

RENOTES

THE MAGAZINE OF THE RENAULT OWNERS CLUB ISSUE 3 DECEMBER 2009



CHRISTMAS SPECIAL

RENAULT 17 UPDATE

EVENTS 2010

SPECIAL RENAULT
GORDINI ARTICLE

SLOT CAR ARTICLE -
BUILD YOUR OWN RACE
TRACK

RENAULT
OWNERS CLUB

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COPY DATES

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

Please send to
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 at address above

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MEMBERSHIP FEES

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Full Non EEC £30

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Full 2010 Events List, AGM dates and venue and a French Weekend. All contained in this EXPANDED 36 page Renotes.

Front Cover: This shot of three Gordini Slot Cars, an Alpine, a 12 and a 10. is taken from an article about Renault Slot Cars sent in to us. The article also appears. A novel approach to fitting lots of Renault's in your garage.

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Letters to the Editor

First of all a massive thank you to all of you that took the time to reply, by writing, phone or emails to our request for further car details and recommendations for the club to consider. Normally this space is reserved for letters but instead I'll take the rude option and use it to highlight some things you have asked for and how we plan to start to solve them.

Firstly, a big call for a French Rally. Wow! I have to say as a person that has gone on French Renault Rallies for the last 20 years I can fully understand this one (yes they were with a different club). We are a bit cautious about this one. We actually think it a very good idea but need to make sure we get it right. The solution is a little taster. If you look at the events calendar you will see an extended weekend trip to France, initially using Dover as the jump point and then moving into France. If this goes well we'll stretch it out next year.

Secondly, I notice from the replies that few of the members use email addresses. This worries me, I've inadvertently put "extra" material on the website and not included it in Renotes. Some talks with members over the days following the letters makes me realise that we have a lot of material that some of you know nothing about. What is worse, this is VERY important material. The most important is updates to events, any changes appear on the website within a few days but do not hit Renotes for a few months. Here, all I can say is PLEASE call the events organiser for all updates regularly. I have made sure that in this edition all the phone numbers are in.

However there is more. The club is allowed to reproduce all marketing material, all manuals for cars over a certain age, has access to parts Microfiche

and much more. PLEASE phone anyone on the committee if you need something. A recent members call led (within 48 hours) to all the part numbers they needed for a Classic Renault and the surprise that they were also available via RENAULT! What is more some are in stock in the UK.

We also have on line brochures, downloads and offers. I am so sorry this has happened that I have included this material as part of the letter in September.

As a side line, if you need anything, please phone me or the committee. I'll answer calls to my mobile most times and land line as soon as I can.

P.S. A little gentle reminder that we are all un-paid volunteers and most of us have full time jobs we need to do, add to that holidays and postal strikes and it may mean there is a little wait before you get a reply. (Most we try to do in 24 hours). Please try to be patient with us.



Events and Regional Meets.

We sent out in October a sheet mentioning one of the bigger events, the French Run. In this edition, I have included a list of all the events we have, as it currently stands. This is on pages 6 and 7 but we would welcome suggestions of other events,

particularly for more modern cars as there are only some of our events that take modern cars (please though phone as quite a lot do).

On this page is a map of where these events currently are (broadly based round our membership locations.)

We are though looking maybe for a Welsh Event and an Irish one and any others you may want us to consider.

REGIONAL EVENTS

We are also looking at Regional Meetings too. It has been suggested running these on a monthly basis. We have some volunteers already but again would welcome more. Please phone to double check dates or venues as these can change depending on circumstances. If a day does not suit (some are evenings, some weekends), then again phone as it may be possible to move these as they progress.

Initially we have Malcolm Bailey (Kent), Alasdair Worsley (North Lincolnshire - Scunthorpe) and Seb O'Halloran (Leicestershire). Their phone numbers are to the left. I am looking at probably Redbourne, Brigg or perhaps Uncle Henry's Farm Shop and Restaurant depending on the take up. Once I see who is interested and times they are free then we can try and roll it out further. We are fairly flexible but are probably looking at it monthly. If you are in other areas, tell us and we'll try to put you in touch with people local to you.

New Members.

We would like to welcome the following new members to the club since September. (As of October 26th)

Colin Wright (Laguna Alize)
Ian Shackleton
Ben Pickett
Vanessa Brown (4CV)
Ian Downes (Renault Avantime)
Eugene Lynch
Adrienne Harley (R12 - Returning)
David Parkington
Ann Clark
Richard Clark

Editor's Report. This is my third Renotes and I had better apologise for a couple of mistakes in the last ones, just in case. The London Brighton Report was for 2008 rather than 2009, The address to write to for advertising was the old one and has now been updated and for some reason all the accented French vowels got a space after them.

Anyway, hopefully practice makes perfect. I've tried in this edition to reflect some of the changes we have been looking at and also to reflect those on the web. We have separated Renotes into sections and each has a colour coded band at the top and (subject to getting material to put in it) will remain roughly on the same pages and in the same order.

There will hopefully be a regular Classic, Modern, Motorsport and Modified and Collectors Section as well as a book or manual review and a Heritage slot. In addition, we hope to have short updates on what is going on and the events material. Also, we are going to try and add next to the events list any reports we get from members on what happened at the shows.

The Modified and Collectors section will contain details of cars, which have been made by other manufacturers with Renault input and also Renault products for the collector like clothing, toys and models.

2009 - 2010 Committee

One thing we have probably never really done is formally introduced the committee to members that could not make the AGM. This is something I hope to address in this edition and the next with reports from the key areas of the club, Secretary, Shop, Treasurer, Membership Secretary, Events Secretary, Webmaster and Editor.

We'll start with someone, whom the web visitors may already know and whom we briefly covered in the last Renotes, namely our new Secretary. Some of us managed to meet him at the World Series

and he has been kind enough to pen a few words about himself before getting busy sorting out the raft of paperwork that we passed his way.....

Seb O'Halloran.

My interest in Renault started when my parents bought an R21 Savanna GTX from my Aunt, who also had an immaculate and wonderful R18 GTX estate. My first car at 16 was a £70 Renault 11 (part GTL, part TXE – long story), and I was hooked. It was joined by a later R11 and several R21s before being sent to the crusher (I still miss it greatly; it took me through most of University). I then had an R21 Savanna GTX, which at 17 was becoming a little too unreliable to be my main transport, and now have a Laguna estate (3 dogs somewhat necessitates such a car).

So, why do I love Renaults? I love the French feel of the cars, the way they drive, the unique sound of the engines and most of all, the way they ride. I originally joined the R.O.C. 10 years ago, so that I could share this passion with others and also to get help and support for my ageing, but not classic, models. My cars tend to be workhorses and too old to take to a main dealer, but too young to be considered classics. I left the Club when student finances meant I needed to spend



the membership fees on more mundane things like food!

I recently rejoined as my interest has never waned; I can still quote useless facts on 80s Renaults and wanted to be in a community of like-minded enthusiasts. I recently joined the Committee as Secretary as I want to help the R.O.C. to

succeed and to help other Renault owners. The role interests me as it is generalist in nature, and I felt my work and other experiences best suited the role (I am a University Manager). I want to do what I can to keep the club running and although I am finding my feet, I will do my best to be of assistance. I welcome your thoughts and comments on how the Club should run and how we can improve our service to you.

I look forward to hearing from you, and hopefully meeting some of you at shows and events.

Mike Fawke

I have been a Renault fan since seeing my first R5 – a bright orange L version circa 1973. I had a white 5TL when I was 19 and had great fun at college with it. I have since owned several 5s, a 9 and two 18s. I currently have a 1982 5 Gordini, one of only about 25 left in the UK.

I joined the ROC 7 years ago so that I would have access to help and advice from fellow enthusiasts. An additional benefit has been cheaper insurance and availability of parts through ROC discounts, which have more than repaid my membership fees.



I took over the Shop a couple of years ago as I felt it was important to put something back in at a time when the ROC needed all the help it could get. I hope that I can slowly encourage members to purchase ROC merchandise as all profit generated goes to running the club and any ideas on items you would like to see available would be welcome.

I am also the registrar for the R5. If I don't know the answer I probably know

someone who does, so please contact me with your R5 questions, problems or stories.

Alasdair Worsley

I've been involved in Renaults now for around 30 years. The first one I drove was a Renault 4 and then moved up through 3 more Renault 4s, 12s, 16s, 18s, 20s, 21s, 25s and Fuegos. I then passed my test on a Renault 5 and then drove an Alpine. Although initially most of my cars were Land Rover Forward Controls and Series vehicles.

More recently it has been Clios and Kangos with the odd Scenic thrown in. I've also had the chance to drive other Renault cars but usually on business. As a family we also had MGs and British Leyland cars.

Currently the family's stable has 2 AXs, a C-Type, an Acton 4CV Ferlec, 2 Clios, a Scenic and an Avantage. My wife would like a Caravelle or Floride as she likes the more sporty look. There is also a Vel Satis pedal car. (As I type this a Floride pulls up).

By trade I am a mechanical engineer working with composites. I dabble with these cars in my spare time.

I took on the job as webmaster as a favour about 3 years ago (I was not a member at the time but I also do the Renault Frères, and one of their members asked me if I could help out). I subsequently got landed with the Editor's Job as there were no other volunteers to do it. My main hope is to get more varied articles to put in whilst tinkering with the web.



Malcolm Bailey - Treasurer and Membership Secretary

Treasurer's Report

We have started the new Club year encouragingly well and it is reasonable to say that we have now stabilised the finances. At present, having paid all costs associated with the July edition of Renotes, and with no outstanding invoices for payment we have balances totalling approximately £3,700 and outstanding invoices due to the Club for £800 for advertising. As you will see from my Membership Secretary's report, I am a little behind with reminders so that our position is probably better than indicated from these figures.

Once the current position is consolidated the Committee will be able to consider how we expand the Club and its facilities. One possibility will be to purchase equipment for shows.

Membership Secretary's Report

Since volunteering to take on this post at the AGM, in addition to the Treasury, I have been extremely busy both domestically and work-wise which has left me short of time to get on top of the membership matters. I have now converted the database to an Excel spreadsheet and loaded it on to my computer as I am more familiar with Excel. As far as I know, all new members have received their cards, a welcome letter and a copy of Renotes, but I am behind with reminder letters and sending membership cards to members who pay by standing order. To those who have not renewed their memberships, you are most welcome to either pay on line or send me a cheque: to those awaiting their new membership cards, please accept my apologies, I will try to catch up shortly; and to those of you who are due a reminder, I hope to write to you shortly.

Finally, if there is a volunteer out there who would like to join the Committee as Membership Secretary, please do not hesitate to contact me! Because I am not sure how many members have decided not to renew their membership, I am not

precisely sure how many members we have, but it is around 250. Hopefully, by the time I write my next report I should be in control and able to provide concise figures.

John Henderson - Vehicle Datings - DVLA Approved.

My role has been operating now for over 20 years, being an acknowledged person acting on behalf of Renault Owners wishing to verify their vehicle is genuine in terms of being registered with the DVLA.

Situations that occur involve pre- 1980 vehicles and in particularly pre July 1972.

- Vehicles that haven't been recorded on the DVLA database pre 1983 are the most common. Such vehicles need authenticating in order for the vehicle to be considered to go on the current database.

- Authenticating the age of a vehicle usually in order to verify if it is tax exempt.

- The issues involve whether the vehicle is genuine and in no way is fraudulent.

- This may involve either corresponding with the vehicle owner with copies of logbooks, tax discs, MOT certificates, bills of sale, service receipts, and photographs.

- Depending on the circumstances, a vehicle inspection will take place.

- My authority extends to deciding whether to honour or reject the vehicle's authenticity, its registration number, or if not previously registered in the UK before, determining the date of manufacture.

- My recommendations over the years have a 100% acceptance by the DVLA.

I have also in the past undertaken vehicle valuations based on my experience of Renault vehicles. My personal knowledge is in depth for vehicles from 1948 to 1981. Resources are available to attempt to verify others.

My experience with Renault vehicles specifically covers Juvaquatre, Fregate, 4CV, 750, Dauphine, Dauphine Gordini, R4, R4 Fourgonette, Estafette, R8, R10, R5, R6, R7, R16, Floride, and Caravelle; all models having been owned by me. My current collection is much reduced but comprises 1949 Renault Eight (UK built Juvaquatre), 1950 750, 1965 Dauphine Gordini, and 1978 Renault 7GTL.

Many of my past cars (original and restored) are still owned by Renault enthusiasts or organisations.

Membership Fees

Having been unchanged for many years, most of our Club's fees were increased in 2008, in order to catch up with the inexorable rise in the Cost of Living Index. There remains some confusion about the latest fee levels and we have been asked to state them plainly in the magazine.

