

theVictorianRenault

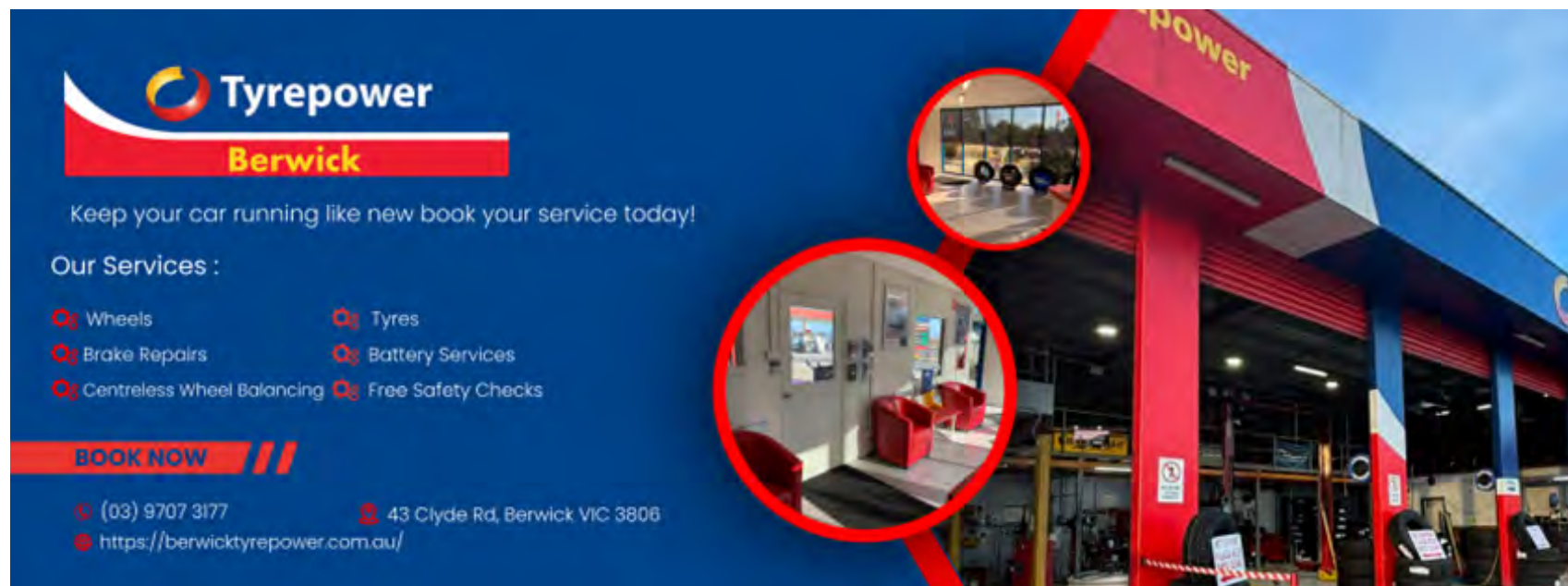


**RENAULT
CAR CLUB
VICTORIA**
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JUNE 2026

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



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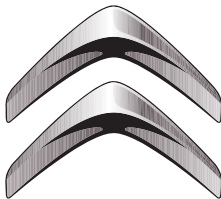
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Committee & RCCV DETAILS

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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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www.renault-car-club-vic.org.au

EDITORIAL

Another fabulous year for the club is
coming to a close and what a year it has
been. Great events, great cafes mornings/
drive days and most importantly great
camaraderie and friendship.

Another pleasing fact is the club is
continuing to growth (now over 200+
members) which means the club is doing
something right.

Now on a more serious note, the club's
general election is coming up in July. We
need members to put their hand up to join
the committee to keep the club growing...
we need fresh ideas and input.

ALSO remember- please support those
individuals and companies that support
our club as they are the backbone of the
club.

Mike G
RCCV EDITOR

June 2026 Issue - Article Acknowledgement
Bob Watson, Paul Stewart, James Cavanagh, Dave
Cavanagh & Tom Bruinink (Almere - The Netherlands)
Thanks to all members who supplied photos for the
2026 June Issue

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

Calendar 2026

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

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

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

***Regie Renault Points**

JUNE

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

***Sun. 7th** – Coffee/Breakfast
10:00am Cafe Name and
Address - TBA

Sun. 14th – Rob Roy Hill Climb
Inter Club Challenge Rd 2

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

***Sun. 21st** – Drive Day/Lunch
Address & Time - TBA

JULY

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

***Sun. 12th** – BASTILLE DAY
Lunch 12:00pm **Pier 35**
263 Lorimer St. Port Melbourne

***Tue. 21st** – **AGM- Elections**
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

***Sun. 26th** – Coffee/Breakfast
10:00am Cafe Name and
Address - TBA

AUGUST

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

***Sun. 9th** – Coffee/Breakfast
10:00am Cafe Name and
Address - TBA

Sun. 00 th – MSCA Track Day
Winton Vic.

