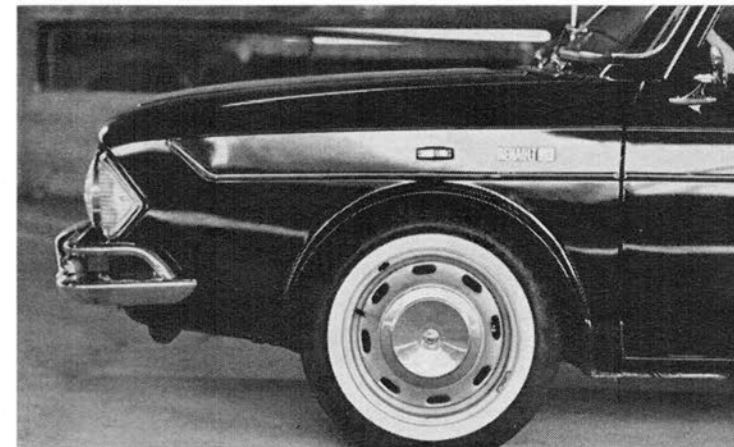


RENAULT 10



CHAN BUSH PHOTOS

RENAULT'S 10

is a brief lesson in French.

Qu'est-ce que? What, indeed? CL's test crewmen examined the Renault 10 from *tete to pied* and, as far as they could determine—in view of Common Market structure, President Charles de Gaulle's negative attitude toward NATO and the possibility that 50 million Frenchmen, if not wrong, could be a bit mistaken—the Renault 10 seems very much a French Volkswagen. Nationalism being what it is, however, the French decry this automobile being written off as such—after all, *monsieur*, is it not the French who do things differently? Is not the engine

water cooled? Does it not have four doors? Is it not sprung on coils, rather than by Teutonic (*Zut!*) torsion bars?

In France, the Renault 10 is regarded as a demi-luxury car for the broadening middle class, itself a product of Western Europe's healthy economy. Renault also manufactures the familiar Dauphine and a smaller front-wheel-drive station wagon, the L-4, which is France's best-selling car.

In the U.S., where primary car choices run to General Motors, Ford, Chrysler and American Motors products, the Renault 10 seems an admirable second car for that increasing American *milieu*, members of which

are choosing, with greater frequency, to support two and even three automobiles. In America's second car bazaar, however, the Renault runs directly into formidable competition from Opel, Toyota, Simca, Triumph, MG and Datsun, in addition to "beetlemania."

AMERICANS, PARTICULARLY those faced with daily high speed freeway travel, long distance journeys or management of abundant passengers and/or large amounts of cargo, must view these small cars as the legendary gunslinger of the Old West regarded his derringer pistol. The U.S.-made Colt .44 strapped to his thigh was the

correct everyday weapon for the territory, but the tiny derringer pistol, stuffed down a boot top, clipped up a sleeve or nestled in a hat crown could prove useful in many ways.

Thus it is that one who owns a Chevrolet or an Imperial also may wish to own a Renault 10—an automotive derringer which can prove useful in many ways. *Comment?* How, indeed? The 10 can take three boys to Little League practice and dispatch them at the diamond without forcing their parents to vacate the front seats. It can deliver daughters to dancing schools and mothers to market. In short, it can provide auxiliary transportation for the family's divergent

individuals or group while "the big car" is in use.

Perhaps the way in which the Renault 10 carries out these routine, nevertheless necessary, hither, thither and yon operations of the American family is the secret of its desirability. *C'est que*, the 10 is tractable, nimble and, above all else, brisk. The car seems to exude briskness, enthusiasm for the task at hand, be it carrying packages or the breadwinner to work.

INDEPENDENT SUSPENSION all around and optional Michelin X radial cord tires, a responsive little engine, a 4-speed gearbox with well-chosen ratios, and disc brakes at all four wheels con-

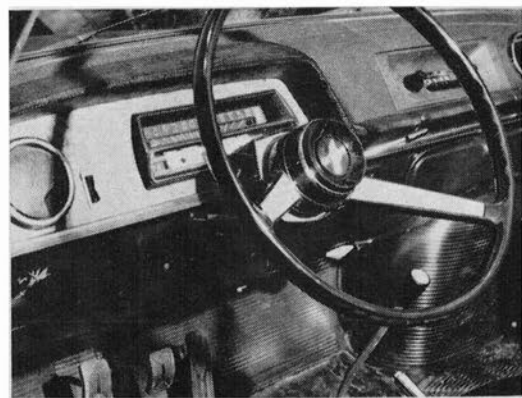
tribute to this briskness, of course, but other factors help to maintain this definitely eager personality.