As of this edition, the fees, which apply to the current renewals, are as follows :

Full UK and EEC £25

Full Non EEC £30

Senior Citizens and Unemployed (includes students) £20

If you are a new member, we ask for an additional **£5 joining fee**. This is to cover the posting of your membership card, access rights to the website and usually a copy of the preceding Renotes unless the next one is at print.

There is also a family membership for all members residing at one address which accommodates additional membership cards only. For these, please contact the Membership Secretary direct to discuss.

Membership runs from the date of joining to the day before of the following year. If you join by standing order, you may be asked to amend details if the fee changes. We can also accept Paypal, Visa, Cheques as required or other methods. Please

phone for details

The Club Committee is looking at updating our club logo a bit as it is looking a little dated. This is not something that we plan to do immediately but an interest has been shown in getting some new grille badges done for cars with grilles and a new adhesive badge for those with newer cars.

As our membership is pretty evenly spread between the classic and the modern owner, we need a logo that is recognisable to all, but which also incorporates well into items such as tax disc holders, badges, key rings and T-Shirts.

The old club logo was the 4 post 1940's badges. If we increase it to the 6 badges that now exist (although dropping any Renault Words as they repeat) then what we are left with is similar to the following logo.



EVENTS 2010

The club is putting on a number of events in 2010. I have listed those we currently have below. Any additions will appear throughout the year and ALSO on the website.

This is an important resource as we can use it to give up to date information on additions and alterations. If you need to check anything, please contact the Events Secretary (Email: events@renaultownersclub.com) or the Secretary (Email: Secretary@renaultownersclub.com). Addresses and telephone numbers are on page 2. Club Events are marked (C). Some events will be for club members only and may be tailored round a theme.

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

Contact: secretary@renaultownersclub.com Tel: 0116 287 3718

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



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

FULL PAYMENT MUST BE RECEIVED BY 9th February 2010 £90 Deposit is required earlier. Please Phone for details urgently.

Contact: Michael Fawke Tel: 01303 243365 Email: shop@renaultownersclub.com

CLUB EVENTS 2010

Renault Classic Car Club & Renault Owners Club Joint Event

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

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

Contact: secretary@renaultownersclub.com Tel: 0116 287 3718.

Drive It Day

Sunday 25th April 2010 11.00AM

Contact: Seb Email: secretary@renaultownersclub.com Tel: 0116 287 3718

Kent Run (C)

Sunday 2nd May 2010 (TBC)

Contact: Derek Email: rdpalmer@btinternet.com
Tel: 07816 586642 or Becky on 07870 957720

Prescott Le Vie En Bleu (Probably Histoire & Collection) (C)

29th & 30th May

Contact: Seb Email: secretary@renaultownersclub.com Tel: 0116 287 3718

Renault World Series (Probably Histoire & Collection) (C)

Silverstone / Donington
Date and Venue TBC

Contact: Seb Email: secretary@renaultownersclub.com Tel: 0116 287 3718

Bromley Motor Pageant (Probably Histoire & Collection) (C)

Sunday 13th June 2010

Contact: Seb Email: secretary@renaultownersclub.com Tel: 0116 287 3718

Powderham Classic Vehicle Show

Contact Rob Doran

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

10th to 11th July 2010

Glamis Castle (C) (TBC)

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

Contact Valerie Munro on 01382 543 563

Tatton Park (C) (TBC)

21st and 22nd August

We have a pitch at this event and welcome enquiries if you are interested in displaying your car here. Please let us know and we will send you the details as they become available.

Email: editor@renaultownersclub.com or Phone 07917 858423 for details. Mike Wood will be organising the day but



Alasdair is taking enquiries.

Crich Tramway Museum Extravaganza(C)

Sunday 29th and Monday 30th August (TBC)

Email: editor@renaultownersclub.com or Phone 07917 858423 for details. Mike Wood will be organising the day but



Alasdair is taking enquiries.

NEC Classic Car Show (C) (TBC)

12th, 13th and 14th November

We have applied for a stand on this and welcome enquiries.

Unfortunately we will not know until April / May if our application has been successful. Please let us know if you want to apply for details. Email:

editor@renaultownersclub.com or Phone 07917 858423 for details.

OVERSEAS EVENTS - MAKE YOUR OWN WAY

RETROMOBILE 2010

January 22nd -31st 2010

<http://www.retromobile.fr/>

Reims Autojumble and Classic Show 2010

March 13th & 14th 2010

<http://www.bce-reims.com/>



Renault's four electric vehicles shock Frankfurt Motor Show

Renault generated quite a buzz at the opening of this year's Frankfurt motor show, with the unveiling of an unprecedented four electric vehicle concepts, as well as releasing further details on the future infrastructure and technology behind them.

All Renault's concept cars on show in Germany preview its electric vehicle range which will be released from 2011 and cater for a wide variety of different customers and uses.



* **Twizy Z.E. Concept:** pearlescent white ultra-compact and nimble 1+1 zero-emission city car, with 15kW motor (20hp) and footprint barely larger than a scooter (2.3m long, 1.13m wide and turning circle of 3m). It has a top speed of 47mph, with acceleration comparable to 125cc motorbike

* **Zoe Z.E. Concept:** compact, four-seat supermini for short daily journeys in urban areas. Scissor doors at the front and butterfly doors at the rear, with polyurethane gel for front and rear of car to underline its hi-tech feel and protect components against minor knocks in town. Features 70kW motor for 100 mile range, 21" alloy wheels and retractable rear spoiler for greater aerodynamic efficiency. Comes complete with personalisable avatar for driving

information, mood lighting and futuristic 'hydrate, detox and active scent' climate control

* **Fluence Z.E. Concept:** electric version of all-new, elegant five-seat Fluence saloon with range of 100 miles for family driving, ahead of production for Israeli market with Project Better Place. Boasts low-rolling resistance Michelin tyres and Samsung Jet phones

* **Kangoo Z.E. Concept:** previews electric van for fleet and commercial use with 70kW electric motor, solar roof panels and even a heated steering wheel

* **'Quickdrop':** three distinct vehicle charging methods, of which this is one.

Rapid exchange stations replace batteries within three minutes

In line with the values championed by the Renault brand, its electric vehicles will offer customers a spacious interior, comfort, quality and safety. They will also feature a distinctive design signature.

Electric vehicles represent the clean-break solution which can put zero-emission mobility within everyone's reach. In line with the brand's Renault eco² environmental policy, Renault Z.E. electric vehicles are poised to be marketed on a large scale to take a decisive stand on the environment.

Renault begins marketing affordable production electric vehicles in 2011, with the Renault-Nissan Alliance targeting

number one status mass-market zero-emission vehicle sales.

Twizy Z.E. Concept is an innovative response to the challenge of urban mobility. With its four-wheel chassis, it offers the driver and passenger, seated in tandem, an all-electric means of transport which produces no CO₂ emissions. Compact, nimble and practical, it offers everything needed to cope with city traffic.

Wraparound bodywork creates a safe, reassuring cocoon which offers first-class protection for both driver and passenger. Power comes from a 15kW electric motor which develops 70Nm of torque, making Twizy Z.E. Concept versatile and easy to drive. Acceleration in urban and suburban traffic is comparable to that of a 125cc motorbike.

The second showcar, Zoe Z.E. Concept, is evidence that an all-electric zero-emission vehicle can also boast smart, appealing looks. Its special roof optimises the management of the climate control system to ensure extended range, while the ambience inside the cabin can be customised. Over and above its traditional role, the climate control system breaks new ground thanks to its 'hydrating', 'detox' and 'active scent' functions which combine to enhance travel. Zoe Z.E. Concept is a compact, versatile car for daily use, which represents a new form of transport thanks to the option of three battery-charging techniques.

The third all-new concept at Frankfurt, Fluence Z.E. Concept, is a statement of Renault's intent to produce a range of zero-emission vehicles that meets the needs of all types of motorists. A genuine four-door family car with attractive styling, comfort and space, it proves that such features can go hand in hand with respect for the environment.

Fluence Z.E. Concept is an all-electric car with a range of 100 miles. The battery can be charged using one of three methods: a standard charge (between four and eight hours), a quick charge (20 minutes) or an immediate solution (three minutes) which takes the form of the exclusive 'Quickdrop' rapid battery exchange system. The saloon concept previews the

forthcoming electric version of Fluence and represents a solution to zero-emission motoring in the world of tomorrow.

Kangoo Z.E. Concept is based on the Kangoo and brings zero-emission mobility to the professional road-user. Powered by a 70kW electric motor, delivering 226Nm of torque, in conjunction with a lithium-ion battery, its energy consumption is minimised thanks not only to the careful attention that has been paid to its overall design, but also to energy optimisation, without impacting the high standard of comfort. Kangoo Z.E. Concept's many information functions make it a particularly user-friendly, efficient and interactive vehicle.

In addition to the four concept cars on show, Renault also chose Frankfurt to unveil its exclusive 'Quickdrop' battery exchange system, as well as further details on the two other battery power solutions.

There will be three options to re-fuel Renault's zero-emission vehicles:

* Standard charge: takes between four and eight hours, via a charging socket situated on the outside of the vehicle.

* Quick charge: in 20 minutes, using the same socket at specific charging points.

* 'Quickdrop' system: three minutes at a rapid battery exchange station.

Range optimisation is the greatest challenge for electric vehicles. This is why Renault is working hard to make the process as simple and efficient as possible by planning for all types of charging needs and methods.



New Mégane Renaultsport 250

The stunning New Mégane Renaultsport 250 will go on sale later this year to the delight of UK enthusiasts.

From launch, the Mégane Renaultsport

250 will be available with a choice of two chassis settings:

- a sport chassis for everyday driving enjoyment.

- a Cup chassis for even more exhilarating performance, particularly on track.

New Mégane Renaultsport 250 is powered



by an extensively revised 2.0-litre turbocharged engine which now boasts a power output of 250hp and a particularly broad rev range, whilst 340Nm of torque is available from as low down as 3,000rpm to deliver a level of performance that can be enjoyed both on road and on track.

New Mégane Renaultsport 250 benefits from the experience acquired during the development of the New Mégane programme. It is manufactured at the Palencia plant in Spain.

New Mégane Renaultsport 250 carries over the styling cues of New Mégane Coupé to which it adds features that take their inspiration from the world of motor sport. Its front bumper incorporates a blade reminiscent of the low-slung noses seen in today's Formula 1 cars. The extended wheel arches, side sill, rear diffuser, extended tailgate spoiler and centrally-positioned exhaust tailpipe all add to the newcomer's character, while at the same time enhancing aerodynamic performance. LED daytime running lights

are a key part of the car's styling signature.

Inside, New Mégane Renaultsport 250 combines exclusive sporting style with comfort thanks to features such as:

- height-adjustable front seats with additional lateral support or optional Recaro seats,



- height and reach adjustable Renaultsport steering wheel incorporating thumb rests,

- aluminium pedal covers,

- new fascia design incorporating analogue instruments.

Renault Sport Technologies has combined its experience of producing racing and road cars to develop a unique range of performance models. The hallmarks of a Renaultsport car is its high-performance engine and highly efficient chassis which deliver an undeniably high level of performance, as testified by the reputations enjoyed by Renault Mégane F1 Team R26 and Renault Mégane R26.R which were voted 'Sports Model of the Year' in 2007 and 2008 respectively by Echapement magazine.





Santa's Christmas Quiz

We have a couple of competitions for you with a prize for each. The prize is a copy of the clubs double DVD box set of marketing CD's as mentioned in the Christmas Article, a copy of the new release book from Renault "A History of Pride" and a set of the "Automobiles de Collection" postcards from the September Renotes. You will also see your name in print but don't let that put you off. The rules are simple, please forward your solutions to the Editor either by post or email. You can enter either or both competitions but you can only win one prize. The winners will be selected at random by me on the 31st January 2010 from the correct answers. If no one guesses all the answers, then all solutions received will go in the pot, so it is worth sending in part completed entries. Members of the committee and proof readers of Renotes (and their families) are not permitted to enter. My address is inside the front cover.

Quiz Number 1

Using the model number of Renault's sold in the UK, fill in the grey squares, so that, when each side of the diamond is added, up the total for that side is 75. No number is used more than once. If it helps, the list is on the website under the models links.

The four corners of the diamond are to be included in the addition for both sides that they are part of. The whole number goes in a box so, if you have 16 as a model the 16 goes in the box rather than a 1 in one box and a 6 in another.

