

CRN *Bulletin*

Club Renault Norvège

5-98

RENAULT
REGIE NATIONALE

La 500.000* 4 cv est loin...

Voici les 4cv "55"
Encore du nouveau!

Leder

Generalforsamlingen kastet ikke formannen dette året heller, så jeg vil gjerne komme med innspill hvor pengene i klubben bør disponeres.

De tre viktigste fordeler ved å være medlem i en merkeklubb vil være:

1. Medlemsblad
2. Treff/møter/sosialt gemenskap
3. ?

Medlemsbladet er finansiert av medlemskontingent og har fått en fin layout og innhold (Takk til redaktør) samt at de fleste treff o.l. er selvfinansierende.

Jeg føler at tilgang til nye/brukte deler er ett element som bør utvides. Club Renault Norvège har i dag en romslig økonomi til å kunne kjøpe opp delepartier fra forhenværende delelagre. Dermed vil jeg si at klubbens 3. prioritet er å inneha ett delelager som medlemmene kan gjøre nytte av. Dermed bekrefter jeg at styret og klubben kan være interessert i oppkjøp av deler til rett pris. Dette medfører at vi i løpet av klubbåret 1999 vil få ett oppdatert delelager på Brandbu som vil ha et rikholdig utvalg.

Kom med forslag.

Ellers vil jeg ønske alle medlemmer ett riktig godt nytt Renault-år.

Med dele-hilsen

Svend

Redaktørens hjørne

Jeg kryper til korset! Størsteparten av den forrige utsendelsen ble glemt igjen i bagasjerommet på min R12 TS. Der lå de godt til et oppgående medlem ringte for å etterlyse Bulletinen. Særlig leit var det at det nummeret inneholdt innkallingen til årsmøtet. Det er bare å beklage...

Til dette nummeret har jeg fått inn mye stoff fra dere. Noe har jeg bedt spesielt om og noe har kommet uoppfordret. Alt er like velkomment. Til et senere nummer er jeg spesielt på jakt etter alt som kan relateres til Renaults militære produksjon. Bilder, tekst, informasjon om militære kjøretøyer i Norge, med andre ord absolutt alt som kan kaste lys over denne, for oss ukjente siden av Renaults produktspekter er av interesse.

Ellers er det snart et temanummer om Renault 4 på gang. Har du noe stoff til dette er det svært velkomment.

Referat fra årsmøtet er meg i hende, og skulle egentlig ha vært med i dette nummeret, men mye annet godt stoff krevde også sin plass. For å få kabalen til å gå opp har jeg valgt å utsette referatet til neste nummer. Da vil også regnskapet for klubben bli gjengitt.

Så var det jul igjen. De fleste av oss har vel vært rimelig snille, så vi kan vel se fram til et besøk av Julenissen

i år også. Julenissen har allerede vært innom redaksjonen med en liten julehilsen til våre medlemmer. Den ligger vedlagt i form av en kalender for 1999. Vi håper den faller i smak.

Jeg håper dere får den utsendelsen i tide til jul, men er ikke helt sikkert. Hvis dere ikke får utsendelsen før i begynnelsen av januar, skyldes det at det er mye arbeid med å skrive ut giroene for medlemskontingent. Denne giroen ber jeg dere legge øverst i bunken med regninger. Selv om klubben har en forholdsvis god økonomi, er kontingenten viktig å få inn. Nye medlemskort sendes ut med første utsendelse etter at betaling er registrert.

Jeg benytter anledningen til å ønske alle en riktig gledelig jul og et godt nytt Renault-år.



Rétromobile 1999

Egil Otter informerer om at Salon Rétromobile 1999 finner sted i Paris i februar. Nærmere bestemt i perioden 12. t.o.m. 21. februar. Stedet er som vanlig byens store messehall. Adressen er Porte de Versailles og åpningstidene er 11-19 og i helgen 11-22. Rétromobile er Frankrikes **største** messe/marked/utstilling for gamle biler. 9 av 10 biler er franske. Arrangementet er en orgie i gammalbilgodis, og alt er gjort med stil.

CRN Bulletin ønsker gjerne å høre fra noen som har tenkt seg hit. Det kunne vært artig med en liten artikkel fra Rétromobile.

Garasjetreffet på Hadeland

30-40 Renaultfrelste stakk innom Låven på Brandbu i helga. Så var det da også påspandert en liten annonse i Aftenposten om dette viktige evenement! To biler skiftet eier der og da, en Dauphine og en R10. Sistnevnte var en av Svarthoels mange bra biler. Ytterligere 3-4 biler var til salgs. Ellers stilte formann Svend med en pickup Dacia (R12 bygd i Romania) -89 modell. Hadde Svend sagt det var en 69-modell hadde vi trodd ham på flekken! Delelageret på loftet blir stadig mer systematisert og innholdsrikt. Vaffelpressa gikk for fullt, og da er

bare å konstatere klassikeren fra stilskrivingen i hine hårde dager "at alle var enige om at det hadde vært en hyggelig dag". Spesiell takk til Knut som i praksis står for arrangementet!

Egil O.

Medlemsmatrikkelen

Så var endelig medlems-matrikkelen klar. En feil i trykkingen førte til at den ikke kom med i forrige utsendelse. Nå er den imidlertid klar.

Hull

Som dere sikkert ser er det fortsatt mange hull. Det hadde vært fint om hver og en av dere kunne ta dere et par minutter for å sjekke opplysningene som står om deg. Er det noe som ikke stemmer så send inn endringene på skjemaet som følger med matrikkelen.

Verktøy

Matrikkelen er ment som et verktøy for medlemmene. For at den skal være så god som mulig er vi avhengige av at dere er flinke med å sende inn korrigeringer.

Premie

Blant de som sender inn korrigeringer frem til 1. mars trekker vi ut 3 premier. Det er artikler fra Club Renault Boutique som trekkes ut. En videofilm, en bok, en pins og tre t-trøyer vil bli delt ut. Send inn endringene i tide slik at du blir med i trekningen. Send endringene til redaksjonens adresse.



Pub Gøelette

Av Svein Erik Arnesen

Tankene om å ta ut klubbilen ble virkeliggjort våren 1995. Til da hadde Gøeletten stått på Brandbu og sovet i 100 år, eller nærmere bestemt 8.

Vi fikk tak i en ny forgasser og fylte bensin. Startkabler måtte vi naturligvis fram med. Etter mye mas fikk vi fyr på den, og kjørte den til Bærum Bilsenter. Her reparerte vi lys og fikk tak i ett nytt batteri. Da var vi klare

for å kjøre til skandinavisk treff i Skokloster i Sverige.

Omtrent halvveis, i Karlstad punkterte vi. Oppesen som vi er, hadde vi ikke reservedekk, men slange hadde vi og den skulle vi skifte. På en bensinstasjon lånte vi verksted og verktøy. Vi knakk en pipe før vi fikk av hjulet. Vi sto tre mann på hjulet for å prøve å skifte slange. Det endte etter et par timer med at vi fylte skum i dekket! Vi kjørte lykkelige videre til Skokloster. Speedometeret butta i bønn, så vogna gikk bare i 50 km/t, men vi kjørte fra alle,

så her var det klart at det var noe galt.

Vel fremme hadde vi konkurranse og fikk trøkka 39 mennesker inn i Gøeletten. Da var det tomt for mennesker på treffet. Resten satt inne, og var svenske.

Ca 50 mil etter var vi hjemme igjen og klare for nye treff. Vi kjøpte selvsagt nye dekk. Siden har Gøeletten vært med på Renaulttreff på Rødtangen og på Treff Til Tusen på Knurrestad i '95.

I 1996 på tidenes største skandinaviske Renaulttreff (og mest velykkede?) på Lillehammer hadde vi snekra opp en midlertidig bar. Det var på dette treffet Gøeletten fikk sitt navn, Pub Gøelette, og vel fortjent om jeg må få si det. Vi omsatte for 10.000 kr på det treffet og Gøeletten var det naturlige midtpunktet på festen.

Rett før Treff Til Tusen i 1996 bygde min far en ordentlig bardisk. Det var jo så mange som lente seg på den, så her skjønnte vi at vi måtte ha noe mer permanent. Pub Gøelette var en suksess. Siden har den vært et naturlig innslag på flere

treff. Selv om vi nesten ble pælma ut av campingeieren på skandinavisk treff i Danmark, både fordi vi spilte for høy musikk, og fordi vi tok fra ham levebrødet ved å selge "kolde øl og vand".



Tatt på skandinavisk treff i Danmark '96. Over radiatorlokket har vi plassert et grillet grisehode m/eple etter buffeten. Dere kan tro folk tittet langt etter oss på veien til Legoland.

Pub Gøelette har også kommet flere medlemmer til gode som har leid den til private arrangementer. Pengene som Pub Gøelette tjener går til å vedlikeholde og fornye bilen slik at vi ennå lenge kan ha glede av puben vår.

For de som ikke har sett bilen er den i originalfargene til reparasjonsteamet til Renault: oransje, gul og hvit. Bilen var også godkjent av distriktsveterinæren i Skien som hestebil. Den har en lasterampe som gjør det lett å komme seg både inn og ut av bilen. Den egner seg nå bare for shetlandspionier pga. bardişken med kjøleskapene som står midt i bilen.

Den er EU-godkjent i 1998, hvilket ikke er dårlig av en '62 modell fransk vogn.

Vi er for øvrig på jakt etter en front, uten for mye rust til en R8, R10 eller Dauphine for å lage en grill. Gøeletten har nemlig hengerfeste også. Og mat må vi jo ha!

Kalender 1999

April

?? Vårtreff på Brandbu.
?? Vårtreff i Trondheim.

Mai

30 Vårtreff i Tromsø.

Juni

18-20 Årstreff i Trondheim.

Juli

16-18 Skandinavisk treff i Mariefred, Sverige.

August

?? Treff Til Tusen.

November

?? Årsmøte.



in France

WE made two circuits of the Etoile, radiated away from the Arc de Triomphe, turned right alongside a canal and in ten minutes were in command of a Frégate Amiral.

An interesting experience—strange car in strange city; a big car, bristling with originality, unusual where others are familiar. This time we circled the Etoile as outwardly French as the other constituents of the swirl of traffic that encompassed us. Once again we radiated—second on the right after the Elysées, and thankfully left the Frégate until the light of Sunday morning.

