

# Heller

# GENDARMERIE SET RENAULT ESTAFETTE + RENAULT 4TL

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## Français

Dans ce coffret HELLER vous propose les deux véhicules les plus emblématiques de la Gendarmerie Nationale, fortement enracinée dans la mémoire collective.

### RENAULT Estafette

On croit souvent que la première traction avant de Renault est la Renault 4 lancée en 1961. C'est faux. Il s'agit de l'utilitaire Estafette qui voit le jour en Octobre 1959 et sera produite jusqu'en 1980 à un total de 533 209 exemplaires.

Reprenant de Citroën la traction avant dégageant un vaste plancher de chargement plat, les quatre roues indépendantes, la porte latérale coulissante et la porte arrière à trois battants, les premiers modèles utilisaient la mécanique de 845 cm<sup>3</sup> et 32 ch de la Dauphine. En 1962 le « Sierra Cléon fonte » à cinq paliers de 1108 cm<sup>3</sup> et 45 ch, moteur de la Renault 8, équipe l'Estafette. Il sera remplacé en 1968 par celui de la Renault 12 de 1289 cm<sup>3</sup>. Initialement produite en fourgon de 800 kg de charge utile, puis de 1000 kg à partir de 1965, un minibus, l'Alouette, complétera la gamme. C'est ce modèle de base qui équipa la Gendarmerie française dès 1961. Tout d'abord de couleur bleu nuit presque noir, la S'Tafette passera au bleu moyen ou bleu de France en 1969. Les derniers véhicules arrivent dans les unités en 1981, presque en même temps que les premiers RENAULT Trafic.

Au total, quelques 12 255 Estafette ont été en service au sein de la Gendarmerie.

### RENAULT 4TL

Le Gouvernement français choisit la 4L en 1962. Mise en service 1963, qualifiée de révolutionnaire, mais simple d'entretien et économe, elle correspond parfaitement aux demandes de la Gendarmerie. Traction avant (à l'image de l'Estafette) dotée d'un quatre cylindres économique avec un circuit de refroidissement scellé sans entretien, très maniable avec quatre roues à suspension indépendante, et quatre véritables places aux banquettes AV et AR amovibles, elle dispose d'un hayon qui facilite grandement le chargement du coffre. Cerise sur le gâteau, elle répond parfaitement à un point essentiel du cahier des charges : permettre aux gendarmes de garder leur képi en conduisant... Ce képi, symbole d'autorité vis-à-vis de la population. Le modèle de 1978 proposé ici peut compter sur un moteur 1108 cm<sup>3</sup> de 34 ch DIN et une boîte de vitesses à quatre rapports bien étagée. La Gendarmerie déploiera près de 14 000 4L. Celle-ci cèdera sa place à la Clio à partir de 1991. La dernière 4L de la Gendarmerie sera remise au quartier des Célestins à Paris en juin 1993.

Veillant à la bonne marche d'une société devenue celle de l'automobile, la 4L et l'Estafette seront présentes sur toutes les routes françaises, à tous les carrefours, pendant plus de trois décennies.

## English

In this set, HELLER offers you the two most famous vehicles of the Gendarmerie Nationale that are most often associated with it.

### RENAULT Estafette

It is often assumed that Renault's first front-wheel drive was the Renault 4, which was launched in 1961. However, this is wrong. It was the Estafette utility vehicle, which saw the light of day in October 1959 and was produced a total of 533,209 times until 1980.

The first models took over from Citroën the front-wheel drive, which provided a large flat load area, the four independent suspensions, the sliding side door and the three-wing rear door.

The first models used the Dauphine's 845-cc engine with 32 hp.

In 1962, the "Sierra Cléon fonte" with 1108 cc and 45 hp, the engine of the Renault 8, equipped the Estafette.

It was replaced in 1968 by the Renault 12 engine with 1289 cm<sup>3</sup>. Initially as a van with a payload of 800 kg, from 1965 with 1000 kg, the minibus, the Alouette, completed the range. The basic model was used by the French Gendarmerie from 1961 onwards, and the S'Tafette was initially produced in midnight blue, almost black, before being changed to medium blue or French blue in 1969. The last vehicles entered the units in 1981, almost at the same time as the first RENAULT Trafic.

A total of 12,255 Estafettes were in service with the Gendarmerie.

### RENAULT 4TL

The French government opted for the 4L in 1962. Introduced in 1963, the car was described as revolutionary, but also easy to maintain and economical, and perfectly suited the requirements of the Gendarmerie. It was a front-wheel drive vehicle (like the Estafette) with an economical four-cylinder engine with maintenance-free, cooling system, very manoeuvrable with independent suspensions and four real seats with removable front and rear bench seats. It had a tailgate which made it easy to load the boot. The icing on the cake was that the gendarmes could keep their cap on while driving. The cap, a symbol of authority towards the population. The 1978 model proposed here had a 1108 cm<sup>3</sup> engine with 34 DIN hp and a well-matched four-speed gearbox. The Gendarmerie had used almost 14,000 units of the 4L. This was replaced by the Clio from 1991. The last 4L of the Gendarmerie was handed over to the Célestins district in Paris in June 1993.

The 4L and the Estafette were present on all French roads and at all crossroads for more than three decades, ensuring the smooth running of a society that had become that of the automobile.

## Deutsch

In diesem Set bietet Ihnen HELLER die beiden bekanntesten Fahrzeuge der Gendarmerie Nationale an, die oft damit in Verbindung gebracht werden.

### RENAULT Estafette:

Es wird oft angenommen, dass der erste Frontantrieb von Renault der Renault 4 war, der 1961 auf den Markt kam. Das ist jedoch falsch. Es handelte sich um das Nutzfahrzeug Estafette, das im Oktober 1959 das Licht der Welt erblickte und bis 1980 insgesamt 533.209 Mal produziert wurde.

Die ersten Modelle übernahmen von Citroën den Vorderradantrieb, der für eine große ebene Ladefläche sorgte, die vier Einzelradaufhängungen, die seitliche Schiebetür und die dreiflügelige Hecktür.

Die ersten Modelle verwendeten den 845-ccm-Motor der Dauphine mit 32 PS.

1962 rüstete der "Sierra Cléon fonte" mit 1108 cm<sup>3</sup> und 45 PS, der Motor des Renault 8, die Estafette aus.

Er wurde 1968 durch den Renault 12 Motor mit 1289 cm<sup>3</sup> ersetzt. Zunächst als Kleintransporter mit 800 kg Nutzlast, ab 1965 mit 1000 kg, ergänzte der Kleinbus, die Alouette, das Angebot. Das Basismodell wurde ab 1961 von der französischen Gendarmerie eingesetzt, und der S'Tafette wurde zunächst in nachtblauer, fast schwarzer Farbe hergestellt, bevor er 1969 auf mittelblau oder französisch blau umgestellt wurde. Die letzten Fahrzeuge kamen 1981 in die Einheiten, fast zeitgleich mit dem ersten RENAULT Trafic.

Insgesamt waren 12.255 Estafettes bei der Gendarmerie im Einsatz.

### RENAULT 4TL:

Die französische Regierung entschied sich 1962 für den 4L. Der 1963 vorgestellte Wagen wurde als revolutionär, aber auch als wartungsfreundlich und sparsam beschrieben und entsprach perfekt den Anforderungen der Gendarmerie. Er war ein Fronttriebler (wie die Estafette) mit einem sparsamen Vierzylindermotor mit wartungsfreiem, Kühlsystem, sehr wendig mit Einzelradaufhängungen und vier echten Sitzen mit herausnehmbaren vorderen und hinteren Sitzbänken. Er hatte eine Heckklappe, die das Beladen des Kofferraums erleichterte. Das Tüpfelchen auf dem i war, dass die Gendarmen ihre Mütze während der Fahrt aufbehalten konnten. Das Käppi, ein Symbol der Autorität gegenüber der Bevölkerung. Das hier vorgeschlagene Modell aus dem Jahr 1978 verfügte über einen 1108 cm<sup>3</sup>-Motor mit 34 DIN-PS und ein gut abgestuftes Viergang-Getriebe. Die Gendarmerie hatte fast 14.000 Stück des 4L eingesetzt. Dieser wurde ab 1991 durch den Clio abgelöst. Der letzte 4L der Gendarmerie wurde im Juni 1993 an den Bezirk Célestins in Paris übergeben.

Der 4L und die Estafette waren mehr als drei Jahrzehnte lang auf allen französischen Straßen und an allen Kreuzungen präsent und sorgten für das reibungslose Funktionieren einer Gesellschaft, die zu der des Automobils geworden war.



## Español

En este estuche HELLER le presentamos los dos vehículos más emblemáticos de la Gendarmería Nacional, fuertemente arraigada en la memoria colectiva.

### RENAULT Estafette

A menudo se cree que el primer vehículo con tracción delantera de Renault fue el Renault 4 lanzado en 1961. Pero no es cierto. Se trata en cambio del utilitario Estafette, que vio la luz en octubre de 1959 y que continuó produciéndose hasta 1980 con un total de 533 209 ejemplares.

Tomando de Citroën la tracción delantera con un gran fondo de carga plano, las cuatro ruedas independientes, la puerta lateral deslizante y la puerta trasera de tres hojas, los primeros modelos utilizaban el motor de 845 cm<sup>3</sup> y 32 CV del Dauphine. En 1962, el motor «Sierra Cléon fonte» de 1108 cm<sup>3</sup> y 45 CV, el motor del Renault 8, se instaló en el Estafette. En 1968 fue sustituido por el Renault 12 de 1289 cm<sup>3</sup>. Originalmente producido en una furgoneta de 800 kg de carga útil, y más adelante de 1000 kg, la gama se completa a partir de 1965 con un minibus llamado Alouette. Este es el modelo básico el que equipó a la Gendarmería francesa desde 1961. Pintado en un inicio de color azul noche, casi negro, el S'Tafette pasará al azul medio o azul Francia en 1969. Los últimos vehículos llegaron a las unidades de la policía en 1981, casi al mismo tiempo que los primeros RENAULT Trafic.

En total, unas 12 255 unidades de Estafette han estado en servicio en el seno de la Gendarmería.

### RENAULT 4TL

El gobierno francés eligió el 4L en 1962. Al entrar en servicio en 1963, se calificó de vehículo revolucionario, pero simple de mantenimiento y económica, adaptándose perfectamente a las demandas de la Gendarmería. Con tracción delantera (como el Estafette), con un económico motor de cuatro cilindros con un sistema de refrigeración sellado que no necesita mantenimiento, muy manejable con cuatro ruedas de suspensión independiente, y cuatro asientos propiamente dichos con bancos delanteros y traseros desmontables, dispone de un portón trasero que facilita mucho la carga del maletero. Como guinda del pastel, responde perfectamente a un punto esencial del pliego de condiciones: permitir a los gendarmes conservar su quépis mientras conducen... El quépis es la gorra de los gendarmes, símbolo de autoridad ante la población. El modelo de 1978 que proponemos aquí puede contar con un motor 1108 cm<sup>3</sup> de 34 CV DIN y una caja de cambios de cuatro velocidades bien escalonada. La Gendarmería desplegó cerca de 14 000 unidades. Este modelo se sustituyó por el Clio a partir de 1991. El último 4L de la Gendarmería se entregó al barrio de Célestins en París en junio de 1993.

Velando por el buen funcionamiento de una sociedad que se ha convertido en la sociedad del automóvil, el 4L y el Estafette estuvieron presentes en todas las carreteras francesas, en todos los cruces, durante más de tres décadas.

## Italiano

In questo cofanetto HELLER vi propone i due veicoli più emblematici della Gendarmeria Nazionale, fortemente radicata nella memoria collettiva.

### RENAULT Estafette

Spesso si ritiene che il primo veicolo a trazione anteriore di Renault sia stato la Renault 4, lanciata nel 1961. Non è così. Si tratta dell'utilitaria Estafette che vede la luce nell'ottobre 1959 e sarà prodotta fino al 1980 in un totale di 533.209 esemplari.

Riprendendo da Citroën la trazione anteriore con un ampio piano di carico piatto, le quattro ruote indipendenti, la porta laterale scorrevole e la porta posteriore a tre ante, i primi modelli erano equipaggiati con il motore da 845 cm<sup>3</sup> e 32 CV della Dauphine. Nel 1962 il «Sierra Cléon fonte» a cinque cilindri da 1108 cm<sup>3</sup> e 45 CV, motore della Renault 8, equipaggia l'Estafette. Nel 1968 fu sostituito da quello della Renault 12 da 1289 cm<sup>3</sup>. Inizialmente prodotto come furgone da 800 kg di portata, poi da 1000 kg a partire dal 1965, un minibus, l'Alouette, completò la gamma. È questo modello di base che equipaggiò la Gendarmeria francese dal 1961. Inizialmente di colore blu notte quasi nero, la S'Tafette passerà al blu medio o blu di Francia nel 1969. Gli esemplari degli ultimi veicoli arrivarono nel 1981, quasi contemporaneamente alle prime RENAULT Trafic.

In totale, circa 12.255 Estafette sono state in servizio con la Gendarmeria.

### RENAULT 4TL

Il Governo francese scelse la 4L nel 1962. Messa in servizio nel 1963, qualificata come rivoluzionaria, ma semplice di manutenzione ed economica, corrisponde perfettamente alle richieste della Gendarmeria. Trazione anteriore (come l'Estafette) dotata di un quattro cilindri economico con un circuito di raffreddamento sigillato senza manutenzione, molto maneggevole con quattro ruote a sospensione indipendente, e quattro posti veri con sedili anteriori e posteriori rimovibili, dispone di un portellone posteriore che facilita notevolmente il carico del bagagliaio. Ciliagina sulla torta, risponde perfettamente a un punto essenziale del capitolato d'oneri: permettere ai gendarmi di mantenere il loro kepi durante la guida... Questo kepi, simbolo di autorità nei confronti della popolazione. Il modello del 1978 qui proposto può contare su un motore di 1108 cm<sup>3</sup> da 34 CV e un cambio a quattro rapporti ben graduato. La Gendarmeria disporrà di circa 14.000 4L. Quest'ultima lascerà il posto alla Clio a partire dal 1991. L'ultima 4L della Gendarmeria sarà consegnata al quartiere dei Celestini a Parigi nel giugno 1993.

Assicurando il buon funzionamento di una società divenuta quella dell'automobile, la 4L e l'Estafette saranno presenti su tutte le strade francesi, a tutti gli incroci, per più di tre decenni.

## Nederlands

In deze box biedt HELLER u de twee meest emblematische voertuigen van de Nationale Gendarmerie, sterk verankerd in het gemeenschappelijke geheugen.

### RENAULT Estafette

Vaak wordt gedacht dat Renaults eerste auto met voorwielaandrijving de Renault 4 was, die in 1961 op de markt kwam. Dat is niet juist. De Estafette bestelwagen werd gelanceerd in oktober 1959 en tot 1980 werden er in totaal 533.209 exemplaren van geproduceerd.

De voorwielaandrijving met een grote vlakke laadvloer, de vier onafhankelijke wielen, de schuifdeur aan de zijkant en de drievleugelige achterklep werden overgenomen van Citroën en de eerste modellen maakten gebruik van de 845 cm<sup>3</sup> en de 32 pk motor van de Dauphine. In 1962 werd de vijftraps "Sierra Cléon fonte" met 1108 cm<sup>3</sup> en 45 pk, de motor van de Renault 8, in de Estafette gemonteerd. Deze wordt in 1968 vervangen door die van de Renault 12 van 1289 cm<sup>3</sup>. Vanaf 1965 werd het gamma aangevuld met een minibus, de Alouette, die aanvankelijk werd geproduceerd als bestelwagen met een laadvermogen van 800 kg en vervolgens van 1000 kg. Met dit basismodel werd de Franse Gendarmerie vanaf 1961 uitgerust. Aanvankelijk in nachtblauw, bijna zwart, ging de S'Tafette in 1969 over in middelblauw of Frans blauw. De laatste voertuigen kwamen in 1981 in de vestigingen aan, bijna gelijktijdig met de eerste RENAULT Trafic.

In totaal waren zo'n 12.255 Estafettes in dienst bij de Gendarmerie.

### RENAULT 4TL

De Franse regering koos in 1962 voor de 4L. In gebruik genomen in 1963, gekwalificeerd als revolutionair, maar gemakkelijk te onderhouden en economisch, beantwoordt deze perfect aan de eisen van de Gendarmerie. Deze auto heeft voorwielaandrijving (zoals de Estafette), een zuinige viercilindermotor met een onderhoudsvrij gesloten koelsysteem, is zeer wendbaar met vier onafhankelijk geveerde wielen, heeft vier echte zitplaatsen met verwijderbare voor- en achterbanken en een achterklep die het inladen van de kofferruimte veel gemakkelijker maakt. Als klap op de vuurpijl beantwoordt hij perfect aan een essentieel punt in het bestek: de gendarmes moeten hun kepi op kunnen houden tijdens het rijden... Die kepi, een symbool van gezag tegenover de bevolking. Het hier aangeboden model uit 1978 heeft een 1108 cc en 34 pk DIN-motor en een goed ingeschakelde vierversnellingsbak. De Gendarmerie zal bijna 14.000 4L's inzetten. Vanaf 1991 zal deze plaats maken voor de Clio. De laatste 4L van de Gendarmerie wordt in juni 1993 geleverd aan de wijk Célestins in Parijs.

De 4L en de Estafette zorgen voor de goede werking van een automobielsmaatschappij, die gedurende meer dan drie decennia op alle Franse wegen en kruispunten aanwezig zal zijn.

2

Numéro de phase  
Step number  
Schrittnummer  
Número de fase

56

Référence de couleur  
Colour reference no  
Farbangabe  
Referencia de color

37

Numéro de pièce  
Part number  
Teilenummer  
Número de pieza

6

Numéro de decal  
Decal number  
Abziehbildnummer  
Número de calcomanía



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11  
Argent métallique  
Silver Metallic  
Silber metallisch

14  
Gris pale brillant  
Pale Grey Gloss  
Blassgrau glänzend

21  
Noir brillant  
Black Gloss  
Schwarz glänzend

33  
Noir mat  
Black Matt  
Schwarz matt

40  
Gris pale brillant  
Pale Grey Gloss  
Blassgrau glänzend

41  
Ivoire brillant  
Ivory Gloss  
Elfenbein glänzend

53  
Gris métallique  
Gunmetal Metallic  
Grau metallisch

56  
Aluminium métallique  
Aluminium Metallic  
Aluminium metallisch

85  
Noir de charbon satine  
Coal Black Satin  
Kohlenschwarz seidenmatt

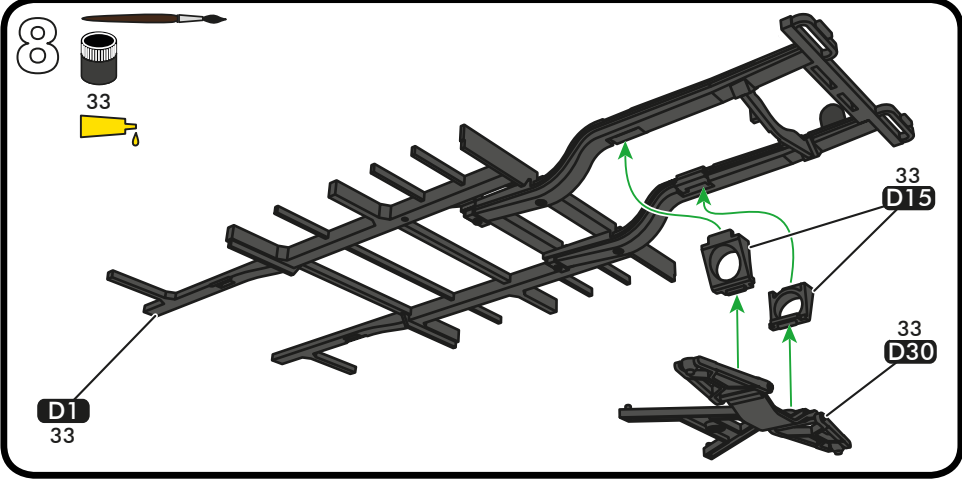
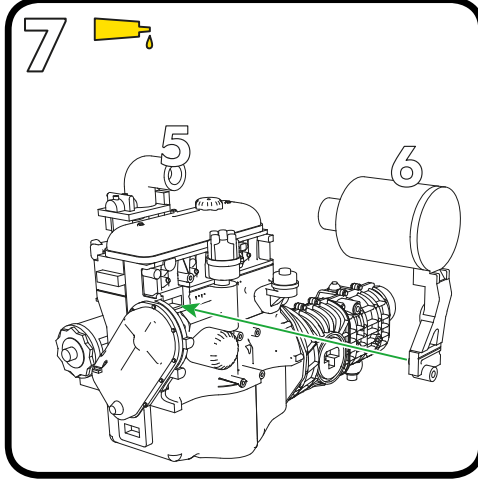
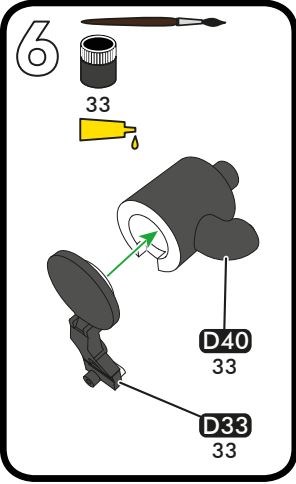
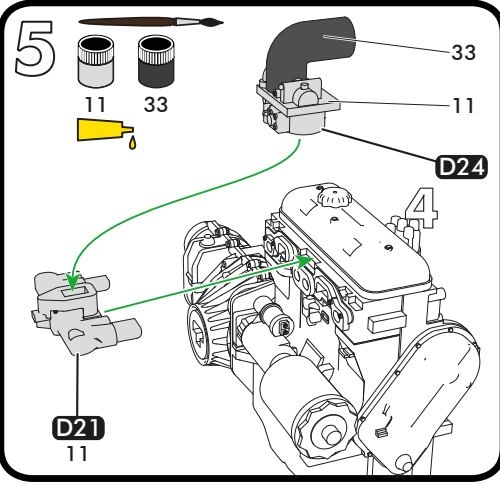
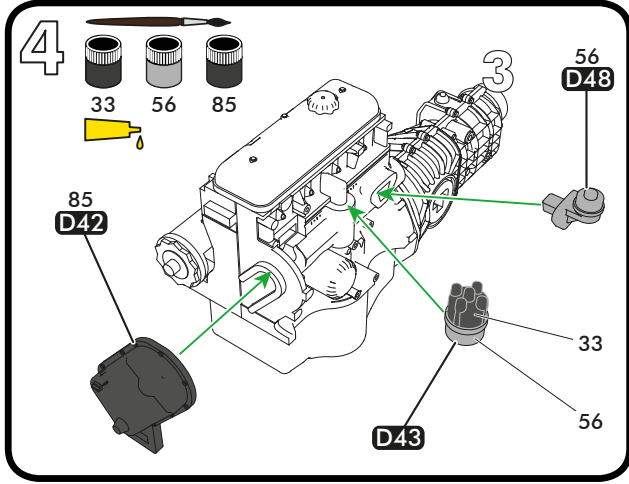
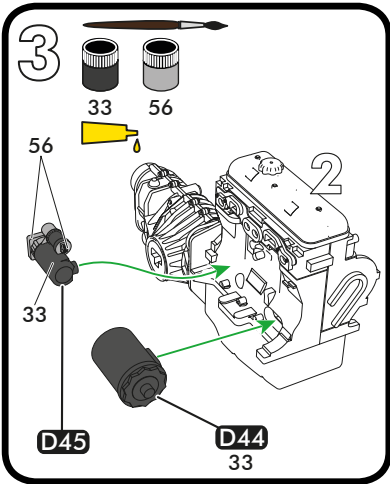
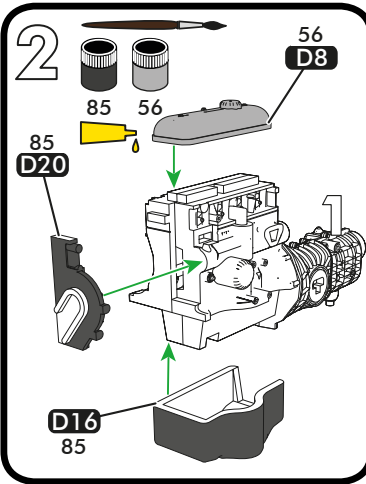
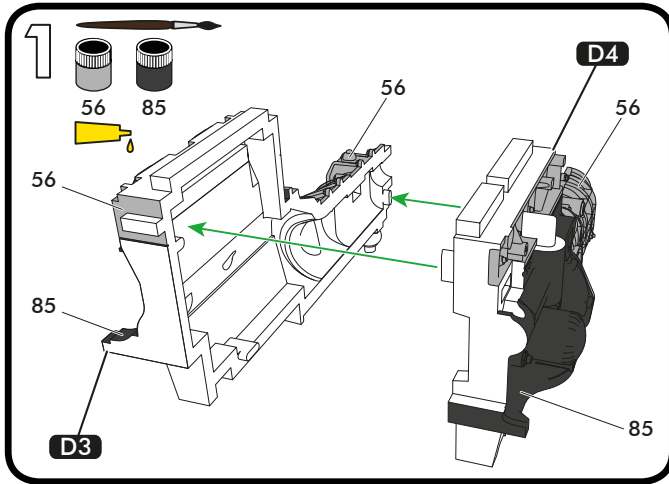
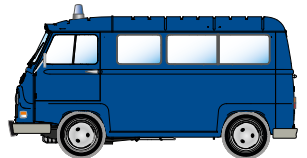
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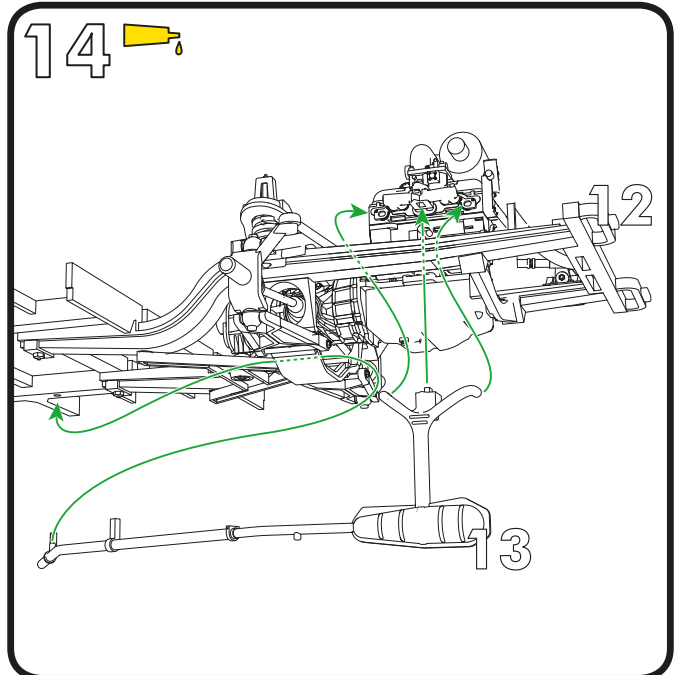
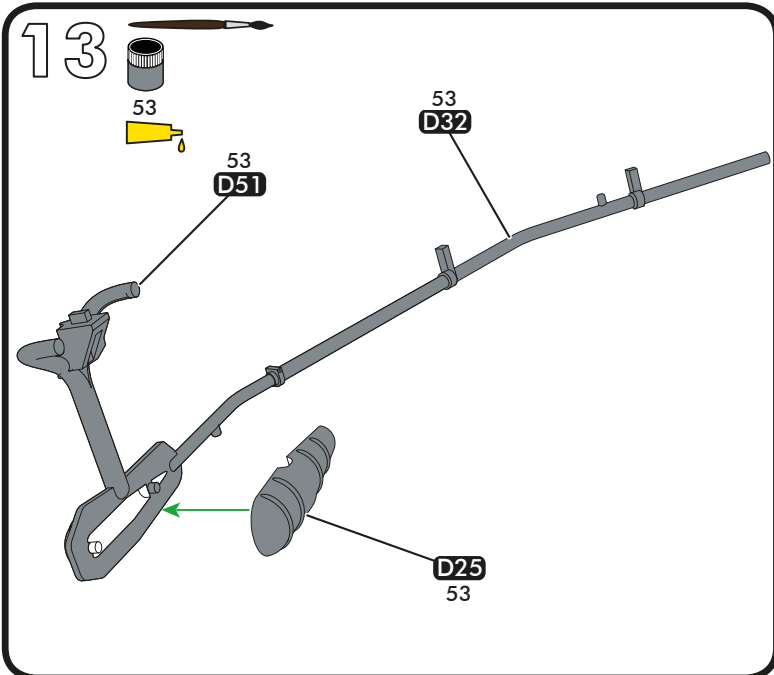
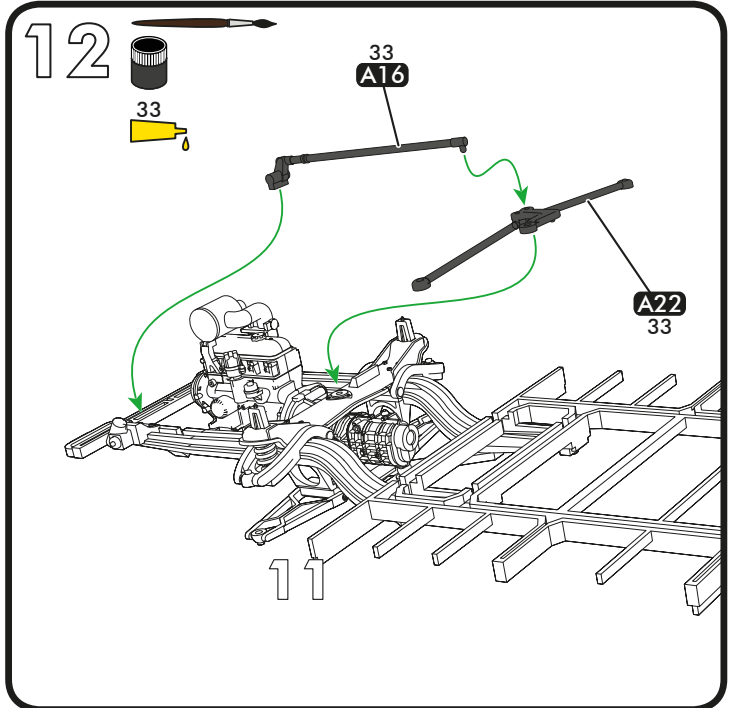
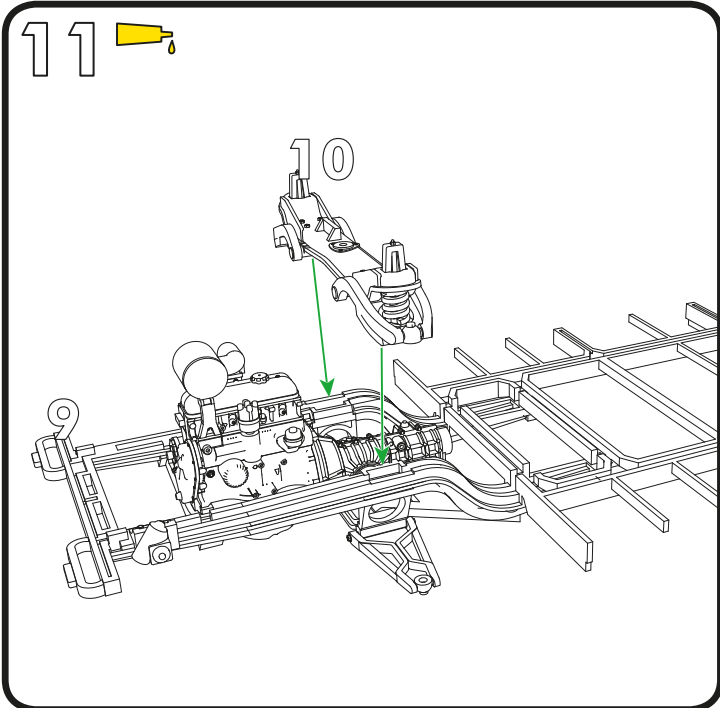
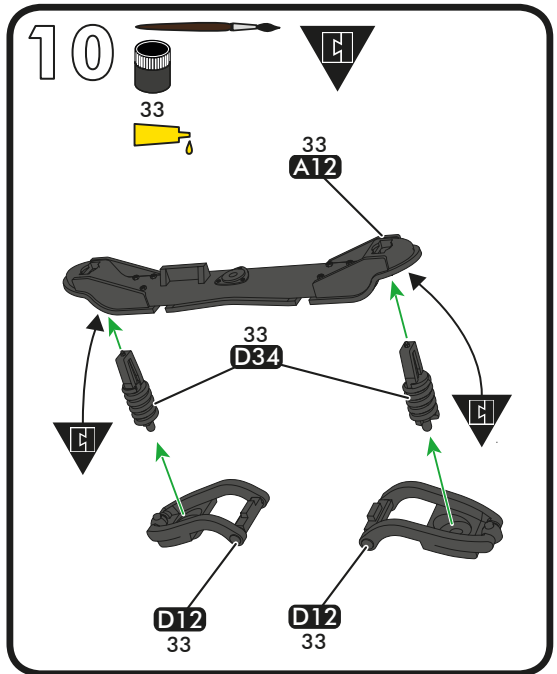
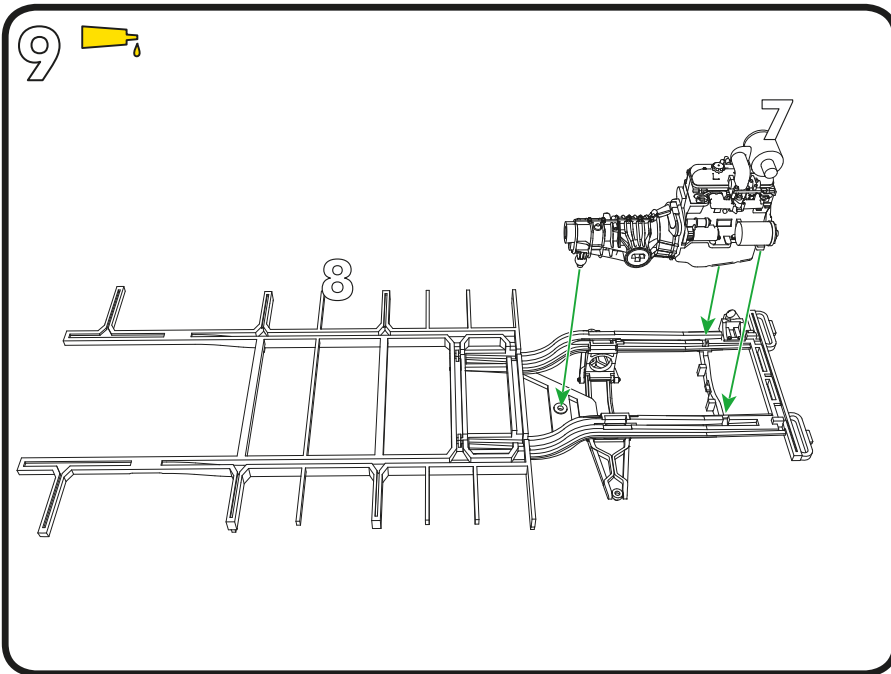
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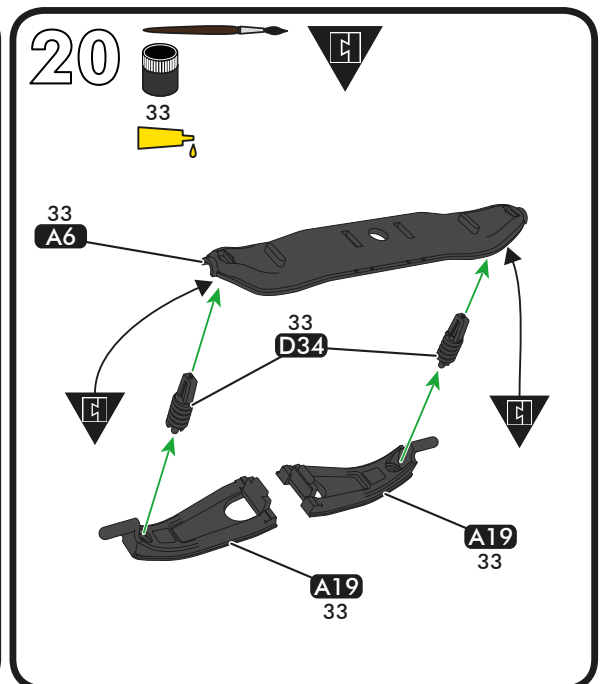
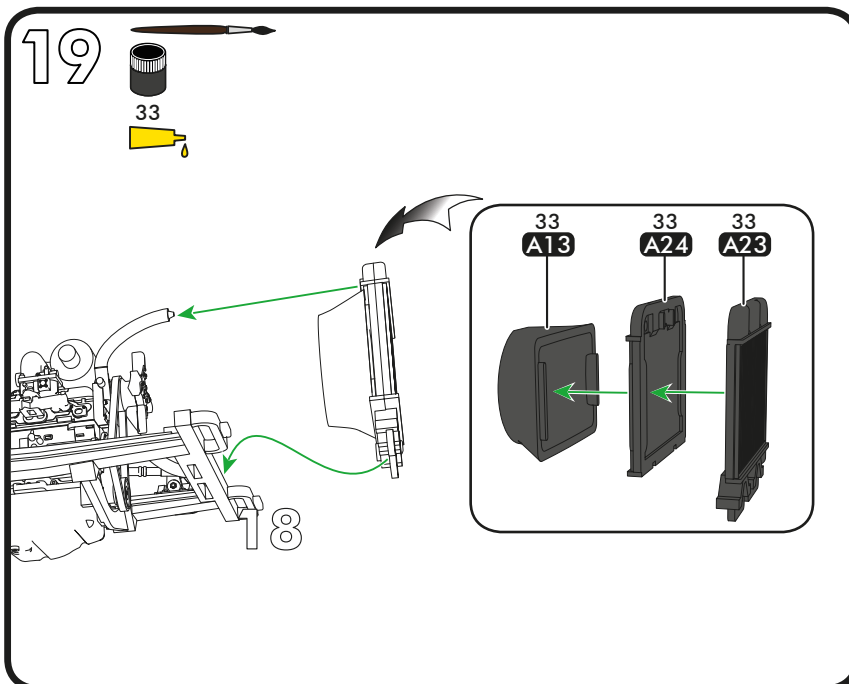
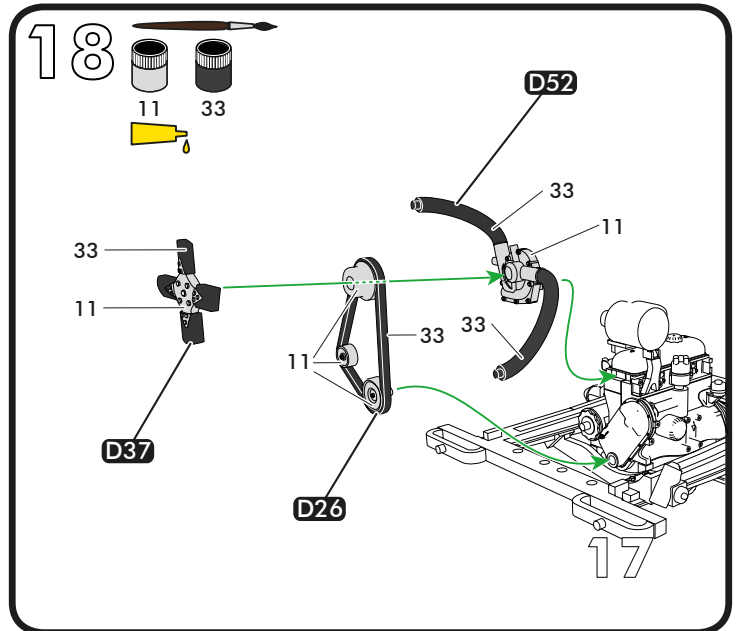
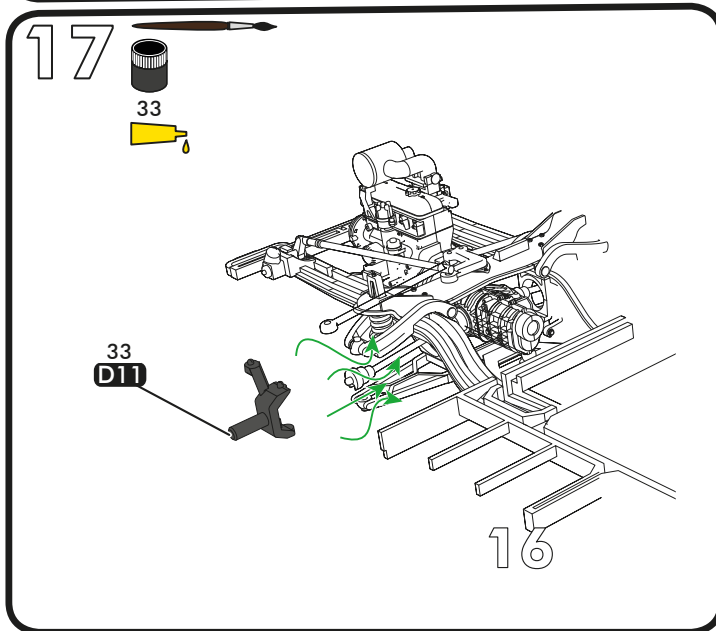
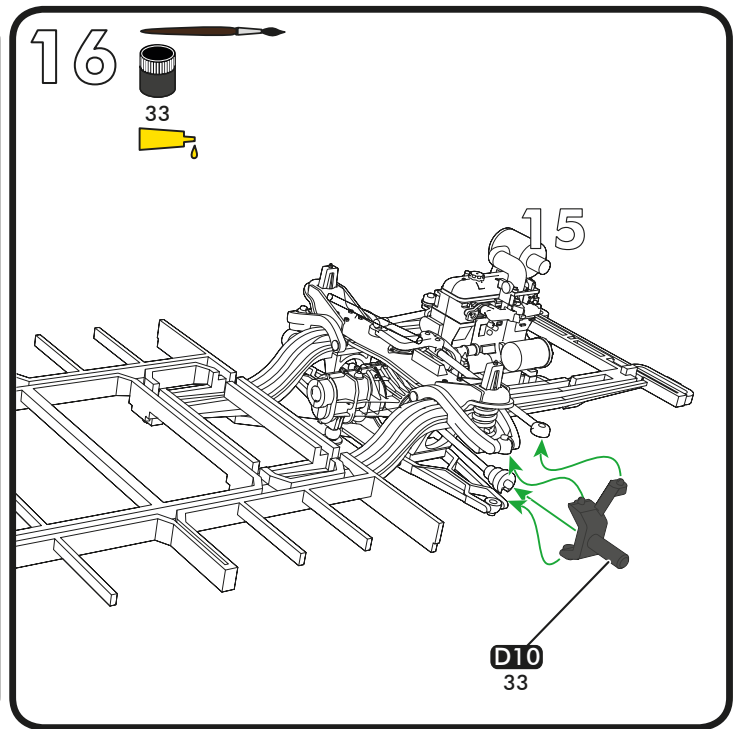
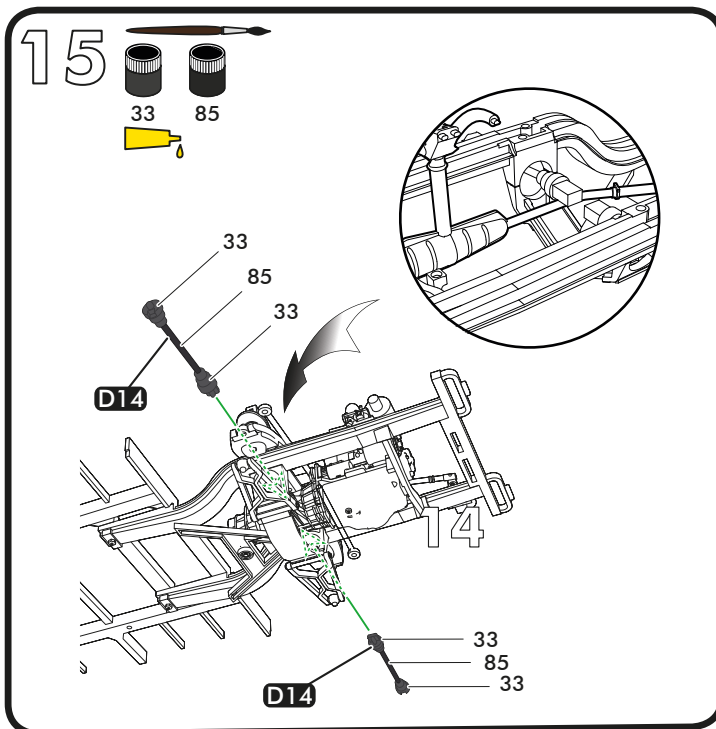
a Renault Estafette Gendarmerie, 1964



