

theVictorianRenault



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



MARCH 2025

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

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

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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

The 2025 Renault Roundup....what
a great day. A brilliant turn out of
members and their cars including a
lot of new faces and cars ... a fantastic
result.

Remember to support our club
event sponsors as they are the
very important to the success
of our club. **Brighton Renault,
Shannons Insurance, Alpine
Affaire, Qualitools, DynoLog
Dynamometers, French
Connection and Stuckey Tyres**

We signed up 3 new members on the
day plus a lot of enquires, which is
very encouraging for the committee
and club.

A big welcome to all the new
paddock marshals who volunteered
for Phillip Island for the first time.

Mike G

RCCV EDITOR

March 2025 Article Acknowledgement

John Elliott, Mark Valentine, Steve Kalendarian,
Bob Sprague (RCCA), Robin Eattell & Tom
Bruinink (Almere - The Netherlands)

*Roundup photo spread will appear in the June 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**

MARCH

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

***6th-9th** – RCCV Marshalling
@ Historic Car Racing,
Phillip Island Vic.

***Sun. 9th** – Coffee/Breakfast
9:00am For members who are
not marshalling TBA ?

13th – 16th Aust. F1 GP
Albert Park, Melbourne Vic..

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

***Sat 29th** - 6th Apr. RCCV
2025 Rendezvous Adventure

APRIL

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

Sat. 5th – Melb. Motor Show
Melb. Convention & Exhibition
Centre, South Wharf Melb.

***Sun. 6th** – Coffee/Breakfast
9:00am Arcobar Cafe
8 Arco Lane Heatherton Vic.

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

Sun. 27th – Drive Day/Lunch
Address line one TBA
Address line two TBA

MAY

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

***Sun. 11th** – Coffee/Breakfast
9:00am Cafe Name TBA
Address etc

***Tue. 20th** – General Meeting
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

Sun. 27th – Drive Day/Lunch
Address line one TBA
Address line two TBA

JUNE

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

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

A BIG WELCOME TO OUR NEW CLUB MEMBERS

Richard DUNSMORE, Jamie
O'DONAHOO, Joe & Carole
CUMBO, Stuart LORD, David
& Maryanne JACKSON.
Taeghan RASMUSSEN, Graeme
WINGROVE, John McLEAN

RCCV LIBRARY

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

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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



PREZ SEZ

Hi all, welcome to 2025.

I think the year has gotten off to a good start, no one has reported anything bad yet so I'm positive.

We've had a few good runs already, 5th of January was the Drysdale show which we've been attending for a few years now, 11 people went and it was stinking hot, a big thumbs up to Pete and Rowena Rasmussen who drove a 4 wheeled oven

all the way from Berwick to Drysdale in temperatures up close to 40 degrees. Alpine GTA's with there big long almost horizontal windows, rear engine and no air conditioning are not really summer cars. Once we got there we found ourselves a nice spot under some trees and it was really quite pleasant.

I took my R8 Gordini and it's not real happy in those high temperatures (nor am I) so I trailered it behind the big 4 litre Nissan so I could have the air con on all the way. The Gordini stayed in Drysdale for a 2 week holiday.

I picked it up 2 weeks later and it's a different car, Since we finished restoring it I've never been happy with the way it ran and have spend thousands of dollars on the twin side draught weber carbies only to keep getting told thats as good as it gets. While in Drysdale it got a thorough going over and now it's fantastic. I'm not going to name names because everyone will be down there but seeing he's our sporting director and the Gordini is a sporting car I had full trust in his abilities, anyway, anyone not scared to own a car with 6 side draught weber carbies is okay in my book.

Next club run was the morning coffee run at Vanilla Lounge in Oakleigh on the 19th Jan, 18 members, I'm told it was a good morning, I didn't go because I had other things to do but the people who went said it was a good event.

Next was Jugiong on the Australia day long weekend, only 4 members tracked all the way to central NSW in temperatures pushing 40 degrees, I'm told the 60th anniversary of Jugiong went off quite well.

The following weekend, 2nd Feb was 2's on 2. A special run that's been organised on the 2nd day of the 2nd month just for Clio 2's. These iconic little hot hatches have got quite a cult following so for the past few years there has a been a day put aside for them. People talk about a car that they should have bought and put away because prices are rising, well that's the Clio 2, prices are already rising and there not even old enough for club plates yet. Like the other French iconic hot hatch, the Peugeot 205 GTi the Clio 2 will one day be out of peoples reach. we thank John Palace for organising the day.