Size? Perhaps. Driving small cars amid Michigan mastadons always is one of the *delices* of automotive life. And, the Renault 10, with its very short wheelbase (89 in.), fairly quick steering, its minimal width (more than a foot narrower than the majority of U.S. products) its length (two-thirds that of American cars) and its 30-ft. turning circle make the car a very maneuverable packet. In congested parking lots, residential streets, rush hour *boulevards*, all varieties of in-town traffic, the Renault 10 can, as advertised, run circles around its com-



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petition—large or small. Out on the freeway, however, the penalty is paid. The short wheelbase and coil springs, in conjunction with seamed concrete paving, produce a ride something akin to bumpity-bump, if not leapity-leap. At the 10's calibrated absolute top speed, 76.2 mph (an indicated 80 mph), this fore-and-aft bucking phenomenon is thrilling, to say the least.

However, lesser speeds and lesser roadways, curvaceous secondary highways through semi-mountainous terrain, for example, provide a benchmark for what the 10 can do out of town. Through the bends the Renault 10 demonstrates the sheer "stick" that is part of "sports car handling" so often talked about, so infrequently encountered. Though road adhesion is phenomenal, suspension components permit a degree of body lean in tight

bends that takes away the breath of the uninitiated. Rear-engined and thus rear-end heavy, the 10 demonstrates very pronounced, but not unmanageable oversteer. A little practice is necessary to acquire the feel of the Renault 10's tendency to take a dive in the way its front wheels are headed after driving front-heavy, understeering cars that are inclined to continue in one direction though the front wheels have been pointed in another. Once the knack is developed, the crooked road fun begins. One may squint his eyes a bit and, *voilà*, become an Alpine rallyist, snarling and charging for Monte Carlo.

THE RENAULT 10's small, 67.6-cu. in. engine (*un petit peu* smaller than the 1966 VW 1300's 78.42 cu. in. and the 1967 VW's 91.10 cu. in.) dem-

onstrates an rpm range, a flexibility that enhances the car's character of briskness. During acceleration trials, the car's engine could be taken to 6000 rpm in first gear—well over the manufacturer's established limit of 5400 rpm—without undue protest and no damage whatsoever. This high-rev capability permits the smaller displacement engine to equal the quarter-mile times, slightly over 22 sec., of the VW 1300 (*CL*, Sept. '66). However, the Renault 10's fourth gear overall ratio of 4.24:1 limits the car's engine rpm and top speed to nearly those of the VW 1300; i.e., 4300 rpm at 76.2 mph vs. 4050 at 76 for the VW.

The engine itself is in the Renault tradition. The liquid-cooled IL-4 is based on an iron block with removable wet cylinder sleeves. The aluminum head is ported for two valves per cyl-

inder. The crankshaft is supported by five main bearings. Aluminum pistons each carry a steel expander, and two compression and one oil ring. Connecting rods are of forged steel. The chain-driven in-block camshaft, rotating in four journals, actuates overhead valves through short pushrods and rocker arms.

Transmission and differential gearing are cased in a die-cast aluminum housing bolted to the front of the engine. Swing axles, pivoted at the trans-axle, are located by two longitudinal radius rods attached to the chassis center. The Renault 10 carries coil springs with telescopic shock absorbers at the front and rear. Short and long A-arms of pressed steel are used in the front suspension.

As with the engine, the welded steel unit chassis/body is an up-dated, refined extension of its Renault 8 counterpart. The test car supplied to

CAR LIFE makes it easy to believe that Renault factory people are exercising greater care in workmanship. The Renault 10s appear to possess tighter panel fit and higher quality of finish than any previous Renault cars.

