

# RENAULTS

THE MAGAZINE OF THE RENAULT OWNERS CLUB ISSUE 1 MARCH 2011



AGM NOTICE

RENAULT 4 IN 1961

RENAULT 18 FEATURE

CLUB NEWS

RENAULT 4 AROUND THE WORLD

RENAULT OWNERS PARTS FINDER SERVICE



RENAULT



Renault  
OWNERS CLUB

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## COPY DATES

Next issue of Renotes is due June/July 2011

All contributions for that issue must be received by May 14th

Please send to the Editor:  
Alasdair Worsley  
at address above

Subsequent issues will be September 2011 and December 2011

## 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: A collection of Renault 3 and 4 press photos together with shots of the club's parts "warehouse". Also the new Lotus Renault in the old JPS colours. To see your car on the front cover, please send me either a photo or a good quality electronic file (jpg > 1MB is best)

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The opinions expressed in Renotes are not necessarily those of either the Editor or the Committee of the RenOwners Club Limited

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# Editor's Chat

**D**ecember to March is traditionally a quiet period for the club, preparing for the AGM which we plan to have at Gaydon again in April. We have the after-effects of the NEC Classic to wade through and the annual planning for next year but oddly this year has seen more action than ever before, more visits to the web and more visitors looking at more pages, the parts department accidentally swelling to occupy a warehouse (donated free by a member) and much more.

I will make no apology that this edition is dedicated pretty much only to the Renault 3, 4 and 4L. This iconic car hits 50 years since it's launch and is very well known. We will also be touching on it and the demise of the 4CV (also 50 years ago - nearly to the month) throughout the year as various celebrations and commiserations take place.

**D**ear Mr. Editor,

For the sake of historical accuracy, please note that certain information contained in my review of the booklet about Alpines and Albert Vanierschot (see p. 37 of Issue 3/September 2010) is incorrect. Below the picture of Albert, I mentioned that the Berlinette immaculately restored for John Wheeler was one of Vanierschot's cars. This is wrong, the car being, in fact, one of Albert's rivals and originally a 1974 works car, propelled by a 1774cc, 16-valve engine and piloted, with much success, by Piet Kruythof, as one of the drivers for the four car (all Alpines) Dutch VialleAutogas team in the 1977 European Rallycross Championship.

I apologise for this mistake and I confirm that full preparation, competition, historical and restoration details on John's car (unfortunately in French) are to be found in 'Berlinette' No. 39, as stated. So, smacked wrists for me and back to the

drawing board!

Yours very truly,

Hector Mackenzie-Wintle.

Editor: Don't worry too much no one noticed - Oddly I have to put my hand up to copying the committee from 2009 into the contacts for 2010 (on the left of page 2). Most were the same and those that retired pointed them in the correct direction.



Willie Krause's Scenic in front of Table Mountain - South Africa.

**H**ow would you like to get involved??

We are keen to extend the appeal and social side of the Club by establishing regional meets. The idea is to meet on Sunday mornings, once a month, or once a quarter, at a pub which has restaurant facilities and a large car park subject to the fact that we would be welcome. If you would like to take this on, we can supply the addresses of every member in whatever radius you think would be appropriate, together with e-mail addresses for a large proportion of members. It would be a great way to meet other members and talk about Renaults or any other subject which appeals to you.

If you would like to take part in this initiative, please contact me, Malcolm Bailey on 10732 849325, mobile 07974 403430 or e-mail [mjbailey@quercus-consulting.co.uk](mailto:mjbailey@quercus-consulting.co.uk) - Editor, for a meet in the

South Yorkshire, Nottinghamshire, North Lincolnshire area please contact Alasdair. Email: [editor@renaultownersclub.com](mailto:editor@renaultownersclub.com) or phone 01652 655781

**F**ollowing on from the visit to the French Car Show last year, the club will be going again, this year. The club's area is located in the Renault infield so please help to show your support for our biggest sponsors by attending this event.

## NEXT EVENT

AGM 17th April with RenaultSport Then Tatton and French Car Show.

PLEASE also see this year's French Rally to Thenay. This popular event has been tied in with the Club's French run and I would encourage you to see if you can come along to it.

**W**elcome New Members. Quite a few from the NEC.

Edward Shrubb  
Amanda Terry  
Glyn Hayler  
Christopher Wood  
Sylvia Hayman  
Darren Cross  
Anthony Dunn  
Victor Pooley  
Alan Craig  
Wayne Johnson  
Reinard Krohn  
Carole Smith

# COMMITTEE NEWS

## THE SEVENTH ANNUAL GENERAL MEETING OF THE REOWNERS CLUB LIMITED

The Seventh ANNUAL GENERAL MEETING OF THE RENOWNERS CLUB LIMITED

Will be held on Sunday 17th April 2011 Between 10.30 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 2010 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.
4. Presentation of Accounts  
Including vote of acceptance and waiver of auditing in accordance with club rules.
5. Election of Officers 2011/2012 - Current Officer Listed - (RS = Willing to continue if and with proposer and seconder at 21 day cut  
off)
  - a) Chairman
  - b) Secretary - Currently Seb O'Halloran (RS)
  - c) Treasurer - Currently Malcolm Bailey (RS)
  - d) Membership Secretary - Damian Bailey (RS)
  - e) Magazine Editor - Alasdair Worsley (RS)
  - f) Merchandising (shop) Officer - Mike Fawke (RS)
  - g) Press/Publicity Officer
  - h) Advertising (Renotes and Web) - Alasdair Worsley (RS)
  - i) Web Editor - Alasdair Worsley (RS)
  - j) Events Officer - Vacant
  - k) Motorsport Officer - Damian Bailey (RS)
  - l) Modified Officer - Jason Ford (RS)
  - m) Ordinary Committee Members - Alex Millan (RS), John Hart. (RS)  
DVLA Dater - John Henderson (RS Honorary)
6. Election of President - Thierry Sybord (New) and Vice-President - Proposed A.Worsley, Seconded M.Bailey & J.Hart

### 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](http://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. Please do your best to attend as we would like to build on the numbers we saw in 2010.

### 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](http://www.heritage-motor-centre.co.uk)

# CLUB EVENTS 2011

The club is putting on a number of events in 2011. I have listed those we currently have intentions of visiting subject to acceptance. 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](mailto:events@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.



3rd Edition of the 4L international 2011 at THENAY - 50 Years of the 4L  
4L MAGAZINE and RENAULT CLASSIC present the massive European Gathering of the passion for the Renault 4L.  
**15th, 16th, and 17th July 2011**

The 50th Anniversary of the launch (in France) of the Renault 4L (and 3) will be at the 3rd 4L International at Thenay on 15th, 16th, and 17th July 2011. The Dutch and Belgians are also planning to do a drive down the Champs Elysée on the way back. This has been mentioned on the members' site and also via the gazette but there are not sufficient details to make it public.

There won't be a Kent Run next year but maybe a static event with Renault in the UK to go alongside it.

As you know, in 2010 a club member went to Thenay (see September Renotes) and this gives some idea of what can be expected. Having talked to Derek, the plan is to meet up collectively and travel down and back together. Please see the loose flyer for full details. Please try to support this as last years was an excellent run.

This event also has an area for non 4L products, so all members can go along. Indeed the 4 was responsible for the closing of the 4CV line so in some ways it is their anniversary too (although to us it is more of a wake).

**The Donington Historic Festival Saturday 30th April,  
Sunday 1st May**

This event has been suggested as a meeting point for members on the Sunday and maybe a couple of other clubs. At the moment we have no plans for a club stand but I will investigate if it is possible. I am hoping to go as are a number of others so if you would like to phone or email me (Alasdair Worsley), details on the front page, I will try to co-ordinate things.

This event takes place at Donington Park, Castle Donington, Derby, DE74 2RP – you can contact the circuit directly on 01332 810048 or [info@donington-park.co.uk](mailto:info@donington-park.co.uk) should you need to.

Gates open at 07.30 and the circuit action starts at 09.00, running through to 20.00 on the Saturday and 18.00 on the Sunday. (Please note these timings are provisional and subject to change. A full timetable will be published nearer the event).

## **French Car Show Rockingham**

Sunday 5th June 2011

Email: [editor@renaultownersclub.com](mailto:editor@renaultownersclub.com) or Phone 07917 858423 for details.

Buy your tickets in advance to make substantial savings compared with on the day prices.

- \* Adult (16+) Saturday or Sunday advance tickets are only £18 compared to £22 on the day.
  - \* Adult (16+) Saturday and Sunday weekend tickets are only £30 compared to £36 on the day.
  - \* PLUS children under 16 go FREE if accompanied by an adult ticket holder.
- <http://www.doningtonhistoric.com/visitor-info/>

## **La Balade de Sandwich**

Saturday 11th and Sunday 12th June 2011

As part of Le Weekend festivities in the beautiful medieval town of Sandwich, an event for French vintage and classic cars, La Balade de Sandwich, is being organized.

On Saturday 11th and Sunday 12th June 2011 cars and their owners will gather for petit déjeuner on Sandwich's historic Quay. Breakfast will be followed by 45 mile or so road runs around beautiful East Kent, returning to Sandwich for a riverside picnic and enjoyment of the many other activities that will be taking place.

A moderate charge will be made to cover expenses and in the event of there being a surplus it will be donated to the Sandwich-Honfleur Twinning Association.

If you are the owner of a vintage or classic (up to 1960) French car and would be interested in participating in La Ballade\* de Sandwich on either or both the Saturday or Sunday, please contact Bob Tomlins, Milldown, 11 St. Georges Road, Sandwich, Kent CT13 9JT, telephone 01304 611 271, e-mail

bobtomlins@googlemail.com for further information.



\*A balade, literally a stroll, is a typical continental event when enthusiasts come together to share their passion for beautiful and interesting old cars in a relaxed and enjoyable way.

**Bromley Motor Pageant - If Renault Classic (TBC)**

12th June 2011

Malcolm Bailey

Email: membership@renaultownersclub.com Tel:01732 849325

**Powderham Classic Vehicle Show  
(RCCC Event which Rob has asked the ROC to add)  
Contact Rob Doran**

(Email: speedwayrob@hotmail.com Tel: 01395 271116)

9th & 10th July 2011



**Tatton Park (C)**

June 4th & 5th 2011

We are looking at the early event for 2011 as the later one clashes with World Series by Renault at Silverstone. We should have a 12 car 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.



**Crich Tramway Museum Extravaganza (C)**

Sunday 28th & Monday 29th August 2011

**Renault World Series (C)**

Silverstone

20th and 21st August 2011

Email: events@renaultownersclub.com

Tel: 01652 655 781



**NEC Classic Car Show (C) (TBC)**

November probably 2nd Weekend

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 01652 655 781

**ROTARY CLUB OF CHEPSTOW & DISTRICT**

District 1100

Event Organiser:- David Eisenhofer, Forge House, Sedbury Lane, Chepstow, NP16 7BL

Mobile: 07976 737231

Email: WYERUN@ChepstowRotary.org.uk

WEB: www.ChepstowRotary.org.uk

8th Wye Run Classic Car Event 2010

Route: Run to the Beacons

Saturday 30th April 2010

The success and popularity of the seven Classic Car Runs organised by the Rotary Club of Chepstow & District have led to this event becoming a welcome addition to the calendar for classic car enthusiasts. Those wishing to take part in the next event in the 2011 are now invited to reserve their place. The Run will set off from Chepstow Castle car Park at the bottom of the town overlooking the river Wye. The finish will be Caldicot Castle just a few miles away from Chepstow.

The route has been carefully selected keeping to lesser-used scenic roads through the Wye Valley AONB Forest of Dean and the Brecon Beacons.

Entrants should arrive before 8.30am for a 9.00am start.

Bring your own lunch or picnic and stop to enjoy it where you please along the route. If you choose to dine out there are a variety of eating places along the way. The non-competitive event is for classic and interesting cars and the people who enjoy using them. Entry this year will be limited to about 100 cars. The entry fee is £25 for each car for which you will receive full route instructions and a Monte Carlo style "Rally Plaque". At the end of the Rally you will be awarded a certificate and photograph. At the end of the Run, cars will be on display in the field in front of Caldicot Castle, from 5pm to 6pm you are invited to collect your completion certificates and prizes. Refreshments will be on sale at this point.

We have made the change primarily to enable us to comply with regulations for the reclaim of tax for our charity, but also to make our job simpler. We hope you will appreciate that it also has the advantage of giving you more choice.

Should you need another entry form please download one from our Web Site or give me a call.

All profits will go to Charities supported by Rotary. In order to maximize this we are asking for your cooperation to treat the entry fee as a donation to charity under gift aid so that we can reclaim tax.

Please contact: David Eisenhofer, Forge House, Sedbury Lane, Chepstow, NP16 7BL

Mobile: 07976 737231

Email: WYERUN@ChepstowRotary.org.uk

WEB: www.ChepstowRotary.org.uk

# OPEN REGIONAL MEETS

## KENT

15th May 2011 - 11.00AM to 11.30AM

A Traditional Country Pub in the Picturesque Village of Hollingbourne.

Ashford Road, Hollingbourne, Maidstone, ME17 1PG Tel: 01622 880985

The proposed site is the Park Gate Inn which is on the A20 just west of Junction 8 of the M20.

I have identified a potential meet site on the basis of a Sunday lunchtime get together which offers food and is easily accessible from main roads or motorways. It is also adjacent to Leeds Castle (to some one of the most beautiful castles in the world). I have spoken to the landlady – the pub has just been redecorated and has a large car park – we would be welcome, but advanced orders for food would be welcomed to assist the kitchen. [www.vintageinn.co.uk/theparkgateinnhollingbourne](http://www.vintageinn.co.uk/theparkgateinnhollingbourne). You can see menus on this site. Open to anyone, member or not.

## NOTTINGHAMSHIRE/SOUTH YORKSHIRE/LINCOLNSHIRE

15th May 2011 - 11.00 to 16.00 Elsham Hall Gardens and Country Park, Brigg, N.E. Lincolnshire, DN20 0QZ.

