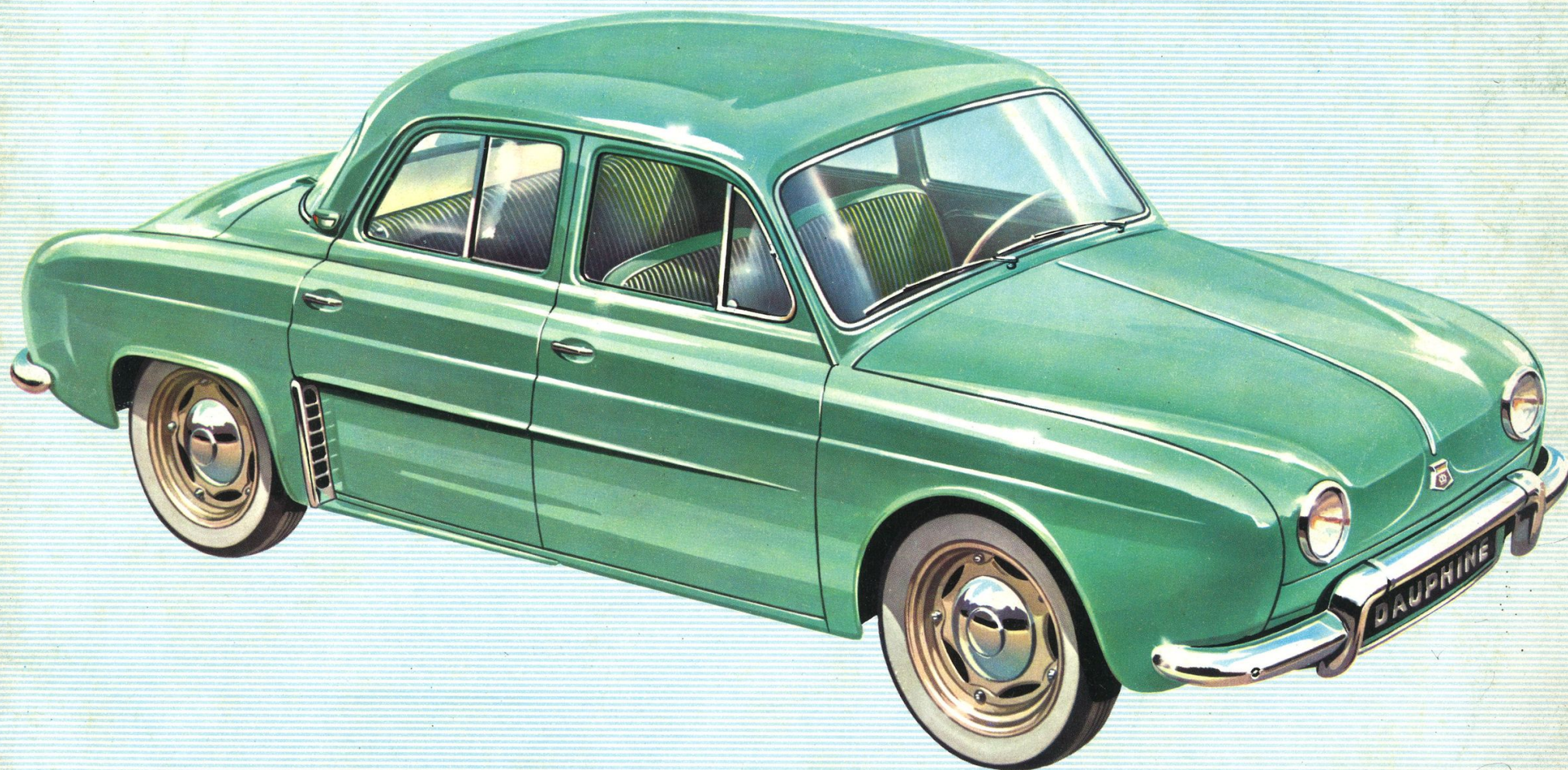


Dauphine 



RENAULT

RÉGIE NATIONALE



Presenting the DAUPHINE

At the very instant of presenting their latest model to the public, designers always know a moment of misgiving. Will this new car appeal to you, on which we have been working for four years? Before taking any decision, we made extensive enquiries as to motorists' tastes and needs, we went into the smallest details in the light of the replies, we carried out more prototype trials... and now it is for you to say whether the result is satisfactory!

It must be said at the outset that the DAUPHINE is not intended to amaze the devotees of advanced design, the high performance fans. Our ambition was simply to serve and please a large number of ordinary motorists, both men and women, who not only value their cars but are equally concerned with comfort and with the safety of their children. We have had the experience of two models to draw on—the 750 cc and the FRÉGATE. The most suitable of their features for incorporation in an intermediate model have been retained. The DAUPHINE is not, therefore, a disguised 750 cc but a car which has inherited all the latter's virtues. Neither is it a scaled-down Frégate, although it embodies, amongst other features, its comfort, road-holding qualities and safety at high speed.

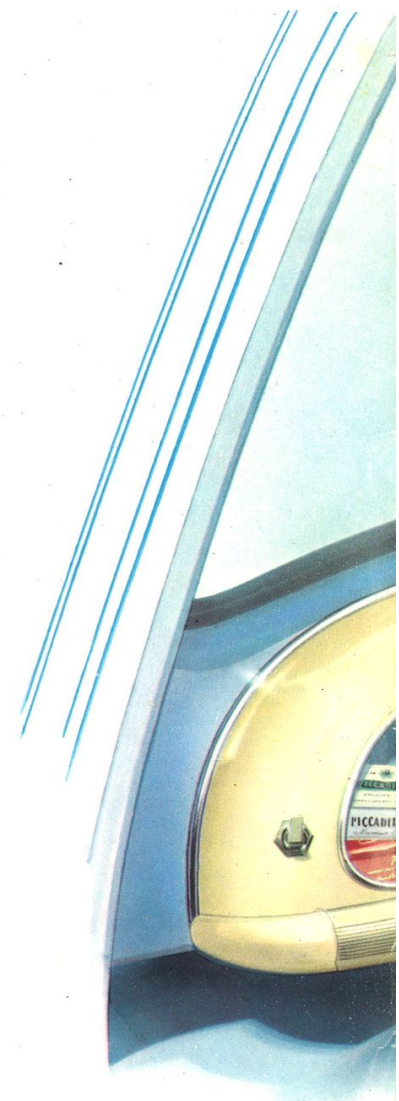
Do not attempt to compare it with the luxury and sports cars you no doubt dream about, but do give it a try, even although it may not correspond exactly to your present needs.

