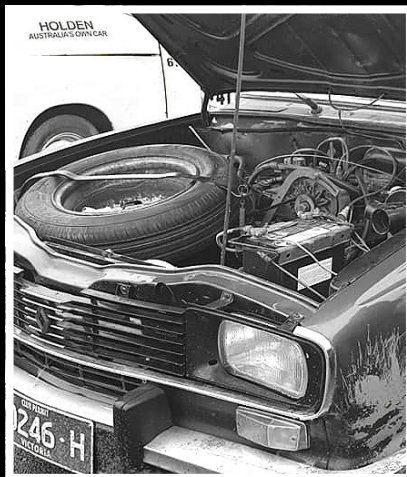


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DECEMBER 2025

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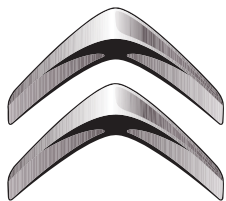
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**President:**

David Cavanagh 0459 280 960
president@
renault-car-club-vic.org.au

Vice President:

Mike Garafillis 0478 634 504
vice.president@
mikegara1062@gmail.com

Secretary:

Joe Cumbo 0498 849 301
secretary@
renault-car-club-vic.org.au

Treasurer: Alby Sommer
0414 892 222 treasurer@
renault-car-club-vic.org.au

Membership:

Jan Garafillis 0413 532 186
membership@rccv.org.au

Sporting: Angelo Simonetto
0404 273 777

Sporting.coordinator@
renault-car-club-vic.org.au

Committee:

Grant Domrow 0409 485 303
g.domrow@gmail.com

Drew Valentine 0414 353 833

Barrie Fisher 0419 359 703

Merchandising:

Kay Belcourt
kaybelcourt14@gmail.com

Club Permit Inspectors:

David Cavanagh
0459 280 960
Airport West

Peter Rasmussen
03 9707 3177
Berwick

CLUB MEETINGS

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

JOINING/RENEWING

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

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

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

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EDITORIAL

Another year is coming to an end and
what a good year for the club it has been.
Lots of well attended coffee mornings
and display days, however the club
would still like more members entering
the Rob Roy 'Interclub Hill Climb
Challenge' series.

Club numbers are slowly growing and
are the best for quite a few years. It
is very satisfying to see these new
members attending activities, stepping
up to committee and marshalling
positions.

Also please keep sending articles in ...
large or small I can always use them.
Hope to see you all at the Xmas Breakup.

**Merry Christmas, Happy New Year and
Keep Safe**

Mike G
RCCV EDITOR

December Article Acknowledgements
Bob Watson, Drew & Mark Valentine, Dave
Cavanagh & Tom Bruinink (Almere - The
Netherlands) Thanks to all members who
supplied photos for the 2025 Dec. Issue

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

Calendar 2025

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

DECEMBER 2025

***Sun. 7th** – RCCV Xmas Breakup. From 10:30am
Catered Spit Roast 12:00pm
Canning Reserve, Canning St,
Avondale Heights Vic. 3034
Members FREE, Partners/Family \$30

***Tue. 16th** – General Meeting & Car Boot Sale - 6:30pm start
At club rooms Glen Iris
(Final meeting for the 2025)

MERRY CHRISTMAS TO ALL

JANUARY 2026

***Sun 4th** - Drysdale Classic Car & Bike Show. RCCV Display
Time & meeting point TBA

***Sun. 18th** - unofficial RCCV Drive & Lunch – Details TBA

FEBRUARY

Sun 1st – Rob Roy Round 1 Interclub Challenge – RCCV competitors required

Mon 2nd - Clio 2's on 2
Get together. Details TBA

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

***Sun. 15th** – Renault Roundup
In conjunction with Richmond Traders- Full Details TBA

***Tue. 17th** – General Meeting
To be held at **Frankston SES**
Full details TBA

***Sun. 22nd** - Coffee/Breakfast
9:00am Cafe Name TBA

MARCH

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

5th – 8th Aust. F1 GP
Albert Park, Melbourne Vic.

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

***13th – 15th** RCCV
Marshalling @ Historic Car
Racing, Phillip Island Vic.
Marshalls Required

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

A BIG WELCOME TO OUR NEW CLUB MEMBERS

Josh Nyhus, Claude Baberis & Bernadette de Coster, Nathan Shepherd & Fran Ibbott, David Allman, Robert Hill, Peter Kyriakidis Michael, Kathryn & Mackenzie Orr, and Domenic Morabito

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

Presidents

REPORT



Hi everyone, I think the clubs had a great 2025, seems every weekend there is something to do

I know I'm busy nearly every weekend with either our events or Peugeot club events. As well as the R8 Gordini, Alpine and Megane RS diesel I also have a 1959 Peugeot 403 named Norman which competes in lots of Peugeot Car club events.