The ingenuities of this product of the great Renault factory are notable, and the exploring Englishman cannot withhold admiration. It starts with the four-position ignition switch on the steering column; at nine o'clock the ignition is off, the steering is locked and you can withdraw the key. So you can at twelve o'clock, but in this position it leaves the steering free for pushing by, say, a garage attendant. At three o'clock you cannot withdraw the key for this is the *marche* position and the ignition is switched on, while the starter is brought into action by turning the key against a spring to four o'clock, whereupon the 2,141 c.c. four-cylinder fires.

In fact, the steering column of the Amiral has affinities with a Christmas tree owing to the bounty of its branches. On the left is one of the multi-position switches for town horn and lights which the French do so ingeniously. For lighting the direction is rotational through seven positions—right parking light, all off, left parking light; side and dipped head (traffic lighting); and dipped head and full head (open road). Note the further ingenuity of the consecutive positions for dipped, so that if the hand inadvertently moves the switch through two positions in dipping, the lights are not extinguished to leave only side lamps.

The handle of this switch, in all positions, can be pressed in against a spring to give a mild horn note for close quarters; a half-ring on the steering wheel gives full wind-tone notes separated by a major third.

Opposite on the other side of the column is another "match-stick" lever for the winking indicators, a green arrow in the speedometer dial acting as tell-tale, and next down the column on that side (the right) is the gear lever,

By MICHAEL BROWN

of which more later. Under the soft rubber safety pad that covers the hard lower edge of the metal fascia are four switches: heater, fan, hand ignition control and cigarette lighter; the left hand goes easily to the wiper switch and its screen spray button immediately below. The composite dial for instruments is visible through the top half of the V-spoked steering wheel, the speedometer segment being subtended by coolant thermometer, petrol gauge, ammeter and clock. An oil warning light adjoins the speedometer zero.

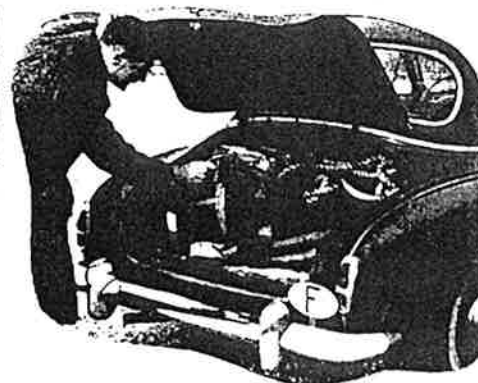
This is a nice layout, but other ingenuities deserve mention before we let in the clutch. The interior lights on each door pillar are switched on by rotating their glass domes as well as by opening the doors; there is a radiator blind the control of which can be hooked in under-bonnet holes to give full or part-coverage of the radiator, and an under-bonnet light illuminates the engine should it give trouble in the dark. These are thoughtful provisions.

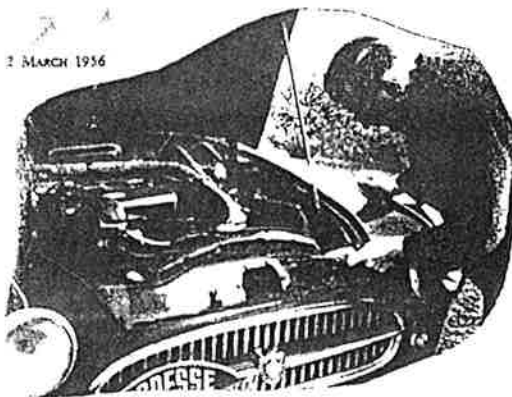
The power unit has a considerable job of work in this six-seater, and after only a couple of hundred miles behind it we adjudged it remarkable. It is, after all, only just over two litres, being bored out from the original 2-litre to exact squareness at 88 mm bore and stroke. With the aid of a 7 to 1 compression ratio under the overhead valves in the light alloy head, Renault extract 77 b.h.p. from the four cylinders at 4,000 revolutions of the balanced, cast-steel crankshaft. Perhaps more important, they attain maximum torque (108 lb/ft) at the low revolutions of 2,200 r.p.m., and it is very interesting to discover how these attributes are translated into road performance.

The all-indirect gear box is, of course, the chief agent in this, and provides four speeds, the top one being geared up. Although it patently overdrives I refuse to call this an "overdrive," a word which is associated in the English mind with an approach to over-gearing for the sake of economy of engine life and fuel. The Renault top is not that, but a high top gear that is a completely suitable ratio for the fast, level, straight-road cruising that makes up so much of French motoring. Its ratio is 0.84 to 1, the overall ratios of the transmission being 4.08, 5.63, 8.21 and 15.1 to 1.

These are selected by an unusual movement of the steering column lever, the top plane of which gives reverse and first (towards the driver). The middle plane, to which the

Luggage, tow-rope, rubber boots—all the impediments of rally-following was easily stowed in the Frégate's locker. The international plate nullifies the latitude usually shown to foreign motorists in France!





A wire control terminates in a hooked handle which can be inserted in various slots under the bonnet to adjust the radiator blind. Plastic fuel lines are used in the Frégate

lever is spring-loaded, gives second and third, top being reached on a third plane, the lever being pushed away from the driver.

As traffic and mountain driving give few opportunities for top, and as it is possible to start from rest in second, I imagine this arrangement is to provide quick changes between second and third as the normal "working" gears, but it is not an unqualified success. For one thing, the box is slow and changing, particularly into top, needs to be leisurely, while the awkwardness of the movement from top to third is not compensated for by the facility of third to second. However, motoring in France is still, thank Heaven, single-gear enjoyment most of the time, so that driving is not all slipping into third in order to make the most of a hundred-yard straight in which to overtake two lorries and a dolly-dangler.

The hand ignition control helps with such a car, though its effect is limited, at least on top-quality petrol. It is appreciated, however, in traffic crawling, and is a satisfying control to anyone who takes a pride in driving.

Minimum and maximum speeds in the gears were first, 0-28 m.p.h., second 12-50, third 25-62, and top 30-87.5. The last figure needs allowance made for a speedometer optimism that, on a rough check, was about 5 per cent, but it is a speed fairly easily reached and held on the level road. No attempt was made to record maximum in test conditions.

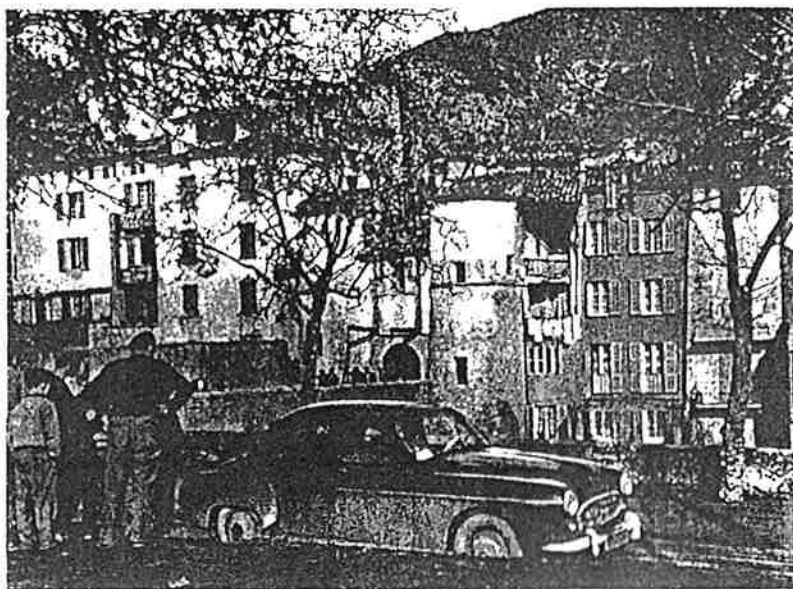
The big, organ-type throttle pedal goes down, the fairly strong clutch springs push the left foot back and the

engine gets held in no uncertain manner; anyone who thinks that the moteur *Etandard* is a little fellow with a big job is likely to get a surprise at the indignant shove it gives him in the back. This is a performance car, aided by its low silhouette and gentle curves, and it must straight away be recorded that the "other half" of performance—the brakes—are superlative. The Frégate was braked violently many hundreds of times in a fast passage connected with the Monte Carlo Rally. Not once did it give its occupants a quail.

Some of the braking excellence can, I suppose, be attributed to all-round independent suspension, which increases adhesion. The system employs long and short wishbones at the front, with coil springs embracing dampers and seating in the pan between the arms of the lower wishbone, and trailing arms at the rear, also with wishbone armatures in that they have double bearings at the chassis mounting, and seating the coil spring and damper in a like manner. The swinging half-axes, to judge from another Frégate which we trailed for many miles for observational purposes, only infrequently reveal their nature, though the 4ft 7in track is not exceptional.

The suspension must, therefore, be fairly stiff, though there is little evidence of this; road irregularities just do not seem to exist, their elimination being emphasized by the curious deadness of the worm and peg steering, which gives no hint of road surface. It is light, but has little castor action to assist with the 5½ turns required from lock to lock of a very good steering arc indeed. Yet there is no imprecision about it, and the feel of the wheel in the hands is good.

It seems to me that when all-round independent suspension really arrives most of us will need to re-learn cornering technique, for the independently sprung car is baffling in fast cornering. Drivers who stay on the road can sense easily when a non-independent car is getting up to the point where centrifugal force becomes masterful; there is no such clear warning when all the wheels move independently. But that the Renault would corner fast there was no doubt at all. The nose responds to the wheel, the car takes up an attitude (it would be wrong to describe this as heeling; the Frigate merely seems to move an inch or two out of the vertical and then stay precisely there until the car straightens up) and until you feel the rear end sliding slightly under



Entrevaux has a drawbridge between twin towers which forms an impossibly operatic back-drop. In the warmth of a January sun the citizens discuss les affaires

Frégate in France

the stress there is little to suggest that the corner is being rounded as fast as it is.

The car is corrected almost contemptuously easily. It is, I suppose, a slight oversteerer, though the two terms oversteer and understeer become inadequate in attempting to define the characteristics of four-wheel independently sprung cars on corners. Braked in a corner, it refuses to frighten its driver, and it is, in fact, so well behaved that the driver feels almost ashamed of his secret desire to know more about what is happening.