A car is a difficult thing to judge; its personality can only be discovered from behind the wheel, both on the open road and in town. We believe you will feel instantly at home in the Dauphine and that, without any adaptation, you will be able to judge it freely and to appreciate its finer points.

If you think it is a good car, with a future, pass the word around. By doing so you will encourage all those who have pinned their faith to the new Dauphine—the heir, as its name implies, to the finest Renault traditions.

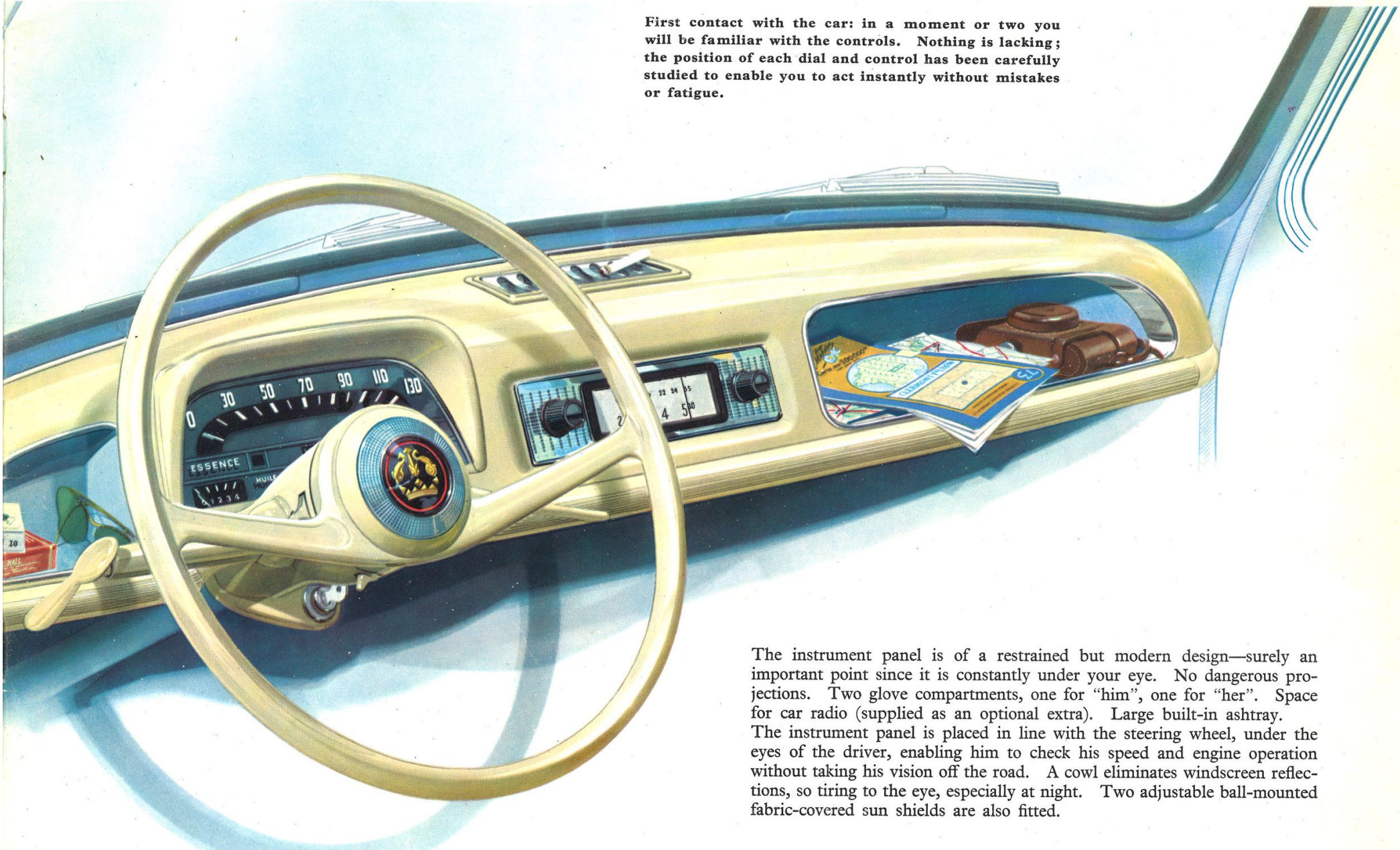
ALL OUR HOPES ARE ON IT...

what do you think of it?



Take the wheel of the DAUPHINE

First contact with the car: in a moment or two you will be familiar with the controls. Nothing is lacking; the position of each dial and control has been carefully studied to enable you to act instantly without mistakes or fatigue.



The instrument panel is of a restrained but modern design—surely an important point since it is constantly under your eye. No dangerous projections. Two glove compartments, one for “him”, one for “her”. Space for car radio (supplied as an optional extra). Large built-in ashtray. The instrument panel is placed in line with the steering wheel, under the eyes of the driver, enabling him to check his speed and engine operation without taking his vision off the road. A cowl eliminates windscreen reflections, so tiring to the eye, especially at night. Two adjustable ball-mounted fabric-covered sun shields are also fitted.

All the light and signal controls are grouped around the steering wheel; horn, headlights, dipper, town and parking lights and direction indicators. The starter is operated by a quarter turn of the ignition key. With the automatic choke, there is no longer any risk of running with the choke in operation, equally bad for both engine and fuel consumption. The gear lever and handbrake are within easy reach and can be operated without moving the body.

Your family in the DAUPHINE

Such comfort, both back and front!

