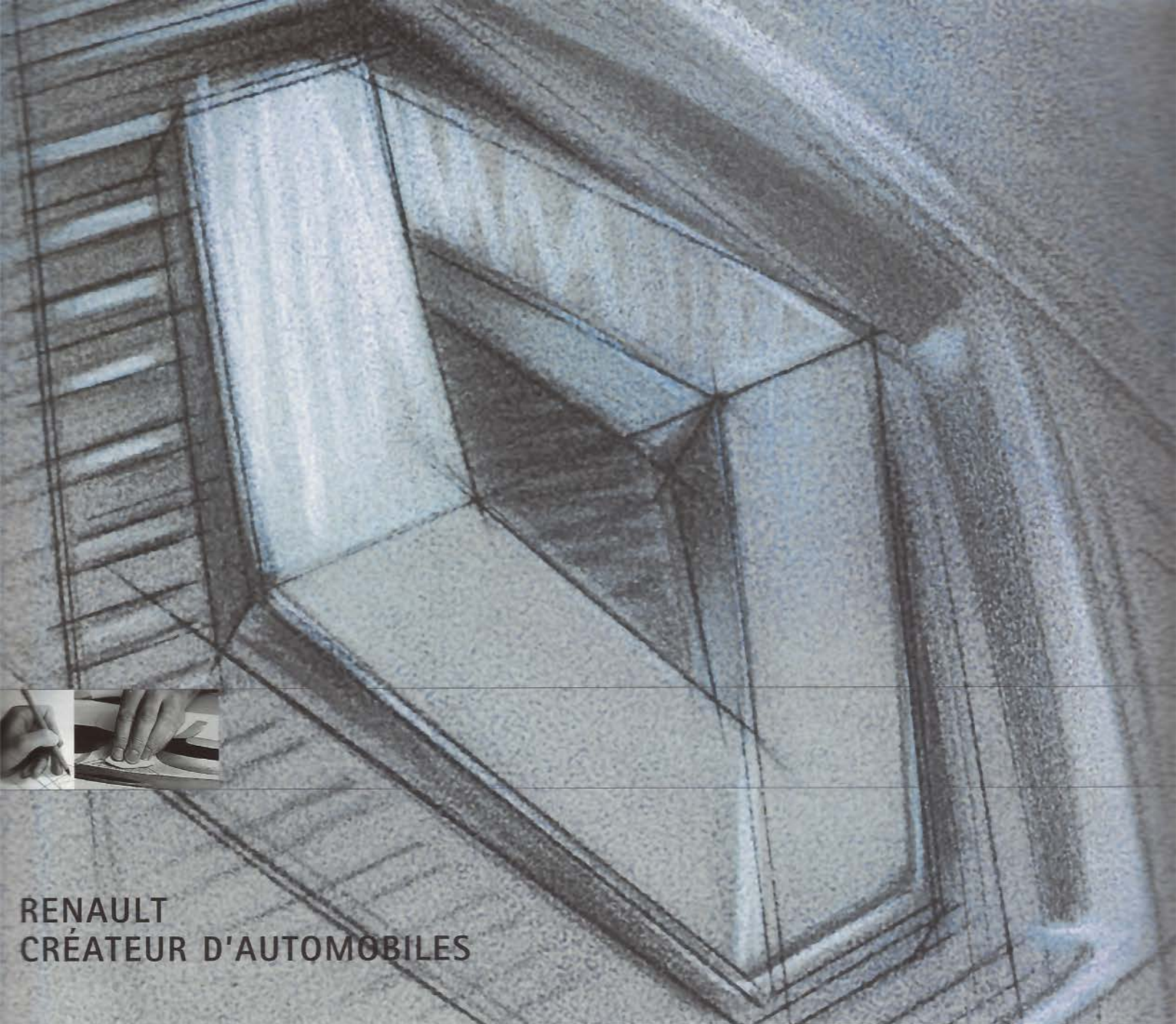


RENAULT
SPORT





RENAULT CRÉATEUR D'AUTOMOBILES

Innovate. The constant determination which has transcended every period of Renault's existence, guiding our options and governing the directions in which we have developed, is now helping to establish our reputation. At the dawn of this third millennium, our dedication to innovation is not just central to our own concerns but also to those of the individual motorist who is now entitled to expect not only that a vehicle will provide safety, performance and respect for the environment, but also intelligence.

Creation means bringing together intuition and expertise. At a time when performance and individualism were in fashion we were the first to break with established thinking by imagining an MPV. To launch the audacious elegance of the Vel Satis and the innovative but winning lines of the New Mégane, we again had to dare to be different. Innovation is born when an idea meets a need. We have a flair for picking up on your wishes and visualising your expectations and this has enabled us to design vehicles that are a natural extension of living space (Espace), to invent modularity (Scénic), the keyless car (Laguna) and the automatic parking brake (Vel Satis), exceeding your expectations at each stage.

It is by imagining what will be commonplace tomorrow that we have been able to realise the dream of the intelligent car, capable of helping drivers to hold their course and of assisting them to do what is essential to keep them and their passengers safe. As a result, following crash tests carried out by Euro NCAP (the independent European Consortium) the Laguna Hatchback, Mégane Hatch, Vel Satis, Espace and most recently the New Scénic, have each achieved the maximum 5-Star rating and



are the safest cars in their category. Every day, our engineers think up and develop new systems for continually reducing the risk of accidents, such as a new generation of programmed-restraint airbags or the Brake Assist system.

Competition – and Formula 1 in particular – is a valuable laboratory for innovation. It means we can design and develop the technological excellence that characterises our engines and gearboxes, so that you can experience the pleasure of driving dCi direct Commonrail injection diesel engines.

We take all our environmental responsibilities very seriously – innovation today comes with a deep respect for the environment. Our engines are now much more unobtrusive and their emissions have been considerably reduced. All our vehicles are designed with recycling in mind and are on target to reach 95% recyclability. For further information on the End of Life Vehicle Directive and our progress against its targets please visit our web site, www.renault.co.uk.

While being responsible in terms of safety and the environment, we remain attentive to your service needs. From the extensive coverage of the Renault Network to the flexibility and speed of its assistance, by way of the personal finance packages, internet site or customer service, we are opening the lines of communication in order to guarantee you support at all times.

And so that driving and being on board become more enjoyable with every bend, we will continue to create free of any constraints, because it is by creating freely that we advance.

THAT SPECIAL TOUCH THAT MAKES A GREAT CAR GREATER

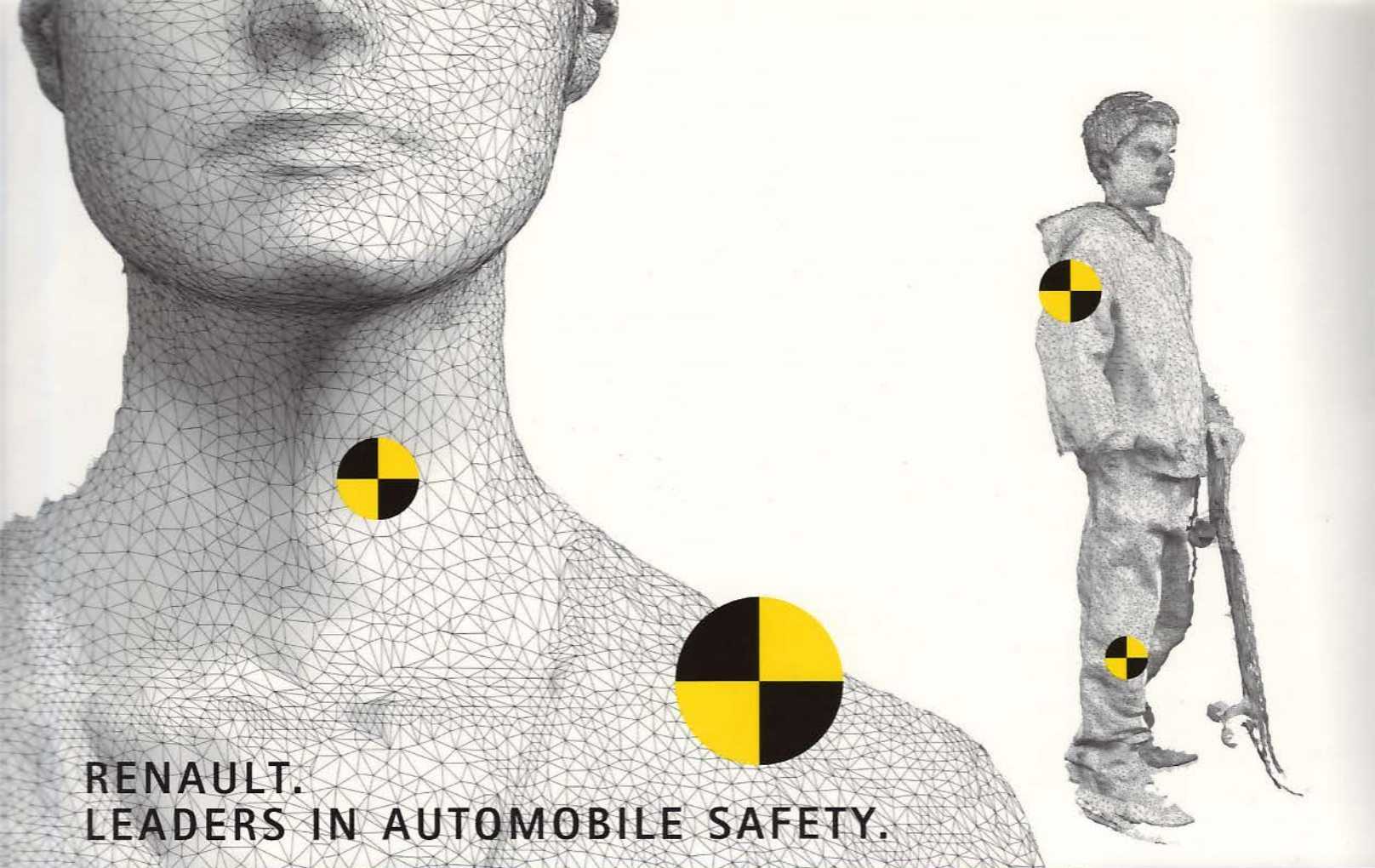
It takes a car fan to recognise a car that has been developed by people who share the same set of priorities. Likewise, to create something that will excite a car fan, it takes a group that understands what makes a car special. If you are that car fan – why else did you pick up this brochure? – the folk at Renaultsport are the ones who know how to create cars to keep you amused and amazed.