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

***Sun. 23rd** – Drive Day/ Lunch
9:00am Location & Details TBA

SEPTEMBER

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

***Sat. 5-13th** RCCV Rendezvous
Broken Hill Extravaganza
Contact: Glenn A. 0413 107 131

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

***Sun. 20th** – Drive Day/Lunch
9:00am Location & Details TBA

A BIG WELCOME TO OUR NEW CLUB MEMBERS

Elena & Trevor HARTLEY, Adelino PEREIRA, Clint GIPPERICH, Pam VALENTINE and Carolyn FOLEY

RCCV LIBRARY

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

ADVERTISING RATES

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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



Hello everyone, well it's that time of the year again, time to rally up the troops. The elections are looming.

Now that we've hit 200+ members surely there are members who'd like to help steer this ship.

It's actually a lot of fun, committee meetings are just a way of catching up with mates over a meal and a drink, plus we do put about an hour of club work in whilst sipping on something. Committee meetings are usually the first Tuesday of the month at a pub central to everyone; we've been using either the Shopping town

Hotel in Doncaster or Glengala in Sunshine, both easily accessible to freeways. Remember, spouses are always welcome; it's great to get some extra input.

I think our current committee have been doing a fabulous job and I hope they continue and as the outgoing President I thank them but committees can go stale and new ideas are always welcome. So, all you 200 members reading this if you'd like to have a go sing out, if not, just sit back down on your hands continue what you're doing.

All positions are open. I've been President for 3 years now, happy to continue if the club wants me to but happy to step aside if someone else wants a go. Being President is actually the easiest job of the lot, it's really just delegating, talking to people and overseeing members input. Hardest thing to do is thinking up things to write about.

Where this current committee is failing and it's no fault of anyone's, we just don't get time to organise anything. That's guest

speakers and activities for the General meetings. The Peugeot club for example do an excellent job, every month there's a guest speaker and I suppose it's my fault, I should be stealing some, last month there was a guy from the Porsche club talking and displaying his beautifully restored Porsche 928 so nothing to do with Peugeots but car people are always interested in someone else's story.

We have members with interesting cars, some Renaults some not and most of you retired people have travelled and have happy snaps of your adventures. Do we have any members in the emergency services who'd like to tell us a story or two?

That's enough of the politics now what have we been up to.

Last month we had an interesting day out. A few of us went to the Australian made car show. A show for Australian made cars only. Yes Australia use to build Renaults. 4cv up to R20. I took my R8 Gordini, Mike Garafillis and Mike Neil both in 16TS's and

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

Pres. CONTINUED

Joe Cumbo in his R12. all Aussie made in West Heidelberg Victoria.

Graeme Wingrove came along in his early Citroen to give an Anglo/French Connection. I was pleasantly surprised, I was expecting a boganfest and yes it was mostly Holden and Ford but not all. Australia built lots of different makes back in the 60s/70s.

Quite a few VW beetles and a fascinating military vehicle called a Steyr-Puch Haflinger from Austria. These tiny 4x4 go anywhere machines were imported and assembled by the Australian Army and to my surprise were designed by Alex Ledwinka, son of one of the greatest engineers of the 20th century Hans Ledwinka of Tatra fame.

I had a laugh at some of the bogan stories, some of these people are genuinely interested so you talk to them but some have the stories so wrong you just say righto champ it's your story. I overheard a bloke explaining to his mate about the

swing axle rear suspension on the R8. He said the most people believe VW invented it but actually VW copied it off the Renault Dauphine in the 50's.

He seemed to know what he was talking about so I just let him go, I didn't want to ruin his story with the truth. I didn't want to explain that the Renault 4CV came out in 1948 and VW beetle was 10 years before that. My knowledge goes back to Hans Ledwinka in the 1920s with Tatra and no doubt he got the idea from someone else. Mr Bogan was only 3 decades out but at least he knew what a Dauphine was.

Another interesting car there was the Holden 48-215 belonging to Brenten Creasey. Brenten runs Keilor Auto Trimming and does all the trim work we need for our old Renaults so he's learnt about old French seats. He's an early Holden fanatic and has always had the idea that if you can't buy it build it.

