

RENOTES

THE MAGAZINE OF THE RENAULT OWNERS CLUB ISSUE 1 MARCH 2010



AGM SPECIAL - AGENDA & MOTIONS

EVENTS 2010

MY RENAULT

CLUB PARTS



RENAULT



Renault
OWNERS CLUB

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COPY DATES

Next issue of Renotes is due June 2010

All contributions for that issue must be received by May 15th

Please send to the Editor:
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at address above

Subsequent issues will be June 2010, September 2010 and December 2010

MEMBERSHIP FEES

Full UK and EEC £25

Full Non EEC £30

Senior Citizens and Unemployed (includes Students) £20

Additional £5 for New Members over normal membership.

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Front Cover: This shot of a Renault 5 Turbo sent in by Mike Fawke. To see your car on the front cover, please send me either a photo or a good quality electronic file (jpg > 1MB is best)

Renotes is published by the RenOwners Club Limited
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Letters to the Editor

December to March is traditionally a quiet time for the club, all the events are over and we are preparing the run up for the AGM.

However for the committee it is a very busy time, finalising details for the French Reims Rally, adding GB stickers and waistcoats to the shop, changing the website layouts, cataloguing the tools, cleaning up the membership details, contacting advertisers, finalising the accounts, contacting events organisers, organising the AGM and the Agenda and setting up the templates for the club and....March's Renotes.

However this period has also seen the resumption of letters to the Editor from all round the world. All the articles are either written directly by members or passed on or collected by them. We can only include items we are sent or find.

So please, in order to answer requests from members could we have some articles on Renault 4s, Renault 25s, Renault 18s and Renault 19 Cabriolets.

The contact details sheets have been very successful. I think we are now approaching 100. These were not just sent out to new members but to everyone. We have some members that have been in the club for over 50 years and some newer members of maybe 20 years or so. However, normally the only updates we get are changes of address. The sheets are required to make sure that the Renaults you have now are the same as when you joined or last wrote to us and also to tailor the clubs activities to these cars, for example to purchase or remanufacture the proper tools and get manuals as well as run the correct events.

From overseas we had a request from a non-member passed to us who was looking for the part number for a gear for a Renault 20 Autobox. We have the parts manuals for this in the club and also were

able to check the number against other cars and find that the Renault 5 and 25 Auto Box has the same part in it. We are currently looking for a good donor part in case one does not turn up.

John Henderson has been approached to date a Floride. The standard files just group these cars into rough batches which is no good for the DVLA as they require a car's year and a month to successfully register a car. The club accessed the more detailed records and passed on the full details of the cars date to the owner. We also helped locate another 2 Florides for possible photo shoots for "Practical Classic".

We also were approached for technical help on a Renault 19 Cabriolet and a Renault Espace (former Renault UK car)

The DVLA published some details of car MOT results in 2007. These are useful to us as they give some idea of the cars remaining (or at least presented for MOTs). As data it is pretty useless as it does not give mileage data or demographics of the owner but one thing of note is the large number of people who can't seem to be bothered to walk round their car before MOTs with a staggering percentage of people failing on tyres, lights and windscreens.

Perhaps the new driver thinks all the cars are self maintaining and 100% reliable and do not see the need for a check from time to time. Few failures were for something that a motorist with half a good eye could not pick up for themselves.

Some of the data is obviously wrong (with 1960 Renault 19s listed) which begs the question as to whether the DVLA study the data to locate mis-matched cars which in turn could be fraudulent or to see if the MOT stations are correctly identifying cars and carrying out the right tests.

Welcome New Members

Nicholas Cash
Robin Redcliffe
John Darmanin

Christopher Banham
Margot Binnie
Martin Aldridge
Ronnie Fraser
Jonathan Munn
Freddie Lauritzen Renault 19 II Cabriolet
Andrew Martin Vel Satis
Amy Hacker
John Richardson
Bertie Balsham
Jonathan Clark R26R (Mégane Sport)
David Mortlock
Simon Bowsie
Gerry Ankertell Renault 5 Prima Auto
Jason Ford - Renault 19 16v Chamade
Peter Maslin - Renault Clio Sport 200
Michael Blow - Dacia 1310TX
Emma Brewer - Clio Champs Elysee
David Agar

2010. By the time you read this it will probably be too late to enter the first event of the year, the Reims Rally. However the AGM is the next event after that and you can just turn up to it. Remember the next Renotes should be about June time on your mats by which time entry to a lot of events will have closed. All the events have a contact name to call to book your space so please phone up and offer a car. Only the NEC and World Series will be sufficiently late in the year that they appear in the June and September magazines. If you have web access you can visit www.renaultownersclub.com and see the up-to-date events information. Otherwise feel free to call anyone on the committee.

We had many letters of thanks for Mike's Crossword and Numbers puzzles. Apologies to all those next of kin roped in to solve it. The bad news is there may be one next Christmas. As a little reminder, if every member were to write just 1 article for just 1 page of Renotes every 5 years then we could easily fill the magazines from cover to cover and have material left over for the website. Hopefully it is not too much to ask that if you are doing anything with any of your Renaults, please get some photos and a few words and send them in. This way we will have a larger variety of articles to choose from.

Alasdair Worsley

CLUB EVENTS 2010

The club is putting on a number of events in 2010. I have listed those we currently have below. Any additions will appear throughout the year and ALSO on the website. This is an important resource as we can use it to give up to date information on additions and alterations. If you need to check anything, please contact the Events Secretary (Email: events@renaultownersclub.com) or the Secretary (Email: Secretary@renaultownersclub.com). Addresses and telephone numbers are on page 2. Club Events are marked (C). Some events will be for club members only and may be tailored round a theme.

Renault Owners Club AGM (C) Sunday 25th April 2010 11.00AM

Contact: secretary@renaultownersclub.com Tel: 0116 287 3718
This is taking place at the Heritage Motor Centre at Gaydon (CV35 0BJ). The same day there will be a Historic and Classic Car Show on by the Museum. Entry will be free (normally £9) to the museum for club members wishing to attend. We have our own room booked.



Renault Owners Club French Weekend (C) April 10th & 11th

This event is probably closed. Because of the numbers we have, it may be that there has been a last minute cancellation. To check on the state of the event, please phone or contact:

Michael Fawke Tel: 01303 894 392
Email: shop@renaultownersclub.com

Renault Classic Car Club & Renault Owners Club Joint Event

Bubble Car Museum Near Grantham
12th & 13th June 2010

Camping & Accommodation available from Friday Night, stay as long as you want.

Contact: secretary@renaultownersclub.com
Tel: 0116 287 6243.

Drive It Day

Sunday 25th April 2010 11.00AM
Seb O'Halloran Email: secretary@renaultownersclub.com
Tel: 0116 287 6243

Kent Run (C)

Sunday 2nd May 2010
Derek. Email: rdpalmer@btinternet.com
Tel: 07816 586642 or Becky on 07870 957720

Prescott La Vie En Bleu (Histoire & Collection) (C)

29th & 30th May 2010
Seb O'Halloran Email: secretary@renaultownersclub.com
Tel: 0116 287 6243

Renault World Series (C)

Silverstone
18th to 19th September 2010
Contact: Seb Email: secretary@renaultownersclub.com
Tel: 0116 287 6243

Bromley Motor Pageant (Histoire & Collection) (C)

Sunday 13th June 2010
Malcolm Bailey
Email: membership@renaultownersclub.com Tel: 01732 849325

Powderham Classic Vehicle Show

Contact Rob Doran
(Email: speedwayrob@hotmail.com Tel: 01395 271116)
10th to 11th July 2010

Glamis Castle (C)

36th Scottish Transport Extravaganza Glamis Castle
Date 10th / 11th July

At this event, all cars park together based on age rather than models. The club can help you with getting tickets to get in and will be present on the day. The organisers will have a banner on their car, so if you contact them on arrival you can arrange to meet up with other ROC members. There is not normally any large dedicated club stand.

Contact Valerie Munro on 01382 543 563



Tatton Park (C)

21st and 22nd August
We have a pitch at this event and welcome enquiries if you are interested in displaying your car here. Please let us know and we will send you the details as they become available.
Email: editor@renaultownersclub.com
Phone 07917 858423 for details.
Mike Wood will be organising the day but Alasdair is taking enquiries.



Crich Tramway Museum Extravaganza (C)
Monday 30th August 2010



NEC Classic Car Show (C) (TBC)
12th, 13th and 14th November

We have applied for a stand on this and welcome enquiries. Unfortunately we will not know until April / May if our

application has been successful. Please let us know if you want to apply for details. Email: editor@renaultownersclub.com or Phone 07917 858423 for details.

OVERSEAS EVENTS - MAKE YOUR OWN WAY

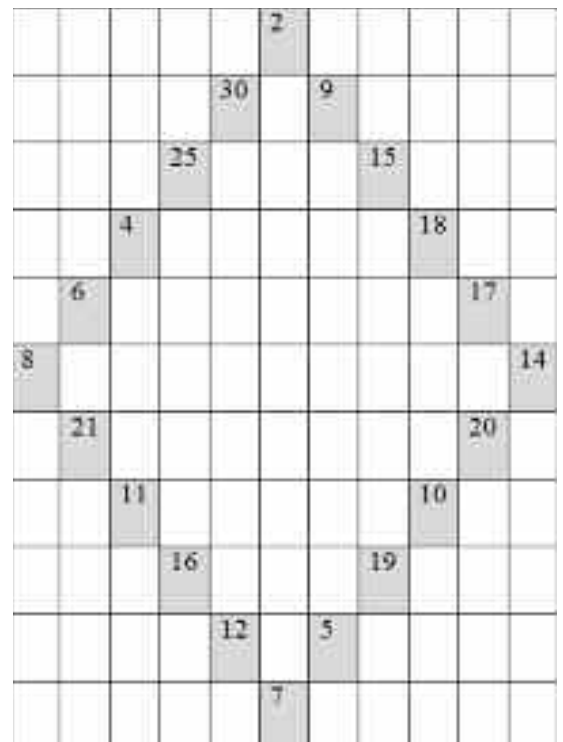
RETROMOBILE 2010
January 22nd -31st 2010
<http://www.retromobile.fr/>

Reims Autojumble and Classic Show 2010
March 13th & 14th 2010
<http://www.bce-reims.com/>

We are also looking at The French Car Show and The Adrian Flux Classic at Wroughton - at the time of writing details of this were patchy. Please look at the website or talk to a member of the committee for more details. These will only be entered if the final details are appropriate and we have sufficient cars to show. We will also need an organiser to arrange things on the day



FESTIVE SPECIAL ANSWERS



These are the solutions for the 2 quizzes. On the numbers one it is possible to have the pairs of numbers in different positions and as such there are multiple solutions.

The two winners selected at random were Les Craven who got both puzzles correct and Ann & Frank Cheeseman:

Lohéac 2009



something for everyone, including significant others and children.

The Whiteside team lodged at its traditional watering hole, Chateau Sparrow, where Peter and Angie did us proud over the weekend and, having reached that venue via the Portsmouth/St. Malo overnight ferry, the accompanying good weather stayed with us until we were packing up our stands, when a fine rain descended. This clement weather enabled us to enjoy the delights of the meeting, including spectating at some track sessions, during one of which Jean Ragnotti (Renault 8 Gordini 1300) and Michel Leclère (Renault 12 Gordini) did many (stage-managed) laps swapping places, whilst noisy Renault Gordini-engined single-seaters buzzed around them like wasps. All good, clean fun, as were the (non competitive) laps covered by the earlier-mentioned assortment of Renault Gordini-engined saloons and coupés from various past decades.

Every year, the October 'Autobrocante Festival' at the Manoir de l'Automobile de Lohéac, near Rennes in Brittany, heralds the onset of winter. This year, Clubmen Brian Whiteside, Des Collins and HM-W made their pilgrimage to this outstanding venue (two days of autojumbling on 03 and 04 October 2009) to see the celebration of the 'Special Gordini,' for which Dauphine-Gordinis, R-1093 Rallye Dauphines, R8 Gordini 1100s, R8 Gordini 1300s, R12 Gordinis, R17 Gordinis and a selection of Renault Gordini-engined single-seaters (but, regrettably, none of Amédée Gordini's own cars) were drawn up in a long line in the paddock.