They've done it by taking Renault's already exciting Clio and Mégane and introducing into them some of the DNA developed during the century or more that Renault has been involved in motor sport. From the classic city-to-city races of the dawn of the automobile, through Le Mans and the Monte Carlo Rally to today's Formula 1, Renault has always been a winner.

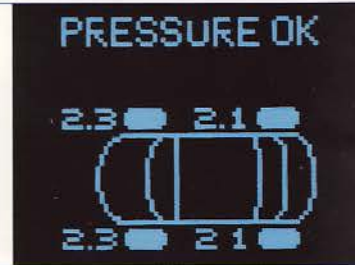
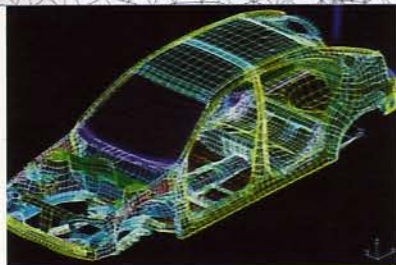
All that winning experience feeds into Renaultsport, the specialist unit that creates the high-performance cars of the Renault range – the Clio Renaultsport 182, Mégane Renaultsport 225 and the fabulous Clio Renaultsport V6 255. Cars for enthusiasts, conceived and built by enthusiasts to make driving into something you do for fun.







RENAULT. LEADERS IN AUTOMOBILE SAFETY.



Safety is the starting point of every car designed and built by Renault. Active factors - handling, braking and other characteristics which allow the driver to avoid or manoeuvre their way out of danger - are considered both separately and in conjunction with the advanced passive safety systems that constitute the most comprehensive 'all-contingency' safety systems in motoring today. The means by which this has been achieved are incredibly sophisticated: they take into account the various situations you may find yourself in, your reaction to those situations, your individual physique and, even, the possibility of human error. Renault's approach to safety is based on the belief that prevention is better than cure. But recognising that, as long as vehicles continue to be mobile, accidental impacts will never be totally eliminated, Renault designers also continually seek to minimise their effects.

PREVENTION. On today's Renault cars, numerous functions allow the driver to anticipate and prevent danger. For example: the doors lock automatically when the vehicle is in motion to prevent unauthorised entry; a rain detector switches on the windscreen wipers automatically; a light sensor switches on the car's powerful (but less dazzling) double optic xenon headlamps; a tyre pressure monitor warns of potential tyre problems. Renault also helps to make the roads safer by providing road safety lessons for primary school children in 12 European countries: (visit www.safetymatters.renault.co.uk for further information).

CORRECTION. Frequently, the ability to identify the danger allows you to evaluate the risks calmly and adapt your driving accordingly. In abnormal situations calling for an extremely fast and precise reaction, technology actually enables today's Renault cars to make the appropriate correction automatically and immediately. For example, Brake Assist coupled with the action of the ABS anti-lock braking, ASR Traction Control and CSV Understeer Control, all complement the ESP (Electronic Stability Programme) and PAX 'run-flat' tyre and wheel system.



PROTECTION. In the event of a crash, the vehicle structure becomes the critical element in the overall safety system. The occupants of a modern Renault car sit within a central steel safety cell. This, necessarily, is extremely rigid; but that rigidity is carefully offset by the way in which special elements within and around it deform, progressively and in a controlled way, to absorb the energy created by the impact.

The protection offered by Renault Protection Systems is literally tailor-made. The reaction of the elements within the system - inertia seatbelts, load limiters, pre-tensioners, adaptive airbags and anti 'submarining' features - is adapted to the individual physique of the wearer, as well as to the severity, or otherwise, of the impact. Thus the system is equally effective in minimising the risk of physical injury, regardless of the age or physique of the wearer. Renault has also developed a range of seats that are compatible with the ISOFIX system and are specially designed for young children. Measures like these underline Renault's absolute commitment to providing the highest possible standards of security for everyone on board, not simply the driver and front passenger.

The benefits of these advanced safety systems are very far from being theoretical: witness the fact that the Renault Laguna, Mégane Hatch, Vel Satis, Espace and New Scénic have all been awarded the maximum score of 5 stars in the independent Euro NCAP tests.

The ability to anticipate hazardous situations - and to neutralise them before a potential hazard becomes an actuality - is very much in line with Renault's belief that prevention is better than cure. For this reason, Renault is concentrating its research efforts in this area. Specifically, looking at ways to prevent and correct human error - the principal factor in 90% of accidents - through new systems that are capable of predicting crashes. Obstacle detection sensors with a magnified field of vision and 'interactive' safety systems are just two future possibilities.

Important: Your dealer will be glad to give you precise details about the safety equipment available on different models and versions.



SAFETY BEFORE SPEED

Safety is a fundamental element in Renault's culture, part of our corporate philosophy of innovation and respect for human life. We have gone from being pioneers in the field to becoming a recognised standard-setter, because from the beginning we have placed the individual at the heart of our approach to vehicle safety. The proof is in the testing. Renault has more cars that have achieved five stars in the stringent Euro NCAP crash-test programme than any other manufacturer.

But passive safety – which protects the occupants in the event of an impact – is only part of the story. Active safety – which gives the driver more tools to avoid an accident – is a vital element in the design of every Renault. That's why features such as Electronic Stability Control, Electronic Brake Distribution and Traction Control are standard features on cars like the Clio Renaultsport 182 and Mégane Renaultsport 225. Coupled with sensitive steering, immaculate road-holding and ergonomics that make the driver feel at one with the car, technology complements the human element to create the safest possible driving experience.

If active safety is part of the driving experience, passive safety is an integral – if unseen – part of the driving environment. Every Renaultsport model has programmed frontal airbags for both driver and passenger, together with side airbags to protect the head and thorax. In the Mégane Renaultsport 225 there are also 'curtain' airbags, and on the Sport Hatch version, unique anti-sumarining airbags in the front seats prevent the occupants sliding forward under the seatbelts in an impact.

The frontal airbags, which inflate to a greater or lesser degree dependent on the severity of the impact, are just one part of the third generation of Renault's System of Restraint and Protection (SRP), designed to create a package of protection second to none. In addition to airbags the system also includes seatbelts that are automatically pre-tensioned in the event of an impact to restrain the occupant more efficiently. For even greater effectiveness, the belts are mounted on location points designed to deform in the vital milliseconds after an impact, thus minimising the forces imposed on the occupant.

Safety starts in the design process, and every Renault body is created with 'crumple zones' designed to absorb the energy of an impact. Using clever design, computer simulations and different types of steel to combine strength with programmed deformation, the result is a bodysell that offers the maximum protection to its occupants while retaining the liveliness that makes for driving pleasure.

Renaultsport cars are all about maximising that driving pleasure, whether on the road or on the track, in the Clio Cup race series. But the elements we specialise in at Dieppe can only be added to cars that fulfil our primary concern – your safety.



CLIO RENAULTSPORT V6 255

The Clio Renaultsport V6 255 is a Clio with attitude. The huge extended wheel arches designed to house 18-inch alloy wheels shod with high-performance Michelin tyres developed specifically for the car, are evidence of the same priorities.

