

# theVictorianRenault



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



**125  
YEARS**



**RENAULT  
FRANCE**  
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SEPTEMBER 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

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**President:**

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president@  
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**Vice President:**

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**Treasurer:** Jeni Sammons

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**Committee:**

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**Merchandising:**

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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](http://www.renault.org.au) or by  
email: [membership@rccv.org.au](mailto: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  
committee members acting on behalf of the RCCV  
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**EDITORIAL**

It's been a disappointing AGM  
with very little support shown  
by members willing to stand for  
committee to help run the club.

What the club really needs NOW  
are volunteers to help organize  
coffee mornings and drive days.  
If you know a great place for  
coffee or lunch.....organize it  
and we will find a date in the  
calendar.

Any one with more computer  
skills than me and willing to be  
the editor (the hard work is now  
done)... I will help/assist.

Help more articles are require  
for the Dec 2024 and Mar 2025  
issues of TVR. So please keep  
them coming.

Mike G

STILL THE - TEMPORARY EDITOR

**September Article Acknowledgements**

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

A big thanks to Phil Domrow for his course  
checking & notes for the Mirboo Nth Drive day

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

# Calendar 2024

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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

## SEPTEMBER

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

**Sun. 8th** – Coffee/Breakfast  
9:00am Cafe Name and  
Address - TBA

**Tue. 17th** – General Meeting  
7:30pm Dorothy Laver Reserve  
Saxby Street Glen Iris

**Sun. 16th** –MSCA Track Day  
Sandown Vic.

**Sun. 22nd** – Drive Day /  
Lunch Address & Time - TBA

**Sun. 29th** – MSCA Track Day  
Phillip Island

## OCTOBER

**Tue. 1st** – Committee Meeting  
6:30 for 7:00pm Start @

**Sun. 6th** – Rob Roy Hill Climb  
Inter Club Challenge Round 3

**Sun. 6th** – Coffee/Breakfast  
9:00am Cafe Name and  
Address - TBA

**Sun. 12th** – Metec Track Day  
Metec facilities @ Kilsyth  
PCCV – Great fun day

**Tue. 15th** – General Meeting  
7:30pm Dorothy Laver Reserve  
Saxby Street Glen Iris

**Sun. 20th** – MSCA Track Day  
Calder Park

**Sun. 27th** – All French Car Day  
9:00am Woodlands Homestead

## NOVEMBER

**Tue. 5th** - Committee Meeting  
6:30 for 7:00pm Start @ TBA

**8, 9 & 10th** – RCCV Marshalling  
Historic Sandown

**Tue. 19th** – General Meeting  
7:30pm Dorothy Laver Reserve  
Saxby Street Glen Iris

**22, 23 & 24th Nov**  
Geelong Revival  
Entries now open

## SEPTEMBER

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

**Sun. 8th** – RCCV XMAS BBQ  
10:30am Location TBA  
Spit Roast Bruch/Lunch

**Tue. 17th** – General Meeting  
7:30pm Dorothy Laver Reserve  
Saxby Street Glen Iris

## NEW CLUB MEMBERS

## 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**

## SPONSORSHIP

RCCV's prestigious annual  
**Renault Round Up** car display.  
Naming rights and individual  
trophy categories available  
for sponsorship. From \$150  
**David C. 0459 280 960**

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



# Presidents REPORT

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

## PREZ SEZ

All I can say is that the last 12 months have gone quickly seems like only yesterday we had our club elections now it's here again.

I like to welcome the new committee for 2024/25, oh wait it's the same committee except we have a new secretary.

I'd like to thank the outgoing secretary Mike Neil for all his effort last year and welcome our new secretary Barrie Fisher.

The past 12 months have seen some solid growth in our club, memberships are up, and the amount of people attending our runs has been excellent.

The committee is enjoying lots of positive feedback. If the members are happy we are happy.

The magazine has been getting some enormous positive feedback, yes it's costing a bit but we are getting lots of income from advertisers and the goodwill it's spreading makes it all worthwhile.

It's a bit frustrating that the club elections fall on deaf ears, we may as well hold them in the warmth of

someone's living room instead of the cold drafty meeting room in Glen Iris for all the interest there is.

I mean, I'm very proud of our committee but it would be nice if other members took an interest in steering this ship.

What I find annoying is that when I joined this club about 45 years ago things were very different.

I remember the general meetings at the Light Car Club, it was quite a large room but yet you needed to be there 1/2 an hour earlier just to get a seat and the standing area would be three deep.