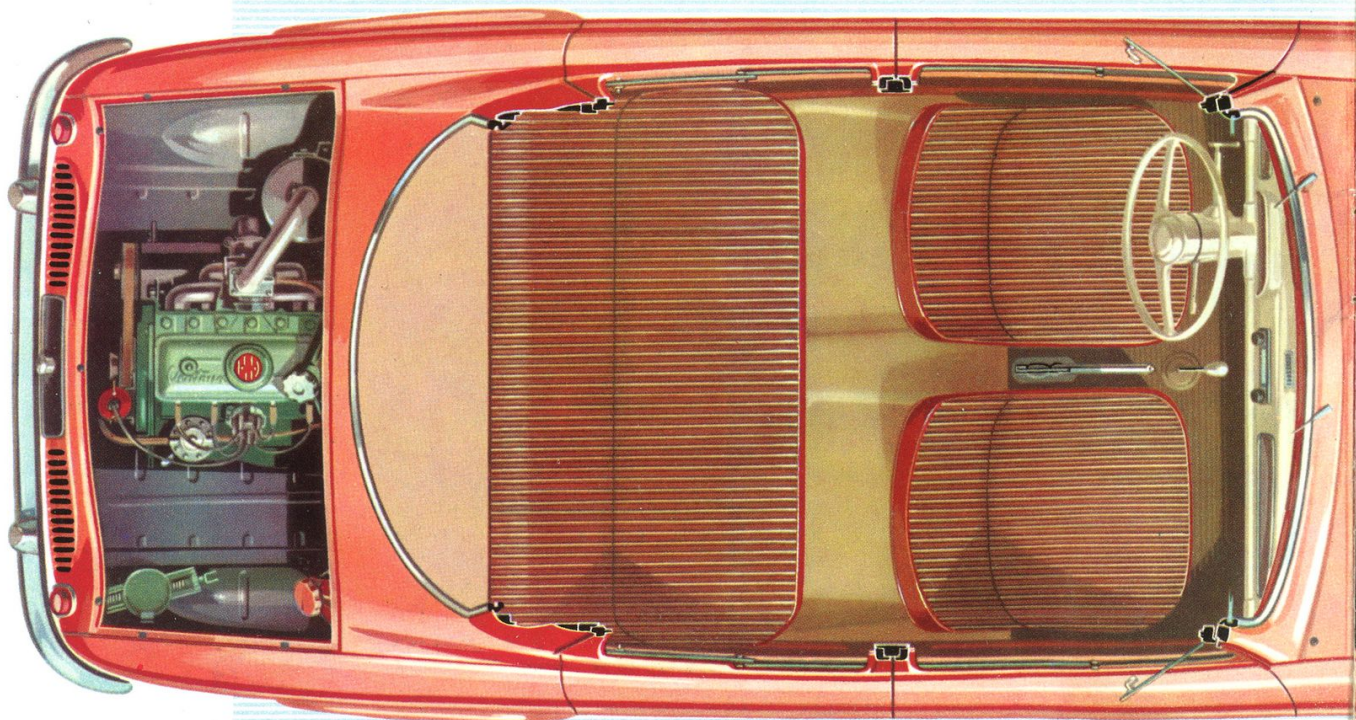
The entire rear seat is mounted forward of the rear wheels; the wheel emplacements do not therefore encroach on passenger space. Do not forget that roominess should be measured at elbow height; during a long drive, passengers must be able to move their arms and change position. Interior width has been worked out for maximum ease.

Access to both front and rear is equally easy, the DAUPHINE being of 4-door design. For everyday purposes, this arrangement is much more practical than the 2-door layout, since each passenger can enter or leave freely without contortions or disturbing the other occupants. Moreover, the rounded design of the seat-ends enables the legs to be easily swung round.

The pronounced curvature of the rear window creates space for a large shelf behind the seat which may be used for hats, handbags, scarves, guidebooks, cameras, etc.

The interior is illuminated by two lights which may be optionally controlled either by hand or on opening the door.

Particular attention has been paid to sound, dust and waterproofing. The equipment has been subjected to extensive tests on the worst of cobbled surfaces, the dusty tracks of Africa, in the quagmires of the Arctic Circle and the snows of Canada.



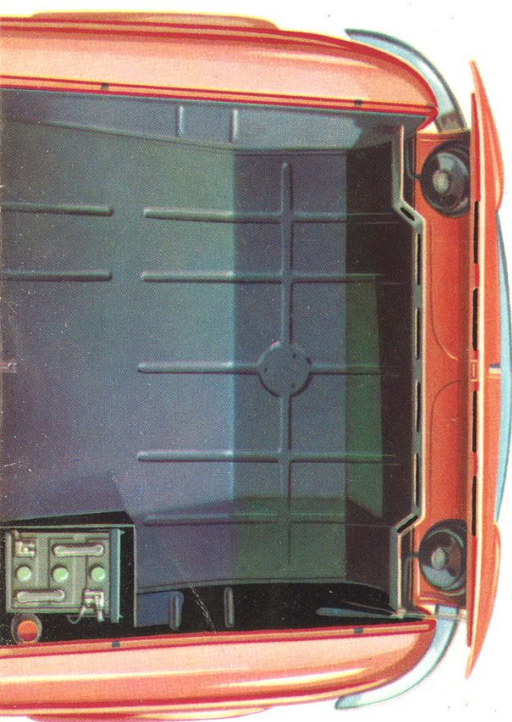
The front edge of the seat is specially padded to support the thigh, while the seating itself is springier (zig-zag springs). The cushioning effect is the same over the whole width of the seat, there being no differences in floor level to reduce thickness at the centre.

The two front seats have been designed to conform exactly to the relaxed attitude of the human body. The cushions are of honeycomb section foam rubber, always fresh and well ventilated, resting on a flexible support (zig-zag spring frame). The contoured backrests have very little padding, which at best provides only illusory comfort, and the lower part is more tightly stretched than the top in order to provide adequate support for the kidneys (a system devised for trial drivers who often have long stages to cover).

Seat position is adjustable while the car is in motion by means of racks which enable them to be adjusted for leg length and posture.

The front doors are fitted with vertically opening windows and ventilation louvres. Each door is closed by a lock; the car may be entered from either left or right hand sides.

Visibility is excellent as a result of the exceptional size of the curved windscreen which has steeply inclined pillars and affords good vision (no dangerous blind spot). The sloping bonnet and wings also afford a good view of the road ahead of the car. The windscreen wipers, operating in parallel, sweep two overlapping arcs which provide an uninterrupted field of view. They stop automatically at the end of their stroke.