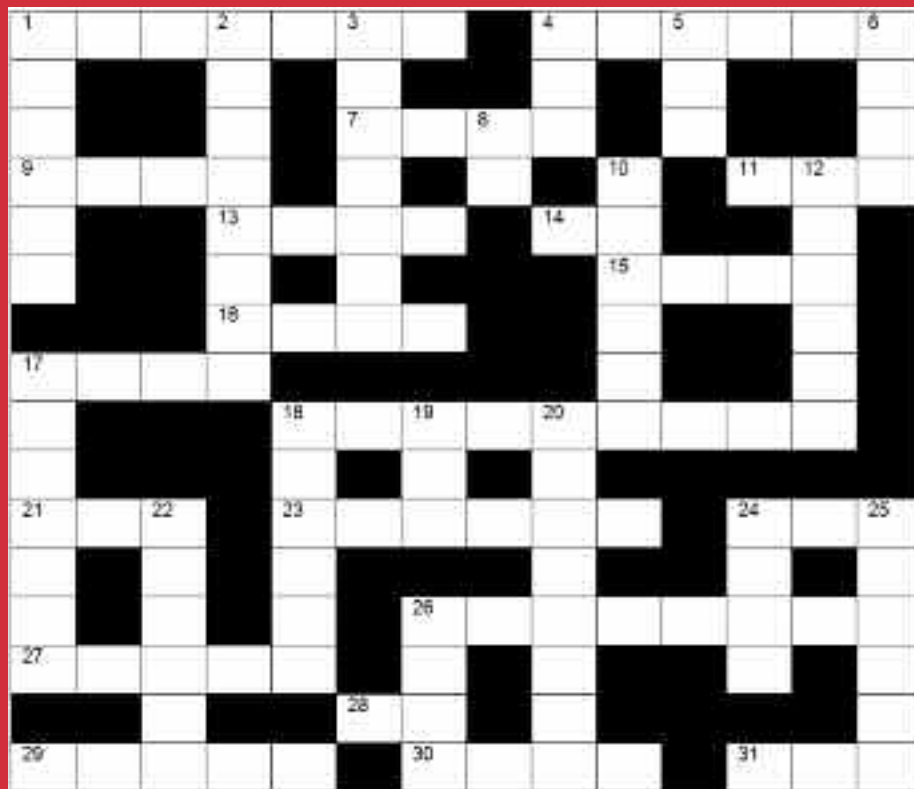
Two squares are filled in to start you off – 2 and 7 as these do not correspond to Renault models sold in the UK.

					2					
					7					



FESTIVE SPECIAL

Quiz Number 2



ACROSS

1. Add origin to make sporty Renault (7)
4. Small Renault not originally sold in UK (6)
7. Not a Renault but a nice bit of kit (4)
9. Valve favoured by Turbo boy racers (4)
11. Insurance extra which might help (3)
13. Warning device (4)
14. Sportiest version of R5 until 1979 (2)
15. To keep it original, don't do this (4)
16. Friend of Cranny can't make mind up (4)
17. Enid Blyton's favourite Renault? (4)
18. Looks good with or without roof (9)
21. Many talk it but it is a killer for old cars (3)
23. See 25 Down (6,6)
24. Nicole's favourite stripped bare! (3)
26. Forward looking model killed its maker (8)
27. Buy your car abroad with this (5)
28. How boxy model may be labelled in Rome (2)
29. How Renault made small engines sing (5)
30. Instrument panel in a hurry (4)
31. What Joan Collins boys and my car have in common (3)

DOWN

1. Venue for 2010 AGM (6)
2. A female dolphin perhaps? (8)
3. What Sark (Channel Is) and an empty ship have in common (2,5)
4. Model fit for PM address (3)
5. Radio, cassette or CD (3)
6. Keeps things moving by the silo full (4)
8. A cool make of car (2)
10. No 1 in Extra Sensory Perception (6)
12. Great car for skiing (6)
17. Nicknamed a Sheep in Wolf's clothing when first launched in 1958 (7)
18. Designation of old models produced alongside new one's (6)
19. Make the connection, on or off the track (3)
20. Big and ugly? It's slave may not agree (3,5)
22. Handling of early cars induced this (6)
24. Electrical part gets mixed up (4)
25. Also 23 Across – Help to show new car at shows (6,6)
26. Diva is a great fan (4)



1978 to 2008 30 Years of the Renault 20

I received a telephone call asking if the Renault 20TX was still in my possession and road-worthy. Because of a request, from Renault UK to find one in this country.

They had only traced one in France and the "What Car?" magazine, wanted a Renault 20, to go in the Foyer, for their Annual Awards evening, at The Grosvenor Hotel, in Park Lane, London. Renault UK rang and made arrangements to meet me at The Grosvenor at 9am, on the morning of the Awards. I had five

best four on the 20TX with the TRX 'A' tread, on the front. Basically, five days, for me, very hard graft.

I had pre-booked an ex-services club, in Marble Arch, to stay on Wednesday 21st & Thursday 22nd Jan. I met Mandy & Chris, from Renault U.K. at The Grosvenor, at 9am on the Thursday. I had to drive the 20 into a 'Jumbo' lift before descending.

We were met by a team of six large guys, all with Australian accents, who took

nearly an hour, to push the exhibit, around the balcony, between pillars & columns, lifting each corner of the car, to place the wheels on silver trays, so they could slide it, on the carpet sideways, an inch at a time. Finally, it was positioned in the Events Foyer, with a second vehicle that they placed next to it, a Jaguar XF.

"What Car?" wanted the first 'Car of the Year', they awarded, which was the Renault 20, in 1978. They also wanted their last 'Car of the Year', hence the Jaguar XF, in 2008. So they had the first and last, in the Foyer, with the 2009 being unveiled, on stage, which, this year, is the Ford Fiesta Zetec.



The Awards were to start at 9.30pm, so I returned to The Grosvenor at 9pm, in 'Black Tie', just to watch from the balcony. The female comedienne, Jo Brand, started the awards off and they went on for hours. There were ten seats to a table and there were eighty eight tables. It was an amazing experience. Once in a Life Time.

My photo's are not very good, but I am sure you will get the gist of things.

I left The Grosvenor, in torrential rain, at 00.30am on Friday morning. The trouble is, I had to be back there seven hours later, to do the reverse of everything. two

days notice, to get the car ready, to go to London, the night before the "What Car" Awards. I nearly had kittens.

The bonnet and scuttle grille came off the 20, that night, into my kitchen, for preparation to prime, the following day. I had to second the garage next to mine, as the owner agreed to park his car outside his house, for five days, as these were 'extreme circumstances'.

Every night, I carried the sprayed parts into my flat, to allow the coats of primer, bronze metallic and lacquer to dry quicker, as the night temperatures were close to freezing.

All the wheels were changed, so I had the



RENAULT 20TL

articulated lorries of stage, light, P. A. & sound engineering, as well as the three cars had to be at road level and completely clear of The Grosvenor by 9am and they were.

I returned to my Flat, by mid-afternoon, on Friday 23rd January and I think I slept for two days? I still have not got back to normal, yet, as everything was dropped when I had the request. When I gave my Father a duplicate set of photos, he had them copied and sent to friends and family around the world. He is a very proud man .

As you can see, hopefully both "Petroleum Babies" will be doing 'parade laps' around Silverstone Grand Prix circuit on 4th & 5th July 2009 at The Renault World Series .

He, and I, both cherish the car events, where he drives the 20 and I the 30, a couple of times a year. The World Series at Silverstone, will probably be the peak of our achievements.

The above is an extract from a letter passed on to the club by Andy Mitchell who took his car to the show and has been passed to the club for reproduction in Renotes. Sadly they did not get the chance to parade their cars at the World Series as this year this had to be dropped as an option.

The black and white photo is one of the Renault 20 Press Photos the club has that were released in the 70s to cover this vehicle.

Andy Mitchell



Renault 17s - “Where are they now?”

Back in the December issue a call went out for details of remaining Renault 17s. Further to this, we ran an article showing that it is entirely possible to pick up a good one for £500 and get it through an MOT with little fuss. Just as September's edition was going to press, I received details of remaining Renault 17s that are known about. I have reproduced it here so the details known can be passed on. In addition one (well 2) for sale on ebay.

The first car has recently (September) come up on Ebay. At the time of writing it was located in Derby and offered for sale with a second donor vehicle. The registration is obliterated but it is an S reg. A photo of it is displayed below.

There is a Renault 17 GTR Sport (Gordini Model) located in Sweden. Whilst not a members car, it was spotted as it is currently For Sale in a UK web magazine.

1979 Renault 17 TS Targa - Derby - Metallic Green / Brown Interior MOT'd and in fine condition.

1973 Renault 17 TL Automatic - Eire -



Black Fonce / Black Interior MOT'd and in good condition. Was UMB 444M. John who owns this car would love to know it's



history. It came to him with an ROC badge so at some point was a members car. Please email jfitzgerald@eircom.net if you have any details.

He also has a R15 previous Registration MAN 5552 (Isle of Man) which he would welcome details on.

1974 Renault 17 Gordini Red / Black Interior

1978 Renault 17 TS De'couverable Blue / Black Interior

1979 Renault 17 Blue (Photographed at Donington)

1978 Renault 17 Yellow (Photographed at Donington)

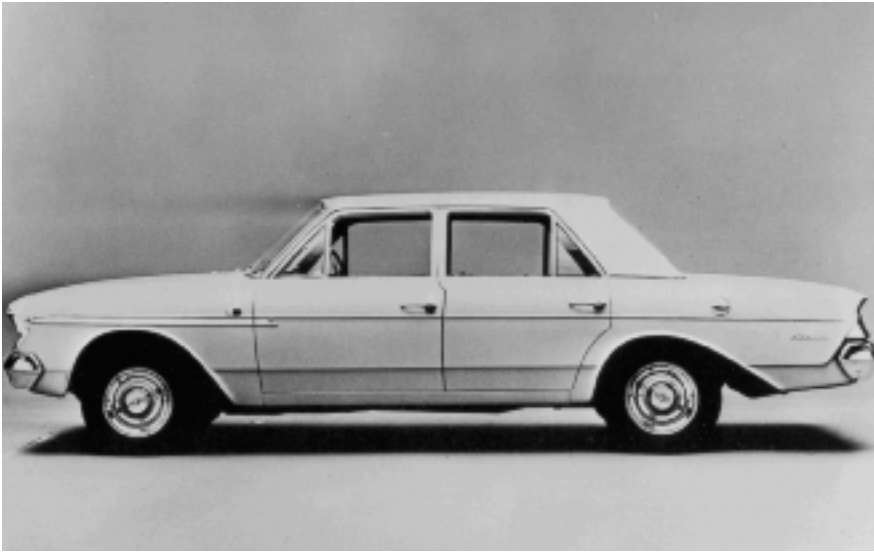
1972 Renault 17 TL Metallic Green / Brown Interior MOT'd and in very good condition.

There is also an on line Yahoo Renault 17 Group (visit [yahoogroups](http://yahoogroups.com) and type in R15R17). The club has most of the registrations for the above vehicles.

Antony Wyer Sutcliffe - Prefix Editor



Rambler from Renault



1960 was a year when external pressures caused internal stresses within Renault and the difficult trading conditions were reflected in the company's balance sheet – a mere FRF2.67m of net profit. Sales to the United States (chiefly Dauphines) collapsed and production was scaled back. Workers had to be laid off in the French factories, which did not go down well with the unions. Car-wise, the least expensive solution was to sell off hundreds of the 'surplus' Dauphines in the States for the best possible price, and to repatriate the unsold balance for refurbishment and subsequent sale into other (lhd) markets.

Great Britain was another market where sales plunged and this contraction presented the cash-strapped bean counters in Billancourt with an ideal opportunity to close the Dauphine production line at Acton and to consolidate all Renault's UK spare parts, servicing and office activities onto that site, where the necessary space for the totality of these activities would thereby become available.

At home, the sales of the *Frégate*, which had, by now, been refined into a reliable vehicle, sank to a miserable 16 a day. The *Transfluide* and the *Domaine* (estate car) were allowed to fade into motoring history and the last *Frégate* trundled down the Flins production line on 18 April 1960. Until the launch of the *Sixteen* a few years later, the RNUR was left with no home-built executive arrow in its sales quiver to do battle with the top models

available from Citroën (the DS), Peugeot (the 404) and Simca (the Vedette).

Co-operative manufacturing ventures in South America, had led Renault to team up with companies in the Kaiser Industries group. In some cases, that partner had strong links with American Motors Corporation, the smallest of the US 'big four' car manufacturers, which had come about by the fusion of the Hudson and Kaiser makes. These firmly-established South American offshoots were manufacturing local versions of AMC's smaller (by US standards) Rambler models, using, wherever possible, locally manufactured parts, in order to circumvent the uniformly penal customs duties applicable to imported items. Thus AMC vehicles were not totally unknown either to the directors of the RNUR or to their ex-patriate technicians, who had been seconded to work in such overseas undertakings, in order to safeguard the company's best interests there.