As usual, there were a couple of amphibious vehicles pottering around on the lake, a pack of (Peugeot-engined) Hommell Berlinettes reeled off their monomarque laps on the circuit and there was the customary show of Volkswagen Beetles and Combis (with accompanying autojumble stands) around the lakeside area. A small display area on the far (circuit) side of the lake featured the museum's three Renault 1000kgs-based publicity vehicles, seen at previous Lohéac meetings – the Red Barrel, the

blue twin Butagaz bottles and the white castle - and the 3rd Renault 4 Meeting took place on the original rallycross circuit, on to which an army of classic cars descends every year. These happenings take place in conjunction with a free (with event) ticket to visit Michel Hommell's peerless automobile collection in the manor house (more like an understated castle!), thus offering

The exhibition cars included Renault single-seaters, a Renault (Dauphine) Gordini, a Renault 8 Gordini 1300, a Renault 12 Gordini and a Renault 17 Gordini from Renault's Histoire & Collection treasure chest, plus Amédée Gordini's own unique 1500cc twin cam Renault 8 Gordini from Hommell's museum, although this latter did not go out on the track (at least, not while your



scribe was on the spectators' banking).

We met Dominique Pascal once again, interested in anything and everything to do with cars, about which he might pen some lines. Claude and Joëlle Le Maître (both thoroughly enjoying their retirement on the Brittany coast near Brest) and son, Laurent, were manning the SHGR stand (a pleasure to renew acquaintance with these Renault stalwarts), where your scribe purchased some more reading matter.

The designated Renault dealer was selling much of the Renault merchandise at discounted prices – especially the F1 clothing with the ING logo on! There were at least three Alpine specialists present, some of whom were displaying hot out-of-the-mould Alpine A-110 Berlinette shells (at breathtaking prices). Another stand proudly displayed a beautifully prepared, lightweight, Legay-type Alpine A-610 Le Mans coupé alongside a pristine Alpine A-110 Berlinette. There was a selection of Renault panels (4CV doors, bonnets and boots, R4 and R8 doors, etc., etc.) for sale in the field and so on and so forth. The main problem was that the asking prices for such spares has crept up significantly and, with the euro and the pound sterling being almost on parity, the amateur (British) impecunious enthusiast is virtually priced out of the market.



The museum has not changed much, exhibit-wise, but is still one of the best such collections in the world. The Renault 4CV-based Rispal barquette has been transferred down to the ground floor amongst the Alpines and the blue Alpine A-106 convertible is still resolutely up on a hoist, 'undergoing restoration' in the garage montage! The display of Renault and Renault-related vehicles remains as jaw-dropping as ever.

Besides our three man ROC team from

Dorset, both Nigel Patten and Pat Bridger (RCCC) were reputed to be in the field (but we did not see them), but we did meet Peter Mockler, an ex-Clubman, who used to race a Renault Dauphine-Gordini. Some years ago, the motoring press reported on his skilful driving in atrocious wet weather at Goodwood's Festival of Speed. We had a good old natter. Having disposed of the said Renault, he, his French wife, Fabienne, and daughters Lucy and Juliette, emigrated from Uxbridge to France in 2005. Car-wise, he has now 'gone over to the other side' and was exhibiting his (exceptionally clean) Yank Ford Fairlane in the classic car park outside.



Also, in that car park, there were many classic treasures. Since large numbers of 'other cars' were on display, we will confine our comments to those of real interest (i.e., Renaults and the like!). In order to keep the size of this report reasonably concise and because examples of almost every model of Renault made since the end of WW2 were on display, we will confine our observations to some of the more unusual variations on show. One of the Renault 8S was fitted with a replacement front Spanish Renault 8TS panel, which has the outer and inner units of the same (small R8) diameter. One of the Renault 11 Turbos was a very rare Phase 1 'Zender' model (with the German body kit fitted as standard). One of the

Renault Superfives was the Baccara version (= UK Monaco). There was a Renault Avantage, already a classic before reaching its teenage years; there was also a Matra Djet 5 (based on René Bonnet's vehicle of the same name, the world's first mid-engined production car, based on Renault components and offered by him for sale after he had split from, Charles Deutsch).

There were at least two MVS/Venturi sports coupés, contemporary competitors for Renault's Alpine GTAs and A-610 Turbos and utilising the same major components, including the PRV V-6 engine and gearbox ensemble to mention but a few.

Assembled on the raised grass infield of the circuit, the 3rd Renault 4 Meeting brought together a large and diverse selection of Renault 4s. These included a Parisienne, some immaculate Clans and Savanes and a Clan Bye-Bye, 4 vans of many different types, hues and presentation (some tricked out in Renault Service orange or yellow, black and white period liveries, others in 'raid' configuration, to 'have a go' at desert events, a very popular French pastime), a row of JP4 short wheelbase, soft top conversions and much else. However, the turnout was not as overwhelming as last year's, perhaps because the 1st International Renault 4 Meeting (to which Renault 6s, early Renault 5s and [50th birthday] Renault Estafettes had also been invited) had only taken place in mid-June near Blois. We did not see last year's Norwegian van, nor was 'our Flavvy' present (who, on magazine photographic evidence, was definitely at the summer

event). Anyway, there was a lot of interesting Noddy nattering going on (in French !)



and it is clear that the Four family has a cult following, especially amongst the younger generation, who seek to be different from the common herd and who are not completely won over by the current electronically-controlled Euroboxes.

Your scribe managed to unearth some



interesting literature, but nothing spectacular and all good things have to come to an end. Thus, after a reasonably successful autojumble, the unsold remains were reluctantly repacked and we departed this jewel in the Breton countryside, through increasingly damp weather. The following day, en route to the ferry, we visited a friend of Brian's and were shown his private collection, which majors on Citroëns, but also contains a pristine Renault 4CV convertible and a nice Renault Caravelle soft top - so he can't be all bad !. With some suitable French lubrication purchased in Caen and packed away in our transport, the calm return ferry crossing was

enlivened by an excellent and leisurely buffet supper and midnight saw us all safely tucked up in bed, after another memorable Lohéac meeting.

Now let's get winter out of the way !

HM-W



Details for Glamis. Glamis Castle, Glamis, DD8 1RJ, Scotland

The 36th Scottish Transport Extravaganza at Glamis Castle

10th & 11th July 2010

Situated in the castle grounds this 2 day

event gives the opportunity to see a large variety of vehicles as well to visit the historic castle and its spectacular gardens.

There are classes for vehicles up to 1975 which include cars, commercials, tractors, steam engines, stationary engines, motor cycles, bicycles, Land Rovers, military, horticultural and horse drawn.

In addition there are usually craft tents,

car dealer displays, a variety of stalls selling local products and an auto jumble section.

Extra activities include the possibility for entrants to take part in a regularity run, a cycle ride, and a period dress parade.

There is some camping available on site for entrants.

Entrants fees are £2 for a car with up to 2 adults and 2 children under 16, extra passengers are £10 each. Daily entrance fees for visitors have not yet been decided but are usually about £8 each.

We hope to see some of you at Glamis. Please contact me for any other information.

Valerie
01382 543 563

Event Organiser:
Lesley Munro
Strathmore Vintage Vehicle Club Ltd

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OBITUARY



Owing to press deadlines and the availability of space in RENOTES, it is with profound regret that we come so late to report the passing of yet another inventive Frenchman, whose career left an indelible mark on his native motorsport scene of the 60s and 70s. On 16 August 2009, Jacques Durand passed away in his 89th year at his home in Mougins (near Cannes).

He was not as well known to the general public as Jean Rédélé or Amédée Gordini, but he was admired by informed French car enthusiasts for his ability to construct individual sporting vehicles in an era before meddlesome bureaucracy interfered and made such individuality legally impossible. The judicious amalgam of car manufacturers' components minimised the cost of his vehicles, a range of 'etceterini,' which offered diverting performance to enthusiasts. This life was lived somewhat in the shadows (especially as far as

anglophone enthusiasts are concerned) and so we make no apology for a lengthy outline of Jacques Durand's life, which will allow RENOTES readers to appreciate better the merits of the unheralded life of a very individual Frenchman.

Jacques' grandparents had a flower shop in Paris; his father was a senior officer in the Postes à Arts et Métiers in the capital and he had a weekend retreat built at Antony, then in the country, but now a Parisian dormitory suburb. Born on 28 June 1920, Jacques grew up there and went to the Lakanal lycée in nearby Scéaux. His parents hoped that he would become a government official, but the boy was determined to work with his hands, so he changed career direction and went to the École des Ateliers des PTT (the Post Office training centre) at Gentilly. Having finished his training during WW2, he was evacuated to Limoges (in central France). Which he reached by pedal cycle!. A few months later, he returned to Paris and, acting on a friend's tip-off, he took action to evade the STO ('service de travail obligatoire', a conscription service introduced by the German occupying forces in France).

He went to ground in the Parisian suburbs and started to manufacture mini horsepower engines under the name of JIDÉ. These propulsion units for model aeroplanes, cars and boats became leaders in their field, and they were sold through Paillard's Bookshop in Besançon. In 1949, he dropped the JIDÉ range and started the VEGA range, which name also covered a new venture, the manufacture of light alloy model cars (sorry, no Renaults), which raced around special VCC ('vol circulaire contrôlé') tracks. He became a friend of Adrien Maeght, the well-known Parisian retailer of models and of premier quality reproductions of modern paintings, later founding editor of 'L'Automobiliste' magazine and, eventually, founder of the (regrettably recently closed) Musée Automobile de Mougins, which housed a large exhibition of VEGA artefacts.

Following a visit to the garage of M. Vinatier (the father of the well-known Alpine and Renault driver, Jean), where he saw an Alpine, Jacques realised that he could build a similar car of his own design, with the coachwork made out of plastic and so he taught himself how to work with polyester resin and glassfibre reinforcements. In 1958, he constructed his first car in the basement of the house at Antony, in which he was assisted by a neighbour, Charles Cusson (on the chassis), who later developed the Formula France ARPA single-seater, and also by an engineer, Henri Madalana, and by François Marcarian, who later moved on to work firstly for Colin Montrouge (a leading Parisian Renault dealer and Coupe Gordini supporter) and then for himself as a fibreglass subcontractor to Renaultsport (F1 and 5 Turbo & Maxi) and to Snobeck Racing.

Based on a multi tubular steel frame, the Atla had gull-wing doors and used a selection of major Renault 4CV components, although, for a Montrouge garage owner, M. Caron, a single (yellow) example was custom-built to accept the Panhard Dyna Z flat-twin fwd engine and transmission bloc up front. Total production is believed to be 12, of which three (possibly four) examples have survived. Day-to-day finance was provided on a rather erratic basis by a certain Jean Schwab, a Renault agent at Garches, who was developing a petrol economiser at the time, and it was he, who, having seen the original Atla, 'seconded' his own employee, Robert Jonet, to Antony, in order to assist Jacques with the painting and trimming of the production cars.



In 1959, the Atla project ran out of finance and Jacques Durand moved on to the Sera Project (not to be confused with Charles Deutsch's project of the same name), in which Jean Schwab was also concerned. The Sera was a Panhard-based vehicle (and therefore a direct competitor to Deutsch & Bonnet's contemporary DB marque). Briefly, the manufacture was planned to be transferred to the old Motobloc factory in Bordeaux. The decision was taken by François Arbel of the abortive electric car 'Symetric' project, in which the same Jean Schwab was also concerned, but this move resulted in the production of only fifteen cars, one of which was exhibited at the Barcelona Fair and also used in contemporary advertisements for Antar's 'Molygraphite' engine oil.

The display of the Sera in Spain resulted in yet another proposed transfer of the whole project to Taragona, where it quickly failed, because, under Generalissimo Franco, the importation of the requisite Panhard parts was impossible. Accordingly, one example was custom-built with a DKW fwd, three-cylinder, two-stroke engine and a second with a Fiat front engine, rwd layout, both such engine/transmission ensembles being already available in Spain. To bring these projects to life, the Durand family had first moved down to Bordeaux and then on to Taragona and, with the last failure, Jacques fell back on manufacturing olive oil drums, sailing boats and sports steering wheels for the (Spanish) Siata company – all in plastic, naturally.

The family lived in a luxurious Spanish villa, but, with the children's education looming, Jacques' wife, Denise, returned to France and took the opportunity to show a Siata sports steering wheel to René Bonnet. As the Sera competition (to the DB marque) no longer existed, Bonnet ordered examples for his DB Le Mans and Missile coupés, so Jacques returned to Antony, where he met up with Charles Cusson once again, and started manufacturing sports steering wheels !