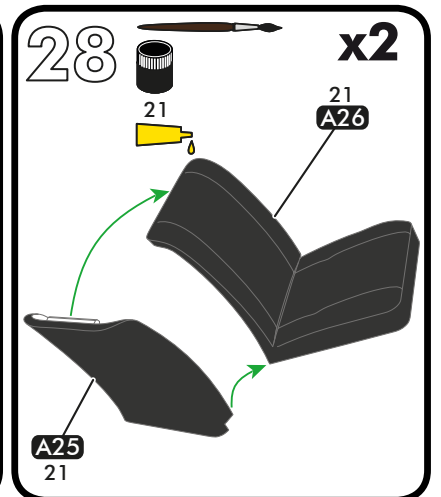
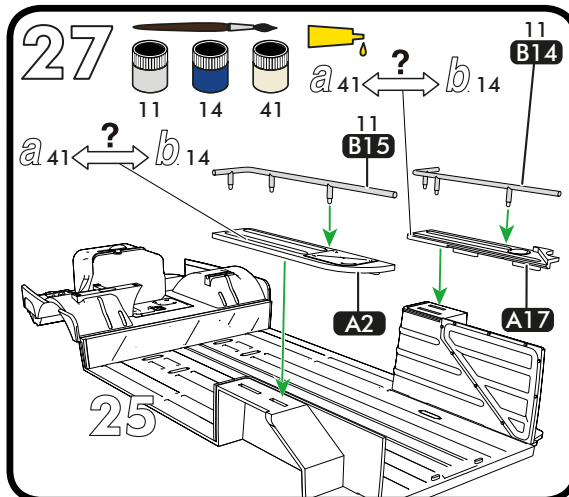
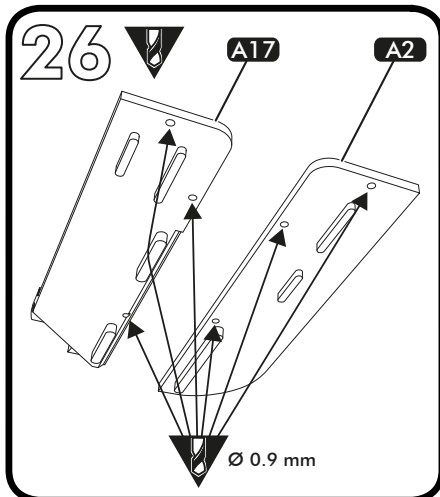
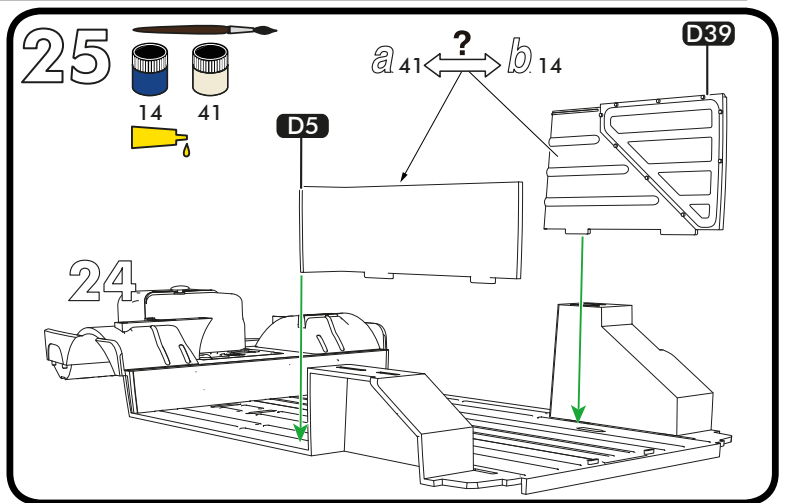
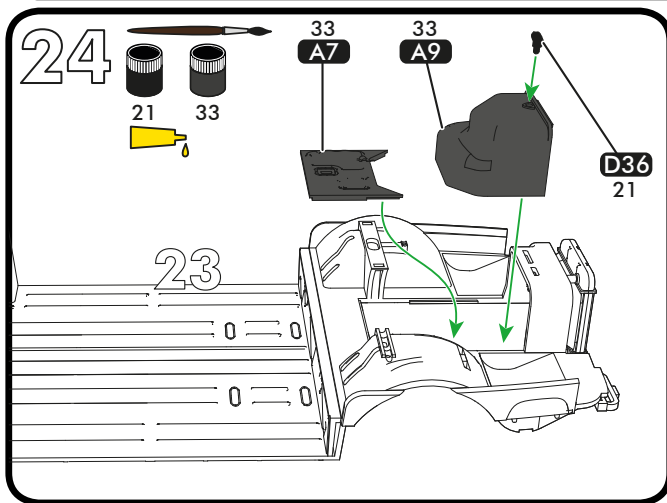
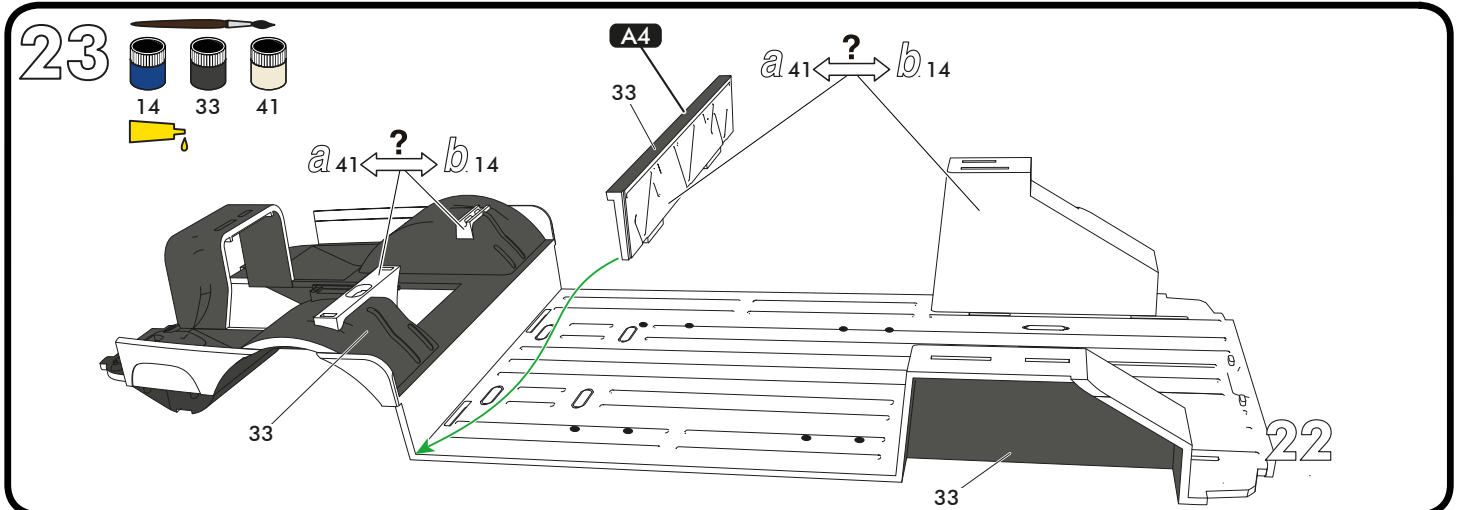
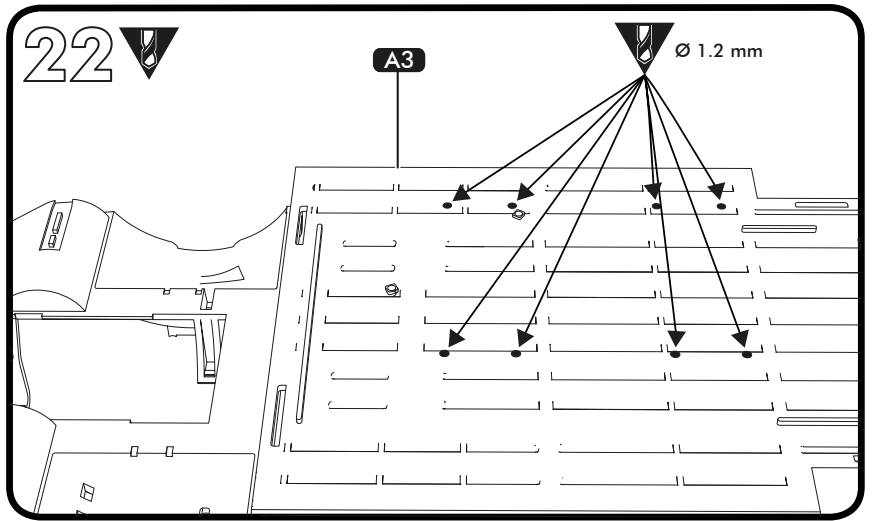
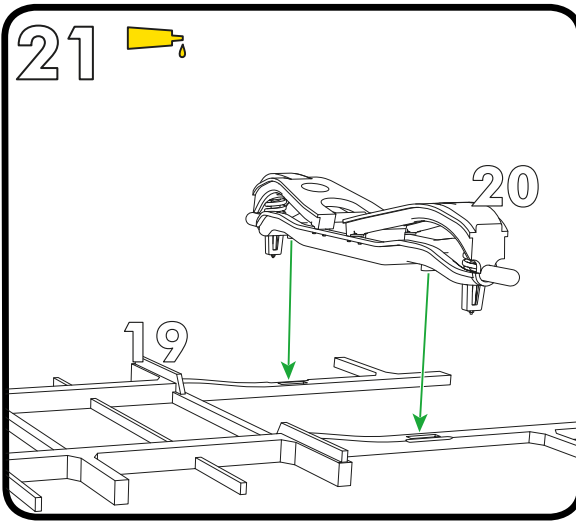
b Renault Estafette Gendarmerie, 1973

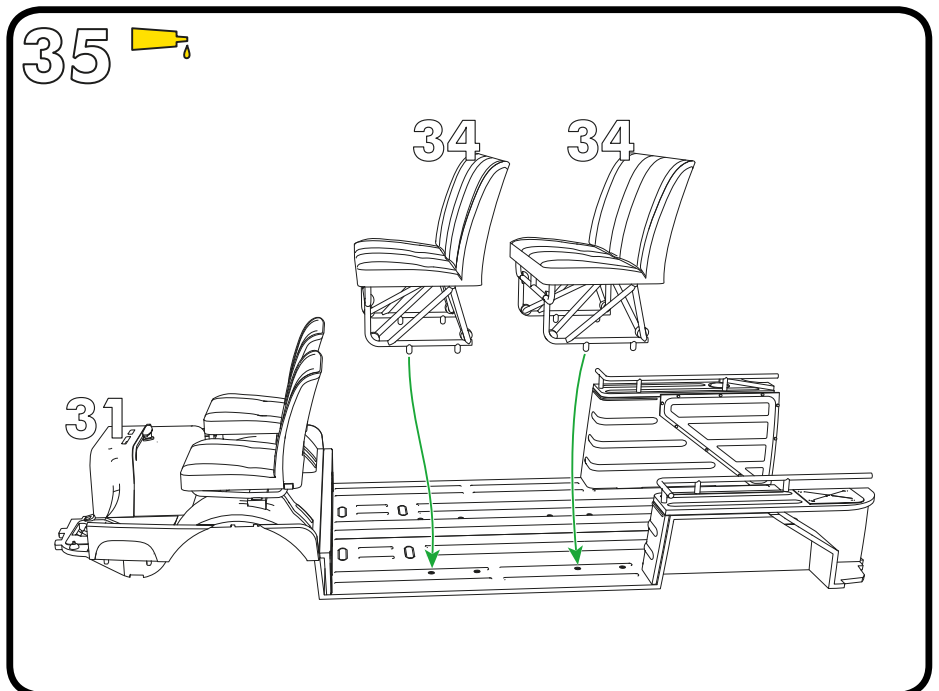
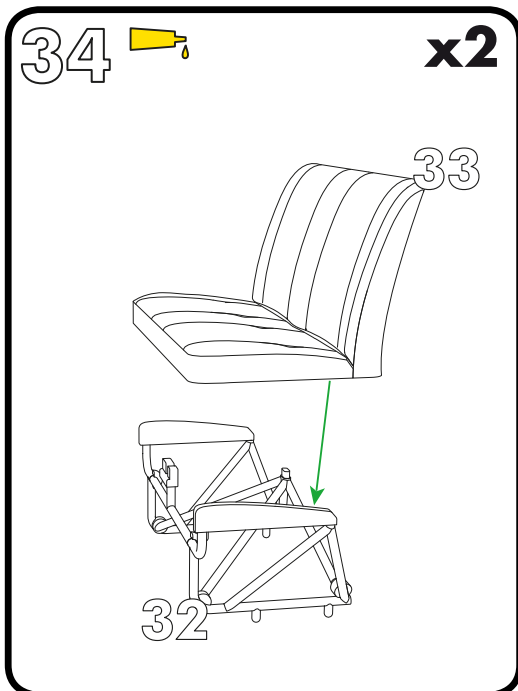
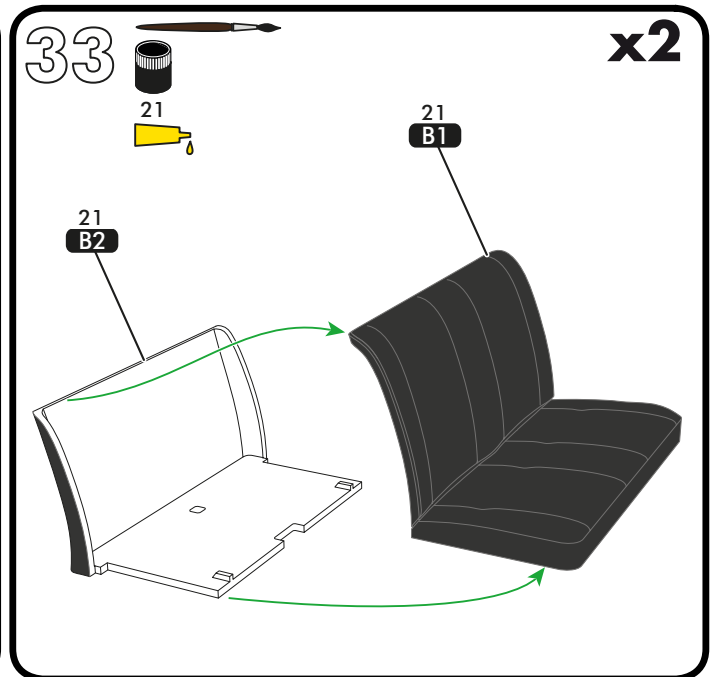
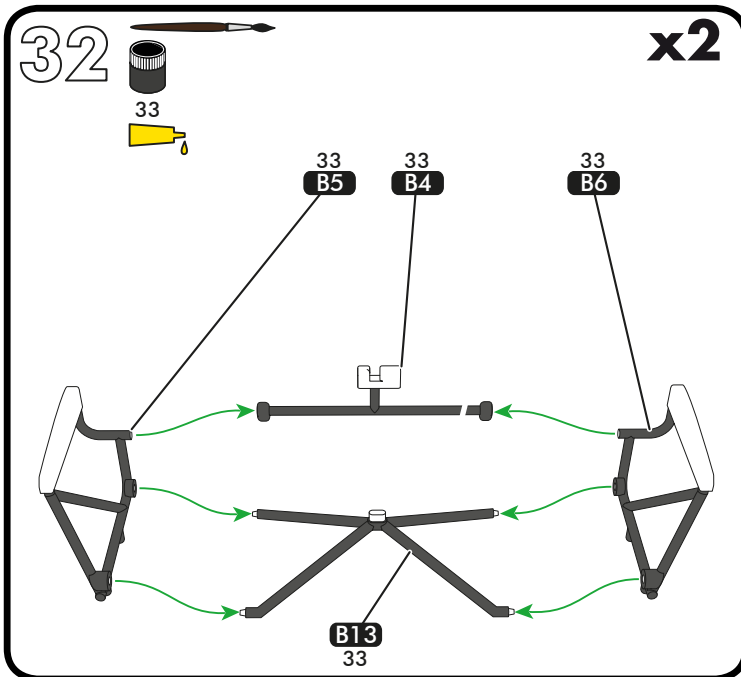
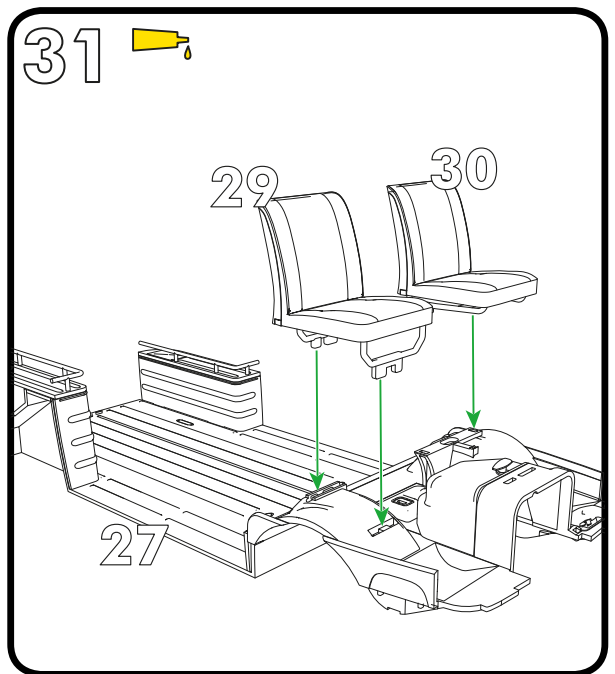
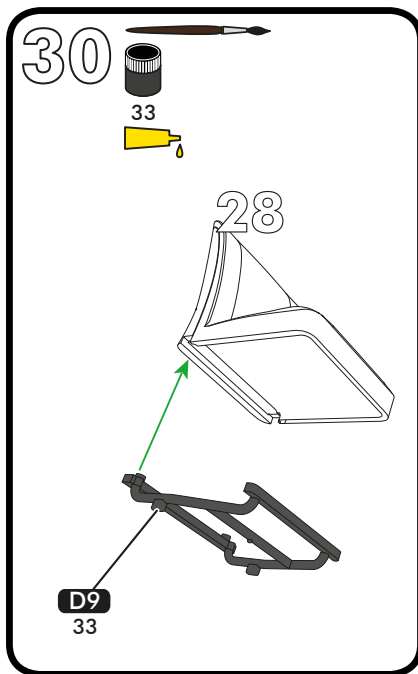
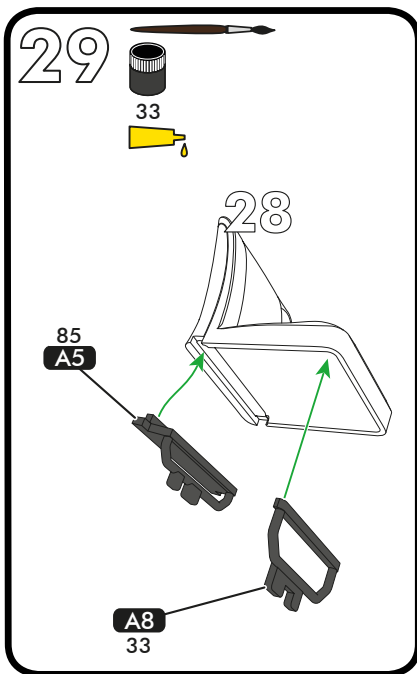


