



EDITORIAL



Dear collectors,

It's our great pleasure to send you a few of the upcoming event dates that will make the 2010 edition of Renault Histoire & Collection truly memorable. However, this programme still has not been finalized, and some events are bound to be added to it. Naturally, we will keep you posted about any changes to this programme. Please note that this newsletter is an additional opportunity for you to make public the events you'd like to organize. So don't delay – send us your 2010 dates ASAP!

With 2009 drawing to a close, the whole Heritage Department would like to wish you a very Merry Christmas and a Happy New Year in 2010

PROVISIONAL PROGRAMME

- | | |
|--------------------------|---|
| 17/18 April | ▶ World Series by Renault Alcaniz (Spain) |
| 19/24 April | ▶ Tour Auto |
| 25 April | ▶ Les Cinq Litres du Mans : organized by the CAR Le Mans |
| 01/02 May | ▶ World Series by Renault Spa-Francorchamps (Belgium) |
| 15/16 May | ▶ Rallye AMAG |
| 29/30 May | ▶ Birthday Celebration Renault 5 Turbo : organized by IT5 and the CAR Ile de France |
| 05/06 June | ▶ World Series by Renault Brno (Czech Republic) |
| 05/06 June | ▶ Locomotion en fête |
| 05 June | ▶ Autodrome Heritage Festival |
| 19/20 June | ▶ World Series by Renault Magny-Cours |
| 27 June | ▶ RétrOcéane: organized by the CAR Sandouville/ Le Havre |
| 03/04 July | ▶ World Series by Renault Budapest (Hungary) |
| 09/11 July | ▶ Le Mans Classic |
| 04/05 September | ▶ World Series by Renault Hockenheim (Germany) |
| 18/19 September | ▶ World Series by Renault Silverstone (UK) |
| 30 September /17 October | ▶ Mondial de l'Automobile (The Paris Motor Show) |
| 02/03 October | ▶ Autobrocante Lohéac |
| 09/10 October | ▶ World Series by Renault Barcelona (Spain) |



REGISTERING FOR THE 2010 LE MANS CLASSIC



The fifth year of the Le Mans Classic is slated to be one of the highlights of the 2010 Renault Histoire & Collection programme. This event will be held from 09 to 11 July at the legendary Le Mans racetrack. Please find attached registration instructions so that you may join us at the 2010 Le Mans Classic. We request that you read through this document carefully and make your reservations ASAP.



NEWS

03/04 October ► The Autobrocante de Lohéac: honouring Gordini

► Summary

For the 16th time, Renault Histoire & Collection was in attendance at the Autobrocante de Lohéac on 4 and 5 October. That weekend, Gordini, the famous “sorcerer”, was honoured with an exhibition of thirty or so of his models. Simultaneously, a group of R4 and Berlinettes Hommell were shown together for the public’s viewing pleasure. Many events were held on the track, including driving demonstrations by Jean Ragnotti, Alain Serpaggi and Michel Leclère, in addition to 400 booths selling spare parts, model cars, books on automobiles ...

► Anecdote

This was the 1st time at a Renault Histoire & Collection demonstration that Michel Leclère took the wheel of his Renault 8 Gordini since he was classified 2nd in the 1969 Gordini Cup.



24/25 October ► World Series by Renault Aragon

► Summary

The drivers Jean Ragnotti, Alain Serpaggi, René Arnoux, Gérard Larousse and Michel Leclère discovered the brand new Aragon Motorland racetrack at this past World Series by Renault, which closed out the 2009 racing season. Once again, your turnout was large for this event: almost 80,000 spectators and roughly 120 collectors cars could be seen at this edition of the World Series by Renault.



► Anecdote

out the present Formula the new one premiered at debuted in the Formula Championship and took fact, he finished with the points (167) as Patrick Tambay. With an additional win against his rival under his belt, he took the top place on the winner’s podium.



René Arnoux tested 2.0 to contest with this race. In 1973, he Renault European home the title. In same number of



04/08 November ► Rally Costa Brava, Spain

► Summary

The 57th edition of the Rally Costa Brava was a resounding success. The public thronged to the six models of sports car from the Renault collection (Renault 5 Alpine Group II, Renault 5 Maxi Turbo, Renault 11 Group A, Renault 5 Turbo "Tour de Corse", Clio Group A and Clio Ragnotti), which were shown at the Place of the town Hall of Lloret del Mar.

Walter Röhrl won in a Porsche 911 RSR. Unfortunately, both Renault Histoire & Collection teams (Ragnotti / Mercier and Serpaggi / Prevost) were forced to drop out of the race due to mechanical problems.

