

THE VICTORIAN RENAULT

RENAULT CAR CLUB OF VICTORIA



SUMMER 2020

Australian GP Motorsport Australia Press Release

RENAULT BUILD POPULARITY IN VICTORIA

THURSDAY 12 MARCH, 2020

Renault has always been a brand that has resonated with Australian motorsport fans as a favourite in the hot-hatch market.

Last year was no exception, when Motorsport Australia ambassador Daniel Ricciardo partnered with Renault in Formula 1 and the carsales TCR Australia Series featured two Renault Meganas running its inaugural season – even the most casual motorsport fan couldn't miss the familiar 'jaune' yellow.

For the Renault Car Club of Victoria, they have already long celebrated the brand with the club forming back in the 1950s and having more than 175 members currently on their list.

The club are part of many car clubs on display throughout the Formula 1 Rolex Australian Grand Prix 2020, with 10 cars on display around turn 10 of the Albert Park circuit.

Club President Rodney Apcar believed the club had received a lot of attention recently from both Australian and international Renault fans as they look to build support for the club.

"We're a club made up of members who have been there for 40-50 years, as well as younger kids who have just joined up," Apcar said.

"We're currently working on merging the generation gap between the two but we're really happy with we're at and we have lots of people signing up.

"It's the second oldest Renault car club in Australia and we have been getting a big following international as of late due to the rise in popularity of Renaults thanks to Daniel Ricciardo.

"These international fans have been really interested in Australia and some were even shocked to learn we had snow when they saw some of cars competing at last year's Targa High Country.

"Also being on display during the Australian Grand Prix helps with awareness, as a lot of people walk through. It's fantastic as proud owners get to showcase their cars."

While the club is unlike some of the biggest ones in Australia who hold their own events at notable racetracks, they do an excellent job in representing grassroots car clubs through the events they do hold.

From running in both Targa High Country and Targa Tasmania events, through to having cars compete in the Geelong Revival Motorsport Festival and even their own monthly coffee runs, the club has quite a busy schedule each year.

However, for Apcar, there are a few notable highlights throughout the year, which he and the club are proud of.

"We recently had our annual Renault Round Up where Renaults come from around the country came to the one spot and we did some judging," Apcar said.

"It's also a really good event because we are able to acknowledge a lot of owners and give out a lot of trophies there, not just the Renaults but to Alpine owners too.

"The Alpines are like an appendage to the Renault Car Club, a sub section, and we have quite a few members who own cars like that and they also do their own events, which gets a lot of attention.

"Garry Rogers Motorsport, who run the TCR Australia Renault Meganas have invited our club to have meetings at their workshop, which is fantastic.

"Our Renault Car Club is starting to get a lot of recognition overseas due to social media, they don't realise we have a big following of Renaults, especially the Alpines so it's great to see we are building."

Interested Renault fans can get more information on how to join the club [via their website](#) or via [social media](#) with the club holding events every month.

Motorsport Australia Press Release from interview with

Rodney Apcar

Club President



RENAULT

Passion for life

APRIL 2020

Contents

Motorsport Australia Press Release	2
Rob Roy Hillclimb	4
Club photos	5
Club information	6
Euroa Display 2019	7
French Car Festival	8-9
Team Vialle Alpine A110	10-12
Motorclassica/Aus GP TCR	13
Club Xmas BBQ	14
Victorian Renault Dealers/Shop	15
French Club Article	16-18
Renault Round-up	19

Deadline for next magazine Friday July 31st 2020. Send to editor.tvr@renault-car-club-vic.org.au

New RS Megane for TCR series at the Australian GP event on the Thursday before event cancellation.
Photo taken by Cor Horsten, editor's Brother-in-law



Hello All,

Since the last edition I have struggled to get articles that would be of interest to members. I have gathered lots of photographs but I did not want to turn this high quality publication into just a picture book. Fortunately, with the help of interaction with overseas clubs in the Netherlands and France and energetic local club members I have been able to fill this edition with some interesting content.