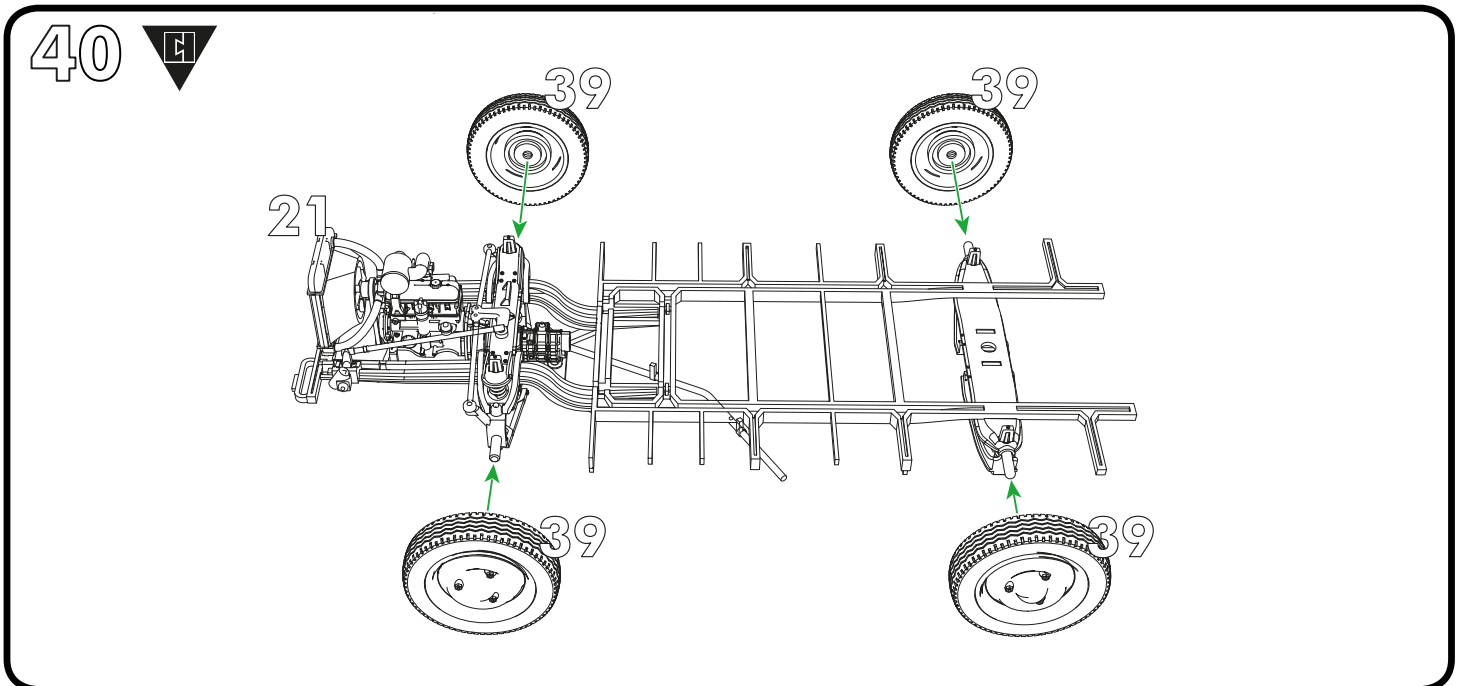
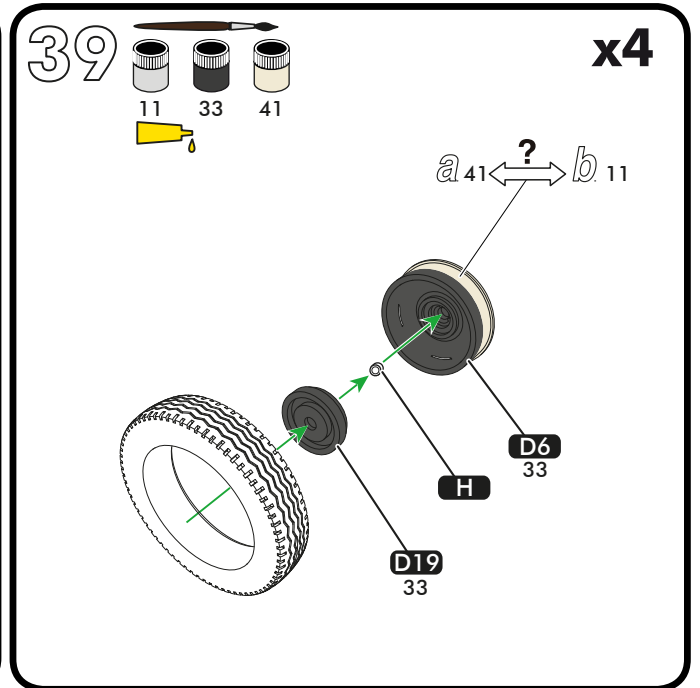
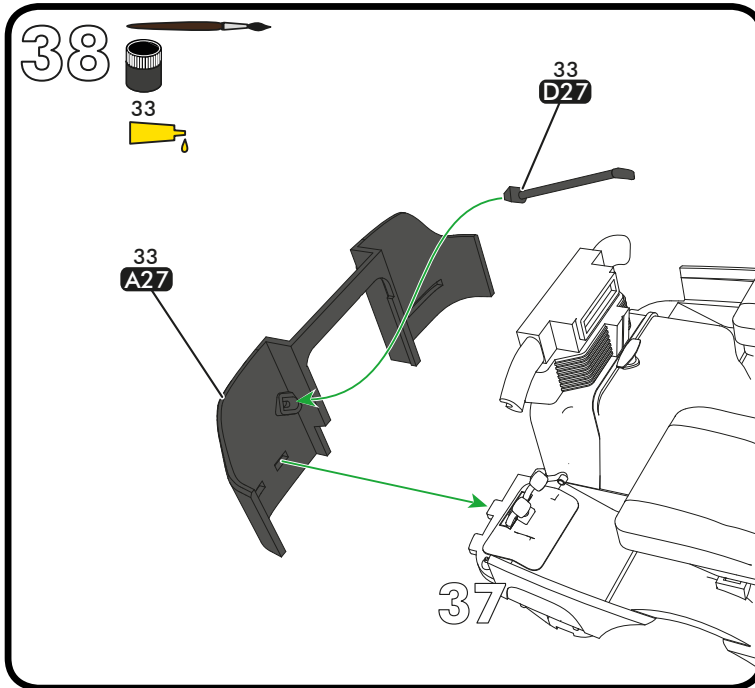
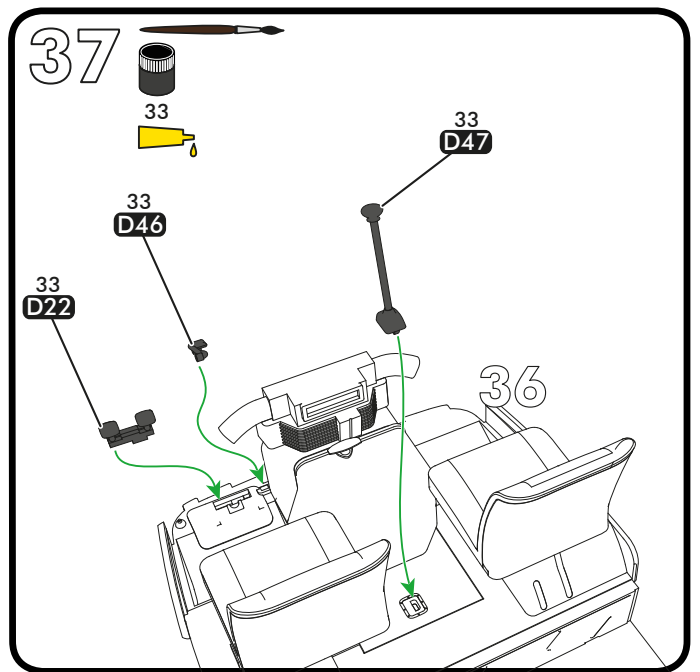
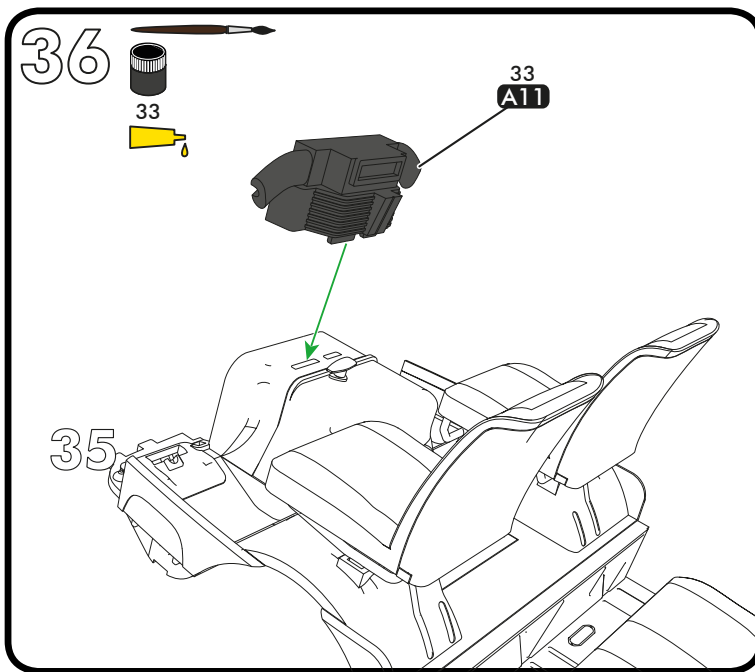






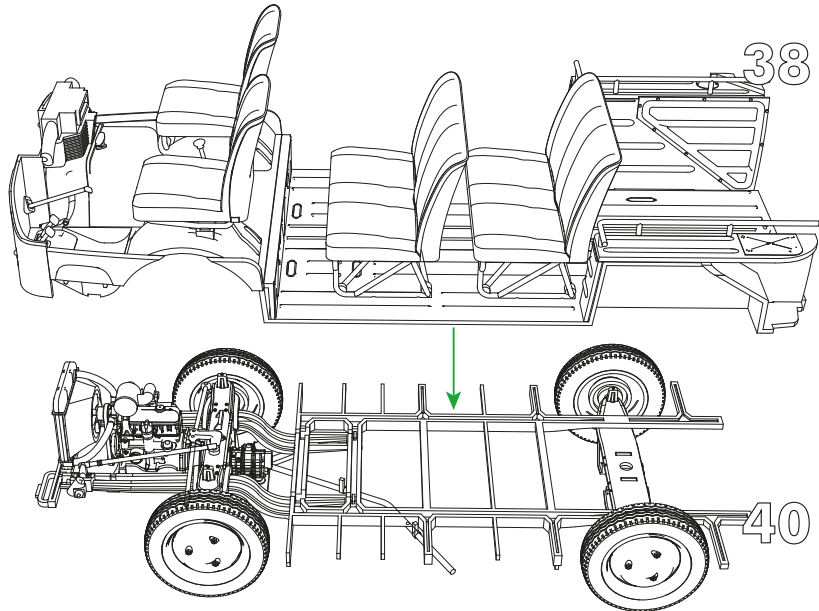




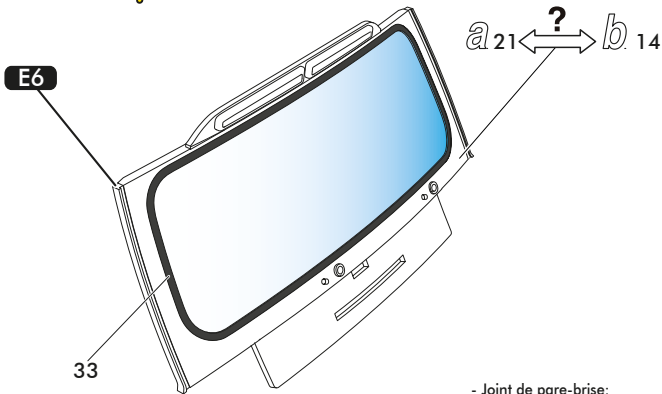
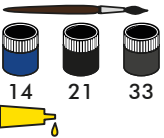




41 

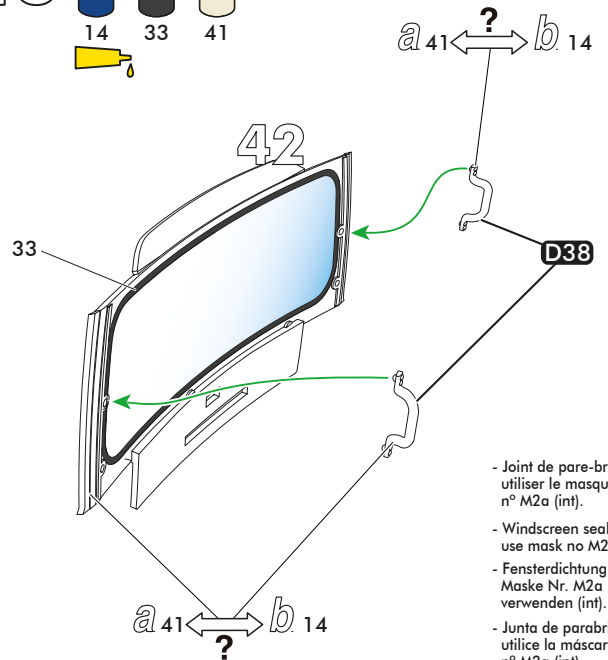
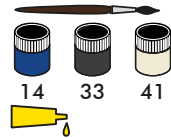


42



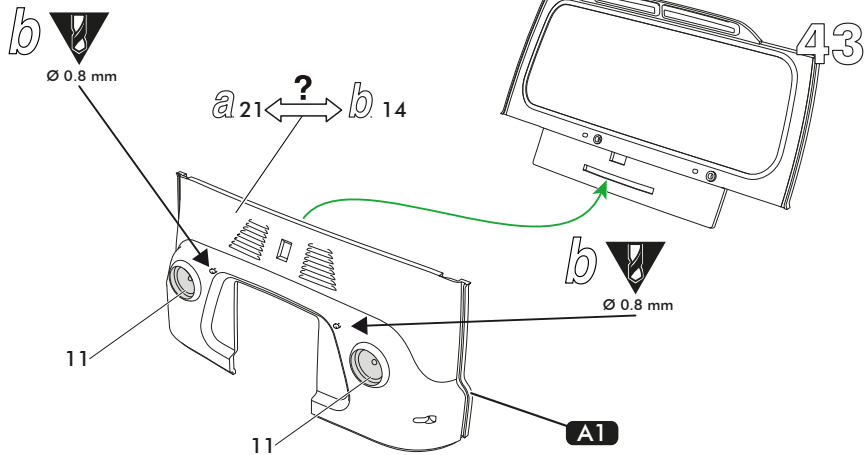
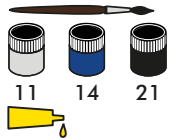
- Joint de pare-brise: utiliser le masque n° M1a (ext).
- Windscreen seal: use mask no M1a (ext).
- Fensterdichtung: Maske Nr. M1a verwenden (ext).
- Junta de parabrisas: utilice la máscara n° M1a (ext).

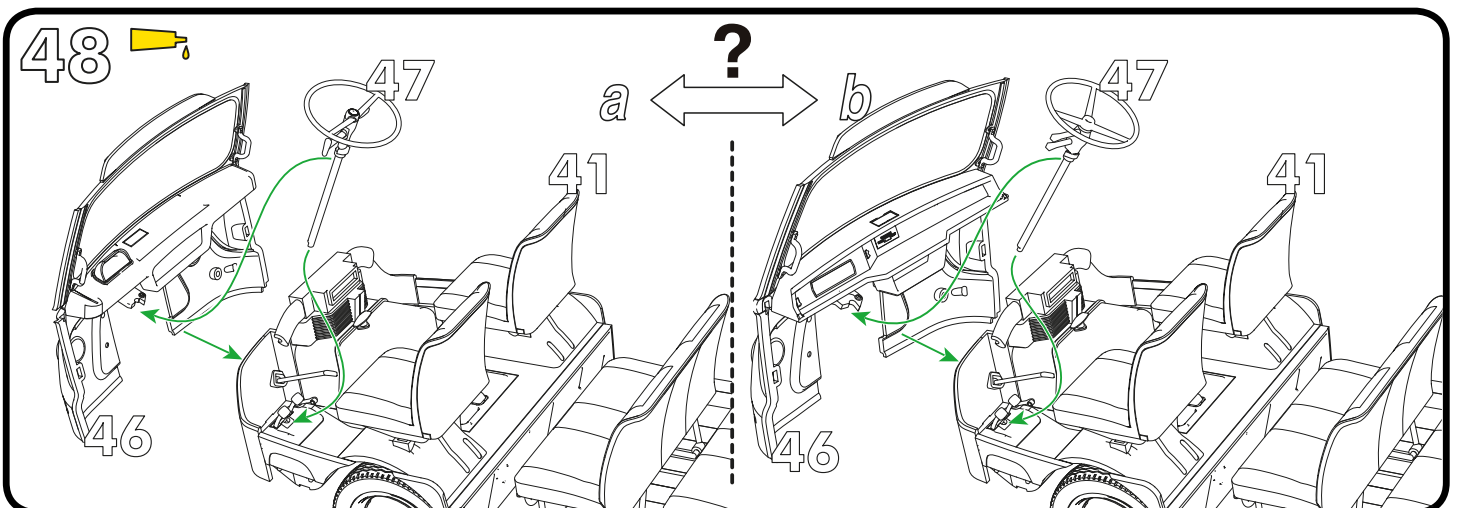
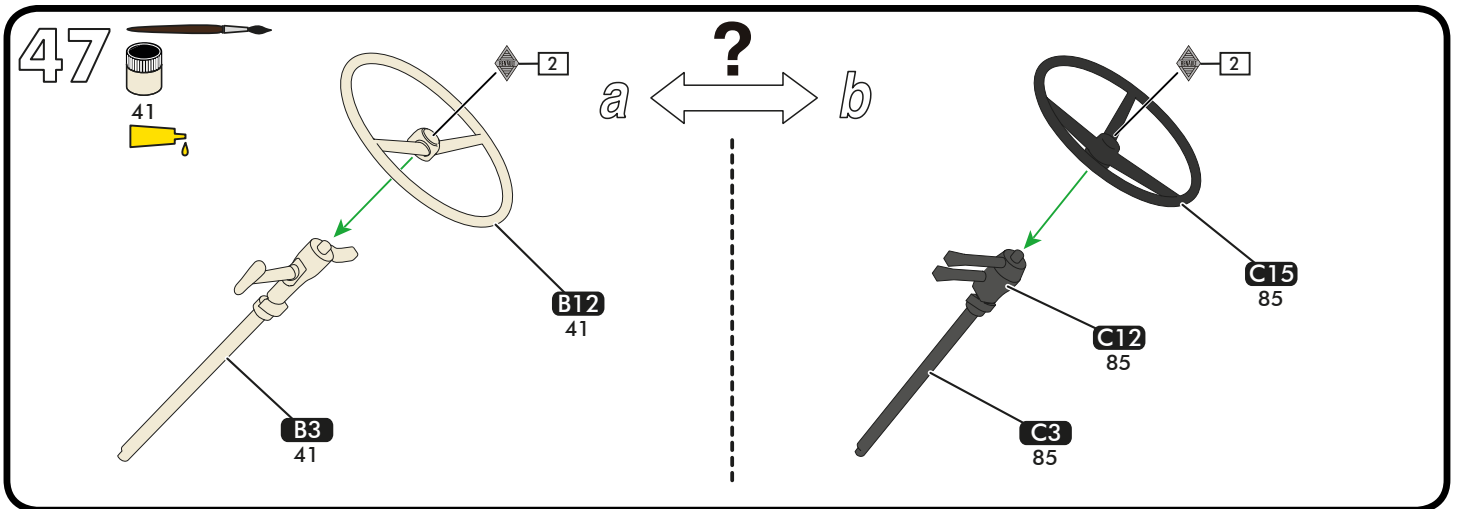
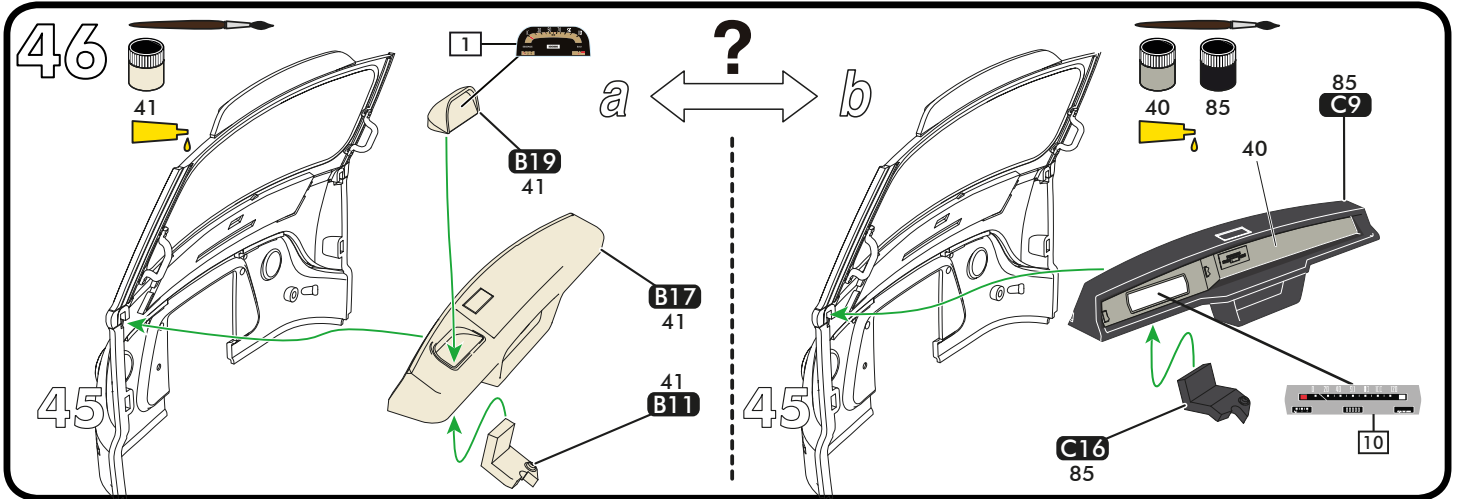
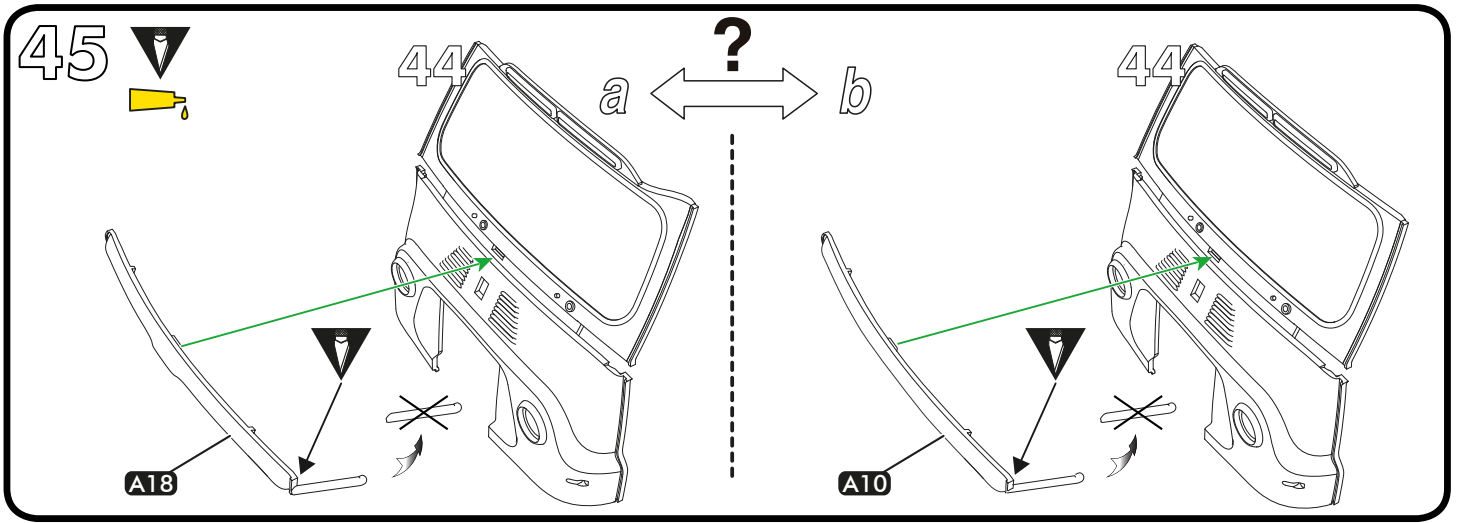
43

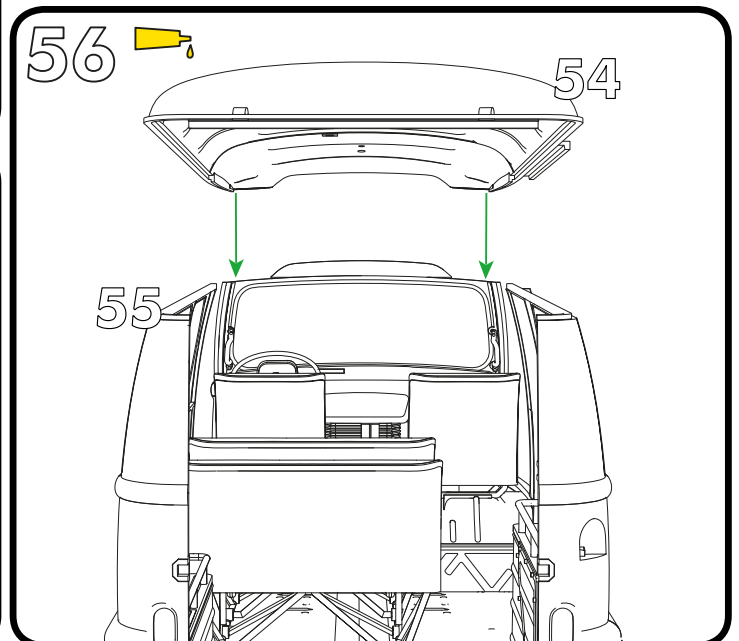
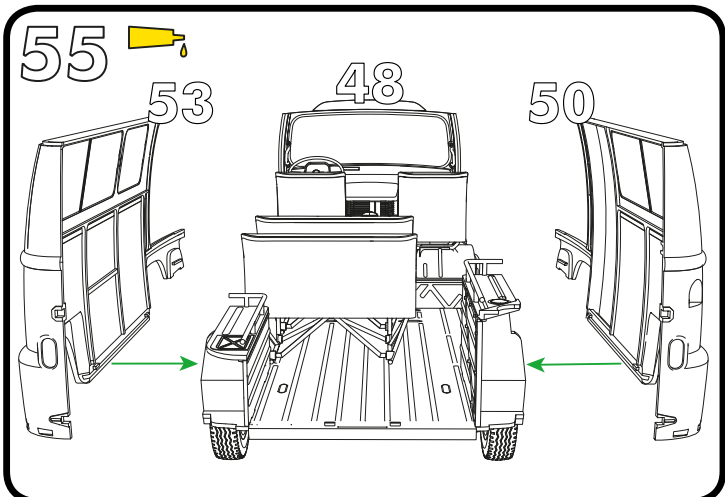
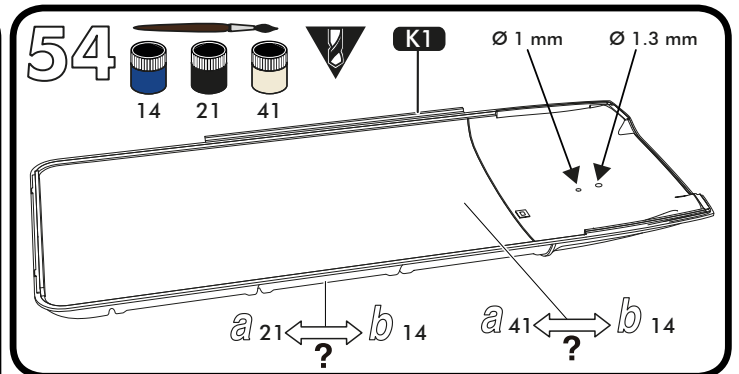
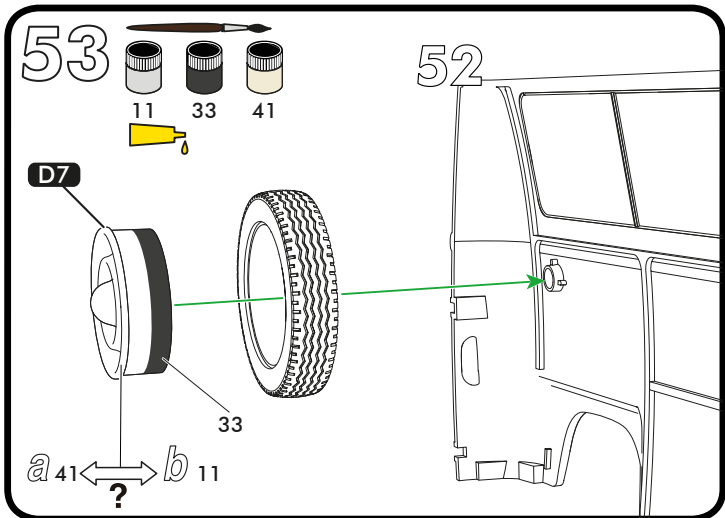
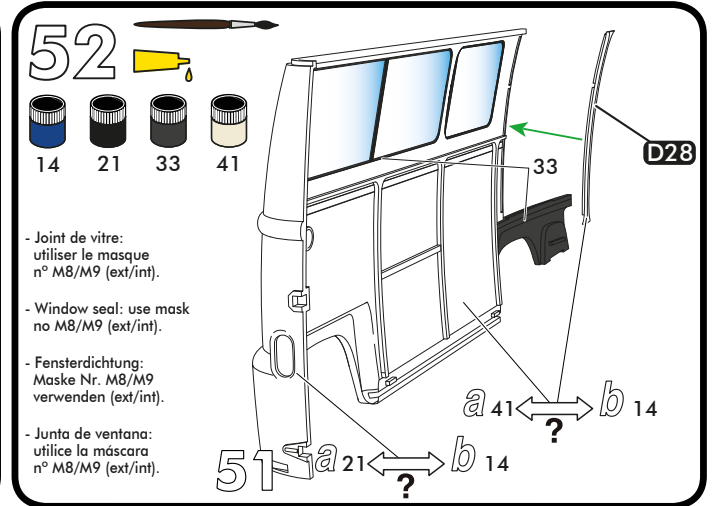
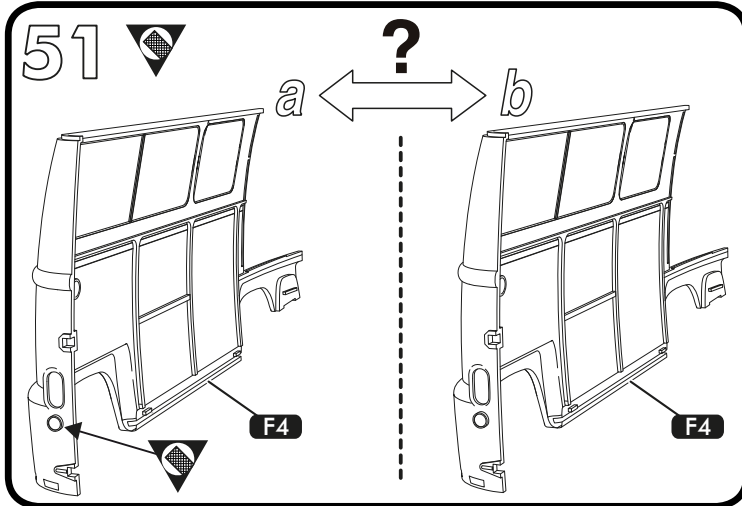
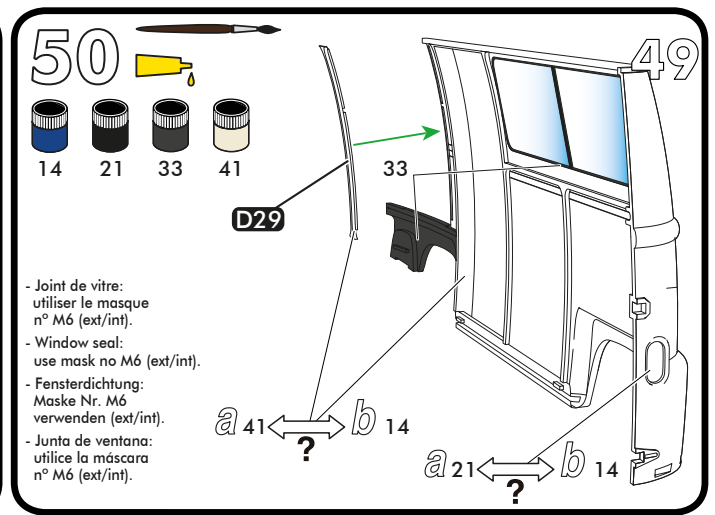
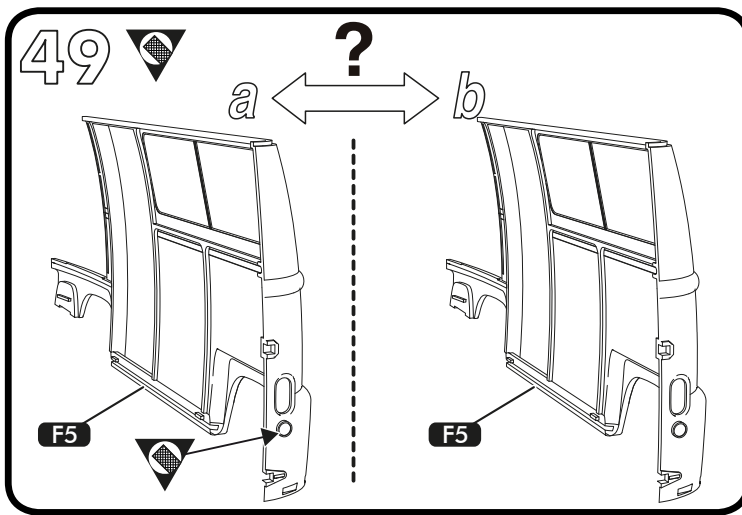


- Joint de pare-brise: utiliser le masque n° M2a (int).
- Windscreen seal: use mask no M2a (int).
- Fensterdichtung: Maske Nr. M2a verwenden (int).
- Junta de parabrisas: utilice la máscara n° M2a (int).