Tel: 01652 688698 Fax: 01652 688240 <http://www.elshamhall.co.uk>

Lots to see for any age and not far from major Motorway link roads. Just off M180 Junction 4 or 5 - Lincoln 25 Miles, Sheffield 35 Miles. Even Nottingham just over 1 hour. Please contact Alasdair for more details 01652 655781 or [editor@renaultownersclub.com](mailto:editor@renaultownersclub.com) and to confirm numbers. Open to anyone, member or not. Adults £5.50 Children £4.50 OAPS and Disabled £5.00 Children under 2 free

## MEMBERSHIP - RENEWALS

The club has now pretty much got the membership list cleaned up so that it represents the current membership. This now means we are in a better position to accurately send out renewals and remove those that lapse (this has not been a straightforward task as we needed to ensure all standing orders were correctly placed – please if you could include your membership number on the standing order details, this helps a lot – when you have 5 J Smiths in a club and 3 are due payments... We also needed to ensure those that had lapsed had sufficient time to renew it and those that had underpaid had topped up.

However it has still been noticed that a small number of people are trying to pay out of date subscriptions. The correct ones are inside the front cover. Others are leaving their renewal a few months after it has expired maybe in the belief they will get a few months for free or perhaps they wait until no magazine arrives and realise. There may well be justifiable reasons for this in the current financial climate but unfortunately we are all in it, and those of us that pay on time feel we have as much right to expect our money to be spent on us and not supporting others.

Therefore we plan to get back to the original system of renewing. A letter will be sent out approximately 1 month before your fee is due (unless you have already paid). No more reminders will be sent and unless payment is received and no more magazines will be sent once your term is up. Suppliers will be asked to remove your number from their list and insurance WILL NOT cover you. If you have claimed a club discount on your motor insurance and are not in an approved club, that will probably be void as well unless they agree to extend cover.

Should you renew later, this will be dated from when your membership lapsed and you will be sent any missing Renotes. If you want your membership to start from the new date, you will need to ALSO include the new membership fee rather than the renewal fee and you will be given a new membership starting from there. If you leave it over 6 months then the renewal fee will not be an option. We remove all addresses of lapsed members in line with Data Protection so we have no way of checking you were a member. If you accidentally fail to pay the correct fee, only the equivalent number of months will be added, so if you pay say £15 (yes some have been doing this) you will only get either  $\frac{3}{4}$  or  $\frac{3}{5}$  of a year before your next renewal depending on the class of your membership.

We'll contact you though to see if this is what you want. The month of your membership expiry is the last figure of your membership number. If members could help the membership secretary and re-new without the need for a reminder letter, this would save a lot of time and postage costs. At present, those who pay by standing order or without prompting are subsidising those who don't.

**We would very much appreciate your support to make this process easier, The ROC Committee.**

**A** world-wide product with an international destiny

From his appointment as president of Renault in 1956, Pierre Dreyfus had announced that one half of the enterprise's production must be exported. At the outset, Renault tried to do this and, with the exception of the USA, the new Dauphine had met with great success. This international effort prepared the ground for the beloved Four!

The Renault 4, which bore Pierre Dreyfus' strong influence, was a first step in Renault's pitch at international deployment. But its success was dependent upon the vehicle pleasing its audience.....

A true European : Pierre Dreyfus had an acute sense of history. He was a convicted European, who had studied outside of France. Thus he tailored his political and economic priorities to the drawing closer of France's immediate neighbours. For him, the signing of the Treaty of Rome in March 1957 was 'a major event, capable of redressing the errors of the past and of inventing a new logic', which would lead to the birth, on New Year's Day 1958, of the Common Market. Its integration would stretch over ten years, with a progressive 10% annual cut in customs duties between the partners, which were France, (West) Germany, Italy and the three Benelux countries (Belgium, the Netherlands and Luxembourg). Dreyfus was unequivocal - 'Renault will be on its honour to break free of its borders and to act as an engine in the construction of the Common Market'.

Such a market shift would necessitate costly and important efforts, to commence with the planting of commercial undertakings. The distribution networks were patchy and, in the first instance, Renault could only rely on the Benelux market. Renaults had been sold in Holland since 1904 and in Belgium since 1908; in 1922, Renault had set up its Belgian sales subsidiary, Agence Commerciale Belge des Automobiles Renault, which also covered the

Luxembourgish market, followed, in 1928, by Afdelling Holland in The Hague, to serve the Dutch market.

The German and Italian markets were clouded by the complexities of postwar reconstruction. Although Renault had founded a sales subsidiary, Renault Automobil AG, in 1908 in Berlin, the division of Germany into East and West sectors had nullified that undertaking, so the mother company had to re-invest in the West only, through the medium of a new subsidiary of the same name, founded in 1960 and operating out of Brühl. Renault's tardy repairing of its extra-French business made imperative the success of the Dauphine and the Four in a market dominated by the Beetle. But Renault was confident of the Four's potential, because its vehicle did not compete directly in the same market sector as Volkswagen's small car.

A difficult founding : this left Italy, a market dominated by Fiat, where Renault was a bit player. So, in 1958, the French company signed an agreement with the Torinese giant's great adversary, Alfa Romeo, which was, like Renault, in state ownership. It was an ambitious tie-up, whereby the Italian Alfa dealers would sell Renaults and the French Renault dealers would sell Alfas. Alfa wanted to face up to Fiat and offered its factories for the assembly of the Dauphine and of the Four, of which latter they had a sneak preview before its official launch!

The Renault Four's launch in October 1961 co-incided with the finalising of Renault's European commercial structure

and the results were encouraging, as an order book for 7500 Fours built up, of which two thirds were outside France - 1400 for Germany (with a daily sales rate of 65) and 2280 for Italy (with a daily sales rate of 80), whilst the Benelux market accounted for 90 daily orders. The Île de Seguin factory could only turn out 400 vehicles a day, because the intended total number of production lines had not yet been installed. Output needed to be a further 100 per day to satisfy European demand, which was expanding as full employment pushed salaries up, thus allowing a car to fall within the purchasing power of an increasing number of employees, especially of the younger generation, to whom holidays in the wide yonder was a great attraction. The Four fulfilled precisely such aspirations and, additionally, the Common Market expanded quickly with the joining of Denmark, of Ireland and of the United Kingdom, and then of Greece, of Portugal and of Spain. Renault even unlocked the Iron Curtain through flexible Yugoslavian co-operation, beginning with the importation of the Four, followed by its assembly and later by the re-exportation of such vehicles to other 'closed' markets.

Local assembly : the Renault Four sold well into Mediterranean countries, headed by Italy, where, by the end of 1962, Renault sold 3.8% of the market, as did both Alfa Romeo and Lancia. But tensions arose with Alfa, who became unwilling to sell so many Fours through its dealerships, so it set up a secondary sales network to separate its Alfa clients from its Renault customers. Hastily, Renault tried to train smaller garage



owners, who were scared of modern sales and after-sales methods. Furthermore, in 1963, legislation brought in a new car tax, based on the ground area covered by a vehicle. Originally, the Renault Four and the Fiats 500 and 600 paid identical tax (30,000 lire) and, for the Four, this jumped to 62.000 lire! Renault tried to persuade the Italian government that a Four assembled in Italy – above all in a factory belonging to the state – was an Italian vehicle and that this legislation penalised the national economy: but it could do nothing and a divorce was inevitable. Europe showed its rougher side and not only emphasised the complexities of internal competition, but also the difficulties of gaining a foothold in a foreign market.

An end to exports : however, this industrial solution was one, which Renault had to consider in the future, for a considerable number of countries placed a limit on imports, in order to force vehicle manufacturers to assemble their products in situ. Spain was a case in point, where the importation of cars was simply forbidden. But, in 1953, Renault seized the opportunity to participate in the construction of FASA's new factory in Valladolid. And the Renault Four would be the car to change the face of Renault's internationalisation plans, because it was possible to start assembling it with the industrial equipment already used in Spain to produce the Dauphine. The success of this undertaking encouraged Renault to develop new plans, such as plants to stamp out body pressings and to manufacture engines. With the creation of FACSA, an engine manufacturing company, and FAMESA, a stamping plant, a development plan was launched.

The financial investment of 200m pesetas between 1964 and 1965 obliged Renault to seek support from the Banco Iberico on the one hand and from its own Swiss financial subsidiary, Renault Holdings, on the other. As this move enabled Renault to gain financial control of FASA, it also encouraged the company to push towards establishing an independent industrial arm, which was based on its French master pattern. Thus FASA became one of the constituent parts of a manufacturing group independent of its French mother,



Renault 4

0212510. For further information please call 0 800 887033 or visit [www.renault.co.uk](http://www.renault.co.uk)  
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much in the same style as the independent Belgian factory at Haren, which was also building the Four. And it was this vehicle, which redefined Renault's boundaries and anticipated the Europe of tomorrow.

Pioneer : in contrast to the parameters set for Project 112 (the Renault 8/10 family), the Renault Four achieved success far outside Europe's boundaries. Indeed, whilst the prototypes were tested on the African tracks of Guinea or along the frozen highways of Minnesota, it was, in fact, a research into their performance under extreme conditions of use rather than to prepare the vehicle for the road conditions of Europe or, more specifically, of France. As early as 1961, Pierre Dreyfus was enquiring of the commercial directorate as to whether the Four could be sold in the United States. The response was so unhelpful that a decision was deferred – until 1962, when the decision to manufacture in Canada was imminent, which would undoubtedly lead to sales of the vehicle 'south of the 49th'. But, in the absence of a suitable after-sales service network, the decision was put off once again.

However, it was to be in Latin America that sales of the Renault Four would really take off. Between 1950 and 1967, Renault established itself on a continent in a very structured manner, taking the

long term view, until such time as several of the countries in that area joined up into the Andean Pact, which eventually transmuted into the larger Mercosur (Southern Market). Renault had factories in eight countries (Argentina, Brazil, Chile, Colombia, Mexico, Peru, Uruguay and Venezuela). However, in 1968 it had to relinquish its Brazilian foothold to Ford, who was determined to buy into that market by making an unbeatable offer to Industrias Kaiser, who wanted out from its Willys plant in which Renault had an 8% stake. Renault could not raise the money to top Ford's offer, so it took the money Ford offered for its 8% shareholding and re-invested it in its Argentine facility. Renault's spread encompassed most of that continent, where the clientele was of European culture, not to say specifically Spanish, which preferred to buy European rather than American, even if only to show itself as being against American Imperialism. Also, in 1960, Renault put forward plans to build a factory in Cuba for the Renault 4, but abandoned them in the face of possible trade reprisals at a time when the company was shipping 500 Dauphines a day into the United States....

Exchanges : with all these facilities, the Renault Four was at the heart of an innovative and complementary programme; for example, the Chile factory supplied gearboxes to its

Colombian and Argentine colleagues and they discharged their debts by supplying in return body parts to the Chilean facility. As for the Colombian factory, it manufactured drive shafts and engines and sent them over to Chile and Argentina and was reimbursed with gearboxes and body parts from those facilities. Thus Renault developed the politics of sharing parts and, as a result, sales volumes increased and the resulting profits were ploughed back into the factories in the various countries. This was in direct contrast to the American way of doing things, which involved supplying the major parts to their assembly plants, but keeping their fingers very much on the pulse of such undertakings.

The Renault Four became a major player on the South American car scene and its overall production came close to being 25% of the Four's overall global production. But the internationalisation of the Renault Four showed another facet of Renault's development history, because it was partly responsible for the development of 'young countries' belonging to the Third World, which were often recently decolonised nations.

Africa : Renault played a part in the industrialisation of North Africa and Black Africa by helping to construct car factories, a starting point for a much larger industrialisation, which is the keystone to real independence. Steel works, engineering works, chemicals and textiles – all these activities can begin to develop by becoming sub-contractors to the car industry. In this way, Renault established itself in Algeria, the Ivory Coast, Madagascar, Morocco, Tunisia and Zaïre. There have been financial advantages to such policies, notably the avoidance of increasingly harsh import charges from 1960 through 1970, by licensing local manufacturers, who were able to incorporate an increasing proportion of locally manufactured items with no loss of quality. Thus, in many countries, the Four was produced in independent facilities, sometimes alongside other, occasionally competitive, makes of car. This has been the case especially in ex-British colonies, such as South Africa, Australia and New Zealand.

A world-wide product : from these examples, one essential point emerges. Before ever the word 'industrialisation' started to be bandied about, the Renault Four met the common aspiration of mobility, of simple and practical transport requirements and of the basic idea of a tool for a trade, no matter where. Its presence was limited in Asia, owing primarily to cut-throat competition. Perhaps the vehicle was less well adapted to those local markets, where two- and three-wheeled transport dominated, and where Renault was less well established up to the end of the Eighties. But this was not important. From 1961 through 1992, the Renault Four sketched and then drew a vision of the global car, made itself known throughout the world and became emblematic of know-how on the one hand and of the joy of living, on the other.

On all five continents : out of all French cars, the Renault Four was made in the largest numbers (more than eight million units) and, above all, it was the most widely sold outside France. Its supply was dictated by the needs of the local market place. Throughout Europe, it was supplied in cbu (completely built up) form, straight from the relevant factory. For distant markets, it was supplied in ckd (completely knocked down, that is to say disassembled) kit format, from which it was assembled locally, sometimes in very small quantities. It might happen that a manufacturing licence would be granted to an assembler with no connection to Renault. Often, the local authorities set a local parts integration limit, so a specific kit, missing those parts, which it was possible to have manufactured locally to meet the necessary target, would be sent out. The Renault Four was assembled in a record 27 different countries and markets without this vehicle were few and far between. Of every ten cars sold, six of those sales were outside France's borders and four of those were manufactured likewise. The Four was sold as a taxi in Colombia or Madagascar or Sri Lanka (to name but some), as a police car in Yugoslavia, as a shopping car in Buenos Aires, as an ambulance in Mexico, as a post office delivery vehicle in Denmark or as a roadside assistance van in Spain – you name it, the Four has done it! The Four fully justified its export calling in

exactly the manner, which Pierre Dreyfus had championed so tirelessly.....

Established in Belgium in 1922, Renault built a storage depot at Haren, near Brussels, which, from 1926, became the first Renault assembly plant outside France. After World War 2, starting with a modest assembly renewal, the premises regularly expanded. As of 1958, the site found its true vocation, which was to supply the Benelux market, then the wider European market and, finally, the



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American market at the height of the boom. Becoming Renault Industrie Belgique in 1971, it contributed a tenth of Renault's total output throughout the Seventies. The Renault Four came on stream there in 1961 and remained in local production until 1980. The factory was known for its high quality workmanship and therefore supplied certain demanding markets, such as West Germany. For over fifteen years, the Renault Four (including the van versions) was the most manufactured model at Haren (it was overtaken in 1978 by the Renault Five) and a best-seller in Belgium. It became an integral part of the local motoring scene, with examples also

being sold to the Touring Secours service (the equivalent of the AA), to the Gendarmerie, to the postal service, to the Telegraph and Telephone companies and so on and so forth.