At the rear, the wide bodywork and side air intakes are there for a very good reason. The rear seats have been disposed of to put the engine where you find it in all Formula One cars - in the middle.

The twin exhaust pipes are a forceful hint about the mid-mounted 3-litre 24-valve V6, delivering 255hp at 7150 rpm and with 300 Nm of torque at just 4650 rpm.

The sound of that engine has to be heard to be believed. Only inches from the two cabin occupants, it makes a throaty growl on tickover turn into a spine-tingling scream at 7,000 rpm. Yet slot it into sixth-gear on the motorway and the engine becomes quieter to let you enjoy the 6-disc CD player should you wish to.

MEGANE RENAULTSPORT 225

The Mégane Renaultsport 225 has 225 horsepower from a 16-valve turbocharged 2-litre four-cylinder power-unit, a top speed of 147 mph and acceleration from zero to 62 mph in 6.5 seconds. But those aren't the only figures that matter; cutting-edge technology means the best fuel consumption figures in its class, combined fuel consumption is 32.1 mpg and service intervals every 18,000 miles or two years.

Completely new front suspension to handle the power without affecting the steering, specially developed Continental tyres on 18-inch alloy wheels, and variable-assistance electric power-steering are specially developed to meet the expectations of sporting drivers. In addition, the driver aid systems, including the latest-generation ESP with traction control and CSV Understeer Control, have been adjusted to suit.

All these Renaultsport touches, plus the safety equipment that earned Mégane Hatch five Euro NCAP stars, unique paint finishes and upholstery, drilled aluminium pedals, twin exhausts and tyre pressure monitors create a very special car.

CLIO RENAULTSPORT 182

Speed, handling, safety and comfort with compact size. That's what has made the Clio a top-seller. Now Renaultsport gives it more. A maximum speed of 139 mph comes from the 182 horsepower 2-litre 16-valve engine. More acceleration (0 to 62 mph in 7.1 seconds) comes from 200 Nm of torque at 5250 rpm. Handling the power and torque - a five-speed box and ventilated discs up front with ABS, Electronic Brake Distribution and Traction Control with ESP. Providing the road-holding power - sports suspension settings, coupled with sports ratio hydraulic assisted steering and Michelin Exalto tyres on 8-spoke 16-inch alloys.

The Renault SRP's combination of airbags and seatbelts provides safety, while for luxury there are part leather/Alcantara seats, a leather steering-wheel and gear-knob, and aluminium-surround instruments.

And does the Clio Renaultsport 182 look the part? Does it! The colours are unique to Renaultsport, as are the wheels, and there's the hallmark of the Renaultsport magic, twin exhausts that show it means business.



BODY



At first, similarities between the body of a Formula 1 car and that of a compact saloon might seem few. But after perfecting the aerodynamics of a 200 mph F1 car, designing a rear spoiler to add the final touch to the handling of the Clio



Renaultsport 182 is a simple task. And many of the Clio Renaultsport V6 body panels are made not of metal but of composites. Where do we gain most experience of working with these light but incredibly strong materials? Formula 1.

BRAKES



Although not all aspects of F1 braking technology are applicable to road cars – the brake discs on an F1 Renault actually work best when they are glowing red hot – there are many lessons learned from circuit racing that benefit the braking



systems of the cars in the Renaultsport range. For instance, all three use ventilated discs, which have passages inside the disc to dissipate heat. They were first developed for racing.

TRANSMISSION



Years ago, cars had three-speed gearboxes. Today they have five, or in the case of Mégane Renaultsport 225 and Clio Renaultsport V6 255, six. More ratios make more efficient use of the engine's power and torque, and racing and rallying proved the



point. Motor sport also helped make clutches and gearboxes with the strength to handle output of a high-performance engine that are sufficiently compact to fit in a Clio.

ENGINE



Renault built its first Formula 1 engine in 1977. Working at the leading edge of technology, experimenting with new methods and materials in a constant effort to improve on what was considered perfection only one race ago, the engineers have



learnt many lessons they have applied to road car engines. For cars in the Renaultsport range, performance comes to the forefront – and the experience gained from over 90 F1 victories is put to good use.

WHEELS



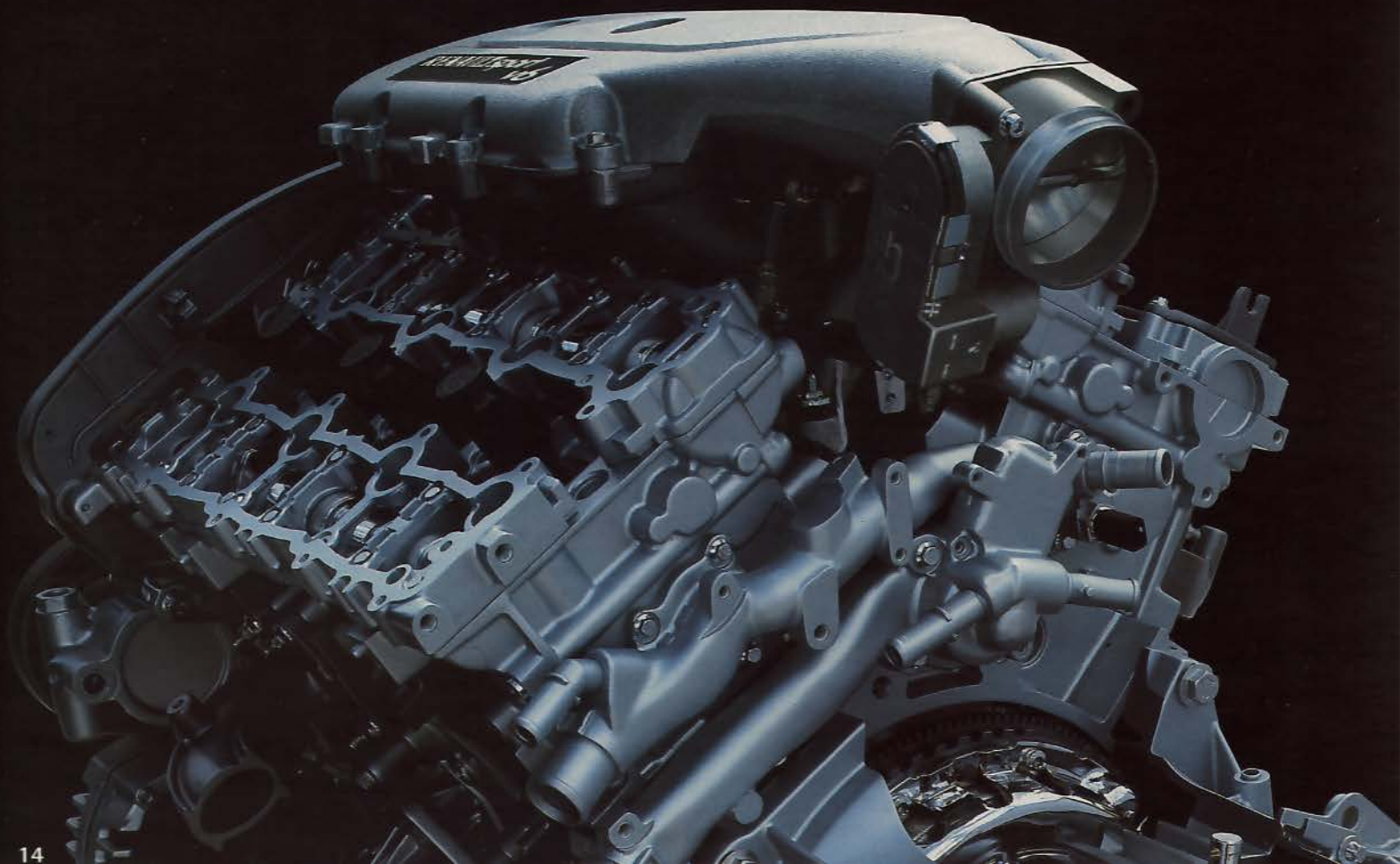
Racing cars first adopted light alloy wheels in the 1930's, and by the late 1960's their use was almost universal, thanks to the fact that their low weight contributed greatly to an ideal of car designers, low unsprung weight. Simply, this means



the less weight there is in the wheel, tyre and brake assembly, the easier it is to control, a vital consideration in achieving good handling. Lighter wheels also make it possible to use wider – and therefore heavier – tyres, which improves roadholding.