► Anecdote

In 1975, at the European Formula Renault Championship, Jean Ragnotti finished 4th despite a wonky vehicle that had a broken back air foil that inversed the downforce on the Jarama racetrack.



13/15 November ► 54th Rallye d'Automne

► Summary

The City of La Rochelle played host to its 54th Rallye d'Automne. The stage was set for our teams returning from Costa Brava for the start of an annual motor race through the lovely Charente-Maritime countryside.

Forty-four teams raced, with the Jean Ragnotti/ Francis Mercier duo taking first place in the final of the 2009 French Cup of Historic Competition Vehicles. Good work gentlemen; see you next year in the winners circle!



► Anecdote

Only 16 seconds separated Jean Ragnotti from the second place Dominique Depons in hot pursuit.

THE EVENT OF THIS YEAR-END

21 November 2009 to 10 January 2010: Noël en Bleu at the Atelier

On 24 November, the designed Gordini model, the Twingo Gordini R.S., was unveiled at the Renault Atelier.

This car was shown at the "Noël en Bleu" exhibition, which throughout the holiday season holds events for the young and old alike! Renault Histoire & Collection is displaying there the Etoile filante and a R8 Gordini.



*The Atelier Renault – 53, Champs-Élysées, 75008 Paris
Times: From Sunday to Thursday: from 10:30 a.m. to 12:30 a.m.
Fridays and Saturdays from 10:30 a.m. to 2:30 a.m.*



FOCUS – CLUB OUTINGS

Le Frégate Club de France at the Invalides...

Spurred on by our new member, René Belhumeur, on Sunday, 4 October 2009, le Frégate Club de France organized an outing that took place in the prestigious setting of the Hôtel des Invalides in Paris. Fourteen Renault Frégates were on display, and no less than 50 or so Frégate enthusiasts answered “here” to the roll call. All models of the range were represented: Amiral, Affaires, Transfluide, Domaine as well as the Chapron coupes and Letourneur and Marchand cabriolets. Once the cars were parked in a half-moon formation, we took an in-depth tour of the Salon d’Honneur, l’historial Charles de Gaulle and the Dôme. Afterwards we ate a meal at the Salon d’Ornano with the museum director, General Robert Bresse. In the afternoon, we were taken on tours not open to the public of the Caveau des Gouverneurs and went up the Saint Louis Cathedral where we could admire the view of the Capital “from above”. All automobiles were driven back to their respective garages without incident.

Le Frégate Club de France



TESTIMONIAL

The story of a Renault enthusiast about the World Series by Renault Le Mans

“I’m going tell you a nice little story.

Every year, as a family, we take part in the World Series by Renault in France. This year a competition for collectors was organized. My car, a Clio Renault Sport (2004), was selected in the after-1979 sports car category thanks to Michel Leclère, to whom I’d like to say hello, by the way.

When the prizes and certificates were handed out, my wife and I were pleasantly surprised to have our photo taken with a living legend, Jean Ragnotti.

And it was none other than Jean Ragnotti himself to gave out the autographed certificates and diplomas.”

Mr. Davy – Clio II Renault Sport





MY PASSION

Renault 11 Zender: memories, memories and more memories



In 1985, Renault built the Renault 9 and 11 at the Douai plant, and also came out with a limited edition model with body styling by Zender, the German performance tuner. In 2003, Olivier Milluy, a technician at DIVD Montage and a die-hard restorer of classic cars, bought a Renault 11 Turbo Zender, after seeing an ad for it in a motor magazine, and spent the following two years refurbishing it.

Since then, Olivier has taken part in several antique car shows with his Renault 11 Turbo Zender. At the Worlds Series by Renault in Spa-Francorchamps in 2009, his Renault 11 Turbo Zender won in the *Remarkable Sports Car Category (built after 1979)* in the competition held by Renault Histoire & Collection.

Motor enthusiasts interested in following Olivier Milluy's journey as he embarks on restoring his Renault 11 Turbo Zender can read about it on his blog by going to: www.r11turbozender.skyrock.com

MY CAR



Renault 5 Turbo 1981
M. Benoît Bernaz



Primaquatre 1936
M. Michel Hery



Alpine 310 V6 1983
M. André Buisson



Renault Colorale 1965
M. Didier Vertogen



Berlinette 1300G
« olympique » 1969
M. Pierre Julien



Alpine 310 Calberson
M. Denis Michel



Alpine 610 1992
M. Denis Michel



Voiturette type C 1900
M. Michel Hery



Renault Colorale 1965
M. Didier Vertogen



BIRTHDAY CELEBRATIONS

2010

RENAULT COLORALE



Built to last, the Colorale did many a hard job in the 50s for craftsmen, shopkeepers and farmers, and its many versions could stand up to the needs of almost any situation.