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

Pres. CONTINUED

19th of February was the 1st round of Rob Roy interclub hill climb at Rob Roy on Clintons Rd in Smiths Gully. A huge turn out and near perfect conditions for motorsport, about 90 cars entered and 7 of them Renaults. Problem was, the fastest Renault wasn't one of us. Young Ayrton Williams who is a member of the Alfa club runs a very well sorted Clio 3. Ayrton is young and fearless and the car is very well set up and we couldn't catch him. 1st of us was my son Chris Cavanagh in his RS250 wagon, 2nd David Bertuch, RS275 trophy, then me in the little red Megane diesel, followed by Glenn Armstrong RS250, Jerome Bain-King Fuego turbo and Geoff Rasmussen in Lucy the R4.

Chris's RS250 wagon is quite an amazing vehicle, Renault didn't make them and Chris being a family man needed a station wagon so he built it out of a written off RS250. He reminds me of my brother Steve, back in the 70's he built his own rally cars, he'd take a Dauphine body, usually cost nothing as people were throwing them out, got

hold of a written off R10 and swap all the mechanicals across and go to the wreckers (Reno Spares now French Connection) and buy a second hand R16TS engine and a few weekends work he'd have a very competitive rally car that would beat others worth 10 times the amount. That little Dauphine was so quick that in a drag race it would keep up with my dad's Porsche 911 up to about 130kph and the taller gearing of the Porsche would pull away. The Dauphine ran a standard R10 gearbox which is all you needed for rallying. Light body, low gearing and a powerful engine was and good traction was all that was needed.

These days people tend to think today's high tech computerised vehicles can't be tampered with but Chris proved them wrong by building what he wanted in his garage at home, he was fastest club member in a car he built himself on a shoestring budget, a fantastic effort.

Another one worth mentioning is Jerome Bain-King, his Fuego is getting better sorted and Jerome was a little dishearted because he couldn't beat an uber eats

delivery car but that uber car has 30 years newer technology and he was only a few tenths of a second slower, but he was a full 2 seconds faster than the other 80's French sporty hatch. 205GT's were the ultimate French drivers cars back in the 80s and he was much quicker, I thought that was a very good result.

That's enough from me, Valentines day has just past so I'll leave you with a little poem.

Renaults are red,
Renaults are blue,
Renaults are expensive,
So there's nothing left for you.

Cheers,

David C
David Cavanagh.
RCCV President

Steve K's

FRENCH FOLLY

Visited a good friend of mine in France with a garage to die for - **an A110 1300S and an A110R. Of course we went for a spin in both.**

A quick visit to the boulangerie for croissants and baguettes for petit déjeuner in the 1300. While parking I overheard a mother informing junior "c'est une Berlinette mon cher!" A rare sight in France indeed. In all our travels we never saw ANY free range Alpines.

The covers were pulled off the R. My first reaction was the gloss level of the carbon fibre. In the darkness I really thought it was glass.

It was sub zero with ice patches on the roads. I thought it brave for the owner to take it out especially with Cup 2 tyres that are notoriously unpredictable unless hot.

So I grabbed the RHS passenger seat. There was no way I would risk someone else's pride and joy. **Yes, I declined the offer.**

There is a lovely stretch of road outside Paris known to the locals as the 17 bends. It happened to be sunday. A photographer usually perches on an embankment and shoots interesting cars. You can browse his website in the next evening. **Yes, we were there.**

Thankfully with the non sticky tyres, there were no heroics. I don't make a good passenger even with a very skilled driver. I have my own A110 Premiere Edition as a reference point.

Contrary to many journalists, I disagree that the R is too track focused. Maybe it is, BUT it is a superb road car. I think the carbon fibre wheels play a huge part in this.

The low unsprung weight gives the chassis superb control and suppleness. Irrespective of the road surface it allows the driver to focus ahead and choose the best trajectory knowing that the car will deliver.

The other observation is how well it is put together. Dare I say German build quality??

By Steve Kalenderian



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

JUGIONG

2025 WELCOME

Celebrating

60 Years
At Jugiong



Renault Car Club of Australia
Renault Car Club of Victoria

1965

2025

Welcome to Jugiong 2025

I would like to take this opportunity to welcome competitors, officials, and friends, to the 60th running of the Jugiong Interstate Challenge Motorkhana!

