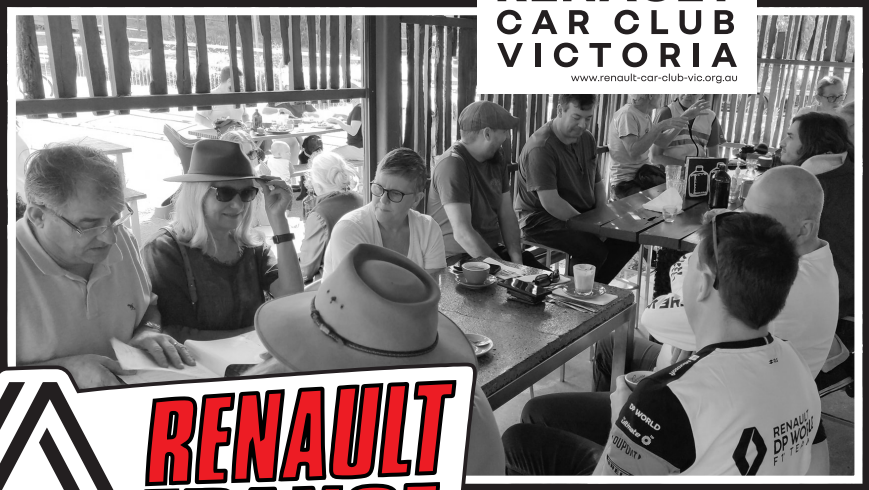
the Victorian Renault

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







125 YEARS RENAULT FRANCE

RCCV PROUDLY SUPPORTED BY ATECO LTD





MARCH 2024

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

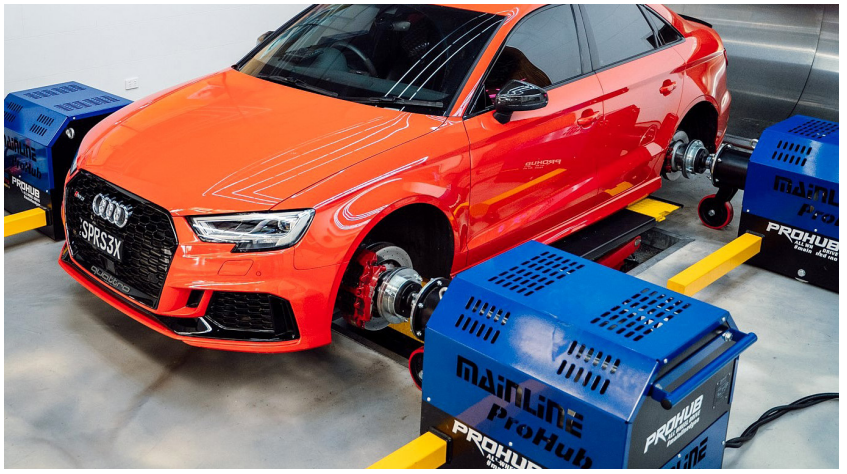
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CLUB MEETINGS
Dorothy Laver Reserve - Pavilion
Saxby Road Glen Iris Vic (Mel 59 K10)
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JOINING/RENEWING
The membership year runs from 1st * Õ Ì Ù Ô Ï σ π Ô È * Õ Î Å 8
membership can be made at any time by submitting a completed RCCV application form to the Membership Secretary by email or post.
a/ membership@rccv.org.au
Á / τ Ø υ / σ π ɖ Ø ρ ρ ρ (Å É Ä Å Ì Â Å Ò Ç 6 É Ã σ π ψ τ

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

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that the owner of the vehicle(s) remain
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AT ALL TIMES

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 RCCV Inc. All articles are published in good faith and no responsibility can be held due to circumstances beyond our control
COPYING – Car club newsletters & magazines are free to copy without written consent as long as recognition of the source material is given.

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EDITORIAL
Wow! The second edition of TVR already, it seems it was (redesigned) issue was being printed.

A big thank you to all club members who responded to my call for articles.

Some articles have been held over until the June Issue.

Please note that all contributors will be acknowledged in the edition that their article appears.

So please keep the articles coming as it makes the job so much easier.

Mike G
TEMPORARY EDITOR

Article acknowledgements
Drew Valentine, David Jenkins &
Tom Bruinink (Almere –The Netherlands)

Special 125yr Celebration Luncheon Guest
Philippe Thomas (Floure – France)

Á Ì Å Î Ä Á Ò 2023–2024

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**

MARCH

***Sun 3rd Cofee /Breakfast**
ω d ̨ π π Á Í 7 Ï Ì Æ Ï Î
90A Watton St, Werribee VIC

Tue. 5th – Committee Meeting
φ d ̨ σ π Æ Ï Ò χ d ̨ π π Ð Í 3 Ô Á Ò Ô ɔ ' Á Ò Á õ Ó

***7, 8 , 9 & Sun 10th** RCCV Marshalling & Car Display @ Phillip Island

Sat. 16th –MSCA Track Day
Phillip Island

16th & 17th – Hill Climb
Mt Leura Ballarat

***Tue. 19th** – General Meeting
χ d ̨ σ π Ð Í $ Ï Ò Ï Ô Ë Ù , Á Ö Å Ò
Reserve
Saxby Street Glen Iris

21, 22, 23 & 24 th Aust GP
Albert Park Vic

APRIL

Tue. 2nd – Committee Meeting
φ d ̨ σ π Æ Ï Ò χ d ̨ π π Ð Í 3 Ô Á Ò Ô ɔ 4 " !

