

TECHNICAL SPECIFICATION: RENAULT 5 GORDINI

GENERAL

Type number: R1223

Drive position: Front engine, front wheel drive.

The Renault 5 Gordini is a high-performance version of the Renault 5, known in France as the Renault 5 Alpine. Standard equipment includes a laminated windscreen, front spoiler, aerodynamically-shaped door mirror, pivoted rear side windows, rear window wiper/washer, Halogen headlights, front fog lights, rear fog light, reversing lights, reclinable front seats with integral head restraints, and fold-down rear seats as on the other Renault 5 variants. In addition, it has a rev counter, 2-speed wipers, electric washers, heated rear window, digital clock, cigar lighter, dashboard rheostat, trip recorder, illuminated ashtray, 2 position interior light, glove box and door pockets, day/night rear view mirror, passenger grab handle, coat hooks, side window demisters, adjustable fresh air vent, ashtrays front and rear, and inertia reel front seat belts as standard.

ENGINE

Type 840-25

Number of cylinders:	4 in line. Removable wet liners.
Cubic capacity:	1397 cc
Bore & Stroke:	76 x 77 mm
Compression ratio:	10 : 1
Maximum power:	93 bhp DIN at 6,400 rpm
Maximum torque:	85.35 lbs/ft at 4,000 rpm
Cylinder head:	Aluminium, with valves inclined in a V, operated by pushrods and rockers.
Crankshaft:	5 bearing; chain-driven camshaft.
Cooling system:	Sealed with radiator, pump and expansion chamber, including anti-freeze and rust inhibitor. Fan, with electric thermocontact thermostat.
Carburettor:	Weber 32 DIR 58, dual barrel.
Fuel pump:	Camshaft driven
Battery:	12 volts 220/44 AH
Alternator:	50 Amp
<u>Valve timing:</u>	Inlet valve opens 30° BTDC Inlet valve closes 72° ABDC Exhaust valve opens 72° BBDC Exhaust valve closes 30° ATDC
Firing order:	1-3-4-2

/TRANSMISSION...

TRANSMISSION

Clutch:	Dry, single plate with diaphragm spring. External diameter 181.5 mm Internal diameter 127 mm					
Gearbox:	Type 385 5-speed all synchromesh & reverse.					
Gear	No. of teeth	Ratio	Overall ratio	km/h	mph	Final drive
				1000 rev/min		
1st	42/11	3.818: 1	14.795: 1	6.81	4.23	
2nd	38/17	2.235: 1	8.662: 1	11.63	7.22	31/8
3rd	34/23	1.478: 1	5.728: 1	17.60	10.93	3.875: 1
4th	29/28	1.036: 1	4.013: 1	25.12	15.60	
5th	31/36	0.861: 1	3.336: 1	30.21	18.77	
Rev.	37/12	3.083: 1	11.948: 1	8.44	5.24	
Gear lever position:	Central, floor-mounted Transmission to front wheels through two shafts each with homokinetic joints					

SUSPENSION

Front:	Independent with longitudinal torsion bars 18.5 mm diameter Anti-roll bar, 16 mm diameter Hydraulic telescopic shock absorbers.
Rear:	Independent with transverse torsion bars 20.5 mm diameter Flexibility to wheels 28.6% Anti-roll bar 18.5 mm diameter Hydraulic telescopic shock absorbers.
Front axle (unladen)	Camber angle $0^{\circ} \pm 30'$ Castor angle $11^{\circ} + 1^{\circ}$ King pin inclination: equal both sides - maxm. difference 1° Parallelism 0 to 3mm (0 to 1/8in)
Rear axle	Negative camber angle 0 to $-1^{\circ}30'$ Parallelism unladen 0 to +2mm (+ = toe-out) (0 to +5/64in)

STEERING

	Rack and pinion. Ratio 20: 1 3 2/3 turns from lock to lock
Turning circle:	10.10m (33ft 15/8in) between walls 9.75m (31ft 17/8in) between kerbs

BRAKES

	Front discs, rear drums, double hydraulic circuit, servo-assisted, with load-sensitive pressure limiting valve to prevent rear wheel lock-up. Master cylinder diameter 19mm Front discs 228mm (9in) Brake surface 507cm ² per disc Wheel cylinder diameter 48mm
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Rear drum diameter/...