The noise level is low, though with so much being achieved by just over two litres the engine is audible; pleasantly so except for a period around 60 m.p.h., when what is probably an engine mounting resonance injects a less pleasant note; this is left behind as the speed rises. Wind noise is negligible and conversation is easy at any speed. A clinging cloth interior holds the occupants firmly on bends and is light and airy, visibility on all sides being free, aided by slender pillars. In spite of the deep screen, however, the Frégate proved a difficult car to judge as to width. The off-side wing is out of sight and, unfortunately, the two drivers' selected seat position fell where the parked wipers obscured the line of wing and bonnet on the near side; consequently there was a feeling of imprecision which would not have existed had the wipers been made to park over towards the passenger.

However, the Amiral would, I suppose, be largely a main road family fast car, and not a high-speed mountain goat

as our job made it, so that the question of precise placing would arise less often.

Lights, heater, wipers, automatic choke—all of them worked, and well; twin wipers, one with a mirror, restrained the Riviera sun; the rear mirror seemed rather high for continual observation. Luggage and working gear filled the big locker, some of it being allowed to overflow on to the serviceable plastic floor covering in the back compartment, in which a vast rear shelf held the bric-a-brac of job and tour. Ventilation without draughts was fully controllable and the tank required filling at gratifyingly infrequent intervals considering what we were asking in the way of performance; over 2,400 miles the consumption worked out roughly at 26 m.p.g.

The Frégate is not summarized easily. It is an express train of a car, content to tear along the tree-lined straights from horizon to horizon with the driver's foot flat down and the geared-up top taking care of the engine revolutions. On one section it averaged 60.4 m.p.h. over 60 miles. Like express trains, it is less tolerant of tortured writhings of the permanent way, though its engine never fusses over a gradient and the gear ratios are well suited to the Alpine roads. Perhaps it would be fair to say that, like all the larger cars, it tends to conform to a well-known contemporary pattern but with sufficient originality to inspire admiration. If it lacks the virtuosity of its little brother, that is because the 4 c.v. was a product of genius, which is afforded full scope by the very small car. At least there is not the slightest sign of the arteriosclerosis characteristic of British nationalization afflicting France's biggest motor car factory.



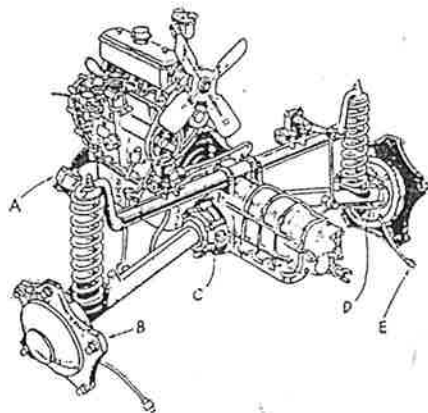
Alpine nocturne... the wintry sun has withdrawn from the valley and the icy air from the peaks rushes in under cover of darkness. The Frégate head lighting system provided full protection from danger at all speeds, as did its three-point tail lighting when stationary

Norsk Motorblads bilbeskrivelse.

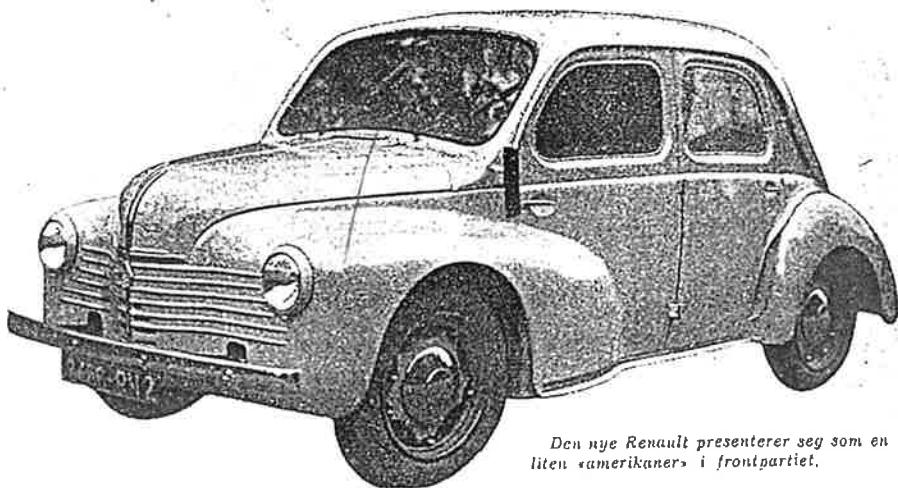
De nye europeiske etterkrigsbiler har et amerikansk tilsnitt og utseende,

men det mekaniske er og blir europeisk.

Den nye RENAULT et typisk eksempel herpå



Den nye mindre Renault med motoren plassert bak som tilhører serien av de nyeste etterkrigstyper har tiltrukket seg adskillig oppmerksomhet verden over. Amerikanerne omtaler også denne nye type i sine fagtidsskrifter og konstruksjonen synes å ha meget godt for seg. Illustrasjonen som vi her i dag viser er fra «The Motor», og en kan se hvorledes hele motoruniten er konstruert. Det er lagt særlig vekt på en lett vint service og inspeksjon av drivaggregatet, A er motoropphengningsbrakketten, B er den nye type for hjulmonteringen, C er universaloverføringen til bakakselen, D bremse, og E forbindelse hertil.



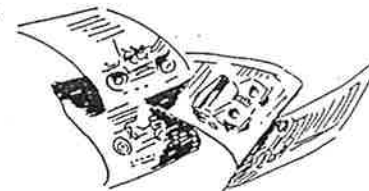
Den nye Renault presenterer seg som en liten «amerikaner» i frontpartiet.

MØLLER & LARSEN A-S

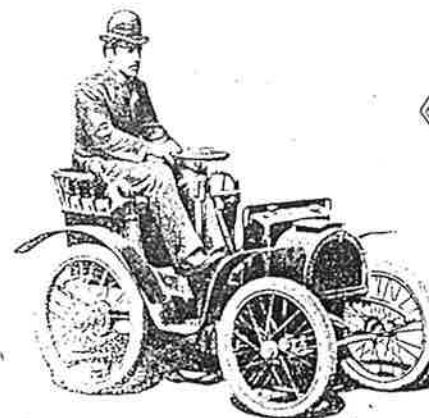
SPESIALFABRIKK FOR MOTORDELER

HEDEMARKSGT. 13, OSLO. TLF. SENTRALBORD 68 19 45

fra bilens historie.



klipp



Renault med sin 98-modell. Motoren utviklet 1 1/4 hk.!



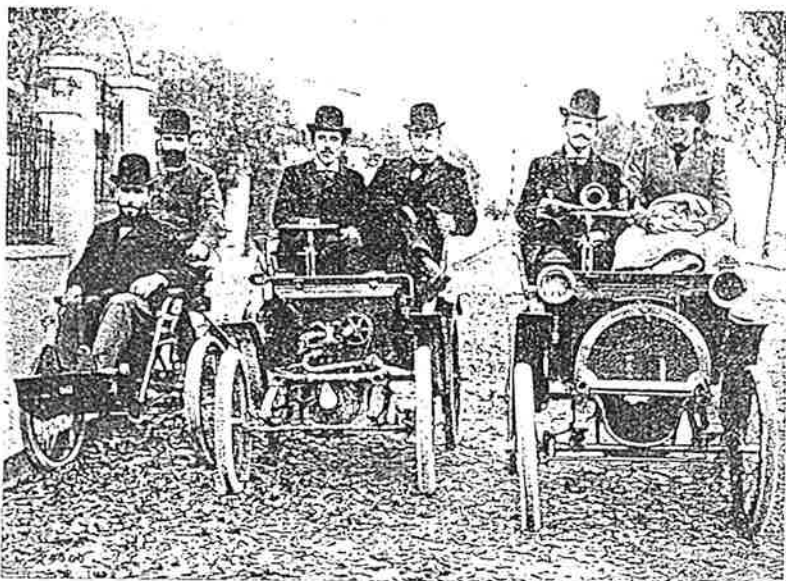
Louis Renault.

Det er ikke mange i dag som er klar over at det egentlig er Frankrike som er bilens hjemland. — Nå er det amerikanerne som dominerer, og de dominerer slik at den yngre generasjon rent får inntrykk av at det også var amerikanerne som satte bilen ut i livet. Dette er ikke tilfelle. Amerikanerne har ikke bidratt stort til bilens konstruktive utvikling, selv om det er dem vi har å takke for den virkelige storfabrikasjon av biler. Europeerne har oppfunnet og konstruert, mens amerikanerne har produsert og skaffet oss en ypperlig service.

Det var franskmenn som bygde den første dampdrevne vogn (Cugnot 1769) og den første gassautomobil (Lenoir 1863). Viktigere var det imidlertid at franskmennene som de første, tok til å fabrikere bensindrevne biler og fikk gjort disse utbredt og populære. Både Daimler og Benz måtte nemlig søke til Frankrike for å finne

folk som visste å verdsette deres oppfinnelser, og det var der de først fikk utnyttet sine patenter. Franskmennene ble begejstret for bilene, de grunnet automobilklubber og satte i gang svære bil-løp. Menn som Levassor og Peugeot fikk sving på fabrikasjonen, og mange av de unge teknikerne som vokste opp i denne atmosfæren, fulgte etter og erobret en plass innen bilindustrien.

Den mest framgangsrike av disse var Louis Renault. — Renault kommer langt ut i rekken blant de europeiske pionerene, men hans bilfabrikk er likevel eldre enn den eldste amerikanske. — I 1897 bygde han sin første automobil — en liten vogn som hadde motoren framme. (Dette var ikke vanlig på den tid, for alle de første bilene hadde jo motoren bak). Denne vognen ble godt likt og flere interesserte hjalp ham økonomisk så han kunne sette i gang bilfabrikasjon



De tre første motorkjøretøyene til Renault. — Trehjulingen til venstre kjørte han omkring med før han tok til å bygge biler.

året etter. Louis fikk den første tiden god hjelp av sin bror Marcel, og firmaet ble da også kalt «Renault frères».