Holden never made a station wagon version of the FX/FJ so he made his own.

GMH built 1 prototype and didn't like it and a bodymaker called Cordell built 6 to customer's orders. 3 survive and are museum pieces so Brenten built his own from a sedan. Excellent work, I've been following this build since day 1 and great to see it finished. He assures me there are no Renault parts in it which is more than I can say for one of the seats in my 403 which ended up with a Holden spring.

**That's it from me.
Seeya**

David C
David Cavanagh.
RCCV President

(What not a R8G photo on the Prez's page!)

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

1093

DAUPHINE GORDINI



Corsican rally legend Pierre Orsini universally known as "Pierrot" Orsini, won three times the Tour de Corse in 1959, 1962 and 1965 with co-driver Jean Canonici. He started competing in 1957, then aged 21, finishing 2nd in the tough Tour de Corse at the wheel of his family car, a Citroen 19 co-driven by his lifelong friend Jean-Baptiste Canonici. The pair managed to win their beloved "Rallye des 10,000 Virages" for the first time just two years later, sharing a Renault Dauphine Speciale. To Pierre Orsini's credit, two more victories in the Tour de Corse, an event which he took part fourteen times, always partnered by Canonici. He won in 1962 driving a Renault Dauphine 1093, and in 1965 in a Renault 8 Gordini 1300, also taking another fine second place in 1969 in an Renault Alpine A110.

The Renault Dauphine 1093 was a factory-built homologation special produced between 1961 and 1963 to qualify the model for international motorsport competition. It represents the ultimate factory performance evolution of the Dauphine line.

History & Development

The 1093 was developed to provide a more competitive platform for rallying and circuit racing than the standard Gordini variant.

Homologation Requirements: To meet FIA regulations, Renault was required to build at least 1,000 units. It was officially homologated under **FIA Number 1084** on Nov. 23, 1961.

Production Totals: A total of **2,140 units** were produced.

1962 Series: Approx. 1,650 units finished in Blanc Réjan (Off White)

1963 Series: Approx. 490 units finished in Gris Valois (Grey) with a "crackle finish" black dashboard.

Specialist Influence: The car was heavily influenced by **Amédée Gordini** (known as "The Wizard"), who applied racing modifications to the standard 845cc Ventoux engine.

Technical Specifications

The 1093 featured significant upgrades over the standard Dauphine and Gordini models:

Engine: 845cc inline-four with a **twin-barrel Solex 32 PAIA carburettor** and high-compression "hemi" cylinder head.

Power Output: Increased to **55 hp (SAE)**, compared to the standard 32 hp or Gordini's 40 hp.

Top Speed: Approximately **140 km/h (87-90 mph)**.

Chassis: Reinforced bodyshell, stiffer suspension, larger headlights, and a mechanically driven tachometer.

Competition Success The 1093's primary purpose was competition, where it achieved several high-profile victories:

Tour de Corse: Won outright in **1962** by drivers Pierre Orsini and Jean Canonici.

Rallying: Successfully competed in the Monte Carlo Rally and other major European events before being succeeded by the **Renault 8 Gordini** in the mid-1960s.



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

4CV-750

80th ANNIVERSARY



Few cars can claim to have been born in secrecy, shaped by resistance, and destined for mass popularity. The Renault 4CV is one of them - and eight decades on, it remains one of the most significant vehicles in French automotive history.

80 YEARS OF THE RENAULT 4CV ...

Conceived during the darkest years of the Second World War, the 4CV was developed in absolute secrecy between 1941 and 1944, at a time when Nazi occupiers had strictly forbidden French manufacturers from designing new passenger cars.

The project, discreetly labelled Project 106E, represented a quiet but determined act of defiance - not only against the German-imposed Vollmer Plan, which limited French industry to military and commercial vehicles, but also against the initial scepticism of Renault's own founder, Louis Renault.

Led by technical director Fernand Picard and his long-time associate Charles-Edmond Serre, the clandestine development team disguised

their work as low-priority research into a new engine for the pre-war Juvaquatre. Even under close surveillance, ingenuity prevailed.

The German-appointed technical director, Wilhelm von Urach - a known Francophile - reportedly turned a blind eye to the small rear-engined car quietly taking shape under his supervision.

The risks were real. According to legend, designers such as Mr. Pinsson concealed technical

drawings inside the linings of their jackets to evade German searches.