	Rear drum diameter 180.25mm (7.096in)
	Braking track area 339.5cm ²
	Wheel cylinder diameter 22mm
Handbrake:	Mechanical, acting on rear wheels
<u>WHEELS</u>	5.25 x 13 aluminium
<u>TYRES</u>	155/70 HR 13 1680mm (66.14in) rolling circumference
<u>CAPACITIES</u>	
Fuel tank:	38 litres (8.4 gallons)
Engine:	3 litres (5½ pints)
Gearbox:	1.7 litres (3 pints)
Cooling system:	6.3 litres (11 pints)
<u>WEIGHTS</u>	
Front:	495 kg (1091 lbs)
Rear:	355 kg (783 lbs)
Kerb weight:	850 kg (1874 lbs)
Max. permissible all-up weight:	1250 kg (2756 lbs)
<u>DIMENSIONS</u>	
Overall length:	3.555m (11ft 8in)
Overall width:	1.525m (5ft)
Overall height (unladen):	1.395m (4ft 7in)
Wheelbase:	Left - 2.442m (8ft 1/8in) Right - 2.412m (7ft 11in)
Front track:	1.294m (4ft 3in)
Rear track:	1.254m (4ft 1 3/8in)
Ground clearance laden:	0.120m (4½in)
<u>PERFORMANCE</u>	
Maximum speed:	175 km/h (110 mph)
Fuel consumption	
Urban cycle:	10.7 litres/100km (26.4 mpg)
Constant 90 km/h (56 mph):	5.6 litres/100km (50.4 mpg)
Constant 120km/h (75 mph):	8.0 litres/100km (35.3l mpg)
<u>MAINTENANCE</u>	
Engine oil change:	Every 5,000 miles
Diagnostic service:	Every 10,000 miles



RENAULT

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EMBARGO

NOT FOR PUBLICATION BEFORE 4 APRIL 1979

PRESS INFORMATION

ANOTHER HAPPY EVENT FOR RENAULT'S "FAMILY OF FIVES"

The 110 mph Renault 5 Gordini makes its UK debut

Into the Renault 5 "family" today drives a tough new baby, exuding zest, performance and top-level comfort: the RENAULT 5 GORDINI.

Like the famous name with which it is linked, the 5 Gordini represents performance with a capital "G" - a car with across-class distinction, adding up to the liveliest, most exciting Renault 5 yet, designed for discerning buyers who seek a car with sporting background but at the same time comfortable, practical, and sensibly equipped for everyday motoring.

Powered by a 1400cc 4-cylinder engine developing 93 bhp, giving a top speed of 110 mph, the Renault 5 Gordini comes in at £4,148.82 as the most powerful road-going version of the Renault 5 in volume production.

Simultaneously, Renault UK announces "Le Car" for the British market - a limited edition of 1,000 specially-built Renault 5s, based on the Renault 5 sold in the United States, costing £3,348.54 (see separate release).

The arrival here of the 5 Gordini makes a total of six versions of the ubiquitous Renault 5, which made its international debut in 1972. In addition to the 5 Gordini, there are the

- Renault 5 (845cc, 36 bhp, 76 mph)
- Renault 5TL (956cc, 44 bhp, 84 mph)
- Renault 5GTL (1289cc, 42 bhp, 84 mph)
- Renault 5TS (1289cc, 64 bhp, 94 mph)
- Renault 5 Auto (1289cc, 55 bhp, 87 mph)

/NATURAL LINEAGE...

NATURAL LINEAGE

The newcomer to the Renault 5 range was launched first in 1976 in France, where it is known as the Renault 5 Alpine, which in Group 2 competition form has established a string of international sporting successes, including 2nd and 3rd overall on the 1978 Monte Carlo Rally, and Group 2 victory in this year's "Monte".

"Alpine" was the name chosen in France because the initial major technical modifications on the car were designed and carried out by Renault's sporting subsidiary, Alpine Renault, at their Dieppe factory. But because the "Alpine" car name is registered by Chrysler in the UK, and because Renault has engineering associations dating back more than 20 years with Amédée Gordini, it was decided that the "Gordini" title provided a natural genetic link with the renowned "sorcerer" when it came to christening this race-bred version of the Renault 5.

Engine work on the 5 Gordini is carried out at Renault Sport, and the cars are finally assembled at Renault's Douai plant, near Lille in Northern France.

