



a vertical median line. The Instruments and switches were permanently back lit with a gentle red glow whenever the ignition was switched on, these can be controlled by a variable rheostat control switch. The steering wheel was striking in appearance and almost "Art Deco" in design, being a two spoke L shaped wheel with a coloured centre. A Toolbox was mounted on the engine cover containing a fine set of Facom tools and a pair of Kid leather gloves.

The seats were of the "H" type with special cushioning under the thighs, down both sides and with high built-in head restraints. Some areas of the seats were trimmed in parchment-finished simulated leather and two panels were in matching cloth with fine-line strobe striping. The door skins were trimmed with the same effect. Each car was given a numbered plaque and this was fitted to the dash, however it did not correspond to the chassis number for some reason.

Mechanically the 5 Turbo and the Turbo 2 were identical apart from the following changes made: the 5 Turbo had an Aluminium roof, doors and rear hatch, and length of the handbrake cables was different from the Turbo 2, the speedo drive take - off was from the gearbox in the Turbo 2, and the 5 Turbo had two fuel lifter pumps integral in the tank, they were mounted under the intercooler in the Turbo 2. The interiors were obviously very different as described above. The engine, transmission and technical specifications are described in detail further on in this publication. Both cars had Glass fibre reinforced

polyester resin panels namely the front and rear bumpers, the bonnet and front and rear wings. Polyurethane parts fitted included the spoiler above the rear hatch and the gutter sections.

The first time the car was shown in the UK was at the London Motor Show in 1981 and on the Renault stand an Olympic Blue car was displayed with a



bright red interior. Those that first saw it looked on in disbelief and few thought that it would ever really go into production.