Closer to home we've had round 3 of the interclub challenge at Rob Roy hillclimb and Metec khanacross.

Both events Chris Cavanagh won fastest Renault in his Megane supercar. At Metec he would have got 3rd outright if he hadn't made a mistake in the finishing garage, even with its huge Brembo brakes he couldn't pull it up in time and copped a heavy penalty which dropped him back to 7th outright. Still fastest Renault and still beat me, I got 8th outright in my Megane and I didn't make a mistake.

I missed Rob Roy because I was in South Australia for the 3 day Gordini weekend. 20 R8 and R12 Gordinis were there and what a fantastic weekend it was. It was great because it's never happened before and inspired one member to finish off his 40 restoration, in fact it was registered the day before and its debut run was to drive it the SA. Steve

Kalenderian virtually lived in the shed for the last few months getting it finished, well done Steve you are an inspiration to us all. If they ever have a Dacia weekend I might find myself doing the same. I was very pleased and proud that my R8 Gordini won best R8 Gordini and club member and good friend John Sanders won best R12 Gordini.

There was about 4 replica Gordinis or tribute cars as they are called these days and Greg Park won that in an R12 Gordini replica that French Connection built about 20 years ago. It was built for another member to compete in Targa type classic rallies and it was copied from Glen Gipperich's R12 Gordini classic rally car.

The Gordini weekend was the first time since about 1972 that all 6 works R12 Gordinis that Renault Australia bought into the country to compete in the Australian rally championship have been in the same place. Weekend

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

after Metec was the French Car Festival held by the Peugeot Car Club in Cruden farm in Langwarrin. A really pretty spot, great turn out and well organised.

The following weekend we had the rained out Romsey show n shine. It's usually a great day out, put on by the Romsey Lions club and the CFA but when Mother Nature says no there's nothing you can do about it. The weather was dreadful, only a few of us were silly enough to go out in it, normally a couple of hundred classic cars, hot rods and motor bikes but this year only 40 display cars in total and most of the stall operators didn't turn up either. Once everyone heard the weather forecast they were smart enough to stay home.

The weekend after that was Melbourne Cup Tuesday and the Canberra club had it French Car Day so 6 of us headed up for the weekend. Another great weekend away, great

people, great stories and my R8 Gordini won best Renault so we came home with another trophy. Following weekend was Sandown Historic racing. We have been marshalling there and the Phillip Island

Historics for years now. It's our turn to wear the yellow vests and blow our whistle at people. I got to blow mine at the great Jim Richards for doing the wrong thing so I'm happy with that. Jim admitted he wasn't paying attention and his fault.

These are great days, long days and everyone is exhausted by the end of it but the celebrities we meet and the famous old racing cars that we all grew up with is just a blast.

That's about it from me up to date on this day the 11th November. Next weekend I'm doing something different. I'm competing in a slippery dip in Norman the 403. I've never done anything like this so I'll report back on what it's all about.

Don't forget our Christmas party on 7th December and have a great festive season. See you all next year.

Oh, before I forget. I need some input from members about drive days seeing we are in warmer weather and longer days this is something to think about. As you all know we usually meet on a Sunday morning and drive to a pub for lunch but this doesn't suit everyone. A couple of our members have asked for afternoon runs because they are busy Sunday mornings.

We could meet at 1pm and drive somewhere for dinner. This could be either Saturday or Sunday. Would members be interested in afternoon runs instead of morning runs?

Cheers,

David C
David Cavanagh.

Alpine

A110 THE COUNT DOWN BEGINS



Club member John H trying the latest Alpine R70 in Paris for size

The Manufacture Alpine Jean Rédélé Dieppe is launching its final production run of 1,750 units, reaching nearly 30,000 A110s built since 2017 by summer 2026

Attention, Alpine enthusiasts and lovers of motoring excellence: Alpine is preparing to produce the final few examples of the iconic second-generation A110, with 1,750 units.

Produced at the Manufacture Alpine Dieppe Jean Rédélé, production of the current A110 will cease in mid-2026

Launched by Jean Rédélé in 1962, the Alpine Berlinetta epitomised the brand's DNA: lightweight, sporting spirit and that 'je ne sais

quoi' of French savoir-faire. From the very beginning, it demonstrated its performance and appeal through its agility and easy handling. Notably, it was the first car to win the World Rally Championship in 1973.