Sat. 6th –MSCA Track Day
Sandown Vic.

Sun. 7th – Rob Roy Hill Climb
Inter Club Challenge Round 1

***Sun. 7th** – Coffee/Breakfast
ω d ̨ π π Á Í # Á Æ Å . Á Í Å 4 " !
Address etc

***Tue. 16th** – General Meeting
χ d ̨ σ π Ð Í $ Ï Ò Ï Ô Ë Ù , Á Ö Å Ò
Reserve
Saxby Street Glen Iris

Sun. 21st – PIARC Hill Climb
Bryant Park

26 & 27th – MSCA Track Day
The Bend South Australia

Sun. 28th – Drive / Lunch
Venue & Time TBA
Address

MAY

Sun 5th – Rob Roy Hill Climb
Historic

Tue. 7th – Committee Meeting
φ d ̨ σ π Æ Ï Ò χ d ̨ π π Ð Í 3 Ô Á Ò Ô ɔ 4 " !

***Sun. 12th** – Coffee/Breakfast
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Address

Fri. 17th – Hill Climb Mini CC
Rob Roy Hill Climb

Fri. 19th – Rob Roy Hill Climb
Vic. Championship Round 5

***Tue. 21st** – General Meeting
χ d ̨ σ π Ð Í $ Ï Ò Ï Ô Ë Ù , Á Ö Å Ò
Reserve
Saxby Street Glen Iris

***25 th & 26th** - "MOVE"
Museum of Vehicle Evolution
Drive Weekend (Overnight)
Riverside Cabins Shepparton
" Ï Ï Ë Î Ï × π σ υ ψ ς σ ρ υ φ ρ
(Mention RCCV)

JUNE

Tue. 4th – Committee Meeting
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Sun. 9th – Rob Roy Hill Climb
Inter Club Challenge Round 2

***Sun. 9th** – Coffee/Breakfast
ω d ̨ π π Á Í # Á Æ Å . Á Í Å 4 " !
Address etc

Sun. 16th –MSCA Track Day
Sandown Vic.

Presidents REPORT



President Cavanagh pushing his Restored ex-works R8

PREZ SEZ

Welcome to the second edition of our revamped magazine by Mike (I'm not the ÅÄÉÔÏÒ) 'ÁÒÁΠÉÌÌÉÓ ÁÌÁ ÖÅÁ ÓÔÁÒÔ ÏÆ Á ×ÈÏÌÅ new year.

As John Lennon sang, 'Another year over a new one just begun'. Or as we say in the motortrade. Another day, another dollar.

2024 got off to a awful start with the death of our mate Graeme Rasmussen. (Å ×ÁÓ ÅÖÅÒÙÏ ÎÅõÓ ÍÁÔÁ ÁÎÄ ÔÈÅ ÏÌÄÅÓÔ ÂÒÏÔÈÅÒ ÄÉÅÄ members took the day off to pay their respects at his funeral and I heard about 180 all up.

A very tasteful send off for a much loved man. Graeme was our go to man for Motorsport Australia and organised us as marshals for the Phillip Island and Sandown historic racing weekends, We are attending Phillip Island this year on the 6th-10th March in honor of Graeme.

We've got quite a lot of events happening this year, various coffee runs all over the ÓÕÂÕÒÂÓ ÔÈÅ ÎÅØÔ ÏÎ&ÅÁÃÈ ÓÁÔ ÄρÙ ÁÔ ÔÈÅ ÎÅ8

Wolf at Watton in Werribee followed by a tour of the B-24 Liberator (the only one in the southern hemisphere), a world war 2 bomber aircraft that is being restored in Werribee.