Sadly, it is no longer an Interstate Challenge, and hasn't really been for many years, with

the large contingent of Victorians that used to attend finding other pursuits on this long weekend. We get a couple of regulars from Victoria, and on rare occasions someone from Queensland or the ACT might show up.

I personally have been coming to Jugiong on this Australia Day long weekend since 1977, missing 1 year I think, with my first recorded victory in the Motorkhana being in 1994. My latest, of 10 victories in total, was last year, 2024. I note the Collier name appears early in proceedings with my uncle Nigel notching a few wins in the early seventies, then more recently my brother Dave getting a few wins in the 2000's.

I see the first winner of the inaugural Jugiong Motorkhana, was, none other than Jack Mullins who is the reason that this Car Club exists!

The current Motorkhana event, although light on competitor numbers, is extremely high on quality drivers, with no fewer than 4 Australian Champions, all RCCA members, with a total of 20 odd Australian Championship victories between them! So, to win this event takes some doing.

I would like to thank Bob Sprague and Fran Fifield who have been organising this event for the past 20 years or more. Bob also organises a few helpers on the Saturday to set up the tests in "the paddock", sometimes in stifling heat. Also, a shout out to Jason Emmelkamp who has donned the Directors cap, and at other times, the Scrutineers cap, to get the event happening! There is a great team effort to get the event off the ground.

I look forward to saying Hi to some of you as the weekend progresses. I will be with the tough band of men and woman camping opposite the hall. This is the same place I have been pitching my tent since 1977! Please feel free to drop by and have a chat.

That's all from me, and as always, I'll see you out there!

Andrew Collier
President RCCA

Jugiong pages reprinted with kind permission of
Bob Sprague & the RCCA

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

THE JUGIONG STORY

by BOB SPRAGUE



A Brief History of the Renault Jugiong Competition

At a meeting between NSW and Victorian Renault car club members in Sydney in 1964 it was decided to hold a motorkhana between the two clubs every Australia Day weekend. The location was Jugiong, judged to be about half-way between Sydney and Melbourne. A club member had a relative, involved in the local Jugiong community, who secured the use of the park.

And so began a tradition that has been running since 1965. This year is the 60th time that the Jugiong Interstate Challenge will be run.

We believe this is the longest continually

run motorkhana in Australia. Please prove we are wrong.

The competition grew until Renault clubs from all over Australia were participating. The biggest number of competitors was 110 in the 1970s. Various competitions were held between NSW and Victoria, between the other states and for outright honours.

The Jugiong event has tapered off in numbers and these days fields are normally less than 20 in number. But this number comprises some of the top motorkhana drivers in the country.

There are generally five national champions, past and present, as well as state and class champions and families spanning three generations.

The weekend always started the day before the motorkhana with the First Beer Award. Initially this was at the Sir George Tavern at 10am in the morning. The person who bought the first beer poured won a pewter beer mug. That ended when the multitudes burst into the bar one weekend to find a member, staying at the Tavern, sitting at the bar drinking the first beer. We now use a marked glass. When

the Tavern closed the competition moved to a new drinking hole in town.

Well, traditions are traditions.

Nowadays, the First Beer is often held after the competition.

In the long forgotten past 10 tests were set up and competitors were only allowed one attempt at each test. These days we use 6 tests but allow 2 attempts at each. Another long-standing rule is no reversing tests. This allows the competition to be over around lunchtime and everyone can go and cool off at the swimming pool.

Jugiong is a tradition for Renault clubs.



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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 Xmas Break Up
Lovely Spit Roast Lunch
Canning Reserve,
Avondale Heights Vic.
08/12/2024



BOTTOM ROW

Drysdale Classic Car
Show. Clifton Springs Rd
Drysdale Vic.
05/01/2025

Members enjoying coffee
and breakfast at Vanilla
Cafe- Lounge. Eaton Mall
Oakleigh Vic.
19/01/2025



2's On 2's Drive Day
Emerald to Kevinton Vic
02/02/2025

Members hamming it up
at the British @ European
Car Show. Yarra Glen Vic.
16/02/2025

THE VICTORIAN RENAULT



THE VICTORIAN RENAULT

News

HISTORY & TRIVIA



Early in World War II, however, the factories were brought under German control, and many were heavily damaged by Allied bombings. When Paris was liberated in 1944, the facilities that had not been destroyed were confiscated by the French government, which set up the state-controlled Régie Nationale des Usines Renault in 1945. The company then emphasized the production of popular, inexpensive family cars such as the 4CV.