In short, Renault 10s seem well put together. Absence of squeaks and rattles attests to this fact. Paint appears carefully applied. Interior fitment, by earlier Renault standards is positively plush. Leather-like vinyl upholstery covers a pair of large, firmly pliable, comfortable front bucket seats and a rather sketchy rear bench. Dash paneling is an attractive combination of simulated walnut and vinyl-covered padding. Floor covering also is of vinyl plastic.

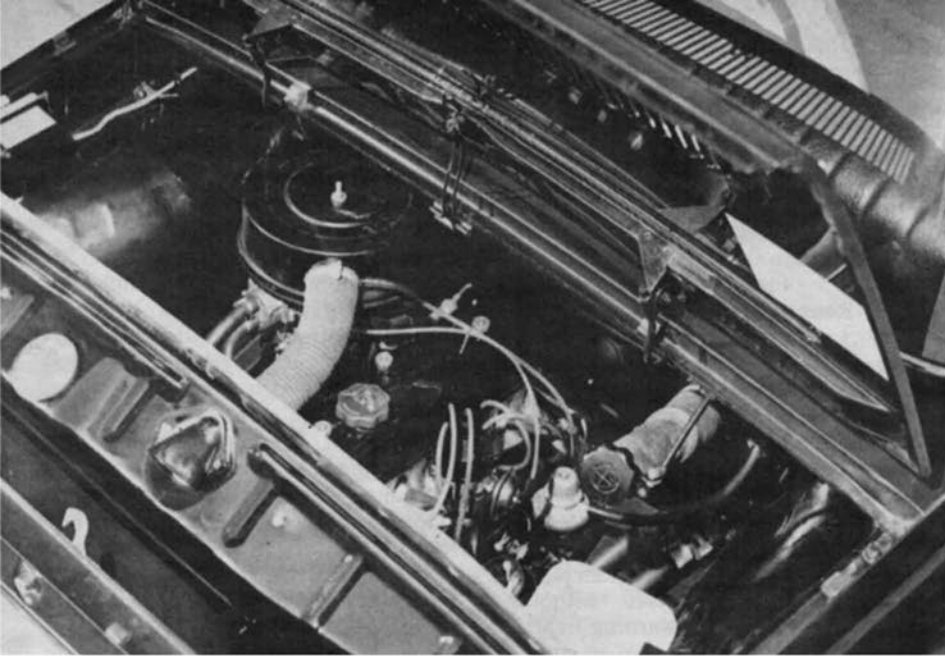
MINIMAL INSTRUMENTATION includes speedometer, odometer (without tenths) fuel gauge and warning lights. Dash panel switches are two in num-

ber, exclusive of radio controls, for windshield wipers and washer. Controls mounted on the steering wheel column, clockwise from the left, are horn lever, driving lights rocker switch and directional lights lever. Heater/defroster controls are mounted under dash.

A la Buick Riviera, Pontiac GTO and Oldsmobile Toronado, front window vent panes are missing in the Renault 10. Instead, circular, butterfly-valved ducts carry fresh air from forward inlets to driver and passenger. Front windows are of the windup variety; rear windows have horizontally sliding half panels.

Though the 10 boasts the greatest amount of passenger space of any Renault of this stripe ever delivered to the U.S., *CAR LIFE*'s tallest tester found driving this car a very cramped chore. The lanky one was unable to drive the car in required acceleration





REAR HATCH provides ample access for engine service necessities. The 10's 67.6-cu. in. ohv 4-cyl. powerplant delivers top speed of 76.2 mph.

runs as he could not move the gear change lever around his right knee with the necessary quickness in the first-to-second-gear shift. To put the car in reverse, he was forced to raise his right leg, reach under the back of his right knee and pull the shift lever to the left and rearward to engage the gear. The cramped condition for the

tall man was a combination of three factors. The steering wheel is offset to the right. The very short gear change lever is located directly at the centerline of the car and thus very close to the steering wheel rim. And, the control pedals also are offset to the right, placing the driver's feet and legs that much closer to the gear lever. At

any rate, it was exceedingly *clair* that people with long legs and thick knees might very much prefer the 3-speed automatic transmission, optional with the Renault 10.

