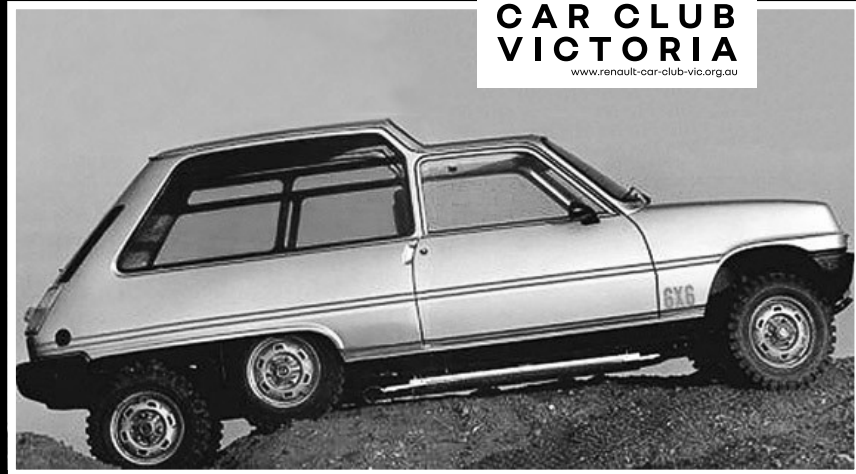


theVictorianRenault



**RENAULT
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SEPTEMBER 2025

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



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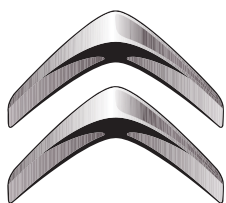
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See advertising rates - Committee page

Committee & RCCV DETAILS



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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

The 2025/26 club elections have come and gone and it's great to see new faces on the committee as this will ensure the continuing growth of our club with new and fresh ideas.

Also a big thanks to those who stepped down after a very long and valuable innings on the committee spanning over a decade and in multiple roles over that time ... **well done Jeni S, David B and John E.**

Lots of events are happening between now and Christmas. The committee would love to see members who don't normally attend club events at least attend one if not more of them. Thank you to all the regulars who turn up.

NOTE: The fully catered RCCV Christmas breakup is on again (Dec 7th), so mark your diaries now. Details TBA closer to the date.

Mike G
RCCV EDITOR

September 2025 Article Acknowledgement

Robin Eattell, John & Roz Sanders, Bob Watson, Paul Stewart, Julie & Mike Neil. & Tom Bruinink (Almere – The Netherlands) Thanks to all members who supplied photos for the 2025 September Issue

THE VICTORIAN RENAULT

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**

SEPTEMBER

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

Sun. 7th – Coffee/Breakfast
9:00am Cafe Name and
Address - TBA

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

Sun. 21st – MSCA Track Day
Phillip Island

Sun. 28th – Drive Day/Lunch
Address & Time - TBA

OCTOBER

Sun. 5th – Rob Roy Hill Climb
Inter Club Challenge Round 3

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

Sat. 11th – Metec Track Day
Metec facilities @ Kilsyth
PCCV – Great fun day

Sun. 19th – All French Festival
8:30am Cruden Farm
Langwarrin

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

Sun. 26th – Coffee/Breakfast
9:00am Cafe Name and
Address - TBA

NOVEMBER

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

7, 8 & 9th –RCCV Marshalling
Historic Sandown

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

28th - 30th Nov – Geelong
Revival Entries now open

DECEMBER

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

***Sun. 7th** – RCCV XMAS PARTY
10:30am Location TBA

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

A BIG WELCOME TO OUR NEW CLUB MEMBERS

Orson Heywood & Jennifer
Groome

RCCV LIBRARY

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

ADVERTISING RATES

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½ P 110W x 157H
¼ P 55W x 75H

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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



Well it looks like I'm back in the hot seat again. This is my 3rd year as President and I have to admit it's a pretty easy job.