In 2017, the Alpine A110 marked the comeback of the 'A-arrow' brand. With its strong historical roots, the A110 immediately found its niche of enthusiasts and has become a long-term fixture at the top of its category in terms of sales. So much so that, unaffected by trends, the A110's sales curve has continued to rise throughout its commercial life, right up to the present day and even at the end of its life cycle. Total production will reach nearly 30,000 units. A record for the brand and a source of pride for the Manufacture Alpine Dieppe Jean Rédélé!

Still three versions available

Alpine A110 True to its original spirit, the entry-level A110 is powered by a 252 hp engine and comes standard with 18" diamond-cut Serac Noir wheels, anthracite Brembo brake callipers, and Sabelt bucket seats upholstered in microfibre leather sport trim. **66,900e including VAT in France**

Alpine A110 GTS Since March, the replacement for the GT and S versions, the A110 GTS, combines the best of both worlds. Equally at home on the road and on the track, it delivers thrills while ensuring a smooth ride for everyday driving.

With a 300 hp engine, it has the same dynamic chassis as the A110 S, while offering an optional new GTS aerodynamic kit derived from that of the A110 R. The GTS Grey leather interior harmonises with the carbon fibre exterior. **79,900e incl. VAT in France**

Alpine A110 R 70 The limited-edition ultra-sporty R version, the A110 R70, celebrating the brand's 70th anniversary, is still available. A true ode to carbon fibre, the A110 R70 incorporates this high-tech material from the front bonnet to the rear window, including the roof and rear spoiler, as well as the wheel rims. A sharp chassis and 300 hp engine deliver a driving experience in keeping with its stunning design. **122,900e incl. VAT in France**

A 70th anniversary commemorative logo features on the wings, door sills, and headrests. A numbered plaque highlights the exclusivity of this limited edition of 770 units.

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

1970 SNOWY MOUNTAIN RALLY

As most Renault rally fanatics will recall, 1970 was a dazzling year for Renault. The R8 Gordini was a new introduction to the Australian rally scene although Captain Peter Janson had run one in a few state championship rounds late in 1969 as a toe in the water exercise while Mal McPherson and I battled on with our faithful (and in the end, successful) R16TSs, Jim McAuliffe and I winning the 1969 Victorian Championship.

At that time Harry Firth had joined the Holden Dealer team, with a lineup of Monaro GTS 350s and Torana XU1s to choose from. His driving line up wasn't too shabby either: Colin Bond, Tony Roberts, Frank Kilfoyle and John Keran all had a go during the 1970 season. Stewart McLeod in a factory supported Datsun was also a championship contender.

The ARC R8 Gordinis were prepared by long time Renault competitor Bruce Collier in Sydney. With virtually an open cheque from Renault Australia, we agreed

on a preparation program that included replacing important components on a time basis before they were worn out.

I suspect Bruce made a few bucks on the side selling ex works car components to eager enthusiasts, as Renault didn't want them back. Good luck to him. The cars were well prepared and totally reliable throughout the 1970 season.

Bruce Collier and Harry Firth were rivals in the rally preparation area and Bruce was determined to knock Harry off.

The season got off to a flying start when McAuliffe and I won the Escort Eureka rally at Ballarat quite easily. The Toranas came back in force in the Blue Ribbon Rally in Victoria with Tony Roberts driving brilliantly until near the end of the last stage when he went off the road. A bit of rally comedy followed when the next Holden came along, stopped to help Roberts and was rear ended by another of the Holden team.

We gratefully took the win and

Renault-1970 Australian rally

champ

by the widest margin ever



Of the five heats that decide the Australian Championship Renault won four and finished second in the other. A very convincing win made more convincing by the fact that it was achieved with cars right off the same assembly line as the Renaults you see in our showrooms around Australia. The extraordinary Renaults you buy have convincingly won the toughest competition Australia can devise. A very convincing thought.

INDIVIDUAL SCORES AWARD

RENAULT	42
HOLDEN	24
DATSUN	9
FORD	8

DRIVERS

R. WATSON	RENAULT	42
C. BOND	HOLDEN	16
M. McPHERSON	RENAULT	14

NAVIGATORS

J. McCAULIFFE	RENAULT	42
R. SHARPLEY	RENAULT	14
B. HOPE	HOLDEN	10

An 'anti-ordinary' feat from the 'Anti-ordinary' ones

RENAULT

MODERN MOTOR - FEBRUARY 1971

19

by BOB WATSON

Colin Wilson in another R8G finished fourth in an impressive drive.

