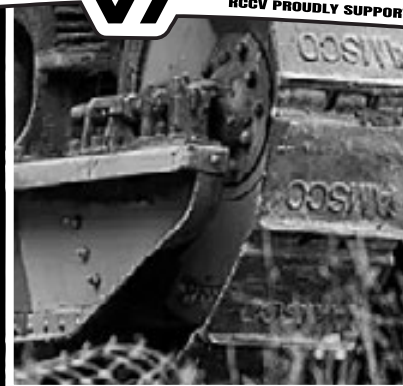


theVictorianRenault



**RENAULT
CAR CLUB
VICTORIA**
www.renault-car-club-vic.org.au



JUNE 2024

THE OFFICIAL JOURNAL OF THE RENAULT CAR CLUB OF VICTORIA Inc.

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T H E V I C T O R I A N R E N A U L T

Committee & RCCV DETAILS

**President:**

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president@
renault-car-club-vic.org.au

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vice.president@
renault-car-club-vic.org.au

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renault-car-club-vic.org.au

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Sporting.coordinator@
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Grant Domrow 0409 485 303
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Committee:

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Merchandising:

Kay Belcourt
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**Social Secretary, Editor
and Committee:
Positions Vacant****Club Permit Inspectors:**

David Cavanagh
0459 280 960
Airport West

Peter Rasmussen
03 9707 3177
Berwick

CLUB MEETINGS

Dorothy Laver Reserve - Pavilion
Saxby Road Glen Iris Vic (Mel 59 K10)
Third Tues @7:30pm (except Jan)

JOINING/RENEWING

The membership year runs from 1st
July to 30th June. Applications for
membership can be made at any time
by submitting a completed RCCV
application form to the Membership
Secretary by email or post.
a/ membership@rccv.org.au
b/ PO Box 111 Heidelberg Vic 3084

**Application forms can be accessed
from www.renault.org.au or by
email: membership@rccv.org.au**

NOTE: It is a condition of Club Permits
that the owner of the vehicle(s) remain
a financial member of the RCCV Inc.
AT ALL TIMES

DISCLAIMER

The opinions expressed in 'The Victorian Renault'
may not be those of the editor and/or the
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Inc. All articles are published in good faith and no
responsibility can be held due to circumstances
beyond our control
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www.renault-car-club-vic.org.au

EDITORIAL

Another edition of the club's TVR
quarterly magazine has been
issued.
Now we have some runs on board
and something positive to show
potential sponsors....so it's time
to hit the hustle.

If any member would like to
or knows of someone or an
organisation who might be
interested in advertising in
our magazine please let the
committee know.
Advertising rates are very
reasonable.

Remember keep those articles
coming as articles/photos now
required for Sept and Dec issues.

Thanks for your support

Mike G
TEMPORARY EDITOR

June Article Acknowledgements

Howard Friedman, Simon Fitzpatrick,
Wojtek Maleczek, Drew Valentine &
Tom Bruinink (Almere - The Netherlands)

Also thanks to all club members who supplied
photos for this issue..... it is really appreciated.

T H E V I C T O R I A N R E N A U L T

Calendar 2024

Calendar is accurate as can be at the time of publication and is compiled from dates and information supplied.

Calendar updates will be sent out by email on a regular basis with amendments, changes and deletions as they come to hand.

*Also you can check the RCCV's website for more up to date information regarding events and dates

*Regie Renault Points

JUNE

Tue. 4th – Committee Meeting
6:30 for 7:00pm Start @ TBA

Sun. 9th – Rob Roy Hill Climb
Inter Club Challenge Rd 2

***Sun. 9th** – Coffee/Breakfast
9:00am Cafe Name and
Address - TBA

Sun. 16th –MSCA Track Day
Sandown Vic.

