



RENAULT  **1100**

OLYSLAGER ORGANISATION N.V.
S O E S T
HOLLAND

3 1 OKT. 1967

DIFFERENT

This is the car that's always been DIFFERENT and for 1968 it's differenter! but wait a moment restrain your eagerness. Don't get into the Renault 1100 (type Renault 10) right away. Step back and take a good look at it. Look at its sleek thoroughbred lines, its discreet touches of bright metal. It is beautiful, with an elegant restrained beauty that's typically French. Now take note of its new features: the broad rectangular headlamps, the new side and rear lights, the front mounted rubber-faced over-riders, and the new dash-board lay-out. It is more attractive than ever. But the Renault 1100 is not just a pretty bit of coachwork. It is also a fine example of the well-known Renault engineering. It has four doors and deep luxurious seating 1,108 cc engine with its 5-bearing crankshaft and a 4-speed fully synchromesh gearbox, calibrated to make the most of the engine's superb qualities. This gives m.p.g. figures in the 40's — that's real economy. It also has four independently sprung wheels and four powerful disc brakes to give you perfect road-holding and brake safety. It has four coil springs and four telescopic shock absorbers, all of which add up to extremely flexible and efficient suspension for a comfortable ride over the worst roads. With its ability to cruise effortlessly at 70, its powerful acceleration and its remarkable steadiness on cornering, the Renault 1100 is made for driving without sacrificing safety to speed or comfort to performance.



LUXURY....COMFORT

Hold on this is the moment of discovery Open the door and begin your tour of inspection. The broad, panoramic windscreen is well-raked, the rear window gives a wide view behind. The front door windows wind right down and there are sliding windows on the rear doors nothing to interfere with your view of the countryside or the road ahead, light and sunshine pour in from all sides Having had a good look round, take a seat. Take the wheel in your hands; feel how gently and accurately it controls the Renault 1100. Note the driving seat — how comfortable it is. Intelligently designed, it conforms perfectly to your body; soft yet resilient, it is ready to support you hour after hour without your feeling the least fatigue. To adjust, the seat glides forward or back on ball bearings. It takes you only a couple of moments to select your ideal driving position. Notice also that the back seat is shaped for the passenger's comfort in deep sprung moulded polyurethane and all the seats are upholstered in finest quality stitched leathercloth. Elbow rests, grab handles, ashtrays; everything's here for your travelling comfort: there are also child-proof locks which can be set to open from the outside only. These are some of the things that make the Renault 1100 such a pleasant travelling companion.