Elections were just that, elections with nominations, sometimes 2 or 3 people.

That was 45 years ago, we were all working full time, raising children, paying mortgages and quite often weekends were spent out in the shed building rally cars or motorkhana specials and yet we had time and energy to run the club.

Now, most of us are retired and most are empty nesters and yet no one has the time, I find that hard to believe.

Last time I was President was 20 years ago and we had the same problem then.

# *Pres.* CONTINUED

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I invented a committee member named Someone Else because it seemed every job was left up to him. I didn't realise he would still be here 20 years later.

Moving forward there are some excellent events coming up, we have a great team working on the French Car Festival on the 27th of October and we've already started work on the 2025 Renault Roundup on the 23rd of February next year.

Sporting events are still down on numbers which seems a little strange to me.

Renault always stood for performance and passion and I remember the days when half the field were Renaults. Nothing has changed, they still build the best hot hatches on the market half the field were Renaults.

Nothing has changed, they still build the best hot hatches on the market and yet no one wants to drive them the way they were intended.

The speed limits are so strict these days you can't enjoy them on the street so come and join us on the track. Rob Roy Hill climb for example is a low speed track, it's

actually more dangerous driving on the streets and yet people have this misconceived notion that the hill climb is dangerous. I would like to see a return to motorkhanas & khanacross to encourage the young.

Lots of us cut our teeth tossing a car around a paddock and so did most of our kids. I'm sure we have grandkids now that would enjoy it too.

As we all know it's better to learn car control in a controlled environment than out on the street. Let's not mention the social aspect as well instead of sitting inside looking at a screen all day.

Saturday October 12th the Peugeot club is once again putting on their Khanacross at METEC driver training center in Bayswater North. This is a fantastic event and perfect for new drivers, yes some of us go hard and try and wipe a few kms off are tyres but you don't have to.

Let's face it PCCV have been doing this for years with some pretty serious competitors so good luck beating them.

The khanacross for those who don't know is just a series of small tracks that you drive around under controlled conditions.

Yes your being timed so your racing against a stop watch but it's your choice of how hard you try, for young kids just starting out this is the best way to learn that you're probably not as good as you think you are.

Plus some of you older members who have bought Renaults because there fun and enjoy driving them, enter, come out and spend the day driving around METEC and then look me in the eye and tell me that wasn't the most fun you've ever had in a car with your clothes on.

Sup Regs are available from me or our sporting director David Bertuch.

Well that's it from me.

Wishing the new committee luck and success.

*David C*

Cheers,  
David Cavanagh.  
RCCV President

# All French CAR DAY 27th OCT

## Here it comes, the RCCV's All French Car Day

One of the club's key events in 2024 is RCCV's hosting of the All French Car Day, this year at 'Living Legends' Woodlands Historic Park in the northern suburb of Greenvale, adjacent to Melbourne Airport.

What promises to be a spectacular gathering of all things French automotive, is on Sunday October 27 with participating 'Living Legends' cars arriving from 9am.

Hundreds of Victorian members of the three main French car clubs, Renault, Peugeot and Citroen will be represented in a range of favourite and special vehicles including classic, veteran, vintage, modern and sporting.

We are also expecting interstate and country visitors to take advantage of the day to display their pride and joy. Other marques represented could include Alpine, DS Automobiles, Bugatti, Delage, Panhard, Amilcar and Simca.

Concours judging for each category and each club will take place with winners and Best In Show awards always a highly anticipated climax to the day. This event also incorporates our Renault Round Up 2024 so there's an extra incentive to make it a special day.



At 'Living Legends', Woodlands Historic Park, the home of equine thoroughbreds ([livinglegends.org.au](http://livinglegends.org.au)) Woodlands Drive, Greenvale 3059

All other French thoroughbreds welcome! Think Alpine, Simca, Delage, Amilcar, Panhard and Bugatti. New cars too! This year become a legend. Bring your French automotive beauty and let it shine at our annual spectacular display of all things French automotive. This year at beautiful, historic Woodlands Park.