44









# 57

14 21 33 41  
 - Joint de vitre: utiliser le masque n° M5 (ext/int).  
 - Window seal: use mask no M5 (ext/int).  
 - Fensterdichtung: Maske Nr. M5 verwenden (ext/int).  
 - Junta de ventana: utilice la máscara n° M5 (ext/int).

# 59

- Joint de vitre: utiliser le masque n° M4 (ext/int).  
 - Window seal: use mask no M4 (ext/int).  
 - Fensterdichtung: Maske Nr. M4 verwenden (ext/int).  
 - Junta de ventana: utilice la máscara n° M4 (ext/int).

# 58

# 60

# 61

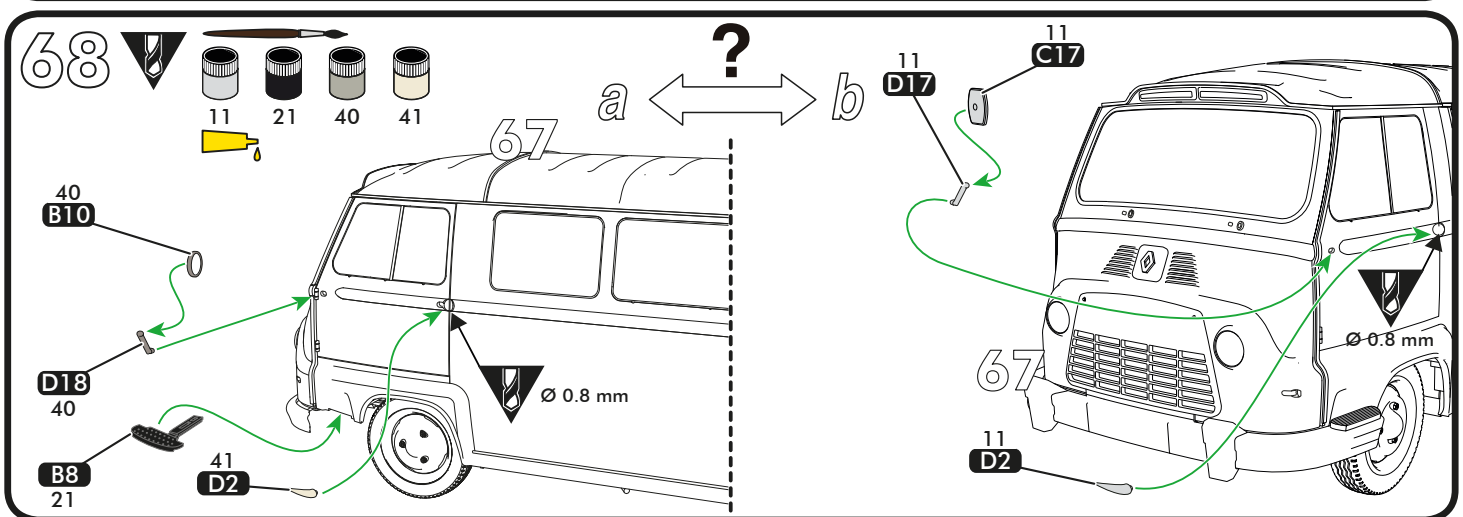
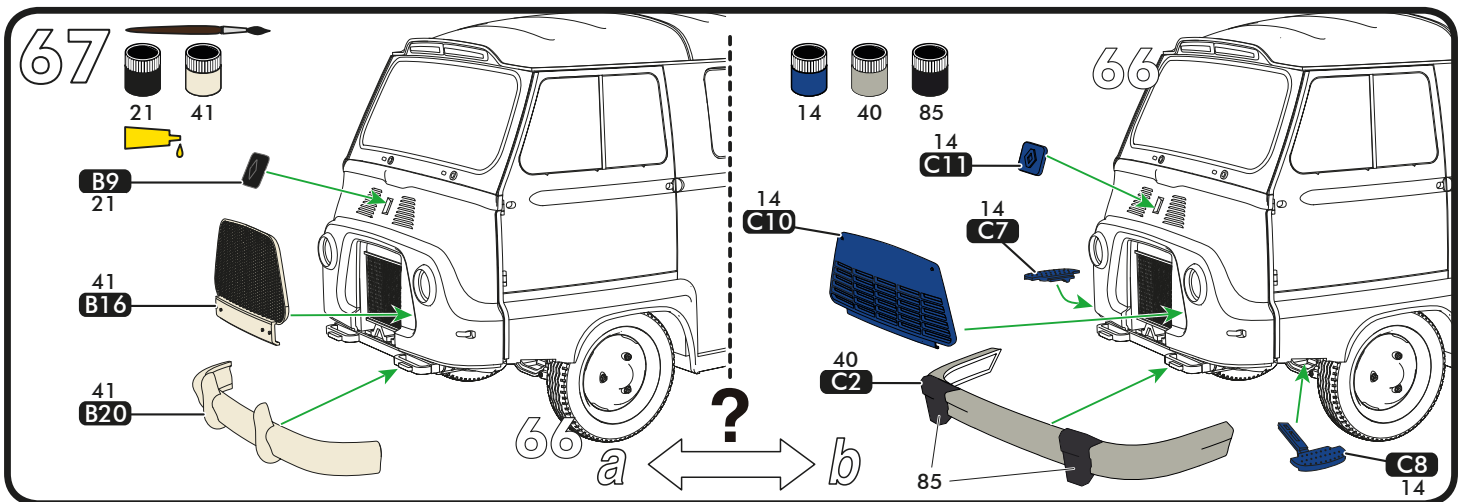
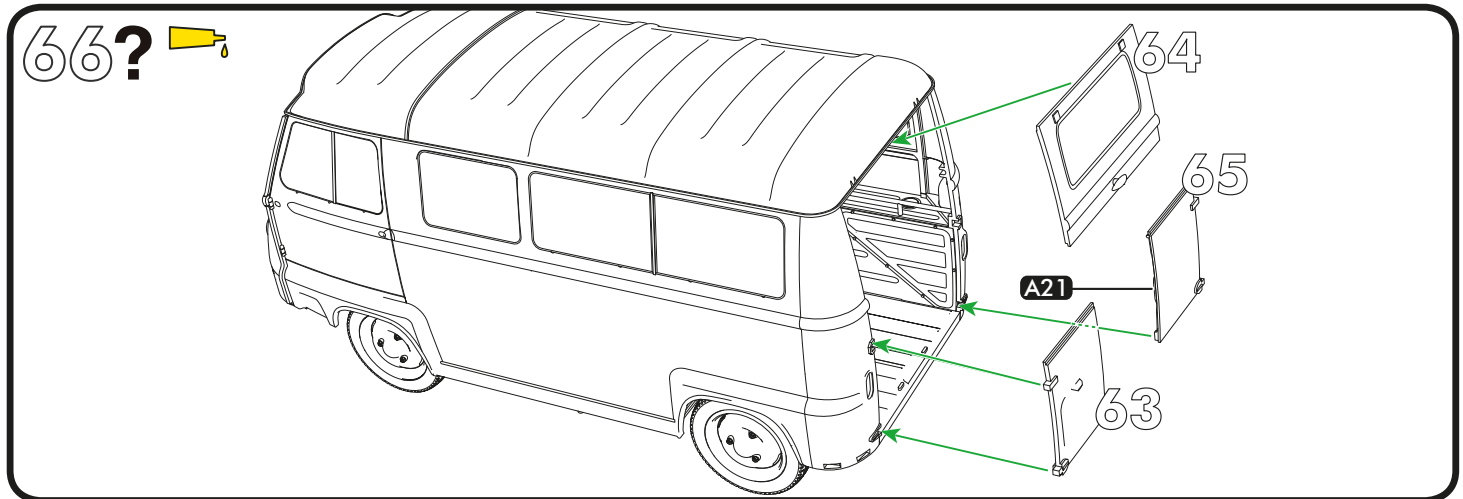
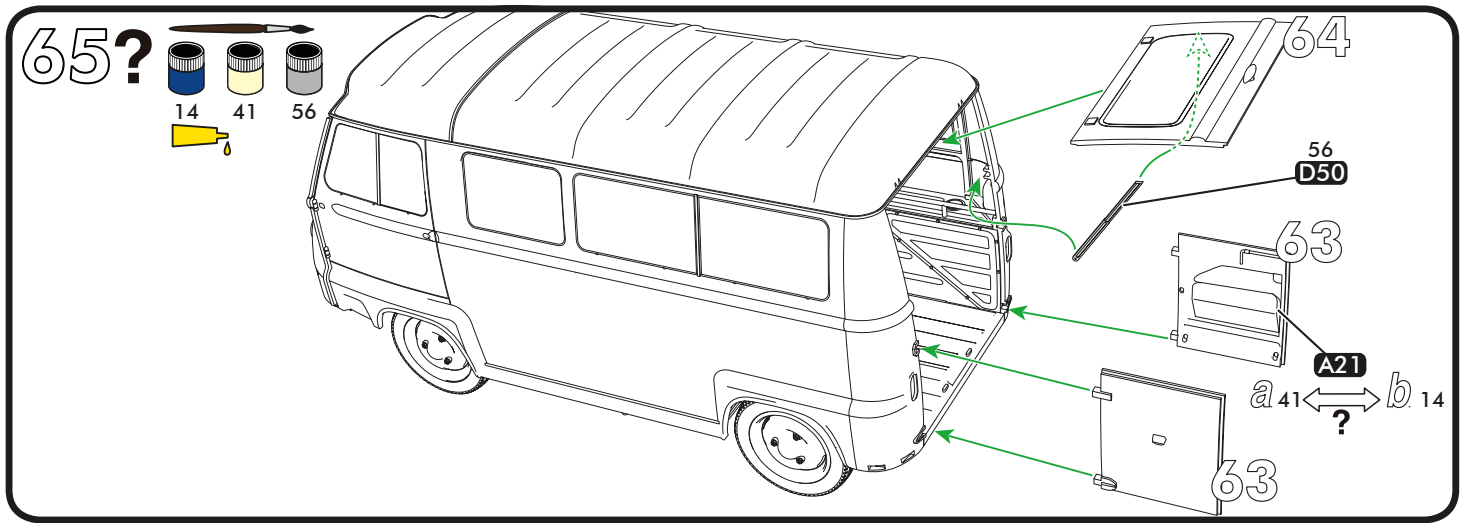
14 21 33 41  
 - Joint de vitre: utiliser le masque n° M7 (int/ext).  
 - Window seal: use mask no M7 (int/ext).  
 - Fensterdichtung: Maske Nr. M7 verwenden (int/ext).  
 - Junta de ventana: utilice la máscara n° M7 (int/ext).

# 62

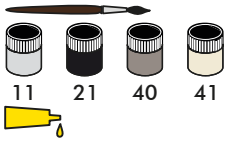
# 63

14 21 33 41  
 - Joint de lunette arrière: utiliser le masque n° M3a (int/ext).  
 - Rear window seal: use mask no M3a (int/ext).  
 - Fensterdichtung: Maske Nr. M3a verwenden (int/ext).  
 - Junta de luna trasera: utilice la máscara n° M3a (int/ext).

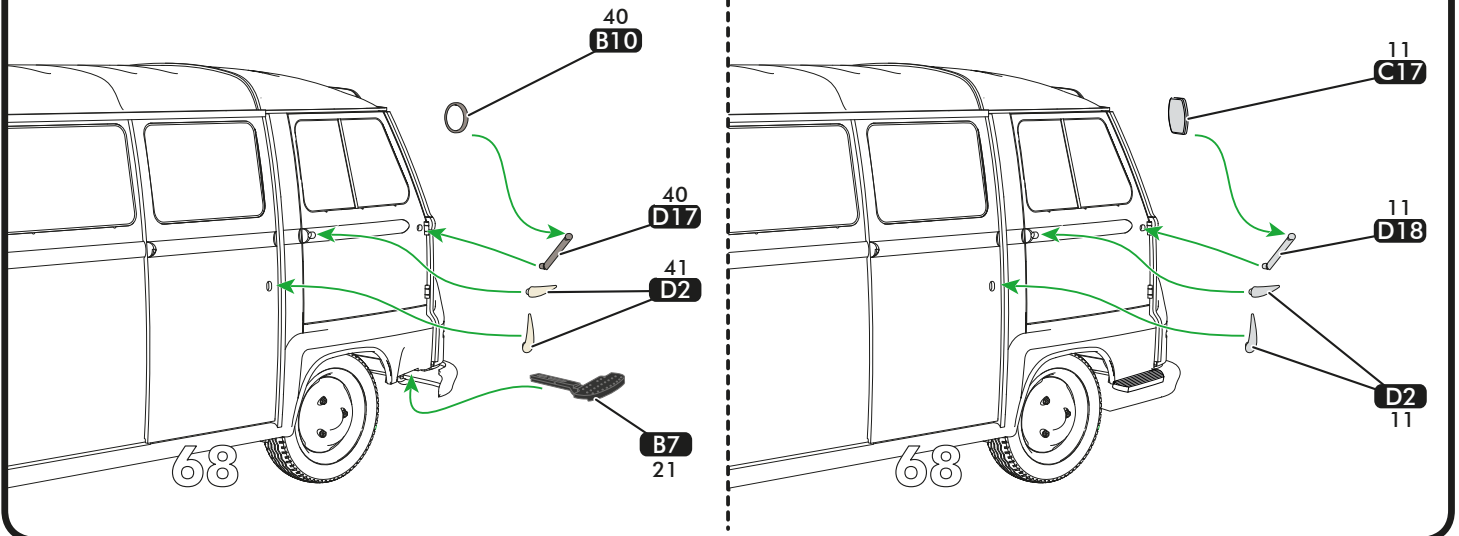
# 64



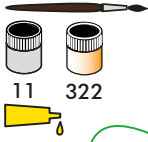
69



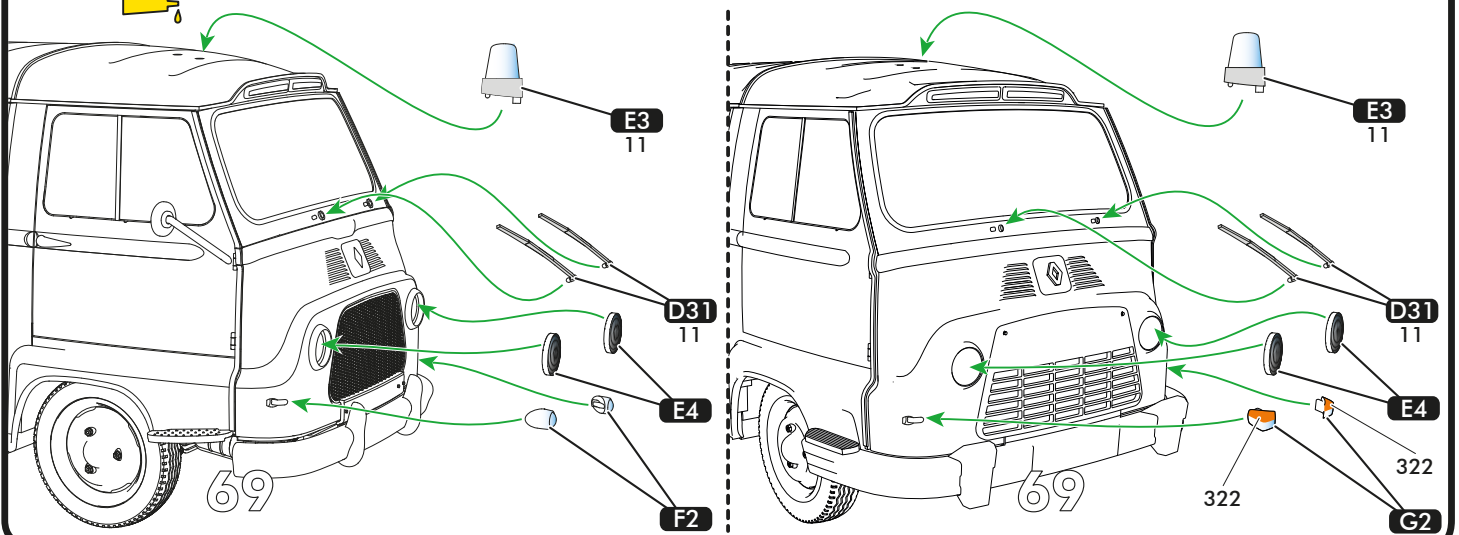
a ← ? → b



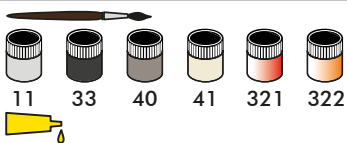
70



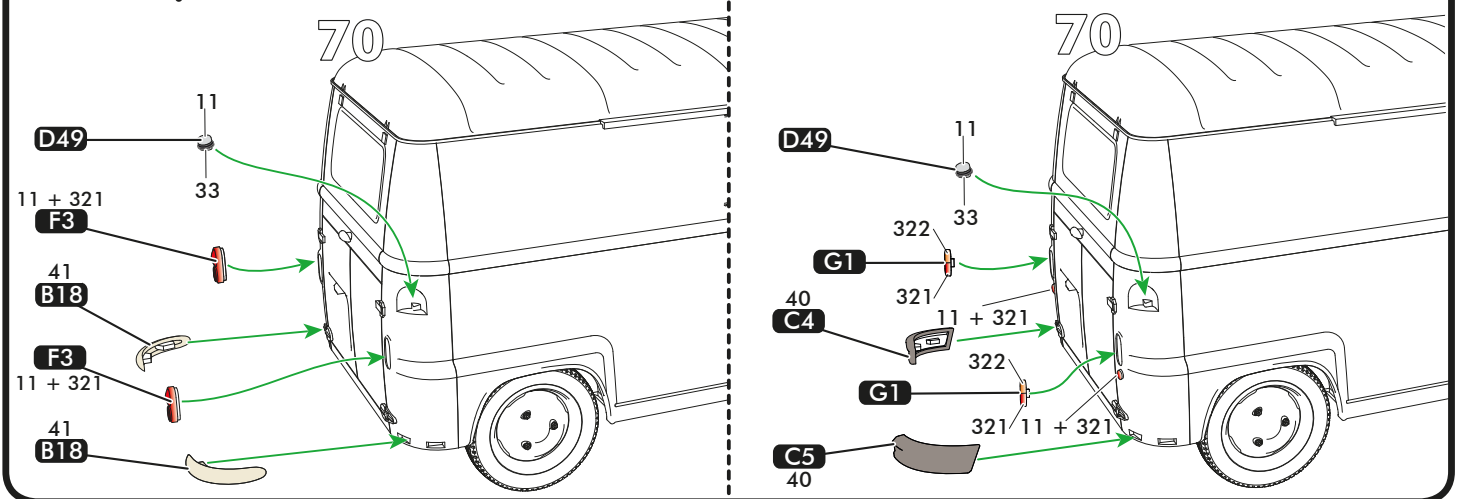
a ← ? → b



71

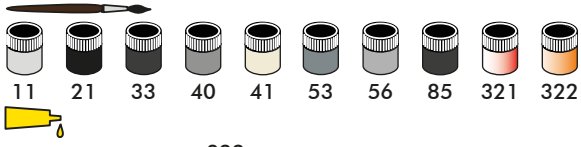


a ← ? → b

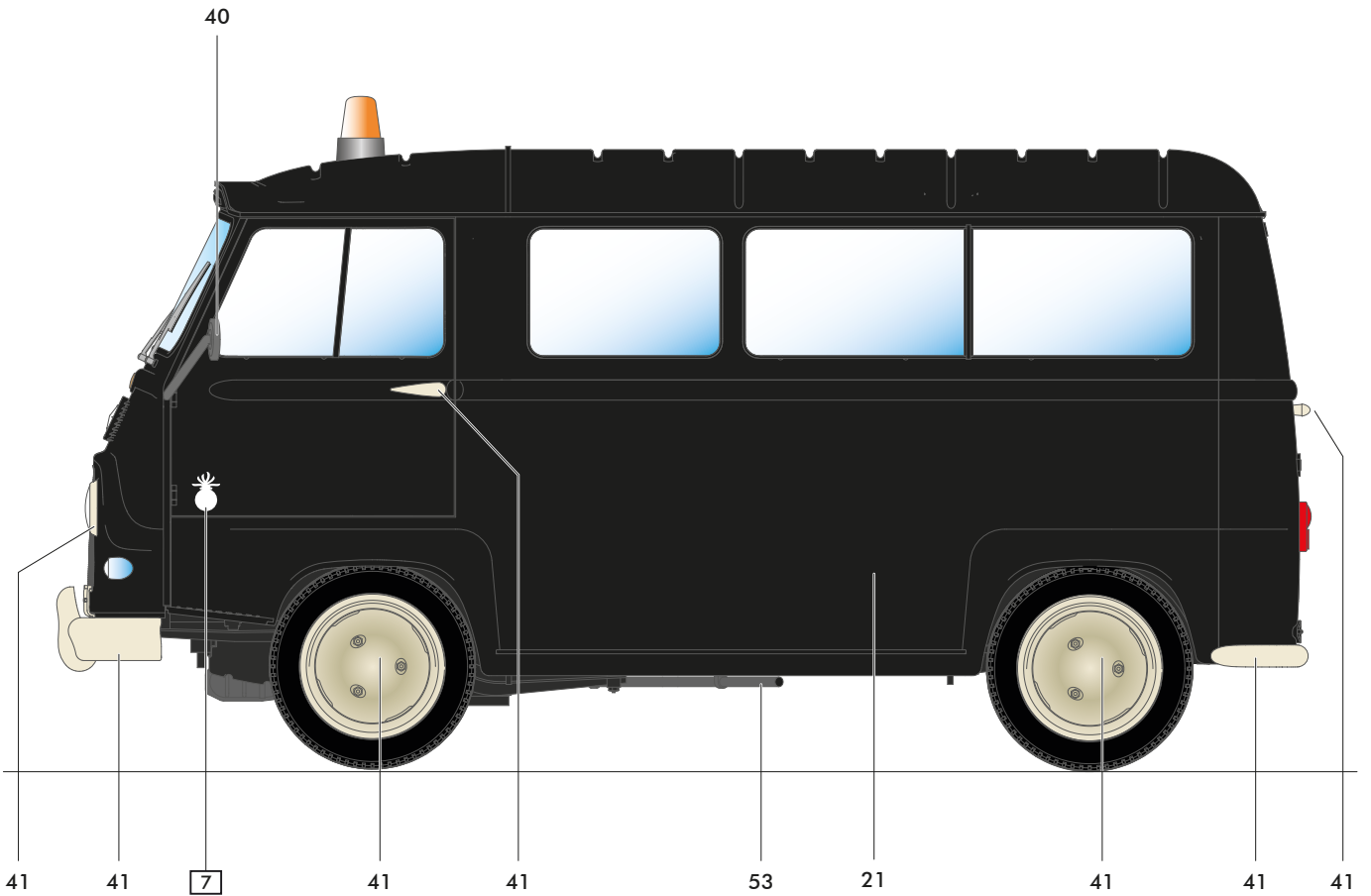
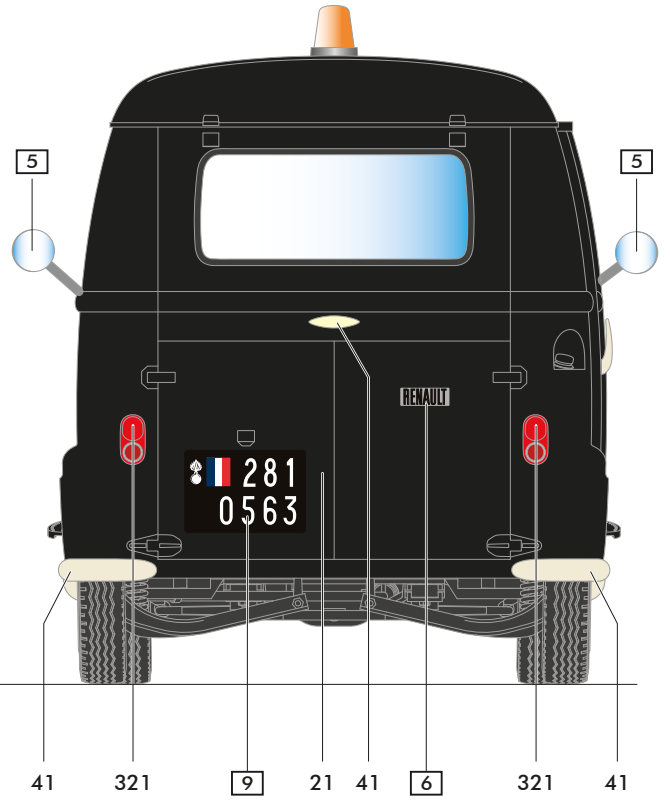
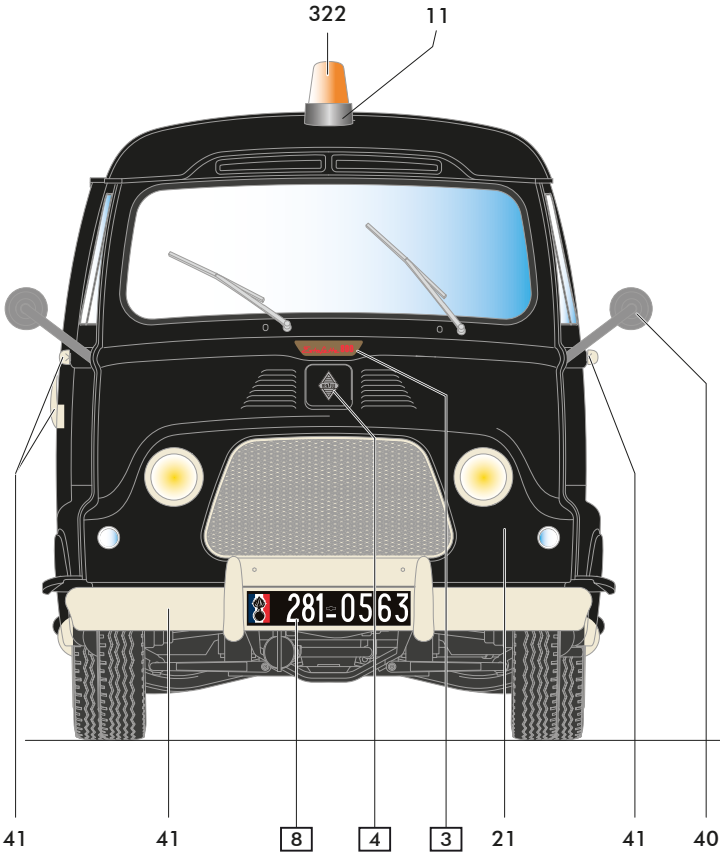




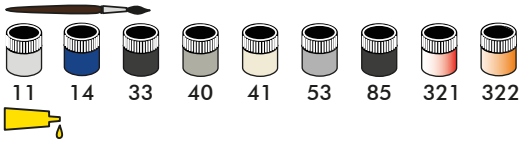
72



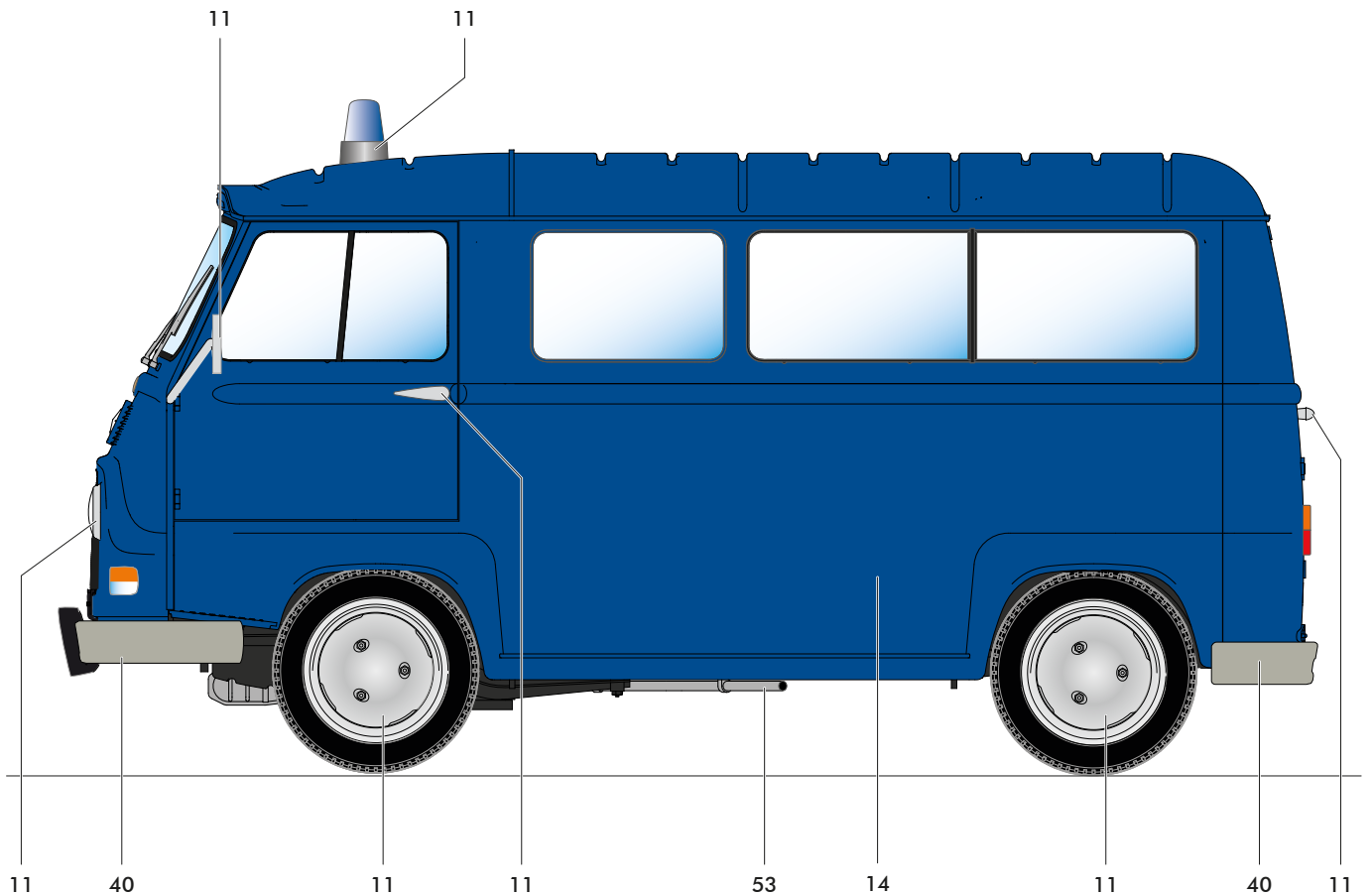
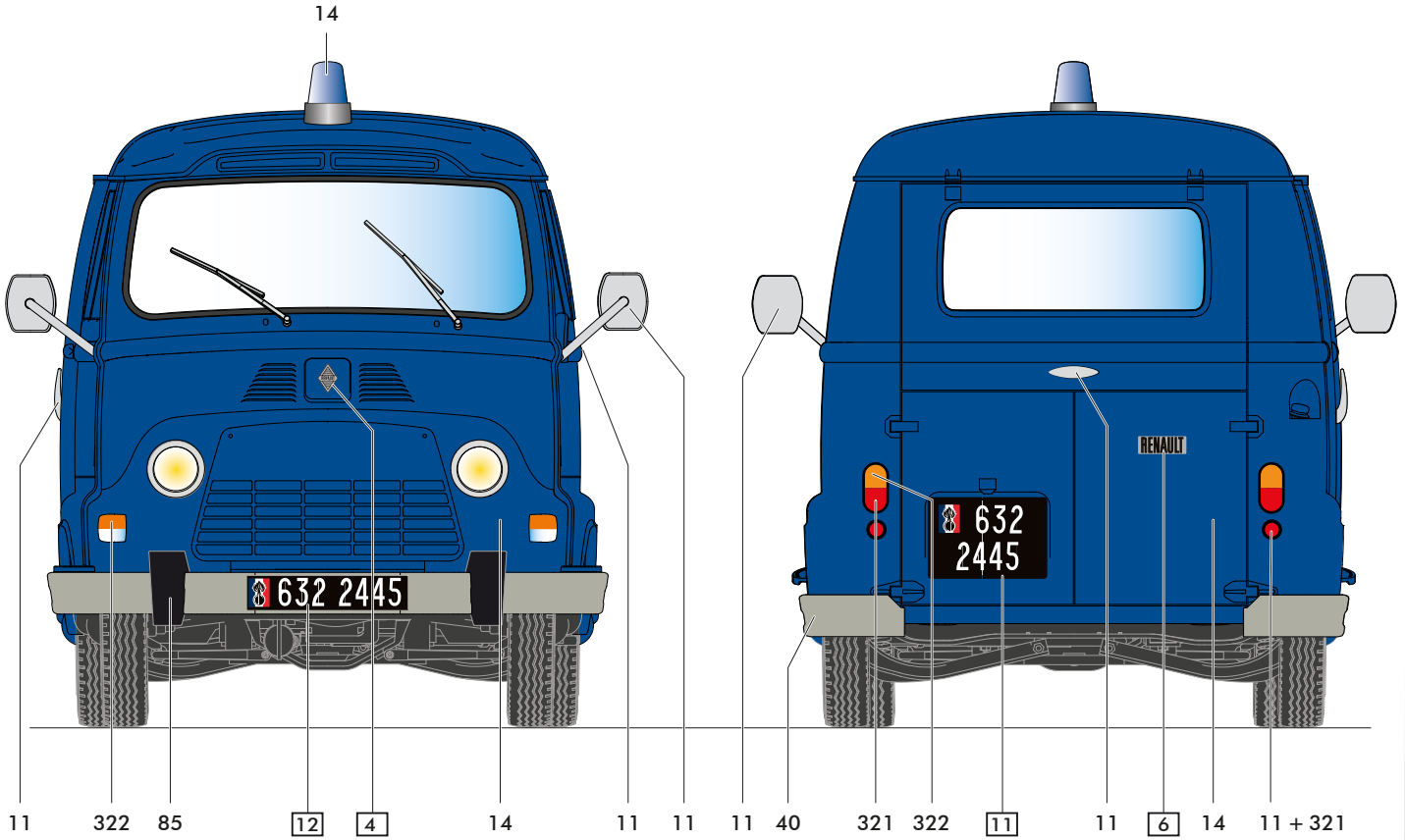
*a* Renault Estafette Gendarmerie, 1964



73



*b* Renault Estafette Gendarmerie, 1973



PEINTURES ESSENTIELLES / ESSENTIAL PAINTS

Disponibles séparément chez votre revendeur de maquettes. / Available separately at your local hobby shop.



