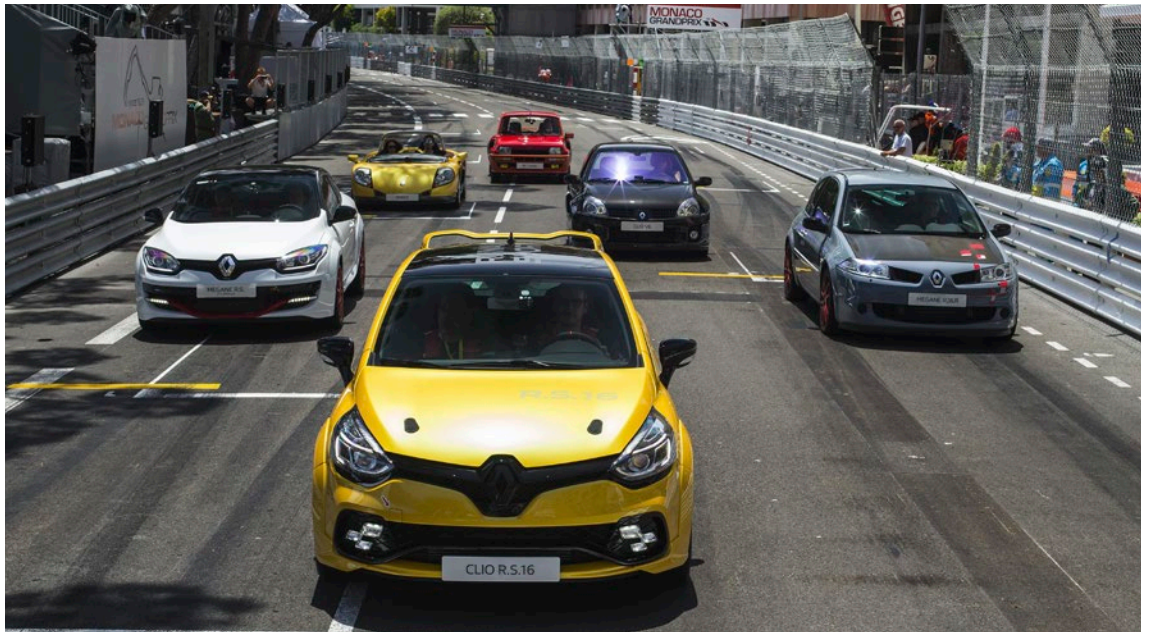


PRESS KIT

September 2016



Renault Sport A PASSION FOR RACING HARD-CODED IN RENAULT'S DNA

Renault's 118-year history is replete with countless challenges. From Louis Renault successfully driving his A-type Voiturette up the steep rue Lepic in Montmartre to the return of Renault Sport Formula One Team, a love of racing has long been deeply rooted in the values of the Brand.

It is worth remembering that this association owes much to the fact that motorsport and sports performance were drivers of the technological developments essential for contemporary cars. The gearbox and turbocharger, for example, were invented by Renault at the start of its history!

The creation of Renault Sport in 1976 signalled the start of a new era. Bringing together all of the expertise within a single entity, Renault initially took on the challenge of track racing, winning some twelve world titles in Formula 1. Since then, its activities have spread into designing the brand's sports models, which are regularly and widely acclaimed for their performance and their unbeatable price-to-pleasure ratio.

Forty years on, the basics remain the same. The Renault Group's involvement in Formula 1 and Formula E contribute both to its global brand image and the development of new methods of propulsion in the not too distant future.

Making use of technologies developed for track racing, the R.S., GT and GT-Line models are seen as the standard bearers of the Renault range. Behind the wheel, hundreds of thousands of drivers form a borderless community, which spreads Renault Sport's passion to the four corners of the planet.

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A few questions for... Patrice Ratti

After starting his career in 1981 as an engineer in the Formula 1 team, Patrice Ratti witnessed first hand the early stages of Renault Sport. Now Managing Director, Renault Sport Cars, he looks back over the last forty years or so...

Which events have struck a particular chord with you in the history of Renault Sport?

