

PARIS SALON DEBUT.

The international press learned of the 5 Turbo at a press conference given by M. Bernard Vernier - Palliez, President Director General of Renault at the 1978 Paris Motor Show. A red 5 Turbo was displayed and it was a sensational debut, the media were incredulous but very excited. Further testing was necessary and the setting up of a production line. A number of modifications still had to be made by the technicians.

The No. 02 prototype was also shown at Francfurt in 1979 and in April 1980 crash testing took place at the Lardy test centre. A number of cars were crashed head on at various speeds into a concrete wall.



Technical development of the car made numerous changes necessary as its specification came nearer to finality. The width of the wings, dimensions of the wheels (these were said to have been designed on with the inspiration of a turbocharger fan, by Yves Legal) design of the radiator grille etc., every change had to be incorporated into the styling model- and after every change it had to be tested at Dieppe.

modules seemed an attractive idea. It gave a strong impression of technology dominant, while reflecting aviation design. As for the colours and materials, (carpets and velvet pile, leather for the dashboard, cloth and leather for the seats, plastics etc.) and the dashboard motifs all of these were chosen at the same time. The dash instruments were designed in conjunction with Jaeger, and the choice of material and trim was assigned to Martine Villain of the Renault styling centre.

