

RENAULT SPORT



When your motor sport history includes wins in the Paris-Vienna road race, the Monte Carlo Rally, the Le Mans 24 Hours and over ninety Formula 1 races, you develop certain characteristics that naturally inspire your production cars.

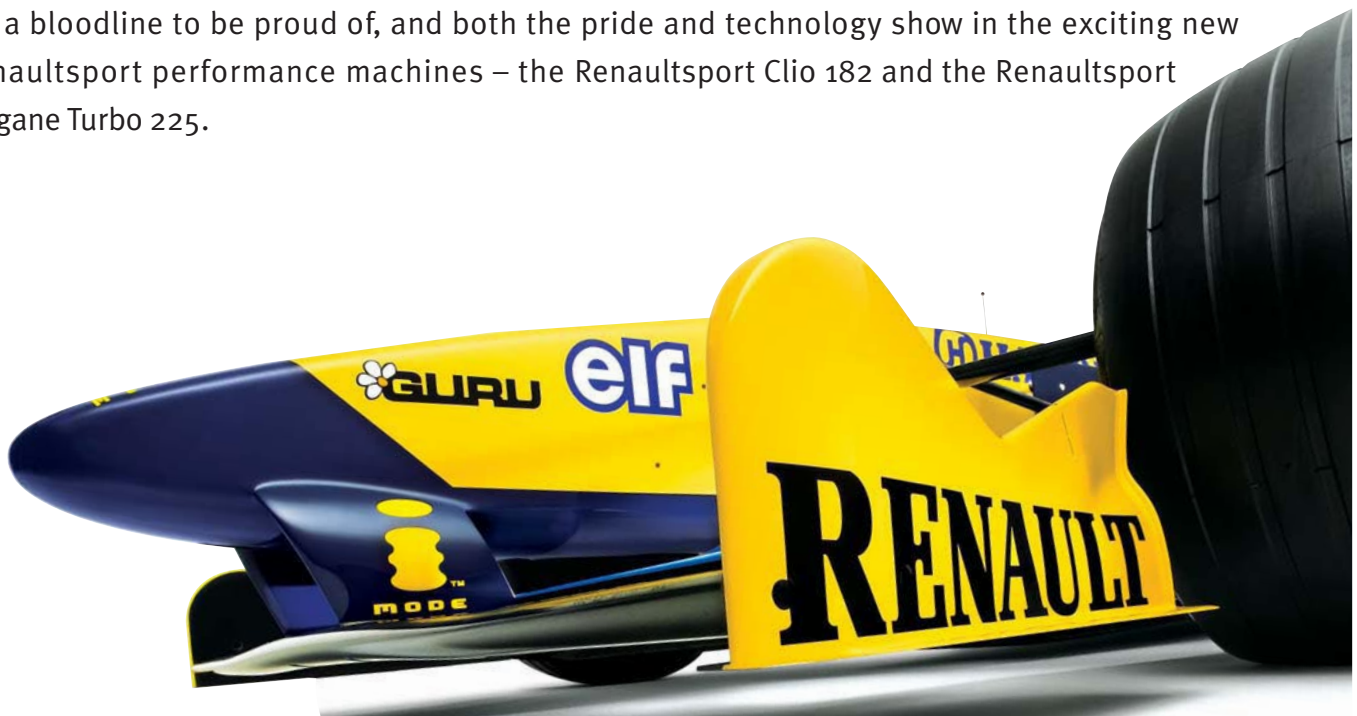
At Renault, we apply over 100 years of motor sport success, knowledge and passion into a dedicated performance unit called Renaultsport.

This means it's more than just a badge that's added at the end of the production line. All Renaultsport race and road cars are assembled in a dedicated factory at Dieppe (in the Normandie region of France), which started life as the home of Alpine, one of France's best tuning specialists.

At this dedicated facility we take the already exciting Clio and Megane range and inject them with some true performance DNA.

Turbocharging, for example is our particular speciality. Indeed Renault technology introduced turbocharging to Grand Prix racing and between 1992 and 1997 Renault won six consecutive World Constructors' Championships. Nigel Mansell, Alain Prost, Damon Hill, Jacques Villeneuve and Michael Schumacher have all taken the Driver's Championship with Renault power behind them. In 2003, Fernando Alonso was at the wheel of a Renault when he became the youngest-ever winner of a Formula 1 race at the age of 22 years and 26 days.

It's a bloodline to be proud of, and both the pride and technology show in the exciting new Renaultsport performance machines – the Renaultsport Clio 182 and the Renaultsport Megane Turbo 225.



THE NEW RENAULTSPORT MEGANE TURBO 225 IT KICKS SERIOUS BUTT.



225 hp of turbo power, six speed gearbox, zero to 100kmh in 6.5 seconds, Brembo disc brakes – what else do you need to know? Except that the new Renaultsport Megane Turbo 225 is anything but a stripped out competition special. This truly amazing touring weapon successfully manages to provide blistering performance with superb comfort and luxury. As Autocar said, *“The Megane is the first of a breed: the touring hot hatch, the lift-back GT. It soothes and comforts and underlines everything with its quite astonishing turn of speed...”*

This is a car for the driver that demands performance, luxury and comfort. Consider some of the standard convenience fittings: automatic windscreen wipers, automatic self-illuminating headlights, trip computer and CD sound system to name a few. And it’s a Renault after all, so it provides extraordinary levels of safety (it’s based on the Megane Hatch, which scored the maximum five stars in the Euro/NCAP crash test programme). In total, a comprehensive system of six airbags combine with the Renault System for Restraint and Protection (SRP) to provide outstanding occupant protection.