You will feel perfectly safe in the DAUPHINE, well protected against chance impact by a number of internal details: the instrument panel is padded with rubber, as is also the upper edge of the windscreen; semi-flexible steering wheel, harmless plastic accessories (sun shield, rear view mirror, door handles). Safety on the road cannot be considered complete without the installation of such "minor devices" to protect you from the carelessness of others.

The interior upholstery and trim of the DAUPHINE are particularly attractive and are of different colour schemes to match the bodywork. They are of high quality coloured striped material and of plasticised cloth, with chromium strip attachment fittings.



A journey in the DAUPHINE

The luggage compartment is in the front of the car. Its generous dimensions accommodate large suitcases with ease. The bonnet opens forward, an additional safety arrangement in the event of accidental unlocking. Locking is controlled from the interior of the car. If the driver in his haste merely lowers the bonnet without locking it, he will immediately notice the fact from the driver's seat; he can complete the operation without having to alight from the car. At night the luggage compartment is illuminated from the rear of the headlights which are recessed in the bonnet and rise with it.

The spare wheel fits horizontally in a special compartment below the luggage space. Access is easily gained by tilting the number plate which acts as the cover for the spare wheel compartment. This cover cannot be unlocked unless the luggage compartment is also open (protection against theft). The spare wheel is thus completely isolated from the luggage and it is not necessary therefore to remove part of the luggage before the wheel can be changed.



The concave headlights provide unvarying illumination, being so designed that air turbulence will prevent both dust and insects from adhering to the glass and dimming the light. They are less vulnerable than lights set into the wings.

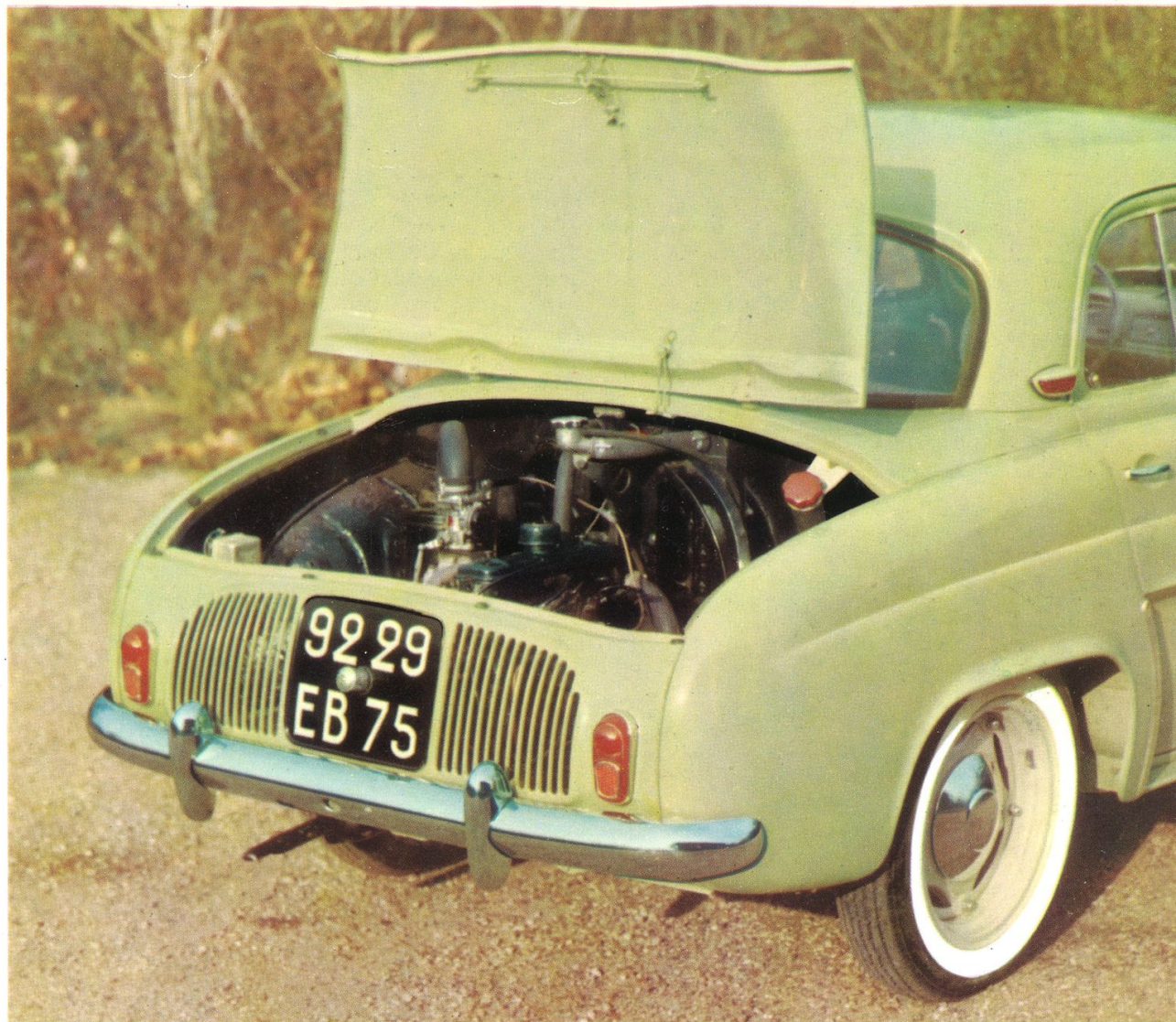
The steering of the Dauphine is exceptionally flexible and stable. These two qualities rarely go hand-in-hand; small cars are easier to handle in town, large cars hold the road better at high speed. The Dauphine steering is no half-way system but will stand comparison with both the 750 cc and Frégate under conditions which are most favourable to the latter. The steering is of the rack and pinion monobloc type with a dust-protected return spring.

The front wheel assembly is rigidly supported on ribbed pressed steel plates and attached by means of virtually everlasting rubber bushes affording the maximum safety under all conditions.

The engine is mounted at the rear in an exceptionally roomy insulated compartment. No other car in the world, even the 750 cc, offers such easy access to all its parts (the jack and starting handle are secured by clamps to one of the side panels).

The side air-intakes are concealed by a decorative motif which virtually incorporates them in the bodywork. Air is discharged to the rear through widely spaced ducts situated low down on either side of the number plate. The engine compartment lid is designed to stay open automatically without the use of a special strut.