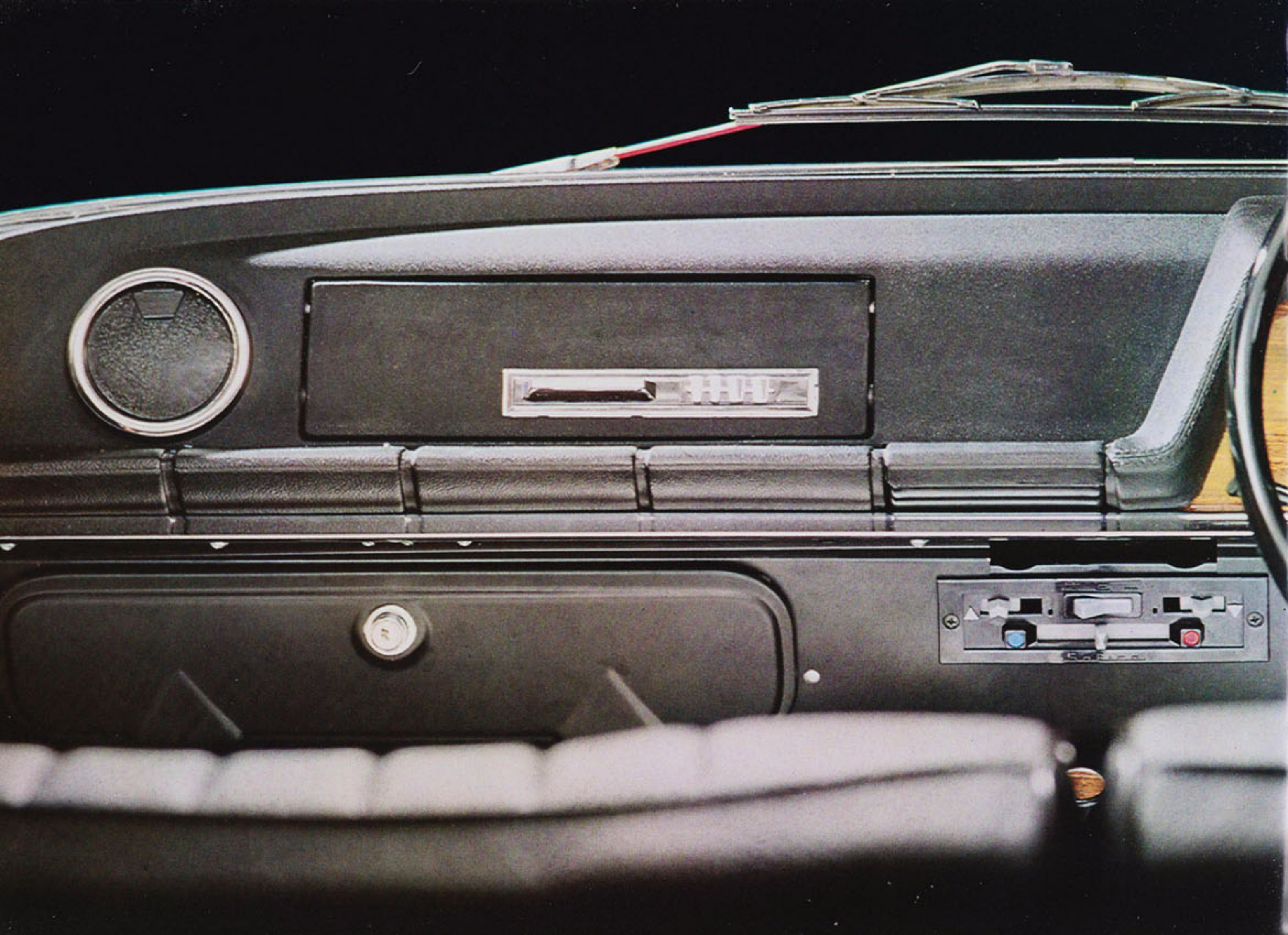
YOU CAN SLEEP IN IT TOO

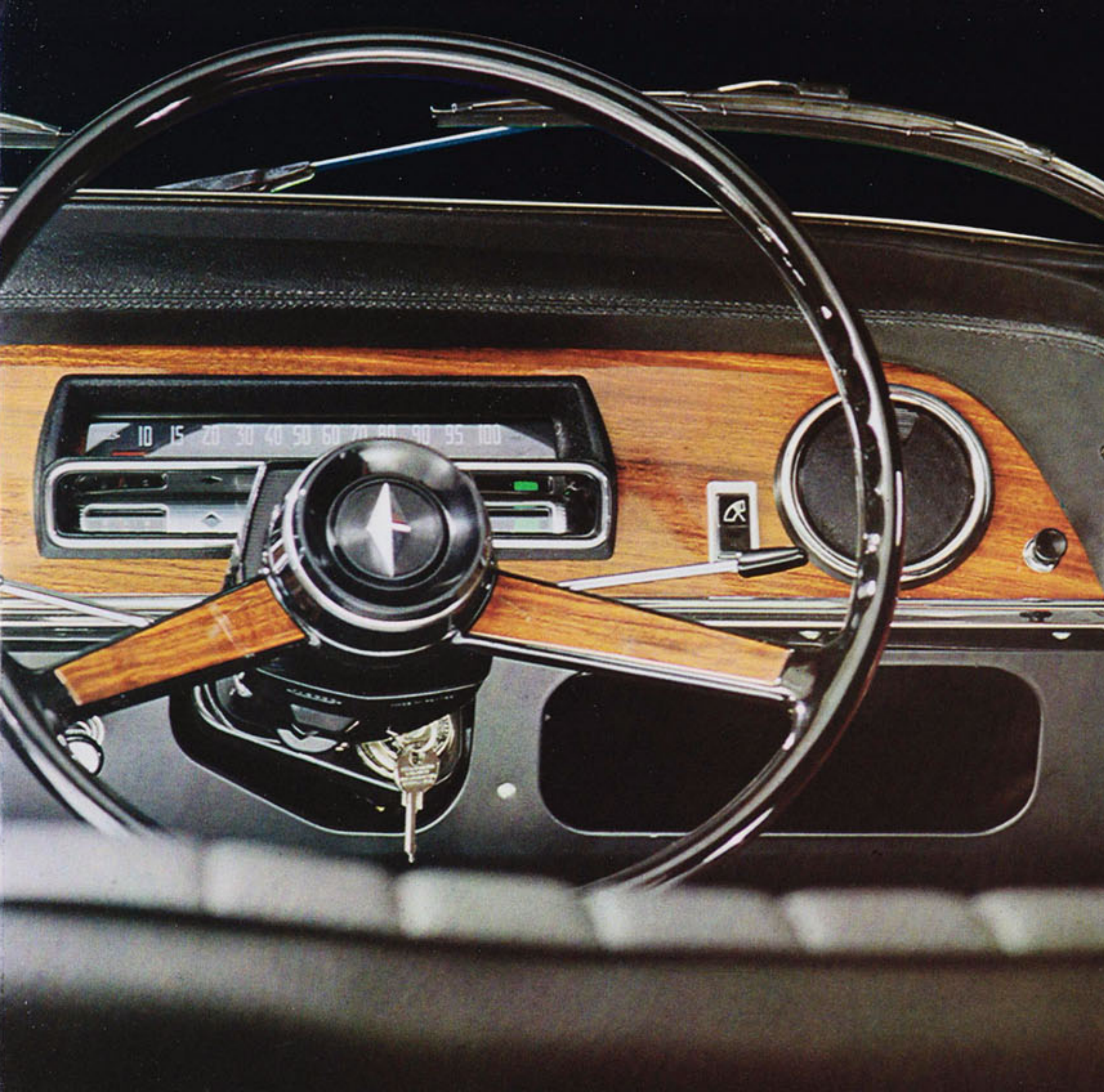
The backrests of the two front seats recline to the horizontal position. Try them . . . they come down exactly level with the rear bench seat thus making two very comfortable beds. (Reclining back rests are an optional extra). When you raise them again, try the half way position; here's another of the Renault 1100's super-comfortable features. Between the sleeping position and the driving position, there are others which transform your seats into luxurious easy chairs: very pleasant to take a break from driving, to lean back and smoke a cigarette as though you were in your club.

Talking of clubs you must try the Renault 1100's air-conditioning system. The various controls on the dashboard, heating, demisting ventilation, fresh air or warm air are all at your service. Now test the fully synchromesh gearbox 1st, 2nd, 3rd, 4th, Reverse, the lever comes easily to hand.