The first two-door prototype was completed in 1942, only to be destroyed later that year when Allied bombing struck Renault's Billancourt factory. Undeterred, the team pressed on, completing a second, more refined prototype by 1944.

Visually, the 4CV bore similarities to the Volkswagen Beetle, particularly in its rear-engine layout - an association Renault was keen to avoid. To distance the car from its German counterpart, designers added a "dummy" front grille with six chrome strips, lending the illusion of a conventional front-engined American-style car.

When the Renault 4CV finally emerged in public at the 33rd Paris Motor Show on 3 October 1946, it was an instant sensation



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

by JAMES CAVANAGH

Early production models - built from 1946 to 1949 - featured a 760 cc rear-mounted inline four-cylinder engine producing around 18 brake horsepower, paired with a three-speed manual gearbox. Compact and lightweight, at approximately 3.6 metres long and 620 kilograms, the 4CV could reach a top speed of around 100 km/h - entirely respectable for the era.

Its appearance was just as memorable as its engineering. Early examples were painted a pale sand-yellow using surplus paint left behind by Rommel's Afrika Korps, earning the affectionate nickname *La motte de beurre* - "the lump of butter." Despite its modest proportions, the 4CV was a genuine four-door sedan capable of seating four adults comfortably. Demand was overwhelming; waiting lists exceeded 30,000 customers soon after launch, firmly establishing the 4CV as

France's post-war people's car.

The car's story even attracted controversy. After the war, Ferdinand Porsche was invited by the French government to consult on the 4CV's design. Renault's post-war chief, Pierre Lefaucheux, took grave offence at the suggestion that the car owed anything to the Beetle. Not long after the meetings, Porsche was arrested on war-crimes charges - a dramatic footnote in the 4CV's already remarkable history.

by James Cavanagh

To be continued



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In Canada: 1427 Mountain St., Montreal 25

ROAD & TRACK, April, 1956

35

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

Snapshots

RCCV SOCIAL EVENTS

TOP ROW

RCCV Paddock Marshals at work & enjoying a well earned rest.
Phillip Island GP Circuit Ventnor
Vic. **6-8/03/2026** (Pics 1 & 2)

A fantastic drive & fun
treasure hunt with a great a
lunch at the Healsville RSL Vic.
29/03/2026 (Pic 3)

Members enjoying coffee and
breakfast at Wee Jeanie Cafe
50 Anderson St Yarraville Vic.
(Pic 4) and RCCV Marshals
catch up lunch at the Ashley
Hotel Braybrooke Vic. (Pic 5)
12/04/2026



BOTTOM ROW

A fabulous workshop visit to
Melb Performance Centre
22 Research Dr Croydon Sth.
followed by a pizza supper
14/04/2026 (Pics 6, 7 & 8)

Members R12 on display at
Aussie Classic @Manhattan
Manhattan Hotel. Ringwood
Vic. **19/04/2026** (Pic 9)

A great turnout & a beautiful
day for coffee/breakfast @North
Point. 2b North Rd Brighton Vic
17/04/2026 (Pic 10)



THE VICTORIAN RENAULT



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

AMPOL

1970 ROUND AUSTRALIA TRIAL



BOB WATSON is a legendary Australian rally driver and former champion whose career in motorsport spans over 60 years. He is widely regarded as a pioneer and "living legend" in the Australian rallying community. A dominant force in the late 1960s and 1970s, he won the 1970 Australian Rally Championship and four Victorian titles. He is known for driving Renaults and Holdens, including a notable third-place finish at the 1968 Bathurst 500.

Bobs story will appear in a future issue of TVR

Why Renault didn't win the 1970 Ampol Round Australia Trial

By Bob Watson

1970 was a magical year for Renault in the sport of rallying. Winning the Australian Rally Championship, the Victorian and other state championships put the company in the forefront of the rally scene. So when the 1970 Ampol Round Australia Trial was announced, expectations were high.

The R8 Gordini had shown itself to be the car to beat during 1970 so it seemed logical that Renault Australia would choose these cars for the Ampol event.

However marketing policy dictated otherwise. The R8 was at the end of its model run so success in the Ampol would not result in extra sales. Instead the newly



introduced Renault R16 TS was the model that Renault wanted to promote, so that determined the choice. The teams consisted of me with Jim McAuliffe, Mal McPherson with Rob Sharpley and Bruce Collier with Lindsay Adcock.

