

# Le Car

by Renault

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**Le Car of the Year, for Les Times of Your Life**

In Europe, where driving is a passion, over one and a half million people have driven Le Car home. And in France, where Renault makes Le Car, people believe an automobile should be more than just a means of transportation. In addition to fuel efficiency and space efficiency of the highest order, they believe a car should have something more. It should have a special quality that makes it a joy to own, more a gracious partner in the adventure of driving than a mere machine. It should have, in other words . . . a personality.

Le Car has an extraordinary personality. In a world full of economy cars that look, feel and drive like metal boxes, it offers a graceful, unique shape, a comfortable, roomy interior and a suspension so supple that you have to drive it to believe it. It has front wheel drive to take you where you want to go — on the road or off. And it has a huge hatchback to take along the accessories of your lifestyle.

Le Car. From Renault, with love.



## LeTown and Country Car



*Le Flight Deck: Convenient, functional, with fingertip control.*



Le Car is at home anywhere. To go well anywhere, it has a sturdy 1.3-liter engine that can power it to 90 mph and deliver 26 mpg in the city and 41 mpg on the highway, combined, 31 mpg.\* Race, rally and road-proven, the engine uses a cast-iron cylinder block for quietness and a light-weight aluminum head for optimum performance. An all-synchromesh four-speed manual transmission links the power to the ground, giving you precise control in any situation, city or country.

To stop well, powerful disc brakes up front and double-leading shoe rear drum brakes allow pinpoint accuracy in congested stop-and-go traffic. A special load-sensitive proportioning valve automatically adjusts the brake system to maintain maximum stopping power under all conditions. And to ride well, a unique, torsion-bar independent suspension system gives each wheel freedom to soak up potholes and bumps without upsetting Le Car's stability.

Le Car. Fast enough, economical enough and safe enough to be at home anywhere.

\*(California: 37 mpg highway, 25 mpg city, 29 mpg combined.) These are EPA estimates only. The actual mileage you get will vary depending on your type of driving, your driving habits, your car's condition and optional equipment.

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## Le Road. Half the Fun



Renault has been making driving more fun since 1898. Which won't surprise you a bit, once you've taken Le Car down some beautiful country byroad and discovered the confidence of its front wheel drive and the comfort of its tastefully designed interior. Whether you opt for the basic Le Car or choose the fully optioned GTL Deluxe model, you get an automobile obviously built by people who don't regard driving as a chore, but rather as an adventure to be savored. In the GTL Deluxe, you find big, fully supportive reclining seats that even lift forward to allow rear-seat passengers easy entry and exit. ("There's more room in a Renault" was even a famous slogan of the 1930s!) And there are the little things on the GTL DeLuxe that speak of attention



*Weekends in the country.  
Weekdays in the city. One day,  
Le Car is your ticket to good times  
in the sun; another, your sturdy,  
uncomplaining urban hauler.  
For both occasions, you need plenty  
of space – space for luggage or for groceries  
or even lawnmowers. Le Car's huge hatch  
lifts from the bumper to provide a low, flat  
floor to help you load. And if you  
flip down the back seat, you triple Le Car's  
luggage room from 9½ cubic feet  
to 31½ cubic feet.*

## of Le Car is Exploring It

to detail: Combination arm rest / map holders on the front doors. Day/ night rear-view mirror. Fully padded dash board, sun visors and steering wheel. Flow-through center-outlet ventilation. Side window defogging outlets. A removable parcel shelf over the rear area. Optional jumbo-size sun roof. Combination coat hooks / assist handles. And of course, the full range of comfort and appearance options, such as air conditioning, stereo radios and tape players, custom sport wheels, metallic paint or chrome accents and even wood-grain ski racks and air deflectors.

The list of available extras to enhance your fun goes on for quite awhile. But then, Renault has been making fun cars for quite awhile.