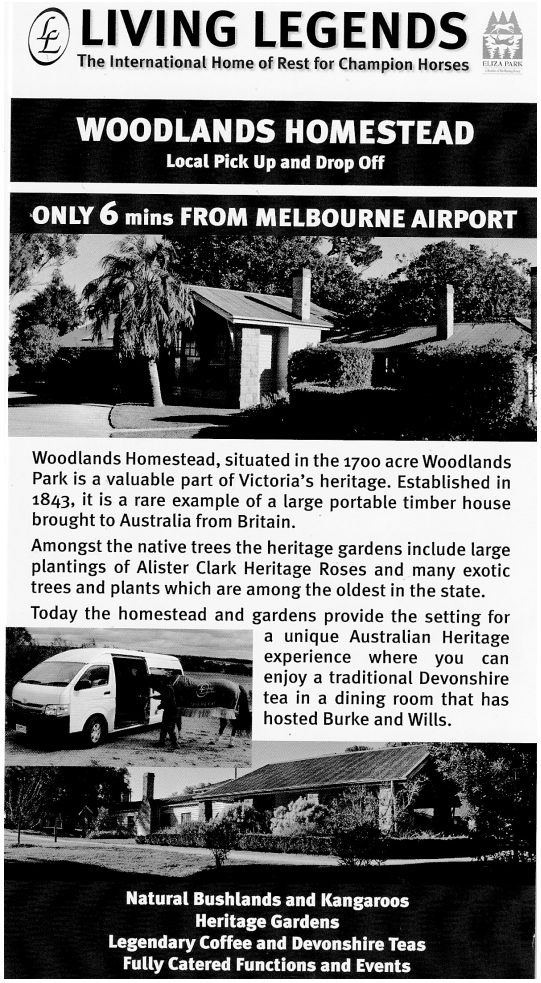
This year is called Renault 125 and is to celebrate 125 years of Renault. It was on 25th February 1899 the Renault brothers Fernand, Marcel, and Louis all got together to form a company and Renault Freres was formed.

Marcel was killed in the Paris-Madrid ÒÁÃÅ ÉÎ ρωπσ ÁÎÄ ,ÏÕÉÓ ÐÒÏ mother he would never race again. Fernand the eldest brother died in 1909 leaving Louis to manage the company.

On the 25th February 2024 exactly 125 years to the day we had a celebratory dinner at Bon Ap'Petit, a little French restaurant in Brunswick.

3ÉÎÃÅ ÔÈÁÔ ÆÁÔÅÆÕÌ ÄÁÙ ÏÆ when Marcel lost his life a little bit of racing DNA has been embedded in every Renault and the company going on to be one of the most successful motor racing companies in the world.
The Retro Rally day and the British & European Motoring show was held

Pres. CONTINUED



The Retro Rally is a fantastic day of old Rally cars from days gone by, not only see them but hear them as they scream around the track, lots of ex-works rally winners from the golden era of Australian motor sport. It's held every second year and is a must for every enthusiast.

British & European Motoring Show was a huge day, thousands of cars from all over Europe and the UK, we had a very pleasing 25 cars.

The Italian section was interesting, all the Italian makes together from the early 1950's Fiat 500 to the latest Lamborghini all together.

Makes me wonder whether we could do that and have a French section next year.

This year is our turn to do the French Car &ÅÓÔÉÖÁÌ ÁÎÄ ×ÅõÖÅ ÂÏÏËÅÄ ÉÔ ÆÏÒ ÔÈÅ ς χÔÈ October at the Living legends which is almost opposite Melbourne Airport so it's nice and handy.

Living legends is a family day out, it's a retirement village for old racehorses and is open to the public to see, feed and pat some very famous animals.

Woodlands Homestead on the property is an old 1860 homestead with really nice gardens and plenty of picnic areas,

You can wander through the homestead and then enjoy some of Melbourne's best scones and coffee from their own cafe.

With fantastic views it really is a nice place to spend the afternoon.

As we move forward we could use some volunteers to help organise the day.

D¯ ı i υ C

Cheers,
David Cavanagh.
RCCV President

Rasmussen family
5 February 2024

David Cavanagh
President
Renault Car Club of Victoria

Dear David,

On behalf of Graeme's family, I want to thank the members of the RCCV who attended last Tuesday to farewell Graeme on his last drive into the sunset.

The suddenness of his passing is still, of course, very raw for us all but it helped a lot to see the large number of club members there.

In particular, we wish to thank you, David, for getting up and saying your 'few words'. They represented Graeme perfectly.

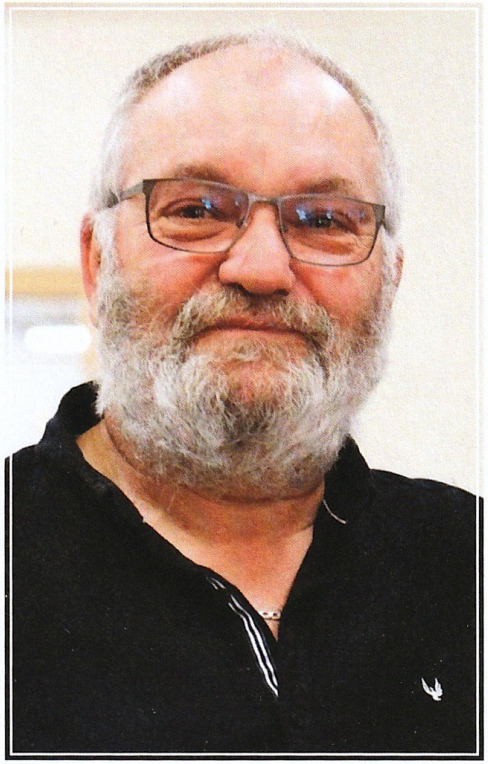
The club helped make it more a memorial service than a funeral one and we thank you all for that.