11  
Argent  
Silver  
Silber



14  
Bleu brillant  
Gloss blue  
Glänzend -Blau



22  
Blanc brillant  
White Gloss  
Weiß glänzend



33  
Noir mat  
Matt black  
Matt-Schwarz



40  
Gris satiné  
Satin grey  
Satin Grau



53  
Gris métallique  
Gunmetal  
Metallgrau



56  
Aluminium  
Aluminium  
Aluminium



63  
Sable mat  
Matt sand  
Matt-Sand



66  
Gris olive mat  
Matt olive drab  
Matt-Olivgrün



71  
Chêne satiné  
Satin oak  
Satin-Eichgrün



85  
Noir satiné  
Satin black  
Seidenmatt-Schwarz



127  
Gris satiné  
Satin grey  
Satin Grau



321  
Rouge transparent  
Clear red  
Durchsichtiges Rot

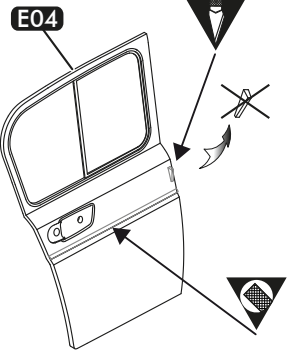


322  
Orange transparent  
Clear orange  
Durchsichtiges Orange

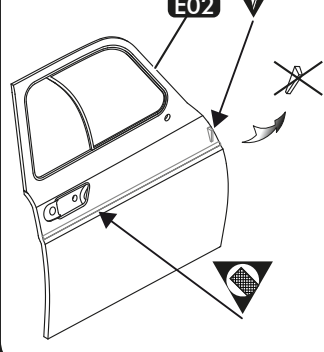


• RENAULT 4TL Gendarmerie, 1984

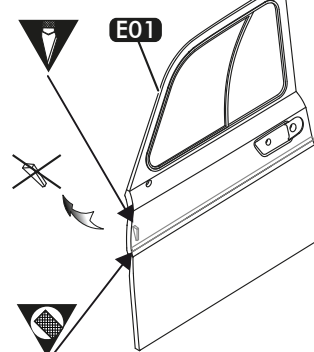
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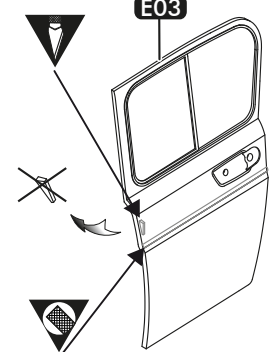
2



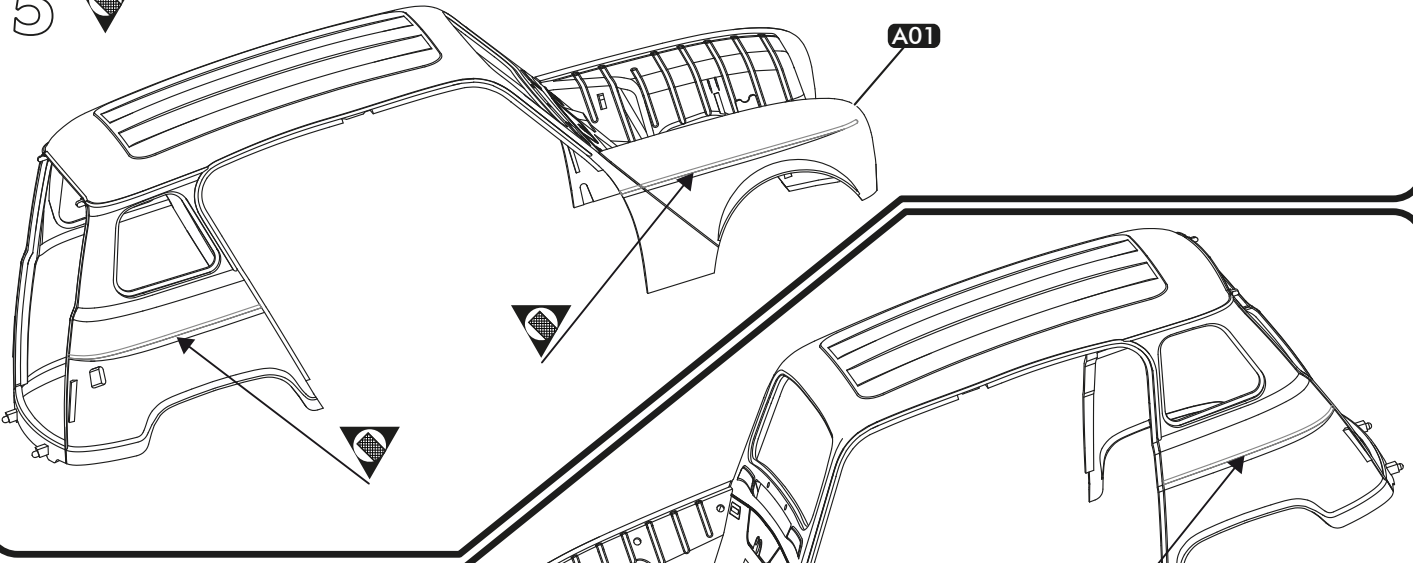
3



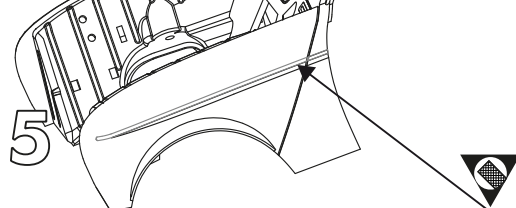
4



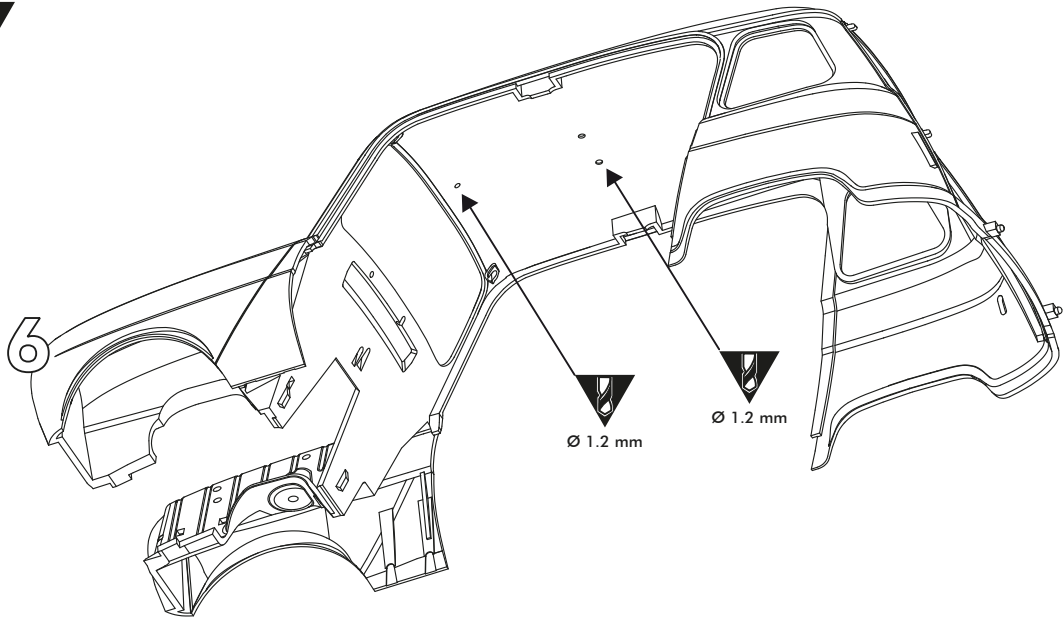
5



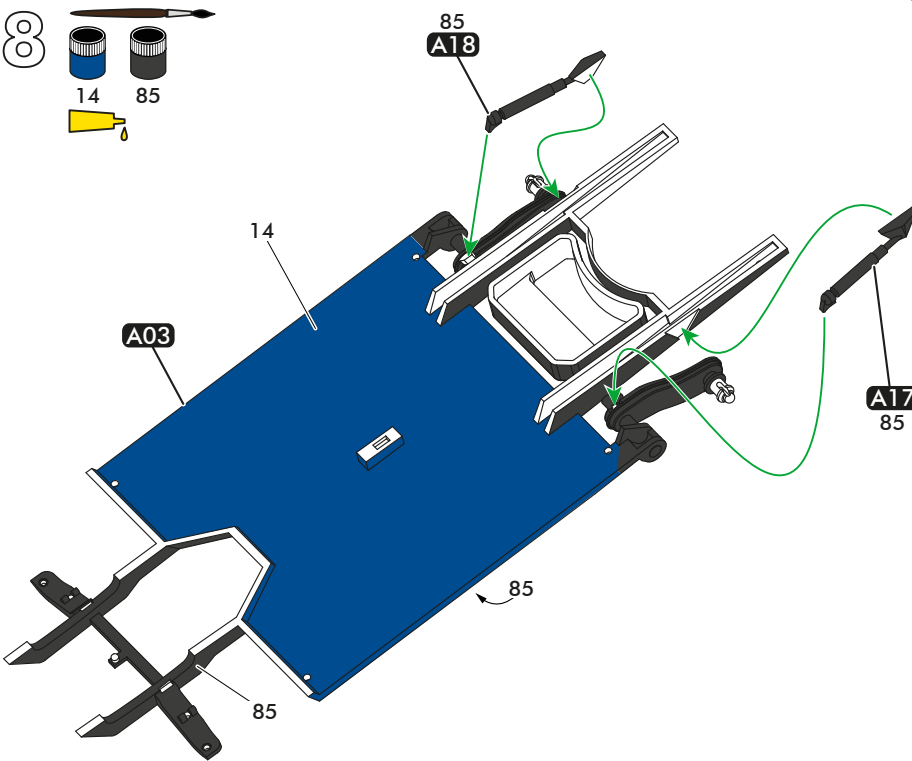
6



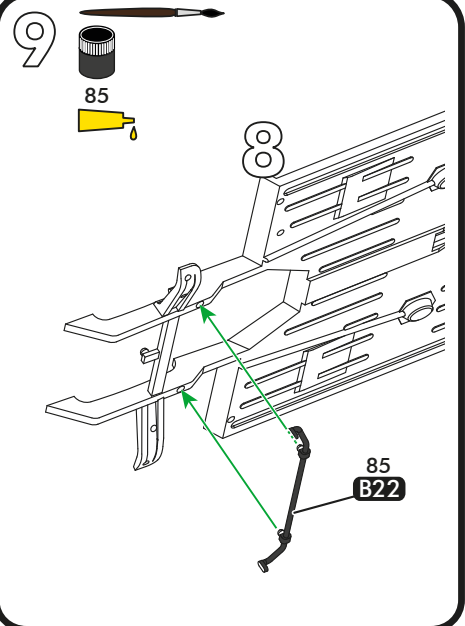
7



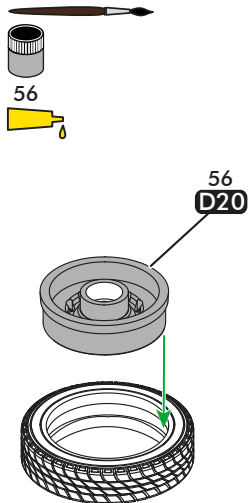
8



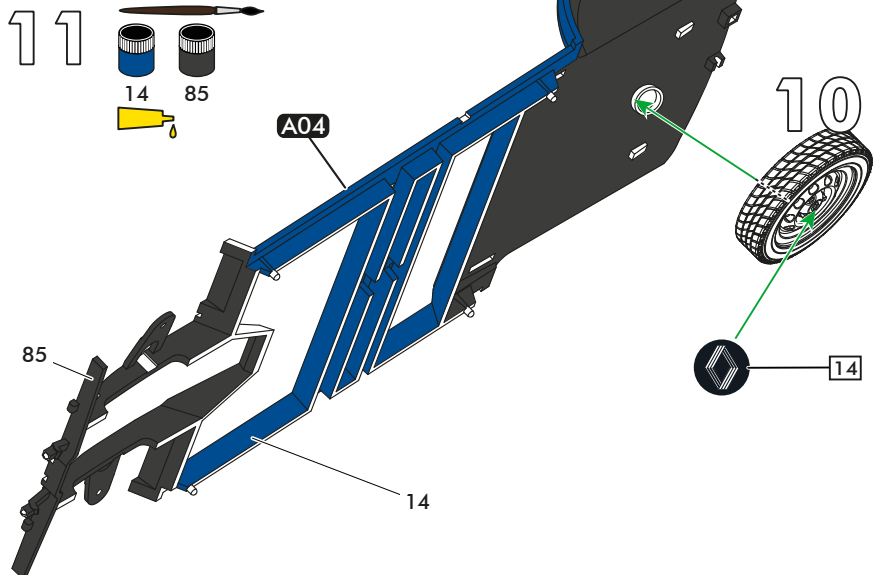
9



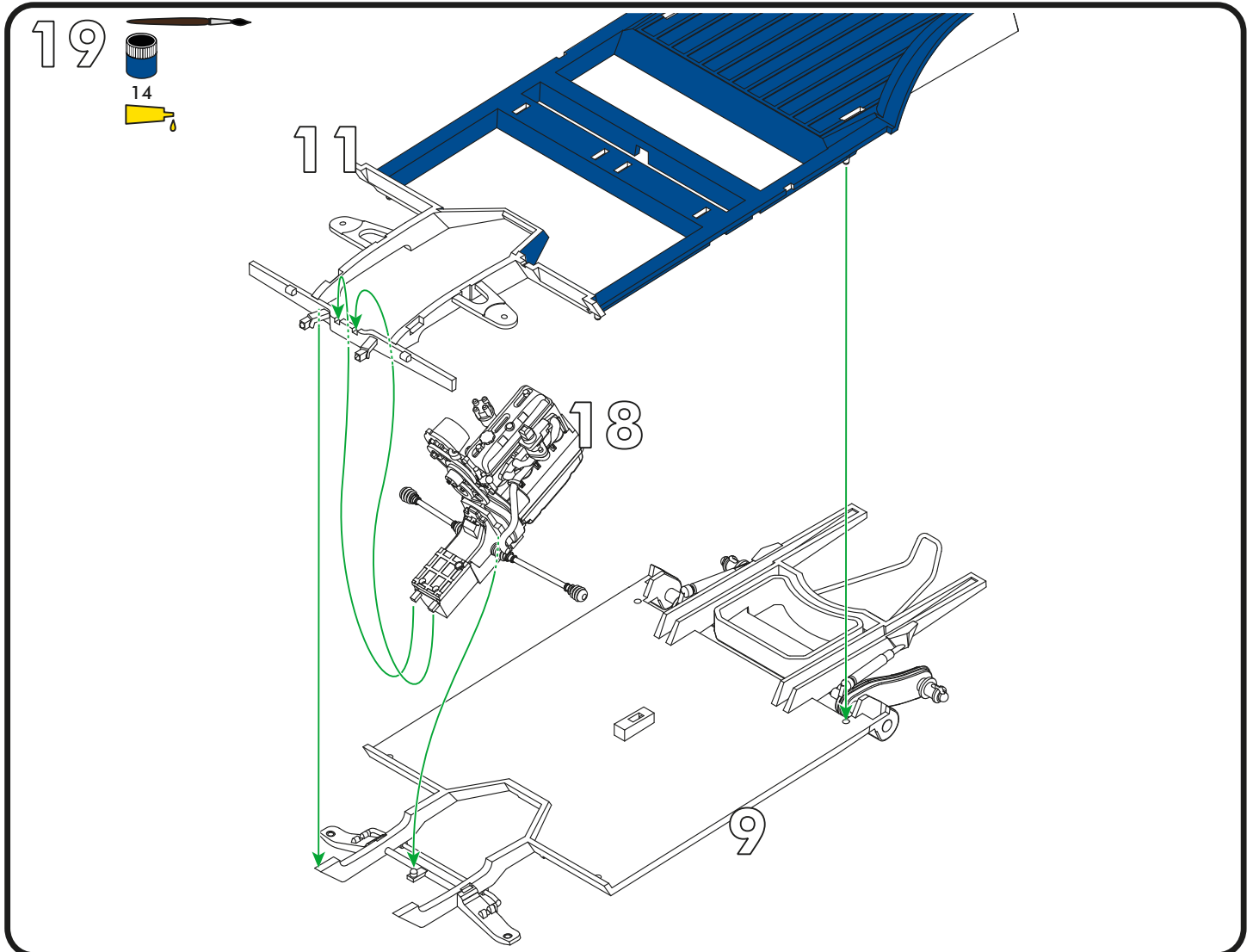
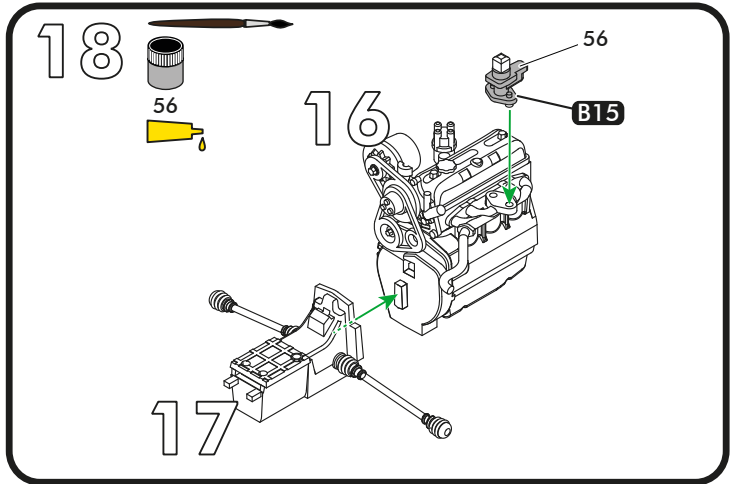
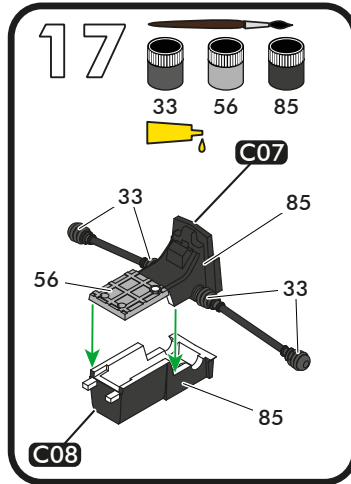
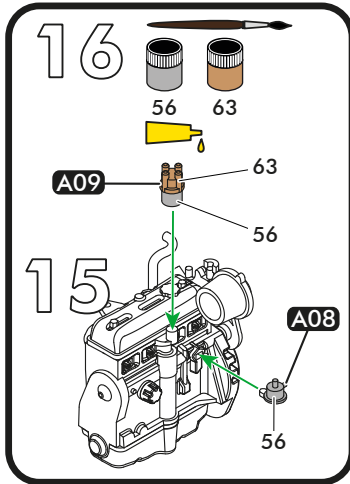
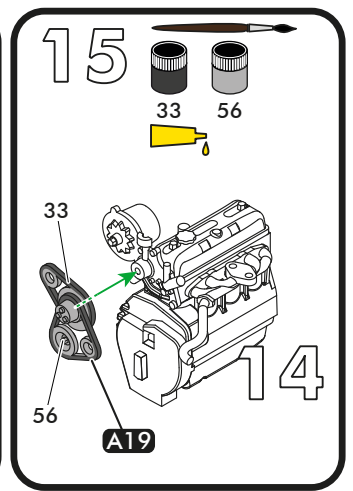
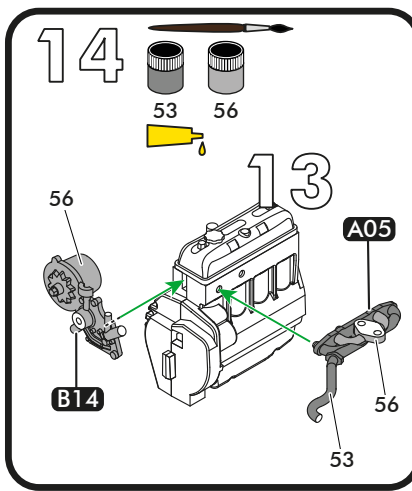
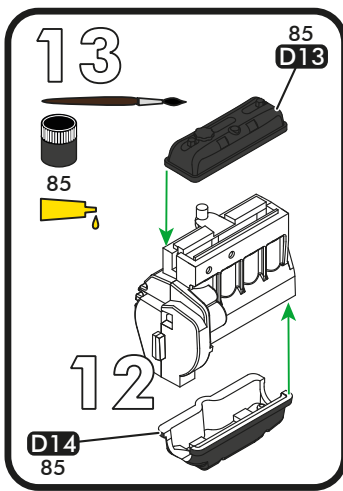
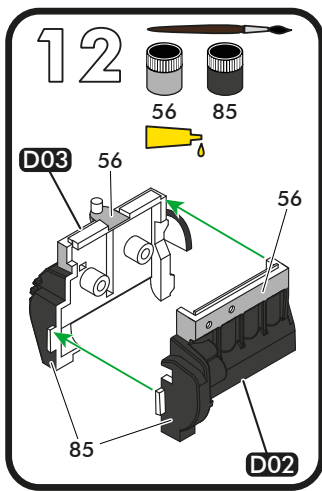
10

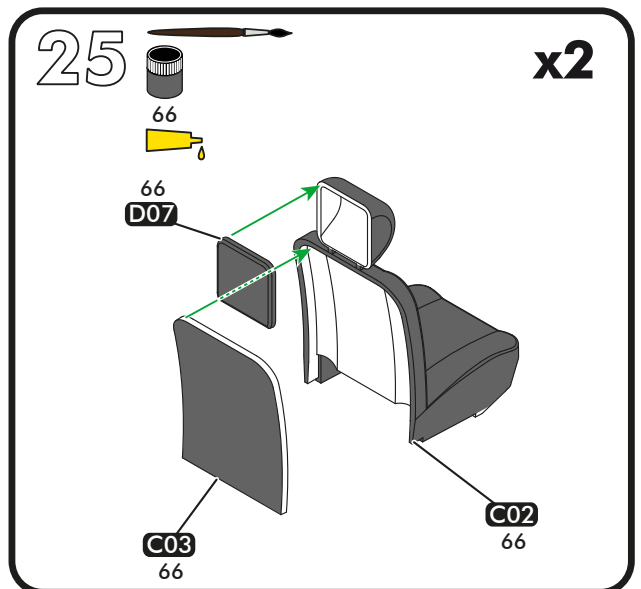
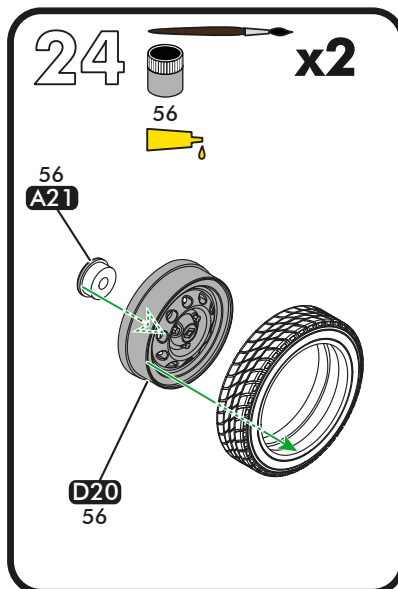
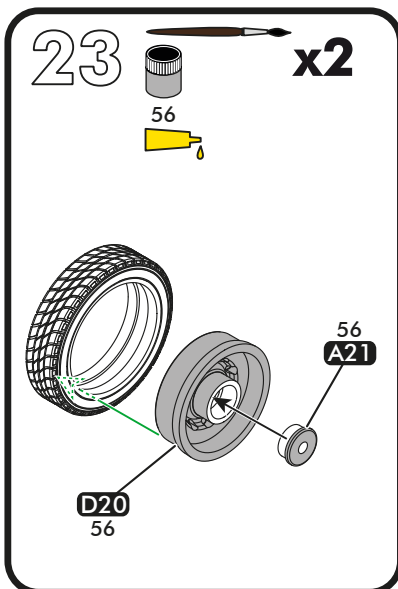
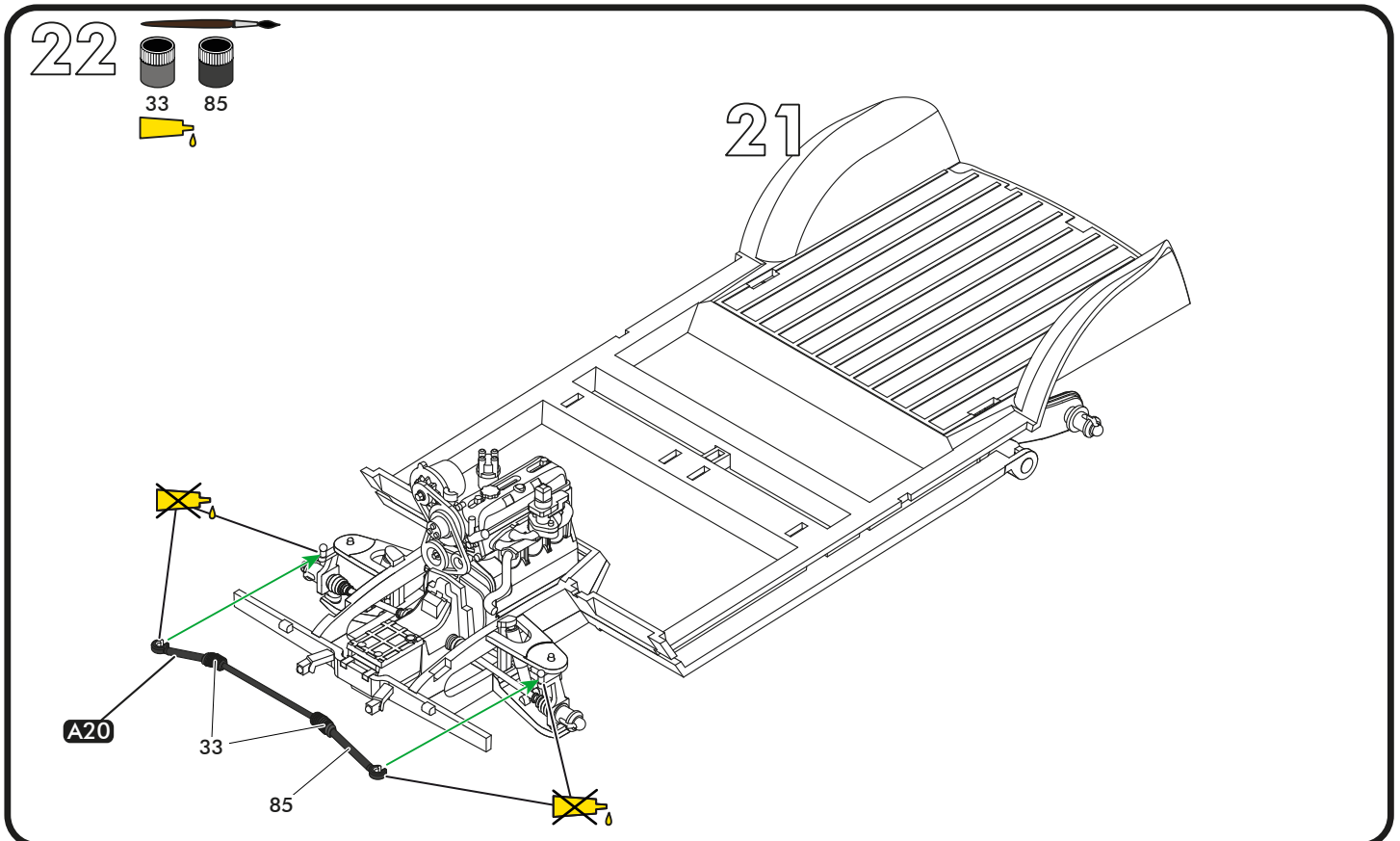
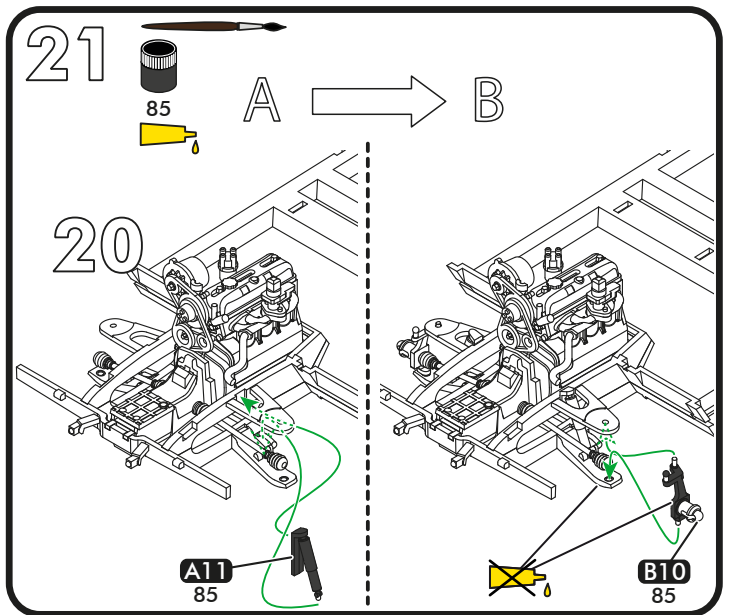
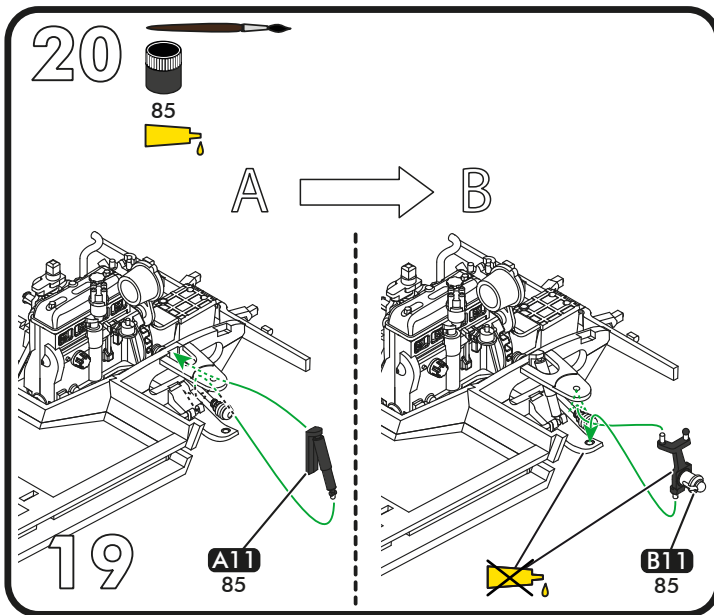


