

theVictorianRenault

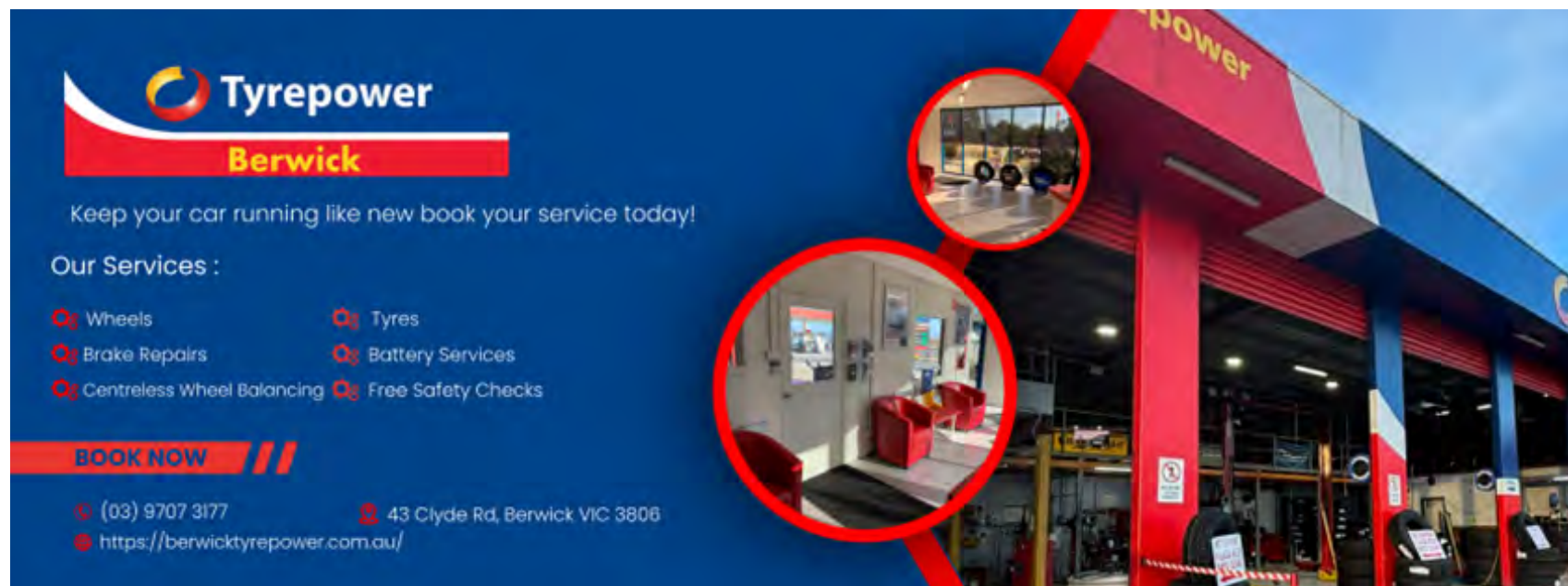


**RENAULT
CAR CLUB
VICTORIA**
www.renault-car-club-vic.org.au



MARCH 2026

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



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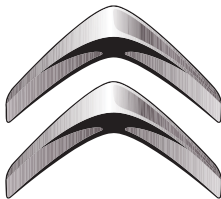
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Committee & RCCV DETAILS

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

EDITORIAL

Since the last issue a lot has happened. The Christmas break up was well attended on a beautiful sunny day. Again the catering was superb... a very enjoyable social day.

Again the RCCV was well represented at this year's Drysdale Car Show. A Saturday afternoon drive and dinner evening was tried for the first time (something different) with positive feedback, potential for future events.

However the icing on the cake was the recent Round up. What a fantastic event with approx 80 Renaults on display.

The organisers, the club shop and helpers on the day, together with all entrants deserve a big pat on the back for making it a hugely successful and a very friendly eventmakes you proud to be a part of the RCCV.