Renault thus signed an agreement with Detroit-based American Motors Corporation (AMC) on 22 November 1961, whereby the AMC Rambler Classic Six was to be assembled at the existing plant of RIB (Renault Industrie Belgique), in Vilvoorde (more commonly known as Haren) and for the cars to be distributed in France, in Belgium, in the Netherlands, in Luxemburg, in Austria, in Norway, in Iceland, in Algeria and even in the Ivory Coast, through its dealer network, under

the name of Rambler Renault. Virtually identical Rambler models (with no mention of Renault), built in the United States, would continue to be sold throughout the remainder of European countries (and elsewhere in the world, of course) by AMC themselves or through their agreed concessionaires. Hitherto, Charles Delecroix, the French Nash concessionaire, had imported Ramblers.

The first vehicles to be assembled at Haren became available in the spring of 1962, the launch being announced by a Renault press release on 11 April.

Externally, the car appeared just like its American counterpart, except that the Renault-distributed versions had the 'Renault' name and a small repeater light affixed closely together, towards the trailing edge of both front wings. Happily, the car lucked out on the 'excessive fins' era of American cars and, although it appeared to be quite large, when compared to the majority of European cars, it avoided the garish swathes of chromium, which were then a feature of many of Uncle Sam's cars.

Internally, the car was pure Americana and the dimensions were very similar to the recently discontinued Simca Vedette and to the contemporary Citroën DS-19. The single barrel Holley carburetter persuaded the water-cooled, overhead valve in-line six of 3205 ccs capacity to pump out 129 bhp at 4200 rpm, the engine being all-alloy, which was at that time unusual for an American car, and enabled it to reach 150 kph. Drive was to the rear wheels via a three-speed gearbox (no synchromesh on first gear) and drum brakes were fitted all round to retard the 1300-kgs car. Again unusually for an American car, suspension was all-round independent, although the back axle was a one-piece unit.

In summary, the car was aimed at the well-heeled motorist, for it was rated at 18CV thus attracting a penal level of taxation, which burden had already seen off a number of French car manufacturers and coach builders. In the States, the model had found buyers amongst the white collar workers of limited means and amongst students and AMC must have been delighted to be able to spin off some

extra sales to amortise its initial investment more effectively. Renault mounted a serious sales campaign with a touring semi-trailer to train technicians and publicity to convince those with large wallets that American cars were not difficult to drive, that the brakes were up to scratch, that Renault would stock the necessary spare parts and so on a so forth. The saloon was available promptly, but neither the break (station wagon) nor the two door coupé were assembled at Haren, so the very few customers for these expensive alternatives had to be patient whilst their vehicle was shipped in from the States FBU (fully built up).

Scarcely had the marque got into its European sales stride than the 1963 model, introduced at the 49th Paris Automobile Salon of 04 October 1962, was launched. Externally, the new model appeared to be a significantly different car from its somewhat frumpy predecessor, this being par for the course with American cars of the period.

As this Renault exhibition stand (NOT, incidentally, the Paris venue) shows, the new model appeared to be more modern and the station wagon version was particularly harmonious. Another change concerned the 'Renault' script, which disappeared from the front wings, whereas a 'Classic' logo appeared on the trailing quarter of the rear wings. Moreover, the round orange repeaters on the trailing edge of the front wings of the earlier model were replaced awkwardly by the Renault Eight's red and white rectangular repeaters. Hidden updates were made in the areas of the engine mountings, accessories and to the brakes. The wheel base was visibly longer and the whole car sat lower.

The modernised grille/headlamps ensemble was less clumsy on the new model, the previous heavy swage line along the side of the car was eliminated, thus lightening the whole side aspect, and the wraparound rear screen was ditched in favour of flatter glazing, which allowed a more graceful C-pillar. The rear panel was also cleaned up, somewhat à la Triumph Stag, with neat new light blocks at the extremities.

Minus points included a 'jaws' opening

front bonnet and a spare wheel, which lay proud, smack in the middle of the floor of the (enlarged) boot. The torque-full engine was unchanged, but, mercifully, a three-speed automatic gearbox was offered (albeit it at a startling supplement and at a fuel penalty, to boot) as an alternative to the mediocre manual transmission. Although it remained one of the smaller and least expensive American cars on the market, its unchanged horsepower rating kept it in a crippling tax rating band.

Unsurprisingly, the 1964 model, introduced at the previous October's Paris Salon, was again slightly altered in appearance. The bumpers were stouter and the four-headlight concave front of the previous year was replaced by a four-headlight, slightly different patterned



convex grille, within which the surround of the twin optics was not continued across the car, but narrowed across the centre, like a giant dog's bone and somewhat reminiscent of the front of the Ford Escort Mark 1. This allowed for a slightly lower, rolled-over leading edge to the bonnet between the headlamps' surrounds and this, coupled with the abandonment of the curious wide double side strake along the front wings (only) of the earlier model, in favour of a very compact double strake enclosing a red background, running along the entire length of the car, made the whole ensemble appear to be classier. The wheel embellishers were of a new pattern, the contours of the rear panel were reworked and included the 'Rambler Classic' monogram bounded at each end by new rectangular light blocks, while the

'Renault' name replaced the 'Classic' logo below the double-strake body trim on the trailing edge of the rear wings.

Inside, the dashboard was rejuvenated, the instruments being back lit in a bluish glow, and there were new internal door handles and window winders, whilst the boot gained specific-to-model plastic floor covering.

The Paris Show models wore whitewall tyres and the saloon, the station wagon and the coupé, were joined by a convertible version, again only to be had as a FBU importation.

For the 1965 model year, yet more changes took place, including the third new grille in three years! Although the

centre portion of this three-box offering remained untouched, the changed grille (it became slightly more convex and of a different pattern) at one end and a boot extended by 12 cms to give more luggage capacity, made the car appear even more imposing. The wheel embellishers were changed and the wing cut-outs for the wheels changed from round(ish) to squared off. The rear panel transmuted once again and lost 'Rambler Classic,' which was replaced by 'Renault.' This latter script also reappeared under the new, single bar, full length, side strakes, at the trailing edges of the front wings, which continued to sport the out-of-place red and white rectangular Renault Eight side repeaters above those dividers. Two parallel horizontal air vents appeared on the C-pillar, which gave the impression of length to the sides of the top.

Major changes were introduced in the engine and in the braking departments. A new 'oversquare' power unit of 3620ccs, fed by a twin-barrel Carter WCD carburetter, produced 140bhp. However, this replacement for the previous 'long stroke' 3205ccs unit, with which it had little in common, put the car into an even higher road tax bracket. There were also new servo-assisted disc brakes fitted at the front, although drums were retained at the rear. The standard transmission was manual, with the automatic version available as an optional extra.

The dashboard, with its reflection-eliminating hood, had a make-over and the opulent front bench seat could be completely reclined to form a bed. Curiously, the window operation remained manual, despite the States-side preference for electric assistance. Nine different paint colours were offered for this model year.

For the 1966 model year, the Rambler 66, which was the European version of AMC's Rambler Classic 660, had a new competitor from the Renault stable – the all-new Renault 16, which had been launched at Geneva in the previous year and which was now truly commercialised. Understandably with the presence of a new, in-house range topper, there was little incentive to offer a top-of-the-line car in the Renault range, which was not of true Renault manufacture and design, and consequently focus on this American-born son was diverted.

There was an increase in the engine capacity (now 3802ccs) and the power went up to 155bhp @ 4400rpm, which gave a top speed of over 160kph (100mph), but pushed the car up into the 22CV taxation class. The habitual tinkering with the appearance of the car for the new model year was a given – new wheel embellishers, a reappearance of the



dual strakes along the flanks of the car, different 'RENAULT' lettering running towards the back outside edge of the rear wing, almost touching the wraparound of the rear light, a new shaped chrome lever to alter the rake of the separate uprights of the front bench seat and so on and so forth. A nightmare for the spare parts manager...

The 1967 model year was Renault's final throw of the Rambler Classic dice, for the company had no reason to hang onto a hybrid, which it had sought to use as a range filler between the demise of its own Renault Frégate and the birth of its own, new Renault 16, which had virtually killed off any Rambler sales. Indeed, for the final model year, the Rambler Renault Rebel was a European clone of AMC's Rambler Rebel and it appeared to be strangely the same yet strangely different from its previous year's sister and, with the cessation of assembly in the summer of the year, it took some months to clear the old stock.

Despite it being a compact car States-side, this six-seater was still large enough (4.82 metres long and 1.84 metres wide) to make an (almost) contemporary Simca Présidence look petite. The grille changed yet again – more radically with a flatter bonnet and withdrawn double optics and black oblong grille, somewhat reminiscent of the first series Vauxhall Ventora. The wheel arches flared out more, the C-pillar lost its twin horizontal airflow slots, the half-height double side strakes disappeared to be replaced with single line strakes running along the flanks low down at (roughly) the level of the wheel centres, the fixed quarter lights on the trailing edges of the rear passengers' side windows gave way to one-piece items and the huge boot appeared to be more ungainly.

But we must remember that such vehicles, with engines offering a wide spread of low down root-wrenching torque, were ideally suited to a three-speed automatic gearbox, which operated to a large extent in its top ratio, and the only down side was a somewhat dipsomaniacal thirst for fuel, particularly if one stamped on the loud pedal to be first away at the traffic lights' Grand Prix. Plus features included quiet running, except when 'gunned,' a

small turning circle, power steering, minimal visual 'dead' angles and comfortable seating. Apart from fuel consumption, the other main disadvantages were the somewhat wallowing ride in the manner of American cars of the time and the road holding, for the cars were inclined to wander from the straight and narrow, particularly at higher road speeds, and any high cross wind exacerbated the problem.

Renault assembled 6342 Ramblers of all types at Haren and this correlated to one year's importation into France of the contemporary Mercedes-Benz 230. Reputedly, the operation was a loss maker for the RNUR from the very outset. The CKD (completely knocked down) kits, which were despatched from AMC's Kenosha (Wisconsin) facility and which each composed sufficient parts for the assembly of eight cars per pack, often lacked vital parts, for whatever reason, and such parts had to be taken out of parts stock and back ordered to be shipped over with the next consignment of spare parts and the cost of such shortfalls had to be sorted out subsequently, which must have been a total nightmare for the stock controller. The AMC concession was taken over by Jean Charles Automobiles, which then successfully imported Rebels, Javelins, Matadors, Hornets and AMX', plus the celebrated Pacer.

A final twist to the story is that in this same year, Renault received financial compensation from Ford, for having had to pull out of Brazil, when Ford bought out Willys do Brasil, Renault's partner there. This manoeuvre was mentioned in a recent article in RENOTES concerning



the Ford Corcel (in Brazil) having had its roots in the Renault 12. With that money, Renault increased its shareholding in IKA

(Industrias Kaiser Argentina) to an overall majority and the company became IKA-Renault. That factory was already manufacturing the Rambler Torino 380, a coupé or four-seater saloon, which vehicles were based on the Rambler American, AMC's starter model. A picture of this well-respected beast appeared as a footnote to the above-mentioned article in RENOTES. Renault attempted to import the Torino coupé into France, but this effort was not a success and a mere handful of the cars were sold into that market.

As one Rambler Renault enthusiast put it – 'the car was born in all modesty, it lived modestly and the survivors continue life in the same spirit, without making any noise, save that of the characteristic six cylinders.'

And what work did RIB undertake to replace the American vehicle? As the last Ramblers passed down the Renault production line, they were interspersed with Russian Moskvitch 411s, which arrived from the Muscovite MZMA factory in SKD (= semi knocked down = with the main frame already put together and all the components supplied separately) form, sufficient to build 16 vehicles per consignment. These were put together for the account of the then importer, Scaldia-Volga, located at Zaventem. As opposed to the American vehicle, which incorporated some European parts, every single nut and bolt of the Russian vehicles was (meant to be!) supplied from the mother country. But that is another story altogether and is of little interest to Renault enthusiasts.....

However, before we leave this saga, there is one diverting little snippet to relate. On 22 August 1962, at the height of the Algerian war, France's strong man, Général De Gaulle, survived an attempt on his life, when his Citroën DS was unsuccessfully ambushed in the south Parisian suburb of Petit Clamart. Shortly afterwards, the Minister of the Interior commissioned discreetly from Renault an armoured limousine, based on its top of the range car, which, of course, was at that time the Rambler Renault. Jacques Dumanois (engineer) and Robert Normand (technician), both from the Reuil Technical Centre spent six months

deciding on how to construct such a vehicle, which, according to the latter, included 27mms thick all-round glazing, run flat tyres (each wheel weighed a stonking 40kgs!) and Chausson-designed air conditioning. The special preparation increased the original vehicle's not inconsiderable weight from 1307 to 2700kgs.