In 1963, Jacques Durand arranged a meeting with Raymond Gaillard, a major Parisian Panhard concessionaire, to present to him his ideas for a Panhard-

based ACPA (Ateliers de Construction et de Production Automobile) sports car. Seeing in this project a means of relaunching his own unsuccessful first-series Panhard-based Arista cars, M. Gaillard agreed to underwrite the project, as long as it bore the Arista name. Jacques agreed and set to work with two accomplices, a Spanish immigrant, Ricardo, and Max Saint Hilaire, who would later be part-creator of the BSH marque, a competitor to Jacques' own subsequent make, the Jidé. The second series Aristas were very attractive vehicles with a large curved rear screen, of which, a couple of decades later, any Renault Fuego owner would be very proud. Briefly, around a dozen (Durand) Aristas were produced up to 1964, with varying power plants, including Panhard, Peugeot, Neckar (Fiat's contemporary German licensee) and Ford (a V-6 from the Taunus), but Raymond Gaillard had fallen ill and, being unable to sell his business empire as a totality, the car manufacturing part of it was closed and Max Saint Hilaire moved on, as did Jacques, who had, in the meantime, met André Morin. M. Gaillard died in 1973.

André Morin was the boss of Sovam, makers of specialised coachwork on major manufacturers' chasses (including Renault) amongst which were the Etalmobil range of mobile shops. He wanted to produce an inexpensive sports car, in order to make his Sovam company better known to the general public (note

the similarity of this idea to Matra's coterminous take-over of René Bonnet's eponymous marque). The history of Sovam (and its subsequent fate) is fascinating in itself, but falls outside the scope of this obituary. The engineer in charge of André Morin's sports car 'baby,' Charles-Henri Armbruster, had earlier met Jacques at Savam (the company in Raymond Gaillard's empire, which dealt with the sales of the Arista). He had appreciated Jacques' plastic coachbuilding skills and so he recommended this enthusiast to his boss as the man, who could turn Morin's sports car project into a reality.

The Sovam boss engaged Jacques and, in 1965, the Durand family moved to the Parthenay region, where Jacques and his assistant, M. Dubin, set to and, utilising as many components as they could find in the major French car makers' parts bins, they readied the first car for an autumnal launch at Orly Airport, after which it was exhibited at 1965 Paris Salon de l'Auto.

The Sovam was based on Renault's fwd Four and, to a certain extent, its singular shape was dictated by that vehicle's underpinnings and running gear layout. The car did not arouse the passions of sports car drivers, notwithstanding the final GS 1300 iteration being rewarded with a Gold Medal at the 1968 Paris Motor Show ! Moreover, the price was in Alpine Berlinette territory and more than Matra's 530, powered by a Ford V-4



engine.

Eventually, basic economics dictated a closedown of the project after 145 examples had been built (62 of the 850 S version with the 45bhp/845cc 'Ventoux' engine [ex Renault 4 Super], 66 of the VS-1100 version with the 62bhp/1108cc 'Sierra' engine [ex Renault 8 Major] and 5 of the GS-1300 version with the 103bhp/1255cc 'Sierra' engine [ex Renault 8 Gordini 1300]) during its three year life. Sovam returned to its traditional mobile shops' market and branched out successfully into aeroplane 'tugs' and mobile luggage-loading platforms and other specialised equipment for airports. In the meantime, Jacques had cobbled together his first Jidé sports car in the garage at his Châtillon-sur-Thouët house, which was not far from the Sovam factory in the Deux-Sèvres area.

This first car, a white one, had been custom-made for M. Gendron (Denise's hairdresser !), complete with a white snout and a removable sun roof. In order to have a second Jidé as a demonstration car, Jacques sold his personal Ford V6-engined Sera (see earlier) to fund the purchase of a surplus Renault 8 Gordini 1300 engine/transmission bloc from Sovam. This Renault-based Jidé sports car (pronounced 'jhee-day,' deduced from the initials J {jhee} D {day}) was primarily a PAM car (PAM = prêt à monter = ready to assemble = kit), and it was based on a square tube ladder frame chassis. Preferentially, it utilised a turned-around R8 or R12 (preferably G version for better performance) propulsion pack, with the gearbox 'outback' à la Lotus Europa/Fournier-Marcadier, a Renault Caravelle windscreen, a radiator and electric fan from the Renault 16, plus as many Renault components (front suspension and cross member, brakes, dashboard, etc.,) as one cared to incorporate. Alternatively, the car was available CBU (completely built up) to a customer's specification – at a price !

Production was transferred into a tiny Fiat garage in a nearby street and three to four vehicles were manufactured each month by a handful of employees, which included Jacques' wife, Denise. The

model was notably successful in French motorsport events, particularly when driven by Jannick Auxémery. Unfortunately, being an out-and-out sports car, the 1973 petrol crisis and Minister Pierre Mesmer's subsequent French blanket speed limit hit the Durand family's business hard and eventually the Jidé's original moulds were sold to settle financial debts.

Complicated business wrangles and legal problems ensued and at least three persons then manufactured limited numbers of the car in various guises (Baxas, Humeau, Quéron, etc.) However, Jacques Durand completely revised the 'old' Jidé and, with a new set of business partners, decamped en famille to Lapeau, in the Corrèze area, and proposed manufacturing the Scora (Société Corrèzienne d'Automobiles) in a tiny workshop. The new business partnership soon fell apart and, in order to keep the remains of the undertaking afloat, Jacques started manufacturing plastic seats for Ribette of Limoges, whilst, at the same time, successfully defending a claim of plagiarism by the new owners of the original Jidé against the new Scora of Durand, in the courts.

Little by little and with the aid of Raymond Coiffet, a family friend, a Scora was completed and exhibited at two Parisian motor shows, where it received a favourable press and requests for demonstrations started to roll in. One of these was from the acrobatic Jean Ragnotti, who, having tried out the car,

was confident enough to enter one in the forthcoming Critérium des Cévennes rally, with his sister-in-law, Marie-José Hommell, the wife of Michel, the boss of 'Echappement' (amongst many others magazines) as navigator. The car did not finish the event, but, whilst it was running, it was right up there on the special stages amongst the leaders, which included Jacques Henry in a semi-official works Alpine A-110 Berlinette. This showing was enough to reveal the vehicle's potential, but efforts to build on this in the form of financial backing were not forthcoming and, after producing six kits and two complete cars, this phase of the Scora venture failed, with a further transfer to Cannes la Bocca (Côte d'Azur).

One of Jacques' Scora customers was a furniture-making Monegasque enthusiast, Auguste Turuani, who competed (successfully) under the pseudonym of 'Tchine.' Through his good offices, certain business doors opened and Jacques manufactured various plastic items, such as polyester moulds for concrete formwork, refurbishment piecework for church interiors, plastic road marking posts and the like. As a quid pro quo, the Durand family acted as back-up for 'Tchine' when he competed in the various local weekend rallies.

Unexpectedly, M. Armbruster, with whom Jacques had worked at Sovam (see above), reappeared on the scene; he had moved back from the Parthenay firm to his original company, CLM, a Peugeot



subsidiary. This latter company offered Jacques a production contract, with a regular income, to manufacture mudflaps, tool boxes, radiator surrounds and such like, which relieved him of the humiliation of having to go cap-in-hand to his bank at the end of every month for temporary funding. It was a lifesaver, allowing him to recommence manufacture of Scoras.

But, without any warning, the FFSA (the French sporting association) threw Scora a curved ball, by outlawing all prototypes from French motorsport. Clearly major manufacturers were unhappy that their large financial investment in their production car-based prototypes could be beaten by competitive minnows, such as Scoras, so they used their financial clout to 'lean' on the body's ruling organisation. In no way fazed by this unilateral decision, Jacques wrote to the FFSA, pointing out that his cars already held French homologation papers, which neither the Lancia Stratos nor the Fiat 121 Abarth – notwithstanding their outward similarity to production cars – did. Upon being called to the FFSA headquarters, he was summarily informed that his cars could compete in such rallies, but that any points gained could not be counted towards any championship. So much for motorsport democracy !

In the Cannes workshop, Michel helped his father to complete a further small run of Scoras, amongst which were examples bought and campaigned by a great Renault enthusiast (particularly for the Renault 5 Turbo and its derivatives), Charly Carcreff, and for Michel Durand himself. The final chassis (No. 15) was assembled in Cannes in 1987. But that was not the end of the saga.

Charly Carcreff had first met Jacques at the 1974 Sports Car Show, in the pause between Jidé and Scora, and he bought a Jidé in 1982, with which he was well

pleased. He persuaded Jacques and Michel to join himself and his partner, Dominique Nusbaum in his Argenteuil works to manufacture the Scora on an industrial scale, but within two years this association had fallen apart and, although Michel stayed on in the Parisian suburb, Jacques returned to the Côte d'Azur. Charly Carcreff bought Jacques Durand's shares in the business and took over the Scora marque, but, in June 1993, the FFSA declared that Group F vehicles, such as Scoras, would no longer be eligible for homologation to compete in all motorsport events in France at the end of a further four years. Such a limitation discouraged enthusiastic competitors and so the Scora's horizons were severely circumscribed, although Carcreff Compétition continued to produce a few cars. However this history falls outside the scope of the present appreciation.

Michel rejoined his father in 1991 and undertook various activities both alone and with him, which included plastic headlight ramps for Renault 5 Turbos, the

which was never completed. Jacques and Denise finally took a well-earned retirement and Michel went to work for a logistics company, whilst remanufacturing parts for and fettling Jidés for friends, as a hobby.

Jacques Durand built over 400 vehicles between 1958 and 1991 and he also produced a myriad of other plastic items to keep afloat the manufacturing of his cars. Before his retirement, hastened by failing eyesight, he hand-made models of competition cars for discerning customers. His life and productions were celebrated in a two-volume work, published in 2007 and they remain a vivid and lasting testimony to a hugely varied and multi-talented life. Indeed, we shall not see his like again.

To Denise, wife and indefatigable supporter of Jacques, and to Michel and Claudine, his loving children, the members of the Renault Owners' Club extend their belated, but nevertheless sincere condolences on the loss of a truly



plastic bodywork for Jean Louis Schlessers's first Desert Buggy, plastic models (Alpine Berlinettes, Renault 5 Turbos, Jidés, etc., etc.) and an AMD (Automobiles Michel Durand) sports car,

talented and remarkable individual, who refused to allow setbacks to blight his passion for life.

HM-W.

THE SIXTH ANNUAL GENERAL MEETING OF THE RENOWNERS CLUB LIMITED

The Sixth ANNUAL GENERAL MEETING OF THE RENOWNERS CLUB LIMITED

Will be held on Sunday 25th April 2010 Between 11 am and 1 pm

At

The Motor Industry Heritage Centre, Gaydon, Warwickshire, CV35 0BJ
Gaydon is sign posted from the M40 between Banbury and Warwickshire.

PROVISIONAL AGENDA

1. Apologies for absence

2. Minutes of the 2009 AGM / Matters Arising

3. Club Officers' reports a) Chairman b) **Secretary** c) **Treasurer** d) Membership Secretary e) Magazine Editor f) Merchandising Officer g) Press/Publicity Officer h) Advertising Sales Officer i) Webmaster j) Events Officer k) **Motorsport Officer** l) Modified Officer m) Ordinary Committee Members - Bold denotes Director position.

4. Presentation of Accounts

Including vote of acceptance and waiver of auditing in accordance with club rules.

5. Election of Officers 2010/2011 - Current Officer Listed - (RS = Willing to continue if elected)

a) Chairman

b) Secretary - Currently Seb O'Halloran (RS)

c) Treasurer - Currently Malcolm Bailey (RS)

d) Membership Secretary - Currently Acting by Malcolm Bailey (RS)

e) Magazine Editor - Currently Acting by Alasdair Worsley (RS)

f) Merchandising (shop) Officer - Currently Mike Fawke (RS)

g) Press/Publicity Officer - Vacant - 2 Nominations Received Roy Dodsworth & Marcus Hopper

h) Advertising Sales Officer - Currently Acting by Alasdair Worsley (RS) / Seb O'Halloran (RS)

i) Webmaster - Alasdair Worsley (RS)

j) Events Officer - Vacant

k) Motorsport Officer - Vacant

l) Modified Officer - Jason Ford

m) Ordinary Committee Members - Alex Millan (RS), John Hart. (RS)

DVLA Dater - John Henderson (RS Honorary)

6. Election of President and Vice-Presidents

7. Motions received

8. Any other business

Any Member wishing a matter to be discussed at an Annual General Meeting, should submit the text of such matter, signed by at least two fully paid-up Ordinary subscribing Members to the honorary Secretary at least 21 days before the date of such Meeting, so that it may be included in the Agenda. Motions and nominations received after this date will not be included. The final agenda will appear on the members site at www.renaultownersclub.com and be distributed by post. Any additional items may be discussed under AOB but will only be for consideration not voting or acceptance. This allows fair representation to be made.