President is a job where you do the least amount of work for the most amount of credit. But, let's face it, a Captain is only as good as his crew and I've been blessed with the best Committee possible. Vice President Mr Garafillis is the backbone of our group and keeps us all in check.

I joined the club when I was 18; I'm now 65 so you do the maths.

These days I'm honoured to be a life member; I'll put that in prospective by quoting some lyrics from The Eagles Hotel California. ***"You can check out any time you like but you can never leave"***

Vice President Mike Garafillis. I've known Mike and Jan for decades now; I first met them when Jan was driving their hot R12 to work. I remember first seeing it when I pulled up behind it back in the 90s thinking that's a nice little R12 with an RCCV badge, Gordini wheels and a sports exhaust, then it took off and left me for dead and that was just the way Jan drove it. I saw it again a while later and heard the sound of the weber carburettors and knew something was happening with it.

Eventually Mike came into French Connection looking for some parts, I think I may have had my real works R12 Gordini being restored at the time so we started

talking.....and talking..... and talking and we haven't been able to shut him up ever since.

Mike worked in advertising and promotions so promoting and running the car club comes naturally.

Membership Secretary Jan Garafillis, Mike's long suffering wife. Jan is an ex school teacher so she knows all about suffering in silence.

Our new Treasurer is Alby Sommer. Another long time member but first time committee. Alby has run lots of businesses over the decades so I'm confident our little club is in good hands.

Joe Cumbo is our new secretary, Joe is a new member, he drives an R12 and lives in the western suburbs so he must be a good bloke.

Our new sporting director is Angelo Simonetto. Most of us know Angelo, long time R8 campaigner in hillclimbs and sprints. Angelo will be good in this job because he's enthusiastic and willing to

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

Pres. CONTINUED

help any new members get started.

Drew Valentine is another new member, drives an immaculate 16TS and R8 Gordini replica. Drew will be a very useful committee member.

The other ones are Grant Domrow and Barrie Fisher, two older members even though Grants still a puppy he's been on committee a few years now so we'll call him a future President in training.

Then there's Barrie Fisher, what can you say about good old Barrie, older member, been around for years, will talk about anything just don't mention the war. By war I mean the Government, we all know there are 2 sides to politics, Barrie's side and the wrong side.

Well that's our committee for 2025/26, show them the respect they deserve and keep in mind we are volunteers and do this because we love the club

Now, what have we been doing since we last spoke? Rob Roy hillclimb was on the

8 th of June. Very wet, very cold but great day About 50 cars ran, RCCV had the usual runners. Chris Cavanagh, David Bertuch, Glenn Armstrong, Geoff Rasmussen and myself. 3 Subarus turned up and we can't compete against 4wd off the line, especially in the wet so when the results came out it was Subaru 1st, 2nd and third outright then us, Chris 4th, David 5th, a non member named Ayton came 6th in a Clio, then Glenn 9th and me 10th. A great result and showing the Renaults are certainly the best of the rest. Geoff won his class again in Lucy the famous R4. Geoff and Lucy win their class every event, Geoff is in the middle of home renovations at the moment and I think he's adding a trophy room. Most of us are happy just with a trophy cabinet but Geoff needs a trophy room.

We haven't had many runs lately because we've been focused on the new committee and getting everything running for next year, we're in talks right now for the Renault Round-up 2026, it'll be something unusual and quite interesting.

We've had some coffee runs that I missed out on because I've been busy preparing for other events but I'll be there for the next one.

Coming up we have Mailing Rd Autoclassico this Sunday 17th (Postponed) Rescheduled Sun 23rd Nov 2025

The Gordini weekend in Adelaide on the 3rd, 4th, 5th and 6th of Oct. Same weekend as Rob Roy Hill Climb on the 6th October

Metec Khanacross on the 11th. October.

The French Car Festival on 19th October at Cruden farm in Langwarrin.

Then Geelong Revival on the 28th - 30th November.

Plus our big Christmas party which we are catering for members only on 7th Dec. The Committee hasn't chosen a location yet.