Also, during this time I made the effort to get a "working with children" card and enrolled and became a Motorsport Australia Official. This enable me to volunteer to assist Graeme Rasmussen and other club members in acting as officials at the recent Phillip Island VHRR event. This involved directing traffic at the Phillip Island race circuit. Although it was a long day, it was a great and reward thing to do and would recommend it to other club members if you have the time.

Wayne Eason

Editor

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



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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.

ROB ROY HILLCLIMB CLUB CHAMPIONS 2019

There are mysteries in life to which one is destined to never know the answer. With others, the answers come to those who wait. The outcome of the 2019 Rob Roy Hillclimb Interclub Challenge is one those mysteries. Which one? Bear with me (ie wait) and all will be revealed.

At the January 2020 GM, club member John Elliott arrived with a little something he was given 'because he was a RCCV member and [the person] had been looking for someone like that for awhile'. What was this mysterious article and what does it have to do with the aforementioned Interclub Challenge. I could say 'wait, and all would be revealed' but that would be annoying so I won't - not that I'm adverse to being annoying...

Well, that article that John brought was the Trophy for the 2019 Interclub Challenge. Yes, that means the RCCV did win it last year. And that's the first mystery solved then. The mystery of how one finds out the winner remains a mystery.

How did this remarkable feat come about? Our second win in three years (we won in 2019 too). Well, we have a few members to thank for that - 14 to be exact. The cast, in order of appearance, was Geoff Rasmussen, Jack Allisey, Greg Testolin, Peter Stathis, Glenn Armstrong, David Cavanagh, Mike Neil, Joel Bryar, David Bertuch, Leon Deminey, Michelle Deminey, Ian Thompson, Colin Stark, John Elliott.

They came from far and wide, from Geelong and Bendigo, from Langwarrin to Kyneton. It's an early start for those to get out to the Christmas Hills in time for scrutineering and the driver's briefing. Four played their part in all three rounds, another four took the field for 2 rounds and the rest made their contribution in one round.

We started the year off a bit slow in Round One with six competitors for a 1st and 3rd place and a few others barely outside the point-scoring range. Nine competitors in Round Two brought home a pair of 2nds, a 3rd and a 4th. Our biggest showing was in Round 3 with 11 players giving us a couple of 1sts, a 3rd and a 4th.

A special callout to Joel, a 1st & 2nd, and Jack with a 2nd and two 3rds - two of these in the one round using two different cars! You see two drivers share a vehicle quite often; it's not

common to see one driver using two cars.

Round 3 saw the return of some 'regulars' with Colin and John back on track and Ian making the long haul from Bendigo. At the same time Michelle obviously caught the bug from Leon and made her first appearance.

It's always a great social day out at Rob Roy to go with the challenge of trying to beat your previous best up the hill. The encouragement from the cheer squad is a great boon and keeps the action going in between your runs.

Glenn was pleased with his year - he managed to get back in front of Peter after being pipped by 0.08 seconds in the first round. Ego is a funny thing. Greg showed great improvement - knocking 5 seconds off his time over the year. Dave enjoyed his year in the turbo diesel Megane despite not being able to convince the organisers it deserved class of its own.

I think Dave wanted to be like me - in a class of his own - to improve his chances of placing. Mind you, that diesel of his is pretty damn competitive in the class it is in.

I'm grateful for the easy points earned for the club by being the only one in my sub-1000cc class but sometimes feel it's not a 'real' win if there's no-one to beat. But then I look at the clubman and historic sporting classes which also only have a couple of entrants each round and feel less embarrassed. It's not like there couldn't be a red Dauphine Gordini, a green 750, a Floride or even a Citroen 2CV (we'll take anything as long as you enter for the RCCV) entering as well. They wouldn't have to go hard - just a drive up the hill would rake in the points!