Nominations for the Committee with a proposer and seconder should be made in writing at least twenty one days before the meeting and sent to the Secretary at: 86, Rowanberry Avenue, Braunstone Frith, Leicester, LE3 6PP, or by email:

secretary@renaultownersclub.com or contact Sebastian O'Halloran on 0116 287 3718

The same day there will be a Historic and Classic Car Show on by the Museum. Entry will be free (normally £9) to the museum for club members wishing to attend. It is also FBHVC Drive it Day. Please do your best to attend as we would like to build on the numbers we saw in 2009.

Location:

By Car: Follow the signs from Junction 12 of the M40. Between Banbury and Warwick

By Rail: The nearest stations are Warwick (8 miles) Leamington Spa (8 miles) and Banbury (11 Miles)

By Bus: There is no Sunday Bus Service

Further details on the museum can be found on www.heritage-motor-centre.co.uk

Motions and Nominations Received so far.

Waiver of Auditing.

Reason: A while ago there was some use of club funds outside that permitted by the club rules. IE not in the interest of the overall membership. As a result a number of actions were taken. One of which was to externally audit the accounts. However, recently the cost of auditors has led instead to a more complete set of accounts being produced and the auditing removed. The rules permit this waiver at the AGM by vote and for the last few years this has been carried out. It is now probably a good time to formalise it and remove it from the rules. We should though look to check the other measures are robust which may include such things as ensuring the committee voting is not dominated by any close group of members.

Creation of Parts and Tooling Officer:

This is a double proposal, first to re-create a parts and tooling position in the club and then to see if that post should be on the committee and elect an officer. If you are interested in this post, you MUST put your name forward by the 21 day cut off. The role of this position is for discussion but during 2009-2010 some ideas have been trialled.

Postal Voting:

Should the club consider postal voting?

Remove the need for Motorsport Secretary to be Director and add a Director from any person in the club. No 1 family or related party to hold more than 40% of Director positions

NEWS

2009 to 2010 has seen the club come on leaps and bounds. We have seen a large number (nearly 50 of which are totally new) of new members. The majority joining through the web. We have over 500 "friends" on the internet Forum, we have got the price of the magazine down from about £2000 an edition to about £1000 whilst also increasing the pages beyond the normal 32 pages on every edition in 2009.

In addition, the committee agreed to try out a couple of new ideas for 2010, this includes some prestige events, such as the NEC and Tatton, an overseas French Rally and we have also purchased a quantity of tools (Genuine Renault) from 1965 - 1983 which we plan to catalogue and either hire out to members for a small fee and a deposit or copy and sell. This largely depends on the tools.

This is already attracting attention with a member of another club offering to buy some off the club. Naturally we turned

down this offer but invited him to join and hire them.

We are also trialling a parts service, the results of which we will examine at the AGM. A member has put up some of their own capital to buy some "dealer over-stock." These are parts where the dealership does not see any likelihood of selling them but where they had had to buy them in order to service cars (for example filters supplied in lots of 10 and only a couple used). By bulk buying the prices were low but of course we need to allow for postage and also on line prices of "non-genuine" parts that are attractive.

In addition we are talking to a dealer who imports parts no longer listed from the continent - again over stock - to see if these can be incorporated. For current listed parts we also have Lifestyle who offer significant discounts.

As part of the tools bought we also received a lot more manuals and more importantly technical notes which show modifications that should have been carried out on your cars to improve

reliability. Such as extra holes in the Rocker arms of Renault 8's to improve lubrication and much more. All these brochures and tools are being counted, photographed and listed and will appear in the June Renotes once the club decides what to do with them.

At the same time, but not for loan, I picked up myself an X25. This is an early diagnostics computer. I plan to take it to indoor shows as part of the display but I am afraid as it is mains powered, very complicated and dangerous in the wrong hands, it won't be being used any time soon.

The Renault Sports Club has closed, citing a number of reasons including member apathy and lack of enthusiasm. The Renault Forums, an online area for car owners, has also altered their rules to prohibit the publishing and distribution of copies of manuals (something the club is allowed to do.) This may in time lead to more new members as we can offer services along both of these lines. This can only be done if we get the support of the members.



Would you like to help???

Running the Club relies on a small number of unpaid people but there are various ways in which you can be involved either to offer support or simplify the job of the Committee. You don't need to join the Committee or commit to substantial time inputs, there are simple ways to show your support.

- Pay your subscription by standing order, this saves time and postage
- Keep an eye on the renewal date for your subscription and send a cheque or pay on line at Paypal
- Encourage your friends to join the Club
- Write a piece for inclusion in Renotes. This could be about your ownership and experiences of a Renault, a memorable trip you have made, a show you visited or how your re-build is progressing
- We would like to re-start local groups with, say quarterly meetings perhaps at lunchtime on a Sunday. Would you like to host such a meeting? We can provide details of all the members within a fifty mile radius of a particular location.
- If you are feeling a little more bold we would welcome your participation on the

Committee. The amount of work is not enormous and it can be fun.

- You could either arrange the Club's attendance at a show or help someone else who is organising it or just turn up!

Treasurer's Report

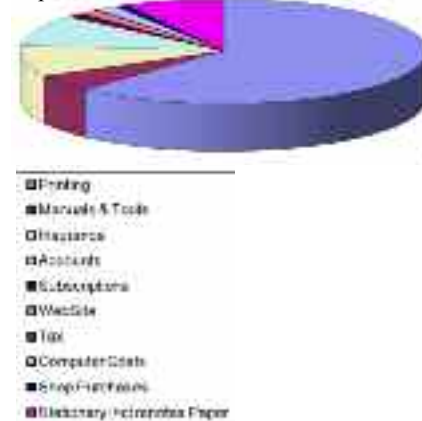
As we approach the financial year end for the Club which is 28th February 2010 it is possible to assess the Club's position in comparison to last year. As you will know, we have endeavoured to contain costs whilst increasing membership and attracting additional income from advertisers both on the web and in the magazine.

As you will see from my Membership Secretary's Report it took me some time to catch up with sending out reminders, but this has been done. Unfortunately, at the time of writing this report, towards the end of January, the associated subscriptions are still coming in and it is impossible to predict how much income is still to be collected. We are also owed some money for advertising.

During the year we have purchased some more manuals and some special tools for work on some of the earlier cars.

However, it is clear that by the end of February the Club will have more funds in hand than at the start of the year by perhaps £1,000, although this is an estimate.

Expenditure



Membership Secretary's Report

Following on from my previous report, I have now caught up with the renewal reminders and am awaiting the associated subscriptions. Each year as I am sure you will understand, some members decide not to renew and there is therefore some uncertainty as to the current membership total, but the current list before anyone decides not to continue is 270.

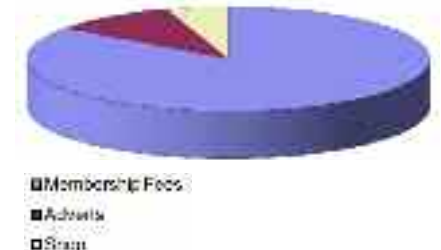
To see how the Club is attracting new members I have done a little work on the historic trends in new members joining, but this has been limited because I only have records back to June 2007. However if we look at the running twelve month totals, in the year to January 2009 we had 35 new members and in the past twelve months we have had 45. If we look a little more closely, there was a quiet period early last year and since last July we have had 41 new members which is an encouraging trend which will hopefully be sustained.

One thing which members could do to make my job a little easier is if they could keep an eye on the renewal date shown on their membership cards which shows the month when their subscription expires.

This would reduce the amount of time taken to monitor expiry dates and sending reminders. This in turn would reduce our operating costs giving us money to spend on other items such as equipment for shows.

Malcolm Bailey - Treasurer

Income



Nicole - Papa? Au revoir

A recent request was received by the club for a couple of cars. The first was a Floride in Scotland, easily solved. When the photoshoot had to move to England (no Peugeot in Scotland) another was quickly found.



Clio Williams - 1 of only 500 Built

So you would think a request for a Clio S from the first year of production (1990) would be relatively easy, after all it's only 20 years old. Or would it? Few clubs give credit to these not quite modern, not quite classic cars and along with 19s, 18s, Twingos and other such era cars, there are perhaps only a small number of keen motorists, or in some cases their owners have no idea how rare their car is and they just scrap it.

So it was perhaps not surprising to find there probably are none left.

To back this up, the DVLA was asked by the BBC to reveal MOT data showing what percentage of cars built after 1973, at their first annual MOT presentation, passed or failed. (Some of the data is a little inaccurate but it at least gives a picture of the number of cars on the road in 2007)

The data also showed what most cars fail on. A quick tip for your next MOT is to check if all the bulbs work and that you have tread on your tyres. This will probably double the chance of a pass. Renault owners seem pretty poor when it comes to checking these items.

However on the data front we find the

following information (subject to possible error)

Model	Total
AVANTIME	435
CLIO	660,323
ESPACE	42,834
EXTRA	6,419
FUEGO	45
GRAND ESPACE	6,684
GRAND SCENIC	5,941
GTA	203
KANGOO	68,871
LAGUNA	236,609
LAGUNA SPORT	4,286
MASCOTT <3.5t	2
MASTER	9,592
MEGANE	302,452
MEGANE CLASSIC	4,440
MEGANE SCENIC	140,208
MEGANE SPORT	13,257
MODUS	3,074
R11	714
R18	76
R19	19,170
R19 CHAMADE	696
R20	6(4 Failed)
R21	1,289
R21 SAVANNA	2,706
R25	940
R4	267
R5	99
R5 (Super)	15,632
R9	314
SAFRANE	3,469
SCENIC	110,965
SPORT	114
TRAFIC	29,375
VEL SATIS	1,272

Please also note all same name models are bundled together and some of these cars

means ONLY 6 in 660,000 odd cars are 1990 and that was 2 years ago.

This now means there are probably more UK Dauphines than Fuegos and more of pretty much every car than a Renault 20 (an automatic version of which went on Ebay in January for a mere £1,200 but failed to beat £977 so went unsold.

Some other cars are doing very well though thank you, Clio Williams on Trovit are prices between £2500 for a 130,000 mile model up to £5,000 for a 50,000 mile model. The usual benefits of Service History and one owner paying extra dividends (as a side line, the one on this page is currently for sale in the club).

Renault Vel Satis are advertised in classifieds at between £3,000 and £5,000 a similar price to Avantimes and GTA V6s

Renault 4's though often struggle to beat £1500 unless they are very good with some repeat offenders appearing over and over at higher prices just to go unsold.

Equally people have to give away Renault 5s

So if you are looking for a potential classic or something a little more unusual then a Clio maybe the way to go, or, for a totally unusual car, a Renault 20.

Maybe it is even worth studying these lists and laying something down for tomorrow?

Data supplied by the DVLA under the freedom of information act in 2010.

Alasdair Worsley



2010 Clio S

may have failed and been scrapped. Only 13 1990 Clios went for MOT in 2007 and 7 failed first time. (I have the year by year data as well). This

My Renault

I have been an enthusiast of French cars every since I started work at a Renault dealers back in the mid 80s. I have had most models of 70s and 80s Renaults over the years.

There has always been something about Renaults that sets them apart from other cars. The Renault 16 TX was always a favourite that I never got round to owning. At the end of last year I started looking for a new project after selling my Panhard 24bt.

I decided it had to be a Renault. As there aren't that many pre 1973 Renaults for sale in the UK I started my search in France.

I had brought and imported a few classics from France previously and although with the current exchange rate there are no bargains to be had, it is always entertaining going on a road trip to collect an old car.

I wasn't sure what to look for at first, There is an excellent French website called leboncoin.fr which I have used for some years now so my search started there. It really is an excellent site with hundreds of cars added daily.

My priority was a tax exempt car pre 1973 and it had to be something unusual.

I didn't take long for me to find out about the Frégate range as there are quite a few advertised and the prices are reasonable for restoration projects. I soon decided that a Frégate was what I wanted. My French is not the best in the world so with the help of an online translator I sent emails to every Frégate owner who had his car for sale. Most never replied I am sure they thought me mad wanting to travel hundreds of miles to buy their rusty old

Renault.

Finally I had a reply from a Frederick who lives near Niort in central France. He was selling his grandfathers Frégate domain. It looked reasonable in the pictures and at 700 euro was in my budget. We exchanged a few emails and it seemed a reasonable car owned by his grandfather since the early sixties. We arranged that I would come over and buy the car and the next week I was on my way with a big trailer to collect it. It took all day to drive down to Niort and my hotel for the evening.