- Concours judging for each club
- Merchandise for sale
- Coffee Van
- BYO picnic
- Historic homestead and grounds
- Cycling & walking trails throughout the park
- Café & food available at Living Legends homestead
- Participating cars arrive from 9am
- Participating cars \$10 entry
- All welcome. Free entry for public

HERE! SEE YOU THERE! SEE YOU THERE! SEE YOU THERE! SEE

Hosts in 2024: Renault Car Club of Victoria

See also [aussietrogs.com](http://aussietrogs.com) and F/B

One of Victoria's most historic thoroughbred properties, Woodlands Historic Park and Heritage Gardens is home to equine 'Living Legends' and was established in 1843. Today the homestead houses an extensive art collection and horse racing memorabilia relating to legends such as Phar Lap, Carbine and Rising Fast.

The Park covers more than 700 hectares and is home to scores of Eastern Grey kangaroos plus numerous other native wildlife species including the endangered Eastern Barred Bandicoot.

Extensive walking and cycling trails allow visitors to experience flora and fauna up close.

A small band of club members has been organising the event and would appreciate any help you can give early on the actual day, Sun. October 27 from 8am.

We will need traffic marshalls, arrival officials to hand out information packs and collect entry payment, muscle to erect the club marquee, banners, signage and dozens of other little tasks, big and small.

So please come along for a great day out, enjoy the show and if you can help out on the day all the better.

Register your interest and contact details with Rod Bradshaw ([rod.504@live.com](mailto:rod.504@live.com)) or Drew Valentine ([vpr@valentinepr.com.au](mailto:vpr@valentinepr.com.au)).  
**See you there!**

THE VICTORIAN RENAULT



### Île Seguin, Renault's Historic home



Production of the 4CV kicked off in the midst of the post-war period in 1947. The Renault plant at Île Seguin became **a symbol of the brand's links to the working classes**

And in 1961, it was the Renault 4's turn to come out of these now iconic production lines. Five years later, **Renault had produced one million 4L vehicles at the plant.** The 4L was a roaring success. But it was time to maximise the space in the building in order to make room for new projects; in 1967, the floor space was

optimised so almost 100% could be used. But Renault also needed to build upwards.

A **fifth floor** was added to the plant in order to boost production capacity and modernise the paint workshop. In 1986, the brand renewed its range of light utility vehicles with the Renault Express, produced in a completely renovated plant.

Following on from the Renault 4 van, the utility vehicle proved a huge success right into the beginning of the 2000s. But in that time, production at Île Seguin came to a complete halt. The production line needed

to be more competitive and although improvements were made, the building couldn't meet the industrial requirements of the 1990s. The plant closed its doors for good on 31 March 1992, with the Supercinq Société the last vehicle to come off the Île Seguin production line.

Production of the 4CV kicked off in the midst of the post-war period in 1947.

The Renault plant at Île Seguin became **a symbol of the brand's links to the working classes.** And in 1961, it was the Renault 4's turn to come out of these now iconic production lines. Five years later, **Renault had produced one million 4L vehicles at the plant.** The 4L was a roaring success

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### **A new chapter in the Renault and Île Seguin story**

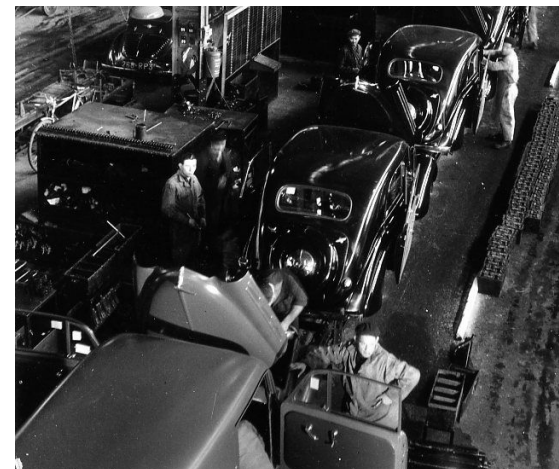
But the story of Renault and Île Seguin in Boulogne-Billancourt is not over. The island's purpose is changing; in 2017, it became home to La Seine Musicale – a cultural space located at the historic former Renault site.

Renault Group chose this gathering place to host its 2023 annual general meeting. And in 2026, the Group's new

headquarters will open its doors in the heart of Renault's historic home in Boulogne-Billancourt, just over the water from Île Seguin.

Located behind the symbolic Pierre Dreyfus building, which is adjacent to the site of Louis Renault's first workshop, the location on the banks of the Seine is the last unoccupied plot of the so-called "Trapeze" area which, with Île Seguin, made up Renault's Billancourt plant.

By choosing this iconic location for its new headquarters, Renault Group has proven its attachment to its French industrial roots, as well as its birthplace in Billancourt.