Obviously we'll have to defend our title this year and we can expect a fight-back from last year's winners. The secret to club success will be to spread our numbers over a few more classes - we've not had many players in the A, B and D classes and these tend to have small number of entrants. So a few Sierra-powered Renaults for the A class (1,001-1,300cc) and the B class (1,301-1,600); and a few more Clios to join Joel in D class (2001-3000cc) would do our chances the world of good.

Geoff Rasmussen



Pictures of Club Members Competing at Various Events



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RENAULT
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CLUB MEETING

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

WHEN... Third Tuesday every month
7.30 pm

Front Cover: Renault Roundup 2020 Peoples Choice
Award winner

Photos & Articles supplied by

- ◇ Geoff Rasmussen, Wayne Eason, Rodney Apcar,
Glenn Armstrong, Renault Australia & apologies
to those I may have forgotten.

JOINING / RENEWING

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

PO Box 111 Heidelberg VIC 3084

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

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

CLUB ACTIVITY—Euroa 2019 Show & Shine



FRENCH CAR FESTIVAL 2019

French Car Festival 2019 was held at the Geelong Revival meeting in late November 2019. Our club was the organiser this year and despite the long journey to Geelong, the day was very successful with a large turn out of Renaults, Citroens and Peugeots.



The award winners were:

Best Citroen – Citroen 15 – awarded to George – prize collected by Rob



Best Peugeot – 403 – Paul Watson



Best Renault – Clio – Trevor Naismith



FRENCH CAR FESTIVAL 2019

Best Other – Marque Chanard – Callum Wals



Peoples Choice – 2CV "Dolly" – Neil Ellis – collected by David B



“Team Vialle” Alpine A110



Year of manufacture	
	1974
Car type	
	Coupé
Lot number	
	103
Drive	
	LHD
Condition	
	Used
Location	
	
Exterior colour	
	Blue
Drivetrain	
	2wd
Fuel type	
	Petrol

Chassis no. 20377
Engine no. 807 G4 no.104

- Great racing history in period
- One of the 3 Alpines fitted with this engine today
- Fully restored
- A110 1600 VD converted into 1800 B 16-valve Gr. 5

Shipment date from the factory: 8 November 1974
Sold new in Belgium with an 8-valve 1605cc type 844 engine
Current engine type: Renault Gordini 807 G4 1800cc 16-valve

The factory in Dieppe gave the name "A110 Bis" to the berlinettes fitted with the double-wishbone rear suspension from the 4-cylinder A310 and built for competition. Although most of the works drivers preferred the older rear suspension from the R8 Gordini, the double-wishbone setup of the "Bis", developed by Mauro Bianchi's prototype workshop, was much more modern and sophisticated than its predecessor, with its extension shafts fixed to the gear-

box. The factory assembled four "Bis" models for its own use and ten or so for its customers. While 20377 was not one of these, it was rebuilt for rallycross in 1976 in identical spec to the latest berlinette, prototype 20503 with the Renault Gordini 16-valve Dudot engine, which was intended to compete in the 1975 Tour de France, but on Renault's orders never took part.

The 16-valve 807 G4 engine

As early as 1971, at Renault's request, Amédée Gordini undertook a study of a 16-valve head based on the 807 aluminium block from the Renault 16. This type 68 engine was never fully developed and only two heads survive today. The project was taken up by Bernard Dudot and Jean-Pierre Boudy around 1973 in order to evaluate some mechanical options for rallying, alongside Alpine Renault's return to circuit racing with the famous 90° V6 engine, which would take them to victory at Le

A VERY SPECIAL ALPINE 110

Mans and then into Formula 1. This Renault Gordini engine, developed by the engineers at Viry-Châtillon (whereas Gordini, a brilliant preparer of race cars, was not a trained engineer) was also based on the 807 block from the R16 TS which had already taken Alpine to victory in the 1973 World Rally Championship. It had a dummy lateral cam and chain-driven twin overhead cams. The engine had a capacity of 1774cc, with an 82mm bore and 84mm stroke. It weighed just 100kg and peak power of 200bhp at 8000rpm was claimed, with maximum torque of 19.5 at 6500 rpm and a high compression ratio of 11.8:1.