11

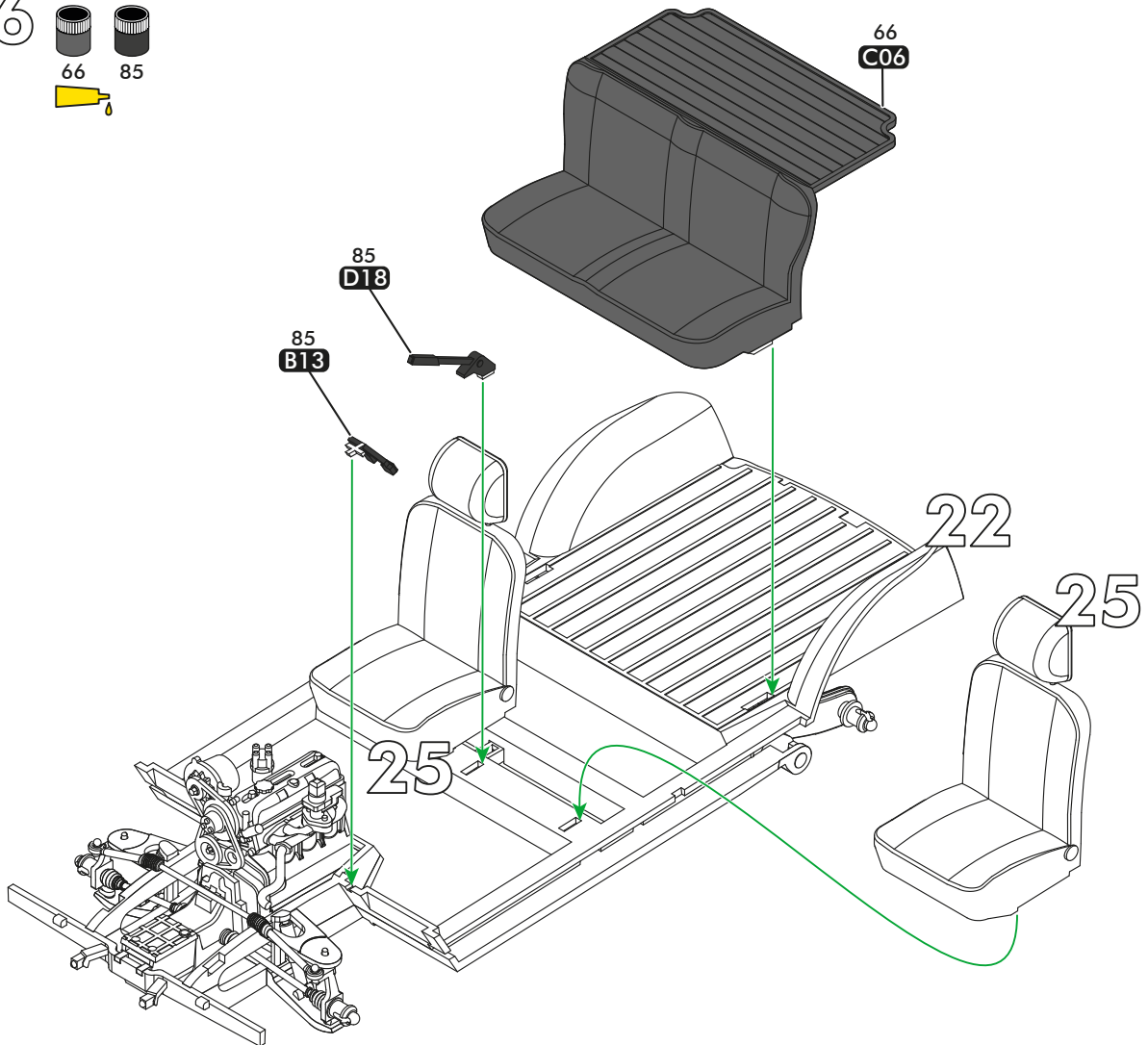
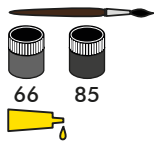




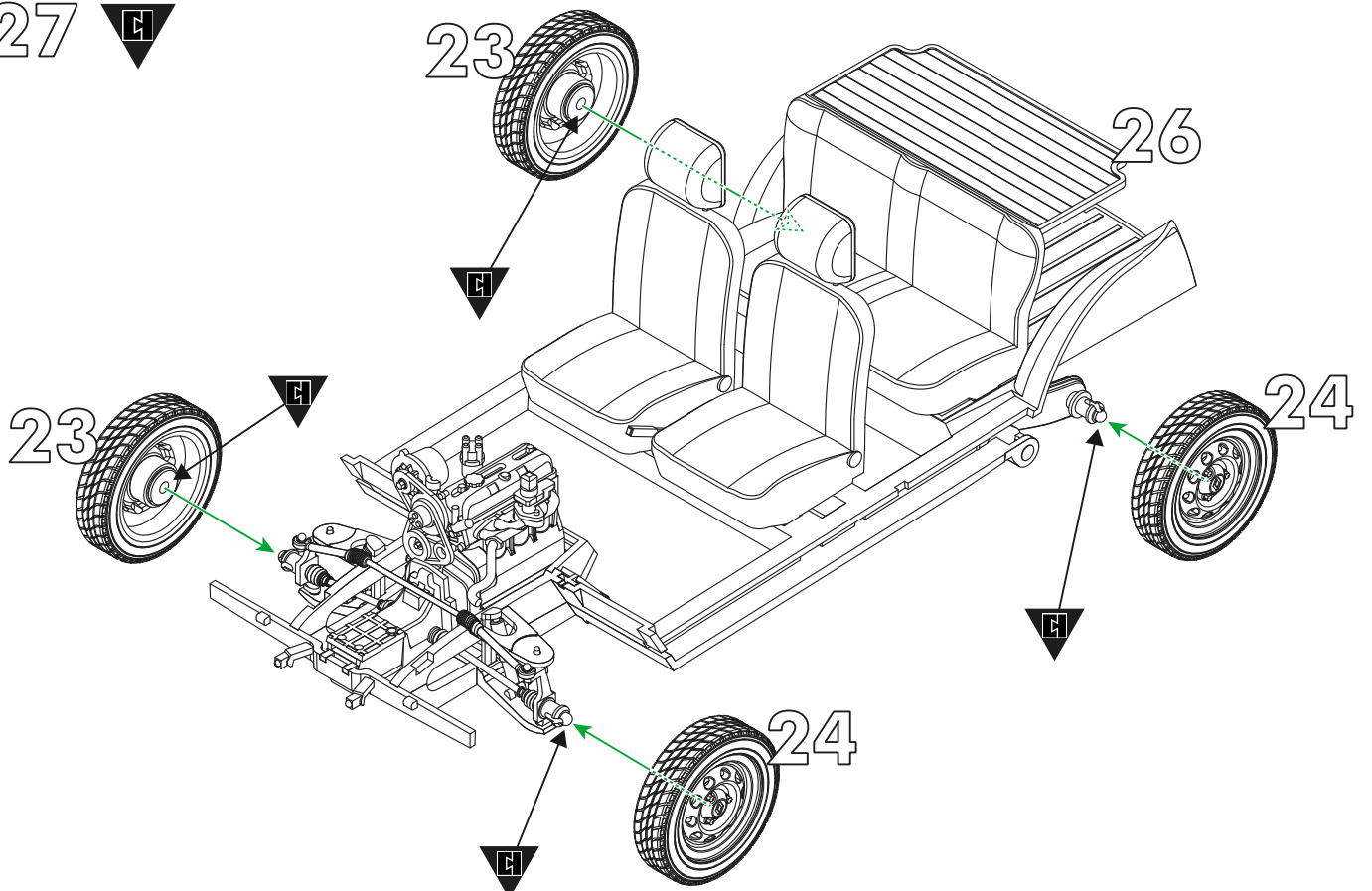




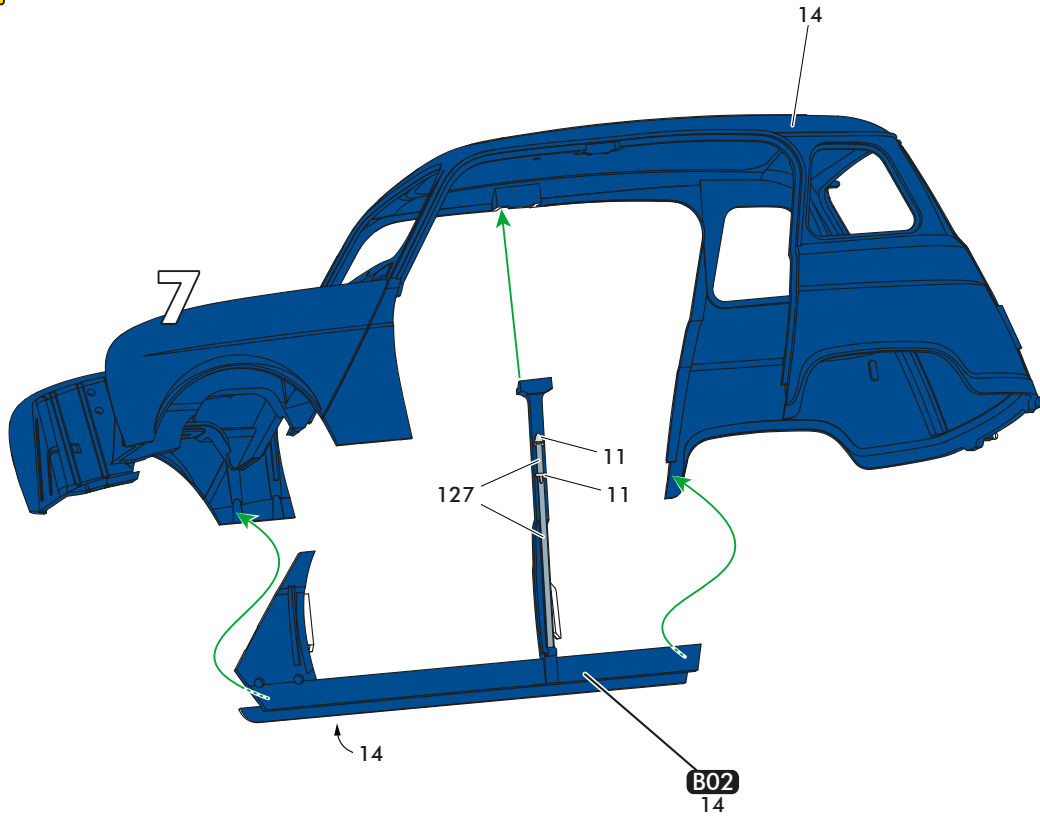
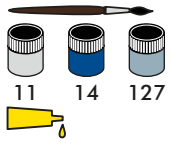
26



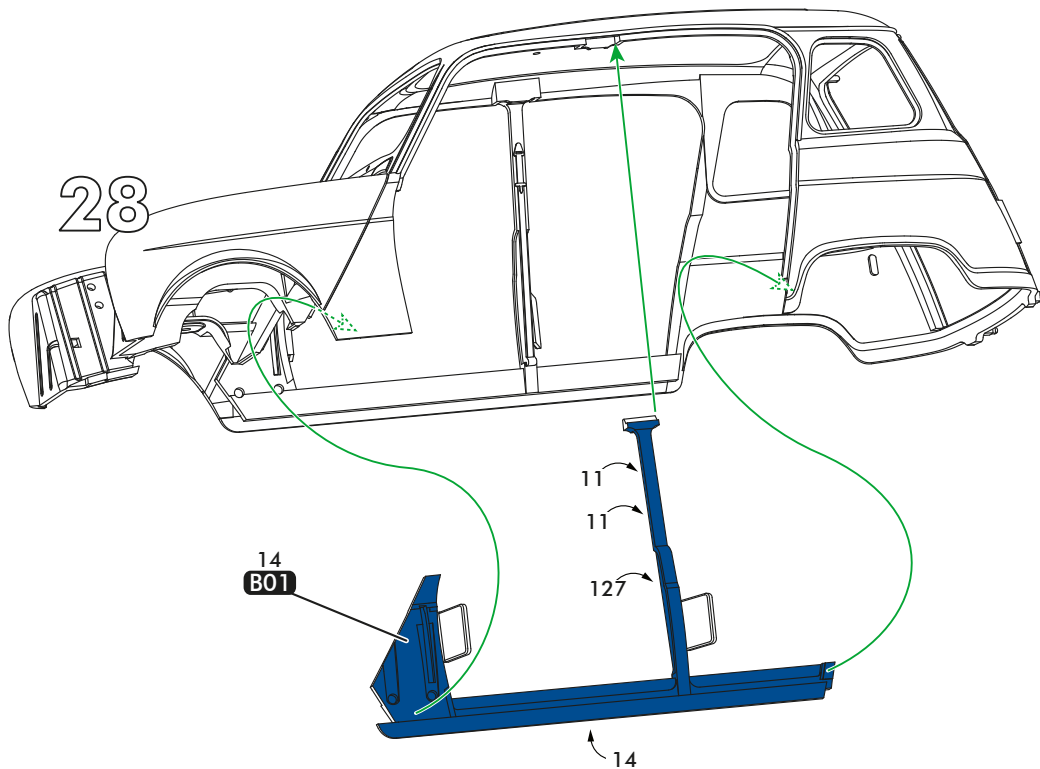
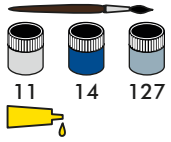
27



28

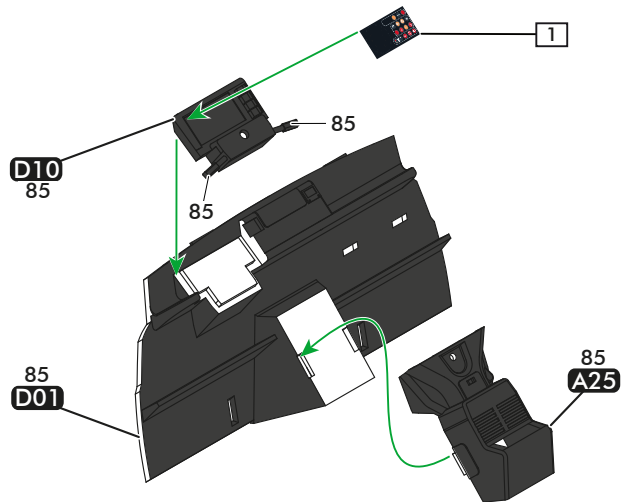
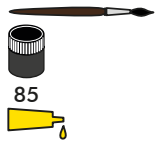


29

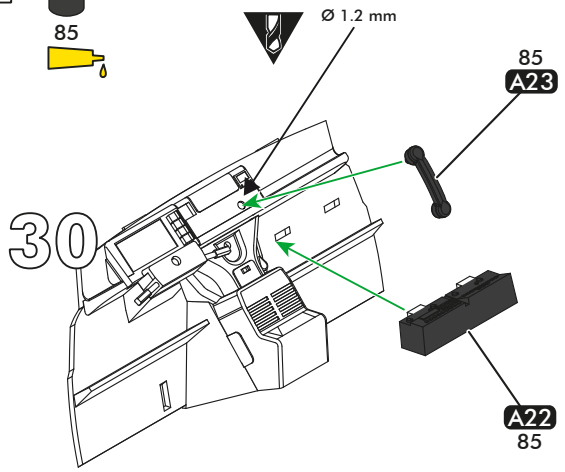
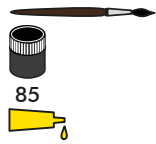




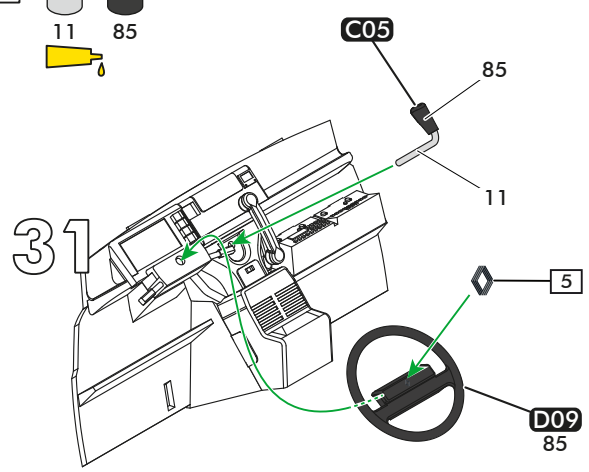
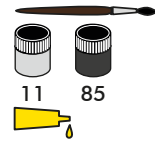
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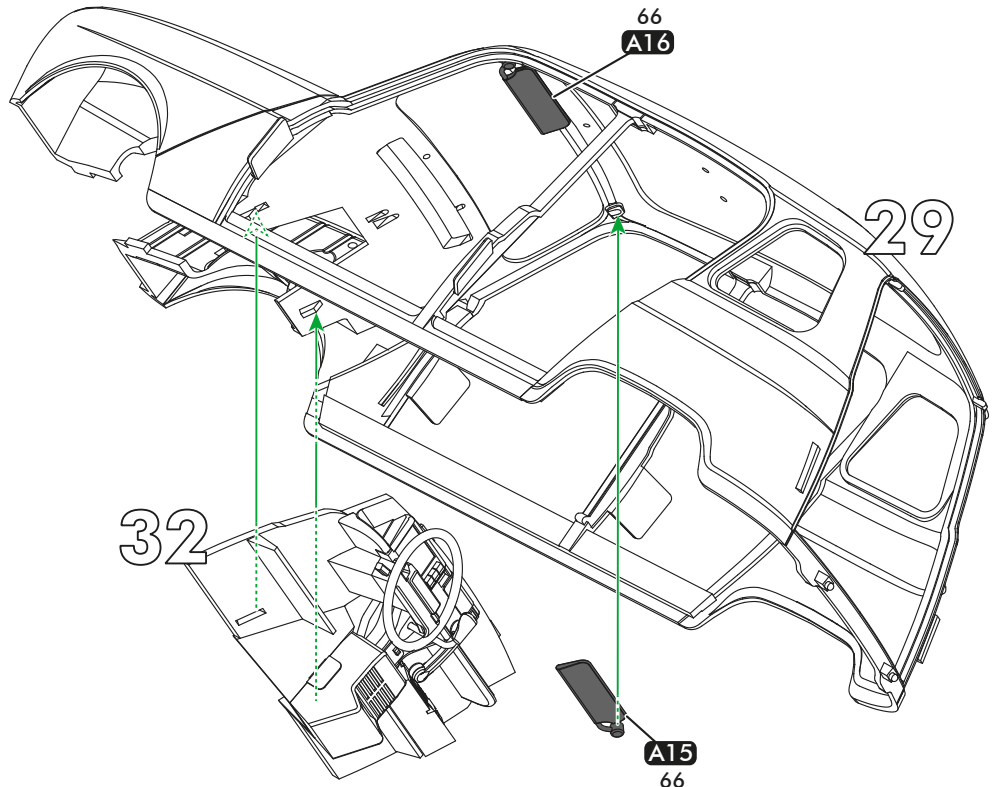
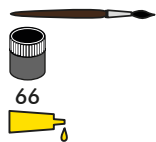
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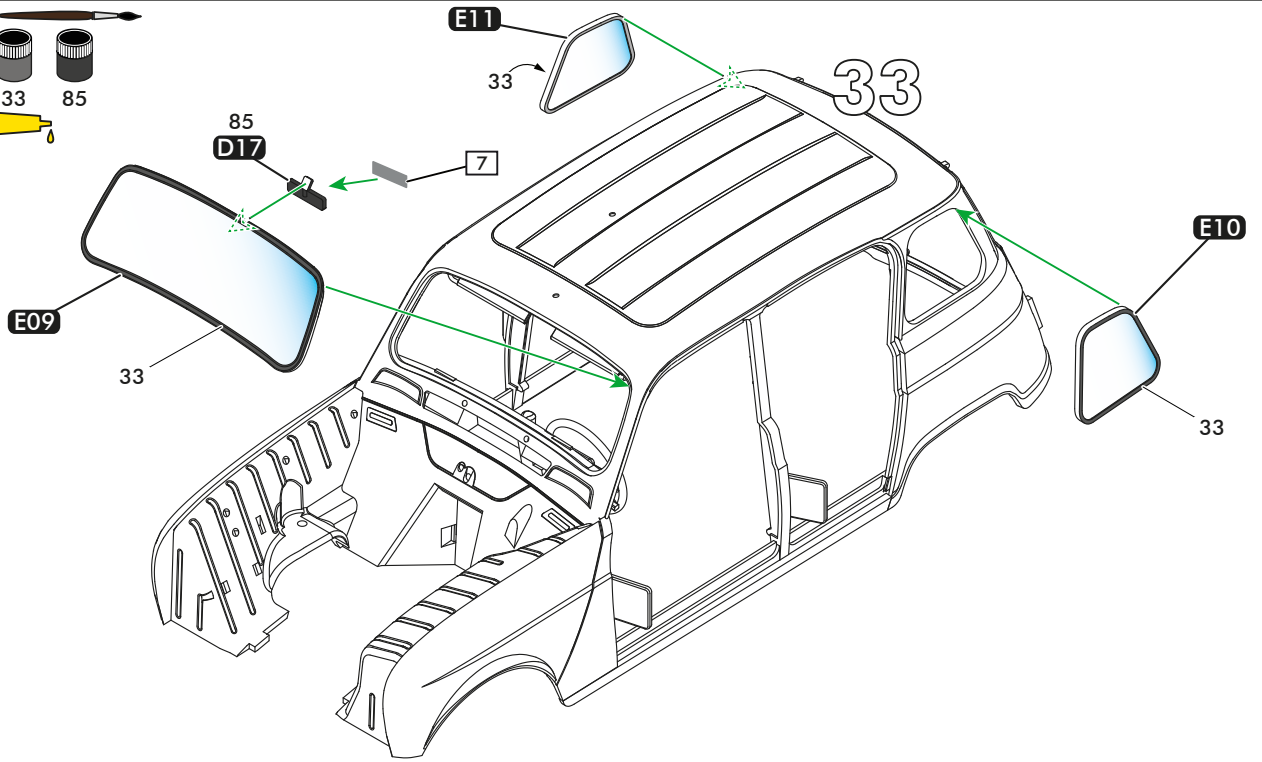
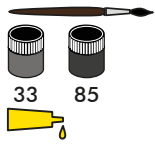
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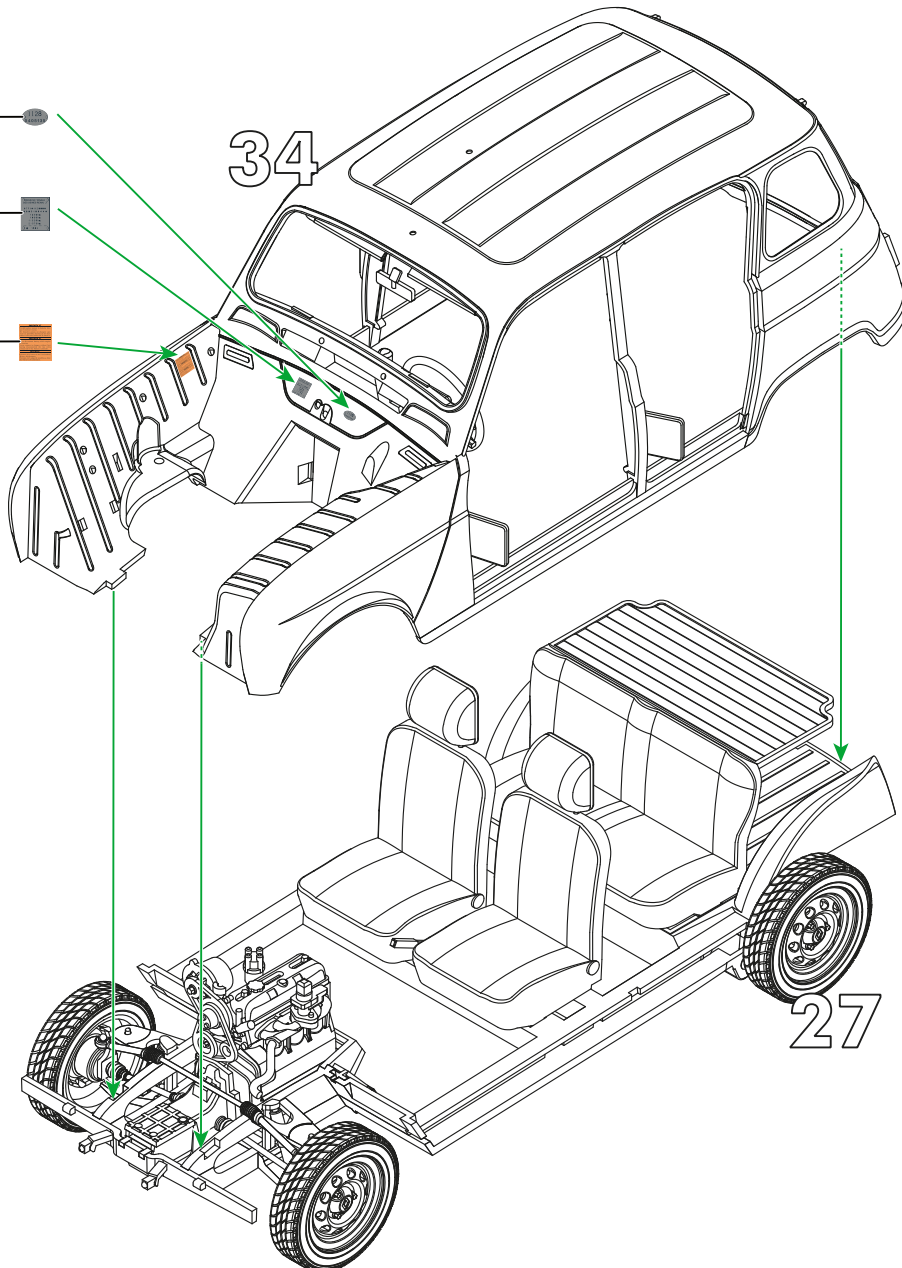
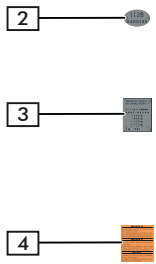
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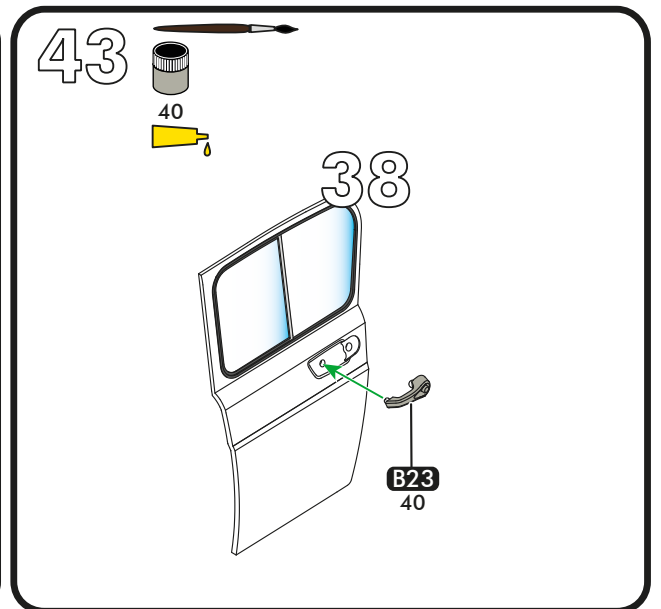
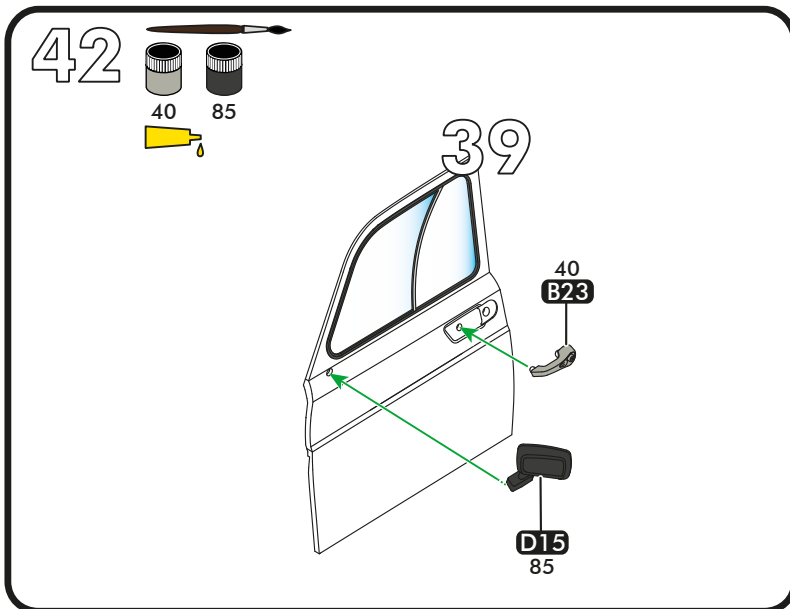
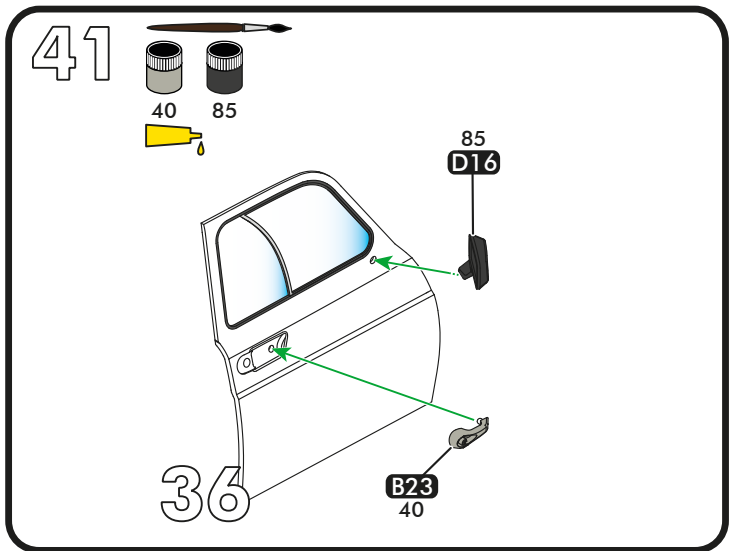
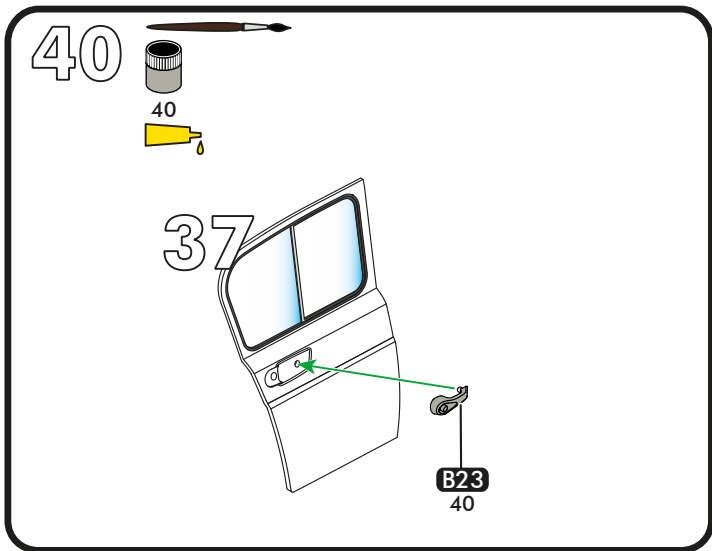
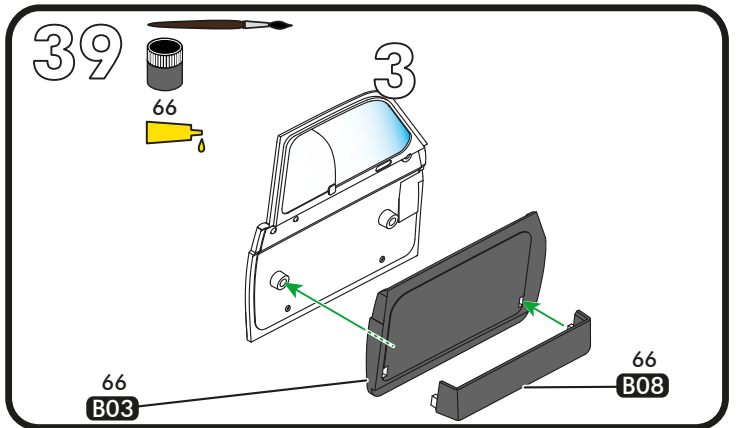
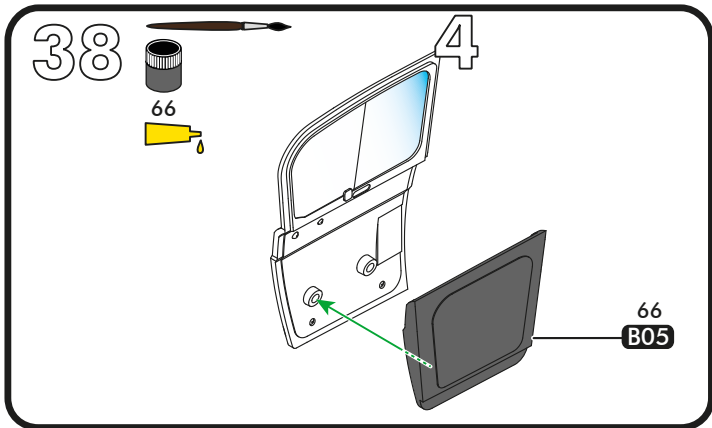
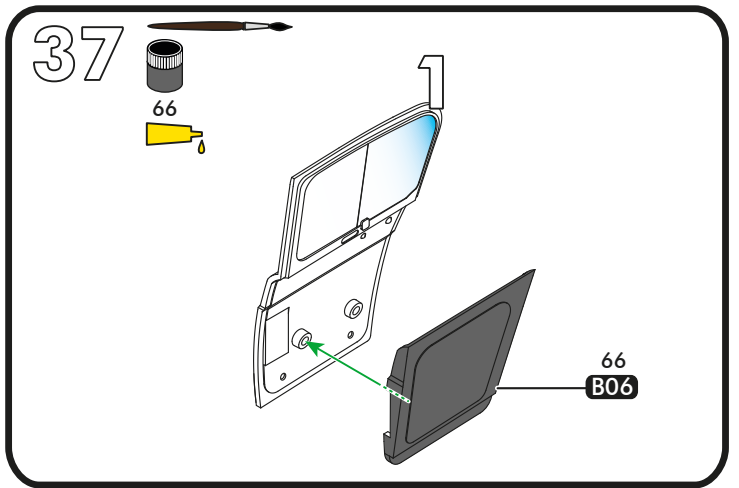
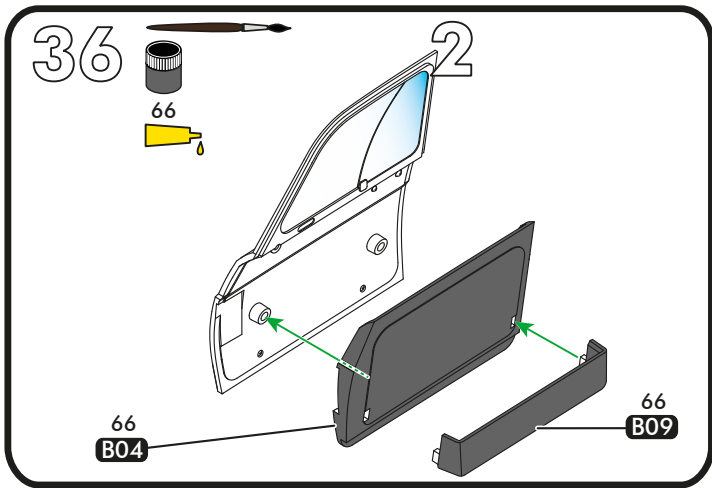