Also a big thanks to Danijela at Pier35

Mike G

RCCV EDITOR

March 2026 Article Acknowledgements

Bob Watson, David Jenkins, Drew Valentine & Dave Cavanagh

Thanks to members who supplied photos for this 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

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 For members who are not attending AGP - TBA

***13th/15th** RCCV Marshalling
@ Histroic Car Racing, Phillip Island Vic. (Now including Sunday night accommodation)

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

***Sun 29th** – Drive Day/Lunch
Time & Location TBA

APRIL

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

10th-12th – Melb. Motor Show, South Warf Melb.

***Sun. 12th** – Coffee/Breakfast
Time & Location TBA

Sun 19th - Aussie Classic at
Manhattan Hotel Ringwood
Aust. made Renault eligible

***Tue. 21st** – General Meeting
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

Sun. 27th – Drive Day/Lunch
Time & Location TBA

MAY

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

***Sun. 12th** – Coffee/Breakfast
Time & Location TBA

***Tue. 21st** – General Meeting
7:30pm Dorothy Laver Reserve
Saxby Street Glen Iris

31st – RCCV Special Display at
Winton Raceway to celebrate
80yrs 4cv & 70yr Dauphine

JUNE

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

***Sun. 12th** – Coffee/Breakfast
Time & Location TBA

A BIG WELCOME TO OUR NEW CLUB MEMBERS

Nicola & Judith PENAK, Kynan,
Linda, Flynn, Byron & Pippa STARK

RCCV LIBRARY

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

ADVERTISING RATES

The Victorian Renault
FULL PAGE \$1000.00
HALF PAGE. \$600.00
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Spec's. Image area in mm
F/P 227W x 157H
½ P 110W x 157H
¼ P 55W x 75H
For further details contact:
Mike G. 0478 634 504

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

Presidents REPORT



Welcome to the first edition of The Victorian Renault for 2026. It should be a great year for us, it's already started off busy.

Our first event this year was the Drysdale classic car show on 4th January. We had a great little turn out, about a dozen cars went down to show our flag. Drysdale show is getting bigger every year and over 2000 cars went down. Hanging Rock classic is always promoted as the biggest show in Victoria with over 2000 cars but Drysdale might be topping it now, It's always a great day and congratulations to 4CV register member Adam who won a top 10 award for his immaculate 4cv. They don't judge best

in show, they have a team of judges walking around all day judging the best 10 cars. Great to see a Renault up there even if he's not an RCCV member.

PCCV member Rob Cherry parked with us in his immaculate Peugeot 203 and the judges were so close to selecting him until they spotted Adams 4cv. I drove Norman my 1959 Peugeot 403 so we had 2 Pugs and Rob was so impressed he wants to make it a PCCV run next year so we'll need more Renaults if we're to have French car competition.

Hero of the day is my brother Steve. A Ford Fairlane came past and got about 200 meters away caught fire. Flames and smoke from under the bonnet and when they opened it flames were about as high as the roof. To my surprise no one had an extinguisher and people around it trying to fan it out or blow it out.

Steve jumped into action and grabbed the extinguisher from his car and ran down there, the owner saw him and met him halfway and grabbed it and put the fire out. The car was saved, will need work and had to be towed home but if it hadn't been for Steve it would have been totalled and the

risk of fire spreading could have been disastrous.

The whole thing made me wonder why no one had an extinguisher. All classic cars should carry one, all my cars do.

They're only about \$30 and it's the best protection you can have, I bet the Ford owner will carry one now. I urge all our members to fit one, not just the classic cars but moderns as well, modern cars are full of dodgy electronics and we hear of car fires all the time.

Our next event was our Saturday afternoon drive on 17th January to the Malmsbury pub for dinner via the Burke and Wills track. Those who came had a fantastic time but I was a little disappointed that we only had 12 people at our meeting place. I'd booked for 25 at the pub and they gave us the function room so 12 was going to be embarrassing. A few members chose to meet us there and some bought friends, thank you to Rod and Fiona whose sister lived close by so she and her partner came along and Chris and Bridie who bought a mate. All up including children we had 22 for dinner so the pub was happy and we weren't embarrassed. Malmsbury pub is

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

great by the way, publican Michelle was terrific and they all went out of their way to make us feel welcome, I'd like to use it again. Michelle had only owned the pub 6 weeks so she still learning and had staffing problems but still did an excellent job.