"The Renault Sport entity was set up in 1976, bringing together the various motorsport activities of Renault, Alpine and Gordini. Initially, the aim was a purely sporting one, taking part in F1 using a turbocharged engine that almost no one believed in. Very quickly, the gamble began to pay off as we won the 24 Hours of Le Mans in 1978 and then scored our first Grand Prix win in Formula 1 the year after. Among my many good memories, Jean Ragnotti's win at the 1981 Rallye Monte-Carlo has a particularly special place. At the same time as winning six world titles with the Renault V10 in the 1990s, it was decided to use Renault Sport to develop sports cars. Spider was the first Renault Sport-branded model. Since the first version of Clio R.S., we have developed a complete range of sports cars with the R.S., GT and GT-Line. The lap records beaten by the three generations of Mégane R.S. at the Nürburgring have also gone down as great moments in our recent history."



What are the values of Renault Sport in 2016?

"They are the same as they were in 1976. Renault Sport has always striven for performance without ever hesitating to head off the beaten track in order to develop new solutions. Our love of racing and team spirit are as strong as ever. From a technical standpoint, Renault Sport has never focused solely on horsepower. We prefer to find the right balance between power and weight, with highly efficient chassis and paying special attention to driving pleasure. It's tricky to get right, but it's part and parcel of our make-up and is hard-coded in our approach: Renault cars have always been light and agile, and have regularly beaten much more powerful cars."

Renault Sport enjoys a challenge, but what can we expect you to take on next?

"When we have the successor to Mégane R.S. 275 Trophy-R, our aim will be to take back the Nürburgring lap record! For the time being, we are taking on the challenge of developing international sales. In five years, the proportion of vehicles sold outside of Europe has gone from 10% to almost 40%. Sandero R.S. 2.0 – our first product developed specifically for Latin America – has been a huge success and we are intending to pursue this avenue."

Are alternatives to combustion engines also something you are considering for the future?

"In addition to hybrid engines, we are studying what an affordable electric sports car might look like, to be ready when the time is right and in line with Renault's strategy. Relative to its size, the electric motor is extremely efficient in terms of acceleration and torque. On the other hand, batteries still need to improve as regards their weight-to-range ratio. From that point of view, Renault's involvement in Formula E is an excellent development setting."

What are the goals of Renault Sport for the future?

"Our engineers are currently working on a number of exciting projects... The objective, set during our reorganisation at the start of the year, is to double Renault Sport's sales. To achieve that, we want and need to offer our customers exciting sports cars in more and more markets. Whilst continuing to grow in Europe, we are therefore going to pursue our development in other continents."

02

118 years of success!

Filled with race wins and world titles, Renault's competitive record is unique, because it covers almost every category of motorsport. Rallye Monte-Carlo, Tour de Corse, Dakar, 24 Hours of Le Mans and obviously, Formula 1: Renault has won trophies on all surfaces and in all eras!

The race up rue Lepic

On Christmas Eve 1898, Louis Renault made a bet with his friends in Paris that he could drive his Voiturette, fitted with a revolutionary gearbox, up rue Lepic and its 13% gradient to Montmartre, an absolute nightmare for cars at the time. The car made it to the top, earning Renault its first twelve orders!



First major win in Vienna

At the 1902 Paris-Vienna race, three Type Ks and four Voiturettes were competing against powerful rival cars on steep and winding roads. Marcel Renault won the race at an average speed of 62.5kph. His victory signalled the birth of a serious competitor in all motorsport categories.



Winner of the first ever Grand Prix

Renault entered the Type AK – equipped with a light chassis and a 12.9-litre engine – in the 1906 French Grand Prix, the first ever to be held, at Le Mans. Ferenc Szisz prevailed after more than 12 hours of racing in incredibly hot conditions.

The era of records

As road races were increasingly forbidden, Renault's attention shifted towards race tracks. The production-derived Renault 40CV Type NM completed 24 hours at an impressive, record-breaking average speed of 173kph in 1926. This period stretched into the 1930s with the Nervasport and then with the Étoile Filante beating the land speed record on the Bonneville Salt Flats in 1956. Even today, the R.S. are still chasing records, with something of a preference for the Nürburgring's Nordschleife!