Cheers,

David C
David Cavanagh.

SPORTING

ONE FOR YOUR CALENDAR MARK IT TODAY METEC MORE FUN THAN...A Sat 11th OCTOBER 2025

The entry form, supp regs and self-scrutineering form for the METEC multi-club tarmac event are available the PCCV website, **www.pccv.org** PCCV organises the event each year at the METEC course at Kilsyth.

Sixteen runs for the day – value for money

You will need a Motorsport Australia competition licence.

See <https://motorsport.org.au/licence>

Please complete the Entry Form and Self Scrutineering Forms carefully and accurately and return to the Clerk of Course, Allan Horsley **allan.horsley@bigpond.com**

It's a great day, so don't miss it.

Memoires

A MEMBERS RE



My friend Peter approached me with a view to travelling from Perth to Sydney together in 1970. I gave away my home made clubman to my friend, Phil and purchased a Peugeot 403 sedan to make the trip. That was similar in mechanicals to my home made car.

We loaded up both cars with our meagre possessions, Peter with his recent model Renault 8 and my cheaper older Peugeot 403. Our journey was via Kalgoorlie. At Kalgoorlie my car was overheating and I diagnosed that the cylinder head was cracked. I had this problem purchasing old engines for the home made car. I had my mechanics tools with me and Peter and I in his car went and purchased a second hand cylinder head which I installed by the roadside. We then made our way to Eucla where we stayed at the motel there.

We were approached by a young aboriginal man who wanted a lift to the Yalata Mission. He had travelled to Eucla to purchase alcohol for his mates at the mission.

We reluctantly consented, Peter's car had no room so I was to take a passenger. Peter pointed out that we had to leave early and he needed to present himself.

We needed to leave early because the Nullabor road was unsealed so we had to leave before the trucks which normally trailed clouds of dust making passing them a hazard. So at first light we were hoping to leave with the passenger. As soon as we started the cars, out of the darkness came our aboriginal carrying dozens of cartons of beer. He hopped in my car and introduced himself with: "Me Jimmy, me good boy" and we proceeded to Yalata, Peter drove ahead and kept my old car in his rear vision mirror.

Just out of Eucla I had a minor electrical fire emanating from the turn indicators. I stopped immediately and somehow disconnected the problem. Peter had come back to investigate and we set off again. Jimmy was quietly drinking from his mate's supply, to compensate for his trouble I guessed.

We dropped Jimmy off at the Mission and proceeded through South Australia to Sydney. At Port Augusta my car began to overheat, the local mechanic said he couldn't help and said I could be helped at Port Pirie. At port Pirie the mechanic diagnosed the problem as a blocked radiator, the second hand cylinder head had loose corrosion which was progressively shed, blocking the radiator.

He backflushed the radiator and we again set off for Sydney that was the last time I had problems with that old car.

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

Torino

ARGENTINAIAN RENAULT

Juan Manuel Fangio owned one. So did Leonid Brezhnev and Fidel Castro.

Introducing the IKA Torino, a car that became the automotive heartbeat of a nation.

The story starts in Argentina in the 1950s when the government of the day wanted to kickstart a local car manufacturing industry.

They turned to American company Kaiser Industries to establish a local joint venture, Industrias Kaiser Argentina (IKA), which began operations in 1956 in Cordoba Province. As an aside, Kaiser Industries had enjoyed a chequered history in the US car industry in the 1940s and '50, merging with Willys-Overland in 1953 to

form Willys Motors, Incorporated, makers of the famous and ubiquitous Willys Jeep.

Unsurprising then that the first cars produced by IKA were knockdown Jeep models. A sedan soon followed, based on the American-designed Kaiser Manhattan, renamed the Carabela. By 1958, IKA was producing 81 per cent of Argentina's locally manufactured vehicles, some 22,612 vehicles split between Jeeps and the Carabela sedan.

Meanwhile, French giant Renault was looking to establish a manufacturing base to service the burgeoning – and increasingly lucrative – South American market.