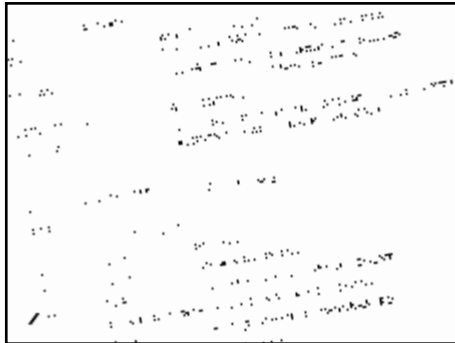
An all female team was added later with Sue Ransom, Vivien Helliwell and Marcia Tuckey

sponsored by a makeup company

Three R16TS cars were prepared in Melbourne. Eligibility rules were quite strict so the cars had to remain pretty much in showroom trim. Heavy duty suspension parts used in Africa were permitted and the engines were sent to Brian Sampson's Motor Improvements for blueprinting.

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

by **BOB WATSON**



As we found out later, this was not a great move. On a remote road near Cobar in NSW during the rally we caught up with one of our R16TS service cars, a standard fleet hack loaded with of the spare parts, wheels and tyres and tools. We had an impromptu drag race between the rally car and the service car, **and the heavily laden**

service car won. Lesson learned – never fiddle with a production built Renault engine!

The rally was divided into two separate events, a non compulsory rally which was run through the Flinders Ranges, and the trial proper which started near Mount Isa. We elected to save our cars for the major event, so it was a long drive from Melbourne via Port Augusta, Alice Springs and Three Ways to the start of the first trial stage at May Downs near Mount Isa. By then everyone was anxious for some action so the atmosphere was quite tense.

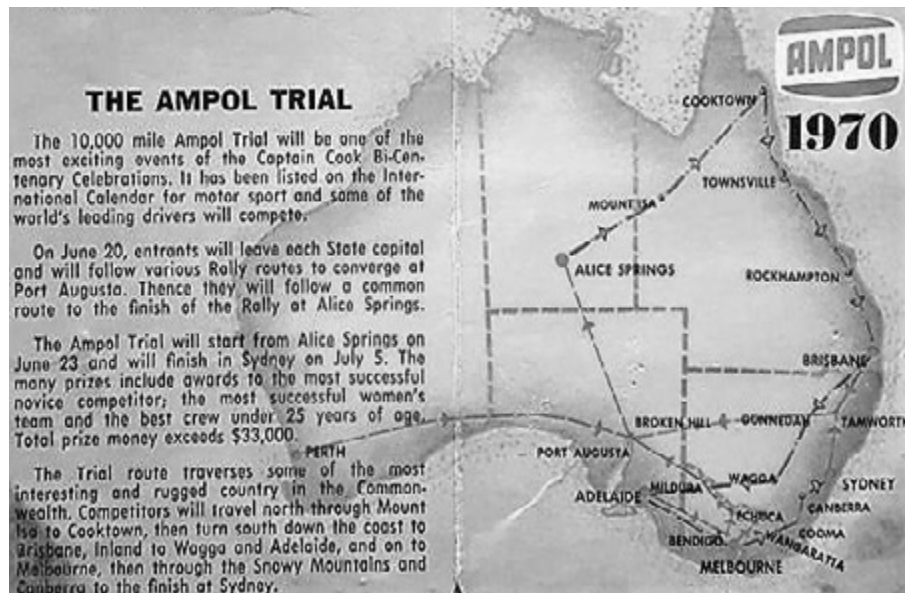
It was night, the wind had dropped and the dust hung thickly as the cars started the stage. We had drawn car 38, so by the time we started the dust was diabolical. We battled through and suddenly arrived at a 100 metre wide sandy creek crossing where lots of activity was taking place. There were cars stuck, some being

RENAULT R16TS

In the 1970 Ampol Round Australia Trial, the **Renault 16TS** played a prominent role as the primary vehicle for the **Kays Renault Rally Team**. While the team typically used Renault Gordinis for the Australian Rally Championship, they chose the R16TS (prepared by Bruce Collier) for this endurance trial to demonstrate its durability over 10,200 kilometers of rugged Australian terrain

Kays Renault Team

B. Watson & R Shipley
B. Collier & L. Adcock
M. McPherson & R. Bonhomme. Plus the Womans Day R16TS of Sue Ransom, Vivien Helliwell & Marcia Tuckey.
There were another 7 private entered R16TS's



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

AMPOL 1970 TRIAL CONT'D



The **1970 Round Australia Trial**, officially the Ampol Trial was the eleventh running of the Round Australia Trial. The rally took place between 24 June and 5 July 1970. The event covered 10,200 kilometres around Australia.

