

£3,350 O.N.O

Basic Info:

Titanium Silver Renaultsport Clio 182 (05) with Cup Spoiler (no cup packs so good bolt spacing for coilovers)

80k miles slowly increasing daily, **12 months MOT**. Tax I believe is until October 2014.

1 previous owner (2 inc. me), which goes to show what a nice car it's been.

Full service history (Full Renault until around 2011, then Full Specialist after that), a folder full of receipts and past MOTs with all the proper stamps in the service booklet.

It comes with all the usual features of a Clio sport such as half Leather/Alacantra seats, auto lights, auto wipers, cruise control, climate control, xenons etc etc.

Quick service info:

- 4x Hankook Ventus V12 EVO 205/45/16 tyres bought, fitted and balanced 2 months ago.
- A full set of genuine rear discs and brembo pads and spark plugs done a month ago.
- MOT done on the 1st July starting from 20th July, so over a year - no advisories at all.
- Aux belt from Hylton Renault Worcester around 3 months back with Oil change. (oil changes generally done every year or 6k miles). Cambelt last done in 2010 at 42k miles @ Renault Swindon.
- All the rest of the service history can be seen in the pictures/viewing.

Extra Specification:

- Cup Spoiler
- Civic Tyre R aerial.
- Anthracite Turini Alloys with 4 new tyres 2 months ago (Hankook V12's) (alloys are near mint condition – know of only 1 mark)
- Eibach Sportline lowering springs
- Whitelite Rear Anti-rollbar
- Yozzasport Cat-back Exhaust system
- Ktec Induction Kit
- RSTuner Remap
- Sony Stereo & CD Player
- Steering wheel still in good condition (this is a rarity among the Clios as they 'melt'), it is starting to go flat, but hasn't melted yet.
- Fabia vRS front splitter
- Silvervision Indicator bulbs
- Boot cargo net
- Genuine Renaultsport car mats

Spares/Originals with Sale:

- Original 182 Alloys without tyres that I'll include the sale should you wish to return them to standard.
- A spare Anthracite Turini (again with no marks), with another Hankook V12 tyre on, around 5mm tread on it.

- Original airbox if you wish to remove the Ktec Induction kit
- Original springs should you wish to return those to standard too.
- Original non-cup spoiler.

Bad bits:

- Few age related marks (stone chips and whatnot),
- There is a dent on passenger door and slightly on the rear quarter (where the door meets) which I plan to get de-dented – someone very careless in a car park.

It's easily the best car I've owned, and I'll be extremely sad to see it go when it sells. The car wants for nothing and in my opinion is one of the best examples out there. I've always spent what is required on the car to maintain it to the highest standards to ensure it stays that way.

The reason for selling is I'm moving to a new car and so this is surplus to requirements. If I had somewhere to store the car, it would be kept with me forever, but sadly this is not the case!