In Italy, Renault signed an agreement with state-owned Alfa Romeo in 1958, by which the Milanese car manufacturer assembled the Dauphine under licence at its Portello facility and marketed it through its own sales network. This was the only way, by which Renault could get



into this protected market, during the Common Market's fledgling years. March 1962 saw the founding of SAM (Sviluppo Automobilistico Meridionale = the Meridional Car Development Company) which was intended to be not only a Franco-Italian organisation to distribute the Renault range throughout Italy, but also to encourage industry in the Mezzogiorno region. The Renault Four was to be assembled in the pre-war Pomigliano d'Arco factory, near Naples, which had been somewhat modernised. Renault Four production started there in December 1962 and two models (both with the 845cc engine) were offered – the '4' with four side windows (like the

French R3) and '4L' with six side windows. The Italian versions were recognisable by their Alfa Giulietta rear light clusters and front wing side direction repeaters. This undertaking showed its value, as Renault Four sales in Italy doubled between 1962 and 1963, but sales plummeted with the change in the car taxation laws as earlier related, and this revealed the fragility of the Renault-Alfa agreement. Italian production ceased in 1965 and mutual sales representation became a sham, so, patiently, Renault had to build up its own sales network. The sales turnaround was quick and, by the end of the Seventies, although Renault Four sales had slowed down in other European countries, Italian sales for this vehicle hit 40,238 in 1980! As if to confirm this success, in the spring of 1985, Renault Italia ordered 600 units of the Four-based JP4 open-top leisure derivative from Car Système Style of Redon (in Brittany), which it sold through its dealer network under the name 'Frog' (in English). One of them was used by Ilona Staller, the well-known 'Cicciolina' in her 1987 campaign to become a parliamentary deputy.

In Spain, as the automobile industry re-emerged from the ashes of civil war and, as an encouragement to manufacture vehicles locally, the government introduced prohibitive customs duties on complete cars and forced local vehicle manufacturers to incorporate an increasing percentage of their wares' value in the form of items manufactured either by themselves or by Spanish subcontractors. In December 1951, just after the foundation of Fiat-inspired SEAT, Renault took a 15% stake in the founding of the private company FASA (Fabricación des Automóviles Sociedad Anónima) in Valladolid, to the north-west of Madrid. In 1953, licenced production of the 4CV started up in a small modern factory and, after granting a similar licence for the Dauphine, FASA was also licenced to manufacture the Renault Four, of which the first examples (nicknamed 'Cuatro Latas' [= Four Boxes]) left the Valladolid factory at the end of 1963 and, within the following year, it made up one third of the factory's output.

By 1970, there was one car for every 48

Spaniards and Renault held 25% of the market. At the start of 1965, FASA and RESA (Régie Renault Espana SA), Renault's subsidiary, merged and Renault's capital participation gradually increased to reach over 50%. Very quickly, there was a massive extension to the facilities and, on 01 July 1965, FASA became a subsidiary of Renault, with the new name FASA-Renault. The Spanish Renault Four, which, at the end of the Sixties, was more than 50% of Renault's sales, was powered by the 845cc Dauphine engine, which was being locally manufactured already. The van version, launched in 1964, met with the same success. From 1970, a high roof version was added and, between 1973 and 1975, it was sold on the French market (with its own bumpers, wheels and specific-to-model engine!).

In effect, FASA was becoming, like Haren, a decentralised production site for the group, as a result of legislative changes introduced in 1972. This thenceforward allowed manufacturers to lower the locally produced content of their wares, provided that they exported one third of their production. It was thus that Spanish-made Fours were sold into Portugal, into Columbia, into Venezuela or into Mexico..... Almost to the very end of its commercial life, the Four was manufactured in Valladolid to make up a total of 403,213 between 1963 and 1989 and the van to the tune of 396,704 over the same period, but extended to August 1991.

In Portugal, at the end of 1963, Renault set up an assembly plant called Industrias Lusitanias Renault (ILR) at Guarda, about 250 kms north-east of Lisbon. Although, as of 01 January 1964, the government prohibited the importation of completely built up vehicles, ckd (completely knocked down) parts could move freely in a bid to encourage local employment. In ten years, ILR tripled the size of its facility, being financed by FASA. The production line was christened by both the Four and its van sister and, up to 1973, made up a good half of the total annual production, which was around 6000 units. The 'Catrella' played a supporting role to the Five, but stayed in production until the end of the Eighties. During the

intervening years, Renault Portuguesa SA (the organisation which replaced ILR in 1980) grew into a significant undertaking and contributed to the foundation of a solid Iberian pivot within the Renault group. Other factories complemented Guarda and a percentage of the total production was sent back to France ("Lusifrance" vehicles).

In Ireland, during the Sixties, selling cars was somewhat of a challenge, because 60% of the market was held by British makes and a range of taxes prevented other vehicles of getting a look in. Thus most of the sales were of cars assembled within the republic. Commencing in 1958, Motors Manufacturers & Distributors Limited, based at Naas, just outside Dublin, started to manufacture and to distribute Renault vehicles. In 1963, the Smiths Group took over Renault's importation and, two years later, started to assemble vehicles in a small factory in Wexford. From a minimal market penetration, the marque had gained 9.5% by 1977 and the Renault Four was the jemmy which opened the door, for it made up between a half and two-thirds of the Renaults assembled in Ireland. From 1966 through 1980, between 2000 and 5000 units of the model were assembled each year. The percentage of local content fell when the country joined the Common Market in 1973, because the protective taxes granted to ckd kits became progressively less advantageous. Renault adjusted its sights accordingly and, as of 1977, assembled only the Renault Four at Wexford. Even that production, which had become less and less viable, closed in 1984.

In Yugoslavia, because there was a relaxation of the rules in 1964, the Renault importer managed to sell between 2000 and 5000 Renault vehicles per year to those, who had hard currency. Bearing in mind this success, Renault sought to assemble Renault Fours and 16TSs in the Ikarus factory, which already manufactured coaches. In fact, assembly began in November 1969 in the Titovi Javodi Litostroj factory, located in Ljubljana, the capital of Slovenia. In September 1972, Renault signed a new agreement with IMV (Industrija Motornih Vozil), which had a modern assembly

factory in Novo Mesto, where Adria caravans were being manufactured and exported all over Europe. From then on, the production was focused on Renault Fours and 12s and grew rapidly until it was the second largest make in the country, behind Zastava, who had been assembling Fiat cars for a long time. Between 1973 and 1991, the factory produced 575,960 Renault Fours, which was the only model made there from 1976 onwards. When Billancourt closed its production in 1987, IMV supplied between 9000 and 20,000 cars annually to the European market and the organisation was sold in 1988 to the Renault group, becoming 'Renault d.d.' The Renault 4 was very popular in (former) Yugoslavia and had the nickname 'Katrc'a' (Catherine).

In Greece, the projected assembly of cars in 1971 did not come to fruition, owing to the Rule of the Colonels. To circumnavigate the fiscal restrictions aimed at preventing the flight of money abroad, the Renault importer, MAVA assembled, between 1980 and 1985, some 3500 examples of a successful re-interpretation of the Four-based Rodéo, called the Farm. This was a multi-purpose, polyester-bodied vehicle, available as a van or pick-up. Accepted by Renault's Study Office, the vehicles were sold through and maintained by the Renault network.

In Morocco, Renault was the market leader in the Sixties. In 1966, SOMAR (Société Marocaine des Automobiles Renault) obtained authorisation to have Renault and Saviem vehicles assembled, alongside other marques, by SOMACA (Société Marocaine de Constructions Automobiles), which was a mixed economy (government and private enterprise) company, founded in 1959 by Fiat and Simca and located at Aïn Sebaa, a suburb of Casablanca. In 1971, Renault installed its own assembly line at the heart of the site and this Renault Maroc facility reached its zenith in 1975, when it assembled 13,000 cars, by which time some 33,000 Renault Fours and 11,000 vans had already been assembled in that country. The Renault 12 took over as the best-seller of the range at the end of the Seventies, but that star, the 4L, did not

give up and, in fact, stayed in production until 1994, eventually being phased out some months after production had ceased at that other bastion of its manufacture, Slovenia.

In Algeria, Renault had held around 30% of the local market since the Fifties. In June 1959 Renault decided to start assembling there. CARAL (Construction des Automobiles Renault en Algérie) was founded with this in mind and, in November of that year, Pierre Dreyfus laid the foundation stone of the new factory at 'Maison Carrée' (the Square House) at Harrach, near Algiers. The production of the Dauphine started there in January 1962 and, after independence, the importation of complete vehicles was proscribed, so that, inevitably, one had to concentrate on the assembly of Renault 8s and of Renault Fours in equal quantities and of smaller numbers of the Four van and of other Renault commercial vehicles. Over 1969 and 1970, Renault extended the factory considerably and the sales range covered 80% of the passenger car market requirements in that country. In that year, of the 11,290 vehicles produced locally, 4230 were Renault Fours and 2435 were the van version. However agreements were not bilaterally honoured and the local authorities retrospectively claimed from Renault customs duties, from which it had been previously agreed that the factory would be exempt. Renault suspended the importation of parts in the spring of 1971 and the production of vehicles stopped dead.

In Tunisia, a small factory at Sousse had been assembling Renault trucks since 1961. The shares in the assembler, STIA (Société Tunisienne d'Industrie Automobile) were held by the (Tunisian) state (60%) and 40% by Renault. In January 1964, the assembly of light vehicles was proposed and the Four and its sister van were chosen, the first ones leaving the lines on 28 July 1965. Being the first ever passenger car to be manufactured in the country, the saloon was christened the 'R4 Monastir' by President Habib Bourgiba after the town of his birth. From year to year, the quotas of assembly kits allowed into the country varied, so that the annual production vacillated between 150 and 800, of which

the majority were vans, but, in 1980, sales hit 1625. However, the following year, the government decided to end STIA's monopoly position and instigated consultations with several firms. Consequently, in 1983, Renault brought into being de Mateur complex and, although the Four was no longer made there, the little maid-of-all-work had made a major contribution to putting Tunisia on its wheels.

In 1962, in the Ivory Coast, the Renault-Afrique regional directorate founded a manufacturing subsidiary, SAFAR (Société Africaine de Fabrication des Automobiles Renault), near the port of Abidjan, where, at first, light commercials were assembled and then, towards the end of that year, Renault Fours. Within eight years, the output had quadrupled to 4000 units, including the lorries, and Fours always made up over 50% of the output. But the customs facilities originally agreed with Renault by the authorities were revoked from 1972 and Renault stopped manufacture at the facility in the Eighties.

In Ghana, from 1966, there was a sporadic production of small Savim coaches in the Accra factory of CFAO. From 1969, the facility produced both the Four and its van derivative, and, at the same time, Renault, Peugeot and BLMC received permission to build a communal factory, but this initiative came to nothing. Production of the Four continued at the original location right up to 1978, at the rate of about 100 units per annum.

In Zaïre (now the Democratic Republic of the Congo), Renault did a deal with General Motors to assemble batches of the Renault 4 in its factory at Kinshasa, but accurate production figures are unknown.

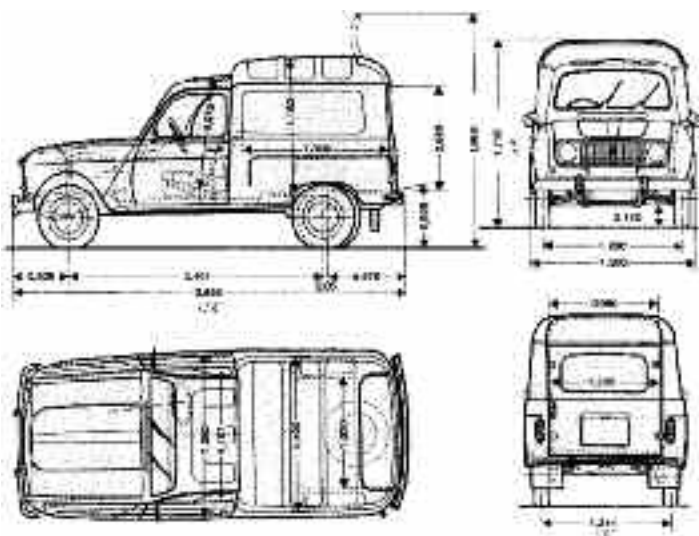
In Angola, in 1970, the local representatives for Chrysler France, Citroën, Renault and Ford UK jointly created SACMA (Sociedade Angolana de Construcoes e Montagem de Automoveis) to assemble utility vehicles at Luanda, but the numbers produced of the various makes is unknown, assembly being in batches according to the orders received. Between 1971 and 1975, about 450

Renault Four vans were produced and the figure between 1977 and 1980 was similar, although this production also included a few passenger car Fours. In 1981, production was transferred to a more modern facility, owned by the FAGOL company.

Upon achieving independence in 1960, Madagascar, attempted to set up a vehicle manufacturing industry and, in 1962, two production lines commenced working. The small factory of SOMACOA (Société Malagache de Construction Automobile) in Tananarive, in which Renault held a minority share, started producing Renault Fours on 05 September 1962 and the van followed five years later. Lorries and other touring cars joined later, as well as Peugeots. Between 500 and 1000 Renaults, say one third of the vehicles registered in the island during the middle Sixties years, were assembled every year in Madagascar, of which the majority were Fours (310 to 530 Fours and 50 to 150 vans in the various years). But, in 1981, the deteriorating financial climate caused the government to suspend all import licences and so Renault, in agreement with its partners, was obliged to close the factory.

In 1958, in South Africa, Renault Africa Proprietary Limited was established in Johannesburg, although the assembly of Renaults under licence has started up two years previously in East London in co-operation with the British company CDA (Car Distributors and Assemblers), which also produced other car makes. In 1963, assembly of the Renault Four (both the saloon as well the van) started up and, in 1964, of the 9366 vehicles assembled by CDA, 3069 were Renaults.

During 1967, production was transferred to Rosslyn Motor Assembles in Rosslyn, near Pretoria in the Transvaal, a company



of which Nissan had recently taken control. However, a backlog of production built up and Renault, together with Peugeot, formed National Assembly Limited and started to manufacture at Natalspruit, near Johannesburg. Production grew rapidly, but, owing to a lack of space, two years later, production was moved back to Rosslyn. But these logistic difficulties, coupled with the political pressures of apartheid, caused Renault to transfer its activities to the local Lawson group, in order to maintain a viable presence in that market. The Renault Four represented only 1% of an already modest production of 2589 vehicles in 1972, but, 'in the better times' one out of every ten Renaults 'made in South Africa' was a Four and the estimated production between 1963 and 1972 is about 3900 units.