PROVEN TECHNOLOGY

Like its forebears, the Renault 5 Gordini is based on well-proven engineering and technical components, using Renault's soundly-established 1,397 cc engine (developed from that of the Renault 12/5 1,289 cc unit), with aluminium cylinder head, breathing through a dual barrel Weber carburettor and producing 93 bhp (DIN) at 6,400 rpm.

A five-speed manual gearbox transmits the drive to the front wheels, while braking is through a double hydraulic circuit, servo-assisted, to 9-inch front discs and 7-inch rear drums.

Suspension is independent all round, using thick torsion bars, anti-roll bars and hydraulic telescopic shock absorbers front and rear. Steering is by rack and pinion, and overall dimensions differ only fractionally from the other Renault 5 versions - 2 inches longer (11ft.8in.) and 100 lbs heavier (1874 lbs) than the 5TS.

/EQUIPPED...

THOROUGHLY EQUIPPED

Added to its outstanding, comfort-at-all-speeds virtues, from body-hugging seats to impressive engine flexibility and smoothness, the Renault 5 Gordini embodies the type of standard equipment rarely found in small (and often large) high-performance cars.

Externally it is distinguished by:

- A built-in spoiler beneath the front grille
- Halogen headlights
- Front fog lights
- Reversing lights
- Rear window wiper/washer
- Aerodynamically-shaped matt black door mirror
- Special aluminium wheels
- Gordini livery and badges
- Rear fog light

Standard equipment inside includes:

- Laminated windscreen (tinted)
- Pivoted rear side windows
- Reclinable front seats with integral "open" type head restraints (like the 5TS)
- Rev counter
- Two-speed windscreen wipers
- Electric screenwashers
- Heated rear window
- Digital clock
- Cigar lighter
- Dashboard lighting rheostat
- Trip recorder
- Illuminated ashtray
- Two-position interior light
- Glove box and door pockets
- Day/night rear view mirror
- Passenger grab handle
- Tinted glass
- Three-spoke padded sports steering wheel
- Coat hooks
- Side window demisters
- Adjustable fresh air vents
- Front and rear ashtrays
- Inertia reel (60mm) front seat belts

MARKET PROFILE

Out of Renault's UK target of 83,000 sales in 1979, including 23,000 Renault 5s, the Renault 5 Gordini is expected to account for 2,000 sales.

It is seen essentially as a dual-role car - both as a robust, practical, family load-carrier and the young businessman's express, while being simultaneously the perfect "first" car for drivers planning to take up motor sport.

Designed in the current "Grand tourisme" vogue, i.e. a car that is fast, responsive, with good roadholding, comfort and adaptable luggage and seating space through the large tailgate/folding rear seat layout, the 5 Gordini boasts comprehensive equipment, motors flexibly about town, can be parked in small spaces, and on long journeys provides easy-striding performance with safe, economic driving.

Renault's market researchers see the Gordini model appealing to three broad groups of buyers:

- Young trend-setters, mainly men, 20-35 years old;
- Affluent second car buyers and well-to-do housewives (also in the young age bracket);
- Young businessmen-about-town and motoring enthusiasts, though more the GT buyer than the out-and-out competition driver.

FROM FIVE ... TO SIX

With six versions now available, the Renault 5 has expanded over seven years into a major range, spanning the buyers' market. It is today the biggest-selling French car in the world, with total production heading for the third million and averaging more than 2,000 a day.

How has this success come about? Unquestionably because the Renault 5 was designed as a real small car, that is, a car which, although small, is not under-equipped or uncomfortable but capable of carrying four passengers and their luggage. It was the first car with such dimensions really to offer those appointments previously reserved for buyers of much bigger cars.

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The Renault 5 was therefore built to be "multi-purpose", both in its uses and its ability to please: for the young and not-so-young, for women, for one-car families or multi-car families.

FIVE FAMILY BACKGROUND

In the beginning ... that is, in 1972, there was the Renault 5L (782cc, 33.5 bhp DIN at 5,200 rpm), and the 5TL (956cc, 44 bhp at 5,500 rpm) - one being lower-priced, and the other offering more equipment.

Next, in April 1972, the Renault 5 LS appeared. In 1973, this became the 5TS (1289cc, 64 bhp at 6,000 rpm), which, with higher specification and more stylish presentation, was designed to meet the needs of a demanding clientele, seeking a yet more powerful and classy car.