In 1959, Renault became a



minor shareholder in IKA, with the company now adding Renault cars to its production line. Trivia – the first locally-built Renault to come off the Cordoba production line was the little, and very cute, Dauphine.

By the start of the 1960s IKA was producing a number of different cars under licence, including locally-built versions of the American

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

WINNERS ARE GRINNERS

Motors Corporation (AMC) Rambler.

But it was in the 1965 when IKA won the hearts and minds of the Argentinean people when it decided it wanted to design and build a car with the power and reliability of American automobiles and the style of European cars. But, rather than a clean-sheet development, IKA sent two AMC Ramblers – one sedan, one coupe - to Pininfarina, charging the famed Italian styling house to come up with a design that would appeal to Argentina's European sensibilities.

The resulting IKA Torino was unveiled to the public 30 November, 1966 at the Autódromo Juan y Oscar Gálvez. **And the public was smitten.**

Queensland Motorkhana Championship

Very proud of our eldest Son Aaron and Grandson Hamish, both excelled at the 2025 Qld State Motorkhana Championship held in July.

Aaron came first outright with Hamish who is 17 came second outright.

Aaron went to his first Motorkhana when he was 3 weeks old. Started competing when he was 12 and was very quickly chomping on his father's heels.

The story repeats itself as Hamish and his siblings are catching up to both Aaron and Lauren.

We are proud of you all.

Lou and Leonie Wullemin.



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

Breakfast at Mason Lane
Cafe, 2 Hamilton Street,
Mont Albert Vic.
18/05/2025



6 Degrees at Rob Roy Hill
Climb. Round 2, Interclub
Challenge. Smiths Gully Vic.
08/06/2025



Brunch at Ramae's
Coffee Lounge. Wyndham
Harbour, Werribee Sth. Vic..
15/06/2025

BOTTOM ROW

Bastille Day Celebrations
Roule Galette Creperie
Carnegie Vic.
13/07/2025



Coffee/Brunch at Warran
Glen Cafe. Warrandyte Vic.
03/08/2025



*Autoclassico -Maling Rd
(Photos in Dec. I issue)*

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PEPE'S STORY CONT'D - WE MADE IT



Hughenden was great. Nice and warm and a cracking good night at Hughenden Pub. It was really our last night together as a team and we celebrated well into the night. Our Buddy Group had bonded really well and we were all in cars that were going to complete the course.

There were lots of French cars on the rally. Representing Peugeot were our 2 x 406's also a 308, 307, 505 and what I think was a 307 sedan? Also getting lots of attention was an R12 wagon.

The R12 pressed on brilliantly although the starter motor was intermittent. It was fairly rough but completed the course.

The biggest problem was for another team that like to make it a massive challenge every year.

They chose a Morris Nomad that they'd named The Green Hornet. Under powered, crap suspension and just a generally unsuitable vehicle. It broke down consistently, got bogged and would have made their buddy group have very long days. Worst it did was hit a ditch and basically fold in half.

It was towed into triage, rolled on its side and welded up. Its back was being held together by a ratchet strap.

Inventive mechanics but it was simply hoping to get to the finish line. It was completely stuffed by the end but someone paid \$1700 for it at the vehicle auction.

On the final day we cruised on made roads into the finish line at Townsville.

We were greeted by hundreds of people including Jackie and Charlie and it was great to see the family again and look forward to a shower I didn't have to queue for.

The next day there's a car auction and then awards party. You can choose to keep or auction your car. Only about 50 cars went through the auction.

The R12 was popular and reached \$1200. Most cars were between about \$400-\$800. Highest prices were for a nice Merc and The Green Hornet at \$1700 each.

A couple of days R&R in Townsville were well needed. Our buddy group said its farewells on the Saturday evening and started arrangements to get home. Overall, this was a great event and really

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

rewarding. I met some great people and saw awesome places that you just don't get to see.