In the 1970s, Renault tried to assemble cars in Southern Rhodesia (now Zimbabwe) at the premises of Willowvale Motor Industries in Salisbury, which was an old Ford factory, assembling Alfa Romeos. It was intended to compensate for the increasingly unprofitable South African production and, indeed, could have replaced it, if necessary. Thus, 2973 Renaults were assembled there in 1974, of which 1412 were Renault Fours, compared to 230 in South Africa. On this market, the Renault Four, nicknamed 'the Oui-Oui car', because it was used by the National Guard to patrol the reserves. However, from 1975 onwards, the civil war became fiercer and, in August 1978, a United Nations report listed 593

companies which had contravened the boycott announced by the Security Council, so Renault ceased its activities in the country in 1979. After achieving independence as Zimbabwe, the Renault 5 reappeared for some time on the production line, but the Renault Four, of which about 6200 estimated examples had been manufactured in its passenger car form, did not do so.

Nine months after having set foot in Brazil (where the Renault Four was never manufactured) and having granted a licence to WOB (Willys Overland do Brazil) to manufacture the Dauphine, Renault reopened operations in Argentina, by signing, on 29 November 1959, a second contract with Willys, this time in association with its affiliated company, IKA (Industrias Kaiser Argentina), but also for the manufacture of the Dauphine. IKA, a company of mixed economy, founded in 1955, had manufactured some 20,000 Jeeps and Kaiser cars in its Santa Isabel facility, which was situated some 800 kms north-west of Buenos Aires, in the province of Cordoba. In December 1963, Renault Fours started to come off the production line, followed (in February 1964) by the 'Furgón' (van) version, which utilised many of the Dauphine's elements (including the locally-manufactured gearbox and 'Ventoux' engine). The launch was as spectacular as the original one to the press in the French Camargue two years earlier, for the cars featured in a rodeo, complete with creole horses, ridden by gauchos, and the journalists drove examples over rough terrain, which was proof of the vehicles' ability to cope with the local conditions. The famous racing driver, Juan Manuel Fangio, who had an important Renault concession in Buenos Aires, lent his support to the launch.

The abilities of the Renault Four earned it the nickname of 'El Correcaminos' (the Road Runner) in 1974 and its sales quickly outpaced those of the Dauphine. As already mentioned, when Willys Overland do Brasil sold out to Ford in 1967, Renault used the money it had received from Ford for its minority holding in the Brazilian company and bought shares in IKA from Kaiser-Frazer to control 55% of the business, which had

10,000 employees, turned over \$200m and manufactured 50,000 vehicles annually, of which 17,000 were Renaults (and of those, 11,000 were Renault Fours), thus capturing 15% of the local market. In 1975, Renault acquired the totality of the IKA shares and formed RASA (Renault Argentina SA), which regularly modernised the plant and, for many years, was the second most sold make on that market.

As in other cases, the Renault Four gave best as the car of (sales) conquest to the Renault 12, which was launched in April 1971 and was the market's top seller for three years running, racking up nearly 450,000 units. Nevertheless, the Renault Four has nothing to be ashamed of, having sold 157,315 examples on this market, of which 148,170 were the saloon, 9145 were the van and 173 were pick-ups. It boasted a long career up to August 1986 for the saloon and up to December 1987 for the van. Furthermore, this total does not include the ckd kits, which IKA exported from 1972 to Chile and to Uruguay to the tune of between 2500 and 4000 annually, according to requirements.

The Renault Four arrived in Colombia in 1965, at the instigation of the importer, Auto Andes, which imported not only the complete vehicles from FASA in Spain, but also bare chassis, on which were constructed some quite good looking three-door estate cars. In 1967, Renault tendered for and won a government contract to install a vehicle assembly plant at Envigado, a southern suburb of Medellin, capable of producing 15,000 vehicles annually. This mixed economy company, SOFASA (Sociedad de Fabricación de Automotores SA) also set up a sales distribution network.

On 15 July 1970, a Renault Four became the first private car to be made in Colombia. Down the years, other Renault models joined this 'Amigo fiel' (faithful friend), as a 1975 publicity campaign dubbed it, but it was this vehicle, which led the way to success. Notwithstanding customer's reservations about the car, SOFASA convinced the majority of the sceptics through the organisation of the 'Rallye Colombia' in 1970 and 1971,

during which teams of Renault Fours drove over the most difficult roads. Production reached a record 29,007 units in 1979, which represented 70% of the total market!

In 1992, as the parent company was no longer in a position to supply Renault Four parts, after 97,050 examples, SOFASA had to phase out production of the Four, which had become the national car for most Colombians. Today, Renault's factories in Colombia play a pivotal role in its South America strategy.

After World War Two, the government in Mexico sought to give birth to a national automotive industry. In 1951, the state company DINA (Diesel Nacional) was founded for the manufacture of railway rolling stock, of lorries and of buses. On the 15 January 1960, in the face of the government's prohibition of any vehicular importation, Renault licenced the company to assemble the Dauphine. The assembly line was located in Ciudad Sahagun, about 100 kms to the north west of Mexico City, on a 2450m high plateau. The city had been created from scratch to regenerate a deprived area.

As of June 1962, the Renault Four (saloon and van) joined the Dauphine, firstly with the three-bearing 'Ventoux' engine and later with the five-bearing 'Sierra' engine, together with the Alpine berlinette. All these vehicles were considered to be 'national' vehicles by the government! The factory was also charged with the vehicles' publicity and sales distribution. One of the advantages of such a captive market was that, at the beginning of 1965, the Federal District purchased 300 Renault Fours, which were allocated amongst the thirty states to ensure local medical and social assistance. A further one hundred units were ordered by the Mexican telephone monopoly. At the end of 1966, Renault Mexico took over to boost the sales, which then rose to 9% of the total market. In any given year, Renault sales accounted for between a tenth and a quarter of the total market. An estimate puts the production of Fours around 20,000 saloons and 7500 vans per annum between 1962 and 1977.

In Peru, in January 1966, Renault held an

equal share with American Motors in IAPSA (Industria Automotriz Peruana SA), which, in a factory in the suburbs of Lima, assembled Renaults, Ramblers and Peugeots, as a result of having signed a contract with the importer of both makes. Locally assembled vehicles were exempt from customs duties and this led to a number of manufacturers becoming interested in this small market. Although IAPSA had an annual capacity of 3700 vehicles, between 1966 and 1970, only 750 Ramblers, 700 Renaults (both Fours and 10s in equal quantities) were assembled, together with 500 Peugeots. This undertaking closed its doors in October 1970.

Starting in 1964, Renault assembled Renault Fours and Rambler Classic 6s in a factory, owned equally by itself and American Motors and having the name Indauto, at Arica in Chile. After a break in 1966 and 1967, manufacture of the Four started again at the AFC

(Automotores Franco Chilena) factory, jointly owned with Peugeot and located in Los Andes, to the north of Santiago, where production for 1968 amounted to 400 and to 1200 in the following year. In 1975, the state authorised certain manufacturers to expand, but Renault hesitated to invest further finance in a countr, which was controlled by a dictator, so it was content to continue limited assembly of around one thousand Renault Fours a year in its Argentine version, the 4S, from ckd kits sent over from Cordoba. Nowadays, the modernised Cormecanica factory in Los Andes manufactures gearboxes for the Renault group.

In Venezuela, the government regularly reduced the import quotas, so the subsidiary Automovil de Francia, once again owned in partnership with American Motors, decided to build an assembly plant at Mariara, a hundred kilometres outside Caracas. The building of Renault

8s and Ramblers started up in May 1963. It was 1972 before the Renault Four came off the assembly lines, but it stayed in production for three years, during which it was the star in Renault's range. However, the Andin Pact countries, the economic community to which Venezuela belonged, stipulated that its members should only manufacture cars of between 1.5- and 2-litres. Additionally, the government proceeded to freeze the prices of low-end cars, so, as profit margins melted away before one's very eyes, the Renault Four was deleted from production in 1976 with about 6500 units having been produced.

It was around 1962 or 1963 that Renault sent the first ckd Renault Four kits to Uruguay, which were for the van version, and twenty units were assembled in the latter year by Automotores Punta del Este in Montevideo. Some 250 further examples followed, but, on the 16 June 1966, the country having run out of hard

Type	Model	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	
R1120	R4																																	
R1120	R4 EXPORT																																	
R1120	R4 L																																	
R1120	R4 L EXPORT																																	
R1120	RENAULT 4																																	
R1120	RENAULT 4 EXPORT																																	
R1120	RENAULT 4 LUXE																																	
R1121	R3																																	
R1122	R4 L SUPER CONFORT																																	
R1123	R4 L EXPORT SUPER																																	
R1123	R4 L SUPER																																	
R1123	R4 PARISIENNE																																	
R1123	RENAULT 4 EXPORT																																	
R1123	RENAULT 4 PLEIN AIR																																	
R1124	R4 SUPER																																	
R1126	RENAULT 4																																	
R1126	RENAULT 4 EXPORT																																	
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210B00	RENAULT 4 FOURGONNETTE F4																																	
237000	RENAULT 4 FOURGONNETTE F6 TOLE																																	
239100	RENAULT 4 BREAK F4																																	
239200	RENAULT 4 BREAK F4																																	
3C2370	RENAULT 4 PICK-UP																																	



currency, all imports were halted. Regular production only started up again in 1970 and, in the following year, production was transferred to Santa Rosa Automotores, which was already assembling Simcas. Renault Four pick-ups, sent as ckd kits from the Argentine facility joined the product range in 1972, preceded by a few Renault Four 'tourism' (saloon) versions, amongst which was a curious 'fastback' derivative, called the 'Renault 4 Mini'. It is estimated that around 4500 units of the van were manufactured in the space of twenty years.

Auto Ensembladora SA, located in San José, Costa Rica, assembled some Renault Fours alongside Renault 8s and 10s, but annual production of all models of the Four did not exceed fifty units between 1965 and the end of the decade.

Despite the encouragement of the government, Renault preferred to continue to export complete vehicles to Ceylon (nowadays Sri Lanka) on the basis of individual opportunity, such as, in 1969, with the supply of a fleet of 44 Renault Fours destined for a taxi company. However, commencing in November 1973, Renault exported to several nationalised undertakings (such as the factory of the Maharajah Organization Limited) some ckd kits of the Renault Four Torpédo, which were probably Renault Four Plein Air kits, which were still in stock. These kits were assembled between 1978 and 1979 in small runs at the rate of about one hundred units per annum. On the other hand, statistics also mention that 94 van kits were despatched thither in 1974 and in 1975. Could it be

that the open versions (torpédos) were converted into vans by the very adept local coachbuilders and we are talking about one and the same number of vehicles?

At the dawn of the Sixties, some fifteen or so assembly plants were operating in the archipelago of islands, which forms the Philippines and, from 1958, Liberty Motors of Manila had assembled Renaults, which, from 1963, included the Four. In 1968, Renault Philippines Inc. constructed its own facility at Makati-Manila, where it



assembled Renault Fours up to 1970 and the van version up to 1974, the total production being approximately 150 of the former and 650 of the latter.

From 1949, assembly of Renaults (first the 4CV and later the Colorale and the Frégate) from ckd kits, without any local contribution, was started at Belmore, a suburb of Sydney, Australia, in the factory of long-established Ira L & A C Berk Pty Limited, one of that country's main vehicle distributors and also the local assembler for Studebaker and Jaguar. Renault Australia Pty Limited was founded

around ten years later as a sales organisation, and, in July 1962, the Renault Four came onto the market and was sold in small quantities (which included the van version) of around 1500 units per year up to 1966, when it went out of production upon the company taking over a car assembly plant at West Heidelberg, a suburb of Melbourne (in the state of Victoria). This investment allowed the company to meet the 45% local content requirement, which was introduced, and production tripled, being centred mainly on the 10 and 16 and, later, the 12.

Hector Mackenzie-Wintle

(The original (French) article, of which the above is a loose translation with some deleted and some additional material, was published in '4L Magazine' No. 21 [feb/march/april 2011] and, primarily, it covers the history of the Four. The author and the editor of RENOTES would like to thank Didier Soyeux (editor of the above-named French magazine) for his kind co-operation in respect of this translation and they acknowledge the original rights of authorship by Renault Classic {formerly Renault Histoire & Collection} and of photography (where applicable) by Renault Communication. It is thanks to this multipartite consensus that it has been possible to present this historic overview of the inimitable Quatrelette to the membership of the Renault Owners' Club).



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**HELPING TO PRESERVE CLASSIC FRENCH CARS**



of the car's chassis, which is a very important factor in the car's handling. The car is particularly flexible and comfortable to drive, with a steering wheel that is very light.

The front wheel drive is a very important feature of the car, as it allows for a more compact and efficient design. The car is also very comfortable to drive, with a steering wheel that is very light and a suspension system that is very smooth.

The car is designed to meet the needs of the driver, with a steering wheel that is very light and a suspension system that is very smooth. The car is also very comfortable to drive, with a steering wheel that is very light and a suspension system that is very smooth.

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The driver can control the car's speed and direction with a steering wheel that is very light and a suspension system that is very smooth.

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The Renault 4 is a very important car, as it allows for a more compact and efficient design. The car is also very comfortable to drive, with a steering wheel that is very light and a suspension system that is very smooth.

Elimination of the front wheel drive

1. Renault front-wheel drive is a very important feature of the car

The front wheel drive is a very important feature of the car, as it allows for a more compact and efficient design. The car is also very comfortable to drive, with a steering wheel that is very light and a suspension system that is very smooth.

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Renault 4L have:-

1. "An anti-roll bar connecting the lower front suspension arms.
2. "Rear suspension arm inclination designed to resist depression under heavy loading.

Renault 4 and Renault 4L - Front end drive

"Drive to the rear front wheels presents a number of problems which are often hard to overcome. These include the difficulty of providing adequate shaft movement for suspension or steering, or eliminating transmission snatch when the drive shafts are at acute angles from the normal and the expense of providing a satisfactory solution to these problems.

"The transmission of the Renault 4 and the Renault 4L has eliminated these disadvantages in a simple manner.