One thing soon became clear the French are not late night people I got there at around 8 in the evening and everything was closed so I had to resort to a petrol station sandwich. The next morning Frederick arrived to take me to see my new purchase. We drove out into the countryside, the roads getting smaller and smaller until we turned on to a dirt track down to his barn. The barn was situated in the middle of a wood. It turned out that his father was something of a collector. I have never seen so many fire engines in one place before. He insisted on showing me around his collection before I got the first glimpse of my Domaine.



Upon seeing the car my first impression was the rust. It does have a lot of surface

rust all over it and was looking very sorry for itself. On closer examination it turned out to be in amazing condition underneath with only a very small area of rust in one outrigger. So that was it the deal was done. I just had to have it.

We soon got it loaded on my trailer with the help of one of his many tractors (another one of his passions) I was also offered a spare engine for it but as the car was on my trailers weight limit I declined. After one last look round and having to promise to send pictures of the car when it is finished, I was on my way home. I had no problems importing the car the customs officers at Euro tunnel didn't even want to look at it.

Now the car is sitting in my workshop slowly being restored. I soon found out that the engine in the car was seized solid. This was not a good sign and I was wishing I had brought that spare engine back with me. I then found an amazing company that would collect my spare engine from France and deliver it for just £80. Frederick was more than happy for me to have the engine collected so all is well now.

The engine is now being checked over with new gaskets and should be fitted within the next week or so. Hopefully it will then move under its own steam for the first time in over 30 years. I am still thinking about what to do with the bodywork I might even leave it as it is with just a coat of lacquer to keep the rust at bay.

It will need a full brake overhaul and the electrics sorted for the UK but hopefully it will be on the road again sometime this year, other projects permitting, since I have now brought another Renault rarity to restore in the form of a Renault extra pick up! But more about that another day.

Martin Aldridge

My Renault

About 5 years ago, I was lucky enough to be given a 1955 Renault 4CV. This car used to belong to Renault and was an Acton built Ferlec variety.

Initially, it was only possible to store the car, although it was in a fair condition, having been only owned by its original owner, who, when she no longer needed it gave it back to Renault. They subsequently moved it on with some other cars during a clear out.

The only proviso was that it should be rebuilt. This seems fairly obvious but with French 4CVs, it is easier to either import one from France and use that as a donor or just buy a French one and run that.

In this case it had to be rebuilt, that means repairs to wings, inner panels, front ends. In fact pretty much the only "new items" turned out to be those made from rubber - which had rotted and the carpets and headlining - moths.

A few nuts and bolts and the odd bearing and piston ring were needed but substantially this is the original car.

One possible change made was that the colour now matches the colour on its manufacturing record. We know the car was respayed in it's life a metallic blue as there is evidence of overspray and this paint is peeling off revealing the colours underneath. However the colour name on the books comes in metallic and flat and it's hard to know which one is correct until areas behind panels are looked at. All we know is the metallic blue on it is from the 80s.

I aim to spread this article over a number of Renotes, starting with some of the problem areas found and some of the unique items on it. We were lucky to obtain the Ferlec Repair Manual for the car from the Automobile Association who sold it from their Library (an original 1955 one), the Factory Workshop Manual and the Owners Manual together with

some advanced technical notes that were also released.

The Ferlec is basically an electric clutch. In itself it is fairly simple as it acts much as an electric clutch slave cylinder fitted inside the plates and works with the standard box and engine.

It has switches, so as you depress the accelerator, it comes in gently and also has switches to disconnect it when the gear lever is depressed, when you lift completely off the accelerator and whilst starting.

The main feature is a control box in the engine bay connected to the accelerator



linkage.

Most of the car has surface rust on, including much of the interior metal work, however some parts were more



serious than others.

Inside, the rear wings, particularly on the seam between where the wing bolts to the bodyshell, had rotted through in a couple of areas. This is particularly important as there is a row of captive nuts here that hold the wings in place. This area had to be replaced and the nuts re-fitted in the



correct positions.

Round the underside of the front end (the moustache) there was some rust to the outer panel. However this can be removed as a whole section and repaired. This is helped by being able to get to the backside (this shows the outer panel



removed.)

Whilst stripping, each area of the car was grouped together into boxes related to their area so that it is easy to locate what goes where. In addition, lots of photos (some of which at the time may seem pointless) can help find exactly which route a wire took. To be continued....

Alasdair Worsley



S marks the spot for new special edition Clio

Renaultsport fans now have even more choice from the Renault range with the launch of the new Clio 'S'.

Available to order now, the Clio 'S' brings the sporty look and feel to the core of the Clio line-up by offering sports styling at an affordable price.

Community members will instantly notice how the new three-door versions hark back to the original successful Clio 'S' formula from the early 90s with their trademark white 16-inch 'Polar' alloy wheels.

Among the other cosmetic changes, are a white front bumper insert and white 'GT' rear spoiler, while to the sides and roof, eye-catching white stripes with an 'S' incorporated into each band are a must-have optional extra. Completing the look are extra tinted rear windows and tailgate for a truly contemporary feel.

Move inside and the sporty theme continues with a bespoke interior including 'S' embossed upholstery, leather steering wheel and striking white centre console, dashboard inserts and instrument dials.

Under the bonnet is a choice of three responsive yet frugal engines, 1.2 16V 75, 1.2 TCe 100 and 1.5 dCi 86, all of which meet Renault's eco2 criteria.

To finish off, customers have a choice of four modern colours: Glacier White, Pearl Black, Capsicum Red and Extreme Blue.

Pricing for the new Clio 'S' versions starts at £11,209

Renaultsport has expanded its comprehensive range of competition cars with the launch of Twingo Renaultsport R1 and Twingo Renaultsport R2.

Following in the same spirit as cars such as the R8 Gordini, the 5 GT Turbo and the

group N Clio Renaultsport Williams, the two new entry-level models – based on the feisty road-going Twingo Renaultsport 133 – have been specially designed for drivers looking for a modern, affordable and reliable rally car.

With power boosted to 160hp, 27hp more than the standard production car, Twingo Renaultsport R2 offers first-class performance and handling. The increased 1.6-litre engine is matched to a five-speed 'dog' sequential gearbox and steering column mounted shift lever – generating maximum torque of 160Nm at 5,500rpm and giving it a wider power band.



Meanwhile the responsive, balanced chassis has been specially prepared to offer excellent reliability and enhanced performance levels whilst keeping servicing costs competitive. In addition to strengthening certain components, Twingo Renaultsport R2 is fitted with bump- and rebound-adjustable shock absorbers, allowing it to be set up for differing terrains and driving styles.

Twingo Renaultsport R1 on the other hand is effectively R2's little brother. Able to take part in all regional, national and international rallies, the R1 is a production car fitted with essential safety equipment allowing drivers with very limited budgets the opportunity to get involved. It's also the first to be awarded FIA homologation and makes Renaultsport Technologies the first manufacturer to offer a complete range of Group R cars, from Twingo Renaultsport R1 to Clio Renaultsport R3 Maxi.

Twingo Renaultsport R2 comes in the form of a motorsport kit featuring all the required parts (except for tyres). Kits go on sale in early April 2010 at the price of 27,990€ excluding tax.

Renaultsport has received one of the motoring industry's top honours after being chosen as Top Gear magazine's Manufacturer of the Year.

With 2009 seeing the introduction of the Twingo Renaultsport 133 Cup, the new Clio Renaultsport 200 and the stunning Mégane Renaultsport 250 it's little wonder the hot hatch specialist picked up the award as Top Gear Editor Conor McNicholas explains, "Renaultsport has been impressing us for years but 2009 was the year where the whole project hit a new sweet spot – Twingo, Clio and Mégane all out in hot form and all of them at their best ever. For services to hot hatches, we salute you!"

The awards are now in their 10th year and are a global recognition by the TV, magazine and online teams of the best products from the last 12 months of the motoring world.

Remi Deconinck, Managing Director of Renault Sport Technologies, added: "The whole team at Renaultsport are honoured to receive this award. We like to think that Renaultsport and Top Gear share some fundamental values: accessible, enthusiastic and professional and with a well-developed sense of fun. Above all, we share a passion for cars and driving."

New Mégane Coupe Cabriolet

The 2010 Geneva Motor Show will see Renault extend the New Mégane line-up with the addition of a sixth model, the Coupé-Cabriolet. The newcomer will be premiered in Switzerland on the 2 March, as well as at L'Atelier Renault on the Champs Elysées in Paris, on the 5 March.

The New Mégane Coupé-Cabriolet's



head-turning looks combine the elegance of a coupé with the enjoyment of wind-in-the-hair motoring thanks to its foldaway glass roof.

Ambitious New Master Van

All-new flagship Master range pioneers brand's new aggressive van design styling, with prominent grille and headlights

Keenly priced front-wheel drive models cheaper than outgoing range. *Initial launch models priced from £20,795 to £26,645 (front-wheel drive: panel van and Crew van) and £27,245 to £29,945 (rear-wheel drive panel van). Basic Prices quoted exclude VAT and OTR charges

New RWD models take New Master up to 4.5t GVW. FWD versions 2.8 to 3.5t

Four body lengths and three heights: more than 300 versions overall

New 2.3-litre dCi engine available with three power outputs: 100, 125 and 150hp

Better to drive, reduced running costs, improved emissions, and best fuel economy in FWD class, with range of up to 870 miles on single tank. Three key aims during product development: robustness, reliability and functionality

* Class-leading cabin stowage and equipment levels including: radio CD MP3 with Bluetooth (excluding Freeway), full steel bulkhead, swivelling seatback table and Carminat TomTom satellite navigation (excluding entry-level Freeway)

* Range of new options: air suspension, climate control, fixed cornering lights, dual split underseat storage, hands free card, lateral airbags, rear view camera

* New Master details available at www.renault-vu.com

* Available to order from tomorrow and official UK launch on 9th April

After a successful career spanning 12 years and more than one million units sold in 45 markets worldwide, Renault's New Master range is available to order in the UK from tomorrow ahead of its launch on 9th April.

The first wave of versions, from more than 350 which will ultimately become available over the course of the next 12 months (depending on market), consists of front-wheel drive Panel and Crew Vans priced from £20,795 (excluding VAT and on-the-road charges), up to £29,945 for new rear-wheel drive versions.

The three key alterations with the New Master range from the outset are the cheaper pricing for front-wheel drive versions, the launch of a complete rear-wheel drive range up to 4.5 tonne and prominent, assertive front end styling which will be carried over to other Renault van models.

On the inside, the cab offers the market's most comprehensive range of practical stowage solutions. Shaped around the specific requirements of business users and the equipment they need for their everyday work, these solutions are both user-friendly and perfectly integrated.

New Master aims to become the segment's benchmark for comfort thanks to a complete reappraisal of the driving position and controls, enhanced visibility and the availability of a raft of comfort-enhancing features normally associated with passenger cars.

With an average fuel economy gain over the current Master range of 1 litre/100km, the front-wheel drive versions of the new model return class-leading combined-cycle fuel consumption as low as 33 mpg (equivalent to 187g CO2/km). Running

costs have also been slashed compared with the previous model and figure among the market's lowest.

The new rear-wheel drive versions feature a monocoque construction for improved on-road performance and extra payload. The range has been extended to include an additional length option (L4, a long wheelbase with extended rear overhang, offering a load capacity of up to 17m3). Also new are 3.5 and 4.5 tonne versions with twin rear wheels, giving coachbuilders even greater scope for conversions.

New Master is powered by the new 2.3-litre dCi engine which has been engineered to meet the specific requirements of commercial vehicle users. The range includes three power outputs:



100, 125 and 150hp, and is identical for both the front-wheel drive (transversally-mounted) and rear-wheel drive versions (longitudinal).

New Master will be manufactured at Renault's plant in Batilly, France. Breaking News!!!!

One of the concept cars mentioned on the clubs discs is now to be launched at the Geneva Motorshow. Called The Wind, here is a sneak preview.



My Renault



The photo here is reproduced courtesy of Goodwood's archives.

I am a long term Renault fan and have owned a 20 for many many years. However I had always also had a hankering for an early Espace. Why? Well it represented the start of a new game, a completely revolutionary car that was very efficient in many ways, taking up less road space than a large saloon but able to transport in comfort, almost luxury in its day, 7 people. The versatility was unheard of back then and Renault had the game all to themselves whilst many manufacturers scrambled to catch up. Peugeot had been offered the design first by Matra but had declined and I bet they kicked themselves for that decision.