***Tue. 18th** – General Meeting
7:30pm Dorothy Laver
Reserve
Saxby Street Glen Iris

***Sun. 23th** – Drive Day/Lunch
Address & Time - TBA

JULY

Tue. 2nd – Committee Meeting
6:30 for 7:00pm Start @

***Sun. 7th** – Coffee/Breakfast
9:00am Cafe Name and
Address - TBA

***Tue. 16th** – A GM
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

***Sun. 21th** – Bastille Day
Address & Time - TBA

AUGUST

2, 3 & 4 th - RCCV Marshalling
Winton Festival of Speed

Tue. 6th – Committee Meeting
6:30 for 7:00pm Start @ TBA

Tue. 6th – Motorkhana
Winton Vic.

10 & 11th – Hill Climb Ararat
One Tree Hill Ararat

***Sun. 11th** – Coffee/Breakfast
9:00am Cafe Name and
Address - TBA

Sun. 18 th – MSCA Track Day
Winton Vic.

***Tue. 20th** – General Meeting
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

***Sun. 25th** – Drive Day/ Lunch
Address & Time - TBA

SEPTEMBER

Tue. 3th – Committee Meeting
6:30 for 7:00pm Start @ TBA

NEW CLUB MEMBERS WELCOME ABOARD

Shannon Fitzpatrick
Stuart Egan
Tania Reardon
Piera & Mino Cerantola
Samuel Haynes

RCCV LIBRARY

The RCCV has a range of Renault
workshop manuals available to club
members online for free.

ADVERTISING RATES

The Victorian Renault
FULL PAGE \$1000.00
HALF PAGE. \$600.00
QUARTER PAGE \$360.00
Rates Per year (4 issues)

Spec's. Image area in mm
F/P 227W x 157H
½ P 110W x 157H
¼ P 55W x 75H
Mike G. 0478 634 504

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T H E V I C T O R I A N R E N A U L T

Presidents REPORT



President Cavanagh pushing his Restored ex-works R8 Gordini hard at the Rally Retro 2023.

PREZ SEZ

Hello and welcome to my 3rd Pres says and the 3rd magazine by 'Not the Editor' Mike.

I feel our club is in a very good position and this is the last you'll hear from me before the election of a new Committee for 2024/2025, most members seem pleased with the hard work we are doing and I think we have a great crew.

But, we are always looking for new committee members, we always welcome new ideas so if you think you'd like a say in the running of this great club please let us know. I know of few people I'd love to see join us but it's up to them.

Our events are seeing great turnouts, the coffee/breakfast mornings are becoming very popular, we are still on

the lookout for new venues so please if anyone knows of a suitable place give us a call. Basically the cafe needs to be big enough to hold 30 of us and be open Sunday mornings. Our members are spread out across Victoria so we try to spread them out as much as possible.

Our club drives are proving to be popular too, we had the Graeme Rasmussen memorial drive on the 28th April, a good run and well organized by Phil Domrow and had Graeme's daughters and his parents joining us.

May 25th was the Shepparton weekend to the MOVE motor museum. MOVE stands for Museum Of Vehicle Evolution and as the name suggests showcases the history of motoring and the fashions that people wore.

Our designated accommodation venue was booked out and some members

T H E V I C T O R I A N R E N A U L T

Pres. CONTINUED

had to find an alternative, so the lesson in the future is to book early.

We have another run coming up that I'm still working on which is a drive to Ballarat without using the freeway, in other words all the old roads and towns before the freeway cut them off.

There are some beautiful places out there that we don't get to see these days but also we have a lot of members out in the western suburbs so this is a run for them to stop them complaining that everything is on the other side Club plate renewals are something I need to talk about.

Since the club permit system was introduced 30 years ago I have been the clubs signatory but that's been a problem as I'm based in the western suburbs so the Committee decided to spread it out, we now have 4 people set up to sign your permits, myself in

Airport West, John Elliott in Box Hill, Peter Rasmussen in Berwick, Jan Garafillis in Strathmore and David Bertuch in Geelong.

Peter in Berwick and myself in Airport West are also able to inspect your car for new permit. But getting to us can still be difficult so I suggest you post your renewal if you can't get to one of us (and please include a self addressed envelope).

You can post it to the club PO box but to be honest it doesn't get checked as often as we'd like and mail can sit there for a week or two so a lot of people post them direct to me at French Connection 34 King St Airport West 3042, that way I sign them and post them back the same day.