Please pass on to your members our appreciation - it meant a lot.

G Rasmussen

Geoff Rasmussen,

for Caitlin & Taeghan,
Ronda & Bob,
Peter, David & Lesley



Graeme Rasmussen **3055**

Renault Has Been Around For 125 Years

Louis Renault was the engineer and Marcel and Fernand ran the business.
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steep Rue Lepic that runs through the Montmartre in Paris. He won his bet on Christmas Eve 1898 and secured orders for twelve cars.
4ÈÅ ÆÏ Ì Ï×É Î Ç ÙÅÁÒ 2Å Î ÁÕ Ì Ô ×ÁÓ ÂÏÒ Î. 4ÈÅ ΠÉ Ô ×ÁÓ ÔÈÅ
ÓÐÅÅÄ ÏÆ σς Ë Í ƒÈ ς ÇÏ Ï Ä ÅÎ ÏÕÇÈ ÔÈÅÎ ÔÏ ×É Î Ò

The **Renault corporation was founded on 25 February 1899** as **Société Renault Frères by Louis Renault and his brothers** Marcel and Fernand. Louis was a bright, aspiring young engineer who had already designed and built several prototypes before teaming up with his ÂÒÏÔÈÅÒÓƒ ×ÈÏ ÈÁÄ ÈÏ Î ÅÄ ÔÈÉÒ ÂÕÉ Î ÅÓÓ ÓËÉ Ì Ò ×ÏËË Ì Ç ÆÏ Ò ÔÈÉÒ ÆÁÔÈ
Louis handled design and production, Marcel and Fernand managed the business.



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Marcel Renault is the victim of a fatal racing accident

To increase awareness of his cars, Louis Renault and his brother Marcel took part in motor races organised by the Automobile Club de France. Their many successes helped them win orders.
During the Paris-Madrid race, Marcel missed a corner at Couhé-Vérac, south of Poitiers, and was fatally injured. He died two days later.
The high number of serious accidents led organisers to stop the race at Bordeaux.
Battered and bruised, Louis Renault decided to stop motor racing. His brother's death had changed his situation. He moved from being an employee of the company Renault Frères to being his brother Fernand's partner.
He acquired half the company capital.
He soon became Head of the Billancourt factory, which he managed energetically in ÏÒÄÅÒ ÔÏ ÆÕÌ ΠÉÌ Ì ÔÈÅ ÏÒÄÅÒÓ ×ÈÉÃÈ É Î 8) Î ρωπσƒ ÈÅ ×ÁÓ ÁÌÒÅÁÄÙ ÏÆÆÅÒ models and would soon be employing 800 staff.


LILLET
L'APÉRITIF des GOURMETS











Pardon my French!

The year is 1964. Mid July. The middle of a bleak Ballarat winter. The business is a corner service station, of course reputed to be the coldest spot in all of cold, old Ballarat.

My father, Peter Valentine, has just opened the doors of his new business, creatively named Peter Valentine Motors. It was an Esso 'put a tiger in your tank' servo and a new car sales outlet selling Jaguar, Studebaker and Peugeot.

The business was struggling when he took it over. Surely things could only get better, he hoped. When wool was a 'pound for a pound' a few years earlier Australian rural and regional economies thrived… Jaguars, Studebakers and Peugeots sold well. The new 404 built on the solid rural reputation of earlier round Australia

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Ballarat was a strong Peugeot market. But Studebaker had already closed its US doors and Jaguar was in limited numbers. So for my father, who had been a Shell and Amoco sales rep up until then, that winter must have been a hard grind.

Things looked up when Mazda, with its range of small passenger cars, came

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dealer network. Mazda was better known for its range of GE manufactured light bulbs at this time, but no amount of explaining the two were not connected did the trick. People still thought they were made by the same company… and therefore could not be any good.

Negotiations were also underway to take on the Renault franchise sitting alongside Peugeot on the corner of Mair and Doveton Streets.

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small business was tight. Something had to give. Mazda moved on.

In August 1966 Renault Australia took over the Continental & amp; General owned car assembly plant in Heidelberg and began CKD assembly of Renault 10s and Peugeot 404s.

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Motors. As with all small business it had its ups and downs.

Trading hours for fuel increased (much to his annoyance).

Bob Hawke and the unions got involved with cut price fuel retailing (much to his annoyance). The French tested nuclear

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every teacher who had a French car wanted rid of it!