Amédée Gordini was called in to improve the engine's standard 138bhp output and to ensure a top speed of over 185kph (about 115mph). He was also required to uprate the braking system to cope with the engine's extra performance and with the vehicle's weight gain. The first stage was to fit special cast aluminium fins to the standard brake drums, but this produced little improvement, so, eventually, ventilated disc brakes were incorporated.

The task of creating the one-off coachwork fell to Philippe Charbonneaux (he, who had thought up the V-bonnet for the R8, who had had a big say in the R16 and who had had a (unique) three-box R16 made to his own specification). This special Renault Rambler's execution, the fitting of the specified protective armour, the trimming of the limousine's interior and the painting fell to the last of France's great coachbuilders, Henri Chapron. The photographs show that the exterior result is not one of that firm's most harmonious outcomes, but at least it appears neither overly Rambler nor overly Renault and

perhaps it demonstrates above all the quirkiness of design, which characterised Philippe Charbonneaux' work.

Alas, all the blood, sweat and tears were in vain. The story goes that, when the project had been completed, the vehicle was delivered to the Elysée Palace in the normal manner. One evening, a short while later, when the General was going out to an official dinner, the new car awaited him at the foot of the palatial steps.

'What is that abomination?' he commented pithily. 'I did not order that machine! Get rid of it at once and bring me my car!' whereafter his old Franay-clothed six-cylinder Citroën Traction was brought round and he departed to dine.

So that French Head of State never used the car, which had been manufactured especially to guard his life, because (basically) it was not French. He preferred to scorn a car from the nationalised car manufacturer, which he himself had called into existence in the first place, and to use a vehicle manufactured by a private company. Ironic? Bizarre? Or what?

Happily, this unique vehicle was not ordered to go straight to the crusher and currently it reposes in the Le Mans Automobile Museum.

Hector Mackenzie-Wintle



Impregnation. Why?

Although not a subject well known to the general public, impregnants in their various forms have, from the beginning of time, been used to seal porosity in metal castings.

However, one of the most marked applications in the twentieth century was the impregnation of the WW2 famous Rolls-Royce Merlin engine 'crankcase'.

The whole production in excess of 168,000 units were hot dipped (an early form of impregnation) in linseed oil to seal porosity against glycol (coolant) and oil leakage in service.

Along with the now established method of vacuum impregnation, in the late 1970's, the first thermal curing acrylics were developed, having the benefits of low viscosity, excellent capillary attraction and rapid curing to a tough and inert sealant.

Almost 30 years on, today's acrylics still remain the international standard worldwide for the sealing of light alloy automotive engine components such as cylinder blocks, heads, transmission cases, water and oil pump bodies.

More recently, this particular technology has been further developed into a two pack acrylic sealant with the ability of rapid cold curing and having all the virtues of its thermal curing cousin.

Whilst it has some similarity to that of thread locking adhesives, it does not rely on the presence of metal to trigger the cure and as such will be found to glue almost anything to anything within just a few minutes.

As an impregnant, disassembling of the repair is often unnecessary as the joints to be re-glued are simply drip fed by capillary attraction with the impregnant until saturation between the interfaces has been established.

Such joints that may be treated in this manner include securing wooden frames that have become loose, coachwork joints

tightened up, even tired wood screw holes rejuvenated. This picture shows syringe injection, but, often pipette drip feeding at the base of worn joints will suffice.

Other potential uses for the two pack sealant are bolt thread locking and pipe thread sealing. The writer was recently faced with a situation where a cast iron manifold connection had wasted so much that it was unlikely to have survived the screwing in of a male taper hose connection.



A special connector was therefore made with a parallel thread and screwed in just hand tight and then drip fed with the sealant using a pipette. The reassembled pipe work did not leak. This was effected on the writer's 1904 Darracq Flying Fifteen immediately before the LTBR 2008 run and still remains serviceable today.

Such an application as this can be most useful when turning a threaded elbow or tee to a particular position, which often results additional purchase (over stretching the fittings) to achieve the desired position.

By using the two pack acrylic sealant, this was not found to be necessary as the elbow could be left loosely in the position required, allowing completion of the pipe work before application of the sealant.

As an example of the strength of the two pack sealant, a manifold of copper capillary fittings was made up which, after assembly, the sealant was drip fed onto each of the fittings with the exception of one compression fitting connection to the pump. After one hour, the manifold was hydraulically pressurised to 600psi (43 bar) and the only leakage observed after several hours was the compression fitting that had not been treated with the sealant.

The two pack sealant has many applications such as sealing frost damaged water cooled cylinder blocks by drip feeding the crack with the sealant. A cotton wool face pad saturated with sealant and placed onto the crack can prove advantageous.

It provides a continued source of sealant that will be attracted into the crack, assisted by gentle massaging of the pad. Curing takes place within 2-3 mins. It may in some instances be an advantage that the pad be left in place where surface appearance is not an issue.

Exactly the same principle may be applied to a leaky radiator or even split radiator hose. The latter may be simply wrapped using a bandage or mutton cloth and drip fed with the sealant to the point of saturation.

The sealant together with impregnated cotton wool or other such materials, including carbon fibre may be considered for emergency structural repair. The sealant is also ideal for weather proofing, sealing between mating surfaces, around windows, recovering rotten wood, impregnating embedded metal corrosion against moisture penetration and much more ... !

Mixing of the impregnant is straight forward, only mixing enough at a time to maintain a constant flow into the substrate.

This way very little will be wasted. It is important that the object to be treated is clean and dry and ready to take the sealant as the window of application is just 1 to 2 mins before curing commences and is complete within 5 to 10 minutes. Preparation is all.

Peter D Young

This article could be construed by some to be an advertisement or ‘puff’ for the manufacturer, but, never the less , we would like to share it with you, as we believe its intrinsic worth is in line with the needs of our members.

It mentions a number of applications and cars, which, whilst not in our era of Post 1940, may have similar problems to those we face.

Bearing in mind some owners may resort to swapping engines to stop leaks, perhaps this offers an alternative solution with a lot less hassle and of course the end result is a more original vehicle.

The past year(ish) saw three cars celebrate their 25th anniversary in the U.K. (some were launched a little before in France). The Renault 25 (25.11.1983). The Renault 5 (24.09.1984) and the Matra/ Espace 2000

Alasdair Worsley

For more information on the above product, see <http://www.x-seal.co.uk/>



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This year, Renault Trucks carried out the challenge to drive from North Cape (inside the arctic circle) to the Cape of Good Hope (South Africa). Here follows some extracts from the report they sent in. The full text and more photos can be found on: <http://www.capetocape.renault-trucks.com>

North Cape - The Start

It is 13:30 on this Sunday 1 March as the four Renault Trucks Kerax and six Sherpa leave from the most northerly point of the European continent. A moment of high emotion for all the drivers and the Renault Trucks company which has been working on this project for so many months. It isn't every day you see a GPS displaying coordinates like these : 71°10'21" north latitude !

True to its reputation, Cape North, located on the island of Mageroya, welcomes its passing guests with snow, a biting cold wind and a temperature of -20°C. Once you are there, the only option is to head south – something the whole armada is more than willing to do!

On the road, the Renault Trucks staff team witnesses an infinite number of subtle changes in the landscape around them as they wind their way along a frequently

narrow and very often icy route. At times, it takes them past mountainous massifs, and at others through tunnels gouged out of the rocks.

After driving along the foot of steep cliffs, the Sherpa and Kerax come to Honningsvåg, a Norwegian fishing port, nestling in a narrow fiord. Used as a rearguard base by the Germans in the Second World War, it subsequently welcomed the less belligerent boats of the local fishermen, which sought its protection from the storms - for on this fragmented coastline of north-eastern Norway, the wind can be particularly fierce.

Russian Stopover

St Petersburg and the stopover there were much appreciated by both drivers and machines. For the drivers, it was an opportunity to explore the city and meet up with about a hundred customers invited by the Renault Trucks subsidiary in Russia. While for the machines, the Kerax were given routine maintenance, and the Sherpas were treated to a more detailed inspection. The Trip-masters were connected and all vehicles were given a thorough cleaning before the first Russian customers arrived.

Once this event was over, Cape to Cape was soon back on the road again, on its way to Moscow. The group of vehicles got off the major highways, taking narrower, snow-covered roads where they encountered many logging trucks, saluting their big brothers from the East.

The final halt before Moscow is Ostachkov, where the retractable tarpaulins are opened, bags unpacked, dinner eaten and everyone is able to get a refreshing night's sleep. Up bright and early the following morning, some discover they have to take a cold shower because they forgot to turn on the water heater in their rooms! Then it's time for breakfast – with a single dish seeming to be an echo of Soviet frugality! As it leaves, the caravan drives by a group of intrigued and amused school children – some of them very enthusiastic!

Turkey

Crossing the Bosphorus, the Cape-to-Cape expedition laid its first wheel tracks in Asia. Heading for Anatolia, the lie of the land was increasingly hilly. To the astonishment of some of the team, Turkey proved to be a very green country where each plot of arable land is used for crops. As ever, the convoy received an extremely warm welcome, as much in the towns as in the country.

The Renault Trucks drivers discovered Turkey's tracks after Bilecik, a fast but winding road on dry ground. The panoramic views were magnificent. The next day, Cape-to-Cape crossed the high plateaus of Anatolia towards Aksaray, a fore taste of the steppes of Asia Minor and the Caucasian mountains with volcanoes standing over vast semi-arid plains. From Aksaray the landscapes were particularly grand with a few passages getting drivers used to the vehicles' all-terrain capacities: fords, narrow muddy tracks and substantial gradients. On the stages between Aksaray and Nevsehir, snow was always close by. It was during this stage that the expedition discovered the fantastic landscapes of Cappadocia: a succession of limestone and volcanic rock throughout the trip, with a high section at 1,770m altitude.

The second-to-last Turkish stage between Nevsehir and Iskenderun on the shores of the Mediterranean was by far the most technical. Up and down mountain passes several times on a surface made slippery by the melting snow. The Sherpas showed extreme agility and speed. Even though they are worksite vehicles, not tactical machines designed to fording, the Kerax 6 x 6s and their drivers overcame the





challenge with flying colours. However, they had to learn to control their braking and avoid overheating on the long descents; the Keraxes are equipped with drum brakes, whereas the Sherpas have 4-wheel disc brakes. So, more new experiences in store trying to master the blocking of differential gears and gear shifts on the 16-gear box. The Sherpas, with their automatic Allison 6-gear box, did not face the same complexities! Cape-to-Cape is proving a real lesson in humility.

Heart of Africa

On the Port of Djibouti, the team carried out a thorough examination of all the vehicles before heading out onto the African roads. In blazing sunshine, the technicians reviewed all the mechanics of the vehicles. Nothing was left to chance: pressure levels, air filters, drive belts and all fixtures and straps. Whilst the mechanics were keeping themselves busy around the Sherpas and Keraxes, a certain enthusiasm reigned at the idea of getting back on the road. Morale is good.

Florence, Kerax driver and responsible for pre-project product development in Saint-Priest confided: "My office colleagues gave me a bag of messages before I left, for me to dip into during the expedition. They said it could be helpful to me if I felt lonely. But for the moment, I've not had the chance to open any!"

Once the technical checks were finished, the Cape-to-Cape expedition got back on the road. Whilst children ran around the vehicles, everybody waved to the crowd

following the convoy. You could hear the children shouting "Vive Renault!" and "Bon voyage!".

Leaving Djibouti, the convoy headed out on the rocky desert's only road. Traffic was dense and the road was littered with abandoned trucks. This was a dangerous stretch, full of traps where accidents are legion. Indeed, it was here that the Kerax went into a ditch as a result of a driving error, but it was not as bad as it looked.

The truck was able to get back on the road once righted! It took 3 hours to get over the border, in uncomfortable heat - sometimes approaching 60C - before the convoy could get into Ethiopia.

Here, traffic was more fluid but there were still some surprising encounters to come: whilst the drivers were sleeping in their tents at the bottom of a beautiful valley, hyenas invited themselves into the camp. The wild animals caused quite a fright but the drivers were able to laugh about it the next day.

Crossing the holy town of Lalibela and the visit to its 13th Century churches (actually carved out of the rocky ground) as the faithful sang canticles was something that everybody will remember for a long time. 10 hours' drive followed in the dust at 3,000m altitude right through to Lake Tana before getting into Addis Abeba.