Next was the Snowy Rally, round 3 of the Championship held in the NSW snow country. This was the most exciting event of the season, a tense battle between Max Winkless in a very fast Volve fitted with a special Repco cylinder head, Colin Bond who this time was in a Monaro GTS350 and ourselves.

1296cc vs 5735 cc! At the end of the first night Bondy (8) was one point ahead of us on 9, but to our surprise the flying Winkless was leading on 5. The second night was hammer and tongs with Bond and us trying to catch Winkless. After a big effort Jim and I got to the front on 15 points with Bond and Winkless both on 16 with one stage to go!

It was desperate driving, us and Bond both dropped one point and the luckless Winkless suffered an electrical fault and lost 5 points. Result: Watson 16, Bond 17, Winkless 21.

One of the hardest drives I have done and so pleased to win against one of Australia's greatest rally drivers.

We stepped back from our hat trick of wins in the next round in South Australia, local champion Stewart McLeod beating us to the win. We lost time replacing a broken fanbelt, our only mechanical problem for the year.

The ARC season finished with a win for us in the Warana Rally in Queensland again with Bond second giving us four wins out of five for the championship.

To add cream to the top Jim and I won the 1970 Alpine Rally after numerous attempts. McAuliffe and I also won the Victorian rally championship.

PS: More enthralling Renault stories in upcoming editions!
BW



RENAULT AUST'S R8G WEAPONS

The 1970 Renault Australia R8 Gordini rally cars used a specially prepared 1296cc, 4cyl engine, based on the Alpine kit, with a crossflow head and twin Weber carburetors producing around 130hp, (not the standard 77kW) 1.3-litre engine. It featured a close-ratio 5-speed gearbox. Lower and stiffer suspension with negative camber on the rear to combat understeer and twin fuel tanks for extended range, and it weighed approx 1100kg in rally trim. Also fitted with a 4 into 2 extractors system

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

MALLEE TOURING ADVENTURE



We'd already clobbered two kangaroos on Day Two of the Mallee Rally Tour - more than our fair share I thought. They were smaller, the same colour as the scrub, grey and hard to see.

An hour later, the South Australian outback north out of Renamark opens up, the road is fast and wide, graded smooth and straight, both road sides hemmed in by metre-high sand drifts.

Then from the driver's side another roo appears - this one twice as big as the first two and headed our way at speed. I swing the

wheel left to avoid contact, it was too late to brake. The Renault 16TS slides backside out. Then the front wheel drive 16 gets into the soft stuff and we are all over the place correcting and slowing.

Lucky for us Skippy gets half way across the road in front of us and hits reverse, collision avoided. It was a genuine close encounter but all part of our 3-day, 3-state 1600 km outback adventure that was the 2025 Mallee Rally Tour directed by Graham Wallis and run by the Historic Rally Association.

Forty cars started, some historic, some not.

From an FJ Holden to a 2025 Hilux. From a 1959 Peugeot 403 to a turbo Porsche Macan and an ARC rally classic V6 Peugeot 504 coupe. The start at Red Cliffs on Thursday morning looked like a Peugeot 504 rally car convention - they were everywhere.

The event attracted entries including a former Australian Rally Champion, drivers and navigators who have competed in rallies all over the world including the 1968 London to Sydney Marathon. What 57 years ago? Yes, still competing in 2025 - now in his 90s!

Why are we all here? Unique landscapes, genuine outback roads, mapped and unmapped tracks, public roads that run through farms, gates that need to be opened and shut, blind crests, endless grids, corrugations, floodways and a wide variation of road surfaces spread between Mildura, Renmark, Broken Hill and Swan Hill - and very little bitumen. Get the picture?

In many ways for a few days we have turned back time, to when much of Australia was like this. A long way from anywhere, crappy roads that turn crappier depending on the weather.

It is a tour, not a competitive event it should be stressed. But nevertheless participants are

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

by DREW & MARK VALENTINE

here to enjoy and feel some old fashioned seat of the pants rally conditions.

Event Director Wallis is a veteran of Australian rallying. Many of the roads used in the fully route- charted event were referenced in the roadbook to past State and National Rallies including the famous BP Rallies of the 60s and 70s. The BP was based on the concept of the Monte Carlo Rally where international crews started from various locations all over Europe and the UK and finished in Monaco.

In our home-grown event, crews started in their home state and rallied to a starting point mainly in Victoria, beginning the rally on a Thursday night going right through to Sunday afternoon with minimal rest breaks. The BP Rally was often run in and through the Mallee. The BP wasn't quite Monaco or Monte Carlo, but it was ours, In 1972 Bob Watson driving a near stock standard Peugeot 504 won the BP. He was back in this event re- living it, 53 years later. Go Bob!