There was drought, always drought.

As kids we pumped petrol and washed cars during school holidays.

Got excited every time a new Peugeot or Renault model came out. Listened to Dad's daily tales of woe or joy at making

a sale or losing one.
When Renault got into rallying big time
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things for a car crazy teenager got really exciting.

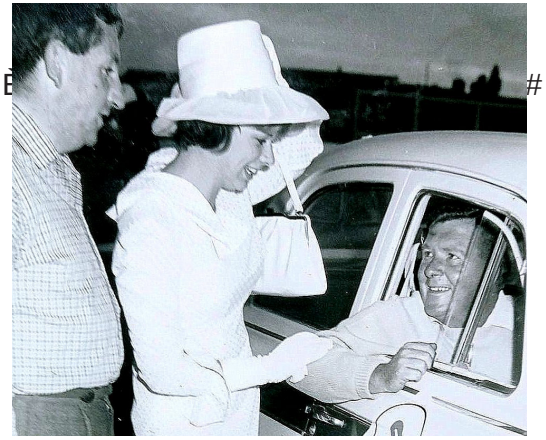
Dad's mate and used car guy in Ballarat, Mal McPherson, was driving for the Renault factory team.

Occasionally, if the stars aligned, the R8G would be overnight at our place, or the yellow R16TS would sit there waiting to be driven back to rally HQ at Heidelberg. Dad would return Mal's competition car. And return with a new
ÃÁÒ ÆÏÒ ÔÈÅ ÓÈÏ×ÒÏÏÍ ΠÌÏÏÒ88 7ÈÁÔ Á
system!

"Ù ÔÈÅ ÅÁÒÌÙ ρωχπÓ È #Á
retailing was changing. Get bigger or get out. He sold the business and moved on to other things. But the love for French cars of that era has never left me. I blame Dad for my inability to move on! And he would not have minded one little bit!

Drew Valentine









Renault Trucks, previously known as Renault Véhicules Industriels, has been part of Volvo since 2001. Renault Agriculture became 100% owned by German agricultural equipment manufacturer CLAAS in 2008. Renault's shareholding in AvtoVAZ is being divested to the Government of Russian Federation as an effect of ongoing Russian invasion of Ukraine.

In 1999, Renault acquires the 99% stake in the Romanian Dacia company, as ×ÅÌÌ ÁÓ σφ8ψ| the Nissan company. A little later, in 2008, Renault acquires a blocking shareholding in the Russian AvtoVAZ company.



In 1905 the company ■ of two best-selling models that were widely employed as taxi cabs. These cars became famous during World War I when 600 Paris taxis were used to carry soldiers to the First Battle of the Marne.



In 2008, the Renault Nissan alliance signed a deal to assemble electric cars for the initiative in Israel with Better Place (which was a US company that developed a new non-petroleum-based transport infrastructure). Renault and Nissan together invested US$5.16 billion in eight electric vehicle production ÏÖÅÒ σZτ ÙÅÁ(beginning of 2011. In ςπρσħ2ÅÎÁÕÌÔ the leader of electric car sales in Europe due to its large range of vehicles like Zoe, Twizy, Kangoo, and Fluence. Amongst these, Zoe was the best-selling electric car in 2015 and 2016.

ABOUT CLIO CUP – EUROPE

Since the introduction of the R8 Gordini Cup in 1966, Renault has maintained a constant presence on tracks worldwide.

Since 1991, several thousand Clio Cups have been sold, ×ÉÔÈ ÁÌÌ ΠÉÖÅ ÇÅÎÅÒÁÔÉÏÎÓ ÒÅÃÏÇÎÉÓÅ reliability and affordability. With its experience in promotional formulas and one-make series, Renault offers its savoir-faire and expertise to experienced and amateur drivers by providing them with a product adapted to their needs.

For 2024, the Clio Cup Series will bring together Clio Cup Europe, Clio Cup España, Clio Cup France, Clio Cup Italia and Clio Cup Mid-Europe with a calendar



50 YEARS OF THE RENAULT 5 - A YEAR OF POP & SURPRISES



This year, the Renault 5 is celebrating its 50th anniversary. A true symbol of pop culture, with more than 5 million unitsof the R5 sold across the world.

The Renault 5 is making a comeback with its upcoming rebirth planned in 2024. Therefore, to celebrate the Renault 5's big anniversary, Renault will be hosting numerous events and social media campaigns throughout the year.

From March, Renault will be launching an NFT that will allow the greatest fans to acquire limited edition pieces of work that are created especially around the Renault 5 universe. This will include fun and colourful pieces of art, sneakers, and music, with the return of a portable tape player.