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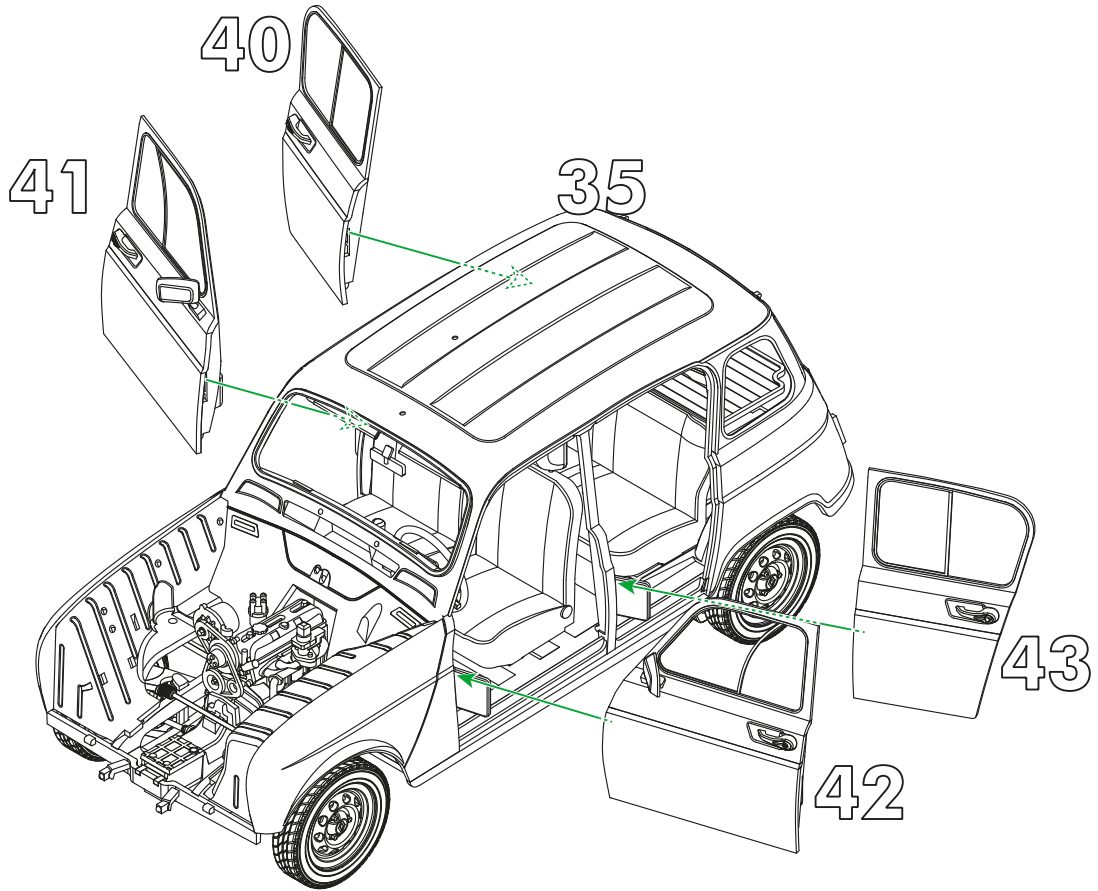
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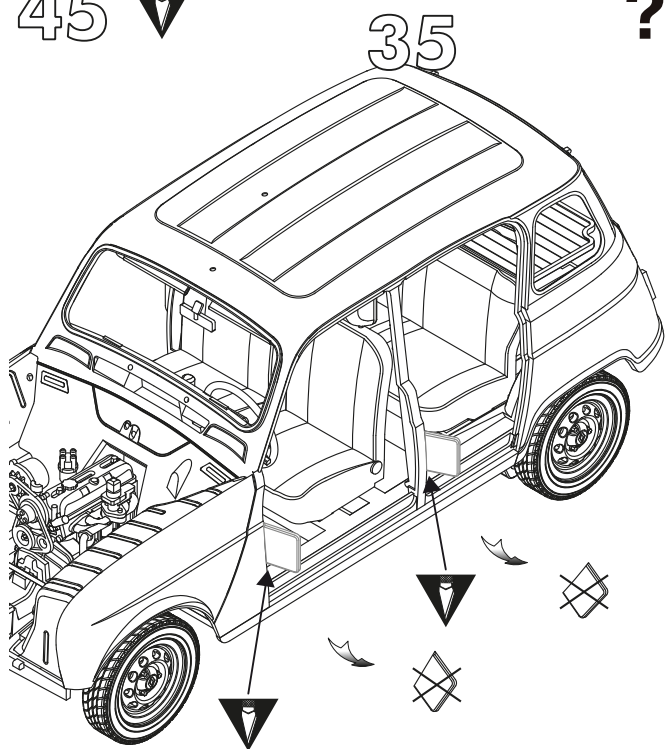
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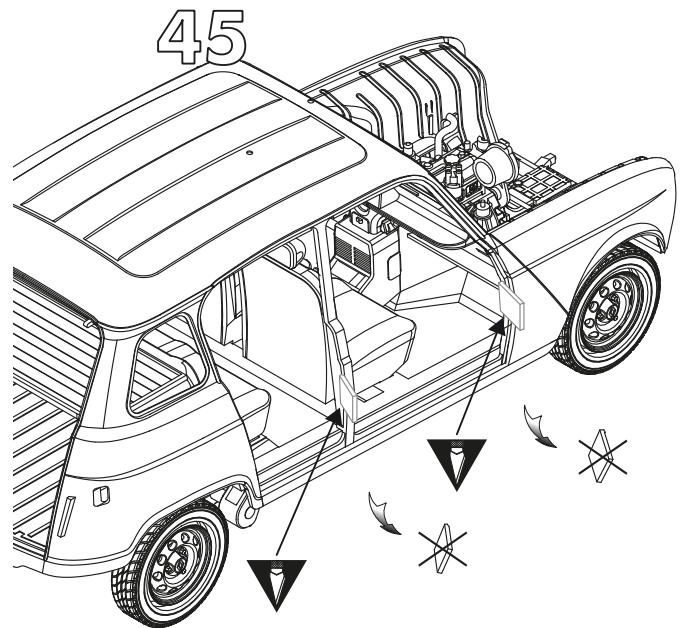
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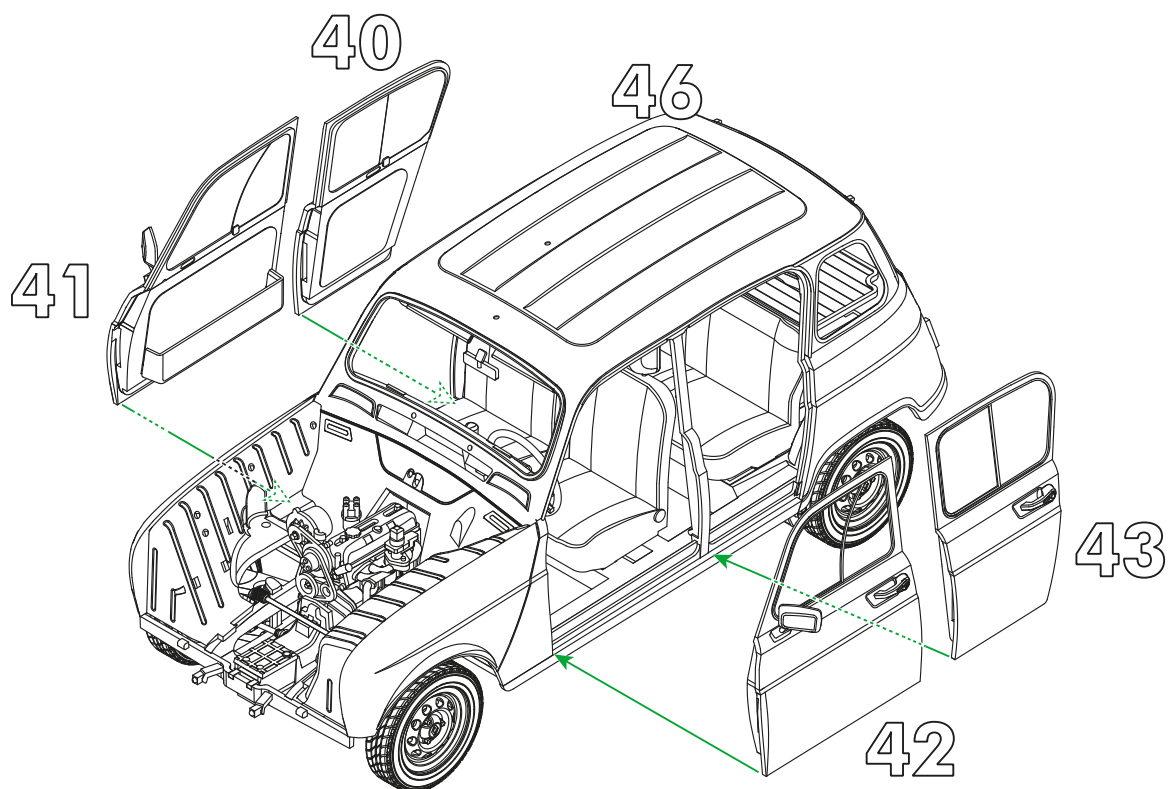
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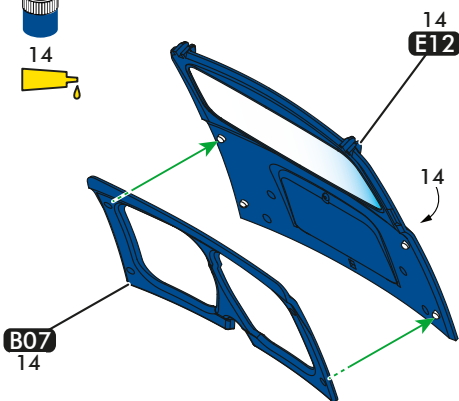


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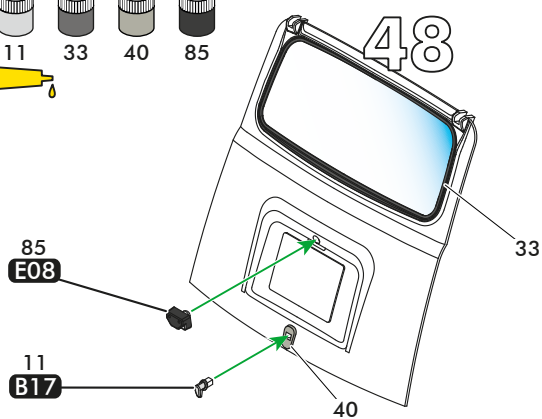
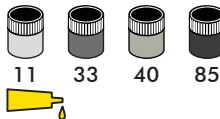
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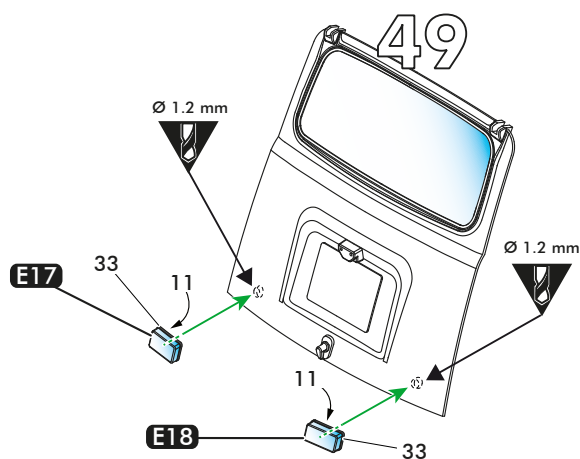
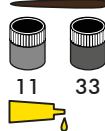
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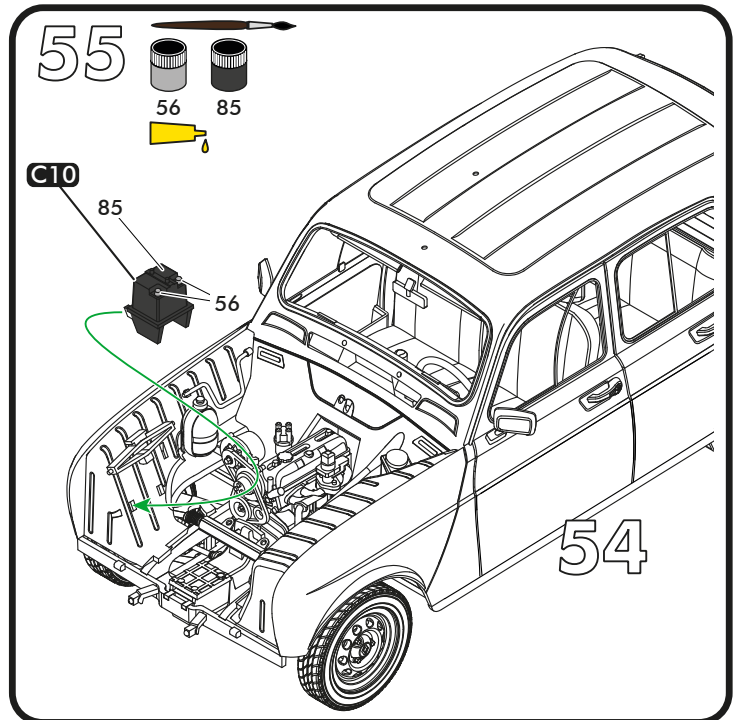
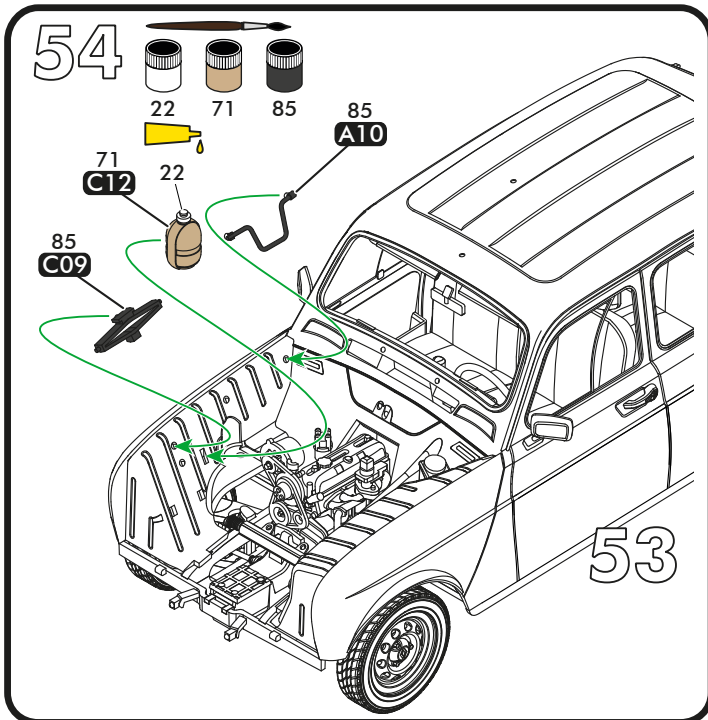
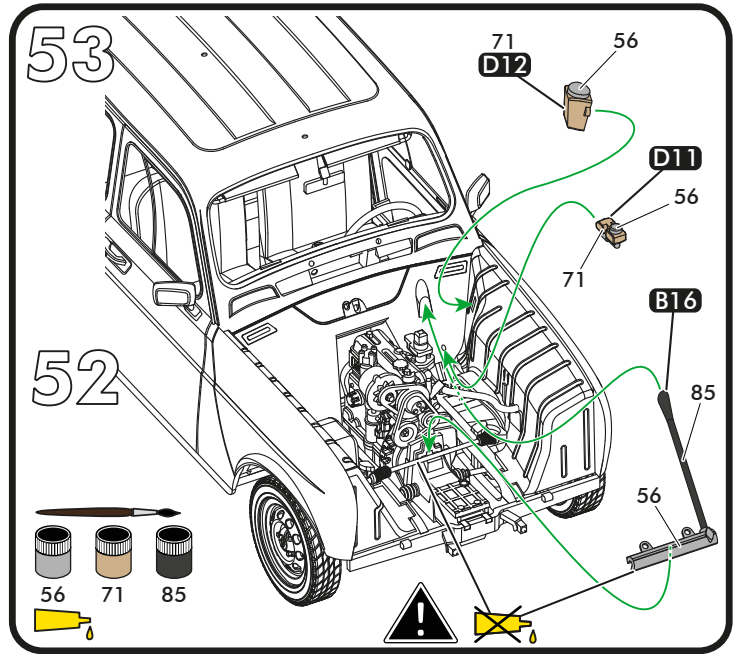
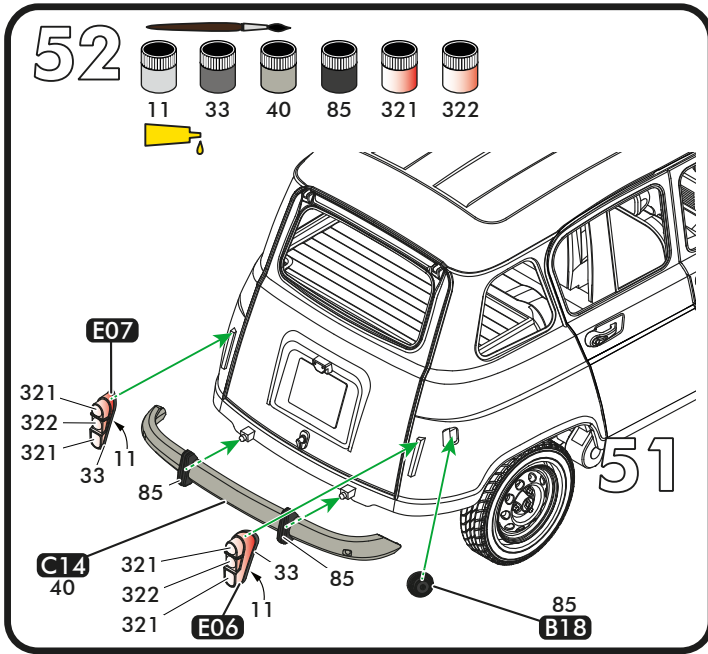
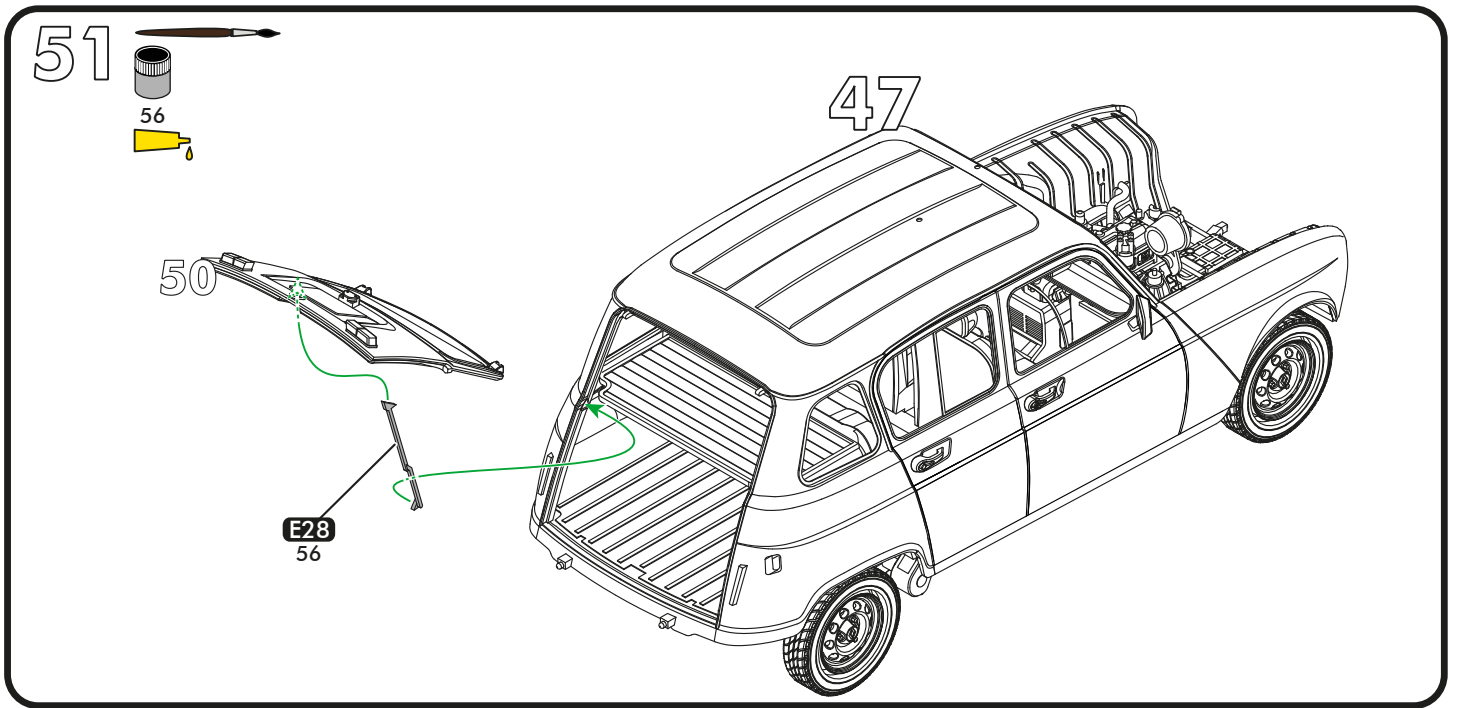