The red rear lights are of the two-filament type providing different intensities for the normal tail and stop lights. The parking lights and flashing direction indicators are controlled by separate switches. The engine is illuminated by a bulb inside the compartment.



The DAUPHINE has independent springing on all four wheels, the principal suspension components being:

- 4 spiral springs acting as independent torsion bars.
- 4 telescopic shock absorbers mounted inside the springs.
- 1 torsion bar at the front to compensate for the differential stress between the inside and outside wheels when cornering.

The rear shock absorbers, being placed close to the wheels away from the central axis of the car, are more flexible and more efficient.

The unsprung mass (4 wheels and two rear half-axes) is small and transmits only minor vibrations to the body, while correspondingly relieving the suspension components.

The engine and gearbox are mounted on rubber blocks absorbing noise and vibration.

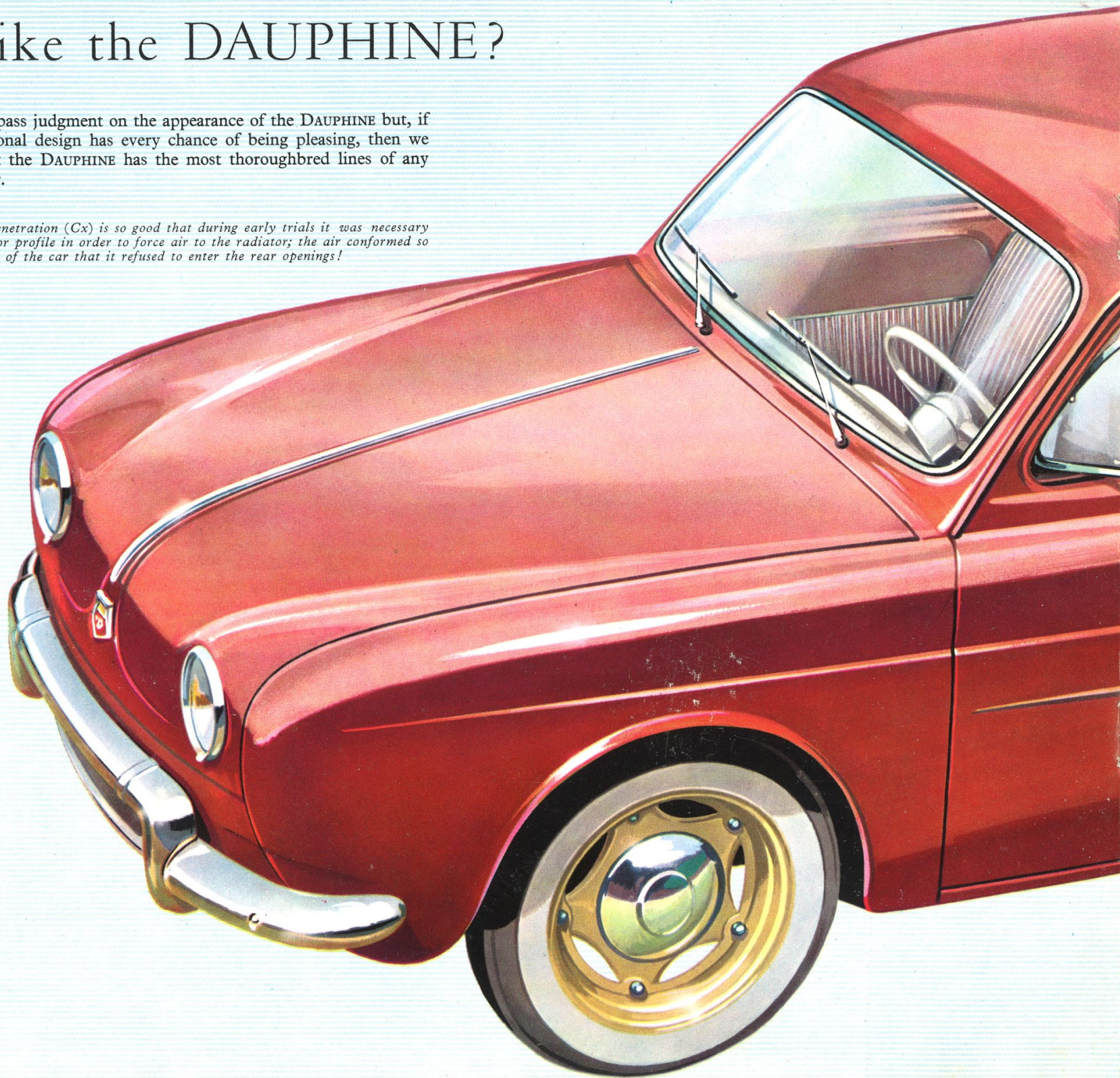
The cross members are likewise supported on rubber bushes.