From Gordini to Renault Sport

Having begun with the Dauphine at the end of the 1950s, the association between Amédée Gordini and Renault developed thanks to the legendary R8, R12 and R17 Gordini models. The Renault 8 Gordini Cup thus became a trailblazer as regards promotional formulas and the first Formula Renault were powered by the R12 Gordini engine. In 1976, the creation of Renault Sport went hand in hand with an ambitious plan: design a turbocharged version of the V6 used in the European Sports Car Championship, with a view to competing in the 24 Hours of Le Mans and Formula 1...

Kings of the road

Although the innovative Dauphine won the Mille Miglia, the Tour de Corse and the Rallye Monte-Carlo, the Alpine was the car that secured Renault its first World Rally Championship Manufacturers' title in 1973. Renault's competitive record in rallying and road races was improved by the R5 Alpine, R5 Turbo, Maxi Mégane and Clio Super 1600, not forgetting the R20 that won the Paris-Dakar Rally in 1982!



Success at Le Mans and the early stages in F1

After several unsuccessful attempts, the Renault-Alpine scored a resounding win at the 24 Hours of Le Mans in 1978. Renault was therefore able to turn its attention to Formula 1 and the technological challenge of the turbo engine. After the RS01 made its debut at the 1977 British Grand Prix, the team's persistence and selfless devotion finally paid off with Jean-Pierre Jabouille's historic win at Dijon in 1979 and then Alain Prost's fight for the title in 1983.



A winning return to F1

After taking a short break, Renault returned to F1 as engine partner to Williams at the end of the 1980s. The alliance quickly became unstoppable with drivers' titles won by Nigel Mansell and Alain Prost. Benetton kept the winning run going with Michael Schumacher, then Williams returned to form with Damon Hill and Jacques Villeneuve, enabling Renault to claim six consecutive titles as engine partner between 1992 and 1997. Following another break, Renault returned as a manufacturer in 2001. The team gradually moved up the standings, winning its first title in 2005 with Fernando Alonso. Despite the switch from V10 to V8 engines, Renault repeated the feat in 2006, dominating Ferrari. The partnership forged with Red Bull Racing and the talent of Sebastian Vettel led to another four titles between 2010 and 2013.

40 years of Renault Sport!

The technological revolution instigated by Formula 1 in 2014 led Renault to redefine its strategy. At the end of 2015, Renault announced its intention to return to the championship as chassis and engine manufacturer. The foundation of the Renault Sport Formula One Team was particularly celebrated at the iconic Monaco F1 Grand Prix with Clio R.S.16, a concept car fitted with the most powerful engine in the Renault Sport range.



03

A dynasty of legendary models

The history of Renault Sport is also littered with a series of legendary models, which have spawned many a racing driver's career or in which a simple passion for driving has been sustained...



R5 Turbo

The Renault 5 Turbo was unveiled at the Paris Motor Show in October 1978, before going on sale in 1980. The 1,397cc engine was rear mid-mounted, which gave it a stocky, muscular appearance. Assembled at the Alpine plant in Dieppe, the car was an instant hit. The racing versions claimed many victories, including the 1981 Rallye Monte-Carlo and the 1985 Tour de Corse.

Clio Williams

As the first generation Clio enjoyed huge commercial success, the Clio Williams was released to celebrate Renault's success in Formula 1. The 1.8-litre capacity engine of the Clio 16S was increased to 1,998cc. With 147hp for a weight of just 990kg, the Williams served up fiendish performance and a chassis that would set the benchmark in its class for a long time.



Renault Sport Spider

Unveiled at the 1995 Geneva Motor Show, the Spider was the first Renault Sport-badged vehicle. Fitted with the Clio Williams engine, it was also the brand's first roadster. With its scissor doors and lack of windscreen, who could fail to be moved by its radical design? The car quickly became a collector's item, since only 1,700 units were produced at the Dieppe plant!

Clio V6

Based on the second generation of the city car, the Clio V6 was inspired by the R5 Turbo, with its rear mid-mounted engine and its fiery handling. As its name suggests, it was powered by a three-litre V6 engine, developing some 230hp. The phase 2 version, released in 2003, came with a revised chassis and a more powerful 255hp engine.