These engines could be equipped with either guillotine-type Lucas injection or carburettors, and with a dry or wet sump. In March 1978, an 807 G4 engine, complete with clutch, alternator and starter, but without the special exhaust, cost 35,280 FF (5380 €) with carburettors and 38,808 FF (5915 €) in fuel-injected form, virtually half the price of a new Alpine A310 V6! This experimental engine was due to be built for a works R17 Gordini (the Group 5 car kept by Renault Heritage) and some Alpines. Only four works 4-cylinder A310s and a single A110 (no. 20503) were originally fitted with the engine. Although reference is made to a hundred or so heads produced for homologation, it is certain that very few complete engines were assembled, perhaps 20 at most. Alpine only had 7 engines for its competition department! The 807 G4 no. 104, fitted to 20377, was not one of these, so it may be inferred that Viry-Châtillon assigned it to Hubert Melot, who looked after the Gr. 2 and Gr. 5 Renault 17s. This highly developed but fragile engine took Jean-Luc Thérier to victory in the Ronde Cévenole and the Rallye Vercors Vivarais in 1975 with an A310 1800. The results of the R17, however, did not live up to the expectations for the engine.

The "Team Vialle" Alpine A110, chassis no. 20377

In 1976, the Dutch Renault dealer Jos Fassbender wanted to enter several berlinettes in the European Rallycross Championship. Renault would have preferred the A310, but the Dutch team wanted to prepare the A110. These were assigned to Fassbender and the Kruijthof brothers, Cees and Piet, of whom Piet was certainly the best. The main sponsor was the Dutch industrialist Sjef Vialle and, logically, the team was called Team Vialle Autogas. For its leading driver Piet Kruijthof, a damaged standard A110 1600 VD, chassis no. 20377, was purchased from the well-known Belgian preparer Benny Raeppers in Sint-Truiden, who was also a good customer for Alpine's parts department in Dieppe! Raeppers had several 807 G4 engines from Alpine and the Vialle team bought two of these, along with some spare parts and, lastly, a specific rear bonnet giving improved mechanical access. This wide panel, incorporating the rear screen, was identical to the one on the only A110 fitted with the 16-valve engine by the factory, which Raeppers would soon afterwards buy from a certain Hervé Poulain for his regular driver Albert Vanierschot. The Alpine world is a small one! Raeppers told us that the 807 G4 was installed by Frans Van Doremalen, a mechanic at Fassbender's, while Theo Van Bree looked after the Group 5 bodywork modifications. The engineer Thom Meijling took charge of developing the berlinettes for gravel events. Painted in the colours of the Team Vialle Autogas, the car was duly assigned to Piet Kruijthof. In 1977, the Team Vialle entered three A110 1800s in each rallycross event: one for Fassbender, the second for Cees Kruijthof and the 16S for Piet. At the end of the season, Piet finished 7th in the European Championship. The three Vialle cars also competed in the French round at Lohéac. In 1978, Piet won several rounds, including Valkenswaard. He finished 1st in the Dutch Rallycross Championship and 4th in the European Championship. 20377 was then bought by André Albers (the father of the F1 driver Christijan Albers) and later by Willem Van Dalen in 1980. He also entered it in rallycross, finishing 7th in the 1981 European Championship. In 1984, the car rolled several times, bringing its career to an end: the roof was flattened and the chassis twisted, and it spent several years in storage in this state. Van Dalen sold it in April 1987 to be restored, which its new, English owner, John Wheeler, did over a number of years until 2001, restoring the body, engine and chassis. Work on the body was carried out by Robert Dumont in France, on the engine by Dave Wedge at TD Motorsports and on the gearbox (a 4-speed with short ratios for use in autocross and a Hewland limited-slip differential) by Andrew Britten at EPA Engineering. Tim Duffee at Darrian Cars was responsible for project coordination and reassembly of the car, as well as the paintwork in the Team Vialle Autogas livery. So that the car could be driven on the road, 20377 was then fitted with a standard front fuel tank, a wiring loom with headlamps and a Techcraft exhaust.