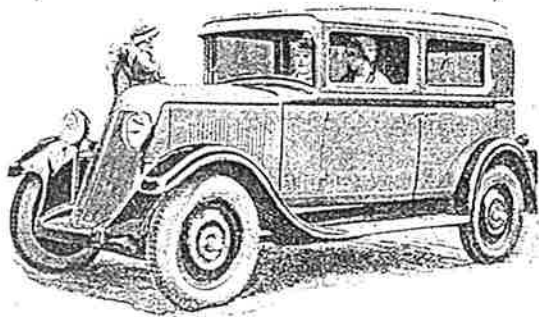
Louis Renault var en dyktig konstruktør. Han innførte mange forbedringer på bilene, og han var den første fabrikanter som helt gikk over til kardanskler for kraftoverføringen i stedet for kjedene og remmene som hittil hadde vært brukt. Dette var ved århundreskiftet. Renault holdt seg hele tiden til småbiler, og disse slo så godt an at han stadig måtte utvide bedriften for å få tilfredsstillet etterspørselen. Det var småbilene som gjorde Renault til bilkongen.

Det fortelles ofte solstrålefortellinger om enkelte bilfabrikanter — at de oppofrende satte alt inn på å bygge billige hvermannns vogner. Hvorvidt dette ble gjort for å hjelpe mindre bemidlede, skal være usagt her, men det er et faktum at ingen er kommet høyere opp og ingen har tjent større penger enn nettopp de som bygde billige vogner.

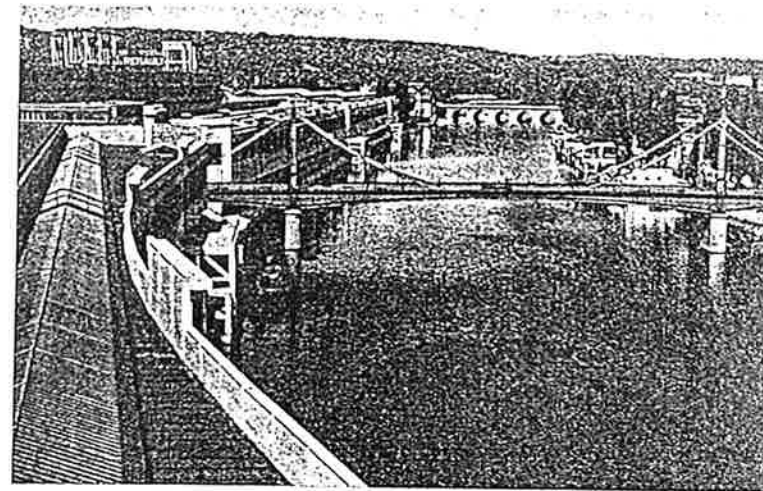
Renault var ikke forretningsmann, men i første rekke konstruktør. Han holdt til i fabrikkene og overvåket driften, og det var sjelden han var ute og representerte. Slikt overlot han til andre. Han likte seg best i fred og ro og brydde seg ikke om å gjøre reklame for seg selv. På Chausey-øyene ved Kanalkysten hadde han bygd et kjempeslott, og dit dro han av og til med sin motoryacht for å hvile ut.

I 1935 testamenterte Renault fabrikkene til sine arbeidere, og de overtok den ved hans død i 1944. Senere er de imidlertid blitt nasjonalisert, og de tilhører således nå den franske stat. (Dette kommer visstnok av at fabrikkene hadde arbeidet litt for villig for tyskerne under krigen).

Peer.

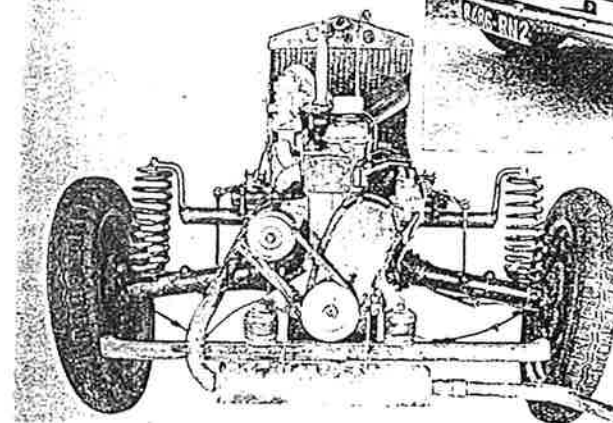
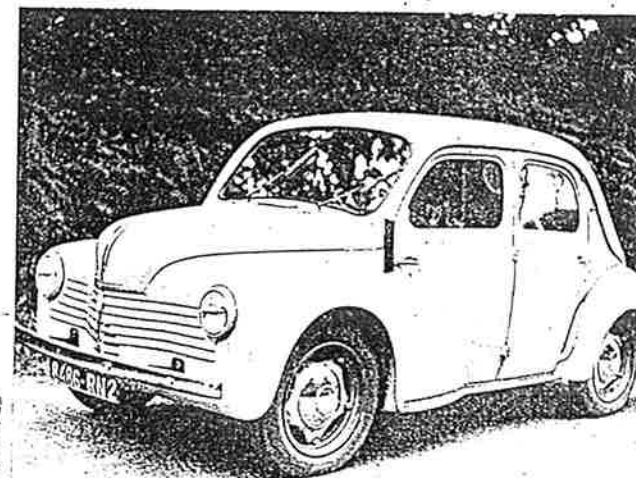


Renault hadde lenge en egen skråning på kappen foran panseret, og radiatoren var plassert bak motoren. Denne 31-modellen bærer også preg av dette, enda den har radiatoren fremme.



Renault-fabrikkene har en vakker beliggenhet ved Seine et stykke utenfor Paris, (Billancourt). De beskjeftiger 35,000 mann og er de største bilfabrikker i Frankrike.

Denne nye Renault-modellen med hekkmotor kommer på markedet til sommeren. Den ser nerttere ut enn sine forgjengere og man får nesten ikke inntrykk av at motoren ligger bak. Ved bakskjermen ser vi innløp for kjøleluften.



Motoren er vannkølet og radiatoren ligger foran som vanlig. Hele kraftoverføringen er bygd i ett og virker direkte på svingakslene som får pendle opp og ned med hjulene.

SCANDINAVIAN Classic Car FESTIVAL

Velkommen til det største skandinaviske arrangementet for veteran- og klassiske biler noensinne. Sommeren 1999 skal Norge, Danmark og Sverige under vennskapelige former utkjempes en dyst om de best restaurerte bilene - de festligste, tidstypiske kostymene og de fineste barnebilene.

Stort familieshow

En riktig familieopplevelse med konkurranser for alle aldre. Totalt vil det bli arrangert 8 stevner på skandinaviske herregårder. Finalistene kåres på et stort show i København, og deretter blir det en spesialutstilling med alle finalebilene.

PR for veteranbilinteressens

I tillegg til at alle deltagerne skal hygge seg, er formålet dessuten å fremme interessen for våre historiske kjøretøyer. Kanskje kommer du på TV?!

1/2 mio. kr. i premier

Her er chansen for at vinde uhørt flotte premier fra en totalsum på en halv million.

Hovedprisene er Dkr. 50.000 og Dkr. 30.000. Desuden gives 10 premier à Dkr. 10.000 og 24 weekendreiser til London samt gaver til alle også barnene.



PUBLIKUMSPRISEN

Publikumsvurdering av et tidstypisk kostyme på en eller flere personer eller en familie med én originalbil

RESTAURERINGSPRISEN

Vurdering av originalbiler i perfekt stand foretas av innenlandske og internasjonale bilsakkyndige.

BARNEPRISEN.

Konkurranser for dere som er under 12 år i 3 klasser:
Fineste trampebil for barn fra tidligere enn 1974.
Beste kassebil som junior selv har bygd.
Vinner av racet som arrangeres for kassebiler.

Slik kommer det til å foregå:

Finalister fra de innledende stevnene i Skien, Bergen og på Ekeberg går videre til landsstevnet dette også arrangert på Ekeberg - og vinnere herfra går til den store skandinaviske finalen i Øksnehallen i København.

Hvem arrangerer og hvor er det det skjer?

Utkåring finner sted på 8 stevner i Norge, Danmark og Sverige. Bergen og Trondheim er nyetablerte stevnesteder med Norsk Veteranvogn Klubb som arrangør. Arrangementet på Ekeberg ved Oslo ble en stor suksess i år. Derfor kommer både den innledende finalen og landsfinalen til å bli arrangert der. I Danmark arrangeres stevnene av Dansk Veteranbil Klub. I Sverige foregår lignende arrangementer på veletablerte stevner i Båstad og Ånnaboda.

Påmeldingsfrist 1. februar 1999

Påmelding og betaling skjer samtidig: NOK 450 pr. bil - NOK 125 pr. barnebil. Deltagere kan påmeldes med mer enn en bil - men kun én bil i samme klasse. Fullstendige konkurranseregler sendes ved mottagelse av påmelding.

Vi gleder oss til å kunne gi dere mange spennende opplevelser ved

Scandinavian Classic Car Festival - en gentleman-konkurranse for hele familien.

Med vennlig hilsen Norsk Veteranvogn Klubb, Dansk Veteranbil Klub & Classic Events



SCANDINAVIAN Classic Car FESTIVAL

Påmeldning inklusive betaling til:
Classic Events, Box 40
DK- 2000 Frederiksberg
Danmark

Giro 1199-1672-2863

Påmeldningsfrist: 1 februar 1999



Påmelding og betaling skjer samtidig:

NOK 450 pr. bil - NOK 125 pr. barnebil (Betal i tide. Etter 1.2.99 + 50%)

Deltagere kan påmeldes med mer enn en bil - men kun én bil i samme klasse.

Påmelding sammen med betaling registreres i samme rekkefølge som den mottas.

Fullstendige konkurranseregler sendes ved mottagelse av påmelding.

Hvis disse ikke kan aksepteres, returneres påmeldingssøknaden uten problemer.

Bestäm var du vill delta och i vilken klass.