We had a problem recently of people going overseas and not realizing there permit was due, your permit is like

your normal registration that you get 3 months after the expiry date to pay it, you can't drive it of course because it's unregistered but you have 3 months before Vicroads wipe you off, after that you have to get a roadworthy and new plates issued.

Unfortunately recently one of our members was away for over 3 months and knew his permit had expired.

I just want to point out that we are a club, we are all friends, if your away please contact one of us and we'll do what we can to see you stay in the system.

David C

Cheers,
David Cavanagh.
RCCV President

120yrs RENAULT IN AUSTRALIA

PART 1

Happy Anniversary! 120 years of Renault in Australia. In response to a previous request on the number of Australian Renault "launches", following is a very brief timeline outlining the various changes in the distribution network, rather than model changes, over time.

In 1904, there were a handful of Renault arrivals in Australia, mostly private imports by individuals – note that the total production of Renault vehicles in 1904 was 1,020, likely a case of home market demand exceeding supply. In late 1904, two 10hp Renaults arrived with the intention of being entered in the inaugural Dunlop Reliability Trial in 1905.

At the time, retailing of Renaults in Australia was via independent distributors and agencies, with imports ending with the commencement of World War 1 in 1914.

Following the end of World War 1 in 1918, the Government limited imports of fully built up cars, subjecting them to high duties and quotas in order to encourage local manufacture of bodies. Due to a preference by Renault for fully built up cars, sales in the early 1920's were limited, with the depression at the end of the 1920's limiting demand even further.

In 1934, Palfreyman Motors in Chapel Street, Prahran, in Victoria, gained the Renault agency for Australia, effectively Australian Renault.

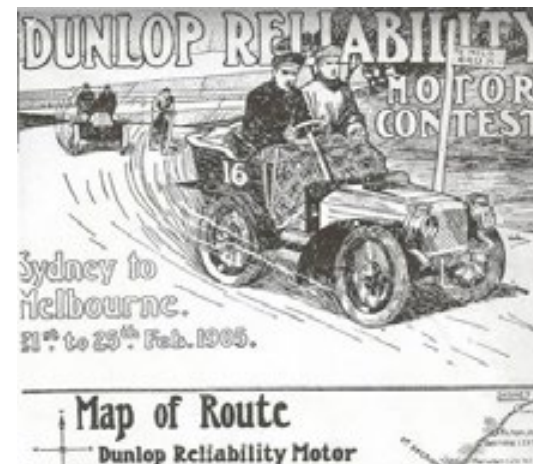
Launch Number 2. For 1936, the Renaults imported by Palfreyman Motors were fitted with yellow headlight bulbs, in line with newly introduced French requirements. Palfreyman's relinquished the Renault franchise in 1937.

Launch Number 3. was in 1938, with independent regional based distributors, Ira L & AC Berk (NSW & Qld), Pound Motors (Victoria, Riverina & Tasmania) and Wakefield Motors (SA) handling Renaults. The various state distributors sold a mix of fully imported and locally bodied vehicles. to be continued

Simon Fitzpatrick
South Aust.

Dunlop Reliability Motor Contest 1905.
The first major motorsport event in Australia.

Palfreyman Motors advertismemt
16th Oct 1934 – The Argus (Melb)



Renaults Selling Well
Palfreyman Motors, of South Yarra, the new distributors of Renault cars in Victoria, reports that the first shipment of these French cars was sold shortly after its arrival. Many orders have already been booked for the second shipment. The sunshine roof on the saloons fitted with English bodies has been a marked attraction.