My Espace appeared for sale in the ubiquitous eBay back in July 2009. I had recently negotiated my way out of a company car scheme and was enjoying the idea of buying a car, so I bid on it and owned it at the end. What set this one apart from the other Espaces available was its specification, age and condition. It was described as immaculate and with an excellent interior and exterior. I really wanted a Phase 1 car with the flat panel front, but this one had been owned by Renault UK since 2004 and had been restored for them for show use to celebrate the 20th anniversary of the Espace. The story told to me by one Renault person is that someone was tasked to get a Mark 1 car which was rare

even back in 2004, and they found this one by the simple expedient of seeing it on the road and following it until it stopped and making the owner and offer they couldn't refuse. Nice story but so far I have been unable to corroborate it.

So I enlisted a friend and went to the Midlands to collect it. EBay is of course a risky place to buy a car that is unseen and so I was pleased to see a car that roughly matched the description. Indeed it was in excellent condition and came with a monumental pile of invoices to Renault UK totalling over £13500 for the restoration and detailing where the car had gone for display and driving experiences. The paintwork gleamed, the interior was in very clean condition with minimal signs of use. I paid my money and drove it home. At this point I should describe the driving experience. Firstly once you have climbed in, you find that the car inside is far far bigger than the car outside. The windscreen is huge, miles out of reach and looking backwards there is a large number of seats and a tailgate in the distance. This is odd as you know that the car is shorter than a Renault 21 and really no bigger than today's Audi A4. Driving it for the first time was fine, until it came to parking. I found a space, drew in nose first and got absolutely as close as I dared to the car in front. I got out and discovered I was still 2 feet away. That is

the big secret to the Espace – all the space is inside. No need to mentally allow 4 feet for the bonnet you can not quite see. It is inside and called a dashboard. No need to allow for the boot, it is inside. In fact, visibility is fantastic and whilst it is not blessed with any safety features of a modern car (no ABS, airbags or electronics to interfere), it does have 302 degree visibility according to the Renault launch literature.

Having got it home and explained to my wife just why I had bought yet another car and one that looked like that, I inspected it properly. It is the 2000-1 specification which was the top specification of the time. Standard specification included the lovely 4x20W double height radio with remote control and display. It included twin moon roofs with blinds and these let in a lovely amount of light, a 1980s solution to today's panoramic roof fashion. It has the swivelling front chairs so they can be turned to face the back so you can use the car as seating for 4 with a middle table. In addition to the standard specification, the first owner specified the 7 seats (5 were standard) and 3 point static seat belts in the rear in place of the standard fit inertia reel lap belts. This is a huge step forward and whilst they are an utter pain, they are safer and with 2 young children, they allow me to fit child seats much more safely. A more thorough inspection revealed that in spite of having had £13500 spent on it, there was work to do....

So, why had Renault bought it in the first place. The Espace was celebrating 20 years of production (1984-2004) and there was to be a series of exhibitions and magazine tests. First of all the car was displayed at Goodwood Festival of Speed. Next the car went to Top Gear. For all those of you thinking I now own a convertible Renault Espace, no it was not

© BBC



that one.

Nor was it one of the ones in the MPV race, however it was the one in the studio at the end of the MPV racing when they are talking around a car.



It then went on to do a display to celebrate Ellen MacArthur's round the world solo sailing and from there it went in early mid 2005 to Auto Express for a Road Test and to What MPV and 4x4 for a review. Unfortunately I have neither of the articles, but if you happen to have them I would be very grateful to get hold of a copy. Then Renault put it back in their shed and left it there. It came out a couple of times for MOT and eventually in 2009 they sold it internally and that person advertised it on eBay.

£13500 is a lot of money to spend restoring a car. What on earth was left to do? It had clearly been restored for the purpose they needed it for. The primary focus was on display and the paintwork is a nice job, even if they have not taken out as many items as they should have prior to spraying it, who on earth leaves the door locks in the car and masks them (badly). They spent time and money replacing and swapping parts on the interior from other ones, suggesting that they bought a few to make a good one. The paperwork alludes to registration numbers of other cars, but just the 3 letters only. They do not match the ones that did go racing on Top Gear. They had swapped steering wheels with another one but it was the incorrect wheel, being plastic and not leather (replacement found for 99p on eBay). The sharper eyed ones amongst you will note the incorrect badge positioning and lack of twin pinstripe down the side.

Mechanically much work had been carried out, but they had replaced certain bits with temporary items and promptly

failed when I started driving it such as an exhaust held on by cable ties and a plastic house plumbing 90 degree bend in the cooling system where a hose had split, main battery held in by...nothing, nice on a plastic car! At this point I had some incredible luck. My local Renault dealer is SMC in Weybridge. I popped in to get the exhaust mount (£6.68) and met a chap called Dave in parts.

Dave also is a Renault enthusiast and very helpful when trying to source parts for the older cars. Dave told me that he knew of another one like mine that was going for scrapage and as I am also in the Motor Trade I knew the dealer so I popped over and there in the compound was a down at heel 2000-1 in the same colour and with the same interior.

Being a scrapage car I had to leave some of it, but we stripped as much as we could possibly take, including many electronic components, seats that were in amazing condition, dash items, switchgear, one door trim that was undamaged, a brand new master cylinder that had been fitted to get it through the Mot that is a requirement of scrapage, battery clamp and so on. My wife was being tolerant as parts kept arriving from this other car and disappearing into the loft!

So, I have found one of the nicer Renault Espace Mark 1s left in the country, possibly the best but who knows? What now? The plan is to use and improve it. The Espace is an ideal classic for someone like me, it has a galvanised chassis structure and a polymer body.



This makes it about as corrosion resistant as it gets and so it can live outside which is handy as the garage contains the Renault 20 – you try finding parts for that one!!! It is a hugely practical family car, versatile and unusual, yet has half sensible parts availability as it shares many mechanical components with other Renaults. I drive it daily and I am lucky enough to have facilities at work and (willing?) technicians who can keep it in top condition.

I still have a number of items to sort and source. If anyone has one of the original radios that works reliably on all 4 channels that would be great. Mine chooses the number of outputs according to how hard the last bump was! I need to go through the electrics carefully as it has some strange issues with the interior fan, and I need to make all the interior lights and dash lights work. I am also going to remove the badges and have them fitted correctly to the rear quarters and then have the stripes applied once I can establish what colour they should be. Before next summer the cooling system will need to be investigated as it is borderline in winter with the very effective fan coming on far too often.

Hopefully you will see it this year at one or two shows. If I manage to get the 20 finished in time then I hope to bring both, with the Espace towing the 20, but that depends upon finding the parts I need for the 20 first.

Michael Wrigley

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Being the proud owner of one of the last surviving original 5 Gordinis, I was asked if I would make my car available for a photoshoot for “Classics Monthly Magazine”.

The brief was to compare three 80s hot hatches and the writer had chosen to use some of the rarer models available and ignore the obvious such as the VW GTI. Accordingly, my 5G, a Ford Fiesta Supersport and a Vauxhall Nova Sport were all summoned to Brands Hatch race circuit in Kent on a cold November

morning. The results of the day were published in the February 2010 edition, out on January 13th, and a very nice feature it was, however, all was not as plain sailing as it looked

The week before the shoot had been terrible with rain and more rain. I had intended to get the car out of the garage the day before to give it a good clean and polish. Imagine my horror then when it wouldn't start, having been used almost daily for the past few months.



The fault was traced to the coil which was not giving out a spark. I went to the local factors and got a new one but it didn't work as it needed a ballast resistor. I got another one which also didn't work. I rang Lifestyle Renault who said they could get a proper Renault one – in three days, Zut alors!

The magazine shoot had to go ahead and I didn't want to let them down so having checked that they could cope with a static car arranged with a friend to have my car delivered to Brands Hatch the next day on a car transporter.

I was the first to arrive and unloaded the car in the car park. The Fiesta arrived shortly afterwards looking immaculate in the morning sunshine. The Nova was last to arrive, also on a low loader but this was because it was in even better condition – the underneath was cleaner than most cars are when they are new. It had apparently not been driven on a wet road for years. Is that what cars are for? Not mine (when



it's running). My car was placed in position with a bit of help from the other owners and they then moved everything around it. The shoot took a couple of hours as what seemed like hundreds of photos were taken from all sorts of angles with and without flash guns and sun shades.

There was a BMW track day going on as well and it was funny to see these expensive and very powerful cars slow down and stop to look at three old cars with probably fewer horsepower between them.



The final part of the shoot should have been a rolling shoot and we did not disappoint. My car was towed to the other side of the car park where there is a long slope down towards the paddocks. The cars were lined up and mine was pushed off with the others following. The cameraman was down on the ground holding the camera at an angle which had the effect that we were travelling on a flat road. Lastly we did the hill again and cornered sharply at the bottom for an action shot. I may be biased but it was agreed that the Renault looked the more aggressive in the corner despite



not having the engine running. After a long and cold day it was time for home, and a bit cheeky maybe, but I have paid them for years without calling them, the AA were summoned for a relay recovery. The mechanic even agreed the diagnosis that the coil was faulty!

As a postscript, when the supposed correct coil arrived from France, complete with ballast resistor, the spark was still not right, in fact the coil started smoking after a few minutes of trying to start the engine. In the end I had to sacrifice originality for practicality and fit

electronic ignition. The car starts beautifully now so all is well that ends well as they say.

Mike Fawke

Renaultsport has been chosen as Top Gear magazine's Manufacturer of the Year. A vintage year for the performance subsidiary of Renault, 2009 has seen the introduction of the new pocket rocket Twingo Renaultsport 133 Cup, the new Clio Renaultsport 200 and the imminent arrival on UK shores of the stunning Mégane Renaultsport 250.

Conor McNicholas, Editor of Top Gear, said, "Renaultsport has been impressing us for years but 2009 was the year where the whole project hit a new sweet spot – Twingo, Clio and Mégane all out in hot form and all of them at their best ever. For services to hot hatches, we salute you"

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Renault Sport Technologies is a subsidiary of the Renault group.

The 2009 Renaultsport range comprises:

Twingo Renaultsport 133 – the entry-level to the passion of Renaultsport. With diminutive size and weight, the 133hp naturally aspirated engine provides plenty of thrills.

Clio Renaultsport 200 – the hot hatch that has punched well above its weight in various performance car of the years tests in 2009.

Mégane Renaultsport 250 – universally praised from the international launch, hot hatch enthusiasts are eagerly awaiting the arrival on UK shores of both the 250 Cup and 250 in January.

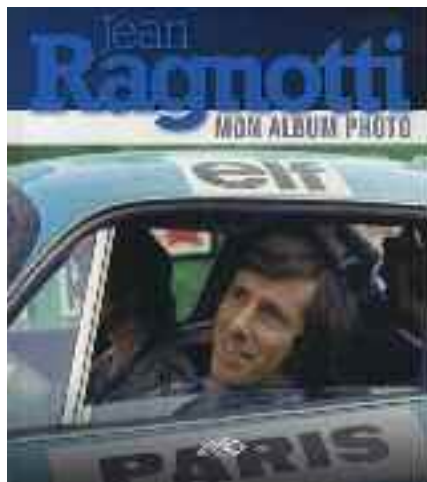




Au coin du livre

(The Book Nook, where you can read about the best books on Renault)

In this edition, there are two new books for members to consider and the first of these is **Mon Album Photo** by Jean Ragnotti (ISBN = 2.910434.16.8), published in September 2009 by 'L'Autodrome Éditions for E29.



This square format, self-laminated hardcover tome, with plenty of photographs (both b & w as well as colour) illustrates the author's career and the pictures are mostly accompanied by short, French (but easy-to-translate) captions. There is no general text.

RENOTES normally reviews books, which are essentially about Renault. This volume includes photographs of Opels, Lancias and bicycles, but, as any Renault enthusiast knows, not only has 'Jeannot' spent most of his motorsport career behind the steering wheel of a Renault, an Alpine or a (Renault-based) Jidé, he has worked tirelessly since his 'retirement' with Renault's Histoire & Collection division, publicising our favourite marque. He has done this by delighting audiences all over Europe with his tyre-smoking acrobatics in a wide selection of Renaults, particularly in Renault 5 Turbos. Thus there is a legitimate excuse to review this book and, moreover, to recommend it to any Renault enthusiast, solely on the basis that it contains a raft of

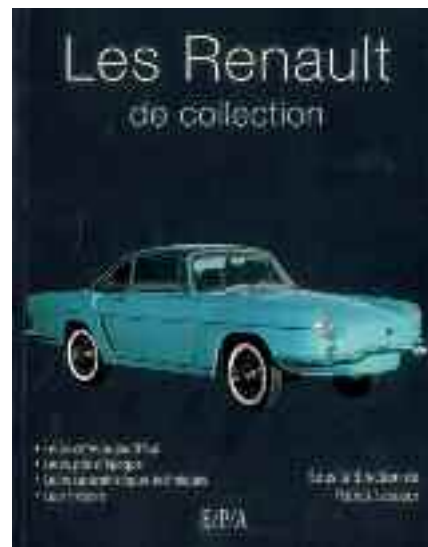
Renault photographs.

