

Renault 20 Touring Sports



For decades, Renault has produced shockwaves by sheer design intelligence and innovation. The Renault 16, for instance, literally revolutionised the car. It has taken years for other makers to incorporate even some of its brilliance.

So an entirely new car from Renault is an indication of the future. And the Renault 20 TS is entirely new from its engine to its body shape. The State of the Art ten years from now.

By average standards, Renault drivers are unreasonable. They expect a car to perform responsively, well above normal limits. The 20 TS does this and more. The strong, roomy body covers a lot of engineering. There's noticeable heft in the sizeable engine and suspension. And despite the streamlined exterior you know you're driving a large, substantial car. Yet this bigger car is still Renault...still handles with astonishing adroitness - with the limber, sinewy brilliance characteristic of the marque. This is achieved by a critical balance of design. The long low body with its long wheelbase and wide stance. The long-travel, fully independent suspension on all four wheels. The precision of rack and pinion steering powered by an integrated system that phases out as road speed rises to give you effective road feel when touring. Michelin radials. Ventilated front disc brakes. Anti-roll bars. Front wheel drive. Nothing overstated. Everything related.

To power the 20 TS, an equally advanced new overhead cam engine - a 2-litre alloy, hemi-head four with so much low rev torque it has surprising acceleration even in top gear...yet subsists on a minimum of fuel...This ingenious original is designed for the imminent fuel crunch. Performance - without gluttony.

Every low profile line expresses functional elegance. Flair tempered with restraint. No embellishment or plebeian compromise. Simplicity is dateless. And quietly obtrusive.

The interior, surprisingly, is equally restrained. The contemporary eye almost expects bad taste in an age when cars of mediocre engineering try to compensate with tawdry knobs and dials. But nothing is superfluous here. All functions are inbuilt. Unobtrusive switches activate front windows. Turn a knob and the headlight beams hydraulically elevate or depress - useful when differing loads alter body setting. Move a lever on the door and the external mirror follows.

Stalk controls operate lights, two speed wipers, washers, horn. Variable switches set the two-tier heating and ventilation. Instruments show all relevant information in four clear, wordless readouts. And you repose cocooned in heavily sound-proofed calm.





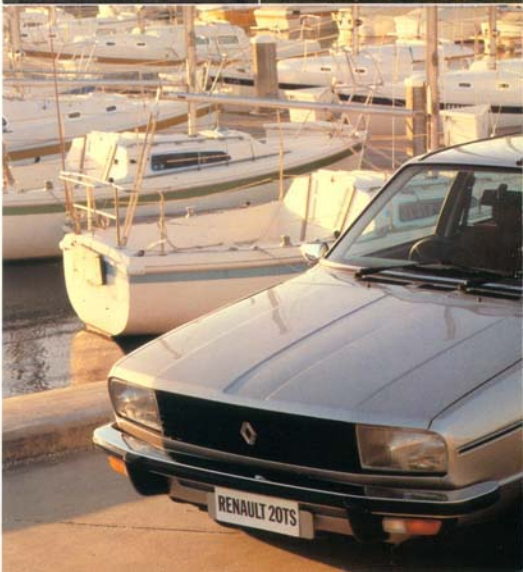
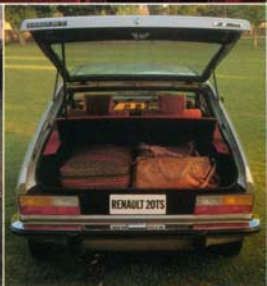
RENAULT 20TS

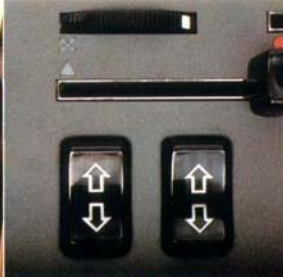


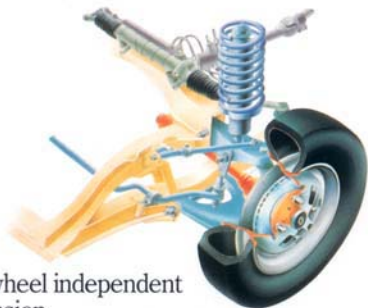


The comfortable touches hardly rate discussion. Quartz clock, stereo AM/FM radio/cassette player, cigar lighter, concealed retracting seat belts. Map reading light. Courtesy lights from boot to ash tray. Any car this advanced should have them all. All windows are tinted and the windscreen's laminated. Both front and rear seats are contoured and have cushioning matched to the suspension. Behind the wheel, you seem to float – yet the ride is firm. Detach the front head restraints and the seats fully recline.