DRIVING FORCE





2.0 16V 182 hp

The Clio Renaultsport 182 is a perfect combination of high performance and optimum safety with the highest levels of comfort. The performance comes from the 2.0-litre 16-valve engine that develops its maximum of 182 hp at 6200 rpm, thanks to careful tuning of the induction system and cylinder-head and the use of a free-flowing exhaust. The power-unit is coupled to a five-speed close-ratio gearbox that optimises engine torque even at low revs. It's a combination that is ready to take you from zero to 62 mph in just 7.1 seconds. Maximum torque of 200 Nm is achieved at 5250 rpm, but 80% of that maximum is available from 2000 rpm, giving flexibility you will appreciate whether on the open road or dawdling round town. The Clio Renaultsport 182's engine features the very latest 'drive-by-wire' throttle control and VVT (Variable Valve Timing). The benefits of all this technology become apparent the minute you depress the accelerator pedal. The top speed, where legal is 139 mph. But you may be surprised to find that a unit engineered primarily to deliver outstanding performance can also be rewardingly smooth and refined. And, of course, its remarkable economy and low emissions are two more bonuses of its high-efficiency design.

2.0 Turbo 16V 225 hp

Renault was the first manufacturer to apply a turbocharger to a Formula 1 engine. That was over twenty years ago, and the wealth of experience the company has gained in turbocharging racing and road-car engines is incorporated in the power unit of the Mégane Renaultsport 225. The 2.0-litre four-cylinder power unit breathes deep through four valves per cylinder, but it breathes even deeper on the inlet strokes thanks to an efficient twin-scroll turbo. It has an unusually high compression ratio for a turbo engine and this ensures increased efficiency and reduced pollutant emissions. The result is 225 hp and 300 Nm of torque, achieved with the lowest levels of fuel consumption in its class. The free-revving unit provides maximum power at 5250 rpm and maximum torque at 3000 rpm, but 90% of that torque is available anywhere in the rev-range between 2000 and 6000 rpm. Combined with a close-ratio six-speed gearbox, this gives flexibility not normally associated with such power outputs.

In figures, this superb power unit translates into zero to 62 mph in 6.5 seconds and a maximum speed of 147 mph, performance that is handled by a chassis modified to suit such power.

3.0 V6 24V 255 hp

The Clio Renaultsport V6 255 is a machine of superlatives. The only mid-engined hot-hatch in the world, it has an engine that embodies everything Renault has learned in the field of competition. This isn't just a big engine shoehorned into a small car – this is an engine in which every component, from the inlet plenum chamber, the inlet and exhaust tracts of the cylinder-head, the valves and camshafts to the exhaust system, has been modified by Renaultsport to provide rare driving satisfaction.

The engineering excellence that results in acceleration from zero to 62 mph in 5.8 seconds and a maximum speed of 153 mph is combined with seamless flexibility. Thanks to a maximum torque figure of 300 Nm, the V6 offers breath-taking acceleration, made possible by a specially-developed six-speed close-ratio gearbox that brings out the best in any driver.

The engine may be hidden (though don't worry, you'll certainly hear it!) but there are plenty of clues to its potential in the car's looks and stance. Twin chrome-finished exhausts, generous air-vents at the front and sides and the rear bumper's lower section, designed to ventilate that potent power unit, speak volumes about the V6's power.

CLIO RENAULTSPORT 182

Slip into the seat of the Clio Renaultsport 182, turn the key to start up its competition-bred engine, and the phrase "iron fist in a velvet glove" will come to mind. The sensation will confirm the hints of the power under the bonnet that are visible on the outside – the alloy wheels, the purposeful front air-intake, the lowered suspension, the Xenon headlights, the discreet badging and the slightly less discreet optional competition stripes. There's evidence of Renaultsport influence on the inside too, in the instruments, the 'Renaultsport' logo on the form-fitting seats and the light-alloy drilled pedals.



But the impression is also of a velvet glove of luxury. The leather-rimmed steering-wheel is designed for precise control and tactile pleasure in equal measures; the seats are designed to give grip and support, but they are upholstered in leather and Alcantara - materials that feel as sumptuous as they look. With a CD player controlled without your hands leaving the steering-wheel, climate control and cruise-control, this is a car designed to pamper you and your passengers even as it feeds your enthusiasm for driving. As BTCC ace, Phil Bennett observed in EVO magazine, "The combination of the Exalto 2 and the optional Cup chassis is an absolute killer." In his opinion, in fact, the Clio 182 is, quite simply "The best hot hatch ever built."



CLIO RENAULTSPORT 182

2.0 16V 182 hp



Standard equipment

16" Renaultsport alloy wheels with 205/45 tyres
ABS with EBD (Electronic Brake Distribution)
Body coloured sports rear spoiler
Extended front wings and sills
Renaultsport front and rear bumper
Body coloured bumpers, door handles and side mouldings
Climate control
Heat reflecting windscreen
4x40W Cabasse RDS radio single CD with 6 speakers and remote control
Leather/Alcantara upholstery with sports front seats
Aluminium finish fascia inserts and instrument surrounds
Double optic Xenon headlamps with auto height adjustment
Headlamp wash
Front fog lamps
ESP (Electronic Stability Programme)
Remote control central locking
Cruise control with speed limiter
Insurance approved Thatcham Cat 1 alarm
Driver and passenger two stage auto adaptive airbags
Lateral airbags
Front passenger airbag deactivation
R.A.I.D. (Renault Anti Intruder Device)
Body coloured electric/heated door mirrors
Drilled aluminium pedals
Carpet mats
Lumbar adjustable driver's seat
60:40 split rear seat
3 height adjustable rear headrests
3 lap and diagonal rear seat belts
Smart rear wiper
Rain sensitive automatic wipers
Automatic lights

Exterior temperature gauge
Front map reading light and delayed courtesy light
ISOFIX on front passenger seat
ISOFIX on outer rear seats
Puncture inflation aerosol ilo spare wheel
Pollen filter
Luggage net in boot
Illuminated vanity mirrors
Multi function trip computer

Options

Cup Suspension Pack - lower ride height, stiffer springs and dampers, stiffer tyre sidewalls, anthracite coloured wheels and revised steering geometry
Cup Spoiler Pack - additional lower front spoiler, enlarged rear spoiler
Satellite navigation - full colour screen and mapping function (not with Cup Spoiler Pack)
Metallic paint
i.d. Special Paint
Competition stripes (with Racing Blue)
6xCD multi-changer
Pre-telephone equipment

Colours



J45 Racing Blue
Non-metallic Supergloss



267 Black Gold
Metallic Pearlescent Illusion



647 Titanium
Metallic Supergloss



J41 Arctic Blue
Metallic Pearlescent Illusion

i.d. Special Paint

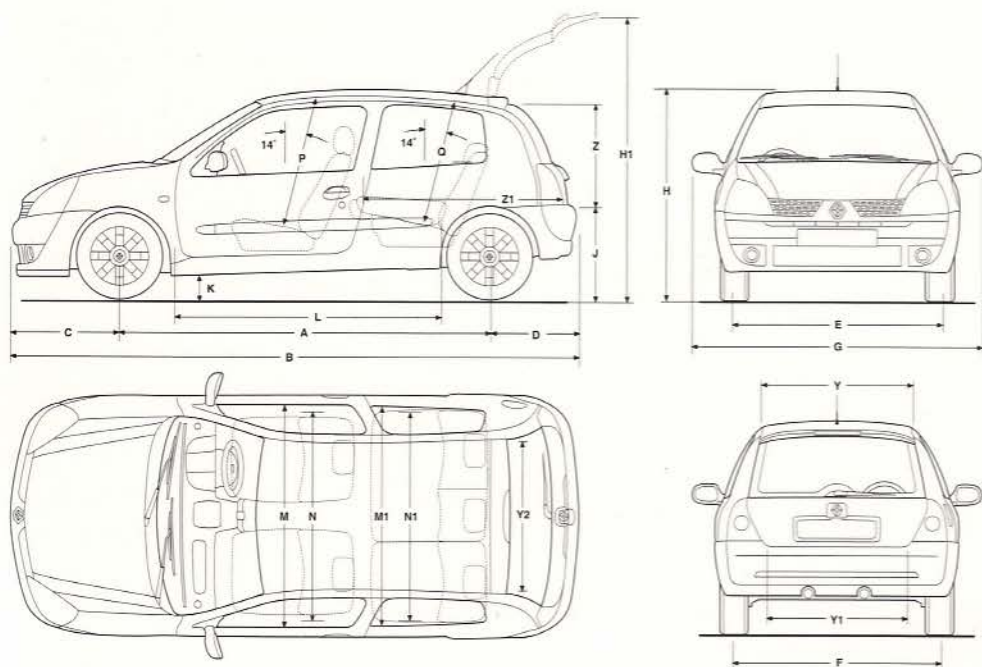


F94 Paddock Green
Metallic Pearlescent Illusion



J37 Liquid Yellow
Metallic Pearlescent Illusion



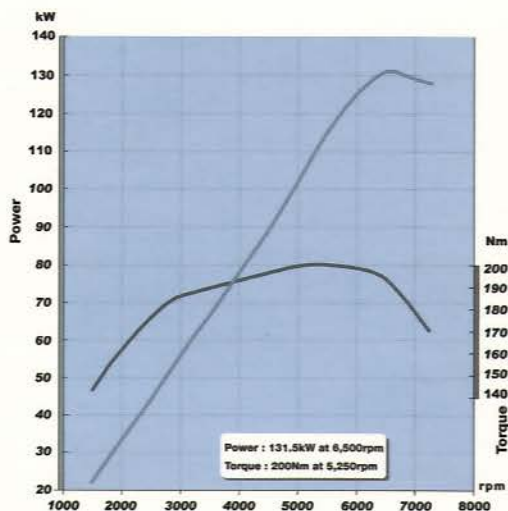


A	2485mm	B	3812mm	C	727mm	D	600mm	E	1430mm	F	1408mm
G	1639mm	H	1417mm*	H1	1909mm*	J	651mm	K	120mm*	L	1727mm
M	1370mm	M1	1440mm	N	1357mm	N1	1350mm	P	978mm	Q	933mm
Y	906mm	Y1	941mm	Y2	969mm	Z	635mm	Z1	1345mm		

* For vehicles with Cup suspension unladen height is 3mm lower.