Mégane R26-R

Extreme version of the first Mégane Renault Sport, the Mégane R26-R boasted stunning performance, with its 230 horsepower engine enabling it to go from 0 to 100kph in six seconds! The engine and chassis upgrades made it particularly quick on race tracks. In fact, it set a new lap record on the Nürburgring's legendary Nordschleife for front-wheel drive production cars.



Mégane R.S. 275 Trophy-R

A worthy successor to the original model, the Mégane R.S. 275 Trophy-R featured all the strengths of a vehicle developed by Renault Sport. As its name suggests, the power of the 2.0-litre turbo engine was increased to 275hp. Picking up the baton from R26-R, this ultimate Mégane reclaimed the Nordschleife record in May 2014, with a sub-eight minute lap!

Clio R.S. 16

Following on from the high performance vehicles designed by Renault Sport, Clio R.S. 16 features some surprising characteristics. Designed in just five months, this concept car is fitted with a 275hp 2.0-litre turbo engine. Featuring the rear suspension system of the Clio R3T rally model and the rear spoiler of the Clio Cup, this very special version illustrates the capacity of the Renault Sport teams to link the track and the road.



04

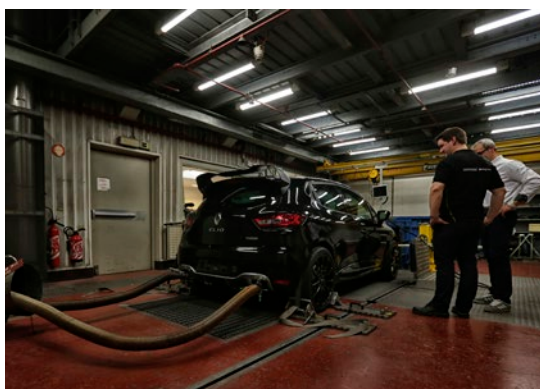
From the track to the road: unique expertise and know-how



The magicians at Renault Sport

Working together at Les Ulis, in the Paris region, the teams of engineers and technicians tasked with the design and development of the R.S., GT and GT-Line models possess a unique set of skills and know-how.

Their work begins long before the models hit the showrooms, sometimes up to three or four years before cars go on sale! In conjunction with their counterparts at the Technocentre, who are tasked with designing models in the Renault range, our engineers start by making sure that the base model can be adapted to feature the expected characteristics of a sports version. This preliminary project phase is followed by a series of studies evaluating achievable quality, costs and delivery times. Industrialisation aspects are also carefully studied in the early stages. Once the project is given the go-ahead, the Renault Sport magicians can really get to work!



In order to successfully design a vehicle, the project manager calls upon engineers from various specialist areas. Obviously, you think of the powertrain, chassis and suspension systems, but there are also contributions from specialists in aerodynamics, bodywork, electronics, acoustics and cabin ergonomics, as well as the automotive structural design engineers.

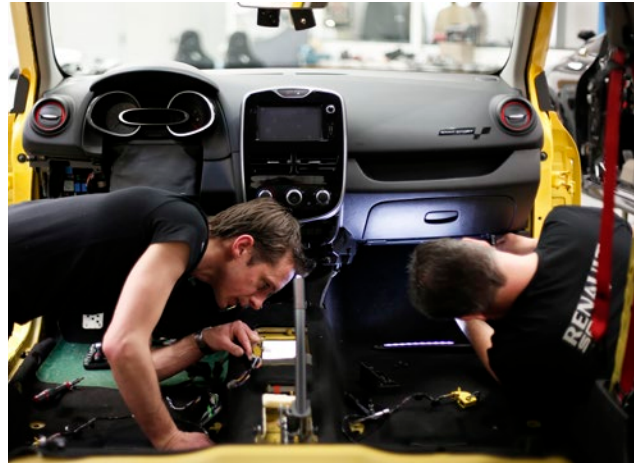
Everyone must work in partnership not just with the rest of the team but also with the other entities in the Renault Group. Discussions with the Technocentre continue throughout the project, and links are maintained with the teams working on racing models for certain technologies.