Next event was round 1 of the Interclub Challenge at Rob Roy hillclimb. Six of us entered, 5 Meganes and John Hardy's gorgeous original Alpine A110 1600S. Two first timers, Robert Hill (Megane RS225) and Chris Muyoma (Megane Trophy). Both enjoyed themselves so hopefully they'll be back. Chris won fastest Renault with a time of 24.63 and 2nd in class (very good for a first timer) Chris Cavanagh was second fastest Renault and 3rd in class with 24.71. These two Meganes are absolute weapons and only separated by .08 of a second. In contrast I was 3rd fastest Renault, 1.36 seconds slower and yet I'd done a PB. I look forward to seeing those two battle it out next time.

The interclub challenge consists of 15 different car clubs and our points from the day put us in 3rd place behind the Austin Healey Owners club and the MG car club. Each entrant gets 1 point for entering plus points for the top 4 in class.

Future events at the time of writing this are the Renault Round-up on the 15th Feb and our very special club meeting at the Frankston SES on the 17th. I look forward to this and especially watching them demonstrate their cutting equipment on a Renault donated by French Connection.

That'll do from me, hope see you all at the round-up.

Cheers,

David C
David Cavanagh.

OUR FRENCH VISITOR

Hi,
I'm French and visiting my family I'm Yarraville and 2 weeks ago, I came across a superb Renault Floride, immaculate white with a hard top and a sticker mentioning your club.
Unfortunately, I was walking the dog and have left my phone at home. I came back the following morning and the car was gone. So, if the proud owners lives in Yarraville, I would like to contact him (or her) to take a few photos if he's ok.
I myself was the lucky owner of a Renault 8 Gordini back in 1972 and it was great driving it. I'm afraid I'm leaving February 15th and won't be able to attend your show.
But if there's any chance to see some of your cars, just let me now. I am myself a member of a classic car club in France and used to do some historic rallying.
Hope I'm not bothering you but I understand we share the same passion

Gerard Verdier

Envoyé de mon iPhone. 5th Feb. 2026 @ 21:14

FOOTNOTE: An urgent email went out to club members mid Sat morning to see if anyone was available to meet up with Gerard in Yarraville. It was great as six members made it to the café on the Sat afternoon and we all had lovely afternoon chatting with Gerard. He was most impressed by our friendliness and was blown away by the effort made by club members to meet him on such short notice.

Sold

BY GOODING - CHRISTIES

Renaults sold at Gooding-Christies Parisian Auction 2026

The Gooding-Christie's Parisian Auction occurred on January 29th 2026. Among the many gorgeous classic cars to bid for were 2 Renaults.

The first of these to be auctioned was an Alpine A110 1600 S Groupe 4 of 1971. It was an ex-factory Alpine and it was victorious in the Acropolis rally driven by Ove Andersson.

In fact, Ove Andersson won the Monte Carlo Rally, Rallye San Remo, Österreichische Alpenfahrt and Acropolis Rally with an Alpine 110 and also won the International Championship for Manufacturers title for Alpine in 1971.

This magnificently restored Alpine A110 with a price estimate of between 200 and

€250,000 was sold for €241,250.

The second Renault for auction was a 1984 R5 Turbo, which belonged to the collection of the Belgian motor sport driver and mechanic, Beaudoin Lempereur, who died in March 2021.

This car had been restored and with a price estimate of between 80 and €120,000, it was sold for €103,500.

The prices paid for these cars no doubt reflects their provenance.