In Australian Rally history the BP Rally of SE Australia is right up there with the Southern Cross and the Alpine. The sentiment and the history of the BP has a lot to answer for. Just ask these people.

That's why they've come to the Mallee many in their 70s and 80s and yes 90s! I am pleased to report our newly refurbished R16 TS – which is now officially an R16TX – complete with 1647cc TX motor and 5-speed gearbox (courtesy R5 Alpine) performed faultlessly. Well, almost.

We did crack the sump towards the end and finished in Swan Hill with less oil than is recommended.

At one stage, roadside assistance (in the form of fellow entrants) was needed to unstick a sticking throttle cable and give a little roadside tune-up for good measure. And I did manage to bog it twice in the sand. Got up the first sand dune not far out of Hattah on Day One but failed on the next two. So chocolates to boiled lollies on that section.

Overall it was tough and long and challenging for our 49 year old French machine and for us – two aging grey haired brothers - but at the same time it was absolutely bloody marvelous!

August 7 Day 1: Mildura to Renmark via Kulkynne and Murray Sunset National Parks. Lunchbreak Hattah.

Distance: Approx 300km

August 8 Day 2: Renmark to Broken Hill via

Danggali Conservation Park and Outback Council roads.

Lunchbreak Yunta.

Distance: Approx 630 km

August 9 Day 3: Broken Hill to Swan Hill via Menindee, Pooncarie (lunch), Lake Mungo and Balranald.

Thank you to Graham and Liz Wallis, all organising helpers and the Historic Rally Association.

by Drew & Mark Valentine



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

Snapshots

RCCV SOCIAL EVENTS

Prez's 'Norman' at Broken Hill – A beautiful sunset on the recent Mallee Tour

Breakfast at Tosaria Restaurant. 60 Henderson Rd, Rowville VIC
24/08/2025

Brunch at Ginger Fox Café, 23/25 S. Concourse, Beaumaris VIC
07/09/2025

3 Day Renault R8 & R12 Gordini Gathering at beautiful Clare S.A.
3 - 5/10/2025

Club member having a big oops at Rob Roy Hill Climb. Rd 3, Interclub Challenge. Smiths Gully Vic.
05/10/2025

Members lining up for a start at PCCV Khanacross Bayswater Nth Vic
11/10/2025

FCF at Cruden Farm, 60 Cranbourne-Frankston Rd, Langwarrin VIC
19/10/2025



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



THE VICTORIAN RENAULT

Snapshots

RCCV SOCIAL EVENTS

David B's winning Megane
at Geelong Motorsport's
Bitumen Khasnacross
55 Beach Road Avalon Vic
26/10/2025



RCCV member enjoying
the Canberra French Car
Festival. ACT
01/11/2025



RCCV paddock Marshals on
duty at Historic Sandown.
Sandown International
Motor Raceway, Springvale,
Vic
6-9/03/2025



THE VICTORIAN RENAULT

News

HISTORY & TRIVIA

Titanic went down 107 years ago, taking a French luxury car

The only automobile aboard the doomed Titanic was a **1912 Renault Type CB Coupé de Ville** owned by William Carter of Bryn Mawr, Pennsylvania.



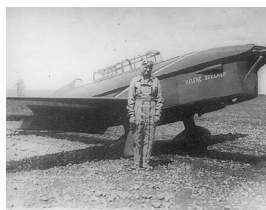
In 1994, the Espace F1 was revealed at the Paris Auto Show. Built to celebrate ten years of the Espace, as well as Renault's participation in



Formula One, it shared the GP car's, 800bhp V10 engine six-speed sequential gearbox and rear suspension, all in a carbon fibre body. It could do 0-60mph in 2.8 seconds and hit a top speed of 194mph

In 1934, Renault contracted the famous French aviator Hélène Boucher to promote its new, aerodynamically designed sports car, the Viva Grand

pioneering female pilot was used to enhance the car's modern and prestigious design. Marcel Riffard designed both the prestigious Viva Grand Sport car and the Caudron Renault aircraft that Boucher flew



Renault Projet 900 proved that the interior space was a primary concern for the Renault designers as early as the 1960s. Renault Projet 900 can thus be considered a forebear (at least in spirit) to Renault Espace, which was unveiled in 1984, thus sparking the MPV trend to emphasise interior space and modularity.