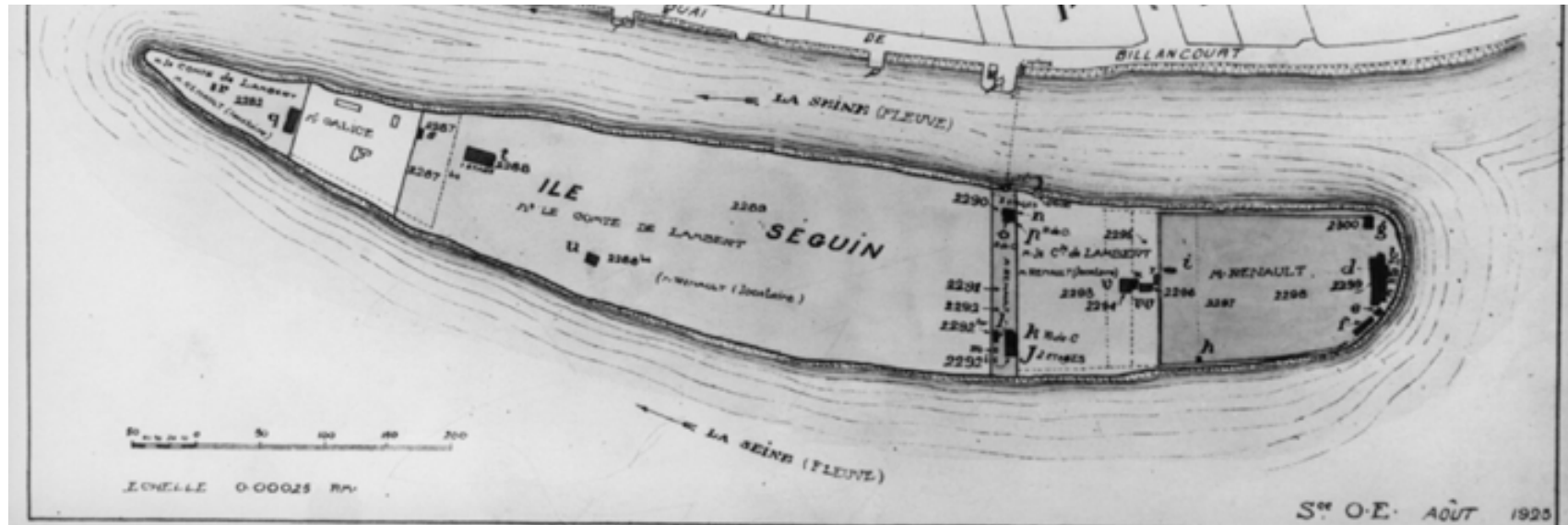
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History

THE BEGINNING

Île Seguin, Renault's Historic home

Part One



The history of Île Seguin, an island on the Seine near Boulogne Billancourt, just outside of Paris, has been closely linked to that of Renault for over a century.

In 1919, Louis Renault bought up the island, plot by plot, and started gradually building his first factory. Ten years later, the cruise liner-like plant

emerged from the island. The structure would not be completed for another few years, but it would eventually go on to cover almost all of the 11.5 hectare island. The ultra-modern facility was even energy independent, with its own power plant, and a deck for loading vehicles on to boats to be transported by river.

The impressive site will be forever

linked to Renault and their shared story has not yet finished...

In 1919, **Île Seguin was unused wasteland**. Louis Renault bought up the island, plot by plot. Until then, the company owned plants along the Seine in an area of **Boulogne-Billancourt** known as the Trapeze, as well as on the river's southern bank in Meudon.

THE VICTORIAN RENAULT

Four years after first purchasing a plot of land, the company began the major construction work **for its plant on Île Seguin**. But vehicle production at the car manufacturer's first island-based plant would not start until 1930. The plant then built passenger cars, heavy goods vehicles, buses and even equipment for railways.

The Renault plant at Île Seguin, the largest in France

Two years later, in 1932, a **new production line was created**. The aim was to manufacture a broader range of now legendary 4-cylinder vehicles, such as the Celtaquat and Primaquat, as well 6-cylinder and 8-cylinder vehicles, like the Vivasport and the Nervasport respectively.

The plant also produced buses and lorries. Even then, **Renault was already investing in innovation** at the plant; the firm even created a test track in the building's basement, for example. At the time, **the Renault site at Île Seguin was the largest plant in France**, with over 30,000 employees. Nevertheless, the construction was far from finished – it was only completed in 1937.... *to be continued*



T H E V I C T O R I A N R E N A U L T

Recollections

CARAVELLE CLASSIC

by Howard Friedman



It's Melbourne. 1964. You're in the market for a sports car. Or, at the very least, a sporty car. For \$2790, you could have a brand new 1.8 litre MGB. Or, for \$3444, you could have a brand new 1.1 litre Renault Caravelle.