4 È É Ó ÏÆΠÉÃÉÁÌ ÃÁÌÅÎÄÁÒ ×ÉÌÌ ÅÖÏ ÌÖÅ ÁÃÃÏÒÄÉÎÇ ÔÏ ÁÃÑÕÒÅ ÌÉÍÉÔÅÄ ÅÄÉÔÉÏÎ ÐÉÅÃÅ ÏÆ ÁÒÔ ÔÈÁÔ ×ÉÌÌ ÂÅ ÃÒÅÁÔÅÄ ÅÓÐÅÃÉÁÌÌÙ ÁÒÏÕÎÄ ÔÈÅ ÒÅÎÁÕÌÔ 5 ÕÎÉÖÅÒÓÅ, ÓÈÏÅÓ, ÁÎÄ ÍÕÓÉÃ, ×ÉÔÈ ÔÈÅ ÒÅÔÕÒÎ ÏÆ Á ÐÏÒÔÁÂÌÅ ÔÁÐÅ ÐÌÁÙÅÒ.

JANUARY – To start the events, the Renault 5 Alpine Group II accompanied by a Renault 5 Turbo will attend the Monte-Carlo Historique. The latter will be driven by Alain Serpaggi for the occasion.

/ Î ÔÈÅ ç ψ *ÁÎÕÁÒÙ ÁÎ ÅØÃÌÕÓÉÖÅ ΠÉÌÍ ÍÁÄÅ ÉÎ 3ÏÐÈÉÅ ÔÏ ÐÒÏÍÏÔÅ ×ÉÌ channels, alongside the hashtag #50YEAR5 which will accompany all Renault 5 activations across the year.





In 1977, the company entered Formula One as a constructor, introducing the turbo car, the Renault RS01. Since its debut, the French car manufacturer was constantly involved in F1 as both constructor and engine supplier. 2ÁÔÁÓÔÒÏÐÈÉÃ ÓÁÔÕÒÎ ΠÉÓÔÏÎ victory was achieved in 1980.

Christmas BBQ held at 7ÅÓÔÅÒΠÉÅÌÄ 0
Templestowe Vic.
10/12/2023

December General Meeting, car boot sale & cook up at Saxby St Glen Iris club rooms.
19/12/2023

Coffee/ Breakfast at Tosaria Cafe Rowville
04/02/2024

RCCV display celebrating 125yrs of Renault at the British & European Car Show Yarra Glen. Vic.
18/02/2024

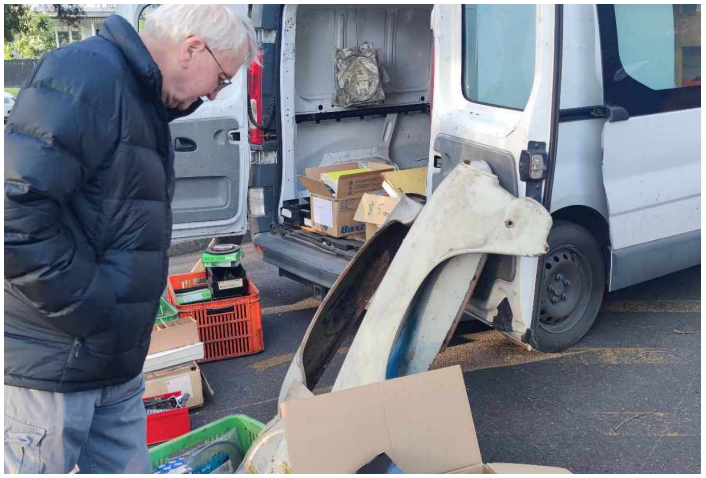















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CAR CLUB OF VICTORIA
125 YEARS
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Jugiong 2024



On Australia Day Eve 2024, Glenn Armstrong and I left his home in Wantirna for our trip up the Hume Highway to Jugiong for the RCCV/RCCA 59th annual motorkana. Due to a prior commitment by Glenn, we left home, in his Megane, at τdρυ 0-8 (Ï×ÅÖÅÒħ ÄÔÅ ÔJ ÔEÅ ÔAËÎ ÁÎÄ ÔÈÅ ÔÈÉÃË ÔÒÁÆΠÉÃ ÌÅÁÔEIC ÃÅJÂÌÔÔIÅ ÆÏÒ this long weekend, we had only reached Craigieburn after 2 hours of travelling. !ÆÔÅÒ #ÒÁÉÇÉÅÂÕÒÎħ ÔEÅ ÔÔÁÆΠÉÄ ΠIJ×ÄÄ reasonably well and we were able to maintain the highway speed limit.

7Å ÒÅÁÃÈÅÄ %ÕÒÏÁ ÁÔ where we stopped at the Euroa Hotel for dinner, which we both would recommend for an excellent meal with fast service. Following dinner, we continued on to Albury for our overnight stop.