## Le Style. Think of It as

In a world of conformity, Le Car stands out. Combining world-famous engineering with the art of the best stylists in France, Renault gave Le Car a shape unique on Earth. The only thing it has in common with other small cars is its size. (And even its wheelbase is longer than theirs, to give Le Car its remarkable ride.) Aerodynamically efficient, esthetically fulfilling, the graceful, rounded contours of Le Car mark it as a truly modern but timeless design.

You feel it as soon as you settle into the luxuriously padded seats. This is a small car that doesn't know small cars aren't supposed to be roomy inside. Or flatteringly fashionable. Go ahead. Drive it as hard and as far as you can. P sunset, you'll step out, amazed. No typical small-car aches, no strain.





## Freedom from Conformity



*There's a reason. Renault has always believed that form should follow function, as in Nature. And as natural things are beautiful, so Renault made Le Car eye-appealing, available in eight exciting colors. It's a small car you can be proud of, perhaps as much a contemporary objet d'art as you can buy. But what other sculpture will carry you and your friends into the mountains?*



*Le Car was made for fitting into tight spots.  
Less than 12 feet long, it takes up less parking space  
than most other small cars without  
giving away an inch of comfort.*





## Le City Car Supreme

City driving is demanding. Congested streets, crowded parking places, split-second traffic lights. To be a successful city car, an automobile needs to be tough and capable enough to take urban pounding day in and day out. Le Car is.

Quick rack-and-pinion steering gives Le Car pinpoint accuracy for darting into holes in the traffic flow. Only 32 feet are needed between curbs to turn Le Car completely around. And a steering ratio of 20:1 means you only need to turn the wheel a bit to change direction instantly.

Superb visibility through the large glass area gives the driver a commanding view of the swiftly changing city traffic. Every control is at your fingertips, designed to be easily memorized so that it can be operated while you use your eyes to slip

through the city. A convenient tray is inset into the steering column, good for keeping tollbooth money accessible. The optional rear-window wiper/washer keeps the view to the rear clear.

Under the big polyurethane bumpers (capable of taking a 5-mph collision without damage to the car) all systems handle the city with ease. Standard Michelin ZX steel-radial tires grip the pavement tenaciously, riding on long-travel suspension that allows each wheel to absorb potholes or frost heaves without ruffling the car. Powerful disc brakes up front (with optional vacuum boost on GTL Deluxe) provide security in sudden stops. And the four-speed transmission has gear ratios chosen to get the OHV engine's power to the ground when you need it most.



No other car has a "fun" roof quite like Le Car's. No complicated mechanical linkages to operate; just a simple flip of a lever, a fold backwards and . . . presto! Le Sun Car, with a roof opening so big it feels like a convertible with the security of a sedan.



## Versatility. Le Car's Middle Name





Le Car Hot. Many expensive sports cars don't have specifications as impressive as Le Car's: Fully independent suspension. Rack-and-pinion steering. Front wheel drive. A lively 1.3-liter engine with a Weber carburetor. And not many cars of any kind have roadholding like Le Car's. On any surface, in any weather, its long-wheelbase chassis keeps you fully in control, delighting in the responsiveness of a light (under 1900 lbs.), sporty car. You can even race Le Car in the Sports Car Club of America's Showroom Stock class with the help of Renault's racing program. And Le Cars have been winning races throughout the country. So go ahead; think of Le Car as a sports car with a back seat and hatchback. The racers do.



## Les Details

Some highlights of the Le Car experience: Combination coat hook/assist handle\* • Arm rest/map holder\* • Vanity visor mirror • Removable parcel shelf • Fully padded dashboard • Handy tray in steering column • Sturdy polyurethane-covered 5-mph bumper with integral parking lights and turn indicators • Fully adjustable reclining\* and tilting seats • Side window defogging outlets • Manual 4-speed transmission • Custom sport wheels\*\* • Rear window defogger† and wiper/washer.\*

\* GTL Deluxe only. \*\* Optional all models. † Standard GTL Deluxe, optional GTL base.