Some Clubmen may be unaware that one of the Renaultsport Clio iterations (in electric blue, of course) bore Ragnotti's name (in the same way that the U.K. 'Raider' edition of the 5GT Turbo was sold in France as the 'Oreille' after Alain Oreille's exploits with that model) and, indeed, 'Jeannot' retains a Renaultsport Clio 'Ragnotti' as his everyday personal transport. There is an abundance of photographs with this extrovert rallying cars at impossible angles, with numerous 'oopsy' shots, as well as a double spread of his 'larking around' frames (he is well-known for his japes), which will put a great big smile on any reader's face.

Your reviewer does have a personal reservation about this book, which is the fault neither of the author nor of the publisher. Recently introduced European legislation has proscribed tobacco advertising/sponsorship, but the meddlesome, liberal, do-gooder bureaucrats responsible for such an apparently sensible act have also required that this law (the Evin Law in France) applies not only to the here and now and to the future, but also to the past. Thus, any period tobacco advertising reappearing as illustrations in new literature has to be 'edited out' of historic pictures, which renders some of this book's pictures anodyne, with great swathes of yesteryear's tobacco advertising on vehicles and even on the publicity banners in the background being replaced with nothingness. Mad or what? This compulsory 'editing' of yesteryears' true history, which will influence absolutely nobody and change absolutely nothing, does, in actual fact, misrepresent history and this is exactly the same rewriting of our past, which 'democracies' found/find so repugnant in Hitlerian, Stalinist, Husseinian and in other totalitarian regimes. Yet again, this is another example of the totally out of

control PC, which is anaesthetising our society and fuelling the general public's despair and disgust with current politics and politicians and, moreover, it is possibly the thin edge of the wedge for other more sinister political indoctrination, against which objections should be voiced immediately. (End of political rant !)

By its very nature, this is a photographic album for dipping into, rather than for perusing non-stop from cover to cover, but whatever the choice, this is a great read. A possible difficulty will be locating a copy, but try Chaters or the internet.



The second book under review is 'Les Renault de Collection' (ISBN 2 8510 714 2) edited by Patrick Lesueur and published early in March 2009 by Éditions EPA, now a division of Hachette. This roughly square, 256-page softback is one of an already eight volume 'de collection' series of compilations from earlier EPA or Hachette automotive titles and, regrettably, errors, which were probably perpetrated in those original works, have not been

corrected here.

For example, a section devoted to the original Renault 5 offers a ghosted side view of the vehicle with the engine (correctly) located longitudinally and yet the caption tells the reader that the power unit is transversely mounted. The section on the rare convertible and coupé versions of the Renault Frégate totally ignores the earliest of them all, by Pichon & Parat, and, in another section, there is no mention of the final series Rallye (R-1093) Dauphines being fitted with disc brakes. The section on the Frégate Amirale quotes different engine power outputs in adjacent text and the occasional but irritating hyphens in the middle of non-hyphenated words throughout the text betrays the re-arrangement of the original text to fit the present format, which proof reading has not eliminated.

Notwithstanding such shortcomings, let us dwell on the good things about this book. There are 71 separate ‘chapters,’ each dealing with a particular model, amongst which are 26 pre-WW2 ones, thus widening the appeal of the book. Generally the French text is excellent and informative and includes comments on value (somewhat out of date !) and the photographic illustrations are very good. Interesting ‘boxed’ data pops up throughout the text, but the ghosted and captioned drawings of the chosen models are no more than adequate. Remember that these are ‘voitures de collection,’ so do not be surprised that the most modern offering is the Phase 1 Renault Clio of the early Nineties !

The book has the undoubtedly attractive price of E18, due to its being a compilation of other works (one of the contemporary advantages of digitally stored text) and the photographic illustrations are varied and a joy to behold. For us rosbifs, the main drawback is the considerable French text, which is not a total turn-off, but, additionally, the book will probably not be found on any UK bookseller’s shelves. Again, start with Chaters or get on the internet.

HM-W.

Whilst not really a book review, the club has started to convert the past editions of Renotes into PDF. We already have 2002 and 2003 on the website and all of 2009 have been converted. Some are still available as paper back copies as well (contact The Editor or Malcolm for details).

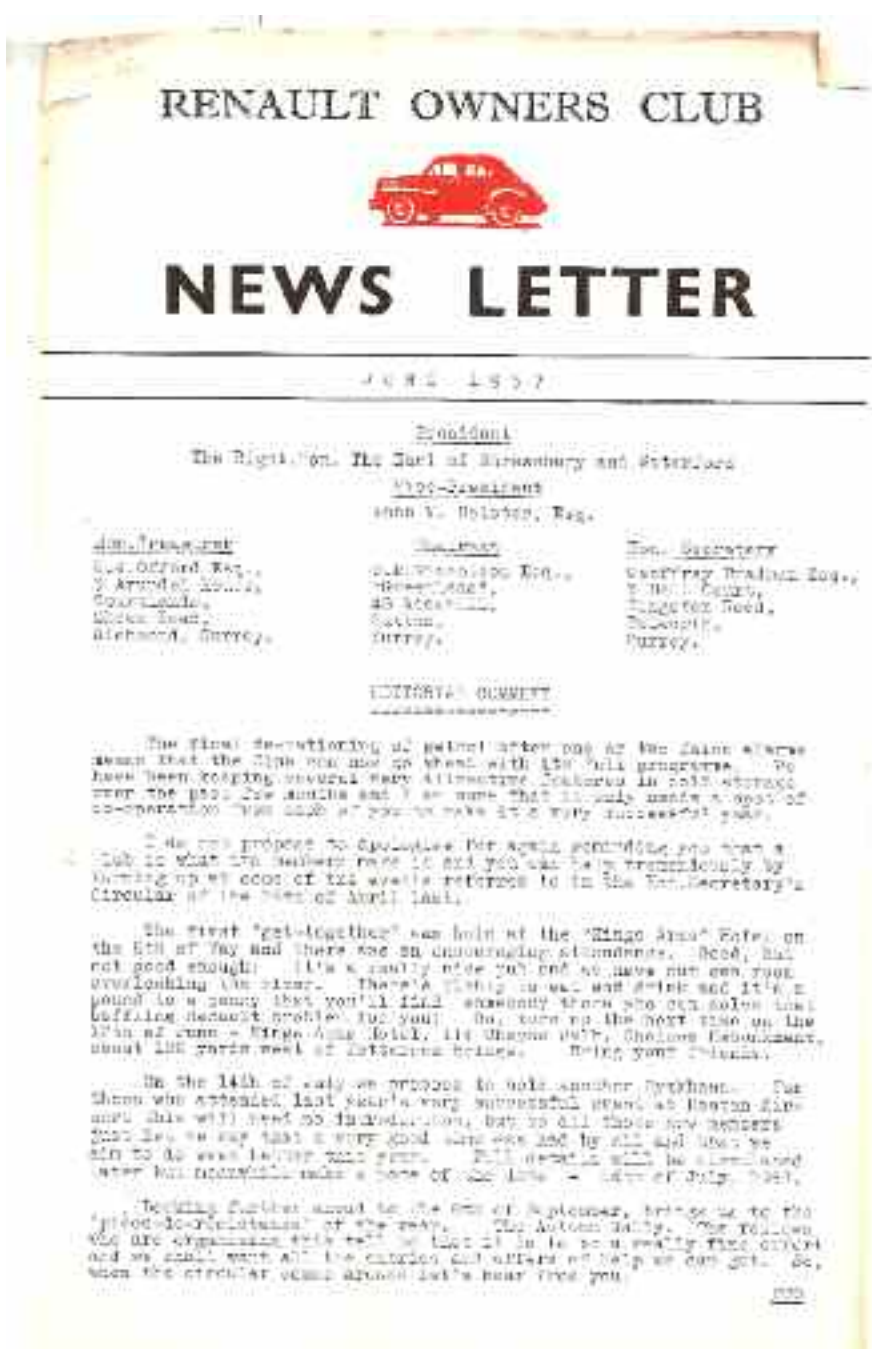
The aim eventually is to have 2002 to date available on the website to download and on disc you can purchase unless it is still available via paper copies where these will be available to buy. I have added a

list as part of the shop to show what is available.

In addition, we have started to scan in the magazines from the very start. 1952 - 1962 are already done (bear in mind this is 60 year old paper and needs treating with care) and I am currently working on 1963 and 1964.

Alongside this is the addition of the new manuals we mentioned earlier.

Alasdair Worsley



RENAULT 75 YEARS AGO

Compared to last year, Renault's production moves slightly ahead to top 58,000 vehicles and its wide model range continues to include the Celtaquatre, the Monaquatre, the Primaquatre, the Vivaquatre and its deluxe variant, the Vivastella, as well as its sporting version, the Vivasport, and its super-sports variant, the Viva Grand Sport. The Nervastella and its sporting version, the Nervasport and the Nerva Grand Sport, the crème de la crème, top out Renault's range for this season.

Whilst the workforce grows to slightly over 30,000 employees, the company's revenue remains almost static at FRF1,236.4m., with both the gross and the net profit weakening to FRF21.6m and FRF6.4m respectively.



Celtaquatre

Ongoing consolidation of the Île de Seguin's land mass increases the factory's surface area, so that railcar production can be relocated thither and a rearrangement of car production layout enables this operation to become more efficient.

Renault agents' breakdown service is standardised on distinctive bright red vehicles (Renaults, of course) and Renault makes plans for an entry level vehicle, the Celtaquatre Standard, in order to fight against the pressure on consumers' spending power, resulting from the continuing depression.

The government hints that Renault should take over the bankrupt Citroën company, a move to which 'King' Louis is averse in any case, but such a step is opposed by the banks. This external opposition somehow earns Billancourt's boss further odium, as many working class people feel that he should have bailed out the Javel

firm. It's a no-win situation for Renault and, in the event, Michelin, being Citroën's major creditor, steps in to take over the ailing automaker. In November, Renault founds a new company, Renault-Aviation, in order to split up orders for aeroplanes between Renault and Caudron Aviation.

On the competition scene, a Renault Nervasport wins both the Rallye Monte Carlo and the Liège-Rome-Liège Rally. A Renault Celtaquatre wins the Paris-St. Raphaël Rally for ladies and, in the air, several world speed records fall to Caudron aircraft, which are powered by Renault aero engines.

In France, it is a gloomy year for the car industry. To start with, there is the death of André Citroën, around whom a myth now begins to build up. His company is not the only one to suffer, because other well-known names, such as Bugatti, Amilcar, Delage, Motobloc, Donnet, Chenard & Walker and Delaigère have also fallen on hard times. Moreover, the large foreign car companies are desperate to do business anywhere and some of them infiltrate the market via alliances, the latest being Fiat with Simca, to follow last year's tie-up between Ford and Mathis.

The state intervenes to support the home automotive industry by increasing export subsidies to 1.9 francs per kilo (it was 1.5 francs last year) and by abolishing luxury tax, so that motorists pay a single car tax of 4.3% for passenger cars and 2.75% for commercial vehicles. As a probable riposte to the rapid construction of autobahnen on the other bank of the river Rhine, it also authorises the first French motorway, which will stretch from Paris to Saint-Cloud. The CSCA, the French automobile industry's association of manufacturers, sets up a new central office in the rue de Presbourg, close to the Arc de Triomphe.

In the cinema, James Whale's "The Bride of Frankenstein" and Frank Lloyd's "Mutiny on the Bounty" are the box office hits. Jean Girardoux' "There never was a

Trojan War" is the book to read and, in music, George Gershwin's "Porgy and Bess" bursts upon the scene. In France, Frédéric and Irène Joliot-Curée win the Nobel Prize for Chemistry and, in Great Britain, radar becomes a reality.

Contemporary events see anti-Fascist demonstrations in France and, also, the country's premier, Pierre Laval, is forced to take deflationary measures. As a consequence of a referendum, the Saar region becomes German once more and race rule rears its ugly head. In Great Britain, Stanley Baldwin is returned to power. The League of Nations implements sanctions against Italy for its invasion of Ethiopia, Stakhanovite principles are applied in the USSR and the second New Deal is rolled out in the United States of America, all these events being symptomatic of a changing world, buffeted by serious financial and political pressures.