We had support crews with us and everything was pretty well arranged – although you better like queuing. We challenged ourselves and our cars and the mighty Pugs didn't even suffer from a flat tyre.

Our cars will arrive back in Melbourne on a Mainfreight truck in the next few weeks and we'll assess the damage underneath but I suspect the worst we'll have is a new set of shockers.

We've had great support from the RCCV and our car club family. Dave and Chris Cavanagh (French Connection) helped enormously with sponsorship and preparing the cars. Chris had a nervous week on "standby" for the phone help I may have needed on the rally.

Peter and Rowena at Berwick Tyrepower were also amazing.

They are salt of the earth people that offered up tyres and also a donation to help us reach our goals.

Good news is Pete did such an awesome job we didn't even use a spare tyre. We also had significant support from Mainfreight in getting our cars back and CompNow an IT company. GJ Gardner Homes in Bendigo jumped on board with a significant donation as well.

The result was our car raised \$16,314 and Car 2 raised \$10,000. That's a massive \$26,000 going to the Cancer Council for Cancer Research.

Our rally has raised about \$2.3m to fight the disease. Would I do it again? Absolutely. It's rough, uncomfortable, cold, hot, dusty, challenging, demanding and hard work. But it is hugely rewarding because of the people, the organisation and the cause

THAT'S ALL FOLKS



News

HISTORY & TRIVIA

Renault Samsung Motors

Created in 2000, Renault Samsung Motors is one of the top five carmakers in South Korea. Renault Samsung Motors has 197 points of sale. Particularly reputed for its service quality, the brand was recently voted number one on customer satisfaction in sales and after-sales for the 14th consecutive year. Renault Samsung Motors sells a range of seven hatchbacks and SUVs.



Renault 16, a large family hatchback with 1,5 litres engine, was launched in 1965. The layout of this model was quite innovative — front-wheel drive, engine mounted in line behind the transmission, torsion bar suspension, and column mounted shift. Its big advantage was the modern, practical body style — introducing the hatchback to the mid-size family segment.

A six-wheel drive Renault 5 was built by a French company

called Leotard. Several were made, and it's believed there's at least one still alive and well in the UK. Anyone ever seen it?



In 1958, Renault opens a new automotive engine production plant in Cleon (Normandy). The French automaker introduces a number of successful car models. Renault 4, a front-wheel drive economy car enjoyed a great commercial success (more than 8 million cars was produced between 1961 and 1992).

HELLER MODEL KIT Since 1957 the company Heller produced nice model kits in France. With over 300 items, from airplanes, cars and sailing ships, the range inspires beginners as well a model building professionals. New in the range is the Gordini racing set in scale 1/24 (item 50328). Including an Estafette Assistance Course, R8 Gordini and a trailer. Available on heller.fr and the model kit shops. The set contents 374 parts. All in high quality, as we expect from Heller. Later in 2025 there will be launched some other interesting Renault models.

by Tom Bruinink



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

MOTOR CARS IN PAWN

A profitable enterprise of a large Paris Municipality is a large pawnshop in the eastern part of the city for motor cars, pianos and other large articles.

This pawnshop was built nearly three years ago, has room for two thousand vehicles and at present contains about one thousand five hundred.

To pawn a car the owner must produce papers to prove that the vehicle has been fully paid for, his elector's card to establish his identity and sufficient particulars to satisfy the authorities that he has a fixed domicile.

When formalities are over an expert examines the car and estimates its value.

The loan is then arranged, but account must be taken of garage costs, which, however are quite moderate.

In fact, it is said that some car owners find it convenient to leave their cars at the municipal pawnshop over the winter months to be sure that they will be well looked after for only a small fee.

The Reporter, 25 September 1936

Jack Doohan returns to F1 paddock after Colapinto swap

Colapinto has been signed to an initial five-race deal, with his position set to be reviewed ahead of the British Grand Prix at Silverstone in early July.

