

Renault identification 1923 thru 1934:

Chassis numbers up to 1926 are found on a plate fixed to the bonnet board:

On 1927 to 1931 models plate is on the front floor-boards:

1932 on the front door;

& 1933 again plate on the front floor-board.

1923.

8.3HP. Cylinder. First year of this model, cone clutch. Three speed gearbox, central control. 96" wheelbase. Disc wheels with 700x80 tyres. Front springs semi-elliptical with transverse @ rear.

13.9HP. 4 cylinder. Similar specifications except 110.5" wheelbase & 700x90 tyres on disc wheels.

15.9HP. 4 cylinder, 26.9HP. 6 cylinder & 45HP. 6 cylinder.

Specifications are very similar to the smaller types except that the cantilever springs are fitted to the rear, wood artillery instead of disc wheels & 4-speed gearbox with right hand control.

1924.

8.3HP. 4 cylinder, 13.9HP. 4 cylinder, 17.9HP. 4 cylinder introduced this year, 4 speed gearbox with right hand control & cone clutch, 126" wheelbase. 820x120 tyres.

All models except 8.3HP with 4 wheel brakes & auxiliary starter switch placed close to the starting crank so that both systems may be employed simultaneously for cold weather starting. Simpler design of carburetor this year.

1925.

8.3HP. 4 cylinder, 13.9HP. 4 cylinder, 17.9HP. 4 cylinder, & 26.9HP. 4 cylinder. Bonnet re-designed so that the radiator @ rear end does not break the lines of the body.

1926.

Same models continued.

1927.

9/15HP. 4 cylinder. Formerly known as 8.3HP. Improved bodywork.

14/45HP. 4 cylinder. Formerly known as 13.9HP. Wheelbase lengthened to 119".

21HP. 6 cylinder side valve engine. Single clutch plate. 4 speed separate gearbox, almost cylindrical shape. Half elliptical springs all round. 820x120 tyres. 137" wheelbase. Servo operated 4 wheel brakes.

1928.

9/15HP. 4 cylinder. No mechanical alteration. Now 105" wheelbase.

14/15HP. 4 cylinder. No mechanical alteration.

12.5HP. 6 cylinder. Side valve engine. Coil ignition. Semi elliptical front & transverse rear springs. Instrument board hinged so that it can be swung outboards giving access to wiring etc. 4 wheel brakes. Single plate clutch.

1929.

9/15HP. 4 cylinder. Only altered in detail. Petrol tank under dash. Fan incorporated in flywheel. 4 wheel brakes. Bonnet & cowl in one piece & hinged @ the dash.

14/45HP. 4 cylinder. Similar design to the 9/15HP.

12.5HP. 6 cylinder. Practically unchanged design.

21HP. 6 cylinder. Has 3 springs @ rear, 2 oblique cantilever & transverse semi-elliptic.

1930.

14/45HP. 4 cylinder. Chassis number prefixed KZ.

12.5HP. 6 cylinder. Chassis number prefixed RY.

21HP. 6 cylinder. Oil radiator mounted between front dumb irons. 122" & 132" wheelbases. Chassis numbers prefixed PG.

All models have water cooled radiator now in front of the engine, but still under the bonnet, fixed front of bonnet enclosing the radiator.

1931.

14/45HP. 4 cylinder.

12.5HP. 6 cylinder "Mona Six" & "Monastella" similar but includes servo brakes & one shot lubrication.

12HP. 6 cylinder.

All models continued with few mechanical alterations.

1932.

All models this year have new design radiator in normal position.

‘Ten’ 4 cylinder side valve engine. 3 speed gearbox. 4 wheel brakes. 104” wheelbase & 51” track.

13.9HP. 4 cylinder. Chassis same dimensions as ‘Ten’ but larger power plant.

‘Big Four’ same engine as above but 102” wheelbase.

‘Twelve Six’ 6 cylinder. 3 speed gearbox & 104.25” wheelbase.

21HP. 6 cylinder. 3 speed gearbox 102” wheelbase.

1933.

All models this year are equipped with Synchromesh gears & silent 2nd. Bendix free-wheeling & servo clutch.

‘Ten Four’ 10.8HP. 3 speed gearbox. 104” wheelbase & 52” track.

‘Speed Four’. Same chassis but with 13.9HP. Engine. Chassis numbers KZ 10 onwards.

‘Speed Six’. 6 cylinder 21HP. Engine 106” wheelbase & 58” track. Chassis numbers PG8.

‘Big Six’. Same engine but 122” or 132” wheelbases & 58” track. Chassis numbers PG7.

27.8HP. 8 cylinder. Straight 8, side valve engine with 3 speed gearbox 129” wheelbase. Chassis numbers TG4 onwards.

1934.

New radiator with, out swept base. Larger models have radiator shutters replaced by thermostatic valve on the water pipe between the cylinder head & radiator. Bodies & mudguards have more sweeping lines. Latter skirted front & rear.

Source: Transcribed by John G. 7th of June 2021.