This is how technologies are transferred from the track to the road. For example, the hydraulic bump stops in suspension systems are derived from rallying, whilst the DLC-coated cam followers or "U-Flex" oil-control rings come from Formula 1 engines!

Whilst some engineers focus on creating parts in the design office, others show their versatility in dividing their time between simulation calculations and testing. Conducted on test beds or on track, these development tests are used to confirm the reliability and performance of each component.

In order to be as responsive as possible, the prototypes for future vehicles are crafted in a top secret workshop. Like in a racing team, the mechanics are capable of replacing parts and making significant changes within a few hours, in order to get back out on the test track as soon as possible.

The development of a model also calls for the involvement of lower profile specialist areas, but which are nonetheless essential. Quality assurance for the project, the sourcing of parts from suppliers or the homologation management to ensure compliance with the various standards are all important stages that must be negotiated before the cars make it to the dealerships!



“Renault Sport has a duty to excel in all areas, and not just in engine design or chassis and suspension systems. Creativity and intelligence are essential at every level. We are constantly looking to improve things, whether that means putting a big engine into a tight space or finding the right balance between aerodynamic performance and cooling the engine... Our customers are demanding, and rightly so, and we must take care over every detail, from acoustics to on-board connectivity. At the same time, we cannot compromise on reliability or safety at all.»”

*Thierry Landreau
Technical Director, Renault Sport Cars*



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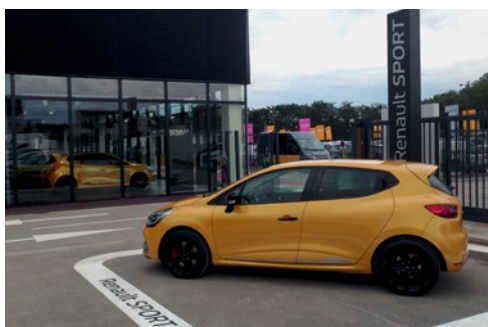
Innovative services for customers

“The link between the track and road lies at the heart of Renault Sport’s approach. In order to provide a complete customer experience, we offer a range of services that are unique for a mainstream manufacturer. Deployed in all of the locations where we market the R.S. models, the specialist dealer network forms the backbone of the system. Under the Renault Sport Experience banner, we also develop events at tracks so that R.S. owners can enjoy their vehicle in complete safety...”

Eric Bernard

Sales and Communications Director, Renault Sport Cars

Specialist dealer network



Recognisable by their distinctive signage, the Renault Sport specialist dealerships provide a unique customer experience, with a dedicated zone and flagship models from the R.S. range on display, as well as sales and after-sales personnel specifically trained on the latest technologies.

Since the network was set up in 2010, it has spread into all the locations where the range is marketed. The network now consists of 362 sales outlets throughout Europe (France, Germany, Great Britain, etc.), Africa (Morocco, South Africa, etc.), Asia-Pacific (Japan, China, etc.) and the Americas (Argentina, Mexico, Brazil, etc.).

In addition to sales and after-sales, the specialist dealerships organise events and activities, inviting customers, for example, to experience local motorsport events.

Renault Sport Experience

Renault Sport equally offers its customers the opportunity to enjoy the qualities of their vehicles at some of the greatest race tracks in the world! First introduced in France ten or so years ago, the “Renault Sport Enthusiast Days” were renamed Renault Sport Experience as the concept was expanded overseas. After success in Germany and Great Britain, the concept was rolled out in Morocco, Japan, Hong Kong, Brazil, etc.

Supervised by professional monitors for complete safety, customers can hone their driving skills behind the wheel of their R.S. The Renault Sport Experience concept also includes mobile test centres, where customers can test drive the latest models.