References:

Benjamin.<https://newsdanciennes.com/les-resultats-de-la-vente-gooding-christies-de-retromobile-2026/>

https://en.wikipedia.org/wiki/Ove_Andersson

<https://necrologies.lavenir.net/fr/2021-03-31/baudouin-lempereur/>

David Jenkins Feb. 2026



David Gooding began Gooding & Company in 2003, after serving as managing director of the International Motor Sports department at Christie's and President of RM Auctions. The company held its inaugural sale at Pebble Beach in 2004. Gooding & Company serves as the official auction house of the Pebble Beach Concours d'Elegance; the weekend's auctions are pivotal to the global collector car market, revealing trends in pricing and taste. Since its inception, the company has broken numerous world records for cars at auction.

British auction house Christie's agreed to acquire Gooding & Company in 2024.

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

Dieppe 1973 VISIT



Bernard Darniche

(born 28 March 1942) Is a French former rally driver. He won the European Rally Championship in 1976 and 1977 and the French Rally Championship in 1976 and 1978

He also holds the record for most victories in the Tour de Corse which he won six times (1970, 1975, 1977, 1978, 1979 and 1981), a feat later equaled by Didier Auriol.

He competed in the first World Rally Championships in 1973, winning the 16th Moroccan Rally and placing second in the 44th Alpine Rally, and was one of the top competitors for the remainder of the decade.

He finished third in the inaugural FIA Cup for Rally Drivers in 1977

I was delighted to read Sonja and Ernst's account of the happenings in Dieppe during the 50 year celebrations for Renault's Alpine A110s magnificent victory in the 1973 World Rally Championship. Great story, exciting times.

I was very fortunate to be in Dieppe in 1973 for the actual celebrations of that great victory. Renault Australia had sent me to France to investigate possibilities for rallying of future Renault models.

I was taken to Dieppe for a celebratory luncheon at the Dieppe Casino, with all of the victorious team members present. Andruet, Biche, Ragnotti, Andersson, Therier, Nicolas, Darniche and Vinatier.

How I reproached myself for not being able to speak French! I gathered that a lot of the conversation between the drivers was about turbocharging. Not long after that Renault

revolutionized the world of Formula 1 by introducing turbocharging!

It was a very happy occasion with the team basking in the glory of its achievement. Don't ask me what I ate at lunch, I was too occupied with looking and listening

As an unexpected sequel to that unforgettable lunch, **I had the opportunity to drive the 1973 Moroccan Rally winning car (Darniche/Mahe)** which had been brought to Australia for

Renault displays in the 1974 Don Capasco Rally in Canberra, the first fully European style rally to be held in Australia. With co-driver Jeff Beaumont we won easily, setting a new standard for Australian rallying.

I wished I had done that before the Dieppe lunch, it would have given me some credibility!

To round off a random succession of events, the organisers of the Australian Safari were bidding for a round



Darniche's Winning Alpine 1973 Moroccan Rally

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

by BOB WATSON

of the World Rally Raid championship, and I was given the job of driving the FIA observer around the course. It happened to be Jean Vinatier, accompanied by his French wife.

The Alpine connection got us off to a great start and we had a wonderful week on the event. Mme Vinatier was amazing – she would sleep in a rough old canvas tent at night and emerge each morning perfectly groomed, ready for a stroll along the Champs Elysee instead of another day in the outback heat dust and flies.

Vinatier liked my driving. At the finish he said “if we are ever in Australia again you must drive us”. He gave me a present, a Dakar Rally issued knife/fork /spoon device – with a corkscrew of course – and engraved with his name
A treasured possession



Bob in action ...1974 Don Capasco Rally



Jean Vinatier

(born 25 November 1933)
Is a French former rally and racing driver. He won the Tour de Corse with a Renault R8 Gordini in 1964 and the Alpine Rally with an Alpine Renault A110 in 1968 and 1969. In the last Alpine Rally in 1971, he finished second to Darniche

Vinatier also won the 1969 French Rally Championship in a Alpine Renault A110 and came 3rd at the '69 Monte Carlo Rally

In 1970, he finished second in the Acropolis Rally and third in the Rallye Sanremo

Vinatier also competed in endurance racing and has worked as a technical delegate for the Fédération Internationale de l'Automobile

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

A wet & cold Auto Classico,
Maling Road Canterbury, Vic.
(Pics 1&2) **23/11/2025**

RCCV Xmas Break Up
Lovely Spit Roast Lunch
Canning Reserve,
Avondale Heights, Vic.
(Pics 3-6) **07/12/2025**

BOTTOM ROW

RCCV General Meeting
Geoff Rasmussen being
awarded Life Membership
and Glenn Armstrong being
awarded the Regie Renault
Trophy for 2025.