Two examples were built. The first had a gold-colored body and the engine was mounted in the rear, which, since the passenger compartment was positioned forward, caused problems with luggage transportation. A second prototype was therefore built, with a front-mounted engine and some aesthetic changes, such as the body color, which this time was green. Other aesthetic changes were made to the front and rear of the car (especially the headlights), the wheels, and the interior. However, the forward-mounted passenger compartment created a strong sense of insecurity, and the idea of mass production was scrapped.

Both prototypes had a V8 engine, made by joining two Renault Dauphine engines, with a displacement of 1.7 litres and developing a maximum power of 210 hp. It could reach a top speed of 140 km/h.

THE VICTORIAN RENAULT

NORMANS

TOURING ADVENTURE

August 7th 8th and 9th was Graham Wallis's Mallee tour and as you'd expect from Graham it was an excellent event, thanks Graham for organising it. 40 cars entered, ¼ of the field were Peugeots and as you'd expect the most common was 504.

WHEN THE GOING GETS TOUGH. THE PUGS GET GOING.

It was done through the HRA and I think they should change their name to the GHC. Geriatric Hoon Club. Seems to be full of retired rally drivers out to prove they've still got it, some of these blokes are mad, they really need to start locking nursing home doors. One old bloke was 92 and he could still talk the leg off a chair and probably outdrive me.

RCCV members were Drew and Mark Valentine in Drew's freshly built 16TX spec 16TS, my navigator David Cameron and myself. We were in Norman our 1959 Peugeot 403, (oldest car was a 1950 Holden).

Navigation was simple and was all route charted but our problem was that all the distances were in kms so every night David sat there with a calculator converting everything to



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

by DAVID CAVANAGH

miles. There is a rally app you can download on your phone which we only found out about at the start but we'll be better prepared next time.

It was a 2500km round trip mostly over outback gravel roads and we had a great time, Norman thought he was a kid again out playing in the mud, our problem was power, Norman only had 58 horses from new and lots of them have escaped so it takes us forever to build up speed then hit the brakes for the next grid or water crossing, someone said they got air over a grid. Bloody hell how fast do you want to go?

On the really rough stuff is where a 403 shines and we actually caught and passed people but once the road smoothed out they all flew back past us.

Dust was the biggest problem going from Hattah to Renmark straight across the desert you literally could not see in front of you it was so thick. I remember catching a BA Falcon and a 504 and some spots the only way to see where the road went was to look out the side window. Flash you lights and the car in front will always let you pass. I was keeping a distance behind them because I couldn't see but then I get lights flashing right on my tail so I move over and a

rally Pug goes past at warp speed. How could he see?

The Falcon was funny, modern car problem. Reliable as old Fords are but every plastic bit from the headlights down had broken off, even the transmission oil cooler so by the end this thing had more cable ties than Bunnings. Even the rear boot spoiler had a cable tie around it.

I was taking notice of ground clearance for old Renaults and 99% wouldn't be a problem, most of the desert roads are so wide and flat you couldn't tell the difference between road and desert but the Fords problem and Renaults built from the 80s on is front overhang, bogging down over sand dunes.

Drew got stuck twice and needed towing out but the 16 doesn't have a long nose like the Falcon and modern cars so no damage done.

All the sections had alternative routes so you didn't have to go over the dunes. You need momentum to climb them and Norman doesn't have that so we took the river route instead. Corrugations were my hate, our only problem caused by the event was one driving light falling to bits (the only part not made by

Peugeot), we got into Yunta and it was dangling by the wires so we took it out so not to lose it. They say with corrugations to travel quickly and all cars have their sweet spot depending on wheel base usually around 80kph.

I wasn't game enough to fine Normans sweet spot and bumped across at 40-50kph. Don't know if this was a good thing or a bad thing.

Norman was there to the end the old trooper he is. Norman is only human after all and like all of us our brain says yes you can go and play footy with the grandkids but the next day your body is saying why did you do that.

The weekend before we discovered traces of oil in the radiator and a spark plug was black up the porcelain bit meaning compression was leaking past the plug. Early signs of the head cracking? Nothing we can do about it now except reset the tappets and move on, one tappet had no clearance suggesting a valve seat problem. We did the event knowing we'd have to decapitate Norman when we got back. What we weren't expecting was total brake failure, Norman that was naughty but I knew exactly what he was telling me.

TO BE CONTINUED

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

'Le Sorcier'

AMEDEE GORDINI STORY



Dauphine Gordini (1957–1967)
Renault 8 Gordini (1964–1970)
Renault 12 Gordini (1970–1974)
Renault 17 Gordini (1974–1978)
Renault 5 Gordini (1979–1985) UK market only, sold elsewhere as the Renault 5 Alpine
Clio Gordini RS (2010–present)
Twingo Gordini (2010–present)
Twingo Gordini RS (2010–present)
Wind Gordini (2011–2013)

Car colours Since its early Renault models the most characteristic colour scheme of Gordini cars has been bleu de France (the French motor racing colour) with white stripes, although different combinations have been used over the years.