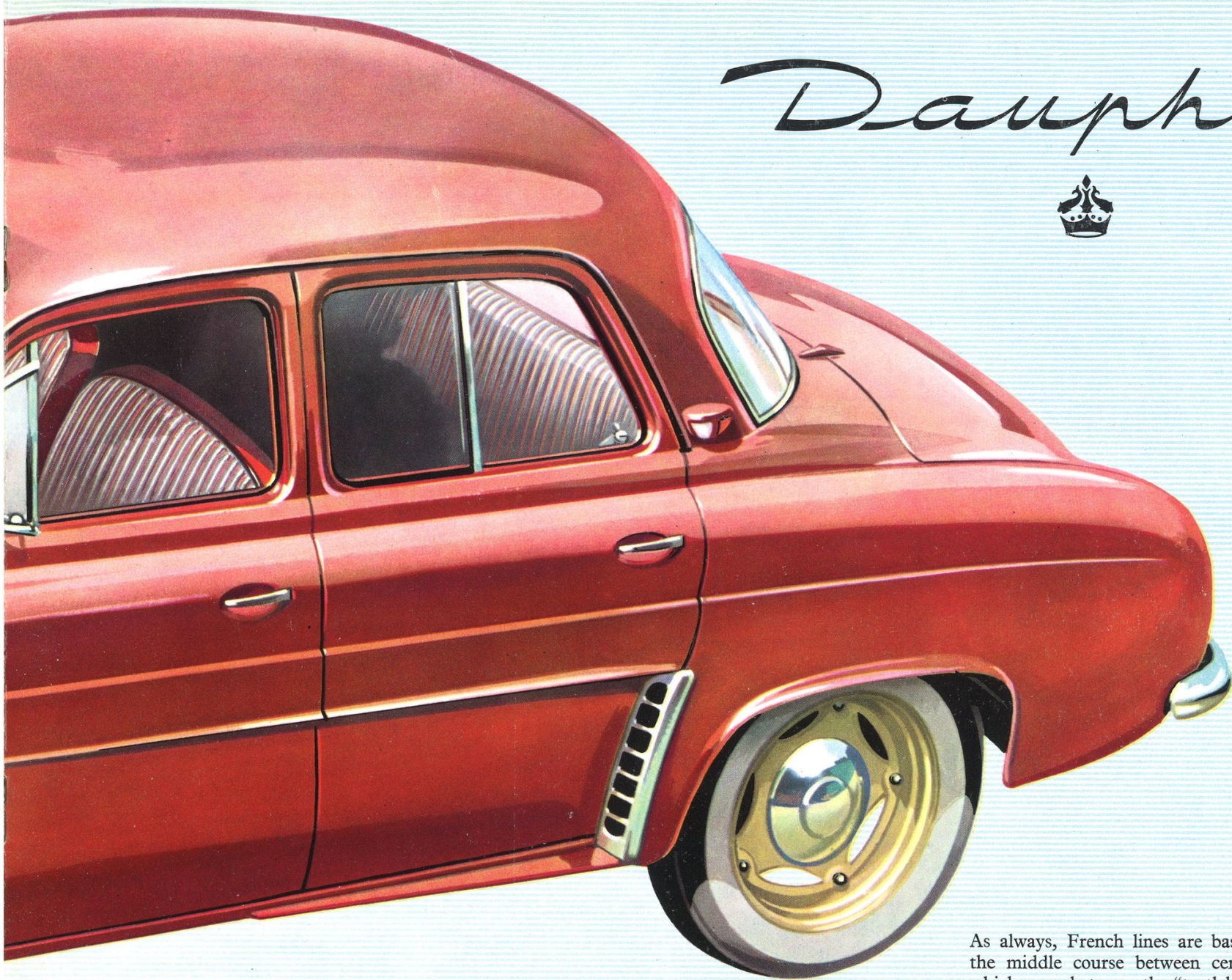


Do you like the DAUPHINE?

It is not for us to pass judgment on the appearance of the DAUPHINE but, if it is true that rational design has every chance of being pleasing, then we can safely say that the DAUPHINE has the most thoroughbred lines of any mass-produced car.

Its coefficient of air penetration (Cx) is so good that during early trials it was necessary to modify the rear door profile in order to force air to the radiator; the air conformed so closely to the contours of the car that it refused to enter the rear openings!





Dauphine



As always, French lines are based on balance and hold the middle course between certain present-day modes which wave between the "turtleback" line and the rectangular line with passenger space raised well above the front and rear bodylines. The DAUPHINE body has been studied, not as a series of separate components but as an integrated whole, satisfying both to mind and eye, and of an aerodynamic excellence that renders the car practically impervious to sidewinds.

Your turn to try out the DAUPHINE

The DAUPHINE has been thoroughly tested under the most exacting conditions. Prototypes were entrusted not only to professional testers driving day and night over mountain circuits or bad cobbled roads but also to less experienced drivers who tried them out under every sort of weather condition over virtually all the roads of Europe, Africa and America. Enclosed are some of the photographs brought back by these travellers, whose opinions were often of value in revealing small faults which would normally be regarded as unimportant by a mechanic. The information derived from this tremendous experiment was carefully evaluated and enabled numerous modifications to be made before full-scale production of the DAUPHINE was started. On one point, however, all drivers were unanimous; THE ROAD-HOLDING OF THIS CAR IS ASTONISHING. Whatever the circumstances and road conditions, in the mountains or on wet roads, the DAUPHINE gave a feeling of complete security. Without a doubt it owes this remarkable quality to its very low centre of gravity and its four independently sprung wheels. But the secret does not lie wholly there. A problem as complex as the stability of a motor car has been completely solved at Renault's by the same technicians who designed the Frégate and who have now met with the same success in a lighter car.





In Switzerland.

In Sicily.

In Spain.

In Norway.

In Greece.





In Italy.

In sight of the Stelvio.