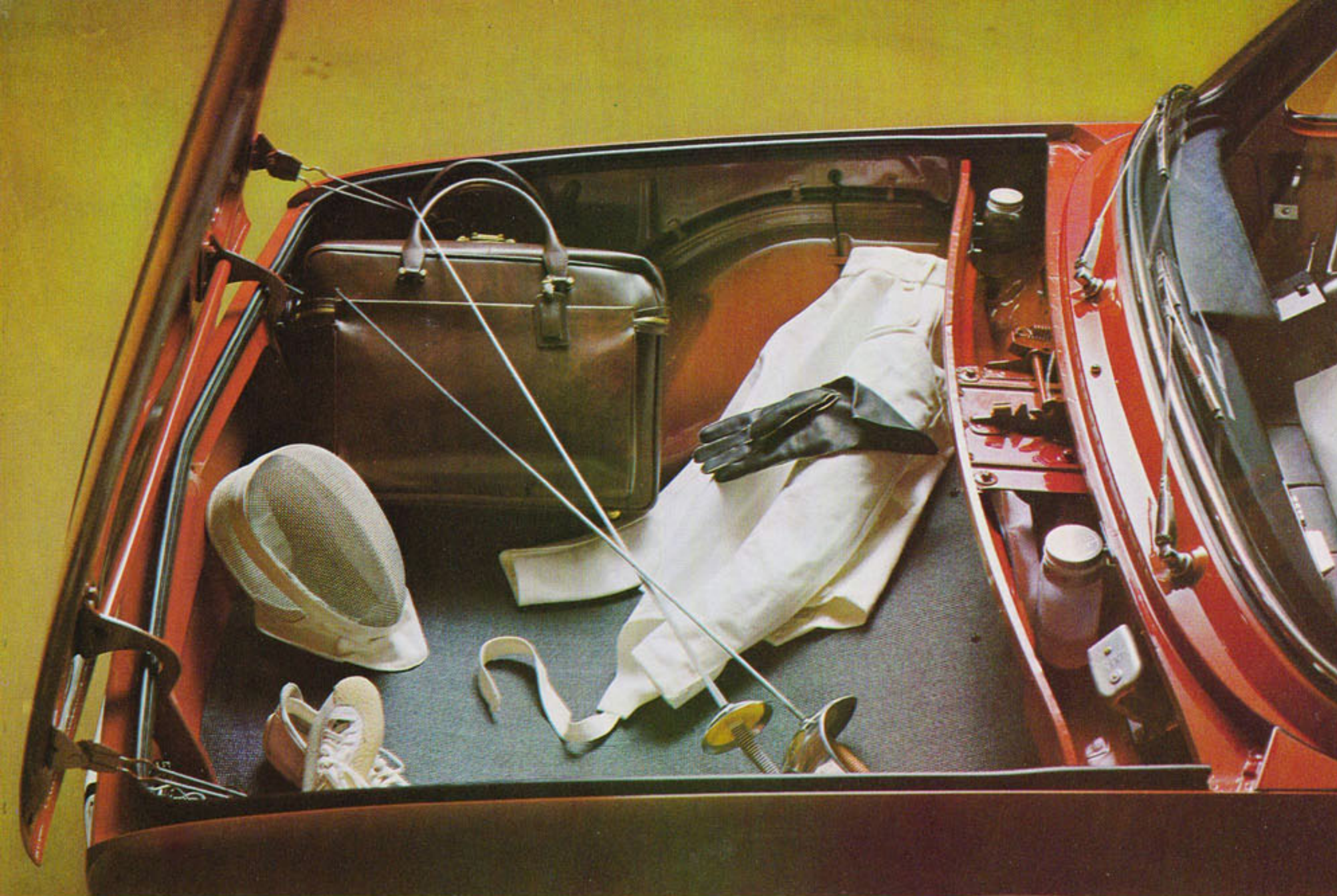






NEW DASHBOARD LAYOUT

The elegant dashboard has a teak toned finish that admirably displays the easy-to-read-dials. At right and left are the two fresh air vents. They are adjustable both for direction and volume of air delivery. In front you have a clear view of the instruments through the wheel. Here are the oil pressure and battery charge indicators. The headlamp controls are combined in a single stalk control at left, direction indicators at right. You can operate both without letting go of the wheel. Through the lower half of the wheel can be seen the anti-theft steering lock, combined with ignition, starter and automatic choke. The air-conditioning and booster fan controls are grouped in the centre. At left again are the cigarette lighter, ashtray and two glove pockets — the larger one is lockable — very useful for safeguarding your camera or other valuable items. Finally, there are two buttons on the right of the instrument panel, one is the windscreen wiper switch, the other is the press-button for the screen washer. Above the dashboard the rear-view mirror includes a special lamp which disturbs neither the driver nor sleeping passengers. Another small detail — the front passengers' sunvisor is provided with a courtesy mirror. No need to use the rear view mirror when 'tidying up'.



THE LUGGAGE COMPARTMENTS

The Renault 1100 has two of them. A special one behind the rear bench seat is accessible from inside the car. Here is a big volume of space where numerous objects can be stowed without interfering with the driver's rear view. The main luggage boot, under the bonnet, gives over 11 cu.ft of space. It opens forward (for safety) and locks from within the car. Test its capacity: five or six suitcases and some bags as well. From big suitcases to the outsize beach ball — all

you need for happy holidays goes in, well stowed, well protected. And there's yet another stowage space: the special locker for the spare wheel, hidden behind the front number plate. No need to shift anything when getting out the wheel, no risk of soiling the luggage, less fatigue when a wheel-change is needed. The Renault 1100 is not only a magnificent machine, it also brings you numerous comfort-details, great and small, to add to your pleasure in its performance

FULLY AUTOMATIC GEARBOX

The optional extra fully automatic gearbox is simplicity itself. Start up and push button 'D' and you can forget gear changing for the rest of your journey. Push buttons allow you to take over personal control of the lower gears if you wish and a locking system prevents them being inadvertently pushed in the wrong order. For example, Reverse cannot be selected until Neutral has been engaged. That's built-in safety!