# Les Specifications

## ENGINE DESIGN

Cast iron block, Aluminum head  
 Type: Overhead valve, 4-cylinder in-line  
 Displacement: 78.66 cu. in. (1289 cc)  
 Compression ratio: USA / 9.5:1  
 California / 8.5:1  
 Maximum horsepower: USA / 60 @ 6000  
 California / 58 @ 6000  
 Maximum torque: USA / 70 @ 3500  
 California / 69.6 @ 3500  
 Fuel requirement:  
 USA / premium (94 Avg. octane)  
 California / unleaded (87 Avg. octane)

## ELECTRICAL SYSTEM

Rated voltage: 12 V / negative-ground  
 Battery: 45 amp. hrs. / alternator  
 Ignition: Coil and distributor

## DRIVE TRAIN

Type: Front wheel drive  
 Transmission: Fully-synchronized 4-speed  
 manual transaxle  
 Clutch: Single dry disc  
 Final drive ratio: 3.625

## CHASSIS AND SUSPENSION

Body: Unitized monocoque with undercoating  
 Front suspension: Independent, unequal-length  
 control arms, torsion bars, double-acting  
 hydraulic telescopic shock absorbers,  
 stabilizer bar  
 Rear suspension: Independent, trailing arms,  
 torsion bars, double-acting hydraulic  
 telescopic shock absorbers, stabilizer bar  
 Brakes: Dual hydraulic, Bendix vacuum power  
 booster (GTL Deluxe only); Front self-  
 adjusting disc brakes; Rear, drum brakes,  
 load sensitive pressure limiting valve  
 Tires: Steel-belted Michelin ZX radials  
 size / 145 x 13

## STEERING

Rack-and-pinion  
 Ratio: 20.0:1  
 Steering turns: lock-to-lock / 3.75  
 Turning circle: curb to curb / 32.0 ft.  
 (9.74 m)

## DIMENSIONS AND CAPACITIES

Wheelbase: 95.2 in. (2419 mm)  
 Overall length: 142 in. (3609 mm)  
 Overall width: 60 in. (1525 mm)  
 Overall height (empty): 55.0 in. (1402 mm)  
 Ground clearance (loaded): 5.5 in. (147 mm)  
 Curb weight: 1819 lbs. (825 kg)  
 Fuel tank: 10 gal. (38 liters)  
 Luggage compartment (total): 9.5 cu. ft.  
 (270 Dm<sup>3</sup>)  
 Luggage compartment (rear seat folded):  
 31.5 cu. ft. (900 Dm<sup>3</sup>)

## BODY COLORS

Glen yellow  
 Chipper orange  
 Rally red  
 Moonlight black  
 Metallic gold  
 Metallic silver  
 Metallic brown  
 Metallic blue  
 Check your Renault Dealer for interior and  
 exterior color availability according to model.

## OTHER FEATURES

*Standard unless otherwise specified*  
 Combination front door armrest/map pocket  
 (GTL DeLuxe)  
 Front reclining bucket seats (GTL DeLuxe)  
 Front door armrest with grab recess  
 (GTL Base)  
 Front passenger assist handle (GTL DeLuxe)  
 Rear passenger combination assist handle/  
 coat hook (GTL DeLuxe)

Rear passenger ashtrays (GTL DeLuxe)  
 Padded sun visors/courtesy mirror  
 Day/night windshield-mounted rear view  
 mirror (GTL DeLuxe)  
 Side window defogging outlets  
 Center adjustable fresh-air vent  
 All vinyl front/rear seats, doors and  
 rear panels  
 Swing-open rear side window (GTL DeLuxe)  
 Rear cargo area removable parcel shelf  
 (GTL DeLuxe)

## OPTIONS

Tinted glass  
 Rear window defogger (Std. GTL DeLuxe)  
 Rear window wiper / washer  
 (GTL DeLuxe only)  
 Jumbo sun roof (GTL DeLuxe only)  
 Air conditioning, custom / special order  
 AM, AM/FM radio, cassettes and 8 track  
 Metallic paint (GTL DeLuxe)  
 (For other options, see Dealer Accessory Catalog.)