*Highway in
Yugoslavia.*

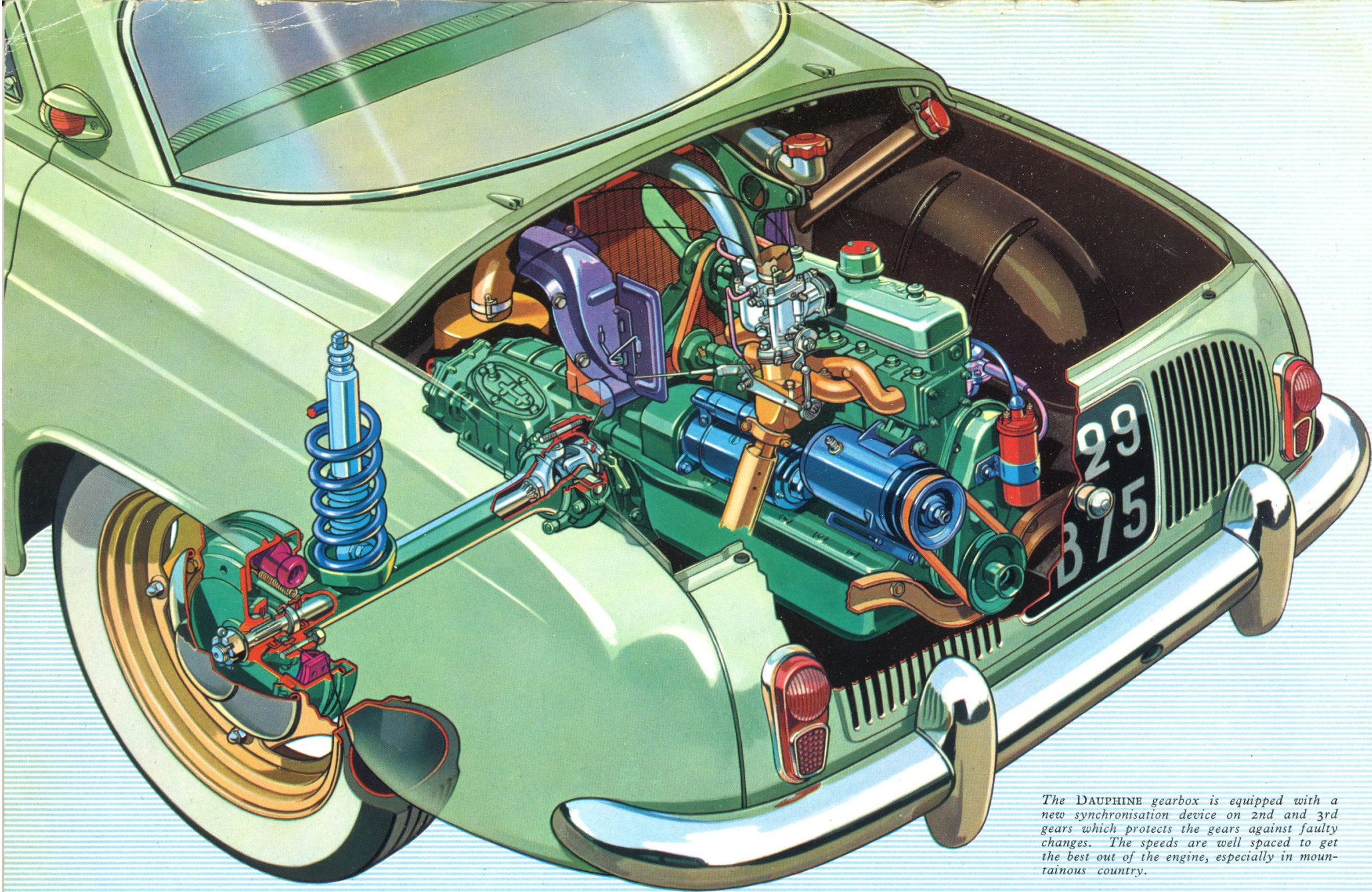
In Portugal.

Near the Polar Circle.



A fast car must have good brakes to deal with the emergencies of the road. The action of the DAUPHINE's hydraulic brakes is instantaneous, smooth and powerful; the car is equipped with large-diameter brake drums which present a generous friction surface to the shoes and dissipate the heat engendered by the braking process. In mountainous country the DAUPHINE's brakes will not overheat and their efficiency therefore remains constant.





The DAUPHINE gearbox is equipped with a new synchronisation device on 2nd and 3rd gears which protects the gears against faulty changes. The speeds are well spaced to get the best out of the engine, especially in mountainous country.

The radiator is of the pressure type. This simply means that water temperature may rise above normal boiling point (as in an autoclave or domestic pressure cooker). Experts know that an engine does not develop full power until it becomes very hot. To reach working temperature rapidly, the driver has only to operate a handle within easy reach to adjust the radiator blind according to the outside temperature. He should not hesitate to make use of this device even when the weather is not particularly cold; by so doing the instrument panel thermometer will quickly rise to 80°C.

Air is efficiently evacuated through rear vents, and cooling is excellent even in the mountains during the warmest weather. The water will boil in a pressure radiator only at a very high temperature which, in any event, is never attained. (A safety device is incorporated in the radiator filler cap). In order to harness the flow of radiator-warmed air in wintertime, scoops surrounding the fan deflect the air into the heater system. In summer the air flow can be cut off simply by opening two hinged flaps.

And here are some technical data on the DAUPHINE

The "Ventoux" engine installed in the DAUPHINE is a lively 4-cylinder 845 cc unit of 30 b.h.p. (S.A.E.).

The performance of this engine has already been hailed under contest conditions in competition-built roadsters which have gained some notable victories over much larger rivals, particularly in the Mille Miglia and Liege-Rome-Liege rally (With rounded exhaust and inlet ports).

ENGINE

Rear engine ;
4 cylinders ;
Bore : 58 mm.
Stroke: 80 mm.
Cubic capacity: 845 cc ;
Compression ratio: 7.25 ;
Max. power at 4,250 r.p.m.: 30 b.h.p. (SAE) ;
Max. torque at 2,000 r.p.m.: 6.7 m. kg (SAE) ;
Overhead valves ;
Carburettor with automatic choke ;
Wet cylinder liners ;
Water cooling ;
Pressure type radiator.

ELECTRICAL EQUIPMENT

6 volt battery, 75/90 amp/hr ;
Ignition with centrifugal advance control ;
Starter control by ignition key ;
150 W generator with regulator, balancing current consumption under all conditions.

TRANSMISSION

Clutch with dry friction plate ;

Gearbox: 3 forward gears (2nd and 3rd synchronized), 1 reverse ;
Gear ratios 1st : 3.7/1 - 2nd : 1.8 1/1 - 3rd : 1.07/1 - Reverse : 3.7/1 ;
Transmission shafts with needle universal joints ;
Final drive reduction gears (8×35), ratio: 4.37/1.

STEERING

Rack and pinion, with return spring.

SUSPENSION

4 independently sprung wheels ;
4 helical springs ;
4 telescopic shock absorbers ;
1 torsion bar front stabilizer.

BRAKES

Foot-operated hydraulic brake on the four wheels ;
Hand-operated mechanical brake on the rear wheels.

TYRES

135mm × 380 mm or 5.0 × 15 in.

WEIGHT

Curb weight - 635 kg (1,000 lb).

The features which have established the reputation of the 750 cc have been embodied in the Ventoux. From the first trial run you will welcome its lively acceleration, agility on hills and turn of speed on the flat. The DAUPHINE will enable you to maintain a high average cruising speed, without taking risks, thanks to the outstanding flexibility of the Ventoux power unit.

PERFORMANCES

Max. speed: 115 km/h (71 m.p.h.) ;
A run of at least 450 km (280 miles) without re-fuelling is allowed by the capacity of the petrol tank, which amounts to 32 lit. (7 imp. gal.) ;
Consumption: 6.5 lit: 100 km (43 miles/imp. gal.) when driving at an average speed of 65 km/h (40 m.p.h.).