As a right hand seat passenger, *CAR LIFE's* tall man was adequately accommodated, but at the expense of drastically reduced rear compartment leg room. With the front bucket seats in their most rearward position, the Renault 10's rear seat leg room is cut to the point of inadequacy for adults and children over 12 years of age.

FOR SO SMALL a car, luggage capacity is positively vast. The forward compartment, enlarged over Renault 8 size by dint of a flatter lid, greater overhang, and squared nose, provides 11 cu. ft. of space. The spare, jack and tools are carried in a separate compartment forward and below the luggage deck. The spare pivots down when released. The rear engine compartment lid is wide enough to permit easy access to all service necessities—fuel, oil, water, plugs, points and jets.

Most cars are regarded for their ability to go. The Renault 10, *ce'est magnifique*, stands out in its ability to stop. The 10.3-in. rotors of the 4-wheel disc system provide 343 sq. in. of swept area for 43.4 in. of cali-

1967 RENAULT 10 4-DOOR SEDAN



DIMENSIONS

Wheelbase, in.	89.0
Track, f/r, in.	49.0/48.0
Overall length, in.	167.5
width	60.0
height	55.5
Front seat hip room, in.	2 x 22.0
shoulder room	45.0
head room	38.3
pedal-seatback, max.	41.2
Rear seat hip room, in.	51.5
shoulder room	45.5
leg room	30.5
head room	36.5
Door opening width, in.	37.0/24.0
Floor to ground height, in.	11.9
Ground clearance, in.	8.0

PRICES

List, poe, West Coast	\$1699
Equipped as tested	1817
Options included: Rear armrests, radio, backing lights, radial ply whitewalls, vinyl upholstery.	

CAPACITIES

No. of passengers	4
Luggage space, cu. ft.	11.3
Fuel tank, gal.	10.0
Crankcase, qt.	3.0
Transmission/diff., pt.	3.0
Radiator coolant, qt.	7.5

CHASSIS/SUSPENSION

Frame type	unitized
Front suspension type	Independent by s.l.a., coil springs, telescopic shock absorbers, ball joints, stabilizer shaft.
ride rate at wheel, lb./in.	n.a.
anti-roll bar dia., in.	n.a.
Rear suspension type	Swing axles, pivoted at transaxle housing, longitudinal radius rods, coil springs, telescopic shock absorbers.
ride rate at wheel, lb./in.	n.a.
Steering system	Rack and pinion.
gear ratio	n.a.
overall ratio	20.1
turns, lock to lock	3.6
turning circle, ft. curb-curb	30.4
Curb weight, lb.	1920
Test weight	2140
Weight distribution, % f/r	39.5/60.5

BRAKES

Type	Single line hydraulic, 4-wheel caliper discs; rear pressure limiting valve.
Front disc, dia. x width, in.	10.3 x n.a.
Rear disc, dia. x width	10.3 x n.a.
total swept area, sq. in.	343.0
Power assist	none
line psi @ 100 lb. pedal	1160

WHEELS/TIRES

Wheel size	15 x 4J
optional size available	none
bolt no./circle dia., in.	n.a.
Tires	Michelin X
size	145 x 380 (5.50-15)
recommended inflation, psi	14/26
capacity rating, total lb.	2640

ENGINE

Type, no. cyl.	rear I/L-4, ohv
Bore x stroke, in.	2.756 x 2.835
Displacement, cu. in.	67.6
Compression ratio	8.5
Rated bhp @ rpm	50 @ 4600
equivalent mph	79
Rated torque @ rpm	57 @ 3000
equivalent mph	51
Carburetion	Solex 32 DITA, 1x1 barrel dia., pri./sec.
Valve operation	Chain-driven in-block camshaft, pushrods and rocker arms.
valve dia., int./exh.	1.228/1.055
lift, int./exh.	0.281/0.279
timing, deg.	10-34, 46-10
duration, int./exh.	224/236
opening overlap	76
Exhaust system	Branch manifold, single muffler.
pipe dia., exh./tail	1.026/n.a.
Lubrication pump type	gear
normal press. @ rpm	50 @ 4000
Electrical supply	12-v. generator
ampere rating	45
Battery, plates/amp. rating	66/40