In 1963, Renault R8 was the first serial car with four-wheel disc brake system.



Renault bought the Enstone-based team for the 2016 season, rebranding it Renault. In 2021, the team was renamed **Alpine F1 Team** and became part of the new Alpine business unit, with Renault retained as the engine nameplate



With Renault **expanding outside of France and its colonial markets**, Renault is becoming eminently popular. 1964 saw the Renault 8 Gordini launch with great sporting success and in 1972 the R5 makes its debut, going on to account for 60% of sales.



Renault is known for its role in motor sport, particularly rallying, Formula 1 and Formula E. Its early work on mathematical curve modeling for car bodies is important in the history of computer graphics.



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

THE VICTORIAN RENAULT

Renault 17 returns with head-turning concept

Renault will sadly not turn its stunning R17 concept car into a production model, and will instead display it at this year's Paris motor show. **Renault has staked an early claim for 2024's best-looking concept at this year's Paris motor show with the retro-inspired R17 electric restomod x Ora Ito.**

As a homage to the 1971 17, the R17 sports a similar two-door, fastback design, but swaps the 1.6-litre inline four-cylinder engine for a 201kW all-electric powertrain – now located in the rear.

Although the R17 features a carbon-fibre chassis and sleek lines for improved aerodynamics, Renault has not divulged acceleration figures or driving range for the show car.

Tipping the scales at 1.4 tonnes, the all-electric R17 weighs about as much as the latest automatic-equipped Megane RS, which can accelerate from zero-to-100km/h in 5.7 seconds thanks to its 221kW/420Nm 1.8-litre turbo-petrol four-cylinder.

As a 'restomod', the R17 actually uses the monocoque platform of the original 17 as a basis, and even features much of the same interior, windows, doors, and underbody. However, the seats have been updated, while four screens are also added (three for instrumentation, and one as a central display) to modernise the R17's interior aesthetic.

On the outside, the R17 pays tribute to its inspiration with four round headlights, frameless doors, and rear window louvres. **"We kept the most distinctive design features of Renault 17, starting with the front end,"** he said. My aim was to add style and flow, but without altering the character of R17. You can still see the original Renault 17 and its sports coupé looks.

"We were also aiming for a light-hearted touch. Renault has a strong identity and I like that. You recognise a Renault when you see one, and this restomod is no exception to the rule."



POWERED BY RENAULT

1972 Jidé 1600S



This 1972 Jidé 1600 S is one of only approximately 130 cars ever made.

Designed by Jacques Durand and inspired by the GT40, these cars were considered Alpine competitors despite being priced much higher than

their similar compatriots. Campaigned extensively throughout Europe, the marque's most memorable win came at the 1972 Rallye du Poitou with Jean Ragnotti at the wheel.

This particular example is speculated to be the best left, having recently undergone a complete professional restoration.

Apart from auxiliary light positioning and a few other minor details, this one wears the same livery as Ragnotti's racer. Though many were privately prepped and entered into competition, there's no mention of this car's previous history.

Regardless of its past, the tribute livery looks fantastic on what is a brutally purposeful shape.

The rear three quarter view in particular is just fantastic, wide semi slick rubber protruding from wide, flat arch extensions leaving no doubts about the cars capabilities.

Inside things are pretty simple, and again very similar to an Alpine A110. A plain metal dash houses a few simple instruments, a handful of toggle switches, an electrical master switch and not much else. We can just make out the extremities of a full roll cage, which in conjunction with an exposed gearshift mechanism and fire extinguisher lend the tiny cabin a purely functional vibe.

Motivation comes from a 1.6 liter Renault R12 Gordini four cylinder, another similarity to its competition from Alpine. Said to weigh only 640 kg with a height of roughly one metre, it's small enough that the 140 HP or so on tap should be more than ample to throw it down the road with no shortage of speed.

Built around a composite semi monocoque integrating a tubular space frame, suspension is said to be rose joints with adjustable Bilsteins. Brakes are ventilated discs grasped by big AP calipers.

An interesting and unique alternative to an Alpine but only if you're under 5'10".

