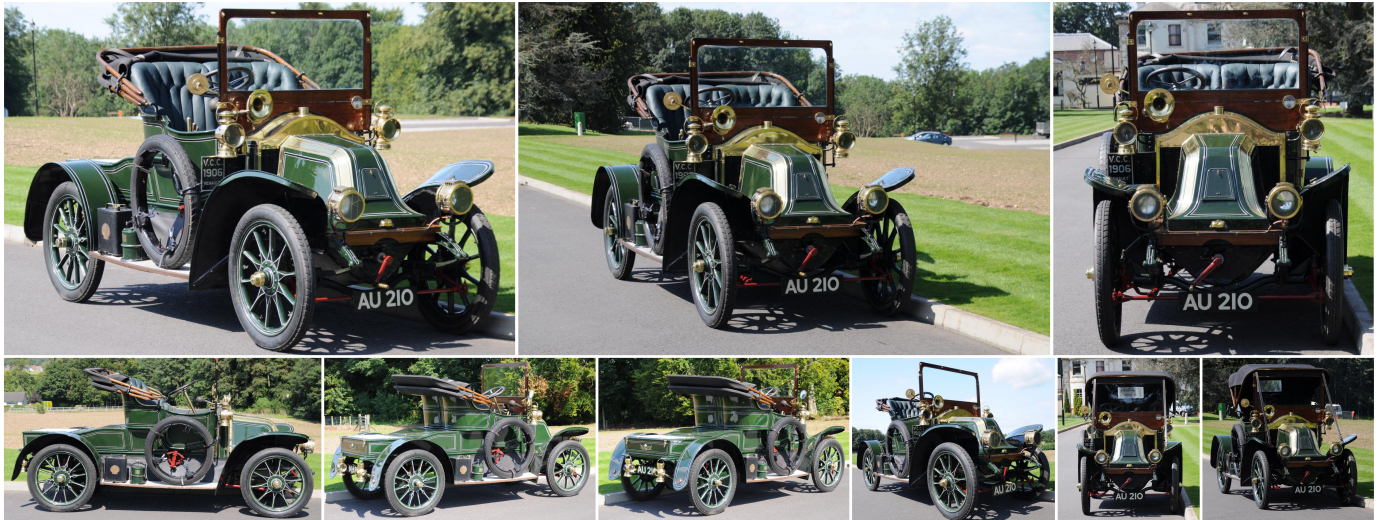


1906 RENAULT AH 4 CYLINDER

RENAULT AH 4 CYLINDER



RENAULT

AH 4 CYLINDER

Year: 1906

Chassis no: 6061

Registration: AU210

Price: £70,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1906 Renault AH 4 cylinder

Chassis Number: 6061

Registraton Number: AU210

A very rare survivor of the type with just a few known world wide. This renauld was supplied new to the UK & carries original coachwork by Starey's & Wolleys of Nottingham.

The car is in beautifully preserved condition having been owned by the current owner for some 15 or so years. Immediatly after purchase he had the engine rebuilt with new pistons etc & also changed the problematic Claudel Hobson Carburettor to a Zenith unit which improved the performance, running & ease of starting no end.

The car is currently located in South West Wales where it is used only sparkingly for short jaunts round the local countryside. The car has a full hood & side screens should they ever be required. We can attest that the roof makes a great sunshade

on 32 degree days.

Starting the car is simple: Turn on the fuel tap, flood the carb', Put the magneto to Marche as opposed to arrette & give the starting handle a lusty swing. It then settles down to an even steady idle. The car has a tumbler type sequential gear box allowing forward progress in one of three ratios. Reverse is selectd by pulling the lver rearwards. For the uninitiated it is easiest to push the gear past the ratio you want & then to come bak into it by moving the gear lever rearwards. Once understood & mastered it makes for easy changes. Some large bills are on file from Noted veteran specialist Niger Parrot for works to both gear box & engine.

The car is finished in patinated coach painted green along with white fine lines. Wheels are spoke wodden items shod with beaded edge tyres. The car is festooned with all kinds of brassware including assorted lamps & a coil type horn. We would not reccomend motorway driving in it but it is very comfortable chuffling along B roads & by ways. The interior is green buttoned lether which replaced the original lether that looked quite worn out in a photograph dating from the early 1960's.

The car as a whole has a nicely untouched feel to it save for the new seat upholstery & is mechanically strong as the required money has been spent on it. Braking is effected by both a pedal for the rear wheels & the handbrake on the transmission. A good assortment of paperwork comes with the car including an early VCC dating plaque & certificate issued in 1955.

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