This was Renault in 1935.

HM-W.

(This information has been assembled from literature within the Renault Owners' Club's archives)



1935 Renault Bus

RENAULT CONCEPT CARS



Nepta concept car Paris 2006

My hobby over the past 20 years has been attending motor shows at Geneva, Brussels, Paris and Frankfurt.

I think it only appeared at Paris as my records do not feature it at Geneva in 2007.

My first picture shows the car on a



Nepta concept car picture taken from reflection in lighting above car

My particular interest is in concept cars. The Nepta was introduced at Paris in 2006 - quite futuristic - LED headlights - carbon bodywork - 420 hp V6 engine, the press pack claims 62 mph in 4.9 seconds. The car was fitted with prototype Michelin tyres.

rotating stand with the passenger door open. I was pretty pleased with my 2nd picture as it is shown in a reflection of lighting in the ceiling directly above the car. I had to wait until the car in a 'straight' position.

I have not seen the car since.



Mégane Sport - Geneva

Roy Dodsworth
Extra photos below from ROC DVD Set





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CLUB PARTS

We plan to trial during 2010 a number of new ideas (some have been run in the past). So far we are looking into some cheap parts that have been left over at Renault Dealerships, some parts not purchased during Ebay auctions that were destined for scrap and the hiring or remanufacture of some tools. All these items will also be placed on the website as buy it now. If you are interested in any of these items, please contact Mike Fawke or Alasdair Worsley (details on the inside front cover). Most of these parts are at cost of purchase + any fuel needed to move them plus a little for the club. They will be advertised solely to members for 3 months and then put up for general purchase. The purchase cost was paid for by a member who has paid for them himself and offers them to the club. Any profit over the purchase price will go to the club. This profit will then hopefully buy the next lot. Some items are collect only or possibly from the AGM.



Renault 4CV, Floride, Caravelle, Renault 5, 5L, 5TL, Renault 12 and others steering wheel removal tool. Remanufactured. These are initially only available in batches. We are looking at one offs but the price may be high. New original ones were over £100.



Renault 16 Parts - 1969 inlet manifold and carb (£25), glove box £10, dash instrument panel (£25), 3 wheels (£10), starter motor (£10), Chrome radiator centre piece £7.50, radiator (may need core) £15.



Renault 16 Parts - 1969 Full set of doors including tailgate £100



Renault 16 Parts - Bar Type Roof Rack £20.00 + £8.00 Postage



Clio 1 (phase 1,2 & 3), Avantime, Espace, Extra & Safrane.
Note Some Espaces and Avantimes are discs all round.
Wheel Cylinder - 2 Included in Price.
77 01 035 477 RH Drive £25.00 + £4.00 P&P



Brake Pad Set 4 Renault 21 & 21 Savanna
77 01 203 069 RH Drive
£20.00 + £5.90 P&P

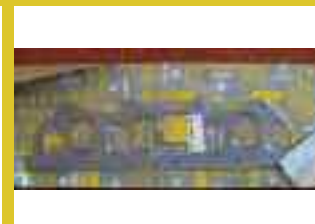
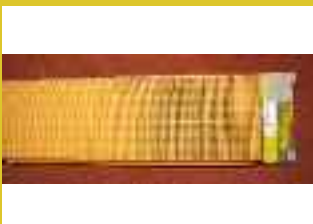


Clio 1 (Phase 1,2 & 3), Extra, Renault 19, New Renault 5.
Brake Pad Set (Drum 4 Shoes) 77 01 204 268 RH Drive
£16.00 + £5.90 P&P



Clio 1.1L, Renault Extra, Super 5, Renault 9 & 11, Renault 19,
Renault 21 & 21 Savanna Petrol Air Filter. 77 01 349 530
RH Drive.
£3.00 plus £2.89 P&P

Plus many other older model air, fuel and oil filters on line (subject to availability). Please note, some of these items are one off and once sold will be removed. Please phone to check availability before ordering.



**ADVERTISERS
PLEASE NOTE**

Small adverts in Renotes are free to members advertising their personal sales and wants (i.e. non-profitmaking).

All other advertising is charged at the following rates. All trade classifieds must be pre-paid.

Classified (25 words)	£10
1/4 PAGE (mono)	£25
1/2 PAGE (mono)	£45
FULL PAGE (mono)	£85

Rates for colour advertising available on request.

Cheques should be made payable to the RenOwners Club Limited and sent with the advert to: Renotes, Mayhill House, London Road, Addington, West Malling, Kent ME19 5AN.

The ROC cannot warrant cars or parts advertised in these columns.

Forum and Website

Please remember the most up to date adverts are found on the forum and Website (www.renaultownersclub.com) often these sell before they ever make Renotes (often on the members site). For example a Floride recently went within a day of the advert appearing.

For Sale

Renault Clio Williams



I am due to retire from my job as a Specialist Engineer on the Eurofighter Typhoon project at BAE Systems shortly



and the car is now surplus to family requirements. I would very much like the car to go to a good home as I was a former member of the ROC back in the 1980s. I have had the car since June 2002.



The car is a 1st Edition (car No. 102), year 01/01/94
 Engine 1998cc
 Reg Number L912 DAT
 Mileage 55843 (24/01/2010)
 Taxed until 07/10
 MoT July 19th 2010
 FSH since my ownership in 2002
 Original car with no modifications.



The car lives in our garage in Great Eccleston, a small village just north of Preston (PR3 0ZA).
 I can email photos to anyone if interested.
 Phone 01995-672055 home, 01772-858322 work, 07827-017823 mobile.
 Many pictures on the clubs website.
 Email: michaelchristineholmes@btinternet.com

The 1964 Renault R8 R1132 67,000 miles last on the road in 1987.

This car was given to a motor museum in Cornwall by its owner and after a few years the museum was shut and the car was put into a large warehouse where it has been ever since.

The exterior body would need 2 rear wings, and an o/s front door replacing.

The rest of the body is in a good condition. It has a lot of surface rust, but is not rotted out. The 2 front A posts need repairing and 1 small hole on 1 of the sills need a plate the size of a 50p. the boot floor is in very good condition and not rotten in the usual places. The chassis is solid. There is some small damage to the roof where I was told a mattress was placed on the roof which had items on top and had slightly damaged it. If the headlining was removed I think the dents would pop out.

The engine won't turn over through being laid up and I have another engine to go with the car, The chrome work is good but would need re-chroming to bring it up to a show condition.



The tyres would need replacing. I strongly recommend this car to be rescued and returned to its former glory

I will help with delivery part of the way for cost of fuel as this car must be trailered or transported.

2 previous owners, The 2nd being the museum.
 Any Offers over £470.00 would be considered

1976 Renault 16 TL 1565 Colour Blue 85,000 miles mot'd till august 5th 2010

This car is in too good a condition to scrap and does need some restoration work.

Would need a new o/s front wing and the o/s front door need repairing as damaged. A small repair needed to the o/s inner front wing by the headlamp and a small repair to the front panel.

The doors have a small amount of rust on the bottom edges and some of the panels are discoloured, so a respray would be



recommended. This car has had new outer sills fitted professionally and finished nicely but they have been painted in underseal, if cleaned back and painted they would look original.

The interior is in a good condition, just needs a good clean, no tears. It has had a new head gasket fitted in April 2009 and maintained as it should be. Engine & gearbox run ok. When I made enquiries about this car the garage told me that they think the weights in the distributor were worn and it doesn't run smoothly. When I collected the car the garage owner told me it started ok but got worse as he drove it and it kept stopping, When I went to drive this car home after a few miles I started experiencing the same problems Thinking to myself this is not a distributor problem but a carb problem as it was choking. I pulled into the side and noticed that the choke cable outer plastic fixing bracket was broken and when you pushed the choke in you were pushing in the whole inner and outer cable. I managed to close the choke and once the carb had cleared itself the engine drove 10 miles superbly. I have some service history, old mot's and hand books.

Car averaging for the last 5 years 200-500 miles a year

I don't see any reason why this vehicle could not be driven but, would suggest whoever purchases the car ought to trailer or transport it if they are any distance away, just to be safe until they have checked it out.

I will help with delivery for cost of fuel part of the way.

Offers over £600

Both cars need restoration work and they are too good to scrap.

Please contact Rob Doran

Telephone 01395 271116
Work 01395 263381
Mobile 07970556163
E Mail speedwayrob@hotmail.com

Parts from The Club - See Seperate Article.

Megane I, Megane I Coupe, Megane I Cabriolet Cabin Filter.

77 00 845 811
RH Drive with Air-Con
1.4 Eco , 1.4e , 1.6i , 1.6e , 2.0i , 1.9 D Eco , 1.9dT 01/1996-04/1998
2.0 16V 03/1996-04/1998
1.9TDI , 1.9D 09/1996-04/1998
1.9dTi 06/1997-04/1998
1.4 09/1996-03/1998
£8.00 plus £1.65 P&P

Clio 1.1L, Renault Extra, Super 5, Renault 9 & 11, Renault 19, Renault 21 & 21 Savanna Petrol Air Filter .

77 01 349 530
RH Drive
£3.00 plus £2.89 P&P



Post 1989 Traffic, Master Air Filter

77 00 678 752
RH Drive
£4.00 + £2.89 P&P

Avantime, Laguna, Laguna Estate, Safrane, May fit some Espace III Diesels also.

77 01 041 740
RH Drive
£4.00 + £2.89 P&P

Brake Pad Set 4 Renault 21 & 21 Savanna

77 01 203 069
RH Drive
£20.00 + £5.90 P&P

Clio 1 (Phase 1,2 & 3), Extra, Renault 19, New Renault 5.

Brake Pad Set (Drum 4 Shoes)

77 01 204 268
RH Drive
£16.00 + £5.90 P&P

Inlet and Exhaust Manifold Gasket

77 00 874 881
RH Drive
Unknown Vehicle
£Offers + £2.37 P&P

Air Filter Laguna & Laguna Estate

77 01 037 174
RH Drive
£4.00 + £2.89 P&P

For additional items please see the website www.renaultownersclub.com Some of these items are limited in numbers and once sold may not be repeated.

Email: parts@renaultownersclub.com or Phone: 01652 655781 for details.

Renault Caravelle FHC x 3

Dry stored for many years, complete with V5s but requiring full restoration. Virtually complete. Plus some spares from a broken up DHC and some Floride spares.

Phone Robin on 01579 370158 or email rearengine@renaultownersclub.com - Location Cornwall

Wanted

Renault 12 Estate

Renault 12TL Estate in driveable and taxed condition to replace my own 1979 model, which has original replaced parts. Ageing bodywork and MOT approaching. Please phone on 02073730481 or e-mail midcrescent@yahoo.co.uk

Renault Caravelle

On the look out as well for a 1968 Caravelle, centre section of the rear bumper, pair internal stays which are bolted to the leading ends of the rear bumper corner sections, pair original rear reflectors and one rear red light lens.

Phone Robin on 01579 370158 or email rearengine@renaultownersclub.com - Location Cornwall

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Stainless Steel keyring with engraved ROC logo in a black presentation box.

£3.75 including p&p

ROC ballpoint pen.

only £1.00 each including p&p

ROC Tax Disc Holder.

only £1.00 each including p&p

How about the full set for only

£5.00 including p&p

Ladies foldaway umbrella with ROC logo, ideal for the car or handbag.

Available in Renault Blue or Black.

£12.50 including p&p

ROC window sticker available to stick on inside of window or outside for bumpers etc. State which type required when ordering.

£1.75 each including p&p

ROC baseball cap - available in Black, White, Yellow or Renault Blue.

£8.00 each including p&p

ROC T shirt - available in Black, White, Yellow or Renault Blue and in all sizes from small child to large adult.

Adult sizes £12.00 including p&p

S,M,L,XL,XXL,XXXL

Child sizes £9.00 including p&p

Please state child's age when ordering.

New Diamond Design T Shirts

Available in S,M,L,XL,XXL and child's sizes (state age when ordering)

Available in White/Blue and Yellow/Black

Adult Sizes £12 inc p & p,

Child Sizes £10 inc p & p

ROC Golf Umbrella - large strong Dunlop umbrella with comfort grip handle. Available in Black.

£17.95 including p&p

We have compiled a DVD Set (2 DVDs) for the PC which contain material from various sources including concept cars, the centenary, videos and other events.

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Purchase online at www.renaultownersclub.com, email order to shop@renaultownersclub.com or post order to ROC Shop, 26 Capel Street, Capel-le-Ferne, Folkestone, Kent, CT18 7LZ

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