Add the unusual usuals Renault drivers revel in. A sealed cooling system with an electric fan responding to a thermostat. An electronically controlled automatic transmission. (A small computer masterminds changes at optimum speeds.) The manual gear-change is a joy – short, sharp and smooth. Perhaps the most unusual usual is the unapparent hatchback – opening on a cavernous boot that extends through four seating configurations from 395 dm³ to a gaping 1550 dm³ (54.5 cubic foot) luggage area. It's hard to believe that the plush seats in this deceptively large prestige saloon can go through the same gymnastics as the super-practical Renault 16. An unusual transformation for a luxury tourer. Still, if you want to heft a brace of potted cumquats in beside your motorised surf-ski...







Four wheel independent suspension.

Renault suspensions are usually ingenious and this is no exception. All wheels are independent, with long vertical travel. Anti-roll bars front and rear add to stability. It's a system that ensures ground contact even on rough, loose or

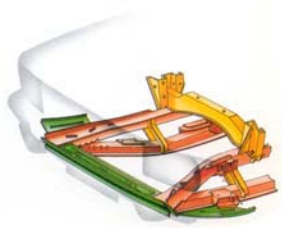
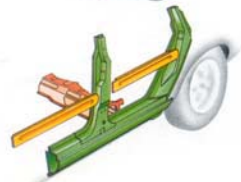
slippery surfaces and does so comfortably and safely whatever the load. Even the oscillation period has been tuned to one second – the rhythm of walking – so that the ride harmonises with the driver's natural feel for progression.

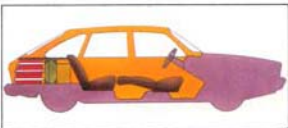
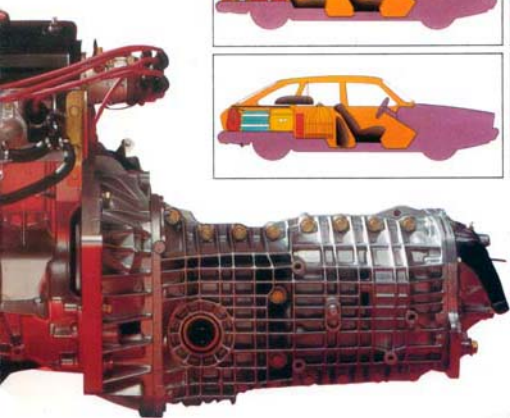


Safety capsule.

The body has been extensively researched to achieve optimum safety. The passenger safety cell includes rigid side anti-intrusion bars in all four doors for lateral protection. Panels front and rear deform progressively to cushion impact. The petrol tank is virtually impregnable. Doors are double-latched with child-proof locks at rear.

- Front impact: Diverging chassis rails protected by thick sheet metal section. Reinforcement bar preventing front wheel from intruding into cabin.
- Rear impact protection: Full double skin rear panel; fuel tank safely out of reach between rear wheels.
- Lateral impact protection: Reinforced door frames and doors.
- Roll over protection: Roof strengthened by three built-in roll bars.





A change of space.

The Renault 20 TS is what you make it. A capacious sports tourer. An independently sprung double bed. A quick conversion station sedan – or the world's best engineered, finest handling luxury cargo hold.

The new-generation engine – all torque.

It's among the most advanced 2 litre all alloy four cylinder engines ever made. The overhead camshaft is driven by an external notched belt and the distributor is connected directly to the camshaft at the rear of the cylinder head. The hemi cross-flow head itself, the block and transmission casing are light

alloy – extremely difficult to cast but Renault have the technology.

Maximum torque; 168 Nm at 3,000 rpm. Other features:

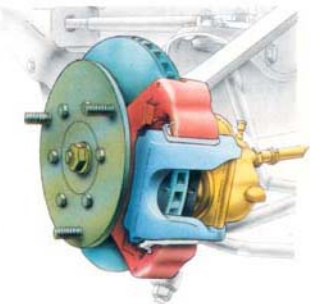
Dual throat Weber carburettor.

Wet sleeve cylinder liners.

The engine is cooled by a sealed system that doesn't boil or freeze and an electric fan that cuts in when needed.

(Saves fuel, overheating in traffic jams and several horse-power.)

Summary: Exceptional pick-up and reserve power for weight and capacity, with smoothness and efficiency.



Fail-safe brakes.

Front discs are ventilated for more efficient cooling and thermal exchange increases the faster they spin. A servo-assisted dual master cylinder, dual circuits, rear anti-lock device and a fluid-level warning light combine to give you safety with great control.



Variable phase power steering.

At low speeds, the compact, padded steering wheel turns effortlessly. When parking, you have considerable assistance, but as speed increases, power phases out to almost zero for positive feedback. Road feel replaces the sloppiness so unnerving in many big cars.



Your key...

The famous Vasarely-designed Renault symbol is synonymous with innovation. This key opens a new chapter in the development of the car.

Renault Australia.

A ten million dollar production line at Heidelberg, Victoria, assembles Renaults to exacting quality controls. And 130 Renault dealers across the nation service these definitive cars.

Renault, Le Mans winner 1978.

Official placings: Renault Alpine 442B Turbo first by five laps ahead of Porsche 936 Turbo. Renault took both first and fourth positions – a further success in a long and continuing racing career.

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