"To avoid variations in drive shaft angles, both under large wheel movements and at acute steering angles, each shaft is equipped with two constant-velocity universal joints.

"To increase the steering angle permitted by the joints each wheel centre is located behind the differential output flange centre so that the shafts, in plan view, form an arc segment. This allows several more degrees of turn for the wheels.

"As the drive shafts and suspension arms pivot about fixed points, it is essential that the shafts should be able to vary in length with suspension movement. This "telescopic" provision is incorporated in the universal joints, to a sliding splined joint in the shaft."

\*\*\*\*\*

There will be a further collection of technical information in subsequent editions of this magazine. You have the motoring press and the world in general received this new car.

We understand that Jack Webster of "Autosport" was so impressed that he is to sell his Ford and put the same loan for a Renault 4L to join his Renaults. What greater praise could a car need?

"Motor Sport" called it a car of step forward in the provision of a lot of luggage space in a small machine which has every prospect of providing many thousands of trouble-free, maintenance-free miles, miles which are not at all likely to vary in fact the engine driving the Renault 4L more than some say, outwardly exactly zero. The petrol consumption would rarely fall below 40 mpg. This modest magazine did not think it was a car suitable for it ever up with the concept!

"The Autocar" thought that the Renault 4 and 4L fulfilled a basic requirement for economy, dependability, versatility. They got out that for those requiring a really rugged all-terrain vehicle needing no servicing other than an oil change at 3,000 miles and a transmission oil change at 6,000 miles, and were satisfied with a modest performance and an ability to traverse almost any type of terrain. Even the new Renault was an excellent example of basic transport.

"The Motor" said that, aesthetically considerations apart, the Renault 4L (and associated Renault) should be able to cope with the roughest roads and operate for many years at the lowest economy.

Carole Wilton, the Motoring Correspondent of "the Sunday Observer" said that it offered four people food and fuel more equalled by very few cars of any size. A group of his observations was that perhaps not since the Model T (Ford) had there been such a versatile car and there was certainly none easier to maintain. It was equally at home on motorways or serpentine access country.

\*\*\*\*\*

# Renault 18 Collecting

**S**o how did I wind up with two 18's????

up a bit of time.

In the meantime, the Club was contacted in April 2009 by one of the surviving sons of



Some of you may have noticed an advertisement in the For Sale section of the December 2007 edition of Renotes offering a Renault 18 Turbo which was partially rebuilt using a new bodyshell supplied by Renault and already re-sprayed together with all the other parts and a pile of original Renault spares. So did I. Ray Eustace was suffering from ill health and was unable to complete the project. Three months later the same advert appeared in the March 2008 edition and for some reason, which I don't think I ever understood, I phoned Ray, hired a van and trailer and set off for north east Wales via Cheshire with our son Sebastien riding shotgun.

Having set out early we were back in Kent the same day with the body, complete with rear wheels and a temporary dolly under the front on the trailer and the van full of the other parts. These were deposited at my brother's warehouse where the car remains, although I have made some limited progress on refurbishing some front suspension components. I really don't know where the time goes, although keeping my sons' cars on the road does take

a gentleman who had sadly passed on. The owner of a Renault 18, he had decided ten years earlier to stop driving and had put the car in his garage. Because, on paper, the car had little value, one of his sons contacted the Club to see if anyone was interested.

As I had basically a rather large collection of parts for the Turbo and was not entirely certain how it would all fit together, I decided to make a phone call and make further enquiries. Once again, I was off with a van and a trailer, this time to Bristol. Having negotiated a

narrow up-hill drive, I was able to separate the trailer and, turn it around. Having reconnected the van to the trailer to provide some ballast, I was able with a little help to winch the 18 on to the trailer.

Back in Kent the second 18 was also stored at my brother's warehouse (he is most helpful) and we then checked it over. The odometer read a little over 41,000 which fitted with the service record and most recent MoT and everything worked. There was some play in one of the rear wheel bearings and this was easily tightened up. The warm air pipe from the exhaust manifold to the air cleaner had parted company and a replacement was fitted. The air cleaner element was replaced and the air cleaner container was removed, cleaned up and re-sprayed whilst preserving the original decals. Having been off the road for ten years a new set of tyres was fitted.

The main bar over the radiator was also taken off cleaned up and re-sprayed. With new oil and a filter things were coming together and a new Mot was obtained without problem after ten years of idleness.

The water pump was showing signs of leakage as were some of the hoses so these were replaced. In addition, the red light for the alternator was coming on from time to time and, as I was planning to go on the run to Reims, I decided it should be replaced and an exchange unit was fitted. Unfortunately the rear near side door and



rear wing had been scraped, probably entering a garage, so I arranged for this part of the bodywork to be repaired using a body shop I know in Strood.

Having completed these various tasks, in

petrol leak appeared. Having sourced spares for the Weber carburettor we investigated and identified a failed diaphragm for which we had a replacement. To gain access, we removed the rocker box cover and effected the

To visit Tatton, my son Damien took his Clio Williams, I drove my Renaultsport Megane and my brother drove the 18. Setting out from slightly different locations, we all assembled at Knutsford Service Area on the M6 only to discover that the 18 had blown most of its oil out via the gap between the head and the rocker box cover because we had inadvertently failed to reseat it correctly.

Having re-seated the rocker box and re-filled the sump we proceeded to the show although the engine bay needed a clean-up, for which I am indebted to my brother. The return journey was completed without hitch and at the time of writing I am preparing to go to the Classic Car show at the NEC.

The 18 is pleasure to drive, maybe not as quick as more modern vehicles, but extremely comfortable with a very good specification. Hopefully during the forthcoming winter I will be able to progress the re-build of the Turbo.

Malcolm Bailey



April 2010 I set off for Reims as part of the Club run together with our son. The car ran really well and following Mike Fawke's run down the straight at the old Reims circuit, we took the 18 round to see what she could do. Flying past the old pits area we showed an indicated 98 mph which was not bad for a twenty six year old car. Since then we have attended the French Car Show, but prior to going to the event at Tatton, a

repair. Unfortunately, in replacing the rocker box we inadvertently misplaced the cover and this was one week prior to the show at Tatton.



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# News from Renault - Geneva

## RENAULT FLORIDE – RECREATING SIXTIES CHIC.

The limited edition Mégane Coupé-Cabriolet Floride goes on sale in Europe from 1 March and seen Renault create a modern interpretation of that bygone Floride spirit



After introducing a number of pre-war models that were notable for their exquisite elegance – cars such as the Primaquatre, Viva and Nerva Sport – Renault introduced the Floride in 1958. The company’s primary objective was to reintroduce a cabriolet, which had once been a staple of its range.

Based on the Dauphine saloon, the Floride blended the impending exuberance of the 1960s with typical French chic. It was designed as a fresh, new car that would appeal to all ages, but it struck a particular chord with female motorists and couples with young children. Its strong points? It was modern in terms of both design and

equipment, with a number of comfort-enhancing features carried over from the Dauphine – and at an attractive price, too. It was available in a range of bright, elegant colours, with interior trim options that were both bold and refined.

Today, customers for cars such as this want to stand out from the crowd and savour the pleasures of something chic and distinctive... just as they did 50 years ago.

To this end, Renault has produced a contemporary counterpart in the form of a limited-edition model with a number of specific design elements featuring both inside and out.

Its colourful appearance echoes a certain French joie de vivre and charm:

\* The elegant bodywork stands out thanks to a new, exclusive paint option, Ivoire Floride, a pastel shade inspired by the swinging sixties.

\* It is fitted with 17-inch diamond-effect alloy wheels. These are painted ivory – reminiscent of the white-wall tyres which graced the originals.

\* The interior is finished in a flamboyant shade of red, a classic cabriolet colour with a few ivory flourishes to create an elegant, distinctive feel that is wholly in keeping with the spirit of its forebear.

It carries the Floride name with pride. The front wings feature a retro-styled Floride badge and you’ll also find the name on the lower bodywork, just in front of the rear wheel arches, in chromed, 3D typography that reflects the style of a previous age.

The word Floride appears in full on the dashboard, while the gearknob, in the form of a metallic ball, bears a jewellery-style "f" hallmark. The floor mats also feature an "f" monogram. Last but not least of the details is a numbered plaque, mounted on the centre console.

This exclusive limited edition will be restricted to just 1,200 cars, 450 of which are destined for the French market.

The limited-edition Floride will be fitted with the highest-specification Mégane Coupé-Cabriolet engine available, although this may vary from market to market.

In France, the car is available only with the 130 dCi DPF engine, mated to a six-speed manual gearbox – a benchmark combination for relaxing, comfortable journeys.

The car will go on sale in France priced from €31,500. The Floride will not be commercialised in the UK.

## RENAULT 4 CELEBRATES ITS 50th ANNIVERSARY

This year sees the Renault 4 celebrate its 50th anniversary, but there is little place for nostalgia inasmuch as this timeless model still seems to be with us. Thanks to its strength, road holding ability and



Laguna Hatch GT Line  
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simple design, it allowed a generation of young drivers to indulge in their quest for adventure and helped break down the social barriers of its day. It continues to be remembered for the formidable role it played in the emancipation of youngsters and in allowing each individual to find his or her personal calling.

It is the third best-selling car of those that are no longer in production today, with sales in excess of eight million. It was marketed in more than 100 countries and was designed to be as at home in and about town as it was in the country, for use during the working week or at weekends, as a workhorse or for pursuing leisure activities.

Following a five-year incubation period, the Renault 4 was unveiled to the press at the 1961 Paris Motor Show where it was an immediate hit.

From the beginning, it was hailed as a revolution because of the many innovations it heralded. It was Renault's first front-wheel drive car, featured a spacious interior and boasted an all-flat floor which facilitated easy loading. Its two-box configuration included a front-mounted engine, a folding benchseat and a boot accessible via a hatch, enabling it to switch seamlessly from a family car to a small van.

As access to cars became easier, with the emergence of the middle classes and as the economy boomed, Europe became a major market for the R4.

It was initially launched in the Common Market and, in 1962, Renault took 7,500 orders for the car in France, plus almost 5,000 elsewhere in Europe. In Germany, the home of that other phenomenon, the Beetle, 65 Renault 4s were sold every day on average. Because of their fundamental differences in design, the two cars were not direct rivals.

The Renault 4 was a symbol of the company's global vision and helped strengthen the brand's image across the world. The model was made in no fewer than 27 different countries – a record. Sixty per cent of production was sold outside of France, and just half the cars

were manufactured in its home country.

Towards the end of the 1960s, the day's freedom-loving youth broke away from the social conventions of the day as travel became a means of expression. Renault soon started to lend its support to a high number of initiatives.

- In 1966, Renault launched its "Routes du Monde" programme, in association with the French Society of Explorers and Travellers. This involved six to eight teams of young people between the ages of 18 and 25 setting out in Renault 4s on a range of different adventures, each of which had a particular theme. The programme ran until 1984.

- In 1974, Renault added the "Coupe de France Renault Cross Elf" to its calendar of single-make motorsport championships.

- In 1979, the Marreau brothers decided to enter a new-style competition which would go on to achieve legendary status: the Paris-Dakar. They performed superbly, finishing fifth overall, and second in the car category behind the potent Range Rover V8, twice as powerful as their 4L. The 1980 event saw the brothers steer their Renault 4 to third place, just one hour and 10 minutes behind the winners. Their exploit caught the imagination of the public who were swift to relate to these modern day adventurers.

- The Renault 4 adventure continues to this day in the form of the 4L Trophy. Launched in 1998, this event sees 1,200 teams of students compete in a navigation trial taking them from Paris to the south of Morocco. Most of the cars they use have clocked up many years and thousands of miles, yet they valiantly continue to make sure that the model's magic survives.

## ELECTRICITY: STRESS-FREE AND EASY

Three types of battery charging are available:

Standard charge: the everyday charging option - Where? Using the electricity supply at home or in car parks at the workplace, etc. - Charging time: between six and eight hours using a wall-box for all Renault Z.E. vehicles, except Twizy, that can be charged in 3½ hours using an ordinary household socket.

Fast charge: for a quick top-up - Where? Roadside stations, public car parks, service stations, car parks at shopping centres and supermarkets and large retail parks - Charging time: 30 minutes. An alternative to fast-charge points, so-called "accelerated charge" points will be available to public and private partner organisations wishing to set up a charging infrastructure on their site or on the roadside, etc. These charging points – which range from three to 22kW – are capable of recharging ZOE and, later, Fluence Z.E. and Kangoo Van Z.E., in one hour. This infrastructure is more attractively priced, too – a factor that will encourage its deployment.

Automated battery exchange stations: these allow motorists to swap a depleted battery for a fully-charged replacement in three minutes. Stations of this type are planned in Israel and Denmark, in partnership with Better Place.



Twizy

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## RENAULT SPORT

The Renault Owners Club has had a long but sometimes chequered past with Motorsport, over past years there have been everything from private track days at the expense of the members to joint events with track access.

Oddly, but not that unusual, the best feedback comes from those that cost the general membership nothing but allow those that want to go to be offered an event that is not a silly budget.

Last year we had the French Car Show, which we have again this year, where the general members can display their car for a small paddock fee and look at all the other shows on and if you want to you can book track time to suit your budget or the life expectancy of your car.

With this year's French Car Show we also have a member willing to become the Motorsport Secretary, Damien Bailey. He is already known as the Membership Secretary, has a long association with the Renault Sport range, owns a Genuine Clio Williams and uses it.

His father has a Megane Sport, add to that a growing Clio Williams Section, an influx of RenaultSport and even track cars and we will have a larger section to expand these pages.

As a top up we will have news from RenaultSport (Renault's in house Forum based user group for RenaultSport owners), Lotus Renault GP, Red Bull Racing and Formula Renault from time to time.

As a kick off, we have the following events, all these are booked direct with Renault but please let us know as well if you are going so other members can join up. From time to time, the club may take their ordinary cars along, like at Gaydon for the AGM where RenaultSport will

have a display. At some events there is also lunch laid on but at an additional charge.