Footnote: Power came from an assortment of Renault engines, including the ones used in the R8, R8 Gordini, and R12 Gordini

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



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

Memoires

A MEMBERS RECOLLECTIONS

I was happy to get my first car, a Morris Minor convertible in about 1966. It was a side valve with very little power . My petrol head friends at college suggested an engine transplant. A Peugeot 203 was suggested and I bought a complete unlicensed vehicle for the engine swap.

Our house in East Fremantle had no garage or carport but had a driveway. However in a moment of inattention I had an accident with the Morris so there were two unroadworthy vehicles in the driveway.

What to do ? College gave me drawing skills, so I was able to draw a clubman style vehicle complete with a ladder chassis. The quote from a local engineer to construct the chassis was quite high for my student budget so I bought an arc welder and constructed the chassis. I was able to read various books and manuals to help with understanding the processes.

However I lacked full knowledge and I was recommended to talk with an imaginative engineer who had raced Peugeots. Bob Annear was willing to help and willingly shared his knowledge . He had built and raced a car based on a Lister Jaguar. Google gave me this comment: "Bob opted

for a space frame and a six cylinder 'grey' Holden motor with a huge GM diesel supercharger. When the bonnet was first lifted in the Caversham pits to a bunch of bent necks, David Van Dal famously quipped; "The engine drives the blower. What drives the car? Bob later changed the powerplant to a Peugeot engine.

My clubman was mainly constructed using Peugeot parts with some items coming from Morris. As a student I had very little money and learnt from my many mistakes.

The car was built in the open and on one occasion a young lady appeared from nowhere, my mother had sent her to talk with me. she asked "What are you doing ?", I replied that I was filling the radiator with water, and was stunned by her question : Is it thirsty ? "

Bob supplied me with many imaginative solutions to construction problems. My clubman nose cone was shaped by expanded aluminium covered with fibreglass . Initially I made the front wheel guards using smooth tyres as a mould. However when I took the car to the police for licensing the inspector asked me to incorporate rubber "splash" guards.

On an occasion while reversing, the guard wedged itself against the tyre and the whole guard launched itself into the air. I changed the guard to be integral with the body as in the early MGs.

By Robin Eattell



Bob Annear's race car



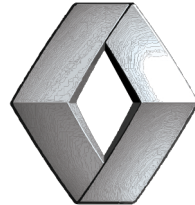
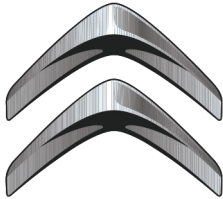
My home made clubman

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

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

General

STORIES & INFORMATION

The drawing genius

Tom Bruinink



Argentine Alejandro Salvay has been working for Renault for 30 years.

A fact for which he recently received a certificate. During his impressive career, his desk was at the Techno-centre in Guyancourt, France, for seven years.

In the role of Paint Shop engineering project manager, he returned to Renault Argentina in 2007.

For the past two years, he has held the position of Quality Auditor Design.

However everyone is most impressed by his hobby: beautiful drawings of automobiles.

An interview from Cordoba: Hello, my name is Alejandro Salvay, I am from Cordoba, I have been working for Renault Argentina for 30 years and currently I am working as a quality auditor. In my spare time, I have a great passion, which is drawing with pencils, mainly focusing on classic vehicles. Having worked and trained at Renault for so many years, I have a passion for the brand's vehicles and therefore my drawings focus on Renault vehicles from different eras historically caught my attention the most were the R4 because of its practical and simple design. Inspired by recent The Victorian Renault editions I made exclusive drawings of the Poland R4 and R6.

I also have a particular orientation towards the brand's historic sports vehicles, such as the Fuego, the Clio Williams, the R18 Rally, the Alpine A110, vehicles that marked a historic milestone for the brand.



THE VICTORIAN RENAULT

RENAULT MODELS BY COBI BRICKS

By Tom Bruinink

The famous Renault FT17 tank and the R35 tank are now included in COBI's range. Actual there are two versions available of the FT17 in 1/35 scale. COBI is a Polish manufacturer of quality toys and has an extensive range including tanks, planes and cars which can be built with blocks.

There is an large historical collection, as well as modern vehicles. Take a look at cobi.eu and be surprised. COBI is also available from local hobby stores. New is the R35 with French and Poland livery in one box. Available with number 2719 in scale 1/48.