Performance, efficiency and economy are as good as, if not better than, a conventional gearbox. With this well-proved automatic there is the added refinement of a "town and country" switch.

There is no stalling — no creeping. The best of all worlds with the Renault Automatic



Specification — Renault 1100 (Type Renault 10)

COACHWORK AND CHASSIS

The coachwork is an all-steel integral construction with bolt on wings for easy removal and replacement. The whole being dipped to waist level in an anti-corrosive paint in production and is further treated with a rubberised protective underspray.

ENGINE

Four cylinder in line, detachable wet liners.
Compression ratio 8.5:1.
Bore 70 mm.
Stroke 72 mm.
Cubic capacity 1,108 cc.
Maximum power: Gross (SAE) 46 b.h.p. at 4,600 r.p.m.
Maximum torque: Gross (SAE) 57.1 lb/ft. at 3,000 r.p.m.
Valvegear type: Overhead pushrods and rockers, single roller chain-driven camshaft.
Crankshaft: 5 bearings.
Cylinder head: Light alloy, shrunk-in valve seats.
Carburetter: Solex 32 DISTA, with automatic choke, water heated hotspot, camshaft-driven pump.
Ignition: Distributor with centrifugal and vacuum control.
Battery: 12 volts 40/50 amp/hr.
Cooling System: Thermostatic control. Sealed containing water and glycol with rust inhibitor. Protection down to -40°C.

TRANSMISSION

Four speed all-synchromesh.
Overall ratios: 1st, 14.93; 2nd, 9.28; 3rd, 6.11; top, 4.25; reverse, 12.70:1.
Final drive: 8 x 33 (4.125) hypoid bevel.
Diaphragm clutch with single dry plate.
Road speed: 16.3 m.p.h. at 1,000 r.p.m. in top gear.

DISC BRAKES

Hydraulic with fully floating calipers and pads.
Pressure limiting valve in rear brake line.
Disc diameter: 10.2 in. front and rear.
Friction Area: 43.4 sq. in. of pad on 342 sq. in. of discs.

SUSPENSION

Independent on all four wheels. Coil springs and hydraulic telescopic shock absorbers with additional rubber elements around the shock absorber shafts, giving a progressive variable rate of springing. Anti-roll bar at the front and longitudinal tie rods at the rear. Exceptional road-holding is a direct result of this unique independent suspension and the direct-action steering.

TYRES

135 x 380 'x' or equivalent.

STEERING

Direct-action rack and pinion. Reduction ratio 20:1.
Turning circle 30½ ft. (between kerbs).

SAFETY FEATURES

Crash-pad along top of windscreen surround and length of dashboard. Spare wheel up front to act as crash buffer. Child-proof locks on rear doors. Locks on both front doors. Dished-type steering wheel. Flush interior door handles. Excellent visibility through wide windscreen and rear window—both curved. No quarter lights—the thief's usual method of entry.
Anti-theft steering lock.

