

MONTE CARLO RENAULT

April 1996

On the 1981 Monte Carlo Rally Renault 5 Turbo's ran with an adjustable boost control, but the rules said that it could not be altered mid - stage. Bearing in mind the notoriously fickle officials, Patrick Landon, Renault's team manager, took no chances and enclosed the key operated boost control in the engine bay with a locked glass case. He kept the only method of altering the setting, the key, on his person!



THE RENAULT 5 TURBO, POCKET ROCKET, CULT CAR

(There is a publication being compiled) - May 1996

You may be pleased to read that a couple of members are putting together a publication on the Renault 5 Turbo, this is entirely at their own expense with a large number of unique original press shots on cars. It covers the time from its initial development, its Rally success, various type specifications, tuning, customised cars, fault finding, buying a car etc. etc. Keep looking in Stage Times for a progress report.

These cars continue to fascinate all that see and drive them, they remain the definitive practical and affordable road going, built for rallying, Supercar. These pocket rockets are matched only by modern cars three times the price or more. With the early cars now 16 years old and the last ones built in early 1986 the marque is of a cult status these-days, fellow motorists and bystanders are left with mouths opened. Many wrongly believe that these are kit cars and others think that they are fitted with a 3 litre V6, they will even argue with you. It is hardly surprising therefore that there are a large number in the club and we should try to get every owner to join.

Some famous past owners include Peter Stringfellow, Derek Warwick, The Bros. brothers, Andrew Ridgley from Wham who used to race one, Alain Prost, Joanna Lumley drove one in a Pink Panther film and so did Barbara Carrera in the James Bond film "Never Say Never Again". Even Stirling Moss and the DJ Mike Read drove the cars in road-tests for magazines, as did a number of other celebrities.

When you consider that they were not exactly cheap when first launched in 1980 the prices



have remained static, with the best cars starting to realise sensible prices of 10k to 14k even in the UK. Prices in Germany and France have always been higher than here. One sinister development is the re - export of cars out of the UK to new markets especially in Holland, Portugal, Spain, Japan and Australia.

There are not many left even in France but there is a good number in Holland and Germany and an estimated 115 in the UK, as a maximum.

There are probably 70 out of that number on the road today with 30 in some state of repair and the final 25 in a poor state probably becoming beyond repair. I know of two in scrap yards and there are about three written off every year with 5 or 6 leaving our shores also. So there you are, if you have never been in one, get an owner to make you smile for a week with a demonstration of the cars awesome handling and acceleration (in the dry). A nappy is recommended for wet driving at speed!