(Pics 7&8) **16/12/2025**

A great turnout & a beautiful
day at Drysdale Classic Car
Show. Clifton Springs Rd
Drysdale, Vic. (Pics 9&10)
04/01/2026

Members enjoying dinner
at the Mamsbury Hotel after
a pleasant Saturday
afternoon
drive. Mamsbury, Vic.
(Pics 11&12) **17/01/2026**



THE VICTORIAN RENAULT



THE VICTORIAN RENAULT

Snapshots

RCCV SOCIAL EVENTS

TOP ROW

Rob Roy Interclub Challenge
R1. RCCV Winners, Chris
Cavanagh (L) 3rd and Chris
Muyoma (R) 2nd (Pic 1)
01/02/2026

Members enjoying lunch and
Catch-up at Wee Jeanie Cafe,
Yarraville with French visitor
Gerard Verdier (Pic 2)
07/02/2026

A fabulous turn out and
weather made it a fantastic
& successful 2026 Renault
Roundup at Pier35,263
Lormier St. Pt Melbourne, Vic.
(Pics 3-6) **15/02/2026**



BOTTOM ROW

Roundup cont. (Pics 7-8)

Fantastic and educational
Februarys RCCV General
Meeting held at the
Frankston VICSES Unit
6 McMannis Wy, Seaford. Vic
(Pics 9-11) **17/02/2026**



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

News

HISTORY & TRIVIA

It's the end of an era in Formula 1.

After nearly half a century of presence, the **Renault engine** will leave F1 circuits at the end of the 2025 season. **Alpine**, the French team that inherited the manufacturer's legacy will switch to a **Mercedes power unit** starting in 2026



In secrecy during the war, Louis Renault had developed the rear engine 4CV which was launched under Lefacheux 1946 Renault.,

In 1964, Renault (Aust) transferred their local assembly agreement from Clyde Industries Somerton Vic. to Continental & General, at their plant in West Heidelberg, Victoria.



The Dauphine made its debut at the Geneva Salon on 8th March 1956 and by the end of that month the first Dauphines were embarked on the high seas for the United States, where it was an overnight success.



The **Dacia Sandrider** is an off-road competition car, built by Dacia Renault Alpine together with Prodrive to participate in various competitions in the rally raid. It has been used in the FIA Ultimate T1+ class since the end of 2024 at Rallye du Maroc for the first time



Alpine backed as a surprise podium contender for the season opener

At the end of the first Bahrain Formula 1 Test, an Alpine driver featured inside the top ten as Franco Colapinto was in tenth place, and Pierre Gasly was in 15th place.

However, this did not stop Formula 1 technical analyst Sam Collins from making a bold claim, stating that Alpine could be on the podium at Melbourne in March. Collins said, "Alpine should be great. For the reason that McLaren are struggling due to wind tunnel time, Alpine had such a shocker in last year's World Championship and did not develop a new car for 2025; they used the 2024 car to save resources, budget, development, and wind tunnel time.

That car has a decent power unit; if the Mercedes is as good as everyone says it is, and I think it is pretty good. "That car really should be a frontrunner, and I have tipped them to be on the podium in Melbourne, if the drivers don't do anything silly, which is a big if when it comes to racing drivers. But I think they are really strong."

THE VICTORIAN RENAULT

Destroying THE BRAND b v DREW VALENTINE

But it was all in a good cause! It's not often that we gather as a club to bear witness to the destruction of one of our own – in this case a black 2013 Renault Fluence that had sadly seen better times – donated by those kindly car wreckers, French Connection.