Gordini (French pronunciation: [ɡɔʁdini]) is a division of Renault Sport Technologies (Renault Sport). **In the past, it was a sports car manufacturer and performance tuner, established in 1946 by Amédée Gordini (1899–1979), nicknamed “Le Sorcier” (The Sorcerer). Gordini became a division of Renault in 1968 and of Renault Sport in 1976.**

Amédée Gordini tuned cars and competed in motor races since the 1930s. His results prompted Simca (the French assembler of Fiat) to hire him for its motorsport program and to develop road cars. Their association continued after World War II.

In 1946, Gordini introduced the first cars bearing his name, Fiat-engined single-seaters raced by him and José Scaron, achieving several victories. In the late 1940s, the company opened a workshop at the Boulevard Victor in Paris, entering sports car and Grand Prix races. Gordini and Simca started to diverge in 1951 because of political conflicts.

Gordini competed in Formula One from 1950 to 1956 (with a brief return in 1957 with an eight cylinder engine), although it achieved a major success in Formula Two during that period.

After its Formula One program ended, Gordini worked with Renault as an engine tuner, entering Renault-Gordini cars at the 24 Hours of Le Mans

between 1962 and 1969. It also tuned engines for Alpine, a rival sports car manufacturer also associated with Renault. In 1957, Gordini and Renault manufactured the Dauphine Gordini, a modified version of the Renault Dauphine which was a sales success. Gordini-tuned Renault cars also won various rallies during the 1950s and 1960s. In 1963, the Gordini company planned to move its headquarters to Noisy-le-Roi.

At the end of 1968, Amédée Gordini retired and sold a 70% majority stake from his firm to Renault. Renault-Gordini was moved to Viry-Châtillon in 1969 and became a sport division of Renault, before being merged with Alpine to form Renault Sport in 1976. On 1 January 1976, René Vuillat became director of Gordini. The Gordini company name became wholly owned by Renault in 1977.

Renault sold Gordini-badged performance versions of models including the Renault 5, In November 2009, Renault announced that it would be reviving the Gordini name for an exclusive line of hot hatches, in a similar fashion to Fiat's revival of its Abarth name. Modern models to bear the name include the Renault Twingo and the Renault Clio.

Amedee Gordini died after several months of acute illness at the end of May 1979, in Paris, less than a month short of his eightieth birthday.

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

WINNING WAYS



1939 Simca-Gordini Type 8



1950 Simca-Gordini Type 21S



1952 Gordini Type 16



1966 Renault 8 Gordini



1970 Renault 12 Gordini



2010 Renault Clio Gordini



Double win delight for KEC Racing Team's Johan van Staden and stand-in co-driver Sandra Labuscagne Jonck in their Renault Duster. T1 Class winners for both the Parys 400 & Vaal 400, rounds 2 & 3 of the 20205 South Africa Rally-Raid Championship.

This wonderful success came after a good result in the first event of 2025: Legends Adventure Farm was proudly sponsored by KEC Racing & Renault Menlyn Motus. The blue beast was fastest in class over 400 km of off road adrenaline-fuelled action.

To celebrate the successes with partners Renault 4 Club Nederland, Vrijbuiters Magazine and Hans Jongerius - all proudly present on the car, Argentinian artist Alejandro Salway made a very nice drawing of the winner Duster.

By Tom Bruinink

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

Racing TORINOS

A marketing effort was established by IKA, known as the “Argentine Mission of 1969” with coordination by engineer Oreste Berta and under the leadership of Juan Manuel Fangio because competing in auto racing was viewed as an investment in brand image.

The IKA Torino’s most notable international success was in the Marathon de la Route race of 1969, with a Torino finishing in fourth place.

The factory modified three cars by reducing their weight from 1,407 to 1,365 kg (3,102 to 3,009 lb) and increasing the engine output to 250 hp (186 kW; 253 PS) at 5200 rpm to give them a top speed of 230 km/h (143 mph) as well as suspension adjustments using wider tires.