2.0 16V 182 hp

The Clio Renaultsport 182 is a perfect combination of high performance and optimum safety with the highest levels of comfort. The performance comes from the 2.0-litre 16-valve engine that develops its maximum of 182 hp at 6200 rpm, thanks to careful tuning of the induction system and cylinder-head and the use of a free-flowing exhaust. The power-unit is coupled to a five-speed close-ratio gearbox that optimises engine torque even at low revs. It's a combination that is ready to take you from zero to 62 mph in just 7.1 seconds. Maximum torque of 200 Nm is achieved at 5250 rpm, but 80% of that maximum is available from 2000 rpm, giving flexibility you will appreciate whether on the open road or driving round town.



TECHNICAL INFORMATION

VERSIONS		Clio Renaultsport 182
ENGINE		
Induction capacity	(cc)	1998
Bore x stroke	(mm)	82.7 x 93.0
Cylinders		4
Valves		16 with VVT
Compression ratio		11.0 : 1
Maximum power	(kw ISO)	131.5
	(hp DIN)	182
	(rpm)	6500
Maximum torque	(Nm ISO)	200
	(mkp DIN)	20.7
	(rpm)	5250
WEIGHTS		
Kerb vehicle weight	(kgs)	1090
	(lbs)	2445
Gross vehicle weight	(kgs)	1490
	(lbs)	3292
GEARBOX		
Number of forward gears		5
Vehicle speeds @ 1000 rpm	1st	5.4
	2nd	8.9
	3rd	12.5
	4th	16.1
	5th	20.9
BRAKING SYSTEM		
Servo-assisted, diagonally split braking system, with ventilated disc-brakes at the front discs at the rear and ABS with EBD.		
SUSPENSION		
Front: Mac Pherson struts with coil springs, telescopic hydraulic shock absorbers and anti-roll bar.		
Rear: Semi-independent, trailing arms linked by a torsion beam and anti-roll bar.		
STEERING		
Rack and pinion hydraulic power assisted steering.		
2.8 turns lock to lock.		
Turning circle between kerbs	(m)	10.7
Turning circle between walls	(m)	11.1
TYRES		
Size and profile		Michelin Exalto 2
CAPACITIES		
Fuel tank	litres (gallons)	50 (11)
Luggage capacity	(litres)	252 to 595
	(cu.ft)	9.1 to 21.1
PERFORMANCE		
0-100 kph/0-62 mph	(secs)	7.1
Maximum speed	(mph)	138
	(kph)	222
Drag coefficient	(Cx)	0.35
FUEL CONSUMPTION 93/116/EEC		
Urban (cold)	(mpg)	25.0
	(litres/100km)	11.3
Extra-urban	(mpg)	45.6
	(litres/100km)	6.2
Combined	(mpg)	34.9
	(litres/100km)	8.1
CO ₂ emissions	(g/km)	194
SERVICING INTERVALS		
Service interval (whichever is the sooner)		12,000 miles or 2 years



MEGANE RENAULTSPORT 225

With a turbocharged 225 hp power unit as its driving force, you might think Mégane Renaultsport 225 would be a stripped-out competition special, a car with no need for comfort.

You would be wrong. This is a car for the driver who wants performance and comfort. Consider the seats: trimmed in charcoal leather, they are formed to satisfy the needs of safe cornering and motorway cruising, providing both support and comfort. If you prefer, the charcoal leather can be offset with orange stitching and orange seatbelts – nobody says a performance car interior has to be boring.



Consider some of the standard convenience fittings: automatic windscreen wipers, trip-computer, Hands-Free Renault Card, a tyre-pressure monitoring system and a six-CD sound-system controlled from the steering-wheel. Does this sound like a car that has sacrificed anything in the name of performance?

Naturally, because it's a Renault, Mégane Renaultsport 225 scores high on safety. It's based on the Mégane Hatch, which scored the maximum five stars in the Euro NCAP independent crash-test programme. Thanks to careful design of the bodyshell and Renault's SRP, both the Hatch and Sport Hatch versions provide unmatched occupant protection, with a comprehensive system of eight airbags in the Hatch and ten – including unique 'anti-submarining' airbags in the front seats – in the Sport Hatch.



MEGANE RENAULTSPORT 22

2.0 Turbo 16V 225 hp



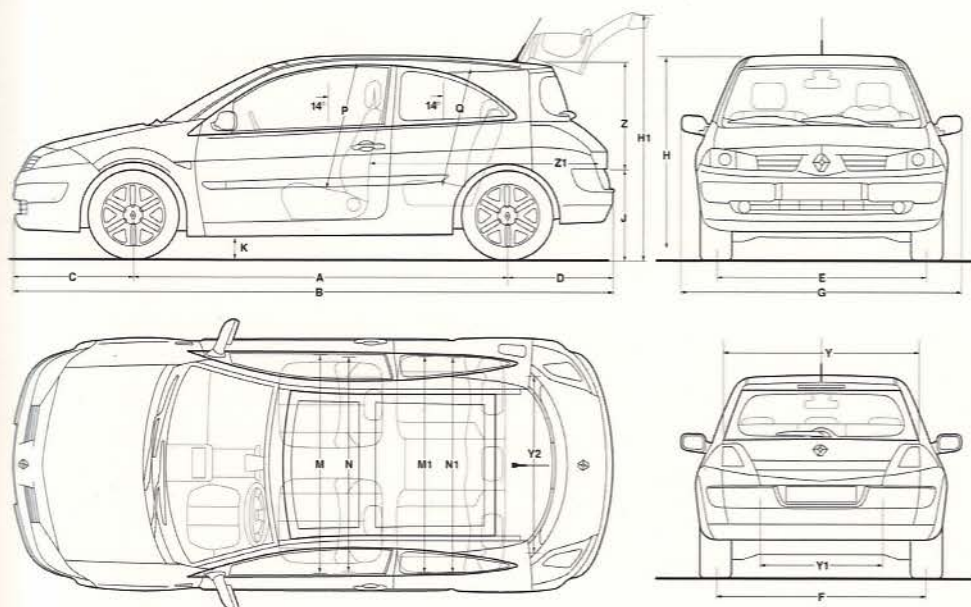
Standard equipment

18" alloy wheels with 225/40 tyres
Front and rear body coloured bumpers
Chrome double outlet exhaust
Sports front seats
4 x 15W RDS radio/dash-mounted 6 CD changer with 6 speakers
Front, side and rear body coloured rubbing strips
Body coloured, electrically operated, heated and folding door mirrors
Satin chrome door handles
Tinted glass including windscreen
'Smart' windscreen wipers
Electric windows with 'One Touch' controls (front and rear on Hatch)
Height and lumbar adjustment on driver's side seat
Three 3-point inertia reel rear seatbelts
60:40 split folding rear seats
Fixed front centre armrest with storage
17-litre cooled glovebox
Trip computer
Rev-counter
Hands-Free Renault Card
Manual air conditioning
Rake and reach adjustable steering wheel
Leather steering wheel and gear knob
Accessory power point
Driver/passenger sun visor with illuminated vanity mirrors
Integrated fuel filler cap
Vehicle security window etching
Anti-drill door locks and ignition barrel
Insurance approved (category 2) computer padlock engine immobiliser

R.A.I.D. (Renault Anti Intruder Device) auto closure >6mph
Insurance approved (category 1) alarm system
ISOFIX child seat anchorage points on front passenger and rear outer seats
Integral front foglamps
Double optic 'See Me Home' headlamps
Power assisted steering
Cruise control with speed limiter
ABS with Electronic Brake Distribution (EBD) and Brake Assist
ESP (Electronic Stability Programme) with CSV Understeer Control and ASR traction control
Front/rear curtain airbags
Driver's and passenger's two stage adaptive airbags
Front lateral airbags
Height adjustable front seatbelts with double pretensioners (Hatch only)
Anti-submarining airbags (Sport Hatch only)
Heat reflecting windscreen
Side impact protection bars
Tyre pressure monitor