The dates are:

26th April – Spa. Driver £220. 2nd driver £110. Passenger foc. Lunch £30pp

20th May – Bedford South West evening – Driver £95. 2nd driver foc

22nd July - Bedford South West evening – Driver £95. 2nd driver foc

4th August – Silverstone southern circuit – Driver £179. 2nd driver foc

22nd Sept – Brands Hatch Indy circuit. Driver £149. 2nd driver foc

We do have a list of eligible cars as it is necessary to keep things safe.:

Clio Renaultsport 172, 172 Exclusive, 172 Cup, 182, 182 Cup, 182 Trophy  
Clio Renaultsport 197 Cup, 197 and 197 F1 Team R27

Clio Renaultsport 200 Cup and 200 Clio Gordini 200

Clio Renaultsport V6 230 and 255

Mégane Renaultsport dCi 175, 225, 225 Cup, 225 Trophy, 225 F1 Team, 230 F1 Team R26, R26.R

Mégane Renaultsport 250 Cup and 250 Renaultsport Spider

Clio Williams

Clio 2.0 16V

Clio GT dCi 106 & GT 128

R19 16V

Mégane Coupé 2.0 16V

5GT Turbo

5 Turbo

Twingo GT, Gordini 100, Gordini 133, Renaultsport 133 Cup and Renaultsport 133

Alpine – any

Wind Roadster

Please support these events and pass on any comments you may have.

## FORMULA RENAULT 2.0



Hook racer Archie Hamilton demonstrated his championship credentials after dominating the final day of testing in the 2011 Protyre Formula Renault BARC Championship at Croft circuit on Wednesday, 9th March.

The 19-year-old Fortec Motorsport driver headed the timesheets in all three 55-minute sessions at the 2.125-mile North Yorkshire track ending with a best time of



1min 19.858s (95.79mph average).

With Tuesday's pace-setter Dino Zamparelli, driving for Antel Motorsport but unable to attend, the Hampshire-based racer looked untouchable throughout the day, although was unable to better his fastest time from yesterday due to the increase in wind speed.

Instead, Hamilton's main contenders came in the form of Evesham driver James Thorp and Indian born racer Zaamin Jaffer driving for their respective MTech and Hillspeed teams.

The day also saw four new faces join the



official test with Matt Mason and Russell Danzey running with MGR Motorsport, karting star Callum Bowyer with Antel Motorsport and Scorpio's Howard Fuller.

Consistent Hamilton...

Morning temperatures were even colder for day two of the test although that didn't stop Hamilton who went straight to the top of the timesheets ending the session a full second quicker than his nearest rival. Fuller, Thorp and Hamilton's team-mate Victor Jimenez continued to make improvements to their times as did JWA Racing's Tom Walker.

Hamilton once again dominated the day's second session this time the only driver to lap in the 1min 19s. Jaffer was another



driver on form during the session as were the two Scorpio Motorsport drivers of Hector Hurst from Lylington and Kingston Upon Thames racer Fuller.

In the final stint, it was Hamilton who lead the way setting his best time on fresh Michelin tyres before resting for the remainder of the session. Fellow Fortec Motorsport driver Jimenez also impressed as did Hurst and newcomers Bowyer, Danzey and Mason.

Speaking after the final session on day two Hamilton said, "It's gone well today and overall for the test. We've had good

pace and the car has felt impressive. The strong winds meant we couldn't surpass yesterday's best time but I'm still impressed at how quick we were able to go in the conditions and I'm feeling confident ahead of the season."

The next test session took place on March 18th at Silverstone in conjunction with the Championship's inaugural Media Day. Meanwhile the opening rounds of the season are held at Donington Park on 23rd/24th April.



**B**arcelona Test, Day 2: Race distance for Vitaly



Vitaly remained in the R31 for day two of the Barcelona test as he clocked up 115 laps to demonstrate a clear step forward in terms of the car's overall reliability.

Driver: Vitaly  
Chassis: R31-01  
Fastest Lap: 1:22.670  
Position: P3  
Total laps: 115

What we learned today:

- The team improved its understanding of the forces acting on the tyres by

running instrumented wheels this morning (see photo below).

- Vitaly got a feel for the car over long runs by simulating a race distance this afternoon, using both the hard and soft compounds of dry tyres.

Vitaly: "I'm pleased with what we achieved today and I was able to learn a lot about the car and the tyres. We spent the morning doing shorter runs and working on the set-up, and I was pretty happy with the car by the end of the morning. But the most important thing was to complete the race distance, which we managed this afternoon. It's the first time I've been able to do consistent long runs and really start understanding the tyres."

Alan Permane's technical programme notes

- A good day for us. We did some data gathering in the morning, followed by set-up work and then a race distance in the afternoon.

- The focus of the set-up work today was looking at the rear suspension. We made various changes during the

morning and found some good directions.

Did You Know?  
Away from the track Vitaly enjoys practising martial arts such as judo and taekwondo as part of this training.



# Around the Clubs

Thanks once again to the Renault clubs across the planet, who cooperate with the ROC by sending/making available to us copies of their magazines, which keeps the world-wide family of Renault enthusiasts in touch with each other throughout the year.

Unfortunately, space constraints in our December RENOTES did not allow an inclusion of this column, so hereafter follows a seriously condensed overview of such magazines received over the last six months.

Four(!) editions of the excellent, bi-monthly, four-colour 'Renograaf' magazine from our Dutch friends, the CAR des Pays-Bas, have dropped through the letterbox and they contain reports on well-attended club events and reveal historically interesting articles, all very well illustrated. Nor is the technical side of car ownership overlooked (the low-down on windscreen wiper motors and warning horns, amongst others). A most welcome bonus accompanied No. 193, namely the 2011 edition of the club's annual (hanging) CARlender (did you spot the pun?) with a selection of photographs, which have graced the pages of the 2010 magazines. Brill!

The second and third issues of 'Rhombus', the magazine of the Association of German Renault Clubs, arrived in due time, so a firm association has clearly been established here. The magazine will appear three times a year (its REPORT predecessor was quarterly) and No. 2 includes an illustration and raison d'être of a new D'ARC 'flyer' to attract new members to the fold, details of the forthcoming 2011 D'ARC illustrated calendar and an apology that the (German edition of the) Renault Boutique catalogue is already sold out!

There are reports from 38 (!) of the Renault clubs in Germany, which clearly illustrates the level of enthusiasm for the 'Der Rhombus' (la losange) in that country. The third edition majors on the upcoming 50th anniversary of the Renault

4 and the magazines close out with 'Suche & Biete Marktplatz' ('Classifieds'), a section on the latest versions of the various Renault models available on the German market, plus the latest listing of the German Renault clubs in the D'ARC umbrella organisation. Erstklassig!

Our colleagues, Renault Frères' Summer 'Direct Drive' reports on the club's 26th AGM, together with the appropriate accounts, (editor) Margaret Walton pens a short article on the Renaults of 1931, which leads into the translation of Dominique Pascal's article (originally in 'Auto Passion' No. 1 [April 2006]) on RF- & RO-Clubman, Brian Whiteside's (ex-Welhams) 1931 Type PG5 'Vivastella'-based breakdown truck, the silhouette of which became his well-known garage trademark in the Poole area in the Eighties, followed by the final part of one of J. Dewar McLintock's articles (the first part appeared in the previous 'Direct Drive') entitled 'The six with the twenty year old engine' ex 'Autoworld' (August 1970).

There are two obituaries, one for Henry Scott (see reference in last RENOTES) and one for Frances Matchan, wife of AX-owning Peter, and much else, including the indispensable 'For Sale & Wanted' section, brief information on Jean-Louis Renault and forthcoming events' calendar.

The postal service ensured a double dose of 'Direct Drive', with the Autumn edition reporting on the club's successful rally to Coutances in early June, and on the August Summer Picnic at a Reigate member's home (relaxez-vous). Margaret Walton penned details of the Monaquatre UY of the early Thirties, which leads into a history of Roy and Vi German's 1932 example. There is a short article about Louis Renault's only (late) son, Jean-Louis, and Jim Worsley relates a truly cautionary tale of the trials and tribulations of reclaiming from the DVLA the original registration number of a 4CV, of which he has recently completed the restoration. Ron Allen tells of his purchase of a 4-seater AX from the late

Henry Scott (see above) and other snippets top off a magazine clearly and successfully aimed at those, who care for the yesteryear cars of our favourite marque (scarcely a mention of a 'modern' on any of the pages – bravo!).

Issue No. 49 of 'Le Journal' from our colleagues, Club Alpine Renault (CAR), hopefully ends its irregular appearance on your reviewer's doormat. Becoming ever more professional (now four colour + black and white in A4 format), it contains much information on the competitions side of the club, a profile of Roy Smith (the Club's PR and writer of three [soon to be four] seminal volumes on Renaults and Alpines), restoration projects, an article on John Wheeler's A-110 Berlinette [see also under 'Letters' in this RENOTES] and reviews of touring rallies. A fine effort, which reflects the life of an active motor club.

The Summer 2010/No. 96 edition of 'Renault News', the quarterly magazine of the ROCoNA (Renault Owners' Club of North America) is fronted by a French blue 1907 Renault Vanderbilt Cup racer and contains, inter alia, a report on Jonathan Burnette's 'Alaska or bust' planned journey from Austin, TX, in a tired-looking, US\$200 1959 blue Renault Dauphine The magazine is well (colour) illustrated throughout, which enhances the accompanying text, all this giving another interest-filled, 28-page issue. Owing to unforeseen pressures, the Fall issue of 'Renault News' has not yet been downloaded into the ROC's archives, a situation we hope to have remedied by the next review deadline.

The cover of the RCCC's 'La Renault' (No. 36/October 2010) is graced by Peter Bell's metallic blue 1972 Renault 12TL, sporting the ROC's earliest (red) and latest (yellow) 'solid' grille badges and an RCCC sticker in the windscreen. A regular event participant over many years, Peter's pride and joy is seen relaxing on the May/June 2008 Gordon Bennett Irish Classic Car Run. Amongst much else, there is a report and photographs on the

2010 International Renault 4 Event at Thenay and on the current status of some of the 4CVs (and their English '750' counterparts). The following edition (with some extra pages and an insert reporting on the club's AGM) tells of the club's participation at the NEC Classic Car Show and reviews the earlier Bubble Car Museum Meeting, in which invited ROC members participated. These matters, together with regular contributions on restoration projects and other events, make up an interesting and welcome read with good colour illustrations.

Three (!) editions of 'La Renaultsance' from New Zealand's South Island Renault Club have come to hand. Ex-ROC Hon. Secretary, James Polden, flew over from Christchurch to Australia for a day (yes, there are Renault nuts all over the world!) to visit the huge July Renault Sport & Alpine Expo in Brisbane, organised by Aussie Renault enthusiasts and mentioned previously in these columns, and he had a bonzo day. Amongst the 30+ Renault cars present were Alpine A610 & GTA ,

Renault Frégate, 750, 5, 8, 12, 20, Clio, Dauphine-Gordini and 5 Turbo 2. AND (icing on the cake) a Renault Ventoux-powered speedboat trailered by a 750! The 2011 50th birthday of the 4 gets a mention and the December issue carries the welcome news that Renault is about to get serious about the Kiwi market ('at long last'!)

We repeat our hearty thanks to those clubs co-operating with the ROC in their mutual efforts to keep members of the worldwide Renault fraternity enthused and in touch with each other.

Hector Mackenzie-Wintle

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# Au coin du livre

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

For this edition, the pace of publishing has slowed, so we are able to concentrate on two efforts majoring on Renault vehicles having significant anniversaries this year and both of these were launched in the middle of last year by ETAI, one of the finest French publishers of motoring books. Therefore, one can expect the construction, the format, the photographs and the texts of both works to be up there with the best. And, for the most part, they do not disappoint

The first one is Renault 5 Turbo, l'enfant terrible de la régie [ISBN 2.7268.9476.7] with text by Xavier Chauvin, a professor of history, and photography by Bernard Cannone, founder in 2004 of the prestigious 'Moteurs Media' magazine. There is an evocative preface by François Chatriot, whose motor sport career blossomed at the wheel of competition versions of this compact icon. This square format, 176-art paper page hardback-with-jacket weighs in at an eye-watering E49, but the (French) text is informative, to-the-point and without 'padding'. The photography is simply stunning throughout, and, if you've ever hankered after one of these beasts, without there being a hope in hell that you'll ever be able to afford one, then ease the pain of loss by buying this book!



The work is divided into six chapters leading from the original 'skateboard' Five,

through its Alpine, Alpine Turbo and Group 2 versions, via the first prototypes (chapter two), its commercial launch (chapter three), its first competition victories (chapter four), its development into a Group B hooligan (chapter five) and, finally, into its definitive Maxi Turbo version. And the breath-taking photographs pepper every page.

Interested? You'll probably have to purchase a copy direct from France via the internet, but also try a reputable motoring bookseller, such as Chaters, which has recently moved from its Hook (Hampshire) building to larger premises at 10b Doman Road, Camberley, Surrey GU15 3DF (tel: 01276-686639). Bon chance!



Another Renault model celebrating a birthday is, of course, the 1961-launched, inimitable Four and ETAI's book, in its 'Auto Focus' range, is entitled Renault 4, un losange à toute épreuve [ISBN 2.7268.9481.1]. Published on art paper at the same time as Chauvin's work, it is a self-laminated, 128-page, square format hardback, authored by Thibaut Amant, with photography by Pierre-Yves Gaulard, and it carries a ticket price of E29,95. The first (of nine) chapters deals with the Four from first to last in generalist terms and each following one focuses (in order) on a specific model – the R3, the R4F4 'Postes' van, the limited editions (notably the Sixties), Teilhol's Rodéo, the Plein Air convertible, the 4GTL 'Touring Secours' (= AA) van, the R4 Cross (for autocrossing) and, finally, the 1965 4 Elle Alaska to Terra



del Fuego Expedition car, crewed by Elle models (did you get the pun?)

In space terms, the (French) text gives best to a wide and informative selection of photographs relevant to the adjacent commentary. All this makes a fitting tribute to such a lovable little vehicle, but, apart from the unique-to-book illustrations, one is left feeling somewhat unrewarded, because there is little revelatory new information. Probably, this reflects the excellence of the two previous books on the same subject – the 'Renault 4 Album' and the 'Renault 4 de mon père', which are still available. If you're a Four fan, then, surely, you will not want to be without this work (even if it's only for the photographs) on your den's bookshelf, but whether it will appeal to a wider Renault audience is open to question, for it is not exactly inexpensive.



But, whatever. Surely, the problem will be tracking down a copy and the advice here is the same as that suggested for the earlier-reviewed book. Good hunting!

Hector Mackenzie-Wintle

# Renault Juvaquatres in Iceland



decided to dispose of them to good causes. The first cars were offered as tombola prizes, but, eventually, the last ones were simply sold off for the best price they could command.