The next morning, we left Albury at approximately 8 AM after adding some fuel and had an uneventful two-hour drive to Jugiong. After a morning coffee at the Long Track Pantry, we went to the hall at the Jugiong Recreation Park, where Glenn ΠÉÌÌÅÄ ÉÎ ÈÉÓ ÅÎÔÒÙ out to see the motorkana ground, which was a different paddock from previous years and where Bob Sprague and his ÈÅÌÐÅÒÓ ×ÅÒÅ ÓÅÔÔÉÎÇ tests.

In the early days of the Jugiong Motorkhana, the event was held at the Jugiong Recreation Park. But due to the various council amalgamations in New South Wales, the amount of paperwork needed to satisfy the various authorities has increased exponentially. We were lucky to be offered a ground on private ÐÒÏÐÅÒÔÙ σ ÙÅÁÒÓ ÁÇÏ ÓÉÇÎÉΠÉÃÁÎÔÌÙ ÔÈÅ ÐÁÐÅÒ×ÏÒË run this annual motorkana

Returning to the Jugiong Motor Inn, where we were staying for the Friday and Saturday nights, we met Lou and Leone Wuillemin, who were just checking in. Thus the 4 of us made up the RCCV contingent for Jugiong 2024.The ÍÏÔÏÒËÁÎÁ ÃÏÍÍÅÎÃÅÄ ÁÔ ωdππ ! ÔÈÅ ÄÒÉÖÅÒõÓ ÂÒÉÅΠÉÎÇ - Ù ÕÓ year at Jugiong is to be a timekeeper at ÆÏÒ Ôwo of the tests. This year I commenced timing the "Loopy Slalom", which for the 2nd half of the competition converted to ÈÅÌÐ ÔÈÅ ÓÌÅÄ. ÔÈÅ ÏÔÈÅÒ ÔÅÓÔÓ ÔÈÅ "Open Slalom". The other tests were the "MG" and the "Star". For the 2nd half, these became the "GM" and the "Top Hat". Each driver completed two attempts at ÅÁÃÈ ÏÆ ÔÈÅ σ ÉÎÉÔÉÁÌ ÔÅÓÔÓ8

When all drivers had completed these ÔÅÓÔÓ ÁÎÄ ÁÆÔÅÒ Á ÓÈÏÒÔ ÂÒÅÁË changes, the drivers completed a further 2 ÔÒÉÁÌÓ ÁÔ ÔÈÅ σ ÎÅ× ÔÅÓÔÓ8 4

1st and 2nd half of the competition were ÓÅÌÅÃÔÅÄ ÔÏ ÍÉÎÉÍÉÓÅ Ð Ì Á Ç Ã Ò Á Ì Ç Å Ó Ó
was the only Victorian from the RCCV competing and also the only person competing in a series production Renault.

4ÈÅ ÃÏÍÐÅÔÉÔÉÏÎ ÐÉÎÎÅÒ ÁÔ
ÁÐÐÒÏØÉÍÁÔÅÌÙ ρς ϕσπ competitors returned to the Jugiong Recreation Park for a sausage sizzle barbecue lunch, which was put on by the rural Fire Brigade of New South Wales. Later in the afternoon, there was the 1st beer competition at the bar of the Jugiong Motor Inn. In the early days of the Jugiong motorkhana, the 1st beer competition was held at the Sir George Tavern and the winner was the person who actually obtained the 1st beer. Nowadays, the winner is the person whose beer/soft drink is in a marked glass. The winner this year was Aaron Wuillemin.

The presentation dinner was held this year in the dining room of the Jugiong Motor Inn with Bob Sprague being the master of ceremonies and presenting the awards to the various competitors.

First outright this year was Andrew Collier with 2nd place going to Corinne' Ì Å
%ÁÓÔ * ÏÈÎÓÔÏÎ ÁÎÄ σÒ
David Collier. As expected, by most ÃÏÍÐÅÔÉÔÏÒÓ ÁÎÄ ÏÆÉ
prize for the fastest series production Renault. As usual, Bob Sprague, Fran ØÉÐÅÁÎÄ ÍÁÎÙÄÁ 3ÁÍ #ÏÌÌ
the event ran smoothly with minimal disruptions.

Next year will be the 60th Jugiong -ÏÔÒËÁÎÁ ÁÎÄ ÄÕÅ ÔÏ
competitors (this year there were only 16, unlike in the early years), rumour has it that the 60th may be the last Jugiong.