But for our first well attended general RCCV meeting for 2026 that's exactly what we did courtesy of two of our members Joelle and Damian, who - when they are not enjoying their Renault Megane – they volunteer at SES Frankston to do all the emergency work that the SES does including cutting up cars to save people trapped in them.

Joelle and Damian, resplendent in their distinctive orange SES overalls, together with the rescue team took us through the process of removing doors, smashing windows, cutting through B-pillars and even peeling back the roof.

Using powerful, hydraulic powered 'jaws of life' type equipment the team made short work of the unlucky Fluence while we watched on in awe as the

4 door sedan was opened up all the while being careful to avoid tricky elements like exploding air bag canisters and the like.

This from the SES Frankston report of the night : ***"Our members gave a real insight into the precision, teamwork and training required at serious motor vehicle accidents***
The evening also included a presentation explaining how we operate as part of the broader Victoria SES network, supporting our community 24/7.

Spreading awareness about what we do helps build

understanding, preparedness and community resilience. It also strengthens connections with like-minded community organisations who share a passion for safety, education and giving back. A huge thank you to the Renault Club for their generosity, engagement and support. Together, we build a safer, stronger community."

A big RCCV thank you to SES Frankston for hosting our club night. And to Joelle and Damian for bringing it together – it was an awesome presentation, thank you both!



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

Dauphine

70th ANNIVERSARY



The Renault Dauphine was a rear-engine, rear-wheel-drive French economy sedan with three-box styling, manufactured and marketed by Renault from 1956 to 1967 sedan as the successor to the Renault 4CV.

It was designed to be an economical and practical car for the post-war era, known for its stylish, elegant design that made it a sales success, selling over two million units globally.

However, despite its success, it was criticized for its limited performance,

basic mechanics, and issues with rust, which ultimately contributed to its discontinuation in 1967.

Key aspects of the Renault Dauphine's history

Design and launch: Launched in 1956, the Dauphine was designed by Fernand Picard and engineered by Jean-Albert Grégoire to be a more modern and spacious successor to the 4CV. Its name means “the king’s daughter” or “heiress,” a nod to the 4CV being the “queen of the road

Engine and mechanics: It featured a rear-mounted 845cc inline-four engine, initially producing around 30 horsepower. Early models used a 3-speed manual gearbox, and it was criticized for being underpowered, especially for the American market where it was not designed for high-speed cruising.

Variants: Renault offered several variants, including

Dauphine Gordini: A sportier version with improved performance, developed

with improved performance, developed with the help of Amédée Gordini.

Ondine: A more luxurious version with upgraded interior equipment.

Caravelle/Floride: A Dauphine-based two-door convertible and coupé.

Rally 1093: A factory racing model.

Success and decline:

The Dauphine was a commercial success and was produced in many countries under license. However, its popularity waned due to criticisms of its rust-prone body, weak electrical system (especially the early 6-volt systems), and underwhelming performance. The final Dauphine was built in 1967 in France.

Legacy:

The Dauphine is remembered as an iconic example of post-war French automotive design, embodying the transition to modern and affordable European cars, despite its shortcomings. It remains a popular entry-level classic car for enthusiasts.

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

1956 - 2026

RENAULT
Dauphine

The latest story of the Renault Dauphine is being told by a woman who knows. When the Dauphine comes to the road, it's not just a car, it's a lifestyle.

Driven by people who can afford the finest

\$1695

43 miles per gallon

LES DIALOGUES DE L'AUTOMOBILE OR THE FASHIONABLE CAR FOR PRACTICAL PEOPLE.

LE PAPA: MY DAUPHINE REALLY PERFORMS - SPLIT SECOND GET-AWAYS... EXHILARATING CRUISING SPEEDS... ROCK STEADY CORNERING AND ROAD HOLDING... AND I ACTUALLY GET BETTER THAN 40 M.P.G. - SOMETIMES OVER 45 M.P.G. NO TROUBLE WITH PARTS EITHER; RENAULT HAS REGULAR SHIPMENTS ARRIVING FROM FRANCE!