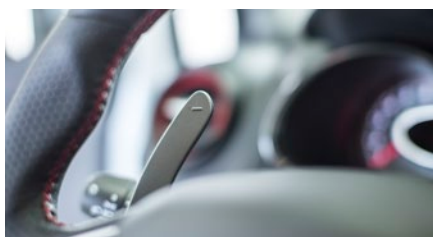
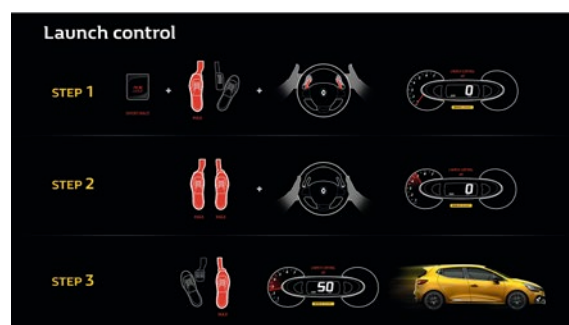
06

Technologies derived from racing for unrivalled driving pleasure

Resulting from the ongoing discussions between the racing engineers and those in charge of the production models, motorsport-derived technologies help to improve the driving pleasure, performance levels and reliability of the R.S. For example, all these items are used on Clio R.S.16, a veritable technological demonstration of Renault Sport expertise.

Launch Control

Inaugurated on Clio R.S. 200 EDC, Launch Control lets you fly off the start line like a cannon ball! Managing the level of grip available, this electronic system eliminates wheel spin by regulating the level of engine torque.



Multi Change Down

By pressing and holding down the steering wheel-mounted paddle, the driver can shift down through the gears quickly in order to enter each corner in the most suitable gear. Available on Clio R.S. and then on Mégane GT, it provides an unprecedented experience for all driving styles.

R.S. Monitor

Inspired by the on-board data acquisition systems used in racing, R.S. Monitor records the information sent by the car's sensors. Up to fourteen values are available: engine power and torque, brake pressure, oil temperature, steering wheel angle, etc. Fun to use, R.S. Monitor displays the essential information on the dashboard whilst driving. All of the data can then be used and analysed on a computer and compared with leading times for the main tracks.



R.S. Vision

The new lighting signature, previewed exclusively on the front of Clio R.S.16, R.S. Vision features the same chequered flag design that has come to epitomise Renault Sport's graphic environment. The exclusive multi-reflector LED technology enables four functions to be grouped together: fog light, cornering light, headlight and side light.

Independent steering-axis front suspension

Initially devised for the R21 Turbo Superproduction at the end of the 1980s, independent steering-axis front suspension was given a new lease of life on the more powerful models from the R.S. range. Unlike a McPherson-strut front suspension system, the steering axis is completely independent of the damper system, thus eliminating the torque-steer issues on tight corners and improving overall stability at high speed.



Hydraulic compression stops

Developed following work done by Renault Sport on the suspension systems used in rallying, hydraulic compression stops are now used on Clio R.S. Regardless of the conditions, they offer unrivalled road-holding for a sports car, thanks to the inclusion of a secondary damper in the main part.

U-Flex oil-control rings

Among the many innovations that have stemmed from the world of Formula 1, Renault Sport rolled out the U-Flex technology on its production models. This highly flexible, U-shaped oil-control ring adapts to the exact profile of the cylinder wall caused by changes in pressure and temperature. The innovation helps to limit friction whilst improving the efficiency of the engine lubricant.



07

2016 range: there's a Renault Sport to suit everyone

"The expectations of Renault Sport customers are, in essence, still the same: they want cars that are fun to drive, with more and more thrills from the handling, performance and sound of the car. Our current line-up is structured, with three levels to meet all requirements. The high performance area is embodied by R.S. and Trophy-branded models, synonymous with the ultimate in sports cars. The GT range combines driving pleasure with versatile efficiency, whilst the GT-Line offers a distinctive look for those who don't need or don't have the ability to use sports features."

Eric Magnan

Projects and Product Range Director, Renault Sport Cars

Twingo GT

Twingo GT comes with a rear mid-mounted engine, a nod to the R5 Turbo and the Clio V6, two iconic models that share the same structural design. Twingo GT proves to be decidedly fun to drive, with its spunky engine boasting 110hp and 170Nm of torque. Sitting firmly on its 17-inch wheels, Twingo GT features a revised suspension system, specific ESP settings and variable ratio power steering.