The party thrown at the French Embassy in the Ethiopian capital to honour the visit of the Cape-to-Cape expedition will remain in people's minds for a long time,

with several enthusiastic diplomats having even admitted that in the past, they had used Sherpas as company vehicles!

The expedition continued on its way through a much drier landscape, desperately in need of the rainy season. However, a few hundred kilometres further on, the team was surprised to pass over a particularly green plateau. This was the Ethiopian orchard which is regularly watered and planted with banana trees and potato fields. Further on, they witnessed immense cornfields laboured by mechanical tractors. Nobody was expecting this sort of landscape.

Cape of Good Hope

After the final bend, the Cape to Cape Keraxes and Sherpas stopped at the end of a road cut off by the ocean. They can go no further south and have reached their destination: the Cape of Good Hope opens up before their eyes.

In spite of the cacophony of truck horns which marked the moment, it was a solemn one indeed. Stefano Chmielewski, CEO of Renault Trucks, looked over the bay to the horizon: "We wanted to show that our trucks could link up people and bring them together around an event such as Cape to Cape, and beyond of course, around our brand," he said. "It is a real satisfaction and I'm immensely proud because once again Renault Trucks has kept its promises!" Behind him, the whole team congratulated each other. Telephones started to ring.

Messages of congratulation from the whole world came in thick and fast: families, friends, colleagues, former adventure participants and customers from Russia, Ukraine and Argentina saluted the arrival of the convoy. It was a magical moment. Drivers and crews climbed down from their Sherpas and Keraxes to meet the crowd that was there to greet them. Cameras were in "rapid burst" mode! They were met by faces and smiles full of awe.

Pierre-Alain Brendel



Renault Slotcars

By Hub Habets



If you ever dreamed about driving your Renault in the Monte Carlo Rally, maybe slotrally is a hobby for you.

As an ex-rally driver, I created my own scenery rally track on the top floor of our house. It is a lot of fun sliding the 1:32 scale models around the 42m track. With only 1 cross-over, you need to drive 84m, before completing 1 round in maybe 50 seconds. So scale speed is about 120miles an hour, which is a lot faster than the WRC boys drive today, but they miss a guide under the car and a slot in the road, as is usual on a slot track. With led lights at the front and on the rear of the cars, driving night stages is a real challenge.

Nowadays a lot of rallycars are available as a slotcar. Not only modern WRC cars, but also versions from early decades.





Since 2008 the Spanish slot brand SCX produces an awesome detailed version of the Renault 8 Gordini, in which a young Jean Luc Th erier managed 5th place overall during the Rally Monte Carlo in 1969. With the engine placed behind the rear driven wheels, he used the advantage of having more grip than his rivals on the snowy special stages.

Later, the know how from the Renault 8 Gordini was used in the much lighter unitary glassfibre 2 door body of the Renault Alpine A110. This very low and ultra light car became the same drive line configuration as the R8. Swedish rally star Ove Andersson won in his 1600 version of the A110 the Rally Monte Carlo in 1971.

Also this car has been scaled down by SCX for use on the slot track at home. But in the slot cars, the engine is placed in front of the rear wheels.

When pushing the R8 Gordini very hard, it will lift its inner wheels because of the high centre of gravity. Balancing on the edge is a challenge and can be learned in a cheap way on the home track, without using endless body shells of the real car.

The Renault Alpine is much lower. Lifting

a wheel is not done for this car. Smooth sliding with the tail out is the way to manage fast times. As in reality, the Alpine is also, on the home track, much faster. But that is not so important for me.

Both SCX cars are a piece of rally history in their own way, and still available in the UK at your slot car dealer:

Renault 8 Gordini	Ref: 63160.
Renault Alpine A110	Ref: 62590.

two Other versions of the R8 by SCX are:
Renault 8 TS blue Ref: 63790
Renault 8 TS yellow Ref: 63800

More pictures of my tracks are on www.slotforum.com, under my nickname "rallyhub".

You can also find pictures of my tracks in the book: "Scalextric, the ultimate guide, 7th edition", by Roger Gillham, under the chapter: "Home and club tracks".

Hub Habets



The Fastest Gordini on Earth?



11,000 RPM 300 MPH



©Bud Free

Le Mans to Bonneville via Indianapolis.

By Roy Smith



Picture 1 Renault Alpine and Mirage before Le Mans 1978. (©Renault Communications)

“Once upon a time” - the start of most children’s fairy stories. But this is no fairy story, though it is not unlike Jean Rédélé’s dream of winning the Le Mans 24 Hours outright. Just as with the Le Mans story, the dream may yet become reality. The fastest Renault-Gordini on earth?



Picture 2 The first V6 normally aspirated engine. (©Renault Communications)

Our story starts back in 1972 with discussions within Renault management on a new engine. The project took shape and became the V6 2 litre that would go into the new Alpine A440 sports proto which eventually won the European 2 litre Sports Car Championship Manufacturers’ title and gave Alain Serpaggi the driver’s title.

What came next was the development of the turbocharged engine when Bernard Dudot started his work in 1974 after a trip to the USA in October 1973 to study the use and benefits of the power boosting offered by the turbocharger. The full story will appear next year in my forthcoming book, *Alpine and Renault - The Sport Prototypes*.

The trials and tribulations that took place during the development of the 2 litre turbocharged engine are well

documented and we will not go into detail here, but these engines, designed and built in Viry-Châtillon, would eventually power the Dieppe-built Alpine-chassis A442B to victory at Le Mans.



Picture 3 2 litre Turbo Renault-Gordini. (©Renault Communications)

In 1978 Renault decided to cease racing with sports prototypes and to turn their sights towards Formula 1. But what happened to all the engines? Quite a few were built and many parts were left after the 1978 Le Mans race. Some, of course, stayed with the cars and *Histoire et Collection*, created in 2002, have been able to get sufficient parts to restore and successfully demonstrate and even race these fabulous cars at the Le Mans Classic. So where did the bulk of the engines go? Here is the answer.

For Renault and for Alpine, sports prototype racing and competition in the World Championship and in the Le Mans 24 Hours were over; it was mission accomplished. Renault Sport under Gérard Larrousse were moving in a new direction, Formula 1, and it was with the full backing of the Régie that they were to make a serious challenge on the Formula 1 World Championship in the years that followed. It was while I was researching for my F1 turbo book and forthcoming sports prototype books that I discovered with some joy an incredible story. Having heard a few words “on the grapevine” and asked a few questions, I found an unusual twist to what happened to Mr Dudot’s turbocharged engines from the 1970s.

Enter a racing man from the 60s and 70s, American Harley Cluxton and his company Grand Touring Cars (GTC). With the help of John Horsman and François Castaing I made contact via email with the larger-than-life Harley and he came back with some gems of information.

Here is a transcript of parts of a number of written communiqués I have received; they are self-explanatory and very enlightening:

A letter dated 10 August 1982:

From Harley E Cluxton III, President, Grand Touring Cars Inc.

To Gérard Larrousse, Régie Nationale des Usines Renault, Boulogne-Billancourt.

Dear Gérard,

Our proposal is to prepare and race in CART racing in 1983-84.

The team will be Mario Andretti, Rick Mears, Tom Sneva or Geoff Brabham. A complete test programme will be conducted with emphasis on Indianapolis (author's note: the Indy 500). As we have discussed previously, engines will be the important factor in this effort. We have to establish that the engine can produce 800bhp out of 2.65 litres..."

GTC under Harley Cluxton and Renault were already talking and had started considering going Indy car racing in 1981. At that time Renault were totally committed to Formula 1 and were not keen to utilise their expertise from the then current engines, but the question was: where were the engines that had been produced for the Le Mans sports prototypes programme? This was the engine they wanted. The engines were in store at Renault - some 15 or more of them, in various states of repair; some new, unused, some used and some rebuilt units and lots of parts. They were 2 litre turbocharged engines and just what GTC needed to develop a 2.6 litre to go to Indianapolis.

It is worth reminding readers here that Mirage, the team formed by the great John Wyer and managed by John Horsman out of Slough in England in the early 1970s, had been bought by Harley Cluxton and his historic racing car restoration business in Phoenix, Arizona, in early 1976. Then later in 1976 came the first meeting between Renault and the GTC Mirage team after the Mosport Sports Prototype Championship race where Gérard Larrousse and Bernard Dudot first discussed Mirage using the Renault engines at Le Mans. The rest, as they say, is history: the Mirage Renault nearly won the 24 Hours in 1977, finishing second to an ailing Porsche, though in 1978 they would only finish in 10th place. A good, friendly association had been formed, but with Renault's pull-out after the 1978 Le Mans and refusal to let Mirage continue with their engines, Mirage had to return to Cosworths for the years that followed. The friendship continued, though, so when the letter arrived on Gérard Larrousse's desk confirming a request, Renault decided to help.

Through their American subsidiary of the time, AMC, Renault was to supply a few engines for research purposes. They went to GTC for development. Harley Cluxton: "Our goal was to re-engineer the Renault 2 litre turbo into a 2.65 litre Renault Mirage Indy motor that would produce the same bhp as the V8 Cosworth DFX but would have the advantage of being lighter and smaller, perhaps with better reliability."

The next name to appear on the scene is Chaparral. Jim Hall, the legendary team owner, was a friend of Harley's (still is, as far as I know) and one of Jim Hall's engineers, Mike Fanning, who had been involved in a lot of development with the Cosworth DFX, started work to create a Mirage Renault turbo 2.6 litre engine. In 1984 Gérard Larrousse decided to leave Renault Sport, the organisation he had created at Renault's request in 1976. A new man had been brought in above him and sadly Gérard's position became untenable.

The new man was a certain Gérard Toth. On 17 December 1984, Gérard Toth wrote a letter to GTC saying, "I have reviewed the possibility for Renault to go ahead with the Indy engine program you have started. Although this means more work for us, I have

decided to carry on and am pleased to let you know it." This was followed on 24 April 1985 by a more formal agreement signed by Toth on behalf of Renault. Within this agreement it states: "After two years of investments estimated at approximately US\$500,000, the engines developed by Grand Touring Cars appear to be competitive with the Cosworth engine at present powering 90% of Indy starting grids.

Renault Sport is extremely interested by the fact that a Renault-based engine could eventually be an Indianapolis winner." The agreement goes on to state: "After the initial assistance which is the subject of the present agreement, it is understood that Renault Sport will supply parts at Grand Touring Cars' demand on a commercial basis." "Article 1 - Renault Sport will supply free of charge six sets of parts to enable Grand Touring Cars to build six complete engines that will be used for final development purposes." There are several more articles to the agreement, including a regular supply of components to be invoiced as and when required.

So did it happen? Well, yes and no. The car was to be a Doug Shierson Lola T900 chassis; at the time, Shierson's team was sponsored by Domino's Pizza. An ex-Renault Sport team member says, "Yes, there were quite few maybe 10 engines in various states of repair with parts that went over to the USA and added to the Mirage-labelled units already there."



Picture 4 And here it is. (© GTC)



Picture 5 Installed in the Lola T900 chassis. (©GTC)



Picture 6 Al Unser Jr aboard; Bernard Dudot looks on. (©GTC)

At the time, both John Wyer and John Horsman were also involved, both of course then well known in the world of sports prototypes. Wayne Beckwith, ex-chief engineer of Mirage, says: "At the time the rules were favourable as regards boost turbo power and so suited the Renault engine and made the project feasible, but it was a bumpy road; the regulations changed and communications with Mike Fanning deteriorated. But the car was developed to the point that it had a fully functional engine and it was tested at Jim Hall's Rattlesnake Raceway with Al Unser Jr driving."

On 25 September 1986, John Wyer wrote to José Dedeurwaeder at Renault in Paris "to give my impressions of the present stage of technical advancement of the Indianapolis version of your V6 race engine. As you may know, I have been associated as a technical consultant with this project since its inception at the end of 1982. I am most favourably impressed with the progress that has been made. I now have confidence that with a minimum of further development and detail refinement the engine will be ready for limited scale production and will be competitive against the Cosworth DFX which has dominated Indianapolis for so long." John Wyer's letter continues with these words: "To sum up, we have an engine which approximates in maximum power very closely to the Cosworth DFX and which has run 500 miles, the Indianapolis race distance, at 90% full load..."



Picture 7 Could Renault win the Indianapolis 500? (© GTC)

So GTC and Harley's men were ready. Bernard Dudot had been involved from the beginning and assisted the engineers to reach the point where they were able to test over the 500-mile distance. Harley Cluxton: "The GTC car still exists; it's not sponsored by Domino's, though, as in the pictures. The car is a Lola T900 chassis carrying the number HU19 and it's in Phoenix, owned by our GTC paint man, Glen Roberts. Al Unser did all of the testing and drove for the Domino's Pizza team in 1985, 1986 and 1987 for Doug Shierson. Just as the project seemed to have turned the corner, the boost regulations were changed and made the project obsolete and so it was abandoned."