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

# General

## STORIES & INFORMATION

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### COLOURFUL 4 SAFARI & 4 GTL

by Tom Bruinink

Almost 50 years after the introduction of the Renault 4 Safari, the model is experiencing its rebirth. Thanks to Simon from VrumVrum, who designed a cushion in the shape of the R4 Safari. The Slovenian fan of classic cars was given the idea by your author to add this very R4 variant to his cushion collection.

The range now includes seven R4s: the previously introduced red, a blue and a beige variant as well as the new turquoise Safari and three GTL versions. If there is sufficient interest, there may also be a 4F6. A nice gift to get, but also to give. Visit [www.vrumvrums.si](http://www.vrumvrums.si) for more information

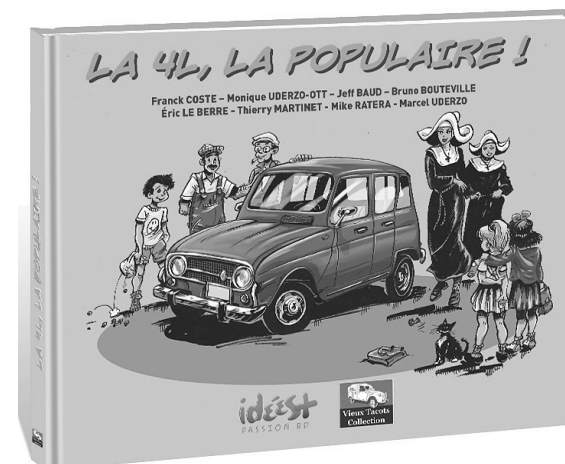


### NEW RENAULT 5 BOOK

by Tom Bruinink

**Renault 5 & Supercinq:** with the subtitle: Peoples favourite! That is the title of a new book on the Renault 5 and Supercinq. Publisher Idées Plus Editions previously endeared itself to Renault 4 fans with an album on the R4; **La 4L la populaire**. In exactly the same style and format, the R5 book will appear in April. With an attractive price of 14 euros, it should not be missing from your cupboard.

The drawings were done by four famous illustrators and the text written by the equally famous Monique Uderzo-Ott. The comic comprises 80 pages and takes the reader through the rich history of the R5 and its successor Supercinq. As a contemporary of the R4, the book on these iconic R5 models is a must have! Order both albums via [ideesplus.fr](http://ideesplus.fr).



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



# 120yrs RENAULT IN AUSTRALIA

## PART 2

**Launch No. 4.** Following World War 2, in 1947, Berk's and Pound Motors continued their Renault association with new independent distributors in other states. Initially with fully imported (four-door) Juvaquattres, then a mix of fully imported and locally assembled 760's – depending on the distributor.

**Launch No. 5.** In 1958 Renault (Australia) was formed by RNUR. Renault (Australia) took over national sales and support from the previous regional based distributors, ending the long Renault association with Ira L & AC Berk and Pound Motors, with Berk's also ending their local Renault assembly operation in NSW. Clyde Industries in Victoria commenced local assembly of 750s, Dauphines and Fregates at a plant in Fishermans Bend, prior to the completion of their new factory in Somerton, Victoria in 1960. In 1964, Renault (Australia) transferred their local assembly agreement from Clyde Industries to Continental and General, at their plant in West Heidelberg, Victoria.

**Launch No. 6.** In 1966 Renault (Australia) purchased the West Heidelberg, Victoria, plant from Continental and General, in addition to becoming Australian Peugeot

concessionaires. The R4 (wagon) and R8 were discontinued, with the Renault 10 being entered into the new Australian local assembly plan and an agreement to assemble up to 2,000 Peugeot 404s per year.

**Launch No. 7.** In 1981, following flagging sales of the 18GTS and 20TS, the ending of the Ford Cortina wagon assembly contract (1977-1980), changing Government local assembly policies, the negative decision by Volvo to relocate their Australian assembly operations and after exhausting other potential vehicle assembly opportunities, the decision was made by Renault to cease their Australian assembly operations. Renault Importers, a subsidiary of LNC Industries Ltd assumed responsibility for the importation, marketing and after sales support of all Renault passenger cars. Doug Donaldson, Managing Director of LNC Industries, described the event as the second biggest thrill of his life.... *to be cont.*

**Simon Fitzpatrick**  
South Aust.

The 'Bulletin March 30th 1960  
Renault Australia West Heidelberg Vic.