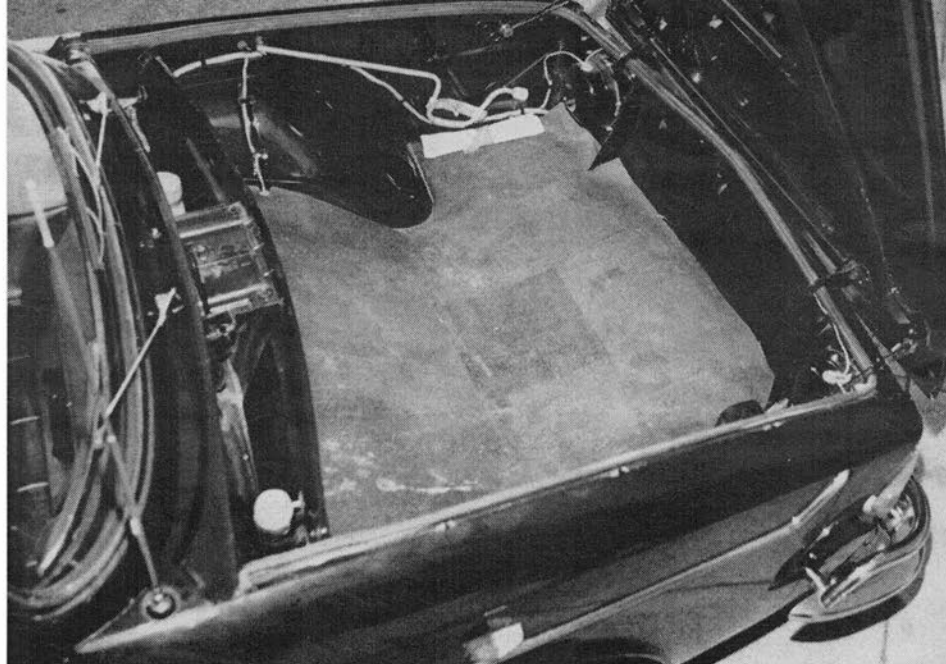
DRIVE-TRAIN

Clutch type	single dry plate
dia., in.	6.25
Transmission type	Manual, synchro-mesh; in unit with transaxle.
Gear ratio 4th (1.03) overall	4.25
3rd (1.48)	6.10
2nd (2.25)	9.28
1st (3.61)	14.90
synchronous meshing?	yes
Shift lever location	floor
Differential type	Integral transaxle.
axle ratio	4.125

per pad area. The single-line hydraulic system is fitted with a proportioning valve which limits pressure to the rear calipers and thus prevents premature lockup of the rear wheels. In three successive panic stops, the 10's brakes decelerated the 2140 lb. of car, fuel, test crewmen and equipment at better than 27 ft./sec./sec., or 0.84 G. In all three stops, straight line deceleration, full controllability and complete absence of wheel lockup were recorded. On the third stop only, the test driver reported development of a spongy brake pedal due to heat build-up, but not the least tendency toward fade. *C'est bon!* The only thing bad about these brakes is that they make the Renault 10's hindquarters a target for vehicles possessed of less efficient braking equipment. It is well to keep a weather eye to the rearview mirror when treading upon the Renault 10's *puissant* discs.

Oui, the Renault 10 goes well enough, stops even better. *Oui*, the Renault 10 is an automobile of agility, ability and utility. *Oui*, the Renault 10 is a driving delight.

PAR CONTRE, the Renault 10 is serious business for the government-subsidized manufacturing firm. Since 1959, Renault's managing director has