Sorry, was that a typo? Sadly, no. The Renault's engine was all of 1100 cc and that was the big block!

Why then, would anyone buy the much slower, more expensive Renault over the MGB? The truth of the matter is that hardly anyone did.

But to me, and those discerning (or foolish) few who bit that particular bullet, the answer is blindingly obvious: It was just SO PRETTY!

Conceived as Renault's answer to the VW Karmann Ghia, the Caravelle had Dauphine underpinnings with a sexy body. The shape was penned by Italian stylist Pietro Frua, who was also responsible for the Maserati Mistral.

Introduced in 1958, the styling was sleek and cutting edge modern, with perfect

proportions, indents on each flank behind the doors, nascent fins and just the right amount of chrome. And let's not forget that beautiful "bubble top" hardtop.

When compared with the standard fifties fare on offer, with cumbersome, bulbous shapes, it must have looked like potential space transport for George Jetso

But with an engine capacity of 845 cc at launch, it struggled to even be considered a boulevard cruiser.

I guess the bean counters at Renault didn't consider engine size or power a priority as the target demographic was young middle class French women.

So Renault spent a large part of their advertising budget on having Brigitte Bardot photographed in various poses on various parts of the car.

Renault produced 117,000 of these cars in a ten year period. What happened to them? The evidence would suggest that many Caravelles ended up as deck

T H E V I C T O R I A N R E N A U L T

cargo on submarines and today, a number of them may be found rotting away in fields or back yards with their wannabe restorer owners muttering "...one of these days.."

So when I found a restored example for sale, I couldn't resist. It was not an impulse buy. Feedback from my friends prior to purchasing it didn't assist me.

When I announced my intention to buy a Renault Caravelle, the standard response was: "a what?" My inner snob told me that they didn't know about the existence of these cars because they were now so rare. That's the spin I'm putting on it anyway.

The same inner snob encourages me to name-drop Pietro Frua and Maserati Mistral at every opportunity.

And now, 60 years later, the shortcomings of the car have ceased to be of any importance because the Caravelle has Garage Power in spades. It keeps luring me there just to say: Look at me! So I do.

And I mouth a silent OMIGOD every time.



T H E V I C T O R I A N R E N A U L T

News

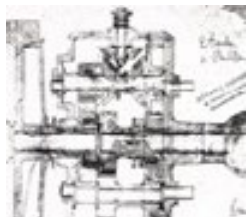
HISTORY & TRIVIA



With Renault expanding outside of France and its colonial markets, Renault is becoming eminently popular. In 1964 saw the Renault 8 Gordini launch with great sporting success, and in 1972 the R5 makes its debut, going on to account for 60% of sales.



In 1899, Louis Renault "Driving, speed-changing mechanism and reversing gear" Louis Renault invented a revolutionary direct drive gear with no drive belt, with much better uphill performances.



At the beginning of the First World War, Renault factories had occupied 14 acres of land, and employed more than 4,000 workers. In order to support French war effort, company switched to production of



heavy military equipment, like tanks and artillery carriages, as well as artillery shells.



In 1923, a French expedition had traversed Sahara Desert, using a six-wheeled Renault prototype, being the first vehicle-based expedition to successfully cross the great desert.

Renault unveils Rafale SUV coupe with the option of hybrid power

French car-maker Renault has unveiled a coupe-shaped SUV to be sold in Europe which, for now, is not planned for Australia.

The company claims the suspension has a sportier feel, and notes flagship variants will come with four-wheel-steering and 20-inch alloy wheels.

Renault says the Rafale will initially be available with two hybrid options. The first is a 1.2-litre three-cylinder hybrid petrol engine paired with two electric motors that power the front wheels. The second electric motor serves as an integrated starter-generator, starting the petrol engine and collecting energy for the 2kWh battery.