**Clyde Industries, Ltd.**

The snowballing Clyde Industries, Ltd., has been making-out very well in the post-war period. Formed as Clyde Engineering, Ltd., in 1898, the co. is a successful light- and heavy-engineer, engineering-merchant and consultant. The group (in which the parent Clyde Industries is a holding-co.) is becoming increasingly diversified. Manufacturing activities include the production of diesel-electric locomotives, railway-coaches, motor-bodies, bridges, car-batteries, garage-equipment, hydraulic pumps and valves, aluminium kitchen-ware and plywood and veneers.

The group also assembles Renault's Dauphine cars, distributes various engineering products and holds a 24½ p.c. interest in Volkswagen (Aust.) Pty. and a 50 p.c. interest in Fruehauf Trailers (Aust.) Pty. — manufacturers of road-

and directors' fees, was £116,967 to at £1,189,761. However, consolidated profit for the year ended June 30, 1958 was disclosed to be £58,080 higher £605,353, an increase of about 10% and the highest net earnings yet shown.

Clyde Industries, Ltd., 1958-1959

	June	Profit	Post	Ord.	Total	Revenue
	£	p.c.	p.c.	£	£	£
1954 ..	237,437	5	10	128,830	773.2	
Revenue capitalised, £255,213 ..					255.2	
Share premiums, £31,766 ..					36.5	
Add reserve adjustments, £56,515 ..					64.5	
Add reduction intangibles, £3,098 ..					3.6	
1955 ..	278,668	5	10	237,381	867.3	
Less added intangibles, £4,932 ..					5.8	
1956 ..	485,243	1	10	228,182	927.2	
Reduction intangibles, £8,650 ..					9.6	
Surplus on revivification of intangibles, £18,000 ..					1,065.4	
1957 ..	492,809	5	10	277,249	1,188.3	
Reduction intangibles, £171 ..					1,188.4	
Revivification intangibles, £396,800 ..					1,784.3	
Increase lock-value over cost, shares in subsidiaries, £117,314 ..					1,911.2	
1958 ..	543,218	1	10	296,843	2,163.2	
Reduction intangibles, £4,918 ..					2,172.1	
Increase lock-value over cost, shares						



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

# Snapshots

RCCV SOCIAL EVENTS

Fabulous 'MOVE'  
Weekend. Shepparton, Vic.  
25 & 26/05/2024

Country Drive Day.  
Breakfast at Eynesbury  
& lunch at Itinerant  
Spirit, Ballarat Vic.  
23/06/2024

Rob Roy Hill Climb  
Round 2 Interclub  
Challenge  
Smiths Gully Vic.  
09/06/2024

Bastille Day Celebration  
Roule Galette Creperie  
Carnegie, Vic.  
14/07/2024



THE VICTORIAN RENAULT





THE VICTORIAN RENAULT



# News

## HISTORY & TRIVIA

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In 1984, the French company had presented its latest model with brand-new body style. Renault Espace, that was first showcased at the Brussels Motor Show and is often considered to be the first modern minivan. The model has proven successful, allowing Renault for the first time in its history to increase car production up to 2 million vehicles per year



The 70's were the period of rapid growth for the company. Renault had signed-up an agreement with another major French automaker — Peugeot to build the new factories in the Northern France. Renault 5 and Renault 12 models had become the two best-selling French cars in the world. At the end of a decade the brand starts to win in North America



On January 1, 1945, four months after Louis Renault's death, an order of General Charles de Gaulle's provisional government decreed the dissolution of Société Anonyme des Usines Renault and its nationalization, giving it the new name **Régie Nationale des Usines Renault (RNUR)**. Two years later, company debuted with the new Renault 4CV prototype at the Paris Motor Show



Renault 11 model was produced in the North America under the name of Alliance since 1982. It was named European Car of the Year of 1982. The car appears in 1985's 'A View to Kill' as James Bond's vehicle

## More than one 100 years of history for Renault and the French Presidency



The Élysée Palace is a privileged witness to automotive history. For more than a century, the President of the French Republic has been travelling in an official Renault vehicle. Because Renault is back in the garage of the French Presidency with the Rafale, in which Emmanuel Macron took part in the traditional military parade on 14 July 2024. For the head of state, riding in the flagship vehicle of a national manufacturer is not only about recognition and prestige, it's also a way to combine business with comfort. From the 40CV in 1920 to the Rafale in 2024, the head of state has promoted Renault's image at home and abroad with the most luxurious models of their time.