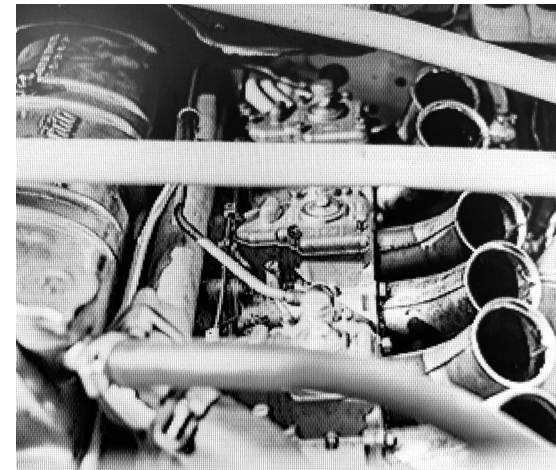
The three cars were shipped to Germany and given numbers 1, 2, and 3 due to Fangio’s renown in Europe as well as a special classification due to the car’s larger engine displacement.

After the three and a half days of racing, the No. 3 Torino that was driven by Eduardo Copello, Alberto Rodriguez Larreta and Oscar Mauricio Franco, had covered the most laps of all – 334, but lost the top position because they accumulated various penalties during the race.

The IKA Torino became “the pride and joy of Argentine car enthusiasts” when their country’s team “showed that it could run with the best of Europe on Europe’s toughest circuit.”

This became “one of the great feats of Argentine motorsport having managed to gather the support of the entire national industry in a feat that showed the world the potential of this model built entirely in the country.”

The No. 3 car is displayed in the Juan Manuel Fangio Museum located in Balcarce, Buenos Aires Province, the birthplace of Argentina’s Fangio who dominated the first decade of Formula



THE VICTORIAN RENAULT

CORRECTION



One racing. When not competing on race tracks, Fangio's daily driver was a 1970 IKA Torino 380S four-door sedan.

The car was a gift after the 1969 Nürburgring 84-hour race and Fangio drove it until he became president of Mercedes-Benz Argentina in 1974. The car remained in Fangio's name until his death in 1995 and then kept within his family until 2013.

The car was auctioned with no reserve

at the Silverstone NEC Classic MotorShow Sale in Birmingham, England for £28,175, or about \$45,000.

The IKA Torino won the Turismo Carretera, a popular touring car racing series in Argentina in 1967 with Eduardo Copello, 1969 with Gastón Perkins, 1970 and 1971 with Rubén Luis di Palma and 2022 with José Manuel Urcera.



Wrong photo appeared against the MEMORIES article written by Robin Eattell - Page 7 September 2025 issue of TVR

Apologies to Robin – Mike G

Please see correct photo above

TOM BRUININK

NETHERLANDS

AU COIN DU LIVRE



My family (parents over more then 53 years) and sister drove Renault. Especially R4 and R6. I got the R4-virus from them. After study I directly started career within Renault importer headquarter.

Worked for many years in PR-department and now in the best rewarded dealership in the Netherlands.

As a hobby I started 35 years ago writing for R4 Club Nederland magazine and since over 10 years as chief-editor. I also cooperate with Renault magazines in Europe, America and Australia. A real ambassador of Renault, Dacia and Alpine

The contact with Victorian Renault came after I saw a review of the magazine in British RENOTES from ROC. Renault Owners' Club is one of the oldest Renault clubs.

The oldest is situated in Australia. And for me it is big honour to contribute in this nice magazine with news from 'The Renault world'.

Our Renault 4 Club Nederland and my magazine Vrijbuiters started in march 1991, so for nearly 35 years we make 4 magazines each year.

Tom is a valued and regular contributor to 'The Victorian Renault'. We look forward to his wide range of interesting international Renault articles....keep up the good work Tom as it make my role a lot easier ...Editor TVR



The book "L'AVENTURE RENAULT VU PAR FRANÇOIS ROUSSEL" written by Franck Coste and François Roussel highlights Renault's iconic status as part of France's cultural heritage. This story takes readers on an adventurous journey through different regions, clearly showing the authors' passion. Exclusively in TVR a preview so you can already enjoy the beautiful illustrations.

The book includes 80 pages of colorful drawings and has a hard cover. The size is 16 x 22 cm and costs only €15 excluding shipping. It is a tribute to the unique history and impact of Renault models on French society. Available to order from September on ideesplus.fr. ISBN: 978-2-374700-97-7.

By Tom Bruinink

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Renault 6

Although the 4 was spectacularly popular, and the 8 reasonably so, Renault felt the need to add another small car to its range in 1968.

Development of the 6 was relatively simple, since it was a larger derivative of the 4.

As such, it started out with the old Billancourt engine, which soon proved to be inadequate – it was joined by the more suitable Cléon-Fonte in 1970.

Production ended in 1980 in France, but continued until 1986 elsewhere

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

Dealer

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mikegara1062@gmail.com

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