In 1950, Renault launched the Colorale; its portmanteau name comes from "colonial" and "rural". With a pleasantly "plump" line, this genuine "workhorse" came in many versions: Prairie or Savane, taxi, pick-up, chassis cab and even in a four-wheel-drive version. More sturdy than fleet-footed, the Colorale was the star of many major trans-continental raids including the Algiers-Cape Raid, in which it covered 15,000 km at an average speed of 50 km per hour and a 42,000 km raid between Tierra del

Fuego and Alaska, among others.

► Join us:

At the Locomotion en Fête celebration on 05 and 06 June 2010 in Ferté-Alais, all existing versions of the Colorale will be displayed at a gathering organized by Renault Histoire & Collection.

► For more info:

If you would like further information about the Colorale, please don't hesitate to contact the **COLORALE Club**.

Website: www.colorale.org / E-Mail: club@colorale.org

RENAULT FUEGO

With a snappy name that cracks like a whip, Renault has maintained the tradition of the semi-sporty coupe offering the comfort of a Saloon with elegant body styling.



Launched in 1980, the Fuego was designed with the following intention in mind: an unprecedented body styling based on a Saloon platform. The chassis comes from the Renault 18; a black line wraps around the vehicle below the roof from the hood to the boot – a classy styling innovation. Designed by Robert Opron, the Renault Fuego provides an excellent air penetration ratio of 0.34, along with a sensible compromise between comfort, roominess and sportiness. Another innovation of the Fuego was its catchy name that sets it apart from the more traditional number names of Renault cars, which started in 1961 with the Renault 4. The Fuego

expresses a certain mindset, particularly that of individuals sensitive to the Turbo version, which started rolling off the production lines in 1983.

► For more info:

If you would like further information about the Fuego, please don't hesitate to contact the **CLUB FUEGO France**.

E-Mail : Jerome.le_moine@aliceadsl.fr

RENAULT 5 TURBO

In the late 70s, Renault developed turbo-compressor technology. Designed specially for rallies, the Renault 5 Turbo would go on to become the very quintessence of this new technology.



In June 1978, Renault won the 24 Hours of Le Mans and continued on its ambitious Formula 1 winning streak when it played its trump card with the "turbo". At the time, the thinking ran as follows: why not put this turbo technology into some vehicles in the range? In October 1978, a full-scale model was rolled out. Squat, with a widened wingspan, and a small roof spoiler as well as lateral air intakes, the Renault 5 Turbo had all the power and style of a true racing car. What's more, the rear bench seat was taken out to make more room for the engine. Certification in Group 4 required producing 400 vehicles, the first of which came off the production line in

January 1980. The Renault 5 Turbo lived up to all its promise – it had a splendid run in rallies and was among the top cars. In the end, only 4,987 of these autos were produced from 1980 to 1986 (Turbo and Turbo 2).

► Join us:

At the gather of Renault 5 Turbos on 29 and 30 May 2010, organized by the Club IT5 with the collaboration of CAR IdF with Renault Histoire & Collection in attendance.

For further information, please contact the **CLUB IT5** (E-mail: vincent.choucroun@neuf.fr) or the **CAR IdF** (E-mail: contact@anciennesrenault.com)



BIRTHDAY CELEBRATION

2011

The Renault 4 turns 50

In 2011, we will have the pleasure of wishing the Renault 4 a very happy 50th birthday. So that this event is a full fledged success, we are inviting all clubs and individuals to send us their event proposals so that we may help them see through their initiatives as far as possible. Please send all information to: **contact.club@renault.com**



Join us and let's share our experiences

Please send us the following:

- one or two photos of your collection. In each Newsletter, 3 vehicles or more will be showcased.
- some written copy to share with us about an outing with your club, your participation in a motor show, a historic rally or even a round of the World Series by Renault (maximum 10 lines accompanied by visuals if possible),
- the dates of your upcoming events so that everyone can be informed about them.

The information must be sent electronically to: **contact.club@renault.com**; please include the following statement:

"By virtue of sending the attached information, I hereby transfer to Renault SAS, free of charge and non-exclusively, my intellectual property rights relating to the photographs and/or written copy sent to Renault SAS pursuant to the Renault Histoire & Collection Newsletter for worldwide use and for the term of the literary and artistic property rights stipulated under French and foreign law, for international agreements, current or future one, as well as for time-limit extensions that might be granted with respect to this information."

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If you would like to be added to the Renault Histoire & Collection collectors database, please send an e-mail to this effect indicating to the following address: **contact.club@renault.com**

Please send all your requests for authentication certificate for your car to:

Renault Histoire & Collection

Attn: Luc Byleveld

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E-mail: **luc.byleveld@renault.com**