We have seen that many of the sports prototype Le Mans programme engines were shipped out to the USA for an attempt at the Indy 500. Imagine the headlines: "Renault wins the Indy 500!" It never happened, but the car was built, it did run and it was a serious attempt backed by Renault. However, at the end of 1985 the sale of the Renault USA arm AMC to Chrysler indicated that Renault were no longer interested by the time John Wyer wrote his letter to Renault. But it was not the end of the sports prototype engine story.

Bud Free, the man who worked in the team at Le Mans in 1978, is a talented engineer and passionate speed record man. Over recent years, with long-time friend Wayne Beckwith from Mirage, he has built several interesting Salt Lake speed record cars powered by... yes, a sports prototype 1978 2 litre turbocharged ex-Le Mans project engine, labelled Renault-Gordini. Exactly - one of those units from 1978.

Bud Free's car at first ran to a formula called "roadster" that required an upright radiator. Using the ex-sports prototype engine, it ran at the Bonneville Speed Week, a regular annual event held on the Utah Salt Flats, a dry lake bed and the place where world land-speed records are set. Bud managed a run of 177mph in 2004.



Picture 8 The early car. (©Bud Free)

The author spoke with Bud Free in May 2009. Bud Free: "I first came in contact with Harley in 1977 when he was preparing the Mirage cars for Le Mans. Wayne Beckwith worked for him and is a good friend of mine. He put me in contact with John Horsman, for whom I did some machine work. His crew would drop the part off at night on their way home and pick it up in the

morning. I went to Le Mans with Harley and the GTC team in 1978, 1979 and 1982. I was a fabricator for them at Le Mans. I haven't done any work for Harley in quite a few years as he doesn't race any more. I still do work for other people, mainly machining parts for Ferraris and Lamborghinis for GT Car Parts (Bill Young). I retired in 2002 and went to Bonneville for their 50th anniversary and got the 'salt bug'. I started building a roadster in 2002. This was the first competitive type of racing I had been involved in since drag racing." (Bud was a top dragster driver in the 1960s and is in the Dragster Hall of Fame.)

Bud continues: "I talked to Harley about a Renault engine for the roadster. Harley provided the engine parts and Wayne Beckwith and I built an engine. I had seen a fancy H-patterned connecting rod in Harley's office, being used as a paperweight on his desk, a rod for the 2 litre 78 Le Mans Alpine Renault engine.

Well, I worked in an aircraft machine shop for 40 years so I borrowed the rod and took it to work and created two sets. We found that Harley had ended up with loads of spare parts from the Alpine Renault project. He still had lots in 2003 - enough to build an engine, except the rods, but as you see that was not a problem. Wayne Beckwith, Harley and I went through all the parts and he helped me put a motor together. I ran the Renault-Gordini-engined roadster at Bonneville in August 2003 with a best speed of 165 mph. I ran this for 3 years, but had problems with the BMW management system we used at the time.



Picture 9 Bud (left) with his son Mike. The name on the engine: Renault-Gordini. (©Bud Free)



Picture 10 Modified Gordini-powered roadster. (©Bud Free)

"In 2006 I stretched it to be a modified roadster and ran at Bonneville in August 2008, setting a new record of 189.90mph (305kmh). The existing record was 181mph.

"I started building the rear-engined lakester in August 2008 after Bonneville and ran it to shake it down and do systems checks just a few weeks ago on 15-18 May 2009 at El Mirage dry lake in California. We went through technical control (scrutineering) on Friday 15 May with no problems.

There were lots of comments on how nice the car was and on Saturday 16 May we ran it for the first time. There were a few 'new car' issues but on the Sunday 17 May we ran a low-power test at 148mph (238.2kmh) and everything seemed OK. All in all, we felt the weekend was a success. The car went straight and it looks like it is going to run the 300mph (482.8kmh) we are looking for." 480+kmh from a Renault-Gordini engine that was developed for the 1978 Le Mans programme!

Bud Free again: "So far since 2003 I haven't had any blow-ups. The engine is bullet proof. I run approx. 35-40 pounds boost. I change gear at 9800rpm. The rev limiter is set at 11,000rpm. I have a 5-speed transmission. You have to keep the engine above 6800 or it will loose boost between gear changes. At Bonneville the course is 5 miles (8.04km) long. Most of that is flat out. Of course all of the cars have a parachute to help stopping. The current management system is a Haltec computer, installed and managed by B&R Automotive (Bob Reams). He tunes it on his dyno.



Picture 11 The Free family with the 300mph Renault-Gordini-powered record car, May 2009. (©Bud Free)

Amazing! Back in January 1972 when François Castaing was first asked to create a V6 engine he would not have dreamed that the same design of engine carrying the same Renault-Gordini name would be running and chasing a land-speed record. It is also a tribute to Jean Terramorsi's turbo idea, developed by Bernard Dudot, that such a power unit is in regular use today, 35 years after its inception and still breaking records.

The sports prototype programme may have finished in 1978, but the Renault-Gordini legacy lives on.

THE END

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Au coin du livre

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

L'Autodrome Editions has just published its first book in a new 'Les dossiers de l'automobile' series, entitled "4CV Renault" {ISBN 2-910434 14 4}. Authored by Patrick Lesueur and Dominique Pascal, this self-laminated, square format, 130-page volume, retailing @ E25, with its good quality paper and attractive (very French) layout, make it well worth the asking price - if a copy can be located on this side of the Channel.

The seminal book on this model was 'La Renault 4CV' by Borgé and Viasnoff [Balland 1976] and Patrick Lesueur's 'La 4CV de mon père' was a worthy successor. This new book offers, in an unusual and attractive way, a chronology with double page, photographic (with captions) spreads, leading one along some of the out-of-the-way aspects in the history of 'the little flea.' These diversions include one-off 4CV-based specials, the 'made in England' versions (with pictures of the Club's 'Bolster' car

and of our Club's ex-chairman, John Henderson alongside his early 4CV at the '50 Years of the 4CV' celebration at Aubevoye), the Japanese Hino version, the long-distance 'raids' and much more. There is a summary identifying the models by year, the modifications in the various model years and a list of paint colours and their references.

This is a work of considerable erudition and not 'just another book on the 4CV.' It offers many new colour and b & w photographs amongst ones, which we have already seen. Notwithstanding the minimal yet informative text being in French, it remains a book either to be devoured in one gigantic and delicious mouthful or to be dipped into, as and when the fancy takes hold. For those interested in the Renault marque (and especially in 'the little pat of butter'), it is hard to fault a work of such charm. Be warned!

Hector Mackenzie-Wintle.



Renault have recently brought out a book as a marketing tool, but it's content will undoubtedly be of interest to anyone who likes Renault History.

Called "Renault A History of Pride" it is a 58 page book covering not only the history of the cars, but the factories, marketing and badges too.

Indeed it is so interesting, that a copy will be sent to the winners of the 2 quizzes in this magazine, but also they will be put (subject to availability) in the goodie bags for the French Rally. The club will keep one too.

The book is a square (8" x 8") and contains a series of black and white and colour photos, with guidance text to accompany them.

It has sections on safety, badges and the vehicles themselves, starting with the Type A and moving right on through to the Concept ZEs. There are also sections on Motorsport.

The whole basis of the book is the key milestone cars, Espace (First MPV), Twingo, Clio (20 years old next year), Turbos, but also the 5, 16, 4, Floride, Dauphine, 4CV, 12CV and AG Taxi.

This is a must have for most serious collectors who will appreciate the photos in the book. Whilst clearly a marketing tool, this is a professional hardback book, not dissimilar to the Centenary Books and with Renault approaching 113 years old, it

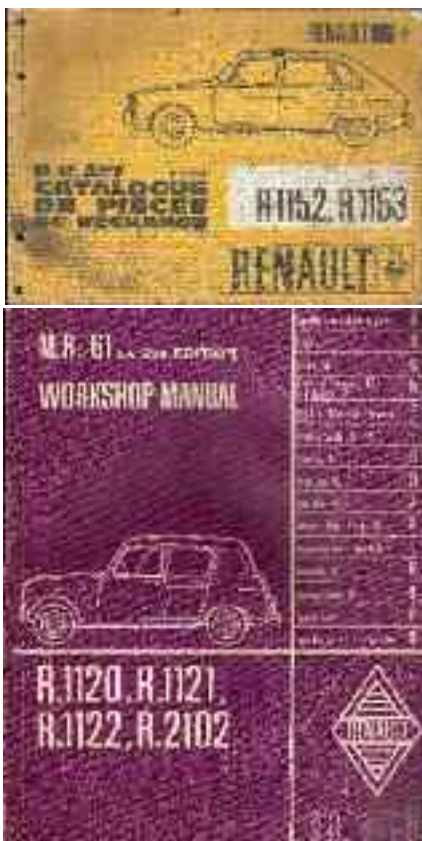


has a lot of material jammed in. It was originally launched in 2008 but only now is becoming a book which is easier to find.

One point it makes, bearing in mind the average age of Renault Owners now, is that Louis was only 19 when he knocked up a little run about in the shed. Encouragement to every first year engineer student that the world really does start in your back yard maybe?

Next year will also see the club covering 70 Years of Renaults (1940-2010). Whilst the war years were sparse, with no real car launches to speak of, those war years were not quiet. It was in this period the 4CV was drawn up and this 4 door small car was the forerunner of the 5 and of the Clios of today and, indeed, in some ways of the Renault 4 was the predecessor of the Kangoo?

Alasdair Worsley



Another set of books may also be of interest to both the collector and the day to day driver of Renault Cars.

Since pretty much the first model (I have copies of MR 009 from the KZ9 & 10 -

Primaquatre and Vivaquatre), Renault have produced a series of books to go with their cars. The most familiar are the MR series (MANUEL DE REPARTIONS or Workshop Manual) the PR series (PIECES DE RECHANGE - Parts Manuals) and the NE series (NOTICE D'ENTRETIEN - User maintenance and operation). On more modern vehicles, the MR series is often listed as MRNT. The NT referring to technical notes.

These often come up on sites such as ebay, the later vehicles being in the form of Microfiche for parts and disks for the manuals (usually accompanied with software you need to load).

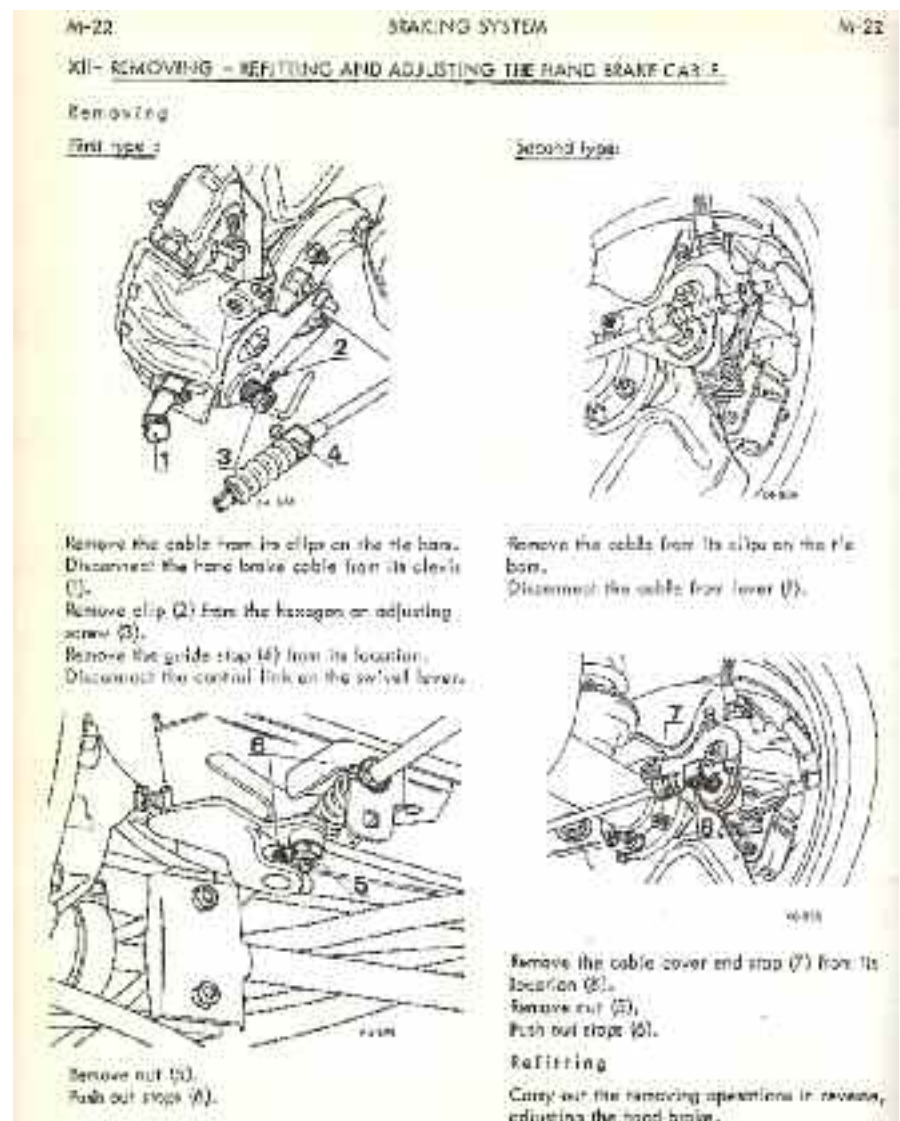
This review deals with the paper variety as it is hard to tell what you may get if you buy one of the CDs even if it states it's original. It's legitimacy may be questionable and it may even have a virus

on it. Some though will be genuine. At least with paper the most you get is a musty smell.