After another successful and enjoyable Jugiong for both Glenn and I, we left early on Sunday morning arriving back at 'ÌÅÎÎõÓ ÈÏÍÅ ÁÂÏÕÔ ρ

David Jenkins
February 2024





R4 books

by Tom Bruinink

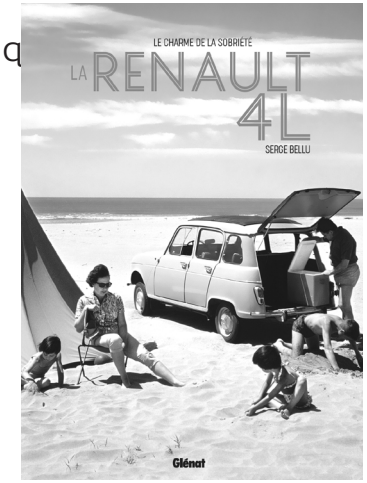
La Renault 4L:

This beautiful album by Serge Bellu was published in May. 3ÉÚÅ ς τ Ø σς ÀΙή ρχφ ÐÁÇÅÓ ÀΙÀ ÖΕÀ language is logically French. You buy this beautiful book from publisher Glénat at Á ÐÒÉÃÅ ÏÆ Ö÷ú8ûπ8 Serge Bellu reveals to ÙÏÕ ÉÎ ΠÉÖÅ ÄΕÀÐΟÀΘΟ ÂÏÏË ÁÂÏÕÔ the saga of the Renault 4. Serge is not only a journalist and illustrator, but also the author of dozens of books on the history of the car and, since 2009, editor-in-chief of L'Année Automobile.

His father René Bellu ϳ ρ ω ς χ Ζ ς π ρ τ Ϙ known for the iconic album Toutes les Renault.

Renault 4L La grande histoire

from Nouveau Collectionneur, published by Loisirs et Évasion is now available in shops. In A4 format and 146 pages, priced at €15,90 it's a nice and their derivatives.) Î ΠÉÖÅ ÃÈÁ story of Quatrelle includes the special series Parisienne, Safari, Sixties, Carte Jeunes and Bye Bye. Relive the incredible story of an icon.









FAMILY EXPANSION

by Tom Bruinink

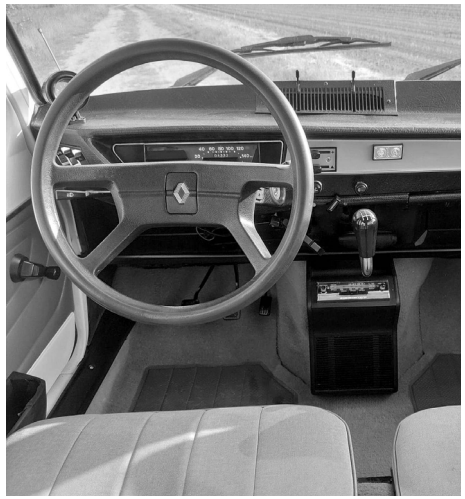
VrumVrum has extended its Renault 4 series with a handsome cushion in the shape of a beige Renault 4 TL. Available to order from vrumvrum.si. For fans of the R4F6, VrumVrum is inclined to supply this model as well. Due to start-up costs, a minimum ÐÒÏ ÄÕÃÔÉ Ï Î ÏÆ σπ ÃÏÐÉÅÓ is required. The expected price including shipping is around 46 euros. Are you seriously interested and would you like to place a pre-order for this item? Then send your details and preference for 4F6 Van or 4F6 Combi to tombruininк@hotmail.com. 7Å ÈÏÐÅ ÆÏÒ ÁÔ ÌÅÁÓÔ σπ responses!

SPLENDID RENAULT 6

by Tom Bruinink

I know from experience that a R6 was untraceable in Ã Ï Í Í Õ Î É Ó Ô 0 Ï Ì Á Î Ä É Î Ô È Å Ç Ó and 80s.
And if a Western European-registered example crossed the border, the R6 was a huge Á Ô Ô Ò Á Ã Ô É Ï Î 8 ! Î Î Ï Ç Ï & Ó Ï Ò É Ê Ó has changed little. Konrad Nowakowski enjoys the rarity of his beautiful R6 GTL.
Living in a provincial town where the most prestigious car was a Polonez, the visit of a French family with a Renault 6 to its neighbours made a big impression on youthful car enthusiast Konrad.
The model remained high on his wish list for years. During a holiday in Spain in 2016, he saw a beautiful example for sale.
His Spanish-speaking sister - who has lived in Valencia since 2002 - made contact with the seller and arranged a test drive.
In his mind, Konrad could already see himself driving through the narrow southern European streets. Unfortunaly the asking price remained too high. Three years ago he had better luck, and found one that was within his budget. Konrad arranged transport from Spain to Poland. Registration of the R6 on classic registration plates went smoothly.
Such a registration has several Ï É Ì Á Ì Ã É Á Ì Á Ä Ö Á Î Ô means that the vehicle cannot be sold to a buyer outside Poland.
A nice appreciation from the government regarding the cultural-historical value of this Renault.
In his efforts to restore the R6 as original as possible, Konrad has used friends to restore the chassis, engine and bodywork to perfect condition.
And all without compromise, as evidenced by the original Pygmy radio that completes the immaculate interior.
At classic events, his R6 is a real eye-catcher beside his cute Fiat 126p.









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