And that is why an unlikely number of Juvaquatres found their way into

Iceland. And perhaps, dear Juva owner, if you are missing that vital part for your pride and joy, it might just be worth finding out if Ryanair could offer you a cheap flight into Reykjavik, on the off chance that the local 'scrappy' might, indeed, have that elusive item ..... or not!

Volcanic ash permitting, of course!

Hector Mackenzie-Wintle.

One would never have dreamed that the Renault Juvaquatre would have been especially popular in Iceland, but one would have been wrong.

At the end of World War 2, civilians throughout the world were desperate to get their hands on new cars and those in Iceland were no exception. Therefore, it was understandable that Reinhard Sigurdsson, the Renault agent on the island, believing that a mere handful would come his way, wrote and implored Renault to send him as many Juvas as it possibly could. Since earning foreign exchange was a priority to the French – especially to the country's then recently nationalised industries – in those penurious days after the recent conflict, the factory sent 147 Juvaquatres!

However, there was a serious problem, because local legislation entitled the company to import a mere four cars per year (!), there being a total of only 3,479 cars in the whole of the kingdom at the time. Thus the 147 Juvaquatres would have swollen the private vehicle pool figure by around 6%. Sigurdsson's company was found guilty of contravening current legislation, it was heavily fined and, to add insult to injury, it never managed to lay hands on any of the cars. These illegal immigrants were locked up in a customs warehouse and remained there until the authorities



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## RENAULT 75 YEARS AGO

**T**hrough no fault of its own, this year will turn out to be one of the stormiest in Renault's history, due to the great social unrest prevailing throughout Europe, particularly in Spain, where the civil war continues; from the ashes of the Great Depression, the region's politics and public opinion become increasingly polarised between Fascists (not only in Germany, but

from the Celtaquatre through the special Taxi version of the same and the Celtastandard (the 12hp vehicles), the Primaquatre (the 17hp version), the Viva range – the Vivaquatre, the Viva Grand Sport and the Vivastella (the de luxe declination) - to the Nerva range – the Nerva Grand Sport and the (top-of-the-range) Nervastella. Renault continues its manufacture of lorries and vans and

On 17 July, in view of the rumblings of the forthcoming conflict, the government nationalises all tank production sites, with suitable financial compensation. Henri Puérari, a director of SAUR (Société Anonyme des Usines Renault) since 1922, passes away and three new directors are appointed – René Peyrecave, Pierre Rochefort and Charles Serre, the first and



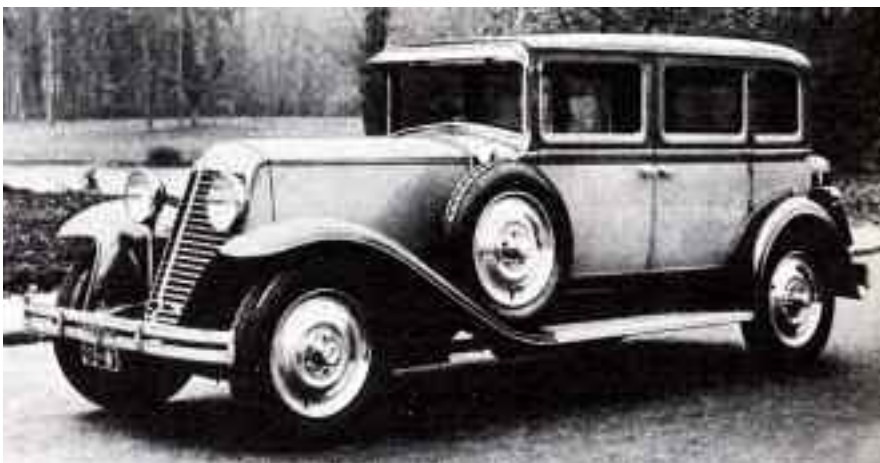
also in Great Britain and France) and Socialists and Communists (in Russia and contiguous countries and in Spain and France).

The company's workforce is now 32,600 and it produces 61,146 vehicles, ranging

locomotives and aeroplanes. All these activities generate a positive revenue of FRF1,379.8m, but, in these straitened times (taking into account the losses occasioned by industrial action [see later]), they result in an overall loss of FRF.236m.

last amongst whom will feature in the ugly post-war purges of so-called collaborators.

Renault applies for a patent on supple car seats and opens a new factory at Le Mans. Almost all the 2,000 buses sailing the capital's highways are Renaults and the company sells 40% of all industrialised vehicles in France. It introduces a new policy on used car sales throughout its metropolitan network. 'King' Louis' effort to vertically integrate his empire sees the introduction of Renault tyre manufacture (remember Michelin's considerable share of the Citroën company, acquired by being one of the largest creditors, when [the late] André's company went bankrupt) and, on the aircraft side, Renault-owned Caudron launches the Typhon and the Goéland.





all-comers (although it is not the largest capacity participant) at an average speed of 425.2km/hr. Maryse Bastié makes a solo flight of 3,200kms from Dakar (Africa) to Natal (Brazil) in a Renault-engined Caudron Simoun.

of motorway and Italy 482kms [for 1939]....

The silver screen hits are Charlie Chaplin's "Modern Times", Michael Curtiz' "The Charge of the Light Brigade" and Julien Duvivier's "Pépe le Moko" & "La Belle Équipe". Louis Aragon's "Les Beaux Quartiers" and Georges Bernanos' "Diary of a Country Priest" are the 'must reads'. Economist, John Keynes publishes his "General Theory of Employment, Interest and Money", which will profoundly influence banking, industrial and governmental financial circles in the future.

Industrial relations reach a low point with massive workers' demonstrations on 01 May, followed by a strike and factory occupation from 20 May through 02 June and again from 04 June through 13 June, which action reflects the joy of the working classes upon the election of the socialist Front Populaire to power. Following the Matignon Agreement (guaranteeing a 40-hour working week, two weeks' paid holidays and wage increases), Renault is obliged to close its factories for those hard-won paid holidays.

In February, the motor industry's association (CSCA) addresses the problem of small vehicle manufacturers' difficulties caused through the Great Depression, by suggesting their amalgamation along the lines of General Motors or Auto-Union.

The tumultuous French political scene sees the election to power of the Front Populaire and strikes, with and without factory occupation, break out all over the country, a visible and tangible proof of major labour unrest. The Matignon Agreement (see above) shows that the socialist government has teeth and the fractured major union, the CGT, regroups itself.

The CAMTEUR club, for Renault supervisory, technical and production staff, is founded and, many years later, this organisation will transmute (finally) into the SHGR (Société Historique du Groupement Renault), which, in the 21st century, remains the main (extra-company) repository for the Renault group's archives, all housed, together with a small but excellent museum of Renaultiana in a beautiful red brick period hôtel privé on the rue des Abondances, not far away from Louis original 'shed' in Billancourt

This initiative is followed up in July by a proposal by Maurice Schwartz (National Economic Council) to avert a crisis within the industry by pooling research and basic industrial operations and by a co-operative development of a small vehicle for the mass market – clearly Hitler's support of the KdF project (alias Volkswagen) on the other side of the

However, in September, the government is forced to devalue the franc. In Spain, the socialist Frente Popular is voted into office, but it is quickly ousted in a putsch by the right-wing Nationalists and this action results in an inevitable escalation of the civil war. Great Britain is rocked by the death of King George V, followed by the short reign and abdication of Edward VIII, whereupon he is succeeded by Albert, who will become King George VI.



All this takes place against a background of a political alignment of Germany with Italy (the so-called Rome-Berlin axis) and Getulio Vargas becomes Brazil's dictator.

Rhine is not without influence on the industry's forward planning.

This was Renault in 1936.

HM-W.

Renault's competition laurels are won in the air with a Caudron Renault winning the Greve Trophy in Los Angeles, followed, on the following day, by an outright win of the Thomson Trophy for

The government backs a project for the first French motorway, which will run from Saint-Cloud to the Quatre Pavés du Roy on the western side of Paris. Let us remember that Germany plans 3,100kms

(This article was compiled from information to be found in the Renault Owners' Club archives.)



# RENAULT OWNERS PARTS SHOP

The club has over a number of years provided parts to their members, either through parts members have, parts offered by suppliers, parts from Renault and their main agents and ones the club holds.

Recently the club has dabbled in a few items of interest, mainly service items or items spotted on ebay that no one wants. Once in a while we go on the hunt for parts for members and non-members (we are not overly fussy).

Each time we've made a few coppers for the tin and been able to get a few other things. The tools and manuals the club has are one item bought, the rear engine parts on the shelf some others and the Renault 16 bits more recently.

Some sell, some don't but we balance things out. Once in a while we have a clear out of the stuff we never seem to shift. Usually back on to Ebay. This is important, as if you see a part offered and think "oh I'll wait until I need it" DON'T it probably won't be there. There are numerous examples of "Part no longer available" and people are kicking themselves when the part they need was missed only a few months before.



So we have decided to expand the service into something more formal. The first part is a parts finder service, let us know the part you want and we'll come back to you with ideas. With French speakers in the club France Ebay and French dealers are open to us. We will of course prioritise through our advertisers and if they or

Renault offer the part you will be guided there. As you will see we have 2 longstanding parts suppliers and this is because both are good and support the club well.

You can email us on [parts@renaultownersclub.com](mailto:parts@renaultownersclub.com). If you don't get a reply in a couple of days or if you do not have email, just phone 01652 655 781. If you have access to the web, go to [www.renaultownersclub.com](http://www.renaultownersclub.com) and click on the front page link and fill in the form.

The second and major item is that we are now buying ex dealer stock. We mainly look for service items and panels, mainly for the cars you tell us you own, so if you don't see parts for your car, let us know the model. We will try to identify them with Renault Numbers and have now virtually EVERY parts book from the 40s to now, so we can look through them and send you the pages.

When we get new parts, a list is posted virtually immediately on the website and forum. As time goes on, they will appear in the magazine. This may be a little harsh on those without web use but we have decided we have to do this as we need to move parts fast in order to clear room for the new stuff coming in.



All this stuff is either boxed new genuine or Renault approved supply (for example some Girling brake parts are in Girling boxes.)

Again, if you are looking for a part or all parts for your car, drop us a line and we

will send you the current list we have. Generally prices are very low, although of course postage can be a killer. We can deliver to shows which is an added incentive to come on them.



So what do we have?

Currently most is 70s to 90s cars, and service items although we have some panels and bigger units. Some trim and glass. Loads of manuals and some wheels.



In total 704 different part numbers, and over 914 items.

Please be aware that club members are giving up their space and time for free, all sales money goes to the whole club. Hopefully some more parts will be coming as a result of this.

On the next 2 pages I have printed a list of all the part numbers we have identified so far, the full list, with the cars they belong to, description and guide prices is on the website linked from the front page, or contact me for a model specific list.

In addition we have a new but long term stored FUEGO Bonnet and a number of Renault 4 original panels.

0428605700	7700570481	7700676792	7700722963	7700760265	7700777273	7700805764
0556130000	7700571172	7700676831	7700725183	7700760836	7700777440	7700807170
0700793838	7700571173	7700677540	7700726005	7700760876	7700777540	7700807673
0757113700	7700571640	7700677836	7700726992	7700760902	7700779045	7700808349
0822866000	7700586961	7700677839	7700730541	7700760941	7700780489	7700809800
0822866000	7700589341	7700678752	7700731325	7700761359	7700781283	7700809962
0824505800	7700611231	7700679618	7700732031	7700761518	7700781315	7700809962
0830049300	7700616344	7700680760	7700733848	7700761997	7700781566	7700810494
0830049300	7700622408	7700680837	7700735766	7700762958	7700781753	7700810496
0851912746	7700622746	7700682251				7700810504
855115400	7700624252	7700682283				7700810504
0855238500	7700627370	7700682481				7700815290
0855572500	7700628765	7700684767				7700816065
0865246400	7700629061	7700685674				7700819259
0870014200	7700629940	7700686467				7700819836
06000056419	7700631186	7700686650				7700819947
06001004972	7700637291	7700688520				7700823676
06001004972	7700637516	7700690172				7700823677
06001024431	7700638025	7700690954				7700824458
6025000895	7700642369	7700691528				7700824555
6025003416	7700645718	7700691721	7700736149	7700763021	7700784618	7700827605
6025006166	7700647972	7700692569	7700736295	7700763661	7700784637	7700827695
6025103849	7700652243	7700694002	7700736392	7700763826	7700784637	7700827696
6025104655	7700653269	7700695694	7700736665	7700765034	7700784906	7700827696
6025107149	7700657124	7700696678	7700738424	7700765274	7700785357	7700829835
6025110208	7700657691	7700700914	7700739652	7700765575	7700785625	7700832260
7431366787	7700658304	7700700914	7700740438	7700765762	7700785867	7700834109
7700078572	7700658325	7700701950	7700740462	7700766144	7700785875	7700834369
7700114128	7700658361	7700702264	7700740498	7700766269	7700785981	7700836181
7700134686	7700658939	7700702382	7700745290	7700766270	7700786182	7700838374
7700348602	7700661636	7700708710	7700747426	7700766919	7700788663	7700839168
7700413533	7700662926	7700710279	7700747899	7700767475	7700789235	7700845811
7700414091				7700767602	7700789274	7700849323
7700421038				7700767656	7700789815	7700851246
7700500921				7700767658	7700789817	7700852663
7700502706				7700767815	7700790643	7700854252
7700510747				7700770025	7700791278	7700854493
7700511245				7700770662	7700793498	7700854652
7700512854				7700771853	7700793810	7700856483
7700519170				7700772177	7700794544	7700856908
7700520857				7700772178	7700796604	7700856910
7700522372				7700772178	7700796650	7700857325
7700523095				7700772182	7700797453	7700858384
7700525464	7700662928	7700710729	7700750021	7700772289	7700797625	7700860266
7700526512	7700663148	7700712821	7700750154	7700772392	7700797945	7700861024
7700526848	7700664746	7700713331	7700750825	7700772996	7700798052	7700864957
7700534211	7700665542	7700713860	7700750849	7700773245	7700799475	7700865764
7700538970	7700665749	7700714649	7700751292	7700773873	7700800377	7701003145
7700538979	7700665850	7700716947	7700751783	7700774083	7700800629	7701003146
7700539991	7700667287	7700717541	7700752422	7700774559	7700801364	7701003186
7700542856	7700667692	7700717899	7700752734	7700774738	7700802178	7701003187
7700547566	7700670235	7700720452	7700754468	7700774738	7700802402	7701003813
7700554896	7700670647	7700720452	7700754668	7700774977	7700802654	7701005224
7700556697	7700670771	7700722067	7700757337	7700774979	7700803458	7701013071
7700558537	7700671328	7700722146	7700757955	7700774981	7700804478	7701013225
7700563822	7700672630	7700722188	7700758873	7700774982	7700804814	7701015466
7700563997	7700672630	7700722693	7700759077	7700775559	7700804814	7701016853
7700564318	7700675135	7700722789	7700759489	7700776102	7700805116	7701017076