BIL: TYPE: ÅRGANG:

NAVN: POSTNR:

ADRESSE: BY:

PRISE: ☐ PUBLIKUMSPRISEN ☐ RESTAURERINGSPRISEN

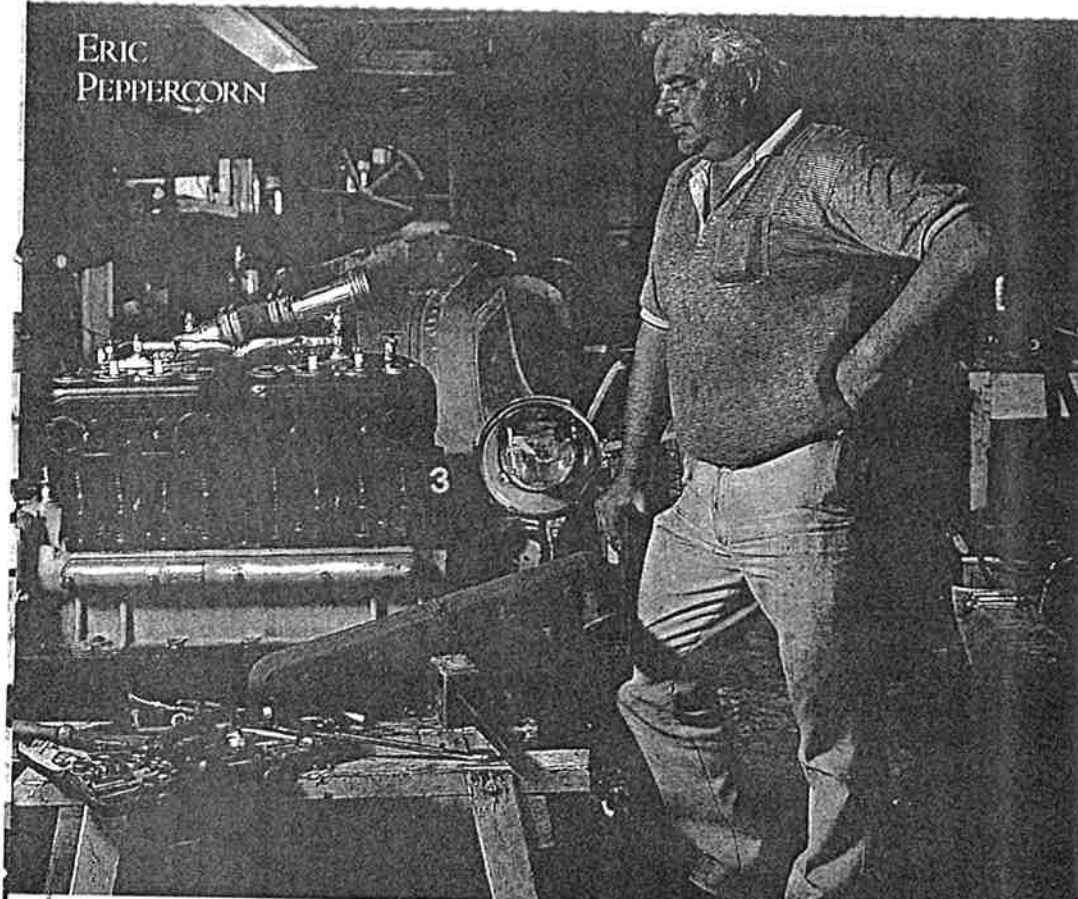
KLASSER:

TILL 1940: VETERANBILER: ☐ CABRIOLET ☐ LUKKET BIL
1941 - 60: KLASISKE BILER: ☐ HVERDAGSBIL ☐ SPORT OCH LUXUSBIL
1961 - 74: HISTORISKE BILER: ☐ HVERDAGSBIL ☐ SPORT OCH LUXUSBIL

BARNPRISER:

☐ ORIGINAL TRAMPEBIL ☐ KASSEBIL ☐ KASSEBIL RACE
☐ SKIEN CLASSIC CAR SHOW MAJ ☐ BERGEN CLASSIC CAR SHOW AUGUST
☐ EKEBERG VED OSLO SEPTEMBER

ERIC PEPPERCORN



Despite lavishing much time and energy on his racing-bodied 1914 Type ED 18CV, Eric Peppercorn isn't a singularly Renault fan. He's never bought a 4CV commemorative mug and he certainly wouldn't go starry-eyed over a Renault 14.

But Eric is as enthusiastic about Renault as he is about Vauxhall, Riley, or any other make of pre-war car: "I can't claim to be a Renault expert," he says, "but I can admire the way the Renault brothers engineered and built their early cars." As a coachbuilder, Eric rebuilds wood-framed vintage car bodies for a living, with Vauxhall 30-98s being his speciality and first love. So why does he have a Renault?

"I wanted something old that I could use for trialling, but it had to be different, unique, and preferably silly. I already knew of the Renault and

thought that it would meet my requirements perfectly. Coincidentally, it came up for sale around the same time that my wife Stella was made redundant, so we bought it with her leaving money."

That was eight years ago. Since then, it's been used for VSCC trials and driving tests: "We've even managed to pick up a few trophies in it along the way, including a fastest time at the VSCC Malvern meet," recalls Eric.

The VSCC Welsh 100 Miles trial was less happy: "A few years ago, midway through the event, a piece of the flywheel fractured and flew off. This

caused an imbalance in the engine, cracking the back of the crankcase. So, over the last three years, I've rebuilt the engine, the most recent job being to white-stitch a

stressed area of the crankcase as the alloy wouldn't take a weld. I won't know if the stitching has done the trick until I fire up the motor in a few months but, in the meantime, if anyone out there has got a pair of crankcases for a 4½-litre four-cylinder 18CV Renault, I'm interested."

Eric had hoped to have the Renault ready for the Welsh this Autumn, but the discovery of a bent front axle and wear in the steering joint bushes has put paid to that: "My aim now is to be competing with the ED in the Edwardian class at Montlhéry next summer. I'll need until then just to clean up all the brass, which in itself is almost a full-time job," he chuckles.

The two-seater racing body was added in the early 1980s when the chassis was shortened: "Although the Renault is now smaller, at 1½ tons it's still no lightweight," says Eric. "It's happy to cruise at 50-60mph, but it's not a car for the faint-hearted as stopping can be a real problem. Other motorists often pass and then slam on their brakes to get a closer look at the car. As it only has rear-wheel braking, one of these days one of them may well get a closer look than they bargained for."

As for 'modern' Renaults, Eric shrugs his shoulders and says: "Stella had a Dauphine Gordini in the '60s that collapsed in half through rust. There's not much danger of my 18CV doing that."

Gary Axon

'It came up for sale around the same time that my wife was made redundant, so we bought it with her money'



152 Classic & Sports Car

FRED PARKER

Renault R10 devotees are few and far between and undoubtedly the most ardent fan of the Régie's square-rigged saloon is Uckfield's Fred Parker: "When I was in my early teens, I wrote a list of all the oddball cars I most wanted to own. The R10 was towards the top of that list and I bought my first on turning 17, back in '72. Unfortunately, I stuffed it six months later and spent so much money repairing the damn thing I simply couldn't afford to keep it."

Twenty-six years on, special needs teacher Fred's daily driver is a late-model Porsche 911 'Turbo look' Cabriolet, but the R10's boxy visage still appeals: "I started hankering after another about five years ago and eventually came across Rosie. She'd been owned by the ubiquitous little old lady for more than 20 years before passing to another woman of advancing years prior to me buying it. Amazingly, the car had covered just 19,000 miles since '68. I paid £2,500 which was perhaps over the odds for a car generally perceived as undesirable but then I subsequently spent a further £4,000 on a respray and partial renovation."

Accompanying Rosie is another R10, a white '69 example: "I quite fancied another and found this car with just 35,000 miles on the clock. I sometimes take either R10 in turns for the school run. To be perfectly honest, with just 1100cc on tap, I don't enjoy driving them long distances. On the motorway, 55mph quickly becomes unbearably boring. It isn't much fun dicing with large lorries either. When you're just pottering around, R10s are very pleasant little cars with bags of character."

Star of Fred's collection, however, is his spotless '67 Caravelle, believed to be one of the last two imported: "I wrote something about the R10s for *Renovator*, the Renault Owners' Club magazine, and tagged on the end of the article that I'd quite fancy a Caravelle. I was immediately inundated with calls from people begging me to take away their crumbly old wrecks. I bought my car from a farmer who'd owned it for years but very little documentation came with it, so I'm not sure of the car's exact history although there was talk of it being a Motor Show car."

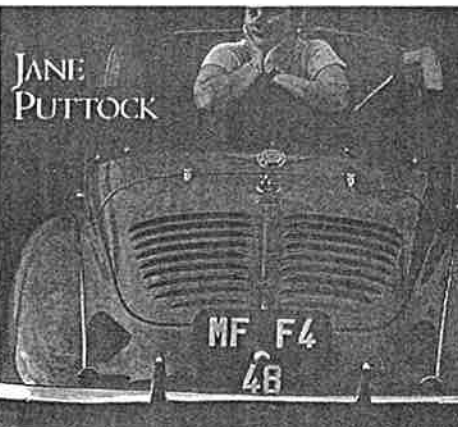
Restored by Packard specialist West Hursley Garage, the Caravelle looks exquisite in pale Porsche blue, riding on a set of early '70s Cosmic alloys. Initially reluctant to divulge just how much it cost, Fred finally admits to a sum in the region of £15,000: "A lot of money I know, but it did need a lot of work. Most of the front end is new and a lot of parts cost a small fortune, especially the brightwork. I don't really think about how

much my cars have set me back. It's academic as I love them dearly and we'll never part. The Porsche will go long before they do." That's devotion for you. RH

'In my early teens I wrote a list of all the oddball cars I wanted to own. The Renault 10 was near the top of the list'



PHOTOGRAPHS: TONY BAKER/DAVID SHERFIELD



JANE PUTTOCK

Graphic designer Jane Puttock was a confirmed Austin A35 fan until she spotted a Renault 4CV at a Surrey club event five years ago: "I

'On the Guildford Cruise everybody thought it was some wildly customised Morris Minor or Beetle'

had no idea what it was but just fell in love with the car's curvy looks. Having discovered its identity, I asked a friend of mine who lives in south ern France to keep an eye out for one and, not long after, she came across this car. Without so much as clapping eyes on it, I sent over a jiffy bag full of used notes and the Renault was mine. I must admit to being a little taken aback when I first saw it. The body wasn't exactly pristine and the interior trim crumbled to the touch."