The restoration took 14 years and breathed new life into this very distinguished Alpine with its rare 16-valve G4 engine. It should be noted that only three Alpines fitted with this engine are still in running order: the ex-Poulain A110 1800 VB (20503), owned by a French collector, an A310 1800 VC in Switzerland, and this car.

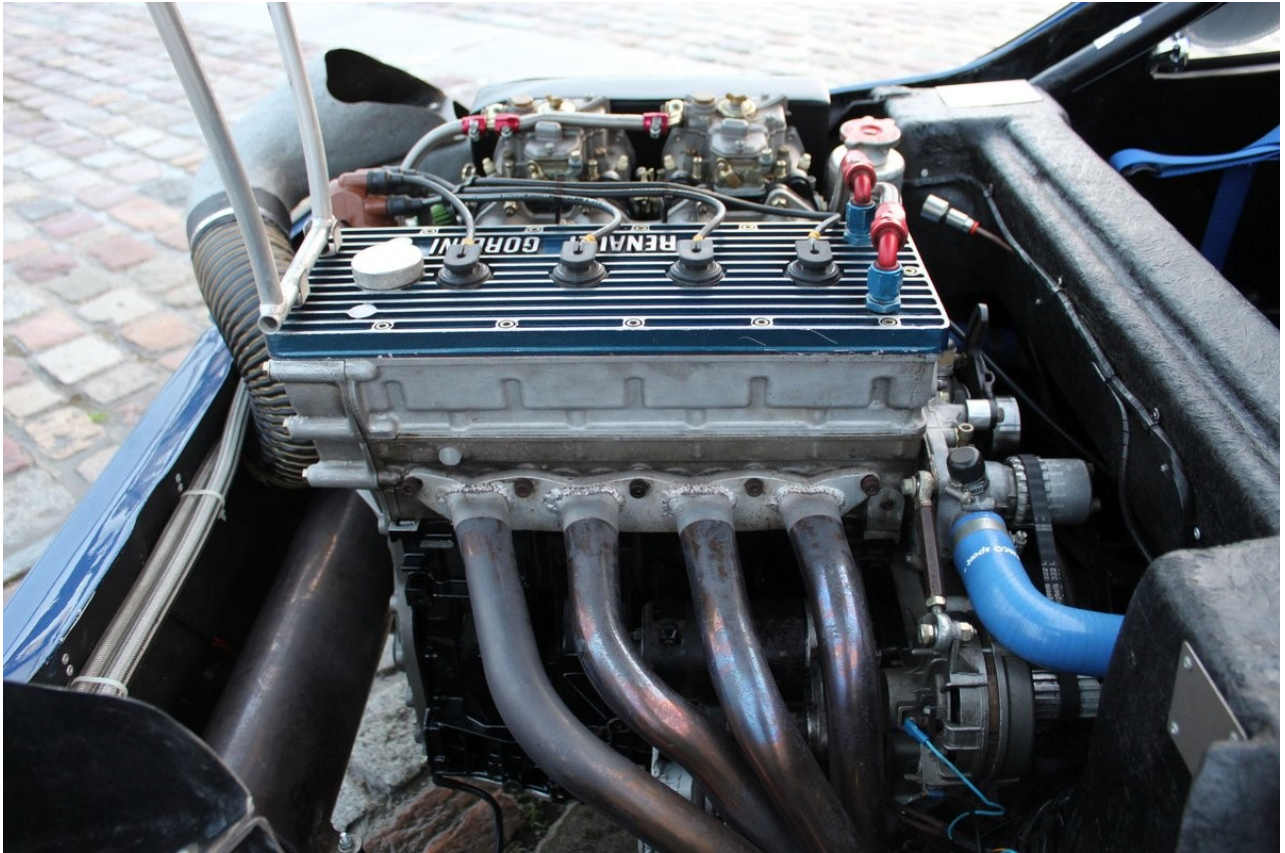
Gilles Vallerian (copied from <https://www.classicdriver.com/en/car/renault/alpine/1974/729645>)

