

PRESS RELEASE

FROM 13TH JULY THROUGH TO AND
INCLUDING 2ND SEPTEMBER 2018
AUTOWORLD - BRUSSELS



EXHIBITION

RENAULT 120 YEARS



Throughout the entire summer Autoworld is celebrating the 120th birthday of one of the biggest still active French makes. Based on fifty cars we retrace the history of Renault, that has much in common with the French history of the twentieth century, the Second industrial Revolution and production in series.

IN AUTOWORLD

On Autoworld's mezzanine the most iconic models will be exhibited, with among others the **first-ever type A from 1899**, the **first closed car in history**, and the **Type B dating from 1900**. Original, unrestored cars emanating from the Museum of Compiègne, but also a **'Marne-taxi' from 1914**, etc. It goes without saying that there will be numerous models that contributed towards Renault's fame, such as the **Juvaquatre**, the **4CV**, the **Dauphine**, **R4**, **R16**, the first **Espace**, various versions of the **R5**, and so forth.

Various models showcase Renault's rich **competition history**, among which some provided by Renault Classic.

On a separate podium on the ground floor a number of **Clio's sporting versions** are exhibited together with a few present-day **RS models** and the history of the **Renault Gordini** features several sporty saloons versions: **Dauphine**, **R8**, **R12** etc.



A LONG HISTORY IN A NUTSHELL

Louis Renault built his first car in 1898 in a workshop behind his parent's house. The small one-cylinder car with De Dion-Bouton engine boasted a few noticeable characteristics for that time, among which a tubular chassis, a steering wheel, universal joint transmission and a three speed gearbox.

The orders flowed in and a short while later the Renault Frères company was founded in Billancourt, near Paris, by the brothers Louis, Marcel and Fernand. Already in 1899 a first advert by Renault appeared in the newspapers. As from 1902 Renault started building its own engines, which were designed by M. Viet, a former De Dion-Bouton employee. Right from the beginning the Renault brothers competed in events and achieved some great victories. Among these the first four places in the Paris-Bordeaux race in the so-called 'voitures' category. In 1904 Renault introduced its typical bonnet with oblique and rounded nose, finished off with copper, as had been seen for the first time one year earlier at De Dion-Bouton. The major difference was that Renault fitted its radiator between the engine and the bulkhead. This bonnet shape was later to be adopted by various car manufacturers. One year earlier Marcel had lost his life in the Paris-Madrid race. The competition was in fact interrupted in Bordeaux as the result of a fair number of deaths and Louis Renault at that moment decided never ever to enter a car in any competition whatsoever.

Between 1902 and 1905 the company enjoyed immense growth and production increased from 600 to 2,100 cars. In 1913 Renault was France's biggest car manufacturer, with an annual production in the region of 10,000 cars and utility vehicles.

It was also during this period that Renault supplied some 1,500 taxis to town of Paris. They played a major part in the First World War as the so-called 'Taxis de la Marne', that brought hundreds of thousand French soldiers to the battle front.

In 1976 the competition departments of Alpine and the Gordini works of Viry-Châtillon were merged to become a Renault Sport department, and in 1978 Renault revolutionised the F1 world by launching the first 1,5-liter turbo engine. A decision that originally was welcomed with sardonic laughter by the competition. But when in 1979 Renault claimed its first victory, all the major teams decided to develop their own turbo engine. Since then Renault is one of the main driving forces behind Formula 1, both as a supplier of engines and with its own racing cars.

Today Renault is one of the biggest makes of car in the world.

USEFUL INFORMATION



13.07.18
02.09.18

PARC DU CINQUANTENAIRE 11, 1000 BRUSSELS
WWW.AUTOWORLD.BE

EXPO
AT AUTOWORLD



Autoworld Museum Brussels

Parc du cinquantenaire 11, 1000 Brussels
Metro Merode

Openinghours :

Open daily (7/7) from 10h till 18h

Admission :

Adult : 11 €

Senior : 9 €

Student : 8 €

Kids 6-12 : 4 €

Info for visitors :

www.autoworld.be or +32 2 736 41 65

Press Service :

Patricia Raes

p.raes@autoworld.be

+32 476 34 42 04