Jane's partner James Ewing can take most of the credit for reviving the decrepit 4CV: "I felt happiest when he's fixing some old banger and currently owns a Citroën H-van and a Riley-HRC special which he drove on the Monte Carlo Challenge a few years back. He isn't a purist though and added one or two mods to the car as he went along. The engine is a Gordini-spec 845cc motor from a Dauphine in place of the 748cc original. It's also got a Dauphine's four-speed box, Citroën 2CV alternator, Peugeot 309 brake cylinders and various other modern bits. Using more contemporary parts means that we can drive the car on long trips or abroad without fear of something breaking and leaving us stranded. We can just pop into a local auto factor and buy a new component. I've held on to the original bits which car always be fitted back at a later date."

Jane helped with the rebuild: "I got my fingers dirty usually doing the tricky, fiddly jobs James didn't want to do like washing out the gearbox casing and fitting the windows."

The only major area not tackled by the couple was in French Racing Blue, as used on all the Gordins and Alpines, but our bodyshop guy thought otherwise and sprayed it in Bugatti blue. A good choice as it happens. It's certainly vivid and you're not likely to lose the car in a supermarket car park."

Jane is gradually piecing together the car's history although there are still some gaps: "As far as I can make out, it isn't a factory drop-top as the years don't tally, but the transformation to a convertible was undoubtedly done when it was new or only a few months old. Apparently, it was originally ordered by a Peugeot dealer, of all people, for his wife to use as a beach car. I'd love to know just who did the conversion. It's very well done."

Asked what appeals most about her 4CV, Jane replies: "I love the puzzled look it generates. We recently took the car on the Guildford Cruise and everyone thought it was some wildly customised Morris Minor or VW Beetle. It certainly stood out among all the '50s American cars and hot rods. I guess I just like odd cars. I'd quite like a Fiat Multipla or something equally wacky, but it would have to complement the Renault rather than replace it. She's more than just a car to me now."

RH

Som NAF-medlem slipper du
å bekymre deg for bilen.



VI ER MED HELE VEIEN

VIVIAN SMITH

An old boy came up to me on a petrol station forecourt recently and said he'd never seen a car so obviously well looked-after. I didn't dare tell him the truth. I mean, he should have seen it five years ago!" Vivian Smith recalls with a resounding chuckle. Universally known as *Frog*, Vivian's 1968 1470cc 16 Grand Luxe represents her first car: "When I turned 17, back in '74, I desperately wanted a Volvo P1800 just like the one Roger Moore drove in *The Saint* but my father stepped in and bought the Renault instead. I'm glad he did as I would probably have killed myself with anything more powerful. I was always a bit of a girl-racer and used to try and take on all the lads in their Capris."

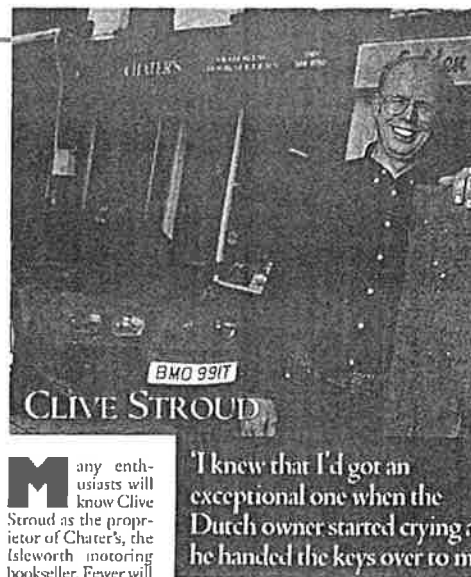
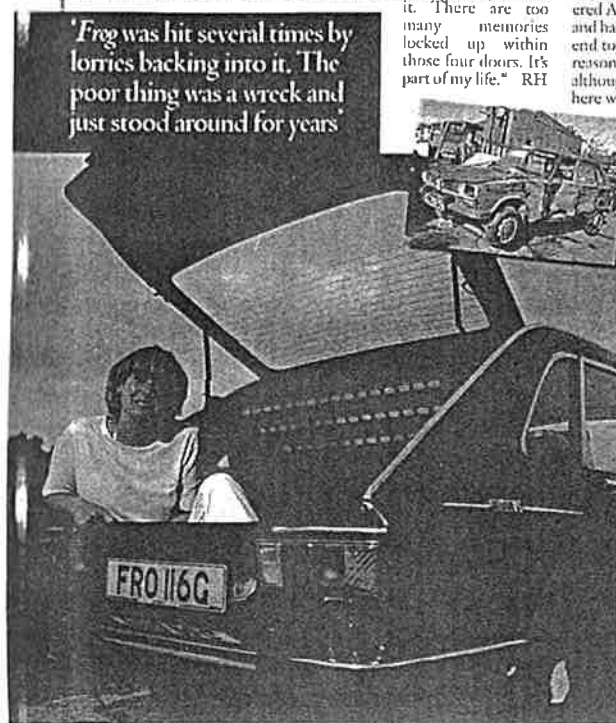
When not haring around south London's back streets, *Frog* could usually be found lugging hay bales to riding stables: "I used to love horses and the car was often loaded to the gills with feed, bridles and other paraphernalia. I would have to drive it across fields and dirt tracks so the suspension was usually shot each time the MoT came around. It took an enormous battering which makes me grimace just thinking about it."

Fast forward to the late '80s and the long-suffering 16 had been put out to pasture: "Shortly after we moved up to Bedfordshire, the car just conked out and my husband pushed it behind his workshop. Unfortunately, there was a skip hire company next door and *Frog* was hit several times by lorries backing into it. The poor thing was a wreck and just stood around for years. I was forever dropping hints that it would be nice to have the car up and running again, but it was in such a bad state I never honestly thought it would ever run again."

Husband Phil, a professional car restorer, was determined to restore the car in time for Vivian's 40th birthday last year so he and his team extricated the bedraggled Renault from under a pile of detritus with the aid of a forklift and spent a year rebuilding it: "I rarely go round to his workshop and there was this mad panic when I turned up unannounced one day," Vivian recalls. "I was virtually pushed out of the door but still had no idea what Phil was doing. You cannot imagine how shocked I was when my father arrived in the car on my birthday. All my family and friends were there and *Frog* was decked out in umpteen ribbons and balloons. It was the most wonderful surprise."

Frog now leads a sedate life: "I only drive it on special occasions. I've taken it to a couple of Renault Owners' Club meetings and to antique fairs but most of the time it sits next to Phil's Ferrari. I'll never part with it. There are too many memories locked up within those four doors. It's part of my life." RH

'Frog' was hit several times by lorries backing into it. The poor thing was a wreck and just stood around for years'



BMD 991T
CLIVE STROUD

'I knew that I'd got an exceptional one when the Dutch owner started crying as he handed the keys over to me'

Many enthusiasts will know Clive Stroud as the proprietor of Charter's, the Isleworth motoring bookseller. Fewer will be aware of Clive's slightly esoteric motoring tastes. At various times his garage has been graced with an intriguing assortment of vehicles, ranging from a bubble car to a Sunbeam Venezia, as well as sundry old motorcycles. Today, Clive's Aladdin's Cave is confined to an immaculate Jaguar XJ6 coupé and a tidy 1978 Alpine-Renault A310 V6.

"I used to think 'when I make it, I'll have a Porsche 911'. Over the years though I've heard too many horror stories from my customers with 911s. You know, high parts prices, rust, that sort of thing, and it's put me off," says Clive. "Then around 10 years ago," he continues, "I discovered A310s through a friend who is an authority on all things Renault and has an Alpine himself. I owned a low-mileage Renault 10 as a weekend toy at the time, which wasn't practical for me to keep for various reasons. I admired my friend's A310, especially the front-end styling, although, even now, I think the tail looks unfinished. It struck me that here was a car that was conceptually like a 911, yet more exclusive and costing a third of the price, with spares being cheaper and easy to find."

Clive adds: "So, I began looking for an A310 for myself, and found a nice V6 in Holland. My Renault friend went across with me to check the car out, and he confirmed that it was a very good, original example. I knew that I'd got an exceptional one when the Dutch owner started crying as he handed the keys over to me. He'd sacrificed a lot to run his Alpine, including selling his everyday car and cycling to work instead, just to keep the A310 going, poor bloke."

Clive claims that in the nine years he's owned the Alpine, it has been incredibly reliable: "I don't do a big mileage in it, but I do take it to car events at the weekends when I'm working." He's used the A310 for a dash to Le Mans, as well as visiting Nürburgring a couple of times: "I took it around the Ring once with my son on board, and overcooked it, spinning the car a full 360 deg within its own length. My son turned green, but I did manage to get a round of applause from some passing spectators," says Clive excitedly. He has since changed the tyres to improve grip.

Clive does his own routine servicing: "For the very occasional specialist job I use Alpine guru Paul Sage in London, while smaller jobs are taken care of by my local Renault dealer. That's the beauty of the Alpine," he adds, "the PRV V6 is the same as the engine used in the Renault 30, so spare parts are easy to source from any Renault dealer, and the prices are very reasonable, unlike most specialist machines."

So, does Clive still hanker after a Porsche? "You must be kidding," he says. "The Alpine is a better compromise, and I love the fact that most people don't know what it is. Sell the A310 for a 911? Never!" GA

When Louis Renault dropped out of school in the 1890s, chucking away his chance of a career in the family button-making business in favour of tinkering with motor cars in the garden shed, he cannot have had the least idea what consequences his action would have.

Without that fateful decision there would probably not be Renault SA, one of Europe's most powerful companies and manufacturer of cars by the million. The romance, the sheer perversity of this, mixed with a love of the elegant and distinctive cars Louis Renault and his brothers created, this summer led more than 100 members of the UK's thriving club for vintage and veteran Renaults to take their cars back across the Channel – back to Louis' shed in Billancourt – to celebrate the proud marque's centenary. The British club is called Renault Frères, a title which is doubly apt since it describes the friendly atmosphere of the club and recalls the name of the first Renault company, formed in 1899 when Louis' business-minded brothers, Fernand and Marcel, saw the potential of their brother's invention.

The plan was for the British-owned cars to join a 700-strong gathering of vintage, veteran and classic Renaults in the huge Billancourt factory, not far from the centre of Paris, for an event run by the locally-based Club des Amateurs d'Antiques Renault,

more succinctly termed CAR. I was invited to join the Renault Frères group, to drive a 1911 Renault AX owned by Renault UK. We were to be flagged away from the company's British HQ on a Thursday, drive to Portsmouth to catch an overnight ferry to Le Havre, then drive into Paris on the Friday, ending our journey at a hotel close to Billancourt in good time for a full weekend's festivities.