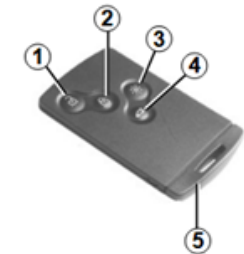
In the statement confirming the driver swap, Alpine announced that Doohan 'remains an integral part of the team and will be the first-choice reserve driver' during Colapinto's stint in the second seat.

Doohan has been spotted in the Imola paddock with Alpine at the Emilia Romagna GP on Saturday as he fulfils his new role as reserve driver.

PlanetF1.com understands that Doohan arrived at Imola on Saturday morning after supporting Alpine's efforts from the team's simulator at Enstone on Friday.

The Australian posted an image of himself in the simulator to Instagram's story function, which allows images and clips to be seen for a maximum of 24 hours.

Doohan is expected to perform standard reserve driver duties from trackside at Imola, observing and supporting the team and contributing where appropriate.



- 1 Unlocking the doors and tailgate.
- 2 Locking all doors and tailgate.
- 3 Switching on the lighting remotely.
- 4 Unlocking/locking the tailgate
- 5 Integrated key.

Renault Laguna, a large family car, was launched in 1994. This D-Class vehicle was manufactured by Renault from 1994 to 2001.

It was offered in the hatchback and station wagon body styles. Renault Laguna of the second generation was the first European car to use remote keyless ignition system

Monte

THE TRANSFORMATION CONTINUES



Ros found a set of fully reconditioned Weber 45DCOE's in Sydney which had bonus 36MM chokes the right size for the 12G. Some rejetting will be required and a twin Weber accelerator cable set up is ready to go in.

I bought red socks to match the red stripes lol. A brand-new water pump, thermostat will support the radiator and 12G cooling fan along new belts and hoses etc belts – so again all new. The heater control will need to be relocated to the centre of the dash as per standard 12G – not looking forward to that job, however I need to make way for the additional Oil pressure and oil temperature gauges that the 12 G's have fitted.

It's lucky that I just happened to have a spare set of 12 G instruments (less speedo). A little bit of work will be needed to install the oil cooler but that's to be expected with a project of this nature
Current Status: Sitting on the hoist with

no mechanicals. It has been degreased and pressure washed and the wheel arches will be painted prior to fitting the fully refurbished suspension and brakes. During the cooler months of 2025, the engine will get refreshed and hopefully some of the rust removed from doors and the front and rear panels and engine bay painted ready for the new motor and accessories.

The Gordini wheels have been refurbished for it with new tyres from Tyre power Berwick – (balanced to perfection as usual-thanks Pete R. These are here and ready to go on.

I've been asked about the fuel tank and our plans for it. Due to the rarity and cost of the 89Lt Tank we will be retaining the standard tank.

We are considering fabricating the rear number plate support frame and I may hinge it to allow access to the rear filler neck.



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Regarding the interior it is planned to retain the black local headliner and door trims and carpets. It currently has a Fuego steering wheel unless someone has something sexier for it. I may add a 1.4 Virage console for practicality given the whole interior is so GL ishyyy.

Again, this project is being done to have some fun in so not bothered by the fact it's not 100% Gordini in every fine detail such as the Africa car.

Its main purpose is having something to thrash and to preserve the French Blue Museum piece.

Yes, I'm well aware that some say LBJ should go back on dirt where it belongs but after the huge investment and work involved by not only myself so many of you in this club, others across the country and globally – I just can't do it, so this provides my outlet and gives us the log the G fix.

I guess the other consideration is that

These Gordini bits are 53 years of age and getting quite difficult to source and if you can the costs are significant and mounting and that's before you double the parts costs for shipping and taxes and tariffs. So, call me crazy but this is a way to have fun and preserve some rapidly disappearing Regie history.

Thanks to all who have shown an interest and or helped to get it this far.