Colours





Sport Hatch (3 Door)

A	2625mm	B	4228mm	C	849mm	D	754mm	E	1517mm	F	1521mm
G	2026mm	H	1437mm	H1	1812mm	J	675mm	K	120mm	M	1474mm
M1	1468mm	N	1409mm	N1	1390mm	P	987mm	Q	944mm	Y	850mm
Y1	880mm	Y2	1125mm	Z	815mm	Z1	773mm				

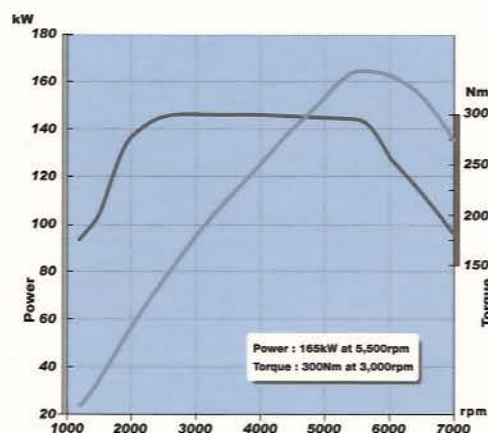
Hatch (5 Door)

A	2625mm	B	4228mm	C	849mm	D	754mm	E	1517mm	F	1521mm
G	2026mm	H	1437mm	H1	1812mm	J	675mm	K	120mm	M	1474mm
M1	1456mm	N	1409mm	N1	1380mm	P	987mm	Q	944mm	Y	850mm
Y1	880mm	Y2	1125mm	Z	815mm	Z1	824mm				

2.0 Turbo 16V 225 hp

Renault was the first manufacturer to apply a turbocharger to a Formula 1 engine. That was over twenty years ago, and the experience since gained in turbocharging racing and road-car engines is all incorporated in the power unit of Mégane Renaultsport 225.

The result is 225 hp and 300Nm of torque, achieved with commendably low fuel consumption and CO₂ levels. The free-revving unit provides maximum power at 5250 rpm and maximum torque at 3000 rpm, with 90% of that torque available anywhere in the rev-range between 2000 and 6000 rpm. Combined with a close-ratio six-speed gearbox, this gives flexibility not normally associated with such power. In figures, this translates into zero to 62 mph in 6.5 seconds and a maximum speed of 147 mph.



TECHNICAL INFORMATION

VERSIONS		2.0 T 16V 225 Hatch	2.0 T 16V 225 Sport Hatch
ENGINE			
Induction capacity	(cc)	1998	1998
Bore x stroke	(mm)	82.7 x 93.0	82.7 x 93.0
Cylinders		4	4
Valves		16 with V.V.T.	16 with V.V.T.
Compression ratio		9:1	9:1
Maximum power	(kw ISO)	165	165
	(hp DIN)	225	225
	(rpm)	5500	5500
Maximum torque	(Nm ISO)	300	300
	(rpm)	3000	3000
WEIGHTS			
Kerb vehicle weight	(kgs)	1375	1355
	(lbs)	3029	2985
Gross vehicle weight:	(kgs)	1820	1800
	(lbs)	4009	3965
Maximum (driver only) towing weight (braked)	(kgs)	1000	1000
	(lbs)	2203	2203
Maximum (driver only) towing weight (unbraked)	(kgs)	650	650
	(lbs)	1432	1432
GEARBOX			
Number of forward gears		6	6
Vehicle speeds @ 1000 rpm			
	1st	5.530	5.530
	2nd	8.948	8.948
	3rd	12.552	12.552
	4th	16.529	16.529
	5th	21.499	21.499
	6th	25.911	25.911
BRAKING SYSTEM			
Servo-assisted, diagonally split braking system, with ventilated discs at the front and disc brakes at the rear.			
SUSPENSION			
Front: Independent pivot arm with rectangular lower arm and anti-roll bar. Rear: Torsion beam system, outboard attachment points with programmed deformation.			
STEERING			
Variable electric power assisted steering. 2.74 turns lock to lock.			
Turning circle between walls	(m)	11.5	11.5
TYRES			
Size and profile		225/40 R18 92Y	225/40 R18 92Y
CAPACITIES			
Fuel Tank:	litres (gallons)	60 (13)	60 (13)
Luggage capacity	(litres)	330	330
PERFORMANCE			
0-100 kph/0-62 mph	(secs)	6.5	6.5
Maximum speed	(mph)	147	147
	(kph)	236	236
FUEL CONSUMPTION 93/116/EEC			
Urban (cold)	(mpg)	24.6	24.6
	(litres/100km)	11.5	11.5
Extra-urban	(mpg)	40.4	40.4
	(litres/100km)	7.0	7.0
Combined	(mpg)	32.1	32.1
	(litres/100km)	8.8	8.8
CO ₂ emissions	(g/km)	209	209
SERVICING INTERVALS			
Service interval (whichever is the sooner)		18,000 miles or 2 years	



CLIO RENAULTSPORT V6 255

You will appreciate the unique appeal of the Clio Renaultsport V6 255 every time you open the door. The handle is tucked away, almost out of sight in the deep channel that leads to the massive air-intake positioned ahead of the rear wheel. Mid-engined and with 255 horsepower driving the rear wheels, this Clio is as broad and brawny as a bulldog, yet with an elegance that comes from sheer muscularity. As Autocar puts it, "It has the ability to leave onlookers speechless."

Open the door and slip in over the wide sill and you will appreciate the individuality of the car. In place of the rear seats is an elegantly-finished cover which hides and yet at the same time draws attention to the engine that lies beneath. Settle into the seat, trimmed in leather and Alcantara, and see how the hefty aluminium gearknob, its weight carefully measured to complement the driver's gear-changing skill, is marked with the positions of six closely-spaced ratios. Feel the leather of the steering-wheel and see how it's shaped to give full view of the satin aluminium-trimmed instruments. Notice the competition pedals, drilled for lightness. Consider that this is a car capable of zero to 62 mph in 5.8 seconds and a maximum speed of 153 mph. Then, even before you have turned the key to awaken its unique power-unit, you will understand why Jeremy Clarkson reckons that in his perfect 10 car garage he would "... definitely have one of these – no question." Small wonder that only the hugely more expensive Porsche 911 GT3 and Lamborghini Gallardo came ahead of the V6 in Evo magazine's Car of the Year contest. "Is there a more striking, exotically configured, more involving and characterful on sale today for £27K?" Evo magazine admits that it can't think of one..





CLIO RENAULTSPORT V6 25

3.0 V6 24V 255 hp



Standard equipment

18" OZ alloy wheels with 205/40 front and 245/40 rear tyres
 ABS with EBD (Electronic Brake Distribution)
 Body coloured V6 rear spoiler
 V6 body styling
 Titanium colour side air intakes (body coloured when i.d. paint is specified)
 Metallic paint
 Climate control
 Heat reflecting windscreen
 4x40W Cabasse RDS radio single CD with 6 speakers and remote control
 6 CD multi-changer
 Leather/Alcantara upholstery with sports front seats
 Body colour fascia and steering wheel inserts (grey when i.d. colour is specified)
 Body colour centre console (grey when i.d. colour is specified)
 Numbered plaque
 Remote control central locking
 Aluminium gear knob
 Double optic Xenon headlamps with auto height adjustment
 Front fog lamps
 Driver and passenger two stage auto adaptive airbags
 Lateral airbags
 Front passenger airbag deactivation
 R.A.I.D. (Renault Anti Intruder Device)
 Body coloured electric/heated door mirrors
 Headlamp wash
 Cruise control with speed limiter
 Insurance approved Thatcham Cat 1 alarm

RAC Trackstar
 Drilled aluminium pedals
 Lumbar adjustable driver's seat
 Smart rear wiper
 Rain sensitive automatic wipers
 Automatic lights
 Exterior temperature gauge
 Front map reading light and delayed courtesy light
 ISOFIX on front passenger seat
 Puncture inflation aerosol ilo spare wheel
 Pollen filter
 Pre-telephone equipment
 Illuminated vanity mirrors
 Multi function trip computer

Options

i.d. Special Paint
 i.d. Visual Leather Pack
 i.d. Touch Leather Pack
 i.d. Complete Leather Pack

Colour and Trim Options



267 Black Gold
Metallic Pearlescent Illusion



647 Titanium
Metallic Supergloss



274 Mars Red
Metallic Pearlescent Illusion



549 Illiad Blue
Metallic Supergloss

The body colour of your V6 in 267, 647, 274 or 549 will be reflected inside the car, eg. Illiad Blue will come with blue dash inserts, steering wheel insert and centre console.