POWER AND GLORY.



It should come as no surprise that the automotive company that invented the turbocharger should be the first to apply it to a Formula 1 car. That was over 25 years ago, and the wealth of experience we have gained is incorporated in the power unit of the Renaultsport Megane Turbo 225. The 2.0-litre four-cylinder power unit breathes deep through four valves per cylinder, but it breathes even deeper on the inlet strokes thanks to an efficient twin-scroll turbo. It has an unusually high compression ratio for a turbo engine and this ensures increased efficiency and reduced pollutant emissions. The result is that 90% of maximum torque is available anywhere in the rev-range from 2000 and 6000 rpm. Combined with a close-ratio six-speed gearbox that's the kind of flexibility not normally associated with such power outputs.

In the driver's seat that means it surges forward like few other cars. And, inside the cabin in more relaxed moments, you can admire the Renaultsport seats trimmed in charcoal leather, the highlight orange stitching, orange performance seat belts, light-alloy drilled pedals and leather steering wheel. After all, shouldn't the interior of a car like this be as glorious as the sounds it makes and the performance it delivers?



RENAULTSPORT CLIO 182 A NEW LEGEND IS BORN.



Its predecessor was a recognised hot hatch champion earning road test comments that went far beyond praise – the new Renaultsport Clio 182 raises the bar higher still. With ten extra horsepower and more generous specification it is sure to thrill and excite a whole new breed of Renaultsport Clio enthusiasts. For proof, look no further than the UK's respected Car Magazine, it said, *“Through long sweeping bends it feels four-square secure and keyed into the road, the loquacious steering wheel and front wheels in perfect syncopation. And the ride is a lesson in well-damped compliance – firm but never crashy, stiff but never inflexible.”* High praise indeed, yet they concluded by saying, *“we think it's the best hot hatch you can buy for the money.”*

Slip into the seat, turn the key to start its competition-bred engine, find your favourite piece of road and you'll experience hot hatch heaven. To quote Autocar, another UK magazine, *“We have always been enthusiastic about it, but each improvement has distilled its character into something worthy of celebration.”*



VELVET GLOVE, IRON FIST.



The new Renaultsport Clio 182 is the perfect combination of high performance with the highest levels of comfort. The 2.0-litre 16 valve engine develops its maximum of 182 hp (131kw) at 6200 rpm thanks to careful tuning of the induction system and cylinder head, and a new free flowing exhaust. The engine is coupled to a five-speed close-ratio gearbox that optimises torque at low revs. It's a combination that is ready to propel you from zero to 100kmh in just 7.1 seconds.

The power under the bonnet is visible from the outside too, the unique alloy wheels, the purposeful front air-intake, the lowered suspension and, of course, the twin exhausts convey what this machine is capable of.

There's evidence of Renaultsport influence inside too, in the instruments, the 'Renaultsport' logo on the form fitting leather and Alcantara seats, the leather rimmed steering wheel and the motor racing inspired light-alloy drilled pedals. Plus with climate control, CD player and cruise control, this is a car designed to pamper you and your passengers even as it feeds your enthusiasm for driving.



SAFETY BEFORE SPEED.

Safety is a fundamental element of our corporate philosophy. We have gone from being pioneers in the field to becoming recognised standard setters. The proof is in the testing. We have more cars in our range that have achieved a five star rating in the stringent Euro/NCAP crash test programme than any other manufacturer.

Safety starts in the design process, and every Renault body is created with 'crumple zones' designed to absorb the energy of an impact. Intelligent design, computer simulations and different types of steel to combine strength with programmed deformation work in unison to produce a bodyshell that offers the maximum protection for its occupants while retaining the liveliness that makes a Renaultsport a pleasure to drive. Every Renaultsport has programmed frontal airbags for both driver and passenger, together with side airbags to protect the head and thorax. In the Megane Turbo 225 there are also curtain airbags for extra protection.

The frontal airbags, which inflate according to the severity of impact, are just part of the third generation of the Renault System for Restraint and Protection (SRP), designed to create protection second to none. In addition to the airbags, the system also includes seat belts that automatically pre-tension in the event of an impact to restrain the occupant more efficiently. And for even greater effectiveness, the belts are located on location points designed to deform in the vital milliseconds after an impact to minimise the forces imposed on the occupant.

But passive safety – which protects the occupants in the event of an impact – is only part of the story. Active safety – which gives the driver more tools to avoid an accident – is a vital element in the design of every Renault. That's why features such as Electronic Stability Control, Electronic Brake Distribution and Traction control are standard features in the Renaultsport Clio 182 and the Renaultsport Megane Turbo 225.

On the road and on the track, Renaultsport is all about maximising performance and driving pleasure. But thanks to our most fundamental belief every Renault is also about maximising your safety.

