Wheel rims	20" alloy
Tyre dimensions	215/45 R20 95T
Weights (kg)	
Tare weight	1642
Gross vehicle weight	3069
Maximum towing weight, braked	900
Maximum towing weight, unbraked	750
Dimensions	
Overall length (mm)	4200
Wheelbase (mm)	2685
Front overhang (mm)	800
Rear overhang (mm)	715
Overall width (mm)	1768
Overall height (mm)	1500
Maximum boot volume (L)	440



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