In February 1976, the 5GTL version (1289cc, 44 bhp at 5,000 rpm) brought a new angle to fuel conservation - another Renault which again became a trend-setter. The same year, in France, arrived the 5 Alpine - now making its UK debut as the Renault 5 Gordini.

Last year (1978), the Renault 5 broke new ground again - in 1300 Automatic form, while at the same time, in "Le Car" form, it opened up Renault's challenge on the massive North American market.

The success of the Renault 5 has been supported by substantial industrial effort in the Renault Group. It is manufactured in France (at Flins and Douai), but also in Belgium, Spain, Portugal, the Ivory Coast, South Africa, Morocco, Malaysia and Mexico.

Its rapid popularization in Europe led to the creation of the European "Gordini Challenge" - the first time in automobile history that so many young drivers from various countries could compete against each other with the same machine.

There are Renault 5 Challenge series now in 10 European countries: Great Britain, Austria, Germany, Belgium, Denmark, France, Holland, Italy, Sweden and Switzerland, plus Morocco.

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The Renault 5 Gordini will be seen on British racing circuits this year, with the first car being driven by Neil McGrath, winner of the Renault 5 Elf Challenge over four of the past five seasons. Renault UK will also be loaning a Renault 5 Gordini to the winner of this year's Gunk Renault 5 Elf Challenge series for racing in a higher-grade formula in 1980.

WHY THE 5 ALPINE/GORDINI?

Since the beginning of this century, Renault has participated in racing, and, whether directly or through the subsidiaries of Alpine Renault and Renault Gordini, Renault has demonstrated the value of its ideas, the high level of technical achievement of which the company is capable, and the quality of its products - on all types of circuits around the world.

Since the creation of the Régie Renault, a tradition has grown up that Renault should develop sports versions from a basic car. This has allowed many drivers to make their debuts in motor racing, and even more to enjoy high-performance cars which are still relatively cheap to buy and run.

Renault's 4CV "1063" was followed in 1957 by the Dauphine "1093" Gordini. Then came the Renault 8 Gordini, the 12 Gordini, the 17 Gordini - and now the 5 Gordini.

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EXCLUSIVE EDITION OF RENAULT 5 FOR UK BUYERS

"Le Car" joins Renault's growing family

In April, Renault UK is staging a special event throughout its 420-strong dealer network, to be called "FESTIVAL RENAULT 5" and running from April 9 to 29.

It will mark a double celebration - the official introduction of the Renault 5 Gordini*, and the launching of a limited edition of "Le Car", based on the Renault 5 model which, under the same name, has achieved enormous success on the big North American market and forms a major part of the Régie Renault's transatlantic deal with American Motors Corporation.

Priced at £3,348.54, the Renault "Le Car" will be limited to 1,000 models designed exclusively for the British market, finished in a distinctive silver grey, with red side stripes and LE CAR badges on the bonnet, side doors and back.

To personalise the car, its special number in the limited edition will be placed on the dashboard.

LE CAR: SPECIFICATION

In addition to its individual paintwork and trim, Le Car will have black bumpers, alloy wheels, special matt black exterior rear view mirror, telescopic roof aerial, rubber surrounds to the door locks, and side reflectors.

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Inside, it will have special upholstery materials and colour schemes, front and rear carpets, special interior door locks, tinted glass and laminated windscreen, a digital clock mounted in the roof between the sun visors, special map reading light, and a steering wheel, with padded trim.

Technically, the Renault 5 Le Car shares the same engine and components as the Renault 5TS high-performance model. It is powered by the 1289cc 4-cylinder unit, developing 64 bhp at 6,000 rpm, giving a top speed of 94 mph.

"FOR THE YOUNG TRENDSETTERS"

Commenting on the introduction of Le Car and the Renault 5 Festival, Renault UK Marketing Director ALAN DAKERS said:

"Nothing succeeds like success, and with some 90,000 Renault 5s on the British roads by the end of this year, the new Gordini widening still further the appeal of the 5 range, and this limited edition of Le Car adding a touch of sophistication and glamour - very much cars for the young trend-setters - these are all good reasons to spotlight the whole Renault 5 range in a special 'Festival' in every Renault dealership in Britain.

"This festival will, I believe, play a significant role in increasing awareness, building up Renault's image here, and achieving our 1979 objective of 23,000 Renault 5 sales."

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* See separate Press release on Renault 5 Gordini