Results for 20377 in the European Rallycross Championship

1977, Piet Kruijthof Team VIALLE: 7th in the Championship
Netherlands 1st
Belgium 4th
Germany 5th

1978, Piet Kruijthof Team VIALLE: 4th in the Championship
United Kingdom 3rd
France 9th
Belgium 5th

A VERY SPECIAL ALPINE



Germany 1st

1981, Van Dalen: 7th in the Championship
United Kingdom 7th
Netherlands 6th
Norway 4th
Denmark 5th

(article found by club member Michael Garafillis on the internet)

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Motorclassica



TCR MEGANES at AUS GP



CLUB CHRISTMAS BBQ 2019



CLUB SHOP

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Waverley Renault Caps	\$20.00
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(all sizes from S to 3XL)	
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RCCV Stickers	\$ 5.00



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



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www.renault.com.au

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Rex Gorell Prestige

481A Latrobe Tce
Geelong
(03) 5227 4777

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Moonee Ponds

87 Mark Street
North Melbourne
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Shepparton Renault

8004 Melbourne Road
Shepparton
(03) 5823 2940

Brighton Renault

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Brighton East
(03) 9599 2100

Warragul Renault

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Warragul
(03) 5622 0000
Waverley Renault
565/577 Springvale Road
Mulgrave
(03) 9550 5888



CLUB FEATURE ARTICLE (FRENCH)

The following article was produced by Hachette in France after Tom Bruinink, editor of Renault 4 club in Netherlands requested information from me including some photos. For those who have problems with reading French I have arranged a translation following article.

Wayne Eason

LE TOUR DU MONDE DES CLUBS

AUSTRALIE

Melbourne

Le Renault Car Club of Victoria, deuxième club Renault du monde !

Né en 1953, le Renault Car Club of Victoria (RCCV) prend son envol deux ans après le Renault Car Club of New South Wales. C'est donc à l'Australie (et à la 4 CV) que l'on doit deux des plus anciens clubs Renault du monde.

Faisons un « petit » bond de presque 70 ans en arrière. Nous sommes en Australie en 1953, et cela fait déjà quatre ans que les premières 4 CV sorties de chaîne, non pas en France, leur territoire d'origine, mais en Grande-Bretagne, dans l'usine d'Acton (avec le volant à droite, donc !), débarquent dans cet État insulaire d'Océanie !

Cette année-là, la petite auto française a pratiquement acquis son statut de voiture australienne puisque, depuis 1950, pour pallier la lenteur de l'usine d'Acton, mais aussi et surtout pour contrer le protectionnisme du gouvernement australien, elle est assemblée à Sydney en *Complete Knock Down* (CKD) – c'est-à-dire en kit. La 4 CV australienne

C'est avec la 4 CV que tout a commencé. Les modèles assemblés en Australie étaient proposés avec des couleurs inconnues en France (dont un très beau rouge). Ils étaient dotés d'une goulotte de réservoir extérieure, les pompistes ayant tendance à faire le plein... du radiateur d'eau !

est alors appelée 760, avant d'être rebaptisée 750 en raison de la cylindrée de son petit 4-cylindres passé de 760 à 745 cm³.

D'abord un club de 4 CV

Au début des années 1950, la 4 CV Renault est l'une des voitures les plus accessibles au pays des kangourous et des koalas. Très vite populaire, elle permet à de nombreuses familles peu fortunées de connaître elles aussi cette nouvelle liberté que procure l'automobile, tout en restant suffisamment « exotique » pour inciter ses *aficionados*, conscients de « rouler différent », à se retrouver au sein d'un club.