1970 Ampol Trial Competitors Badge. The badge was issued to all competitors in the 1970 Ampol Trial commemorating the 200th anniversary of Captain Cook's landing in Australia

pulled across by a tractor – it was a shambles. Without too much thought I tackled the sandy crossing before we got mixed up in the drama scene and miraculously the car churned through the loose sand to the opposite bank in first gear, engine screaming.

There was a steep bank to climb out of the river and the car baulked at the first attempt. I backed off and had another go and amazingly the car crawled its way up and over. We set fastest time for the stage, equal with Bruce Hodgson in Falcon, so we were joint leaders of the event. Incredible performance by the R16TS!

The course then headed south through Paluma Dam to Townsville and we managed to keep the lead. There was a breakfast stop at a service station and the service was terribly slow, so Allan Jones, the Renault

Australia After Sales manager at the time and a great character took over the kitchen and cooked us bacon and eggs in very quick time! The rally then headed inland to Charters Towers and Ravenshoe.

This is where our luck ran out. An electrical short circuit caused a total blackout (at night) at around 110 km/h – a character building

experience! We managed to stop without hitting anything, but the alternator was kaput. Low beam lights still worked but the battery was going flat and we had to resort to Jim hanging out of the window in the freezing air showing the way by torchlight.

We reached the next service point at Rockhampton where repairs were made, but had lost a lot of



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

by BOB WATSON



time and the rally lead.

Heading further south things were Ok for a while, but then I could smell the dreaded odour of hot coolant, and the temperature gauge was in the red.

The radiator was boiling, and that signifies a blown cylinder head gasket.

A small coolant hose carrying liquid to the automatic choke was leaking and caused the loss of coolant. Violent engine movement on the very rough roads had allowed the hose to contact the dash panel and chafe through.

The other team cars suffered the same problem.

So that was the end of the Renault challenge. The service boys changed our head gasket in a god forsaken place named Barraba in western NSW of our rally consisted in visiting controls along the way until we reached the finish in Sydney.



The fault that ended our chances was a relatively minor one, but the R16 engine with alloy cylinder head is very sensitive to overheating.

The Sun, Thursday July 2nd 1970



RENAULT STRATEGY

Renault Australia used the 16TS to prove its front-wheel-drive platform could handle the "outback". This was particularly important to counter perceptions of "fragility" in the front suspension, specifically regarding bending lower wishbones.

Stock Configuration:

The cars were intentionally kept largely to stock specifications- aside from essential rally safety gear and minor power upgrades - to maintain a marketing link to the showroom models.

Performance:

Capable of approximately 100 mph (160 km/h). The 16TS was noted for its long-travel suspension & comfortable seating, which were significant advantages during the exhausting 10-day event

THE VICTORIAN RENAULT

News

HISTORY & TRIVIA

The **Henney Kilowatt** was an electric car introduced in the United States of America for the 1959 model year. The car utilized Renault Dauphines as a base



Clyde Industries in Vic. 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.



Beat a Porsche: One of the most famous trivia points of the 70's Ampol trial is that a R16TS famously finished ahead of high performance competitors, including a Porsche 911T (driven by Alan Hamilton, who finished 34th).

"The Bitch": Historical rally records mention a recovery truck nicknamed "The Bitch" that was involved in retrieving vehicles during or after the events, often celebrated with champagne and mud cake in Alice Springs

Renault has thrown caution - and perhaps a little sanity - to the wind with the Filante Record 2025, an all-electric concept car engineered to challenge the very laws of physics. This futuristic bullet-on-wheels aims to set new records in power consumption, aerodynamics, and driving range while making traditional hypercars feel like lumbering dinosaurs.



Renault Emblème - a brand-new concept car

Renault Emblème was developed to maximise decarbonisation throughout its life cycle. It is a family car designed to slash CO2 eq. emissions from cradle to grave by 90%, compared with an equivalent vehicle today.

This shooting brake of elegant, flowing lines symbolises a design intended to optimise aerodynamics and maximise efficiency.

Renault Emblème is driven by an all-electric powertrain powered by a dual power energy, designed to reduce carbon emissions without compromising on versatility. It combines a 40kWh battery for everyday use with a hydrogen fuel cell for longer journeys.