I love driving very old cars, so the chance to put more than 300 miles under the wheels of a healthy veteran on a proper, European journey was not to be missed. Luckier still, my companions for the journey were to be Jim and Valerie Worsley, long-time Renault Frères members and custodians of the two old cars Renault UK owns, the AX and an even older veteran which they polish up for the Brighton Run every year. Just for variety, Jim's day job is working for Renault UK on the dealer liaison side.

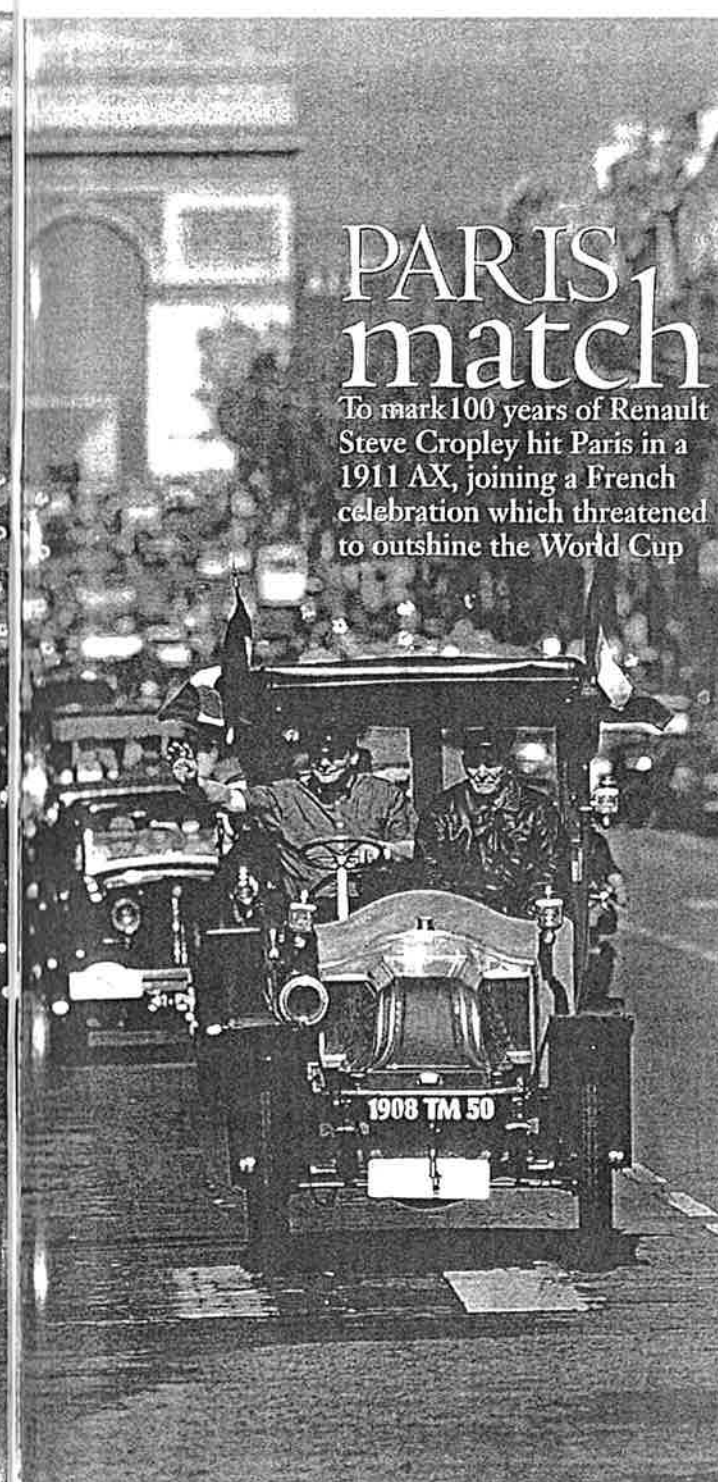
There could hardly have been a better early Renault for this journey than an AX. Not because it was big, fast and opulent (Renault was making far bigger and more imposing models by 1911, and some of those were on the rally), but because the AX has a reputation for

faithfulness and reliability. Ours was a yellow two-seater version, nicknamed 'Sid' for reasons which are clear when you see the number-plate. It's a jaunty, four-square car, easy to crank, easy to push, just fast enough.

The engine is an 8hp, in-line, water-cooled twin of 1060cc, with separately cast one-piece cylinder blocks, each with an exposed side exhaust valve and an atmospheric inlet. The ignition is by magneto and the engine is fed by the simplest and smallest of brass carburettors. Power is transmitted through a leather-lined cone clutch to a three-speed-and-reverse crash gearbox which, in common with other Renaults of the time, has a right-hand, straight-line shift, selecting reverse-first-neutral-second-third as the lever is moved away from the driver towards the dashboard. Starting is simple: petrol on, swing to prime, ignition on (via a brass switch on the dash), crack throttle (lever on dash) and swing once more. If it doesn't start, Renault experts (a few usually look on) will be surprised.

We did 10 miles' practice, whereupon Jim pronounced me fit to drive. Yet I was hardly brimming with confidence two weeks later when we were flagged off from London's Western Avenue, one of the capital's busiest roads. Valerie Worsley, interpreting route instructions, carried on the tradition for calmness, though she later reported to Jim (in a chase car behind) that I had begun somewhat timidly, and she was right.

Winding through London in a car you're still learning to drive is a difficult



PARIS match

To mark 100 years of Renault Steve Cropley hit Paris in a 1911 AX, joining a French celebration which threatened to outshine the World Cup

errand. It would have been downright tough had this not been a Renault AX, a car with reliable rear-wheel brakes, compact dimension and decent steering authority. It took us several hours to wind through the suburbs and into the country where you could sustain top gear for more than a few hundred yards. Yet we estimated average speed at around 17-18mph, no bad against modern traffic in London.

In the countryside we discovered the need for the car's big, vertical screen, and estimated that at times we hustled the 30mph barrier. This was really going! Fifty ancient Renaults made a remarkable sight sprinkled among the moderns on our ship's car deck, but the crew feigned indifference: lots of mad Brits make mass journeys to France in odd cars, it seems.

We docked early and were on the road no long after daybreak. By now I felt a positive familiarity and a glowing affection for the car whose reputation for reliability was being upheld. True, it didn't seem to pull as well as the other AXs on hills (there were plenty: in 1911 this was one of Europe's biggest-selling cars) but I put it down to my own lack of inclination to diet. Only later did we discover that the timing was too retarded for best power. Still, if you guarded your momentum carefully and shaved whatever time you could from the one-pause-two-gearchanges, you could make decent progress.

Touring in old cars, especially slow old cars is a much underrated pleasure. This journey and particularly this Renault proved it to me all over again. Many people see the appeal of vintage touring, but a distressing number see it's only enjoyable in "something with a decent

'The ferry crew feigned indifference: lots of mad Brits make mass journeys to France in odd cars, it seems'

cruising speed, say about 50mph". To desire an old car because it behaves like a modern seems to me the height of silliness. All you need, I believe, is something that can climb hills, no matter how slowly, and you are away. With a car like this Renault you taste the delights of every mile.

Good weather followed us amicably across France. By the luncheon halt, at a particularly fine hotel poised on an escarpment looking out over the Seine, it was clear that rain – which had threatened us in Blytheby – would not be a problem today. We rumbled on, waving constantly to the hordes of French people for whom travellers in old cars are heroes, until we reached the outskirts of Paris in perfect time to become snarled in the traffic serum that always accompanies the beginning of a holiday weekend. Yet we coped, and quite easily. By now the car seemed easy to handle, its excellent visibility made approaching landmarks easy to spot. And despite their reputation, these car-borne Parisians treated us with sympathy. Thanks to Valerie's navigation we found the hotel easily, and husked like everyone else in our feelings of achievement and triumph. They're a doughty bunch, Renault Frères; all who made the ferry also made Paris under their own steam for a remarkable birthday celebration. ♦

'This summer, more than 50 UK owners of vintage and veteran Renaults headed back to Louis' Billancourt shed'

Main picture: mass of Renaults, led by early scud-nose, head down the Champs-Élysées. Other pictures from top: Frères prepare for off; Cropley gets to grips with the 1911 AX; Renault 10 & 8 were out in force



FOOT: BAKERS/RENAULT COMMUNICATIONS



BEHOLDER GRUNNLINJENE: Nye Clio har litt dristigere linjeføring, men beholder grunntrekkene. Bilen er bygget over et helt nytt understell som gir mye komfort og kjøreglede.

Komfortabel kjøreglede

Av Morgan Lillegård

Renault har valgt å beholde navnet, men det er stort sett det eneste som er igjen av gamle Clio. Fabrikken har satset store summer i utviklingen av en sikker småbil. I brosjyren legger Renault, ved siden av komfort og design, stor vekt på sikkerheten. Kupeen er konstruert rundt et sikkerhetsbur og det er tatt i bruk ny teknikk både i kollisjonsputene og i sikkerhetsbeltene. Imidlertid må kundene vente til januar før bilen leveres med sidekollisjonsputer.

ABS-bremser og rattbetjent radio er også standard på alle Clio-utgavene.

Franske biler er kjent for sin komfort, og Clio skuffer ikke. Setene er passe myke og gir bra sidestøtte. I fart merker du at fjæringene er fint avstemte.

Støy hører også med til begrepet komfort, og på dette området stiller denne lille franskmannen sterkt. Bortsett fra litt støy fra motoren under akselerasjon, er Clio overraskende støysvak. Dette er tross alt en liten bil, men den har like svakt støybilde som forbindes med større biler. (Selvsagt hjelper det at vår prøvebil var utstyrt med piggfrie vinterdekk.)

Styringen i nye Clio er meget presis. Kanskje for presis vil noen hevde. Bilen reagerer kontant på rattutslag. Styringen er stram og minner litt om den kjøremaskinen Peugeot 205 GTI var utstyrt med på 80-tallet.

En slik kontant og rask styrerespons gir bilen kjøre glede. Tester utført av fagpressen viser at kjøreegenskapene er i ypperste klasse, også med full last i bilen.

Hadde bilen hatt mer motorkraft ville den blitt svært morsom å ratte. Foreløpig leveres den bare med en 1,2 liters motor på 60 hestekrefter. For de fleste er dette sikkert nok, men det hadde gjort seg med litt med drag i bilen.