© Collection RCCV

Les motorkhanas

Un parcours balisé et chronométré sur goudron ou sur herbe, des cônes à contourner et, surtout, à ne pas heurter sous peine de se voir pénalisé de quelques secondes supplémentaires sur le temps que l'on a réalisé, voilà comment se présentent les motorkhanas, ces courses nées en Australie et qui ont l'immense mérite d'être particulièrement abordables. Si elles comportent un nombre conséquent de catégories (prototypes, propulsions, tractions, 4x4, féminines, seniors, juniors), elles peuvent être disputées avec de simples voitures de série, du moment que leurs pneus et leurs freins sont en bon état. Des courses idéales pour révéler de jeunes talents, à partir de 12 ans et avec l'autorisation de leurs parents !



© Collection RCCV

Le 29 juin 1953, un petit groupe d'amoureux de la 4 CV pose les fondations du Renault Car Club of Victoria en organisant une toute première balade qui va les conduire de Melbourne, capitale de l'État de Victoria et deuxième agglomération d'Australie après Sydney, à Point Leo, devenu depuis un « spot » reconnu par les surfers du monde entier.

Ouvert à toutes les Renault

Le succès du second club Renault australien, né deux ans tout juste après le Renault Car Club of New South Wales, est immédiat. Au bout d'une année d'existence, il compte déjà 63 adhérents. Après avoir culminé un temps à 250 membres, il en totalise 180 en 2019 ! Ce chiffre conséquent s'explique par le fait que le club, à l'origine « concentré » sur la seule 4 CV, a bien vite accepté tous les modèles de la marque française, des plus anciens aux plus récents. Toutes les Alpine sont également bienvenues, ce qui est évident compte tenu de la fibre sportive qu'affiche ouvertement le RCCV en étant affilié à la CAMS (Confédération des sports motorisés australiens). Une association fructueuse, qui

7 avril 2019. Invité par l'Historic Rally Association au tout premier Rally Retro Day, à Avalon, dans la baie de Corio, au sud-ouest de Melbourne, le Renault Car Club of Victoria a pu faire admirer ses sportives les plus affûtées.

Tous les ans au mois de février, le RCCV organise le Renault Roundup Event, ouvert à tous les propriétaires de Renault, sans oublier les Alpine, comme le prouve ce parfait alignement de berlinettes de tous types.

permet à ses membres d'avoir accès aux programmes et aux ressources mis en œuvre pour favoriser la croissance du sport automobile en Australie.

Pour autant, le club n'oublie pas ses deux vocations premières : préserver le patrimoine des Renault australiennes et permettre aux propriétaires de véhicules âgés de continuer à rouler. Le RCCV fait ainsi partie des 220 clubs qui, dans l'État de Victoria, ont rejoint l'AOMC (Association of Motoring Clubs), une organisation forte de 45 000 passionnés de véhicules anciens (autos, motos, camions de plus de 25 ans), dont l'une des missions est de faciliter les rapports avec l'administration : assurances spéciales, plaques collection, contrôle technique... admission en collection des autos à volant à gauche !

Une activité intense

Il suffit de se rendre sur le site du club et de consulter le programme des événements à venir pour se rendre compte que les 11 membres du bureau ne chôment pas ! Ainsi, pour tous les adhérents et pour ceux qui envisagent de le devenir, ce ne sont pas les occasions qui manquent pour se rassembler, faire connaissance, visiter l'État de Victoria, rencontrer d'autres clubs d'anciennes voitures françaises, participer à de paisibles balades ou se défouler et prouver ses talents de pilote lors de rencontres sportives, notamment au cours des incontournables motorkhanas, courses automobiles typiquement australiennes ouvertes à toutes et tous, abordables et sans danger.



© Collection RCCV

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FRENCH ARTICLE TRANSLATION

Translation performed by putting text into Microsoft Word.