## LIMITED WARRANTY

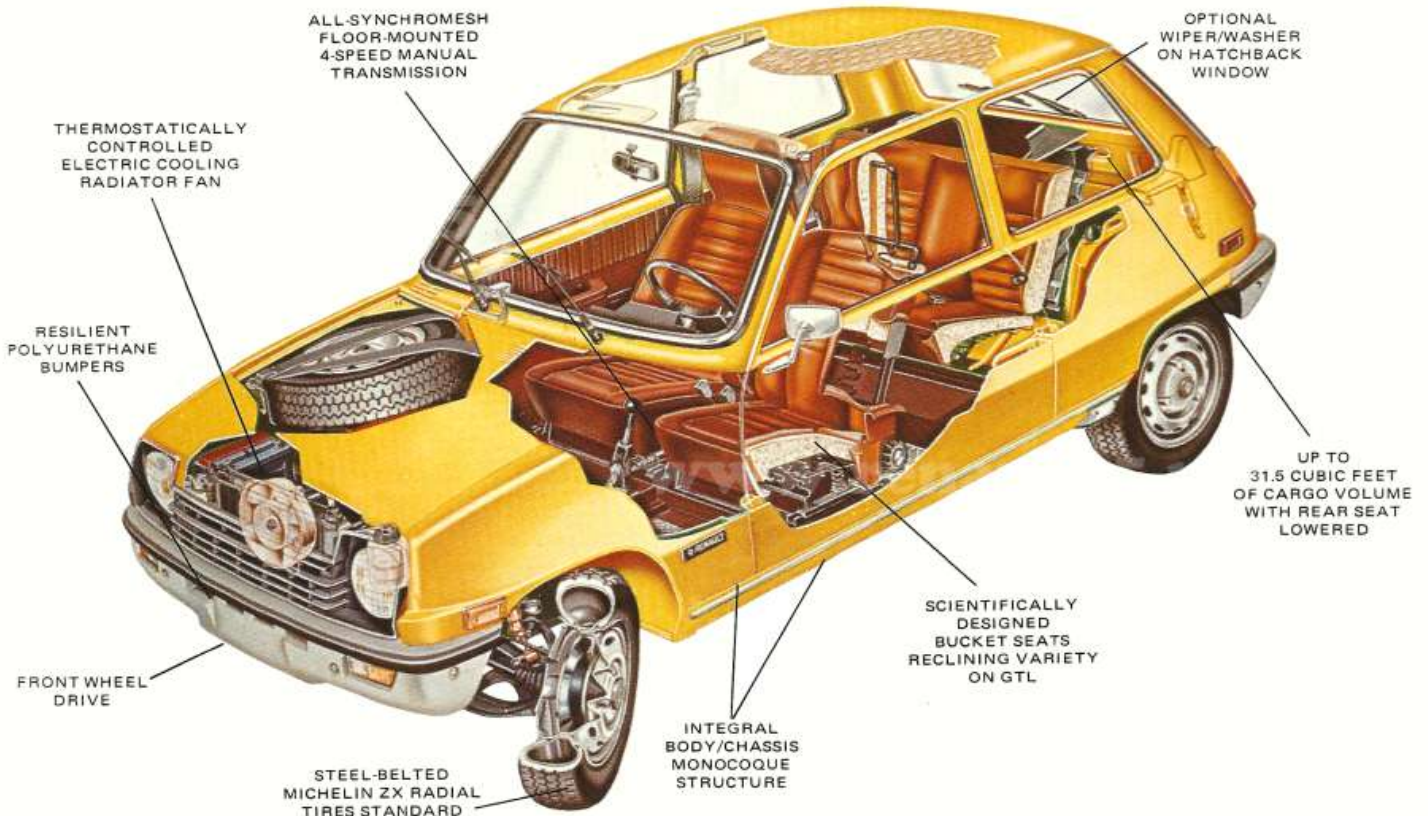
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