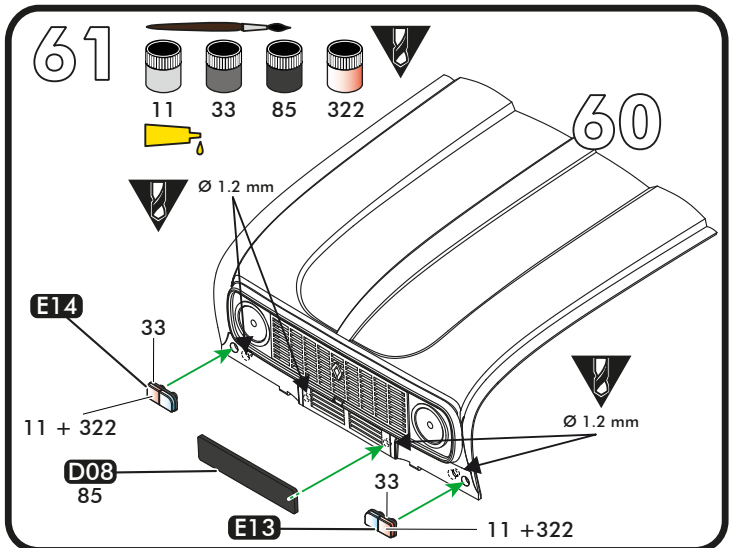
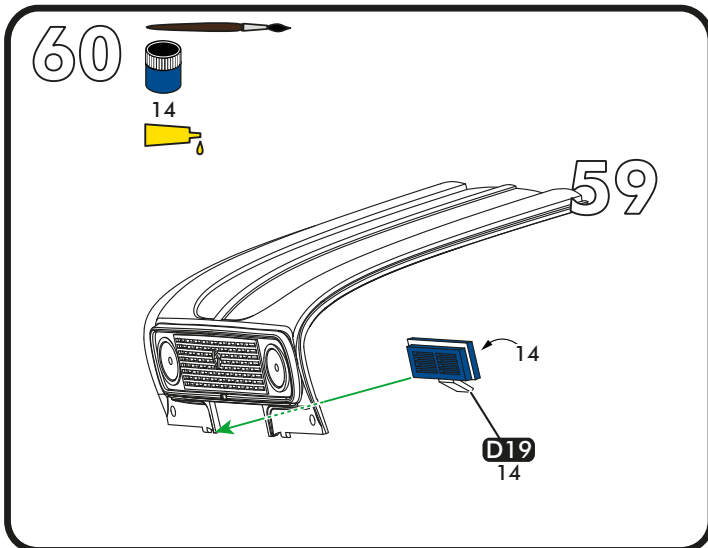
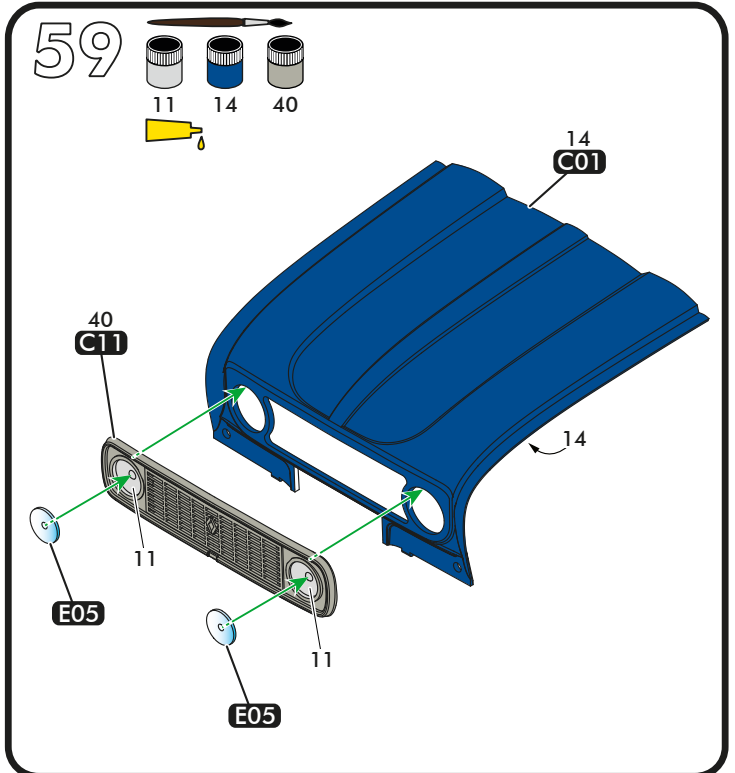
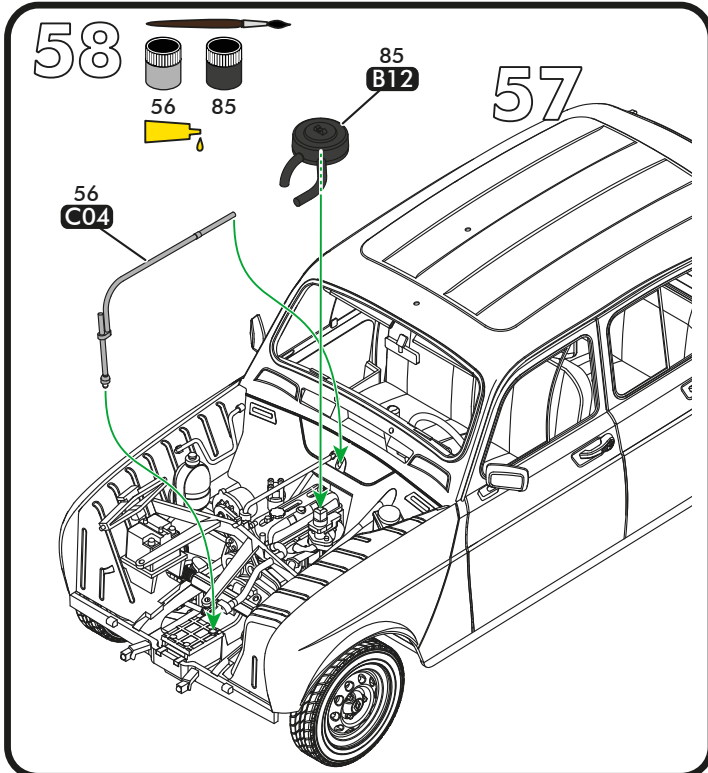
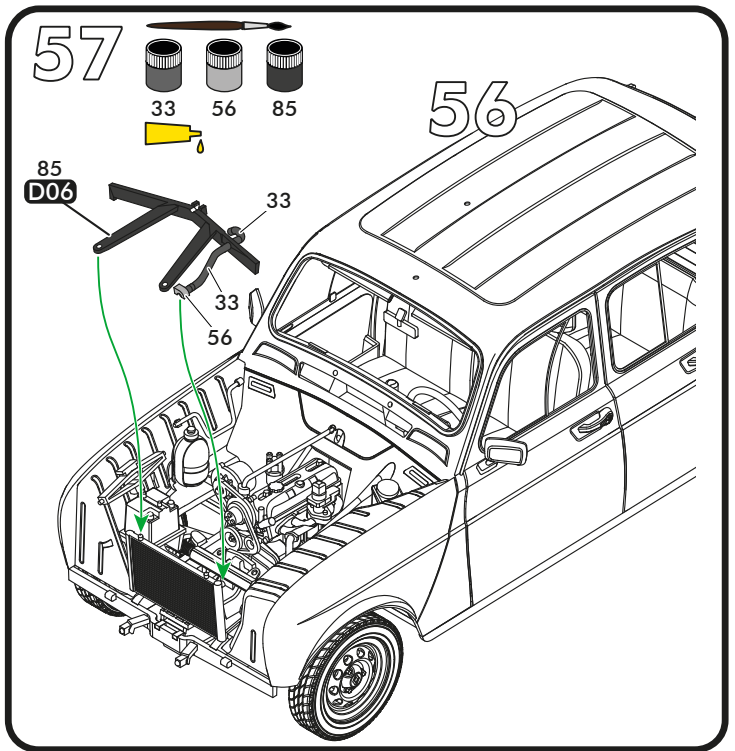
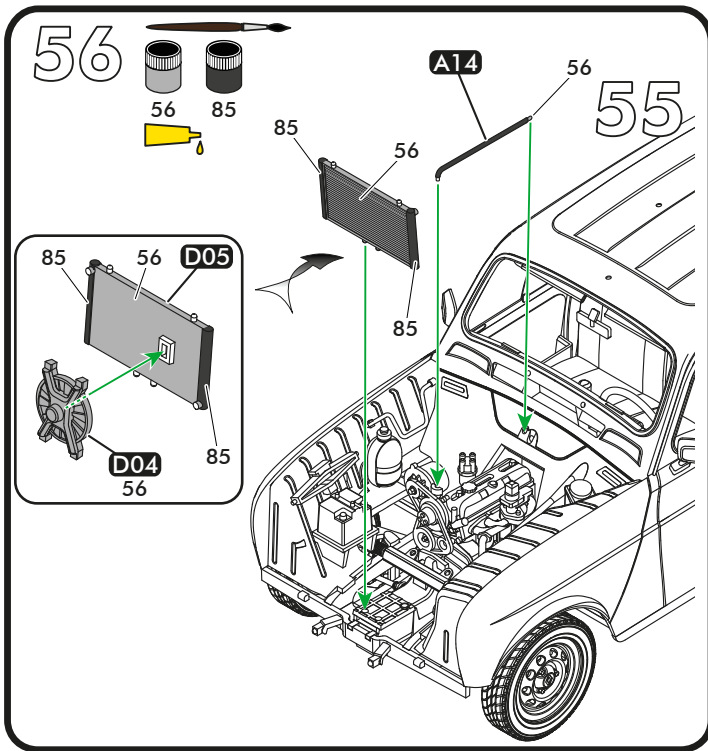
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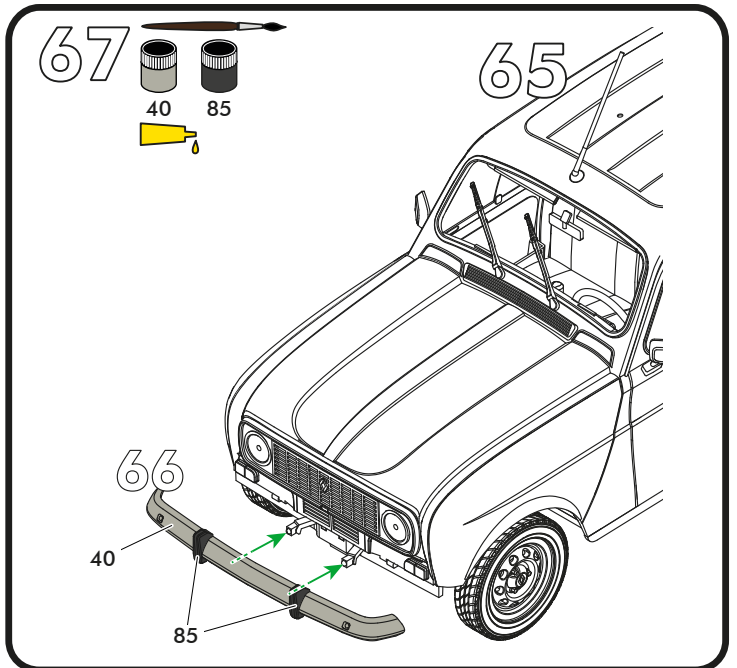
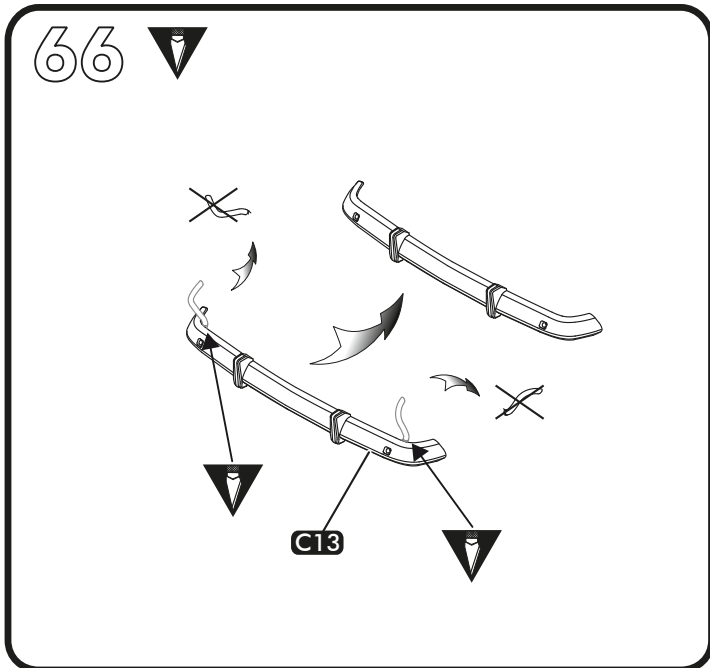
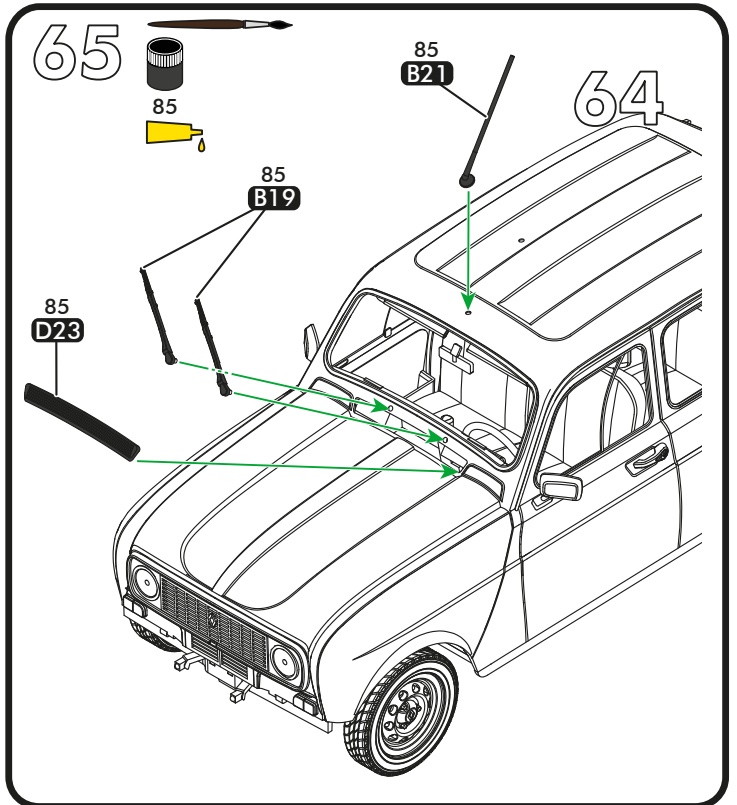
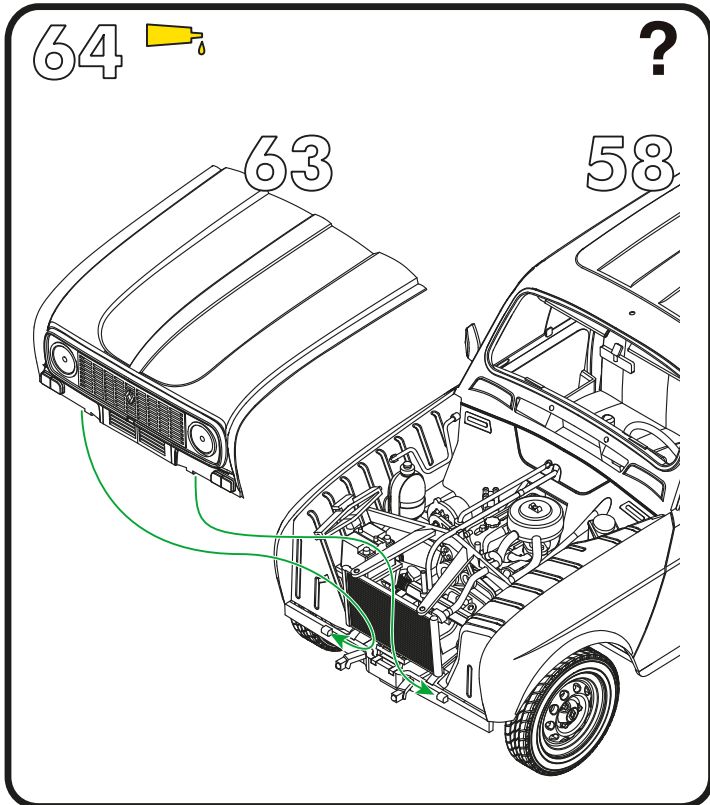
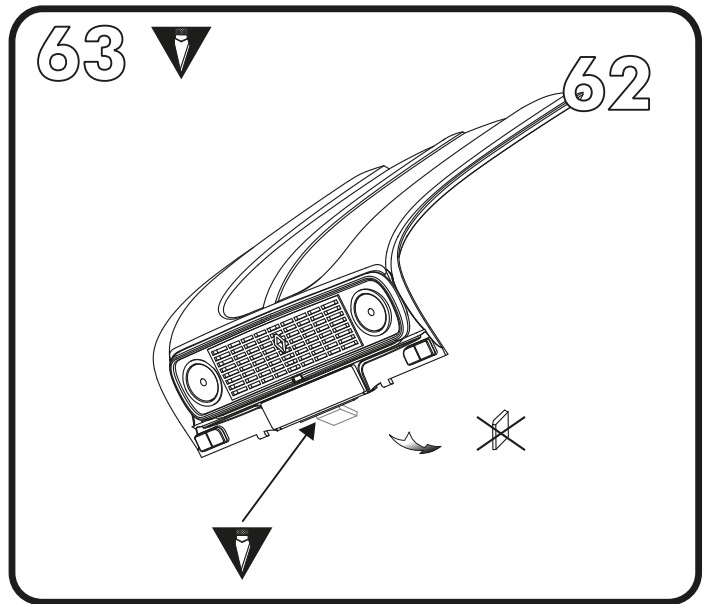
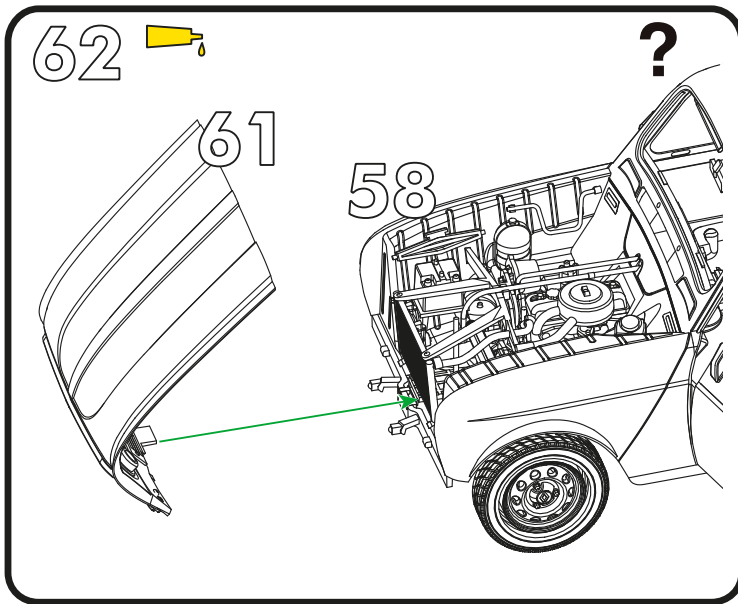
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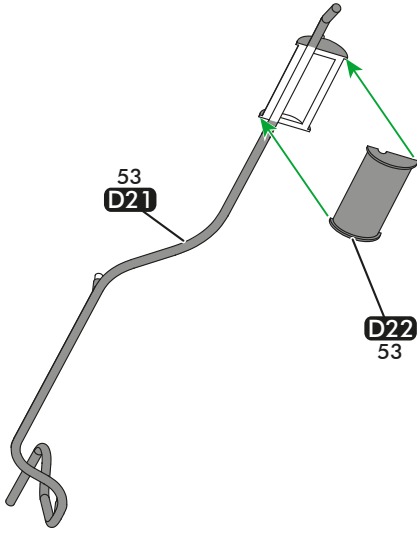
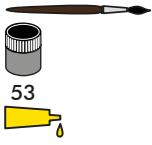




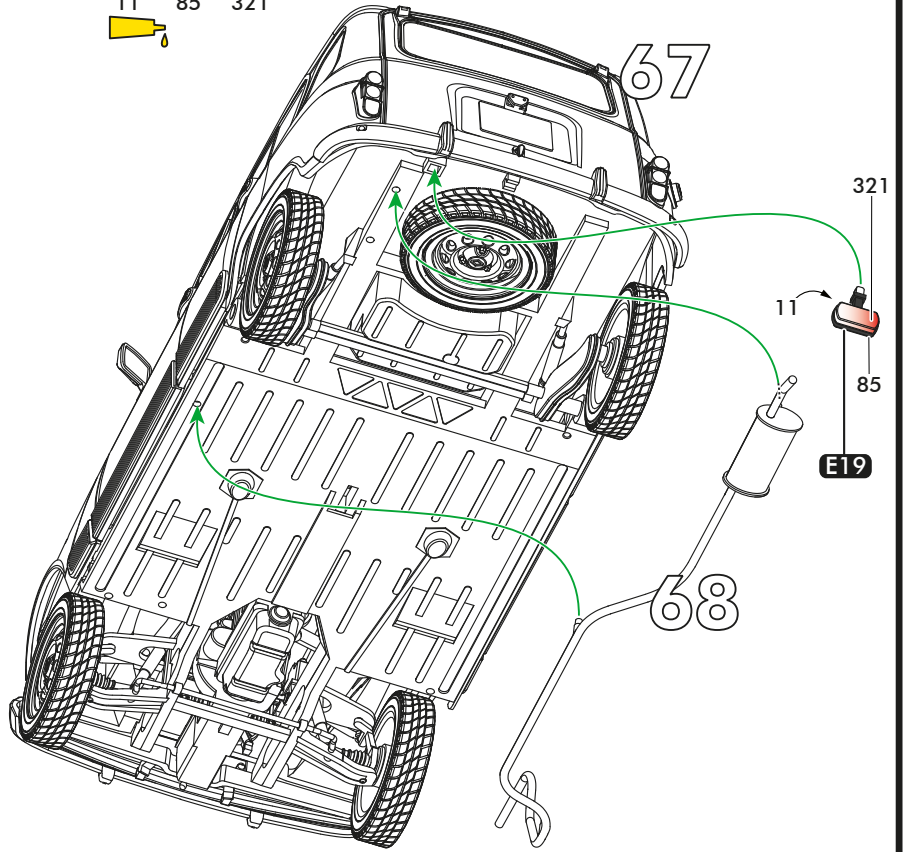
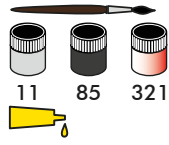




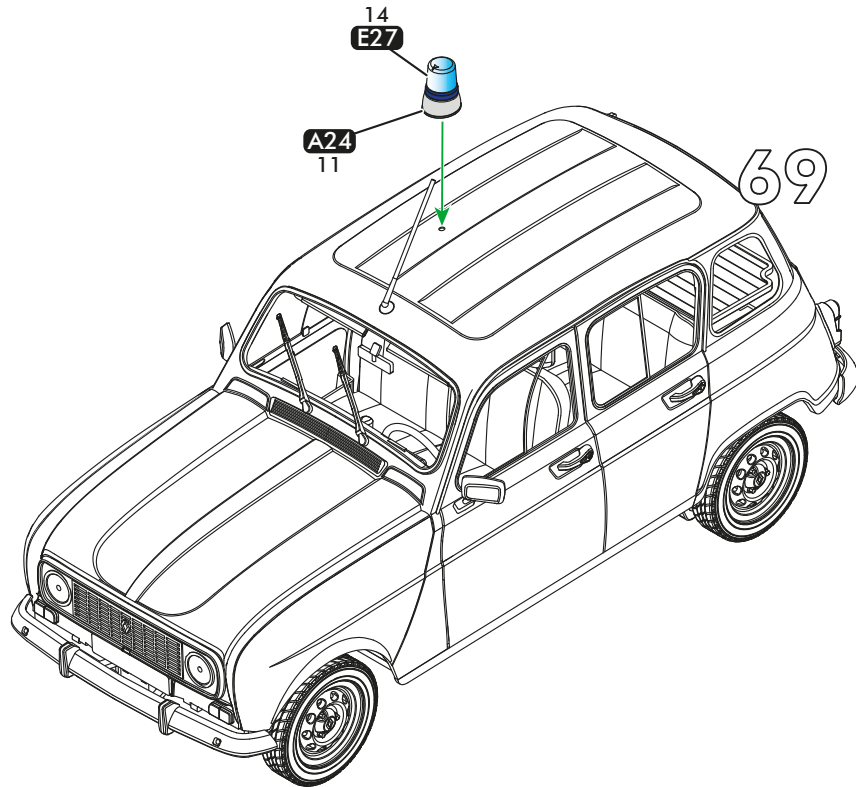
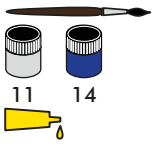
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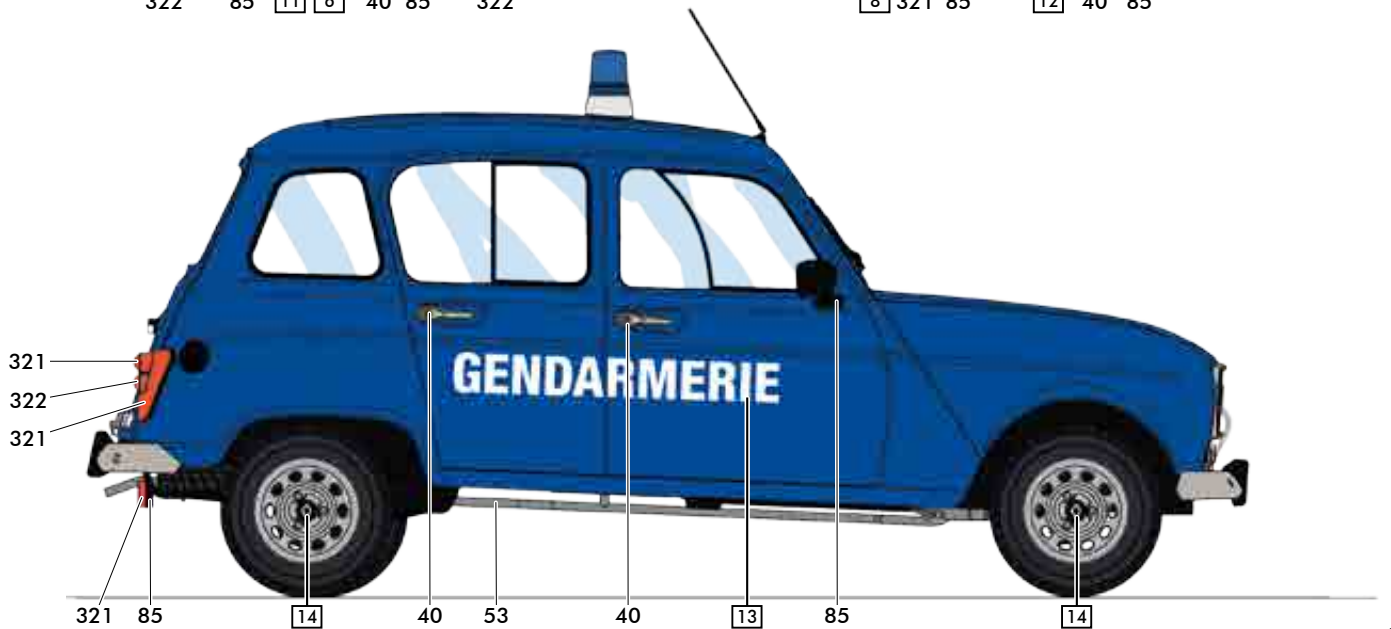
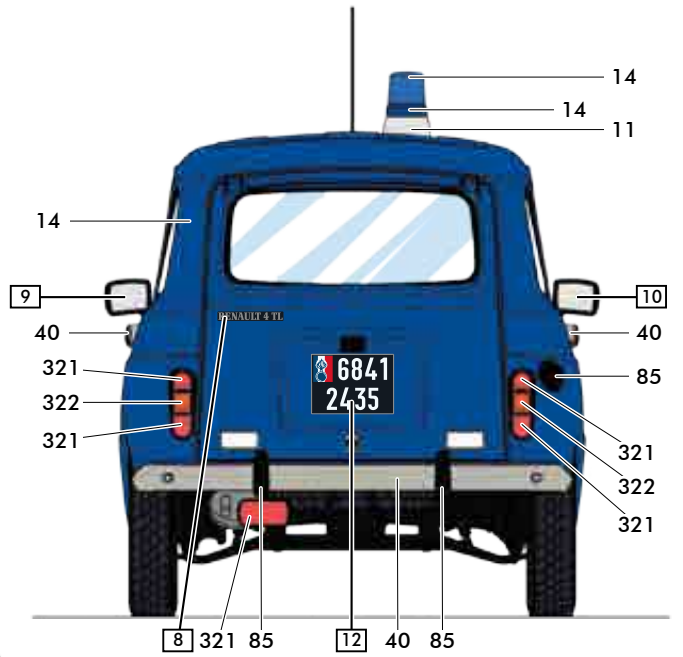
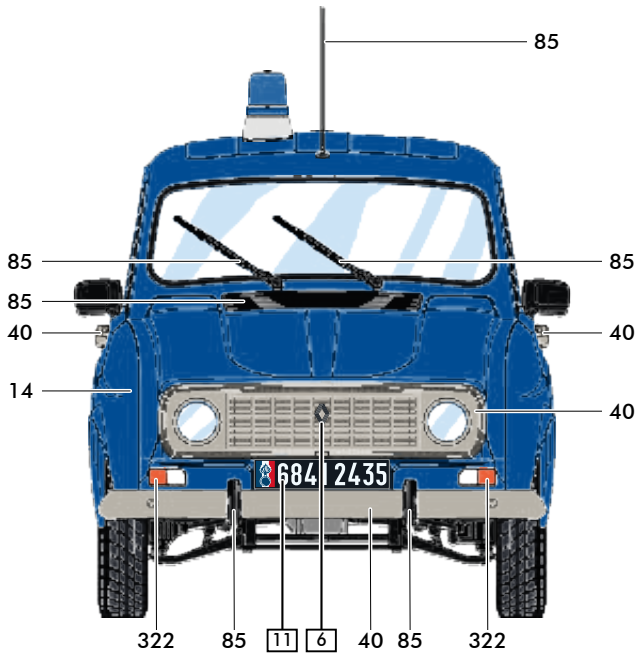
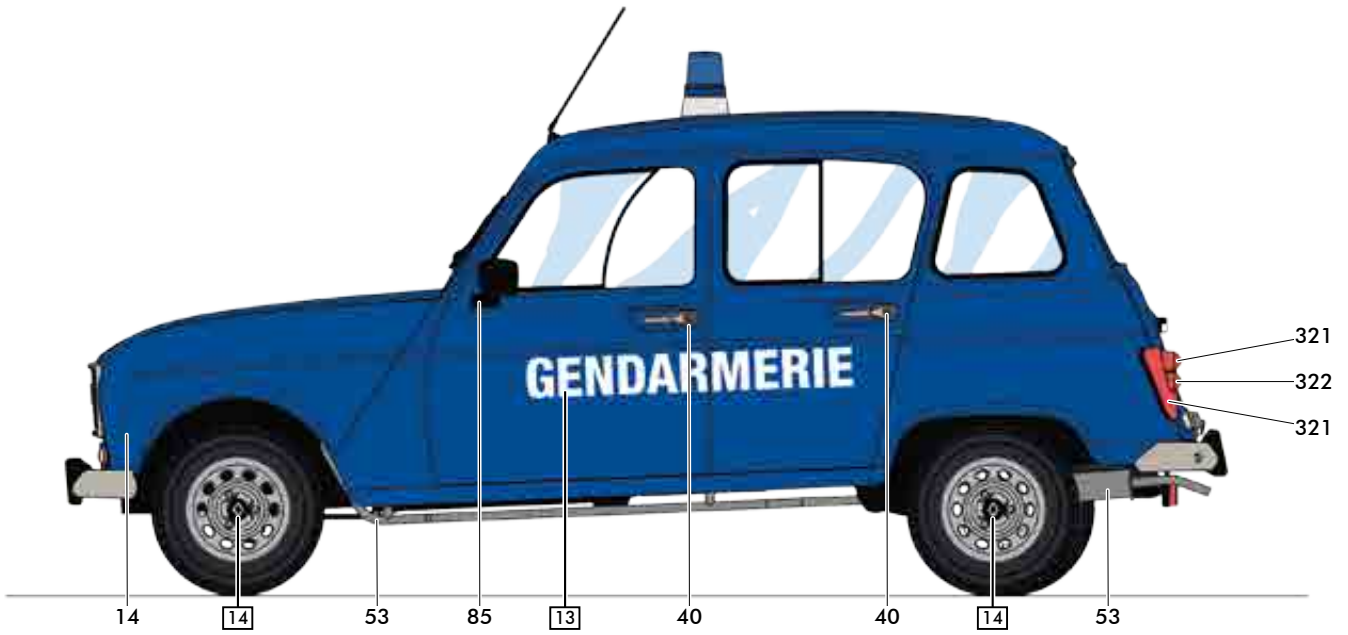
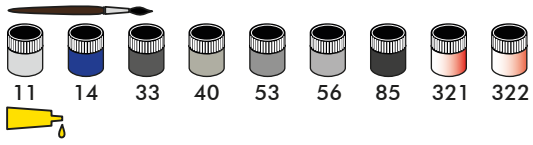


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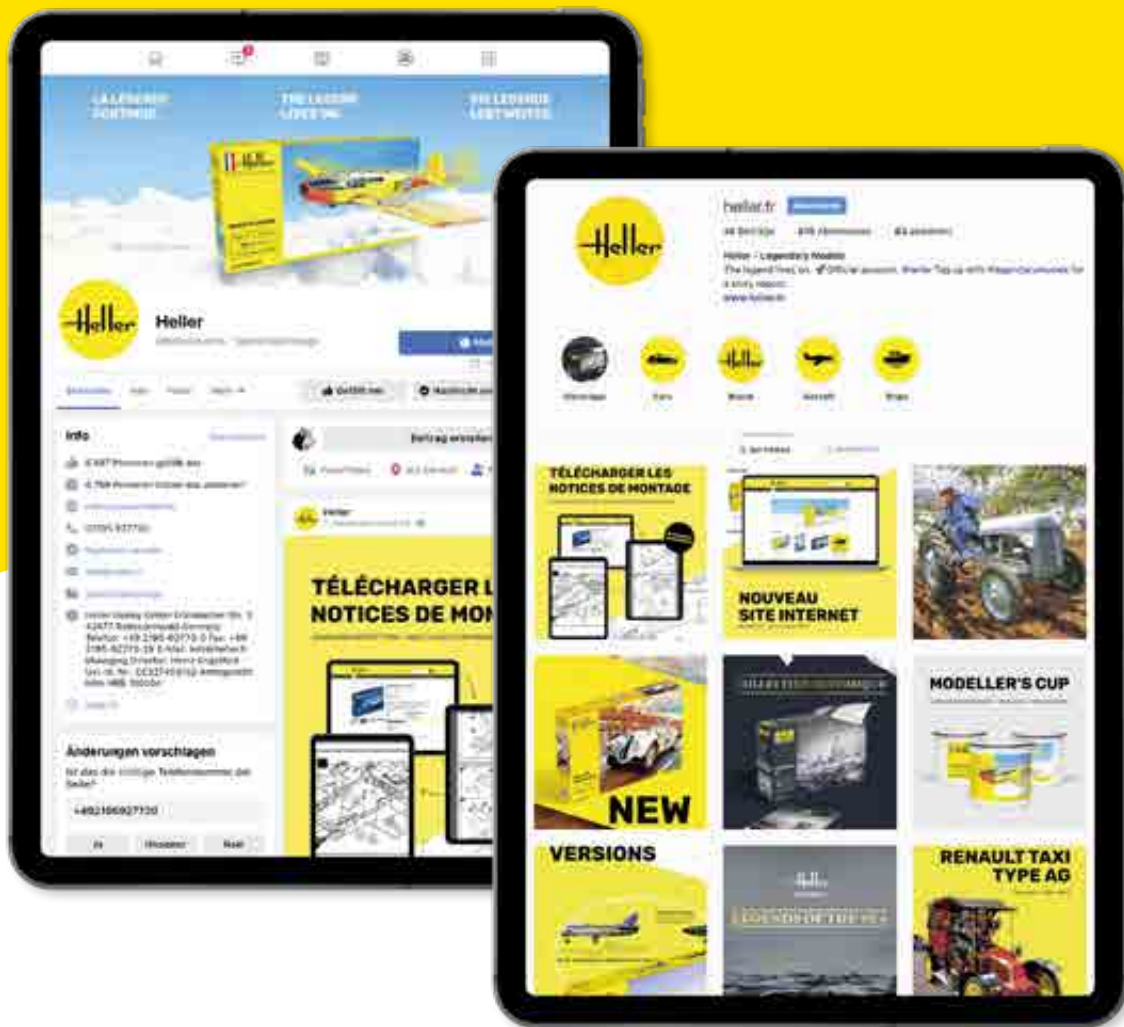
70





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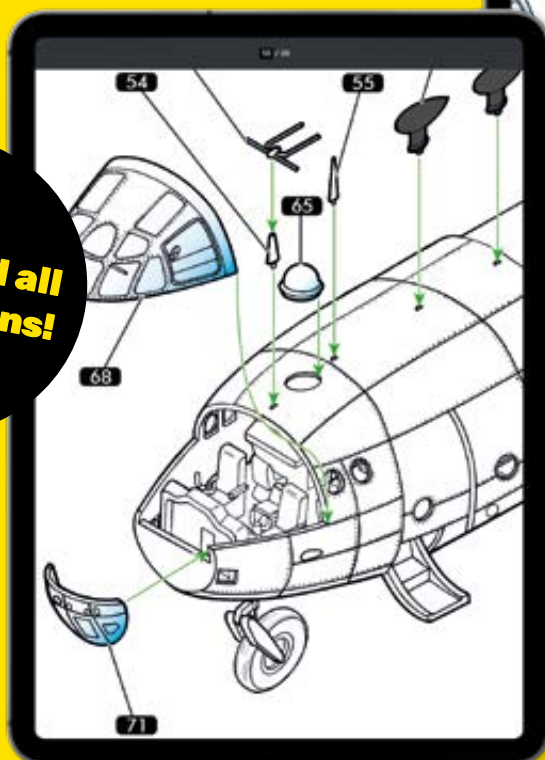
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