The power output is estimated to be about 145kW.

In the future, Renault says it plans to introduce a more powerful variant of the Rafale with all-wheel drive, delivering a claimed output of 217kW. This version is said to feature an electric-driven rear axle and is expected to be a plug-in hybrid, providing an extended electric driving range.

T H E V I C T O R I A N R E N A U L T

Alpine's hydrogen-powered Alpenglow hypercar will race in early May



Spa 6 hours will play host to Alpine's hydrogen-V8 nutjob going for a (long) weekend drive

The Alpine Alpenglow will make its racing debut at the 6 Hours of Spa next month, taking in three days of track time across

the weekend. And it'll run on hydrogen.

As opposed to strawberries, right chaps?

We jest, because this is a seriously cool development from Renault's spin-off brand which showcases its commitment to trying to make hydrogen-powered internal combustion... work, having first previewed the single-seat racer back in the winter of 2022.

That rear-mid-engined V8 - developed alongside Derbyshire-based Gibson Technology - is said to send around 867bhp to the rear wheels. This powertrain could even be a test bed for the hydrogen endurance racers Alpine could trial at Le Mans in the future, before trickling down into its road cars. Now wouldn't that be something.

Something that very much needs to trickle down into its road cars is that wonderfully mad shape, a silhouette more aligned with Gotham City than a Belgian racetrack. Those lines would certainly spice up the next A110, in any case.



Pope Francis owns a 1984 Renault 4L... In 2013, Father Renzo Zocca visited Pope Francis in the Vatican and gave him a 1984 Renault 4L. The car isn't just old: it's also been put through its paces quite thoroughly, since the priest had been using it for charity work or to drive poor children across the country. At the time he handed it to the Pope, it had 170,000 miles on the clock, but the Pope still said he would be driving it around the Vatican, when he could. The story behind this surprising gift is that Father Zocca wrote to the Pope to tell him of the car and how he wanted to give it to him as a present, since the Pope had spoken about leading a simpler life. The Pope tried to deter the priest, by asking him if it wouldn't be better if he donated the car to charity but, when he saw his determination, he ended up accepting the gift with grace. Apparently, the Pope too had once owned a Renault 4.

Snapshots

RCCV SOCIAL EVENTS

Early morning sunrise
and start at Phillip Is.
RCCV Marshalls
7, 8, 9 & 10/03/2024



Coffee/Breakfast at
Wolf on Watton and visit
to the B24 Liberator
Museum at Werribee.
03/03/2024

Action at Rob Roy Hill
Climb Round1 Interclub
Challenge
07/04/2024

Coffee/Breakfast at The
Third Chapter Eltham
14/04/2024

Special Memorial Drive
Epping to Berwick
28/04/07



T H E V I C T O R I A N R E N A U L T



T H E V I C T O R I A N R E N A U L T

Memoires

MY FIRST CAR

PART 1



My very first car was a 1951 CITROËN BL11 (Man 3 speed) Traction Avant.

When still in Warsaw (if you asked where, in Poland) I purchased it in 1975 for equivalent of my 4 monthly salaries, while still working in PIMOT (chief Institute for Motor Industries in Poland) as a car designer (power trains and research).

This car in **BLACK** was a standard issue for Polish **UB (Urząd Bezpieczeństwa)** a Secret Service “rolling stock”. Its condition was one to cry over, but it was what at

the time I could afford. Being a young mechanical (car) Professional Engineer 29 YO, I decided that before doing anything to this car I first must do some driving to make correct decisions, so I did drive it for some three months to learn of its good and bad sides.

Eventually I hired a small shed close to my home and put the car on bricks and my work on the car begun in earnest; it took me entire three (3) years to complete it.

At that time I had an access to some professional equipment such as an engine lift, welding equipment, tools and so on.

In Poland, as the car was a standard issue to the **UB**, I could buy from certain places ALL spare parts, unfortunately the cost in US\$\$\$ was prohibitive for me, It would amount to my two or more yearly salaries; at that time I had a two years old daughter.

