

## PRODUCTION INFORMATION



The chassis numbers on all 5 Turbo and Turbo 2 cars always has the following sequence eg. VF 1822000 E0000602. The first letters and numbers refers to the type and the second set of numbers prefixed by the index letter is a key to the build year and the numbers are the chassis number in that year.

- A = 1980
- B = 1981
- C = 1982
- D = 1983
- E = 1984
- F = 1985/6



The only numbers which fell outside that sequence were the Evolution cars of 1985 which all ran with the following sequence for example, F0010100, the two 0's after the year index letter (F for 1985) were followed by 10 and then the chassis numbers identifying each of the 200 cars.

The Chassis plate is a square one and can be found affixed to the off-side inner wing. The 5 Turbo from 1980 till 1982 had a plate on the dash but they did not follow the chassis numbering in sequence and they must have been put on the cars at random. So you will find a chassis number and a personalised dash serial number in the car which are totally different.

There were a number of various specials and homologated cars all sharing the same

**S**OURCES OF THE NUMBERS BUILT VARY ENORMOUSLY FROM PUBLICATION TO PUBLICATION SO I HAVE TAKEN MY FIGURES FROM A PAMPHLET PRODUCED BY ALPINE IN DIEPPE IN 1991, I THINK THESE ARE THE MOST RELIABLE NUMBERS.

5 TURBO	TURBO 2	TOTAL
1980 804	1983 1349	
1981 871	1984 1497	
1982 445	1985 192	
	1986 142	
TOTAL 1820	TOTAL 3167	

TOTAL PRODUCTION 4987, of both the 5 Turbo and Turbo 2 added together.

All 5 Turbo and Turbo 2 cars from 1980 till 1986 ran with the chassis number series of 8220 up until September 1984 to March 1985 when a homologation was sought for the 5 Maxi Turbo to be included in Group B. Those 200 cars built we now know as Evolution cars and they had an identification chassis series number of 8221. They were fitted with a 1423 cc version of the normal engine and a had a few other minor changes made to them (see the section on the derivatives of the 5 Turbo)

From March 1985 the cars reverted back to the 8222 number as before.