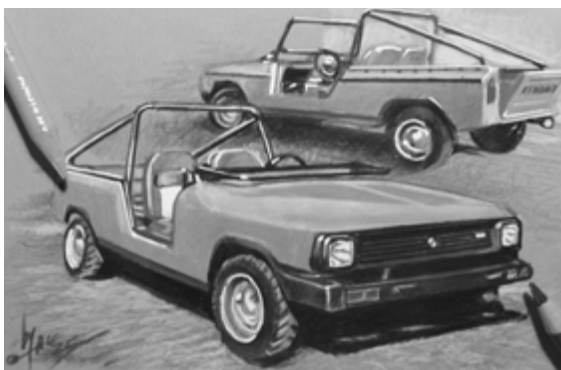
T H E V I C T O R I A N R E N A U L T

The career of the Argentine Renault 6 Toba was short. So short, in fact, that only one prototype was built and only two photos were taken, both in the design department's premises. Unfortunately, the management of Renault Argentina saw no future in this model.

The Toba was equipped with the black front that appeared only on later Argentine R6 models, while the rear featured the characteristic lights of the R12 Break. or the label 'not approved.' A strategic aspect may also have played a role, as a similar model was marketed in Europe under the name Rodéo.

In tribute to the 6 Toba, and to keep alive in our memories this unique and almost forgotten prototype, the artist Alejandro Salvay created exclusively for The Victorian Renault this beautiful illustration.

by **Tom Brunick**



Renault Fiftie (1996) ©Renault

According to Renault, the Fiftie concept was so named because it was intended to celebrate the half-century of the 4CV, though in fact that car did not go into production until 1947.

There was definitely a resemblance between the two (as if the Fiftie was what a sixth-generation 4CV might have looked like), but the only mechanical relationship was that both had engines mounted behind the passenger compartment.

The Fiftie was in fact based on the aluminium chassis of the Spider, with a carbon body mounted on top. The two seats were fixed in place, but the steering wheel and pedals were adjustable so that the car could be made to suit drivers of different shapes



MODEL CAR NEWS

This year, Solido also wants to reserve space in your display case. Among the new releases in 1/18 are A110 Rally, A290 Rally an R5 E-Tech, and the previously announced Alpine A424 Hypercar. As I write this, it is being announced that the 2026 season will be the last year Alpine is active in this class. And of course Ottomobile launched some beauties in 1/18 scale.

by **Tom Bruinink**

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

Best

JUNIOR TRAINING & FUN

Junior Driver Development

Driver: Charlie Stewart

The RCCV has a long history in all levels of Motorsport. Whether it be high speed competitive track days, regulatory trials, motorkhana's or hillclimb's the RCCV has always surprised a few competitors with our skill and speed. The old saying "You have to start somewhere" is catered for by Junior divisions.

All of my kids have tasted a Junior day. CAMS Ignition series was a particular highlight for Brad, my eldest son, who went on to work in V8 Supercars for Triple 8 racing and still works in the trade.

On a fine a sunny Sunday in March, I introduced my youngest – Charlie aged 13 – to his first driver development day. The venue was the Kyneton Car Clubs Autocross track. They provided a club car and instructor and for \$35 he had an hour lesson. If you use your own car you

can do all four sessions for the \$35. Great value.

Keep in mind he has never driven a car and all cars are manuals. He started in a paddock and within 10 minutes progressed to the track.

First lap in first gear only. Second and 3rd laps he hit fourth gear. It's a controlled and supportive environment to learn the basics of driving a car.

Charlie excelled and I couldn't help but notice the close resemblance to when Brad did it in 2011. Kyneton Car Club (KCC) were very accommodating, encouraging and enthusiastic

I've seen a few of these Junior Days over the years and they are all brilliant. I am a firm believer in Junior driver training. It doesn't matter if they progress to motorsport or simply use the skills on the road.



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

by PAUL STEWART

SEASON START

Learning the basics in a controlled environment gives kids skills you can't learn on the roads, or to simply pass a driving test at 18.

The big learning for me is none of my 5 kids have felt the need at 18 years of age to go and do high risk behaviour on the roads where there are life altering consequences.

*A great man once said to me the roads are for getting to the racetrack. They aren't the racetrack. **Wise words.***

We are lucky enough to be in possession of the Motorkhana special that has most recently been handed to me by the Nuske family.

Whether Charlie moves to the next level of Motorsport is yet to be seen. What I can say is he is as keen as mustard to refine the art of driving a manual car and learning some level of car control and see if you get the Motorsport bug. I don't remember anyone that hasn't gone on to the next level.



I don't remember anyone that hasn't gone on to the next level.

The RCCV is to be congratulated on its very supportive Motorsport enthusiasts. There's no pressure or bravado. Just a little banter and super encouraging.

Whether you are 12 or 70 there's a pathway to have a little fun, challenge yourself and maybe learn a thing or two.