7701018605	7701036145	7701348537	7701366268	7701458260	7701580167	7704001661
7701018724	7701036193	7701348602	7701366380	7701458261	7701768122	7704001793
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7701024160	7701037744	7701348681	7701367311	7701460661	7701986407	7704001983
			7701367638	7701460886	7701990126	7704001983
			7701382984	7701461077	7701996007	7704002043
			7701384887	7701461077	7702163403	7704002280
			7701386097	7701461077	7703016404	7704002282
			7701386656	7701461446	7703046020	7704003724
			7701386871	7701461446	7703061082	7704003913
			7701387272	7701462019	7703061084	7705002027
			7701387771	7701462085	7703065048	7711130023
			7701389076	7701462101	7703065054	7711783017
			7701397156	7701462409	7703077070	7750779463
			7701397210	7701462468	7703079027	7751465418
			7701401267	7701462816	7703081054	7751667629
			7701401267	7701462945	7703090139	7901210912
			7701401855	7701462946	7703090269	7910003502
			7701401916	7701463081	7703090313	7910003844
			7701402244	7701463273	7703197221	7910016614
			7701402314	7701463621	7704000264	7910016614
			7701402458	7701463624	7704000274	7910245585
			7701402461	7701463624	7704000280	8200081301
			7701404534	7701463686	7704000280	8200545581
			7701406459	7701463687	7704000286	8500000785
			7701406656	7701464025	7704000288	8933003208
						77005399XX
						7700649850
						LATER
						7701466542
						7701463723
						7701499199
						Superseded
			7701406994	7701464105	7704000289	Numbers:
			7701406994	7701464151	7704000289	7701035797
			7701417159	7701464238	7704000749	7701351393
			7701418167	7701464763	7704000879	7701499472
			7701418168	7701464768	7704001165	7701499647"
			7701421219	7701464768	7704001281	
			7701421219	7701465350		
			7701421628	7701465350		
			7701421629	7701465615		
			7701423159	7701465629		
			7701423160	7701465769		
			7701423279	7701465911		
			7701423283	7701466122		
			7701423284	7701466419		
			7701450286	7701468669		
			7701450588	7701471288		
			7701450588	7701471288	7704001601	7910007463
			7701453022	7701471464	7704001610	Superseded by
			7701453953	7701499219	7704001630	7701466541
			7701456022	7701499231	7704001639	
			7701458260	7701562674	7704001641	





Next year is the club's 60th (Diamond!) Anniversary. By only a month or so we are the second oldest Renault Club in the world.

We would like to be able to celebrate this important milestone with a new logo for the club.

The prize is a years full membership of the club starting from when your membership next comes up for renewal, the joy of seeing your logo on the clubs products and in the magazine and an extra special prize, more of in the next magazine.

The competition is open to anyone, member or not and can be won by anyone. The judging will be carried out by the committee and those members that attend the World Series and can find me. For this reason, the closing date will be July 31st,

we may highlight some in the next Renotes.

Some tips, we will select a winner but we may choose not to use it on all or any items. Not all logos work well in all forms but if it is good, it deserves to win.

Please try to encompass all the aspects of the club and all eras, I have included the badges since 1940 on this page and we have an even balance of members and visitors covering the areas of Classic, Modern, Retro, Motorsport and Modern.

The logo needs to be able to be embroidered, printed, badged, and screened. Generally this means fine lines can be troublesome as can photo colours.

It is strongly recommended that you incorporate the clubs name in full and something which jumps out at new members as being "Renault". It's tempting to include a 4CV but with so many thinking they are Beetles and so few left (according to the DVLA) it may not jump out. Likewise a Megane Sport may not appeal to a Renault 4 Owner.

Entries please in the post or on email to the editor. Please mark them logo. The

address is inside the front cover.

Also see [www.renaultownersclub.com/logo.shtml](http://www.renaultownersclub.com/logo.shtml)



And from Turkey, Hello friends from Turkey, with my Scenic 2. As you can see with tuning my car engine to 140 hp from 100 hp I have removed the exhaust and chipped tuning a few processes. Dropped to 9.5 seconds from 13 seconds to accelerate from 0 to 100 kph. Aga's Car has appeared in a Turkish Motorsport Magazine on a variety of occasions. - Senol Benli



**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 to be found on the forum and Website (www.renaultownersclub.com) often the advertised goods are sold before they ever make Renotes (often on the members site). For example, since August, 2 Renault 17s, a Renault 19 and a Renault 8 as well as a host of Caravelle parts.

## For Sale

### RENAULT CLIO

White, 1994 (rare model), 84,000 miles

1100cc, petrol, manual

3 door hatchback with sunroof,

Tax & MOT,

Recent work carried out including ECU replacement

CD player

Price reflects rarity of car £800 ono

l.bromley@sky.com



**I may have a 16TX to dispose of, basically complete but fit for scrap or spares. More details 07954994002 (after 4.00pm)**

**Space Phase 11** with the following new

parts fitted since MOT failure, both driveshafts, windscreen, drop arms, (recent heater matrix). It also failed MOT on rear brake compensator, one tyre and front rollbar mounting rubbers.

In the current economic climate I am more inclined to spend on my Rover Diesel than a 20+ year old 2Ltr petrol vehicle.

I could take it to the local scrapyard and weigh it in, but would rather sell it cheap to someone with an interest in the older Espaces for spares or repair.

I am located near Ely in Cambridgeshire.

I can be contacted via email or 01353860831 after 6pm or 07802506653 any time.

**Renault Clio Williams 1** Number 174 Delivered New on 1-1-1994

No. of previous owners is 3 6 months road tax

MOT expires 19-3-2011

Mileage is 120,000

Has a full service history book up to 75,000

Is in standard condition with no modifications

Wheels are in good order and have not long been refurbished

Has two new spotlights and all gauges and dials work

Asking Price: £ 3,000.00 Contact Details:

Mobile 07808610055 the car is based near Market Harborough, Leicestershire



### 1984 Renault Alliance, 1.7

3 speed automatic . The car was built for the American Market and imported by the same family about 10 years ago. It has a full electric hood and most original fittings

It has covered 52600 miles with lots of documented history. Please find enclosed copy's of The original Sale in America, Various other documents relevant to the import of the car, There are lots of original Invoices relating to service and

repairs to the car. We have all the original MOT certificates which can verify the mileage since it was imported to the UK. I have even got one of the American original plates. There is an invoice for the Cam belt replacement at 41000 miles in 2009, As you can see from the pictures, the surrounds around the Headlamps were broken to accommodate the English ones. We have the originals and the original Radio.

Richard Palmer,  
GP Motors Ltd,  
Eltisley Avenue,  
Newnham,  
Cambridge,  
CB3 9JG.  
Tel: 01223 352340



**ESPACE PHASE 3 MODEL. 2.1 T/DIESEL /MAN PARKERS GUIDE 27\_47 MPG . 7 VELOUR SEATS FOLD /ADJUST SWIVEL /REMOVEABLE / +MAKE PICNIC TABLES ! ROOF RAILS WITH ADJ CROSS BARS, ELECTRIC HEATED MIRRORS 2 SUNROOFS +4 BLINDS 2 REAR ¼ LIGHT WINDOWS 4 HEADLIGHTS & F/FOGLIGHTS 6 SPEAKER CASS/RADIO +CD CONNECTION DRINKS HOLDERS . REPLACED CLUTCH BALL JOINTS 4 NEW SHOCKS CAMBELT +KIT ALMOST UNMARKED INSIDE & OUT .RECENT PT EXHAUST ...TOWBALL I HAVE HAD TO GIVE UP DRIVING NOW AS I HAVE CANCER OR I WOULD NOT BE SELLING SUCH A USEFUL TOOL ONLY DRIVEN 500 MILES LAST YEAR & 1/2 WHEN IT LAST PASSED ITS M O T VERY HARD TO MAKE IT USE ANY ENG OIL QUIET ENGINE ..PRIVATE NUMBER PLATE TRANSFERABLE TO ANY YEAR OF VEHICLE ALL PURPOSE CLUB RUNS WORKHORSE ..I THINK SHE SHOULD HAVE QUITE A BIT MORE LIFE IN HER .. BRIAN MARTIN juliebrian1802@btinternet.com**

WEST WICKHAM / CROYDON  
0208777 3877 07767 650 567

**1988 Renault 5 Auto.** 42,000 miles. Central Locking, Power steering, electric windows, Phillips radio/cassette. Garaged since new, still used twice weekly. Taxed until end January 2012. Mot until August 2011. £500 to good home. Only selling as my wife now wants a modern car. Phone 01455 822046 Colin & Patricia Bonner.



**I was restoring a Renault Dauphine, had stripped it all when the shell got stolen.** Gutted! It was RHD too! Consequently, I have a lot of reasonably priced spares which hopefully some of your members could make use of.

- All doors
- Wings
- Bonnet
- Boot lid (this needs a bit of work)
- Complete black interior (needs new door cards)
- Bumpers
- 2 windscreens
- Rear screen
- All exterior trim
- Badges
- Lights
- Wheel Trims

Available- buyer collects from Sheffield  
Please call 0114 273 8358 and ask for Lee

**Renault 25 Executive**

The car has competently covered 140 500 miles."J" reg. Sorned but long m.o.t. It has never towed or been towed!It has spent most of its life in a U.K garage and in salt free Portugal. I think a (reasonable!) price of around the £1000 mark should have to do.  
Contact Jorgen Cunliffe on email: jorgisjo@hotmail.com



**Renault Sport 182,** 205/45 R16 83V Wheel and Michelin tyre (unused) near side rotation marked. Brand new – offers invited Also Renault Sport 197 215/45 R17 87 Wheel and three quarters worn Continental tyre – offer invited Mr M E Wilkins, 2 Crackmore Road, Freemantle, Southampton,Hampshire SO15 1JD Telephone 02380 336447

**Wanted**

**Renault Safrane V6 for spares**

1992-96 interested in both roadworthy or not,or if anyone is breaking a V6 will travel for parts.  
Colour not important,but full leather interior with electric front/rear seats with the ergonomic front seat option would be nice! but not essential. Must be an RXE V6 not a RT V6. Based in Surrey.  
dave.chicane87@hotmail.co.uk

**Renault 17s and 15s**

Anthony from Manchester would like to know of any 17s and 15s that may be available and also if there are any other owners of this model.  
Please contact on:  
anthonysps@btinternet.com

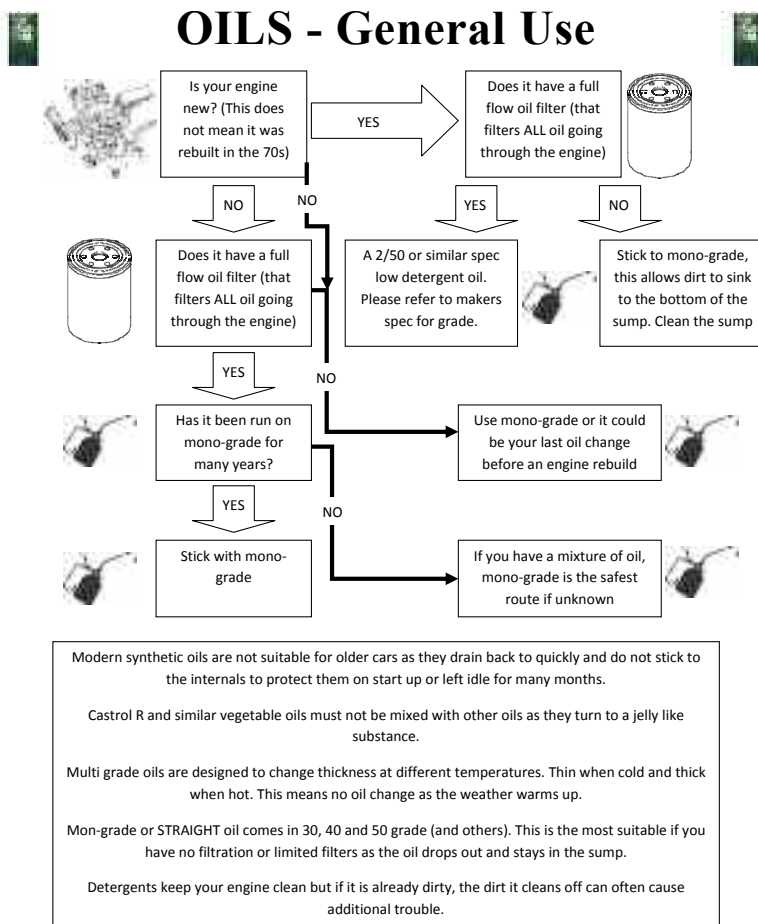
**Pair of front bumper overriders for a R4L (1970)**  
david@ashworth27.freemove.co.uk

**Floride.** I am looking for a steering wheel, preferably two tone black/red.  
Robert Favi.  
Australia.  
thefavis@aapt.net.au

**History of Renault in Denmark**  
Eduardo Robert-Svendsen, I am Brazilian.  
eduardo.robert-svendsen@acad.pucrs.br

**Cross-member,** front & rear screen rubbers & chromes for a Renault 25 GTX 1989 F-reg.  
George  
GKS Motor Services  
01491 574255

**Parts**  
The **Renault Owners Club** may be interested in any old parts you may have, either new or used. Please email details to: parts@renaultownersclub.com



# CLUB SHOP

## THE RENAULT OWNERS' CLUB OFFICIAL MERCHANDISE 2011

- 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
- 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
- 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. £10.00 including p&p

Also available GB Stickers and Tabards. Please phone for details

Also available will be magnetic rally plaques and commemorative T-Shirts for all the events in 2011. More details with the event information and on-line.

**Purchase online at [www.renaultownersclub.com](http://www.renaultownersclub.com), email order to [shop@renaultownersclub.com](mailto:shop@renaultownersclub.com) or post order to ROC Shop, 26 Capel Street, Capel-le-Ferne, Folkestone, Kent, CT18 7LZ**

**Cheques made payable to RenOwnersClub Ltd  
Telephone Enquiries to 01303 488731**