La Maman: I never believed I could love a car so much! A dream in traffic. Really easy to park. I use ours for everything... for shopping (there's a large boot up front), for kid-delivery, for sheer joy of driving! Beautiful Paris lines. Four large doors. Best of all, it feels so safe...

LES ENFANTS: Hey, it's mighty! All the other kids want to ride with us. Wouldn't you?

LE DEALER: RENAULT CENTERS LEAD PARTS... RENAULT CENTERS LEAD PARTS... RENAULT CENTERS LEAD PARTS...

Le Car Hot: RENAULT Dauphine

Ete comme Hiver

IDÉALE AU CANADA!

La robuste Dauphine Canadienne vous offre SANS COÛT SUPPLÉMENTAIRE: chauffage opté, équipement électrique à grand rendement, double filtre à air, pare-chocs renforcés, dégivrage de tout le pare-brise, roues de diamètre standard de 13" vous permettant partout une bonne tenue de route.

C'est pourquoi tant de Canadiens choisissent la Dauphine. C'est de Paris et Performance...

RENAULT
Dauphine

RENAULT, INC., 1427, rue de la Montagne, Montréal

SUCCURSALE DIRECTE DE L'USINE-DISTRIBUTEURS ET AGENTS D'UN Océan à l'autre



Manufacturer

Renault

Also called

Renault Ondine
Renault Gordini
Renault 850
Dauphine 1093
Dauphine Alfa Romeo
IKA Dauphine
IKA Gordini

Production

1956–1967
Two million+world wide

Assembly

Flins, France
Ciudad Sahagún, Mexico
Valladolid, Spain
Dublin, Ireland
Santa Isabel, Argentina (IKA)
Somerton, Australia
Heidelberg, Australia
Petone, New Zealand
Acton, United Kingdom
Alfa Romeo Portello Plant,
Milan, Italy (only 1959–1964)
São Bernardo do Campo, Brazil
Nesher, Haifa, Israel
El-Harrach, French Algeria
/Algeria (CARAL),
then Renault-Algérie
Haren-Vilvoorde, Belgium (RIB)

THE VICTORIAN RENAULT

DACIA

2026 DAKAR WINNER



Nasser Abdullah Al-Attiyah: born 21 December 1970 in Doha is a Qatari rally driver.

He was the 2006 Production World Rally Champion, 2014 and 2015 WRC-2 champion, an 18 time Middle East Rally Champion, a five-time FIA World Cup for Cross-Country Rallies champion, a three-time World Rally-Raid Champion, and a six-time (2011, 2015, 2019, 2022, 2023, 2026) Dakar Rally winner.

His six victories in the Dakar Rally make him the only Middle East driver to win the competition more than once.

Nasser Al-Attiyah's co-pilot for the **2026 Dakar Rally** was the Belgian navigator **Fabian Lurquin**.

Dacia Takes Its First Ever Win At The 2026 Running of the Dakar

Nasser Al-Attiyah returns to the winner's circle to claim his sixth overall victory, and the first for the Dacia team!

The Dakar is the true stuff of legends. And it's not just the historic editions that still leave many of us in awe, the yearly adventure is still the playing field for the creme de la creme in rallying. Each competitor, whether on two wheels or in a car or truck, has to battle the odds and navigate the toughest terrains on earth for days on end. And while sand might not sound very daunting, it becomes a whole different story when you have to tackle dunes higher than a house. In the Dakar, danger is literally around every corner and behind

every dune, and lives are literally at stake. This year, the racing was closer than ever, especially in the Bikes class, where it came down to literal seconds.

Here's the complete rundown on the 2026 edition of the legendary Dakar Rally.