KCC run the Junior days monthly and I'm tipping we'll be back next month and getting another Regie Renault point for Charlie doing his second event.

The countdown has begun for our race ambassadors. The 2026 season starts for Johan and Sean van Staden with the knowledge that they will be defending the title in the T1 class with their impressive Renault Duster. The SA Rally-Raid Championship includes seven events as well as a round for the World Championship. Bogdan Popescu will be active with his Logan STCC on the hills around Rasnov competing for the CNVC. We wish the Flamicom Team and the Duster boys of KEC Racing/Renault Menlyn Motus a lot of success! The sensational win of Dacia in the 2026 Dakar Rally gives both teams extra motivation to fight for the title.

by Tom Bruinink



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

Norman's latest adventure.

Weekend of the 6, 7 & 8 th March RCCV was marshalling down at the Phillip Island Grand Prix track for the historic races so I decided to take Norman my 1959 Peugeot 403. A mere 450km round trip over 3 days so a big adventure for the old boy.

The Bathurst 1000 race started life as the Armstrong 500 at Phillip Island in 1960 before it moved to Mount Panorama in 1963 and a 403 came second in that first race. A Vauxhall Cresta won and the mighty Peugeot 403 came second so old Norman feels he has more right to be there than some of the others.

Because I was marshalling I left Norman sitting up there proud overlooking the track and he got to see more racing than I did and he made lots of new friends all parked around him, I think he liked having the R8 Gordini close by because he lives with one.

Then the call came out for the track parade and I'm sure I saw Normans headlights brighten up. He was ready for a spin around the race track even if it was at slow speed so we lined up. RCCV did a great job by stopping the

traffic through the tunnel to give all 50 classic cars a clean run to the track. Taeghan Rasmussen (Graeme's daughter) was in the passenger seat taking all the in car photos and her 12 Year old daughter Ryley in the back feeling rather nervous because of the lack of seat belts and complete lack of anything safety related at all. I explained to her that in old cars like this if anything happens you die and as long as you're fine with that we'll continue.

So off we go out onto the track, a couple of times I deliberately backed off to create a gap so I could throw Norman into a corner to give her the full benefit of body roll without seat belts Two laps in and our young rear seat passenger was starting to realise she wasn't going to die and we had to come back in. She had a ball, her mum had a ball and said she'll do this once her car is finished and Norman had great fun and he felt like a racing car.

Norman doesn't go fast he proceeds with elegance. Back to our little spot and pack up for the long trip home, Norman never missed a beat and he had a ball, he's back in his shed next to his R8 Gordini all tucked up ready for his next adventure.

Signed, Normans custodian,
David Cavanagh.

AU COIN DU LIVRE



Further, four new releases from Sophia Éditions. First, a fun and compact book about the Twingo. Spread over 12 chapters and 96 pages, the reader learns everything about this model in **Twingo la voiture à vivre**, which was actually launched as the successor to the R4. Further in the same range a book about the Renault 14 and Renault 25. On the other end of the Renault spectrum, the 1.4 kg heavy album **Alpine: de l'ambition à la légende** is an absolute must-read. Available for order via www.sophia-editions.com.

The French publisher Make My Mag released a series of books last quarter that should not be missing from any Renault enthusiast's bookshelf. For us Renault fans, **Renault tous les modèles emblématiques** stands out in particular. A beautiful A4-sized photo book, 148 pages thick, softcover, and attractively priced. For only 15.90 euros, you can bring home a wonderful book. Are you more of a fan of the sportier models? Then **Renault 60 ans de sportives** comes highly recommended. The book has the same format and price as the previously mentioned book. In four chapters, the complete sporty range is covered: from the R8 Gordini to the Mégane 4 RS Trophy. And if your hunger for horsepower is still not satisfied, the same publisher also offers a book specifically about **Gordini** and **La grande histoire Renault RS**. For more information and to order: www.makemymag.com.

by Tom Bruinink

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

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Renault Fuego 1979 – 1985

Renault used the Spanish word for 'fire' for its first new model since the Caravelle with a name rather than a number.

The Fuego, successor to the 15 and 17 coupés, was related to the 18, but looked very different thanks to its aerodynamic bodywork, designed by Michel Jardin.

The two cars had the same range of engines, the most exciting of course being the 1.6-litre unit that powered the Fuego Turbo.

Notable for being one of the first cars with remote central locking, the Fuego was manufactured from 1979 to 1985 in France, and from 1982 to 1992 in Argentina.

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

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