i.d. Special Paint



D60 Lunar Grey
Metallic Pearlescent Illusion

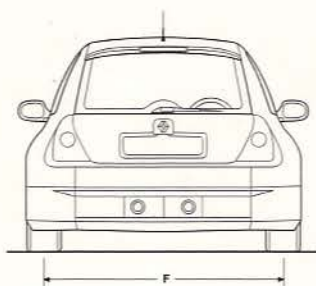
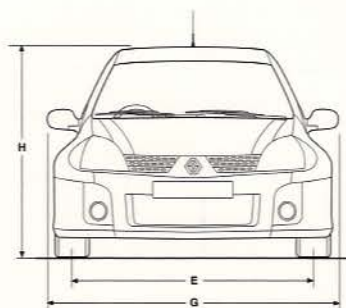
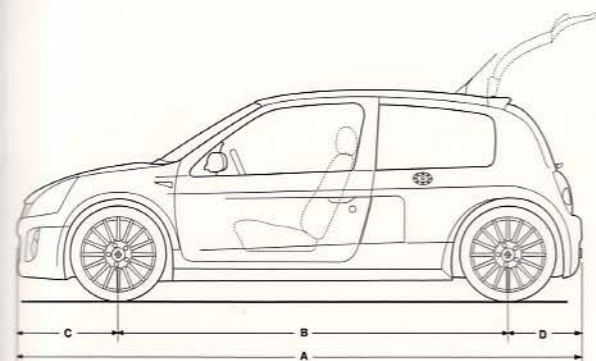


B14 Deep Bronze
Metallic Pearlescent Illusion



J36 Acid Yellow
Metallic Pearlescent Illusion



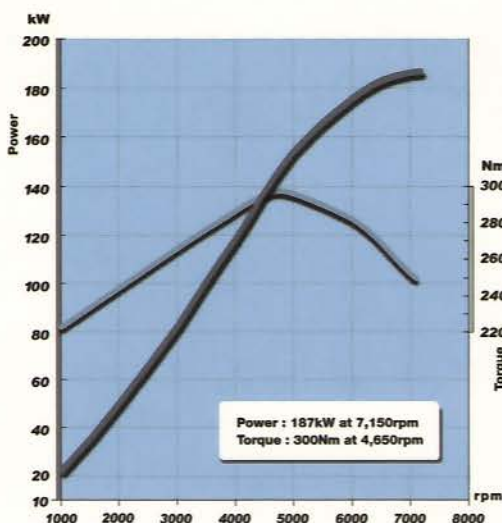


A	3841mm	B	2532mm	C	753mm
D	556mm	E	1518mm	F	1476mm
G	1830mm	H	1356mm		

3.0 V6 24V 255 hp

The Clio Renaultsport V6 is a machine of superlatives. The only mid-engined compact hatchback in the world, it has an engine that embodies everything Renault has learned in the field of competition. This isn't just a big engine in a small car – this is an engine in which every component, from the inlet plenum chamber, the inlet and exhaust tracts of the cylinder-head, the valves and camshafts to the exhaust system, has been modified by Renaultsport to provide rare driving satisfaction.

The engineering excellence results in acceleration from zero to 62 mph in 5.8 seconds and a maximum speed of 153 mph combined with seamless flexibility. Thanks to a maximum torque figure of 300 Nm, the V6 offers breath-taking acceleration, made possible by a specially-developed six-speed close-ratio gearbox.



TECHNICAL INFORMATION

VERSIONS

Clio Renaultsport V6 255

ENGINE

Induction capacity	(cc)	2946
Bore x stroke	(mm)	87.0 x 82.6
Cylinders		6
Valves		24
Compression ratio		11.4 : 1
Maximum power	(kw ISO)	187
	(hp DIN)	255
	(rpm)	7150
Maximum torque	(Nm ISO)	300
	(rpm)	4650

WEIGHTS

Kerb vehicle weight	(kgs)	1400
	(lbs)	3084
Gross vehicle weight	(kgs)	1610
	(lbs)	3546

GEARBOX

Number of forward gears		6
Vehicle speeds @ 1000 rpm	1st	5.8
	2nd	9.4
	3rd	12.9
	4th	16.2
	5th	19.9
	6th	23.6

BRAKING SYSTEM

Servo-assisted diagonally split double circuit braking system, ABS (anti-lock brakes) with EBD (Electronic Brake Distribution). Ventilated discs at front (330mm) with 4-piston callipers. Ventilated discs at rear (300mm) with 1-piston calliper.

SUSPENSION

Front: Mac Pherson struts with coil springs and 28mm anti-roll bar.
Rear: Multi-link with coil springs.

STEERING

Rack and pinion hydraulic power assisted steering.
2.8 turns lock to lock.

Turning circle between kerbs (m)

13

TYRES

Size and profile	(Front)	205/40 ZR18
	(Rear)	245/40 ZR18

CAPACITIES

Fuel tank	litres (gallons)	61 (13)
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PERFORMANCE

0-100 kph/0-62 mph	(secs)	5.8
Maximum speed	(mph)	153
	(kph)	245
Drag coefficient	(Cx)	0.37

FUEL CONSUMPTION 93/116/EEC

Urban (cold)	(mpg)	18.1
	(litres/100km)	15.6
Extra-urban	(mpg)	28.8
	(litres/100km)	9.8
Combined	(mpg)	23.7
	(litres/100km)	11.9
CO ₂ emissions	(g/km)	285

SERVICING INTERVALS

Service interval (whichever is the sooner)	12,000 miles or 2 years
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RENAULT i.d.

NOW YOU CAN MAKE THIS UNIQUE CAR UNIQUELY YOUR OWN

On the face of it, the Clio Renaultsport V6 255 seems to offer everything the enthusiastic driver could possibly desire. But the drivers to whom the V6 most strongly appeals are, we know, an exceptionally demanding bunch; and for many of them, the standard list of equipment and features – impressive though it undoubtedly is – may simply not go far enough. For these hard-to-please enthusiasts, we offer the Renault i.d. programme.

Start by choosing from three very special paintwork finishes: Acid Yellow, Deep Bronze or Lunar Grey. All three are 'illusion' finishes that subtly change colour according to the angle from which the car is viewed. All three are quite sensational.

Inside, you are given the choice of the very best quality, hand-sewn, soft Nappa leather – in blue, light grey, dark grey, beige or brown. The seats carry an embossed Renaultsport logo. The steering wheel, gear lever gaiter, handbrake lever and fascia inserts can be trimmed with matching hide if you wish.

The Clio Renaultsport V6 255 is, surely, the ultimate 'small' high-performance car. And, with your own choice of carefully selected options from the Renault i.d. programme, yours could be the ultimate V6 255.





Choose your paint and upholstery colours.

Renault i.d.			i.d. LEATHER PACK COLOUR				
			Brown	Blue	Light Grey	Dark Grey	Beige
Standard Colours							
Titanium	647	Metallic Supergloss	-	•	•	•	-
Black Gold	267	Metallic Pearlescent Illusion	•	•	•	•	•
Mars Red	274	Metallic Pearlescent Illusion	-	•	•	•	•
Illiad Blue	549	Metallic Supergloss	-	-	•	•	•
Optional i.d. Colours							
Lunar Grey	D60	Metallic Pearlescent Illusion	-	•	-	•	•
Deep Bronze	B14	Metallic Pearlescent Illusion	•	-	-	-	•
Acid Yellow	J86	Metallic Pearlescent Illusion	-	•	•	•	-

Four interior pack options are available.

VISUAL PACK		VISUAL PACK AND TOUCH PACK	
<ul style="list-style-type: none"> Steering wheel Gear lever gaiter Handbrake lever and gaiter Fascia inserts 		<ul style="list-style-type: none"> Steering wheel Gear lever gaiter Handbrake lever and gaiter Fascia inserts Seats with embossed Renaultsport logo Door panel inserts 	
TOUCH PACK		COMPLETE PACK	
<ul style="list-style-type: none"> Seats with embossed Renaultsport logo Door panel inserts 		<ul style="list-style-type: none"> Visual Pack and Touch Pack plus: Engine cover and full surround Alcantara headlining and windscreen pillars 	

Standard Exterior Colour	Standard Interior	Visual and Complete Pack	Touch Pack
Fascia inserts	Body colour	Leather	Grey
Steering wheel insert	Body colour	Grey	Grey
Centre console	Body colour	Grey	Grey
i.d. Exterior Colour	Standard Interior	Visual and Complete Pack	Touch Pack
Fascia inserts	Grey	Leather	Grey
Steering wheel insert	Grey	Grey	Grey
Centre console	Grey	Grey	Grey

RENAULTSPORT – DON'T BUY ONE UNLESS YOU'RE
SERIOUS ABOUT HAVING FUN





These Renaultsport cars are all designed to deliver driving pleasure. The Clio Renaultsport 182 takes the qualities of the Clio further by adding a zesty engine and suspension that just ask for the car to be driven for fun. Its predecessor earned road test comments that went far beyond mere praise. Now, with ten extra horsepower and an even more generous specification, it is ready to move further ahead of its hot hatch competition.