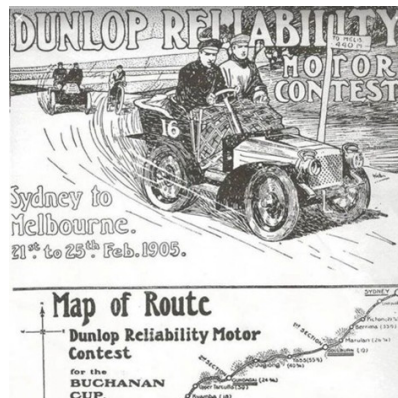
Its completion is reliant on my average bodywork skills and painting and more importantly my ability health wise- I've had about two functional weeks in the last seven or eight months – fingers crossed for more progress.

Thanks for reading if you've gotten this far.

Ros R and Johnny G (Nee Sanders)



Florence THOMSON TOUR



One of the many discussions on the recent 2025 Renault Rendezvous focused on the Florence Thomson Tour.

Me and Mike entered in 2023, so we thought spreading the interest the women showed then through RCCV may generate more interest in entering as a group.

The event is organised totally by women both from the AOMC and RACV, and only women can enter... of course they may invite a male of their choice in whatever type of car she chooses too!

The Florence Thomson Tour is presented annually around March

or April by the Association of Motor Clubs, on behalf of the RACV, celebrating the contribution of women to Australian motoring.

Florence Thomson was the only woman entrant in the 1905 DUNLOP Sydney to Melbourne Reliability Trial, driving a 5hp Wolseley and was one of 16 entrants to finish the event of 562 miles over a route that was not much more than goat tracks in many places.

I was initially hesitant about entering the Tour, thought it might be a bit serious, and, as I hadn't driven Mike's 16TS very much and I wasn't used to the Renault's column shift. However, it proved to be a driving tour of the area surrounding Wangaratta with interesting stops like the Silo art of Cam Scale at Devenish, of WW1 scenes, and at St James of artist Tim Bowtell.

The Federation Museum at Corowa rounded the Long Tour day for lunch and in between there were lunches and morning teas. Most of the route was done in



THE VICTORIAN RENAULT

loose convoys as the field was very large, around eighty cars.....and varied from the 1910 RENAULT AX to a 1996 Mazda MX5.

Participants were to dress according to the era of their vehicle, for evening and day wear, ours being the Sixties. My idea for the Tour was to hit the local Op shops with gay abandon! I manage to find two ensembles for day wear, which were finished off with a bought bob wig and hired white boots. Sixties evening wear overwhelming and I just bought a basic outfit; Mike sported a very thin black leather tie, loaned by a friend of ours.

Everyone gathered on the Friday evening at the Wang Racecourse for a formal dinner and background explanation of the Tour. Many people had very elaborate outfits and it was so much fun seeing the different eras represented. Then we lined up for formal photos.

Next day we assembled at the Racecourse for the Long Tour day,

everyone seeing the amazing array of vehicles and costumes. Some were stunning, others tongue in cheek; it was a hoot, more like a fashion parade than car rally.

So much laughter was heard as another day of period outfits appeared with much reminiscing of the varying fashion eras, some were even original.

It was so much fun and a great way to see and enjoy the area. It finished off with a car show and BBQ at the local park, before heading home.

One of our favourites was the 1910 Renault AX driven by Lis Donald and family, so skilfully and looking the part.

Many cars were owned by the women and most knew everything about their car, real enthusiasts but a few more Renault entrants would be fantastic... **So Ladies, think about entering next year in a Renault of your choice.**

by Julie Gill and Mike Neil

2025 French Car Festival
Cruden Farm, Langwarrin
SUNDAY 19TH OCTOBER

- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 8:30. Judging commences at 11:00
- Display car entry \$10 (includes a garden pass wrist band for the driver). Garden passes for the passengers of display cars can be purchased for \$10 each
- General admission to Cruden Farm gardens is via the car park off Cranhaven Rd. The entrance fee is \$10

FRENCH CAR FESTIVAL 2025
Cruden Farm, Langwarrin
VICTORIA

Presented by the Peugeot Car Club of Victoria in association with
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia

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For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 aadrum@gmail.com

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

General STORIES & INFORMATION

JONGERIUS 100% PASSION

by Tom Bruinink

If a dealer ends up at the top of the customer satisfaction surveys for years in a row and are named Dealer of the Year several times by the importer, then you are doing above average as a dealer

Since 1 July 1988 Hans Jongerius started his Renault dealership in the middle of the Netherlands. It quickly turned out to be an asset to the brand.