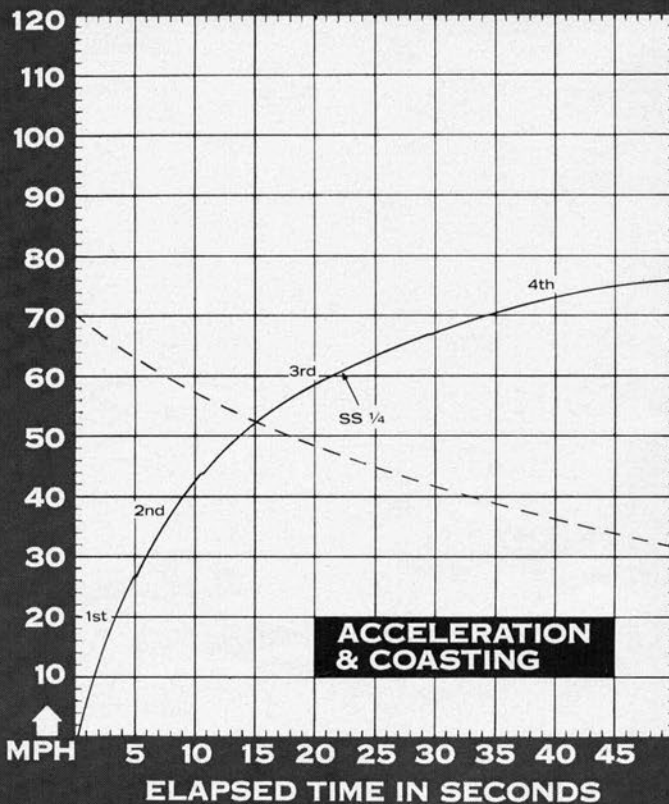
FORWARD LUGGAGE compartment offers 11 cu. ft. of cargo capacity. Spare, jack and tools are carried in a separate compartment below the trunk deck.

faced an ever-decreasing segment of the U.S. new car market, coupled with an ever-diminishing U.S. dealership force. Renault is bowing in U.S. and world markets to high quality automobiles from Germany, Japan and Great Britain. The Renault 10, with added plush and punch, is Renault's export effort aimed at meeting that

competition. With the 10, Renault hopes to expand its dealership network and regain a larger proportion of U.S. and world markets.

About that *leçon* in French—the phrase, “*Serait-il possible?*” translates as “Can it be?” *CL* prefers another *bon mot*, “*Voir c'est croire.*” which comes across as, “Seeing is believing.”

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	42.8
Cu. ft./ton mile	63.9
Mph/1000 rpm (high gear)	17.2
Engine revs/mile (60 mph)	3490
Piston travel, ft./mile	1650
Car Life wear index	57.7
Frontal area, sq. ft.	18.5
Box volume, cu. ft.	322.2

SPEEDOMETER ERROR

30 mph, actual	28.9
40 mph	36.7
50 mph	46.4
60 mph	55.8
70 mph	67.6
80 mph	
90 mph	

MAINTENANCE INTERVALS

Oil change, engine, miles	3000
transmission/differential	6000
Oil filter change	6000
Air cleaner service, mo.	6
Chassis lubrication	6000
Wheelbearing re-packing	12,000
Universal joint service	30,000
Coolant change, mo.	24

TUNE-UP DATA

Spark plugs	Champion L-85
gap, in.	0.020-0.028
Spark setting, deg./idle rpm	0/600
cent. max. adv., deg./rpm	16.5/2300
vac. max. adv., deg./in. Hg.	10/13.0
Breaker gap, in.	0.016-0.020
cam dwell angle	54-58
arm tension, oz.	15-19
Rocker arm clearance, int./exh.	0.006/0.008
Fuel pump pressure, psi	3
Expansion tank valve, psi	9/0.7

PERFORMANCE

Top speed (4500), mph	77
Shifts (rpm) @ mph	
3rd to 4th (5600)	67
2nd to 3rd (5600)	44
1st to 2nd (5600)	27

ACCELERATION

0-30 mph, sec.	6.0
0-40 mph	9.2
0-50 mph	14.5
0-60 mph	22.6
0-70 mph	33.0
0-80 mph	
0-90 mph	
0-100 mph	
Standing 1/4-mile, sec.	22.4
speed at end, mph	60.8
Passing, 30-70 mph, sec.	27.0

BRAKING

(Maximum deceleration rate achieved from 70 mph)	
1st stop, ft./sec./sec.	28
fade evident?	no
2nd stop, ft./sec./sec.	27
fade evident?	no

FUEL CONSUMPTION

Test conditions, mpg	28.6
Est. normal range, mpg	27-34
Cruising range, miles	270-340

GRADABILITY

4th, % grade @ mph	.7 @ 49
3rd	.11 @ 42
2nd	.16 @ 32
1st	.23 @ 19

DRAG FACTOR

Total drag @ 60 mph, lb.	96
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