When Renault introduced New Mégane it won the 2003 European Car of the Year award. As the range has extended, its reputation has also grown. Now the ultimate performance version has arrived, Mégane as seen by Renaultsport. With power and road-holding to match the needs of the most enthusiastic driver and a range of safety features which demonstrate just why Renault cars consistently top the Euro NCAP safety ratings, Mégane Renaultsport 225 is a unique mixture of luxury features and soul-stirring performance.

The top of the Renaultsport range, a rare combination of power, performance and hand-built luxury, is the Clio Renaultsport V6 255, which transforms Renault's small hatchback into a supercar. Compact enough to be at home in the city and powerful enough to eat up long journeys, it is a true GT. But it is not a vehicle for self-aggrandisement; it is for those with the self-confidence to know that a connoisseur's car has no need to advertise itself in any but the most subtle ways.

And when it comes to subtlety, the characteristic twin exhausts of a Renaultsport car say it all.

WHO BETTER THAN RENAULT TO SERVICE YOUR RENAULT?



I - THE RENAULT PACKAGE: YET ANOTHER OF THE PLEASURES OF RENAULT OWNERSHIP

Today's Renault cars testify to the enormous technological advances made over the past decade and demonstrate the benefits which those advances have brought to the motorist. The modern Renault performs more strongly, uses less fuel and is safer than ever before. Equally importantly, it is unprecedentedly durable and reliable - a fact which is reflected in the remarkable warranty package enjoyed by every Renault owner. Your new Renault is covered by a 3-year warranty package - the first 2 years of unlimited mileage Renault manufacturer warranty followed by a further year of dealer cover up to 60,000 miles. This requires full servicing history according to Renault UK approved standards. Your Renault requires servicing only at 18,000 miles or 2 years* whichever occurs first. Paintwork is also guaranteed for 3 years while the anti corrosion warranty runs for 12 years**. In addition, the 3 years Renault Roadside Assistance plan ensures prompt help anytime in the UK and N Ireland should you be unlucky enough to experience a mechanical or electrical fault en route.

* Clio Renaultsport models, Espace IV 3.0 dCi & 3.5 V6 and Vel Satis 3.0 dCi & 3.5 V6 models require servicing at intervals of 12,000 miles or 2 years. Non-turbo Kangoo 1.9D require servicing at intervals of 10,000 miles or every 2 years. Master II 2.2dCi, 2.5dCi & 3.0dCi require servicing at intervals of 24,000 miles or every 2 years. ** Master anti corrosion warranty runs for 6 years.

II - A COMPREHENSIVE RANGE OF PRACTICAL, HELPFUL SERVICES

WHERE'S THE MONEY COMING FROM? - CONSULT RENAULT FINANCIAL SERVICES

There are a wide variety of ways in which the purchase of a new car can be financed. Renault Financial Services offer all of them, so whether you're a fleet buyer or a private buyer, RFS are ideally placed to tell you which plan or combination of plans best suits your needs and circumstances.

RENAULT INSURANCE

A car as well designed as your Renault deserves an insurance policy to match. Renault Insurance has been specifically created to provide superb protection for you and your car. In addition to a very competitive premium, Renault Insurance includes: Specialist Renault Repair Network; Free courtesy car (when you use an Approved Repairer for the duration of the repair, subject to availability); Guaranteed genuine Renault parts so you won't invalidate your 12 year anti-corrosion warranty; 3 year warranty on all repairs; Free 24 hour Accident Assistance; Convenient instalment option (subject to status). Renault Insurance - 0870 128 9295 or apply on line at www.renaultinsurance.co.uk. Lines are open 8.00am - 8.00pm weekdays, 9.00am - 5.00pm Saturdays.

RENAULT ROADSIDE ASSISTANCE

An important benefit of the first 3 years of back-up service for your new Renault is free Renault Roadside Assistance cover provided by the AA. The Renault Assistance team is there for the sole purpose of responding to emergency calls from Renault customers, so you can be assured of top class service.

If you break down or your car is immobilised, at any time of day or night, one free phone call will bring help. The average time taken by the AA to reach you is under 45 minutes, so you won't be stuck for long. If your car can't be fixed by the side of the road, the AA recover it to the nearest Renault dealer and offer you and your passengers an alternative form of mobility. And you don't have to be out and about to get help: the AA will attend a breakdown at your home or office as well. Your Warranty & Services Booklet gives a complete rundown of all the help and services available.

The Renault Assistance Programme is fast, efficient and comprehensive. But you should note that vehicles registered from 1st March 2004 will only be covered for breakdowns caused by mechanical failure or manufacturing faults. Any non-warranty incidents, such as running out of fuel (or filling up with the wrong type of fuel), if you have a puncture, if you lose your keys or lock them inside the vehicle or if you are involved in an accident, assistance will still be arranged if requested. But the responsibility of paying for assistance remains with you or the nominated driver. Alternatively, you may care to consider taking out additional cover, called 'Renault For You Non-Warranty Incident Cover' for incidents of the kind described above. Your Renault dealer will be glad to give you details; or call Renault Assistance on 0870 163 0050.

III - SERVICES AVAILABLE FROM YOUR RENAULT DEALERSHIP

SUPERIOR CARS - SUPERIOR SERVICE

Renault is represented by a nationwide network of 300 dealers, so you can be sure that you're never far from a group of experts who can help you get the very most from ownership of your new car. Renault workshops are equipped with the very latest in diagnostic and other equipment to keep your car operating at peak efficiency. Your dealer's parts department houses a huge range of electrical and mechanical parts, so repair or servicing operations are hardly ever delayed by the lack of vital parts. But if your dealer can't supply an item that's needed within 24 hours, they'll give you the free use of a courtesy car until it arrives.

Your local dealer is the first point of contact for anything and everything concerned with your new Renault - including, of course, a test drive!

INSTANT SERVICE FROM RENAULT MINUTE

Need a routine service? A quick oil change? An MOT? New brake pads, shock absorbers or tyres? Drop in on Renault Minute - no appointment needed. You'll get a free estimate, with a fixed price for each item. You can discuss any problems direct with the operator who will be doing the work. And your car will get a free 25-point safety check. While all this is going on, you'll be relaxing in a comfortable waiting area, with a cup of coffee and a newspaper.

Renault Minute is available at a growing number of dealerships.

IV - RENAULT ACCIDENT MANAGEMENT

Even the most careful driver can get involved in an accident, and even a relatively minor incident can be distressing and time-consuming. That's why we now offer all Renault customers a free Accident Management Service - to provide expert assistance at what can be a difficult time and to get you back on the road with a minimum of hassle. You'll find full details of the service in your owner's handbook. But essentially it offers:

- On the spot advice - On what to do and what not to do immediately following your accident.
- Message relaying - To family, friends or work colleagues.
- Immobilised vehicle - Recovery to an approved Repair Centre.
- Driveable vehicle - Help through the process of getting it repaired as quickly as possible.
- Onward travel - We'll make sure you're not left stranded.
- Work guarantee - All work done at any Renault Approved Bodyshop will be backed by a 3 year guarantee and maintain your 12 year anti-corrosion warranty.

Renault Accident Management is available all day every day, throughout the UK on 0800 085 8005.



V - RENAULT FOR YOU

Renault For You is a collection of products that are designed to give you peace of mind throughout your motoring years.

- Extended Warranty - New vehicles: Harmony New Extended Warranty providing the same level of protection as your existing mechanical warranty beyond 3 years or 60,000 miles up to a maximum of 5 years or 120,000 miles. Used Vehicles: Harmony Used, Advance and Essential offer a choice of three cover levels to suit your motoring requirements.
- MOT Test Warranty - Up to £750 repair cover on covered components should your vehicle fail its MOT.
- Liberty Service and Maintenance Plan - a simple and easy way for new vehicle customers to budget for servicing and maintenance costs and remove the worry and uncertainty of unexpected bills.
- Non-Warranty Incident Cover - protects you against call-outs for all non-warranty incidents eg. punctures, lack of fuel, stolen keys, road traffic accidents - please see Renault Roadside Assistance.

All Renault For You products are subject to terms and conditions.

VI - CUSTOMER RELATIONS SERVICE

Renault knows the value of communicating with its customers and we have established effective ways to keep in touch with them.

Whatever the issue, if, after speaking to your local Renault dealership you are not completely satisfied, please contact Renault UK Customer Service Department on 0800 072 33 72. Our lines are open between 8:30am and 6:00pm Monday to Friday.

You can also visit us on the Internet at www.renault.co.uk

Or write to us at: Renault UK Limited, Customer Service Department, The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth, Hertfordshire, WD3 9YS



CRÉATEUR D'AUTOMOBILES