Spectacular activities and sponsorship in motorsport put Jongerius firmly on the Renault map. Now, almost 37 years later, Hans Jongerius fully meets the description mentioned in the first lines of this article.

Hans Jongerius also surprises in the showroom with striking cars. What about a Renault 19 of the first generation, an Avantage, a Renault 4 in Air France version or a typical Renault 5 in a rare Italian series limitée version. This R5 Boulevard Monténapoleone

refers to a chic shopping street in Milan. Indeed, this eye-catcher in the showroom is more than luxury. In short, several reasons to describe Jongerius as a real Dealer of the Year with passion for Renault and Dacia!



This is taken from Mike Hawthorn's book 'Challenge me the Race'

I left Modena with Trintignant and he drove me up in his Renault Dauphine. The road from Genoa to Monaco is very difficult and twisty but these Renaults are fantastic little motor cars and he drove it flat out the whole time.

Knowing that I am very nervous passenger, he did his usual trick, waiting until I was just dosing off and then suddenly putting the brakes hard on, which scared the daylights out of me, as I thought we were just about to hit something.

I did wake up once to see the back of a large truck looming in front of my face, but that was the only time we ever seemed to be in any real danger of hitting anything.

Submitted by Bob Watson

THE VICTORIAN RENAULT

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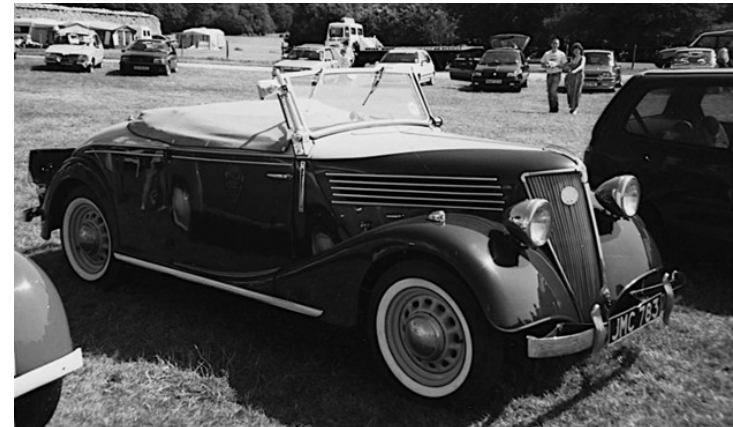
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1936 Renault Primaquatre (Second Series)

Occupying a position roughly midway between the mighty 40CV and the tiny single-cylinder Renaults of the late 19th and early 20th centuries, the Primaquatre was a mid-sized family car for reasonably affluent buyers.

As the 'quatre' part of its name suggested, it was always powered by a four-cylinder engine, though by now you won't be surprised to learn that it was larger at the end of its production run in 1941 (2.4 litres) than it had been 10 years earlier (2.1 litres).

Similarly, Renault practice in this period made it almost inevitable that the second-generation Primaquatre was more aerodynamic than the first, with less severe lines and headlights which, though not integrated into the bodywork, were at least closer to the front wings than before.

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

Dealer

PROFILE & VIC NETWORK



For many years the friendly staff at **Mildura Renault** have been selling and servicing new and used vehicles in Mildura and the surrounding area of VIC.

Our state-of-the-art modern showroom and large display areas allow customers to casually browse the great range of Renault Vehicles.

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o We are a family-owned business. o We are a multi-award-winning Renault Dealer. o Our awards are based on recognition for excellence in sales, service, and Customer Satisfaction. o Mildura Renault actively supports our local community, charities, and sporting clubs.

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