I Clio sitter fører og passasjerer høyt og har god oversikt. I bytrafikken er den fortreffelig og med litt giring på landeveien trives den også der.

Utvendig har designerne laget en litt mer dristig linjeføring enn den forrige modellen. Likevel har de holdt grunntrekkene. Det er tydelig at de vil beholde den eksisterende kundegruppen.

Innvendig er alt som forventet. Brytere er plassert der du forventer å finne dem og er stort pluss til rattbetjent radio.

Men når det er sagt - Clio er grå innvendig. Litt friskere fargevalg skader ikke. Dessuten burde turteller vært standard.

Tekniske fakta

Renault Clio

Motor: 1,2 liter

Effekt: 60 hestekrefter

Akselerasjon: 15,0 sekund (0-100 km/t)

Toppfart: 160 km/t

Bensinforbruk: 0,62 l/m ved bladet kjøring

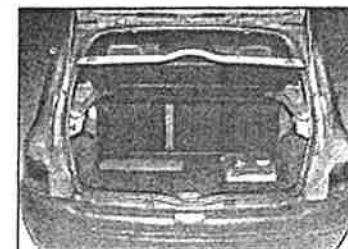
Mål: 3,77 (L), 1,64 (B), 1,42 (H)

Pris: 150.000 kroner (billigste modell 135.900,- levert Tromsø)

Garanti: 1 år



OVERSIKTLIG: Dashbordet er oversiktlig og det er et stort pluss at alle modellene leveres med rattbetjent radio.



BAGASJEROMMET: Bakseteryggen er delt og kan legges ned om bagasjerommet på 255 liter blir for lite.

BIL markedet

Komplett automatkasse m/tilbehør til R15/17 til salgs.

Geir Sørensen, tlf 71 29 22 20 eller 71 29 11 40.

Litteratur om Renault 7 ønskes kjøpt. Har du brosjyrer, bilder eller artikler om Renault 7, eller vet du om biler i Skandinavia, er jeg interessert i at du tar kontakt.

Asgeir Larsen, Tromsø, tlf 77 61 96 42 eller 957 30 950.

Renault Dauphine Gordini 1960 modell selges. Bilen har kun gått 5.700 mil. Den har nyoverholte bremses rundt det hele. Bilen starter og er fullt kjørbare. Den har minimalt med rust. Prisantydning: 13.000,- Leif Otto Malmkvist, Halden, tlf 69 18 65 38 eller 901 18 834.

Jeg har en nydelig Renault 4 1972 modell som må overvintre ute. Dessverre har det vært hærverk på bilen, slik at jeg mangler bakrute. Er det noen som kan hjelpe meg med det så snart som mulig? Jeg trenger ny startmotor til bilen også.

Asgeir, tlf 77 61 96 42 eller mob 957 30 950.

Renault Fuego 2,0 1981 modell. Blå, motor påkostet 11.000,-. Prisantydning 15.000,-. Tlf 62 94 84 09 eller 62 95 31 01, Hedmark.

Renault 5 (R1222) 1977 modell. Brun metallic til salgs Kun ca 60.000 km. Fin bil med lite rust (innlandskjørt). Må skifte eksosanlegg. Meget bra bil. Pris kr 5.000,-. Tlf 61 18 52 26, 61 26 08 00 (j) eller 950 52 347.

Renault 8 1970 modell bra objekt. Selges for kr 8.000,-. Tlf 913 61 636, Oppland.

Renault 12 TL 1976 modell. Selges m/bra vinterdekk, kr 5.000,-. Tlf 77 63 34 30, Tromsø.

Til Renault 5 1972 modell ønskes komplette seter i god stand kjøpt. Sauro, tlf 22 16 67 93.

Renault 10 1971 modell. Bilen er et meget bra objekt som starter. Den har et pent interiør. Dårlige bremses og batteri. Prisantydning 10.000,- Finn Mauritz Malterud, tlf 61 13 20 57 eller 911 67 880, Gjøvik.

Deler til Renault 5 Alpine til salgs. Interiør, felger etc. Komplette interiør etc. til R5 GTE og Turbo. Styreledd etc til R5 GTE '88 mod. Ring for nærmere info. Sauro, tlf 22 16 67 93.

Renault 5, 82 modell. EU-kontrollert, selges kr 5.000,-. Tlf 77 69 04 65.

BIL markedet

Renault 11 TXE 87 modell. 165.000 km, sølv, selges. Prisantydning 39.000,-. Tlf 52 84 26 70 eller 911 90 995, Rogaland.

Annonser fra Classic Motor Magasin nr 10-98:

Diverse delar till Renault 16 TSR 1970. Ring och hör. Tel 00 46 16 63020, Andreas Karlsson, Kungsör.

Två Renault 16 1967 och 1969 säljes i delar. Tel 00 46 26 70341 efter 18.00.

Till Renault 10 1967-69: Dörrar, huv, bagagelucka, rutor, passar R8? Billigt. Tel 00 46 470 33820, Tommy Ström, Väckelsång.

Annonser fra Classic Motor Magasin nr 11-98:

Renault Floride 1960 modell. Svensksåld. Helt komplett. Pris SEK 16.000,-. Ola Jansson, tlf 00 46 175 13694, Herräng.

Renault 4 1968. Racing green. Fin. Tre ägare. Startas med vev. Mycket delar o extra tillbehör medföljer. Säljas för SEK 4.000,- eller högstbjudande. Tlf 00 46 173 32 375.

Annonser fra Classic Motor Magasin nr 12-98:

Renault 10 Major, 1966 modell. Helrenoverad kaross, nya skärmar, innerskärmar, front o akterplåt, ny motor m.m. Endast lackering återstår. Går at prova, samt nya originaldelar som stötfångare, instegslistor, gummilister etc. säkert nya delar för 20.000,-. Blir en bil i nyskick med lite jobb. Pris SEK 9.500,-. Lennartson, tlf 00 46 417 25153.



Renault 8 Gordini 1150cc 1965. Vinnarbil Historisk Racing 2:96, 1a -97, delad 1a -98. Tlf 00 46 225 43381.

Renault Caravelle 1133, 1966. Avställd 1975. Rostig nästan komplett. Objekt eller reservdelsbil. Cabriolet/HT. Pris SEK 1.000,-. Tlf 00 46 270 15809.



Renault Dauphine Gordini 1962.
R1091. Besiktigad, körbar, ej rost.
Behöver ny lack. Pris SEK 13.000,-.
Tlf 00 46 70 6771931.

Restaureringsobjekter selges: 1969
Renault 8, 46.000 km, meget bra.
Renault 5 Alpine.
Kjell Arne, tlf 32 84 84 24/32/80 11
01/900 48 118.

Diverse Renault selges. Grunnet
plassmangel selges følgende:
Renault 12TS, oransje i bra stand.
Renault 12TL, Royal Blue i bra
stand, Renault 30TS, grønn debil
eller rest. objekt. En del nye deler til
Renault 12 og 18 selges også.
Tlf 64 94 17 25, kveld/helg.

Til Renault 16 (R1150) t.o.m.
chassisnr 335706 selges bremseøk
inkl. bremsebelegg, fabrikknye. Pris
SEK 500,- p.r. par.
Tlf 00 46 49 03 06 03, fax 00 46 49
03 10 00.

Renault 8 Major 1964, vit i
bruksskick.
Tlf 00 46 8 542 426 09.

Annonser fra Norsk Motor Veteran nr
7-98:

1975 Renault 4 TL og 1976
Renault 16 TL selges i deler. Også
masse nye deler til Renault.
Tor Inge, tlf 55 91 74 72.

Annonser fra Norsk Motor Veteran nr
9-98:

Bremseklosser til Renault 4, 5, 6, 8,
10, 12, 14, 15, 16, og 17 pluss andre
bremsedeler selges.
Jan Tore, tlf 32 75 24 77/920 97 261.

Til Renault 4 ønskes deler, både
karosseri og mek. deler, helst til
gamletypen med den lille ovale
grillen. Ellers interessert i alt som
rører seg ang. "gammel Renault".
Reidar, tlf 69 80 88 12 e. kl. 14.30.

Annonser fra Nostalgia nr12-98:

Renault 10 Aut '70 modell. Kompl.
rep. objekt. Pris SEK 2.900,-. R4
1975, fungerande rep. objekt. Pris
SEK 1.000,-. Dauphine 1960,
nyrenov. motor, nybesiktigad,
bruksskick. Pris SEK 12.000,-.
Anders, tlf 00 46 250 142 23, Mora,
Sverige.

Club Renault Boutique

T-trøyer

Nye trøyer er skaffet i forbindelse
med 100 års-jubileet. Trøyene er
hvite, og krymper ikke! De har et
stort håndtegnet jubileumsmotiv på
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på venstre bryst.
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Renaults nåværende rombelogo som
pins.
Pris 45,-
Bestillingsnummer 5

Video

1 times program fra serien "Classic
Wheels" (som blant annet er vist på
Discovery Channel) om Renault.
Pris 90,-
Bestillingsnummer 6.

30 minutters program fra serien
"Top Marques" (som blant annet er
vist på Discovery Channel) om
Renault. Kassetten inneholder også
et tilsvarende program om FIAT.
Pris 90,-
Bestillingsnummer 8.

Bok

Jeg har bestilt et parti av Tony Vos
sin bok om Renault. Den har også en
del om treffet i Paris i sommer.
Tony Vos er tidligere redaktør av
den nederlandske klubbens
medlemsblad "Renograaf". Han har
også tidligere utgitt bøker om biler.
Boken er på 96 sider i farger med
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Boken har ikke kommet enda, med
det er allerede nå mulig å bestille
den.
Prisen blir kr 130,-, med forbehold
om valutaendringer.
Bestillingsnummer 9.

Nøklinger i skinn

Det ble bestilt nøklinger i
desember 1998. Dette blir
nøklinger av "gammel" type. En
skinnlapp med logotrykk.
Prisen er ikke fastsatt enda, men den
vil antagelig bli ca kr 20,-.
Bestillingsnummer 10.

Har du ønsker om andre typer
produkter, vennligst ta kontakt.

Alle henvendelser skjer til:
Club Renault Boutique
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Frakt tilkommer. Faktura vedlegges
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Spesialitet: Reparasjon av Renault.