New Clio GT-Line

Featuring the same styling changes as New Clio, New Clio GT-Line adds a touch of character with 16- or 17-inch alloy wheel rims, a chrome-finish exhaust tail pipe, a rear spoiler and specific bumper-mounted air scoops. The interior may be customised, with Clio R.S.-derived specific upholstery, a sport steering wheel and aluminium pedals.



New Clio R.S. 200 EDC

Clio R.S. 200 EDC offers the best in Renault Sport technology for a thrilling driving experience. Thanks to its six-speed EDC dual-clutch automatic gearbox, efficiency and comfort go hand in hand. Embracing its city car looks, it can be transformed into a high-level sports car according to the wishes of the driver! With a more powerful 220hp engine, the Trophy version comes with an extra 40Nm of torque thanks to a new engine mapping, a larger turbocharger, an air intake system that reduces loss of power and a redesigned exhaust system. This version also has specific ground link systems.



New Mégane GT

Whilst special attention has been paid to driving comfort, New Mégane GT features the kind of sporty performance that is specific to models designed by Renault Sport. The supreme on-board comfort owes much to the four-wheel steering system, 4Control, a worldwide first in this segment. This model also comes with Launch Control, Multi Change Down and R.S. Drive. New Mégane Sport Tourer GT features all the same innovations as Mégane GT, combining the dynamic feel and elegance of its sleek lines with a record-breaking boot capacity!



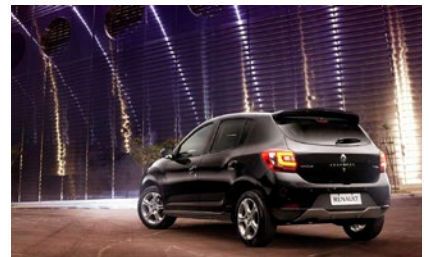
Sandero R.S. 2.0

Renault Sport technology adapted to meet the requirements of the South American market! The usually peaceful Renault Sandero has been given a radical overhaul by Renault Sport, dragging it uncompromisingly into the hot hatch segment. Featuring a 150hp engine, R.S. Drive mode and a tighter chassis, it provides genuine sports performance at an affordable price. In terms of its looks, Sandero R.S. 2.0 boasts a specially-designed bumper incorporating an F1 splitter, lateral skirting, a rear bumper with diffuser and a twin exhaust tail pipe.



Sandero GT-Line

Like Sandero R.S. 2.0, Sandero GT-Line features an eye-catching, decidedly sport design. Spaciousness and comfort remain the watchwords for this model. Particular attention has been paid to the interior, for example, which features specific upholstery with blue topstitching. The extensive equipment available with the standard version puts GT-Line among the high-end models in the Sandero range.



Fluence GT

Developed in particular for emerging markets such as South America, Fluence expresses its natural sportiness with the GT version. Dynamic feel and comfort are combined in an elegant, distinguished model. With an engine boasting 190hp and 300Nm of torque, Fluence GT offers the kind of driveability that will delight drivers that enjoy sporty driving.



Fluence GT-Line

Restricted to the Brazilian market, this version of Renault Fluence is recognisable by its 17-inch wheels and its revised bumpers, incorporating an F1 splitter at the front and a diffuser at the rear. The interior also has a sporty feel, with leather upholstery and red topstitching.



08

Global commercial success

“Over the next few years, we are aiming to double sales of Renault Sport cars. To achieve this, we are going to intensify our international operations, which are already very strong since Brazil, Algeria and Australia already feature in our sales top 10. By developing a product like Sandero R.S. 2.0 for the Latin American market, we have shown that we have some significant drivers of growth. Sandero R.S. 2.0 was the first, but it will by no means be the last!”

*Patrice Ratti
Managing Director, Renault Sport Cars*



Some people get into their R.S. every day, but there are also all those who dream of being able to experience this ultimate pleasure. So we have almost a million people fans on Facebook, who like, comment on and share the latest news from Renault Sport. You also see them on rally stages or at Formula 1 tracks, always ready to cheer on Renault cars. 118 years after Louis Renault drove all the way up rue Lepic, Renault Sport's passion for motoring is more deeply rooted than ever in Renault's DNA!