Each evening, after work I was going to my shade (old stable) to first dismount the car, to see what to do next. I managed

to obtain an original (in French) Citroen BL spare parts catalogue plus French to Polish technical dictionary (both still in my possession), so at least I knew what to look for and how to call it.

The first three or so months took me to learn where to go and what to do.

At that time I had a Lambretta 150 LD so moving about in parts search was easy.

First I dismantled the car to the last bolt and screw, starting with engine, the pistons were worn, so were the cylinder liners, big ends and most of all moving parts.

Since my budget was very, very tight, and my first job after college was at Polish Railways, I decided to approach my old friends for help.

In the meantime I changed my job and became a Technical Director in a section of Transport Company for Polish Post and Telecom, with twelve car fitters and some 360 vans and trucks on my head.

T H E V I C T O R I A N R E N A U L T

Instead of me buying a set of new pistons, I re-machined the old ones to correct ovals and cones on PIMOT's lathe, made new piston pins of high grade steel which were carbonised, heat treated and ground by my PIMOT friends for a bottle of Vodka*, and my railway friends centrifugal casted for me four new cylinder liners for another two Vodka bottles, machined them and ground to suit the "new" old pistons; the liners were then hard chrome galvanised and given a final ground plus hone to properly match the pistons; next a set of new piston rings made by my friendly "piston ring" workshop.

After this the cylinder head was milled down by 3 mm bringing original compression ratio from 6.8:1 to app 9:1. Obviously I first checked the engine for piston interference.

Next the valves were regrind by friends for another bottle of grog, I have redone the valve seats (pain as), first the valve seat basic cutters, next valve against the seats with grinding paste. Obviously also

the valve guides were replaced too; the cylinder head work took me about entire month.

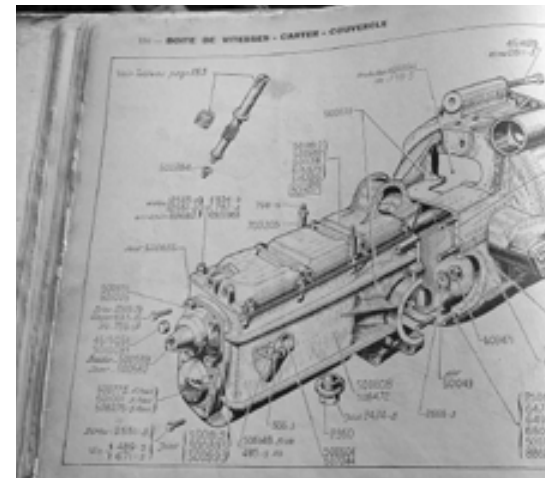
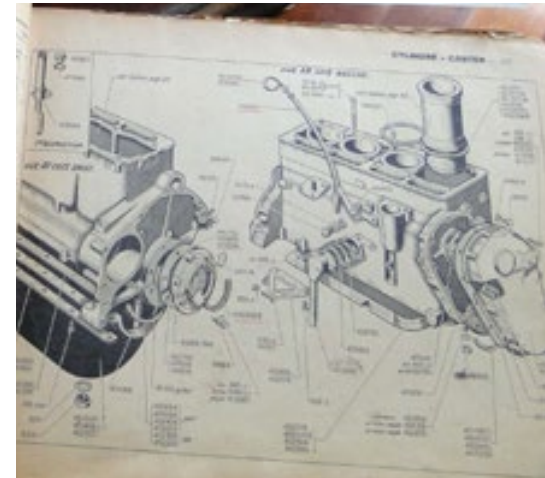
After this an old Solex carburettor was replaced with a brand new twin throttle Weber carby with nozzles suitable for a 2 litre engine; obviously I had to make a new flange to fit the intake manifold.

Next the brass big end bearings shells were re--casted in railway yards with the most modern white alloy. Although the engine lost couple of cc's, it was much stronger then when Citroen originally made it.

The idling revs were set at 150 RPM (I measured it), you almost could count revs of the crank input nut at the gearbox front end.