*by Nicolas LE-BOUCHER - Renault Group*

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

### Renault's secret Lego prototype

The prototype for Renault's new E-Tech hybrid system was created using Lego, the French car maker has revealed.

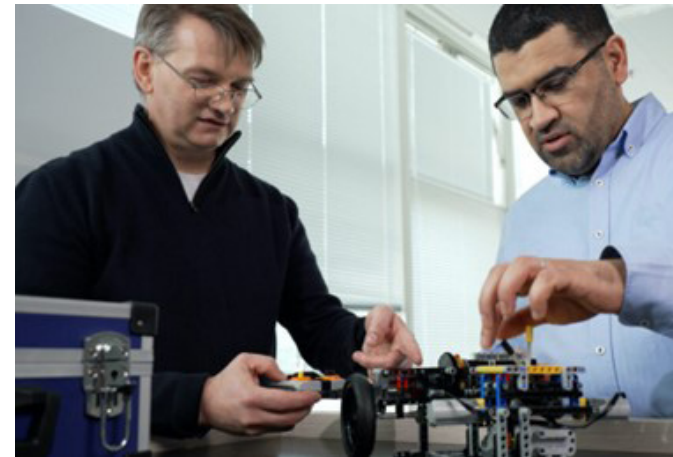
Renault hybrid architecture expert Nicolas Fremau had dreamed up a radically simple new way to electrify internal-combustion engines. He was part of a team tasked with creating a detailed proposal for a hybrid system to meet the company's requirements. It had to be affordable, light, suitable for vehicles of all sizes and with a minimum electric range of 50km in plug-in form.

Fremau first sketched his ideas on paper, but this wasn't enough. "When I saw my son playing with Lego Technic sprockets at home, I said to myself 'well, it's not so far from what I'd like to do,'" he recalls. So he went out and bought the kits he needed to get started. Over a Christmas holiday break he spent around 20 hours carefully building a working prototype of his innovative three-speed, dog-clutch equipped hybrid. "I had the idea of doing this first to help me understand what to do," Fremau says.

Construction wasn't exactly child's play. The engineer had to assemble the different axles and transmission rings, glue and drill them to fit into a cradle and motorize the whole thing. The finished project meant Fremau could physically test the different possible modes of operation between the power sources. He even discovered new ones he'd not thought of during his theoretical work.

Fremau then had to present what is probably the least expensive prototype in Renault's history to his bosses. "The day I brought the model to the project manager Gérard Detourbet and the director of research Rémi Bastien, I didn't know how they would react." They were impressed. "I will always remember Gérard Detourbet's remark: 'If we can make it in Lego, it will work!'"

Fast-forward a couple of years, and E-Tech is in production. Both full hybrid and plug-in hybrid variants are being manufactured, and in Europe these are offered in the Clio, Captur, Megane and new Arkana ranges.





# HI COUNTRY ADVENTURE

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## May 3-5, 2024 Tour of the 1987 High Country Trial

*Putting a Koleos to the sword in NE Vic.*

Up and over the Great Dividing Range covering 1000km of tarmac, gravel, forest tracks and no-tracks at all. Over 3 days in our 2WD decade old Renault Koleos – that was our challenge.

Running in the wheel-tracks of famous rallies such as the Alpine Rally, the George Derrick, the High Country Trial of 1987 and even the 1968 London to Sydney Marathon, we joined the grown-ups in their 4X4s and headed off from Wangaratta in an event directed by former Australian Rally Champion Ross Runnalls, the Historic Rally Association and the North Eastern Car Club.

The fully route- charted tour used many of the rally roads well known to past competitors. For many such as two-time ARC champs Dinta and Kate Officer, it was a chance to re-live past glories and take in Victoria's high country in daylight – a first for many who rallied this country long and hard - but always sat night.

With overnights at Omeo and Corryong, Day One took entrants from Wangaratta to Bright via a rough, steep climb (of course!) up to Clearspot and down into the stunning Autumn colours of Bright. A long transport haul over Mt Hotham followed, then back to the gravel

and dust on the Dargo and Nunniong High Plains in the afternoon.

Always with the stunning views of the Kiewa and Ovens Valleys as background and clear skies, Day Two headed south from Omeo to Swifts Creek and Benambra. Original 1987 instructions warned competitors of a series of 'daunting crests' as we headed towards Lake Omeo.