The contents of the books (many of which are accessible through the club) are of great use to the Renault Owners.

A lot of the early manuals and brochures are either held by the club or by members in it, some of which have let the club take copies from them. If you wish to know more, please contact the Secretary or see the website. They are not normally copied in their entirety (the early Safrane one is over 1200 double sided pages) but it is possible for sections to be obtained for a small fee (usually just the post and paper / ink). Alternatively if you need just a part number, then a quick call to Seb or myself will probably get you it over the phone.

Alasdair Worsley



RENAULT 25 YEARS AGO

The Eighties saw the beginnings of a most difficult time for Renault and this year reveals a total company indebtedness of FRF57 billion (the equivalent of approximately half its yearly income). The balance sheet is haemorrhaging by more than one billion francs a month and it is only the organisation's nationalised status, which prevents it descending into bankruptcy, as the state injects FRF1,916m. Revenue is FRF106,911m (before tax), investments remains roughly the same as last year at FRF10,524m and the net loss is FRF12,555m.

Clearly the buck has to stop somewhere and on 21 January 1985, the boss, Bernard Hanon, will be forced to resign under government pressure and Georges Besse will take his place, with Piere Séméréna remaining as No. 2 in the organisation. In view of the serious situation, Renault announces a six point recovery plan in September, which highlights vehicle range renewal, a quality benchmark of 145 (it is currently a little over 120), delivering to customers' specifications (i.e cars will not be manufactured 'on the off chance,' that they will [eventually] sell), company resizing, workforce flexibility and scrutiny of subcontractors' contributions. Company resizing means, in October, immediate redundancies for between 4,000 and 5,000 workers to combat an estimated overstaffing of around 15,000 and workforce flexibility will clearly mean that those who are left (which total nearly 214,000) may have to change jobs. The cost of these changes is estimated to be around FRF4,548m.

This year's sales range is basically a carry-over from last year, with the exception of the Renault 14, which disappears, because its sales have withered with the introduction of the hatchback version of the 9, namely the 11. Thus the 1984 gamut runs from the Renault 4, through the Renault 5 and its Rodéo derivative, the Renault 9 and 11, the Renault 18 saloon and estate, the Renault Fuego, the Renault 20/30 range, the Alpine A-310/V-6, the Jeep CJ-7 (which Renault sells in Europe on behalf

of its American Motors' subsidiary), the Renault Trafic & Master to the RVI & Mack heavy commercials.

However, for the 1985 model year, which starts with the October Paris Salon, the company bombards the market with three new vehicle ranges. First there is the Marcello Gandini-influenced transverse-engined Superfive to take over from the Five, then there is the 25 (another vehicle showing the Gandini influence around the interior), which is a unique-to-segment halfway house between a hatchback and a saloon, with the radio being controlled by a steering column-located satellite block, within reach of the driver's fingers) to supercede the 20/30 range and, most interestingly, there is the segment-creating Espace MPV, produced in conjunction with Matra and which brings to the market the novel large, flat-floored, seat-pivotable interior layout, not to mention the plastic panel bodywork.

In connection with this latter vehicle, October sees the opening of negotiations for Renault to takeover Matra's automotive division, complete with plant, engineering office and Espace manufacturing licence. Moreover, for 1985, Renault launches the Jeep Cherokee, from its American connection, and, to its own lightweight commercial range, it adds a 4WD version of Trafic, while the RVI sector unveils a new FR1 Grand Tourisme coach. This is apart from a plethora of special editions of existing cars.

Worldwide production stands at 2,032,939 (slightly down on 1983's 2,239,582), of which 1,780,816 are Renault cars, 6,961 are RVI trucks and 245,152 are AMC cars and Mack trucks. Excluding RVI, 782,355 of these vehicles are assembled abroad, amongst which 239,510 are Spanish made, 192,368 are made in America and 151,456 come from the Belgian plant at Haren. Including 18,526 RVI trucks, 1,043,967 vehicles are exported. In the United States, the X58 and X59 coupé prototypes continue in development, as well as an Espace version for that market. At long last, AMC turns

in a profit of US\$15m (to set against last year's loss of US\$258), as the Alliance (= Renault 9) and Encore (= Renault 11) production climbs close to 1,000 units per day at the Kenosha factory in Wisconsin. Partly as a result of this, June sees the proposal of a new AMC plant to be built at Bramlea in Canada.

In this tumultuous year, Renault increases (from 339) its usage of the numerically-controlled, five-plane production line robots to 358 and sells its Flins, Cléon and Sandouville plants to the Renault group finance company, Sicofram. In January, it reaches an agreement with PSA, FDES and the banks to finalise the reorganisation of Chausson, a long-time collaborator/subcontractor to Renault (and to others), and reaches agreement with Bull over its computer systems. In September, Renault comes to an agreement over the future of Bernard Moteurs with Electrolux, but, a couple of months later, there is a setback in the agricultural machinery division's agreements with International Harvester.

In France, the Renault network offers 9,539 outlets, including 576 dealerships, 67 subsidiaries and 8,896 agents, by means of which the marque holds a 32.9% share of the domestic market. Disconcertingly, the Superfive sells around 40% below its predicted target.

On the sports front, Laurent Fignon wins cycling's Tour de France for the Renault-Gitane team.

In the Formula 1 arena, Renault's V-6 turbocharged engines power Renault's own Renault-Elf 50 (Tambay and Warwick), Team Lotus' machines (de Angelis and Mansell) and the Ligiers of Hesnauld and de Cesaris. The season's total haul is three pole positions (one for Renault and two for Lotus) and a fifth in the Manufacturers' World Championship for Renault. In September, management starts to seek sponsors for its Formula 1 effort, the negotiations being with Elf and with BNP.

On the rallying front, a Renault 5 Turbo

wins the Alpine Rally, the Mont Blanc Rally and the Tour de France (Auto) and Jean Ragnotti is crowned French Rally Champion. Alain Oreille campaigns a Renault 11 Turbo with some success, winning the Group N class in the Provence Rally, the Antibes Rally and the Var Rally.

France celebrates its motoring centenary, upholding the claim that the Delmare-Debouteville gasoline-powered vehicle had been built one hundred years ago and therefore before Karl Benz' machine in Germany. The Dalle Report, outlining the difficulties faced by the French automotive industry, is published. Jacques Calvet becomes the head of PSA (Peugeot-Citroën) and the Car of the Year is Fiat's Uno.

On the silver screen, Wim Wenders' "Paris Texas," Richard Dembo's "Dangerous Moves" and Milos Forman's "Amadeus" are the box office successes, which have to be set against the death of François Truffaut, the famous French film producer. In literature, "L'Amant" nets its author, Marguerite Duras, the prestigious Goncourt Prize. In the scientific area, the first in-vitro fertilisation of a frozen embryo is undertaken.

In the big, wide world, there are demonstrations in France to support liberal schools, there is a major disagreement between the French socialist and the communist parties about industrial policy and there are disturbances in New Caledonia connected with the island's independence movement. In Italy, Judge Falcone speaks out against the Mafia movement. President Ronald Reagan is returned to the White House, there is a partial withdrawal of French armed forces from Lebanon, the Iran-Iraq war sees oil tankers being attacked in the Persian Gulf, Indira Gandhi is assassinated and, with the death of Yuri Andropov in the USSR, Konstantin Chernenko takes over as head of state. The United States leaves UNESCO and South Africa's Desmond Tutu receives the Nobel Prize for Peace. India experiences the horror of the toxic gas explosion at the Union Carbide factory in Bhopal.

Thus was Renault in 1984.
Hector Mackenzie-Wintle.



HAPPY BIRTHDAY!

This year is the 25th Anniversary of the Renault Frères and the club has been given permission to include a copy from one of their previous magazines, "Direct Drive", explaining their history.

The Club mainly owes its existence to one person, Tony Ronald. Tony, who had worked for Renault for many years, had a keen interest in old cars and especially Renaults. In the sixties he started to compile a list of pre-war Renaults and their owners and when Renault introduced the first of the Sunday family days that became 'Rallye Renault', he was able to invite owners to come and take part. Soon the display of pre-war cars became a familiar part of the event both as a static display and a parade in the arena and in return the owners were suitably fed and watered.

With the 'Return to Billancourt' in 1967 Tony started to create a group that would attend his Rallye Renaults and the bi-annual continental runs over a number of years and so friendships grew within this group.

All the early events were supported with the enthusiasm of the management at Renault UK and especially by Alan Dakers, the Sales Director. Often members of Renault's sales team would be involved and Bill Willis, normally working with the outside events team would always be there to provide assistance.

Tony put our proposals to Renault for their support. By now, another Managing Director was at Renault and he was more receptive, so they agreed that we could form an official club with their support,

both financial and moral. It was not quite the 'non-club,' as we had to have more than two rules, but a small constitution was created and accepted by them in November 1984. Then, on the 29th December 1984, Tony Ronald, George Dorrington, Clive Young and myself met at the "George and Dragon" at Westerham and agreed that we would go ahead. Together with Ian Macdonald, we would form the initial committee. A mailing to all the known owners produced a positive response and the Club was up and running.

Then came one of the recessions. A new Managing director came into Renault, Alan Dakers retired and in 1980 the last of a run of Rallye Renaults was held at Longleat. At a dinner the night before Longleat, we were joined by the new managing director and it became apparent that he was not too interested in the old cars or even Rallye Renault. This seemed to signal the start of the end.

With Tony's impending 'retirement' and little prospect of a future French run, a few of us got together with Tony. Clive Young had spoken before of a 'non-club', a framework for the group to stay together without the formalities.

Clive suggested that the basic rules would be that you should enjoy driving your old Renault and that there should be no other rules. (The 'non-club' even functioned before then when Tony took Clive and myself to a meeting of European Renault clubs as the official representatives of a club that didn't exist!)

Unfortunately, Tony died in 1988 and is still greatly missed. However, by then the Club was well enough established to carry on and I believe that he would be happy to know that it does still exist, in the spirit that it was formed.

John Kemsley

The Renault Frères are going strong with their key event being a 5 day trip to France where often 30+ cars can be seen driving in excess of 100 miles per day as well as their periodic magazine going to members. This will remain a key international club for all Pre-war Renaults.

Alasdair Worsley

ADVERTISERS PLEASE NOTE

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

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I'm not a club member, nor a Renault owner, but I want to try and pass these on to someone who may have a use for them. Free to a good home.

I also have another pair of front and rear screens which I haven't been able to identify, but may also be Renault if the previous owner of my house was a Renault enthusiast. Located Solihull, West

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Email: hannawayp23@hotmail.com

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If anyone out there has a Renault 9, please have this relic of my former life as an R9 owner! Even if your front indicators are fine, you never know when you may need a replacement!

Free if collected, or postage cost only, (1st or 2nd - your choice.)

Reply to: boardbrent@live.co.uk

Renault 4 GTL Clan

I have a beautiful 1988 French registered Renault 4 GTL Clan for sale in Mid Blue Metallic with 80,268 kilometres on the clock. A local Perigueux car of three owners including myself (for four years), it is undersealed from birth and has no rust. Do you think anyone in the UK would be interested in buying it, and if so what are your advertising rates? It is in very good mechanical order, I have all the receipts for service work since buying it, and has a few long term dents.

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

Forum and Website

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

If applying for car details, please note that including the chassis number and if possible the tyoe nubner (R**** or Letter followed by 6 numbers) will speed up the process. This is true of any age of vehicle.



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