The gearbox was next, I had to machine some bushes, change bearings and re-adjust the final drive, the crown wheel and pinion clearance..... **to be continued**

by Wojtek Maleczek



T H E V I C T O R I A N R E N A U L T

Nostalgia

17/2/66

If you settle for less (quality not price)...

PEUGEOT

DON'T settle for anything less than the quality of Peugeot 404. Five years of continuous service in the East African Safari—acknowledged as the world's toughest rally, has proven Peugeot's toughness and performance. This year, Peugeot won the rally outright as well as the 'leaves' event. Peugeot continually beats all comers, irrespective of price yet it sells for only £1,275. At this price it's not common sense to settle for the car "everyone" drives when you can own a Peugeot! Peugeot quality shows in extra performance, extra road holding ability, extra braking efficiency, lay back seats and trim and finish that is straight, no gimmick luxury. We find our best customers are previous Peugeot owners. They won't settle for less, at

£1275 Why should you.

you might drive yourself mad!

RENAULT 10

This is the car that has set standards of luxury, beauty, performance & safety that are going to give other cars a terrible setback.

The New Renault 10

Beauty and luxury, too to win, no walnut paneling, no hard stretched leather effect. The comfort of Renault seats is a legend. Thunderstorm, really warm, padded steering wheel. Five air vents, lockable glove boxes, windscreen wipers and brake air vents are all standard equipment.

Performance. The sparkling performance of its five-cylinder engine, the well-tuned road holding afforded by its four wheel independent suspension, the positive rack and pinion steering, the quick action synchromesh clutch, the very low base, all these features secure this other side of safe, exciting motoring.

Safety. Renault takes safety very seriously. The latest safety seats like total pit traps, disc brakes front and rear, predetermined crumple zones, etc., have been incorporated in Renault for years. We are so serious about safety we are fitting up and each safety belts absolutely free.

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T H E V I C T O R I A N R E N A U L T

General STORIES & INFORMATION

RENIA: TREASURE OF JAHNS FAMILY

by Tom Bruinink

We are visiting Rokietnica. It sounds like a kind of fireworks. In reality, it is a small village with 20,000 citizens near Poznań in Poland. Let that be the city where I found my youth love Ewa. And the location where friendly Sławek Jahns cherishes a beautiful Renault 4GTL. An introduction of his Renia.

When furniture restorer Sławek mentions the girls name, he is talking about his 4GTL. It comes from Croatia and, after years of restoration, is a stunning car. Not least because of its sparkling colour. Renia is the proud of Poznan and for sure Mrs Renata Jahns - famous for her fabulous pie - likes the elegant lines of the Four. And even their dachshund Julia is a real Four-lover.

With his daily work as a restorer of antique furniture, his skills are known far and wide. Even showpieces in the

national museum Palace Rogalin and National Museum owe their status to the patience and skills of the sympathetic R4 driver.

Together with his son Filip, they visit young timer events and a drive around the Poznań area. At home in Rokietnica, part of the living room is occupied by an extensive collection of model cars in the popular 1/43 scale. Sławek proudly places a blue R4 on his hand. As a symbol that his love for the R4 started with this R4.



One thing is certain; Renia will stay within the Jahns family, who gives her a warm home. There will even be family expansion. A Renault 4F6 named Jacqueline is now being restored by Sławek. But we will show that one in a future The Victorian.

Article for Victorin Renault as promised.

For 5th anniversary of the R4 Renia the owner ordered a very nice pie at Urszula from Poznan. And an international famous artist Camilo made a special drawing of this nice Renault 4. Both photos attached: pie and cartoon. Kind regards, Tom



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1932 - 1939 Renault Vivaquatre

The Renault Vivaquatre was mechanically similar to the Primaquatre, but significantly longer even in its standard form – and if more space was required, there was a long-wheelbase version, too.

Introduced in 1932, the car was given more modern body styling two years later, and the originally 2.1-litre engine was enlarged to 2.4 litres two years after that.

Some Vivaquatres had seven seats, and this made them very popular among taxi operators.

In fact, Vivaquatre taxis were still to be seen on the streets of Paris in the 1960s, long after production had come to an end.

T H E V I C T O R I A N R E N A U L T

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