OUTER DIMENSIONS

Overall length	3.95 m (155 in)
Overall width	1.52 m (60 in)
Overall height, empty	1.44 m (57 in)
— loaded	1.40 m (55 in)
Wheelbase	2.27 m (89 in)
Front track	1.25 m (49 in)
Rear track	1.22 m (48 in)
Ground clearance	0 15 m (6 in)
Turning radius	4.45 m (175 in)

INNER DIMENSIONS

Width (at elbow height), front	1.24 m (49 in)
Width (at elbow height), rear	1.22 m (48 in)
Height above seats, front	0.95 m (37½ in)
Height above seats, rear	0.90 m (35½ in)
Distance between front and rear seats, with front seat in forward position ...	0.32 m (13 in)
— rearward — ...	0.20 m (8 in)
Capacity of the luggage compartment ...	200 dm³ (7 cu. ft.)

AIR CONDITIONING

Heating is highly efficient and is provided by means of air warmed by previous contact with the radiator.

- 1 opening at the front near the passenger's feet.
- 1 opening at floor level below the rear seat.
- 2 openings for wind-
screen defrosting (with adjusting lever).

Temperature may be controlled by the driver by means of a remote control to the radiator blind.

In summer it is not necessary to lower the windows as the ventilation panes draw in fresh air from outside by vacuum effect without creating draughts.

The DAUPHINE is not intended to be merely an attractive, fast car but lays claim above all to be economical. This was a consideration which was borne in mind at all stages of development.

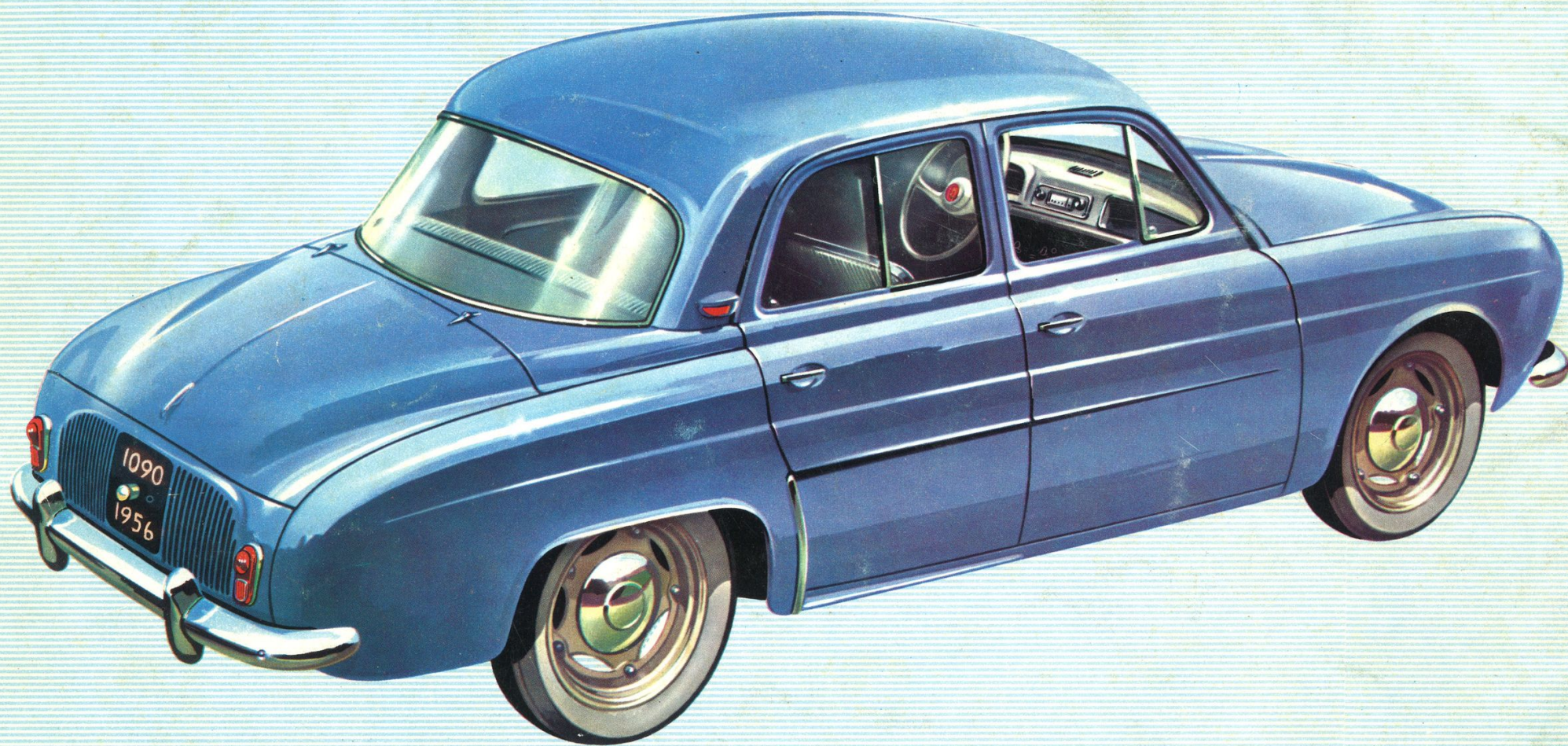
To reduce fuel consumption, engine effort must be minimized; this entails a thorough study of aerodynamic forms and the need for lightness coupled with high performance of an engine of reasonable capacity.

Other considerations, however, must be taken into account before a car can genuinely claim to be economical:

- Accessibility of all mechanical parts, to simplify adjustments and repairs.
- Means of facilitating bodywork repairs after an accident (front and rear wings are detachable, only a few bolts requiring to be unscrewed).
- Ease of cylinder liner replacement after years of good and faithful service by the engine.

All the details which go to simplify day-to-day attention, maintenance and repair of the Dauphine have been carefully studied so that the future may have no disagreeable surprises in store for the owner.

Dauphine



RÉGIE NATIONALE DES USINES

RENAULT

BILLANCOURT — FRANCE

The Régie Renault reserves the right to alter without further notice its models and their specifications.

Optional equipment of the DAUPHINE :

- sliding roof
- Ferlec automatic clutch.