

themselves for the 1981 Monte Carlo Rally. The attack did not come from the quarter as expected, Mouton retired her Audi and Mikkola was soon out of contention early after an accident. Therrier in an Almeras prepared Porsche 911 set a scaring pace. This developed into a Battle - Royal with Ragnotti , culminating in Therrier going off the road on the famous Col-Du-Turini and handing victory to Ragnotti. This was a sweet victory for the rally team in winning the French round of the WRC in a French car with a French crew.

By now it was obvious that the R5 Turbo could be a competitive rally car and Renault Sport were not slow to offer the competitor everything from a full Group 4 car (according to Landon this was exactly like Ragnotti's car) to individual performance parts.

After a very encouraging 5th placing in the 1981 RAC rally, Renault Sport offered the would be rally driver an options package called the "Cevennes". Essentially you could buy all of the parts to make your car into a copy of the 1981 RAC car. This included a fair amount of strengthening, roll cage, suspension a brake parts and of course the engine tuning kit. As mentioned in section nine 200/210 was relatively simple to obtain again available over the counter but it was costly. The competition cars used an F1 turbo mounted on the right hand side of the engine bay, the four into one manifold exiting on the right side with the large air cleaner and metering head to the left side. In



1981 a new R5 Turbo cost 85,000 francs plus tax. The basic Group 3 kit cost a further 60,000 francs for basic parts plus 10,600 francs for the 210 engine parts. In sterling this would have been approx. £22,000, not cheap and this was for a Group 3 car, not a full blown works example.

The team entered another non-tarmac event in 1982, the Ivory Coast rally where Saby finished 4th. Ragnotti retiring. It became obvious on these loose surface events that the car needed more rigidity/strengthening so for the 1983 season the Group B homologated car was entered. Known as the Tour De Corse the car was only visibly different from cars previously campaigned by having modifications to the front bumper and two very large spotlights replacing small rectangular lamps

and vertical indicator/sideights.

It differed from the Group 4 car by having a wider front track (7cm), more body strengthening mostly in the rear, larger front wheel arches and a mixed water/ air intercooler arrangement. All these modifications allowed Renault to use the latest tyre technology by now using a larger front wheel and power was up to 300 bhp.

The Tour De Corse's first event was Corsica. Ragnotti sidelined again although Saby finished 5th. It wasn't until the following year that Therrier using the same car that Ragnotti had driven on the 1983 Rally D'Antibes, shocked the rally establishment by finishing fourth on the Monte Carlo rally behind 3 Audi's.