NASSER AL-ATTIYAH WINS HIS SIXTH DAKAR AND GRANTS DACIA ITS FIRST

The big-budget teams of Mini,

Dacia and Ford all lined up at the start seeking to knock Toyota off its throne, but it was the Dacia team that took home the overall win in what would be another epic battle across the Saudi desert. Following last year's debut of the Dacia Sandrider,

Dakar veteran Nasser Al-Attiyah rose to the top once more, to claim his sixth overall victory, now winning for four different manufacturers. But it was far from an easy win



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

SAUDI ARABIA



for the Qatari driver, as the competition proved fast.

Having to battle it out with the fast Ford Raptors, Mini JCWs, and Toyota Hilux GRs, Al-Attiyah and navigator Fabian Lurquin gained the lead after stage 6, dropped down to third after stage 9, but were back at the top of the leaderboard after stage 10, with a lead of 12 minutes over Henk Lategan and Brett Cummings in a Toyota.



A lead they wouldn't relinquish, despite a fast-charging Nani Roma and Alex Haro in a Ford Raptor and taking it very slow themselves in the 13th and final stage, finishing a low 43rd! Mattias Ekström and Emil Bergkvist, also racing for the Ford Racing team, managed to hold off Sebastien Loeb in the second Dacia Sandrider for a third-place finish. Toyota managed no better than 8th

overall, regardless of winning four stages this year. A special mention goes to Mathieu Serradori and Loïc Minaudier, who piloted their Century CR7 to a stage 10 win, and 6th overall, ahead of the third Dacia Sandrider duo, and a trio of Toyota Hilux GRs.



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

NORMAN

CONT'D

by DAVID CAVANAGH

Half way into a 200km gravel section approaching a farmer's gate at about 100kph and pedal went straight to the floor. It was just the brake pipe to the left rear wheel had split, its 66 years old so I guess it's allowed. We blocked off the flexi pipe to the rear brakes and drove the rest of the way on front brakes only.

Getting bogged was another funny one. A 100 meter mud puddle made huge by 40 rally cars going through, it was all clay and once your wheels got stuck in someone else's tracks you were just a passenger.

I had to keep the foot down to keep the momentum up but couldn't steer, we almost got out, only 2 meters to go but bogged to the axle so we wait for the sweep car.

The 4wd sweep car sees us and comes to the rescue and only gets half way and sinks. Now what? Who sweeps the sweeper? Luckily they had a satellite phone and eventually contacted someone 50kms away.

Turns out the sweep car people are old world Renault people so we're all friends now.

This happened on Saturday the last day, the next day we were invited to run in the Swan Hill khanacross. I had no intentions of running Norman in a khanacross but he didn't know that, he saw me pack my helmet and got scared so he broke a brake line so he couldn't run. He was telling me he was tired and sore and he had a headache and wanted to go home.



So we drove home on 75% engine and 50% brakes. The khanacross was great fun; I got to go out with Bill Hamilton, 504 V6 coupe. Nigel Bedoe and Ben Park both in 504 rally cars while Norman sat there and watched. Thanks guys appreciate it.

Would we do it again? You betcha and I recommend everyone do it. Would we take Norman again? Well maybe, I think if you were intelligent you'd take a modern but that wouldn't be

in the spirit of it. David Cameron has 2 Koleos's and they would be perfect.

Reliable, good ground clearance, plenty of room and comfortable. Perfect car for these roads so lets rule them out.

Keeping the old car spirit the next obvious choice would 504/505 so rule them out too. I'd probably chose a 404 or a 16TS, I think either of them would be my car of choice.

If not we'll be in Norman

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Renault 19

The 9 saloon and 11 hatchback were replaced in 1988 by the 19, which was offered with both saloon, hatchback body styles and also as a convertible.

This was the last Renault introduced in the 20th century to be identified by a number rather than a name, though Chamade was used for the saloons in the early days.

The engine line-up included a new motor called the energy, which came in 1.2- and 1.4-litre capacities.

The Megane officially took over from the 19 in 1995, though, as usual, production of the older model continued for a little longer in some countries

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

REGISTERED BY AUSPOST - PUBLICATION No 100003981