INTERIOR TRIM

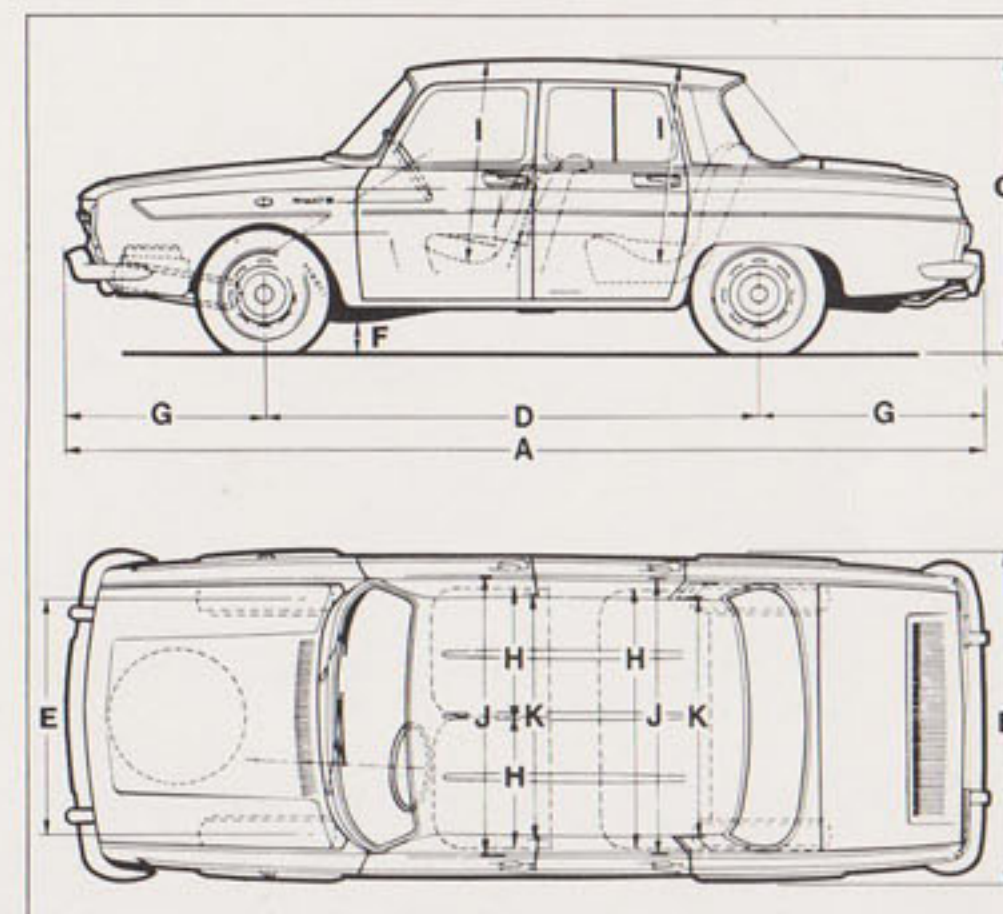
Door panels and seats covered in leather cloth.
Dashboard top in matt leather cloth.
Roof lined in washable perforated plastic.

INSTRUMENTS AND CONTROLS

Instruments in a cowled panel include—mileage recorder, speedometer, fuel gauge, warning lights for dynamo, flashing direction indicators, oil pressure and temperature. The hand controls of lights, horns and headlamp flasher, are to left of steering wheel—the self-cancelling direction indicator control to right.

EQUIPMENT

Heater and demister. Booster fan for hot or cold air.
Fresh air vents on fascia.
Interior courtesy light.
Twin sun visors. Vanity mirror for passenger.
Twin windscreen wipers with emergency cut-off switch.
Headlamp flasher. Twin-jet windscreen washer.
Safety belt anchorage points. Engine Bonnet Lock.
Crash-pads along top rail of windscreen
Three glove compartments, one open, two closed, of which one is lockable.
Rubber floor mats. Ash-trays front and rear.
Armrests.
Child-proof locks on rear doors.
Toughened 'zone' in windscreen.
Additional side-mounted direction indicators.
Starting handle.
Transparent reservoir for hydraulic brake fluid.
Tectyl under-body anti-corrosion compound.
Reclining front seats—optional extra.
Cigarette Lighter—optional extra.



DIMENSIONS

A — 13' 9"	G — 3' 0" front	J — 4' 2½" front
B — 5' 0"	3' 7¼" rear	4' 1" rear
C — 4' 7½"	H — 1' 10" front	K — 4' 1¾" front
D — 7' 5¼"	4' 3" rear	3' 10" rear
E — 4' 1¼" front	I — 3' 0½" front	
4' 0" rear	2' 11¼" rear	
F — 5" laden		

CAPACITIES

Engine	4½ pints	Petrol tank	8½ gallons
Cooling	13½ pints	Luggage boot	11¼ cu. ft.
Gearbox/Differential	3½ pints	Kerb weight	1,753 lbs.

Renault Limited reserves the right to modify its models without prior notice, likewise their characteristics, equipment and accessories.



RENAULT LIMITED WESTERN AVENUE LONDON W3