It might be 37 years later but nothing has changed. The crests are still there and still daunting! Then the real battle began. Tackling the up, up and up mountain goat roads of the Great Dividing Range right to the top of Mt Gibbo (1750M) and on to Corryong – a challenging afternoon with many crews puncturing in the dry and rocky conditions.

Crews headed west of Corryong on the morning of Day Three to a quick and smooth pine plantation stage beginning at Koetung, down the Tallangatta Valley towards Mitta Mitta. Lunch at Eskdale before the final blast through the Stanley pine plantation and the finish at Tarrawingee.

It was a spectacular 'rally-style' tour event for both the experienced crews and the 'coodabeen' entrants such as ourselves. We asked a lot of our 2WD/FWD 'Koleoscopy' but it took everything we threw at it...and then some.

**Driver: Drew Valentine. Navigator Paul Hede.**



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



# Memoires

## MY FIRST CAR

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

Following was the suspension work, with next coming the body work; a friend re-welded all holes in the car for another bottle of Vodka, I grinded it all to get it as straight as possible, new primer was applied in those places, a marine red lead oxide primer injected into all channels, and finally I painted the car body with all components like doors, mud guards, trunk and bonnet parts separately with a beautiful German dark green paint with parrots on the tins.

Since all glass windows were flat, the cost of replacing them with all modern tempered to the spec was negligible, so car got all new windows from a local shop that specialized in tempered automotive glass.

The interior I have redone myself too with new seat upholstery I sown on my mum's sawing machine, new carpets and new head liner were installed as well.

New plastic strips were installed between corresponding parts and after all relevant parts were re-chromed and polished the car looked like new!

The last thing were the wheels; the 165 SR 400 Michelin X tyres were out of question, so the wheels were modified to the closest imperial

tyre size, from memory to 195/75 R 15 and they worked very well too. They were much wider as well and the car performed excellent.

After all I have done, the fuel efficiency went from 12.5l/100 kms down to 8.5l/100 kms, and max speed from original 120 km/h to just over 150 km/h. Also, the car would spin wheels over entire first gear up to 45 km/h if pushed hard. As a result, I had number of offers of swapping the car for brand new of other makes and offer to buy it too.

In 1981 I left Poland for Austria and when in Vienna I applied for Australian visa; when accepted I sold the car to an Austrian friend, so unfortunately, no more CITROËN BL11 for me. In here it would now cost about **\$50,000**. It was truly an automotive love of my life!

\* At that time a bottle of Vodka in Poland would set you back for an equivalent of today's **AU\$15**.

by Wojtek Maleczek

### Engine specifications

Engine manufacturer:	CITROEN
Engine type:	spark-ignition 4-stroke
Fuel type:	gasoline (petrol)
Fuel system:	carburettor
Charge system:	naturally aspirated
Valves per cylinder:	2
Additional features:	Solex 32PBIC
Cylinders alignment:	Line 4
Displacement:	1911 cm3 / 116.7 cui
Horsepower net:	42 kW / 57 PS / 56 hp (net) / 4000
Torque net:	
Horsepower gross:	43.5 kW / 59 PS / 58 hp (brake) / 4000
Torque gross:	122 Nm / 90 ft-lb / 2200
Car power to weight ratio net:	37.7 watt/kg / 17.1 watt/lb
Car power to weight ratio gross:	39 watt/kg / 18 watt/lb
Car weight to power ratio net:	26.5 kg/kW / 19.6 kg/PS / 43.9 lbs/hp
Car weight to power ratio gross:	25.6 kg/kW / 18.9 kg/PS / 42.4 lbs/hp



THE VICTORIAN RENAULT

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## **1978 Renault 18**

Strictly speaking, the Renault 18 was the successor to the 12, though the latter remained in production for two years after the former was launched in 1978.

Like the 12, it was available both as a saloon (still just about acceptable for a medium-sized family car of the period) and as an estate.

Unlike the 12, but appropriately for a car built by the company which had recently reintroduced forced induction to Formula One, it was also available with a reasonably powerful, turbocharged, petrol engine and a more modest turbocharged diesel

Production continued until 1989, which meant that for a while the 18 was on sale at the same time as its successor, the 21

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# Dealer

## PROFILE & VIC NETWORK

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For more than 20 years the friendly staff at **Barry Bourke Renault** have been selling and servicing new and used vehicles in Berwick and surrounding regions of Victoria, from Gippsland down to Phillip Island and across to Melbourne.

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