THE WORLD TOUR OF CLUBS Melbourne

Born in 1953, the Renault Car Club of Victoria (RCCV) takes off two years after the Renault Car Club of New South Wales. It is therefore Australia (and 4 CV) that we owe two of the oldest ancient Renault clubs in the world.

The Renault Car Club of Victoria, the second Renault club in the world!

Let's have a "small" leap of almost 70 years back. We are in Australia in 1953, and it's already been four years since the first 4 CV released from the chain, not in France, their home territory, but in Great Britain, in the Acton factory (with the steering wheel on the right, cela so !), land in this island state of Oceania! That year, the small French car practically acquired its status as an Australian car since, since 1950, to compensate for the slowness of the Acton plant, but also and above all to counter the protectionism of the Australian government, it is assembled in Sydney in Complete Knock Down (CKD) - that is, in kit. The 4 CV Austral

is then called 760, before being renamed 750 en because of the cylinder capacity of its small 4-cylinder passed from 760 to 745 cm³. First a 4 CV club In the early 1950s, the 4 CV Renault is one of the most accessible cars in the land of kangaroos and koalas. Very quickly popular, it allows many families with little wealth to know this new freedom that the automobile provides, while en remaining sufficiently "exotic" to encourage his aficionados, aware of "rollingrouler different", to find themselves in a club.

On June 29, 1953, a small group of lovers of the 4 CV lays the foundations for the Renault Car Club of Victoria en by organising a very first ride that will take them from Melbourne, the capital of the state of Victoria and Australia's second largest city after Sydney, to Point Leo, which has since become a "spot" recognized by surfers around the world. . Open to all Renault The success of the second Australian Renault club, born just two years after the Renault Car Club of New South Wales, is immediate. After a year of existence, it already has 63 members. After peaking at 250 members, it totals 180 in 2019! This consequential figure can be explained by the fact that the club, récents originally "concentrated" on the only 4 CV, quickly vite accepted all the models of the French brand, from the oldest ancient to the newest. . All Alpine are also en welcome, which is obvious given the sporty fibre that the RCCV openly displays by being affiliated with the CAMS (ConfederationConfédération of Australian Motor Sports motorisés). A fruitful association, which provides its members with access to the programs and resources ressources en implemented to support the growth of motorsport in Australia. However, the club does not forget its two primary vocations: premières : to preserve the heritage of Australian Renaults and to allow owners of older vehicles to continue to véhicules drive. The RCCV is one of 220 clubs in victoria that have joined the Association of Motoring Clubs (AOMC), an organization of 45,000 enthusiasts of vintage l'AOMC vehicles (cars, motorcycles, trucks over 25 years of passionnés age), including one missions is to facilitate relations with the administration: special insurance, collection plates, technical control... collection admission en of cars with steering wheel on the left! Intense activity rendre Just suffit go to the club's website and check out the schedule of upcoming events to venir realize that the 11 members of the office are not out of the game! Thus, for all members and for those who are planning to become one, there are no shortage of opportunities to gather, get to know each other, visit the State of Victoria, meet other clubs of old French cars, participate in peaceful walks or let off steam and prove his driving skills at sporting events, especially during the must-see motorkhanas, typically Australian car races open to tousall, affordable and safe.



RENAULT ROUND-UP

On a bright sunny day in late February this year the Club set-up and ran our annual Renault Round-up event at Caribbean Gardens in Scoresby, Melbourne. It attracted 30 to 40 Renaults and Alpines of various models and ages. Many people attending the Sunday Markets at this venue also spent time looking at the car display.

Participants had the opportunity to have their car judged and the following won trophies for their hard work:

Best in Show - Rowena Rasmussen, Orange Caravelle
 Best Pre-2001 Renault - Rowena Rasmussen, Orange Caravelle
 Best Post-2001 Renault - Leon & Michelle Dominy, Laguna (silver?)
 Best Alpine - David Bertuch, Red Alpine A310 V6
 Best Sporting Renault - Rory Stark, R8 Gordini (Blue, of course)
 People Choice Award - Adam maroon coloured 4cv



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