Maybe COBI will launch more Renault road cars. First is the new Renault Austral available in the Renault Store. So COBI is the one to watch, with all European production!



Some cars sit and mope all day,
Their owners keep them locked
away

It's not their wish to stay at home,
While other cars go out to roam,
Think of cars that never rally,
How sad they never see a valley,
Nor motor up distant hills,
Or joust in traffic for their thrills,
'Tis sad to see them left in sheds,
How would you like to be kept in
bed?

Let them out to have some fun,
Bring them along to our next club
run.

Annon

Submitted by John Elliott

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

69 Sth'n Cross

RE-RUN CONTINUED

Seniors sideways action ...cont.



Day 3 was the event's longest day with 600kms to be covered in a large loop to the south west of Towoomba down to the small border settlement of Texas and back via Warwick.

The day commenced in thick fog as the field went through to a short break to view some of the vehicles getting ready for the following day's historic car street sprints in Leyburn – a famous event staged annually in

this small town. By now the roads had mostly dried and dust was beginning to billow from the cars as they motored on.

A highlight in the afternoon stage was a short section requiring 4 gates to be opened and closed giving teams a real re-enactment of the 1969 action.

Day 4 went north out of Towoomba to Nanango and Kilcoy before heading to the finish in the north Brisbane suburb of Kallangur.

This day had the largest proportion of gravel accounting for 67% of the first 300km before a common tarmac run into the finish.

It was punctuated by sweeping views from the Bunya Mountains and flat sections with countless causeways and grids and one long run on a rocky road which the organisers were unable to avoid – however no complaints from the Renault 16TS!

Congratulations must go to the Historic Car Club of NSW and ACT for the highly efficient manner in which this event was organized and conducted throughout – it was highly enjoyable for all, and a great opportunity for interesting cars and their even more interesting owners, to gather and relive their rally experiences without the pressure of timing and night time running.

Even though Drew still had 2000km to get home, no doubt he spent some of the time thinking about their next event planned for March 2025, on the western slopes of southern NSW, and how the TX motor and 5 speed box on order will give his Renault just that little more power and flexibility to push up the hills, and keep up with a few of the 80/90 year olds who just love rallying!

Mark Valentine

STH'N CROSS RALLY HISTORY

The Southern Cross Rally was for more than a decade Australia's pre-eminent international rally, attracting factory entries and big name drivers from overseas as well as Australia's best drivers.

The event ran every year in October from 1966 to 1980 inclusive, following a four night format. The competitive distance was generally about 2000 km. Only the first three editions came to Victoria.

The first Southern Cross Rally in 1966 was won by Victorians Harry Firth and Graham Hoinville in a Cortina. Barry Ferguson missed out on victory that year after an off on the final night but returned to win the following year with Dave Johnson in his VW. The lightning fast John Keran won in 1968 in a Volvo. Andrew Cowan won the Southern Cross Rally six times, an incredible record, and with three different co-drivers. His first victory was in 1969 with Dave Johnson in an Austin 1800. Johnson won again the 1970 co-driving for Barry Ferguson in a Torana. The Torana gained a second victory in 1971 with Colin Bond and George Shepherd. Cowan's other victories were all in Mitsubishi's – a Galant in 1972 and the mighty Lancer from 1973 to 76. Datsun finally achieved victory in 1977 with Rauno Aaltonen together with Jeff Beaumont in a Datsun 710. Beaumont won again in the final edition in 1980 co-driving for Ross Dunkerton in a Datsun Stanza. Victorians George Fury and Monty Suffern won twice in 1978 and 1979, also in a Stanza.

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1937 Renault Juvaquatre

Officially unveiled at the Paris show in 1937, the Juvaquatre was a thoroughly modern Renault, with independent front suspension, while the bodywork was all-steel and relatively streamlined, by the standards of the age. Always powered by engines measuring one litre or smaller, it was offered as a saloon, an estate, a van and – for taxi purposes – an extraordinary-looking compact MPV, as that particular body style would have been described decades later.

The estate and van became very significant in the immediate post-war era, when small Renaults all had rear-mounted engines which would have taken up valuable load space, and were therefore not suitable for conversion.

For that reason, Juvaquatre of these types (latterly renamed Dauphinoise) were still being manufactured as late as 1960, just before the front-engined Renault 4 rendered them superfluous.

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