



## RENAULT CELEBRATES THE 50<sup>TH</sup> ANNIVERSARY OF RENAULT 5 AT RETROMOBILE AUTO SHOW



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## INTRODUCTION



2022 is a year full of celebration to mark the 50th anniversary of Renault 5. A milestone in the brand's history as this is a model that left its mark on the brand, the company, and an era.

The Renault stand at Retromobile 2022 is entirely devoted to paying tribute to the legendary icon. The floor plan echoes the R5 logo made for the 50-year anniversary.

The 820 m<sup>2</sup> stand will be home to twelve historic Renault 5 model for visitors to explore. Original models, selected from the Renault Classic collection, take visitors on a journey through the history of Renault 5. From the 1972 'L' model through to its 1990 descendant, the Supercinq Baccara.

Motorsports have always been part of Renault's history. Renault 5 is no exception, with its sports and racing models elevating the design to that of an icon. A selection of legendary models is on display at the show.

Like a dialogue between the past and the future, Renault 5 Prototype and 1974 Renault 5 electric stand opposite each other. This is the first-time people in France will have the opportunity to discover Renault's upcoming essential and popular electric car.

Sales of the upcoming electric Renault 5 will start in 2024. It will be made in France, at the Douai Factory, within the ElectriCity hub.

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**We are delighted to join with aficionados, fans, journalists, partners, and club members to celebrate the 50<sup>th</sup> anniversary of the emblematic Renault 5 at Retromobile auto show, one of Europe's most acclaimed classic auto shows. The Renault booth will take visitors on a journey through the history of Renault 5 and give them a glimpse into the brand's future with Renault 5 Prototype.**



**Hugues PORTRON**, Director Renault Classic





## RENAULT 5, A POP ICON

*As a car manufacturer, Renault is ahead of its time. In daring to create Renault 5 back in the day, the brand gave society exactly what it was looking for. In 1972, Renault 5 was a major step away from most other vehicles of its day.*



### Defiantly nonconformist

Renault 5 was perfectly adapted to the burgeoning expectations of society at large with the emerging middle class, suburbs, supermarkets, and a rise in female emancipation. Renault took a bold leap of faith as it launched the very first mass-market 3-door hatchback.

Designed as a 'versatile car' that could handle city driving as well as the open road, Renault 5 was a success with car owners of all sorts thanks to its rounded appearance and soft shapes. Its practical rear hatch and innovative plastic front and rear shields gave it the necessary edge to win over new customers, especially women and young car owners who appreciated its playful side. Its style and driving pleasure made the design an instant hit.

Renault 5 was manufactured mainly in France, Spain, and Belgium then assembled in a range of countries including Iran, Mexico, Tunisia, Portugal, and South Africa. More than 5.5 million units were sold between 1972 and 1985 across 5 continents (or nearly 9 million units over 20 years if one counts the Supercinq that came just after). It was such a successful model that in 1980, it was 2<sup>nd</sup> most sold car in the world.

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In France, it held on to the title of best-selling car for the decade running from 1974 to 1983.

### Thirteen iconic Renault 5 models on show across 820m<sup>2</sup>



The 50<sup>th</sup> anniversary of the legendary Renault 5 is one worth celebrating in style. For the occasion, Renault is putting its collection's most beautiful models on display.

For the first time in the history of automotive, Renault 5 was a range within a range. It came with such a wide variety of versions that there truly was something for everyone.

Positioned along the 50-shaped stand, the cars placed around the '0' are all in vibrant colours that pop. True to the characteristic ethos of Renault 5: a non-conformist daughter of May 1968.

As for the cars that run along the '5', they trace the vehicle's history, starting with the very first models through to its worthy descendant, the Supercinq.

Sports versions have also been invited to join the party; their track record having helped shape the myth behind the legend.

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## CARS ON DISPLAY AT THE SHOW

*The history of Renault 5 (and its descendant, the Supercinq) is on display with 12 original models. For the first time in France, Renault 5 Prototype is shown to the French public.*



## 12 historic vehicles and 1 prototype on display

- 2 x Renault 5 TL (one orange and one green)
- Renault 5 L (yellow)
- Renault 5 Super Production (single edition)
- Renault 5 Alpine
- Renault 5 Car Van
- Renault 5 Turbo
- Renault 5 GTL
- Renault 5 electric
- Renault 5 police car
- Renault Supercinq GT Turbo
- Renault Supercinq Baccara
- Renault 5 Prototype



## Renault 5 L and TL

Renault 5 was first sold in 1972. Two versions were launched at the same time: the 'L' equipped with a 782-cc then an 845-cc motor, and the 'TL' with its 956-cc motor making it better adapted to versatile use.



## Renault 5 Super Production

This Renault 5 is a single edition model that doesn't betray its name as a "super production" car. Developed for racing in 1987, it runs on a 4-cylinder turbo engine with 370 horsepower. In the 1980s, car racing on French circuits were as popular as they were exciting, thanks in particular to the 'Renault Alpine Cup' and the 'French Formula Renault Championship' which bore witness to the rise of many a champion.

Lined up on such grids were the likes of racing legends Jean-Pierre Beltoise, Jean-Pierre Jabouille, Jean-Pierre Jarier and Jean-Pierre Jaussaud who raced on cars that looked like production models on the outside but housed high-performance mechanics under the bonnet.

In 1984, Renault Sport designed Renault 5 Turbo for two talented drivers: Jean Ragnotti and Jean-Louis Bousquet. With two wins in 1986, it saw Renault snatch a stunning second place at the 'Constructors Championship' at the season's close.

An excellent result that encouraged the Renault Sport team to entrust a third car to the young hopeful and Formula 1 driver, Erik Comas, the very next year. The trio from Billancourt earned six victories in the overall rankings.

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## Renault 5 Alpine

In 1976, Renault unveiled a true sports car with Renault 5 Alpine. Combining elegance and athleticism, it was designed and manufactured at the Alpine factory in Dieppe (northern France).

Inside, the design was based off the TS model's seats and dashboard. The exterior, however, featured a bumper-integrated spoiler with cut-out sections for long-range lights, as well as Renault 17" Gordini rims, and 'A5' stickers along the side sections and front end. Model specific colours were also available for catalogue orders: blue, grey, red, black, and green.

Equipped with a fully reworked TS engine (with a displacement of up to 1,397-cc and a 5-speed gearbox), it was designed for private use at a competitive price.

At the same time, a 'Coupé' model was also released for trainee pilots wishing to take part in the Renault Elf Cup.

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### Renault 5 Le Car Van

In January 1979, Heuliez released a limited edition 'Le Car Van' in homage to the iconic American van. Based on Renault 5 TS, it was more of a 2-seater and its rear quarter windows had been replaced by an injected polyester panel with tinted glass porthole and aluminium trim. A spare wheel was anchored to the outside of the car, on its back end. Dressed on a black lacquer finish on the outside and an interior upholstered with a red carpet, it featured rainbow-coloured stripes and bold inscriptions along the base of the body and the bonnet.

Production ended in 1983 with a total of about 450 copies having been sold.

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## Renault 5 Turbo

Towards the late 1970s, aiming for victory at the 24 Hours of Le Mans and in Formula 1 was no longer enough for Renault, the brand sought to venture into the world of rallies with a range of turbocharged engines.

Conceived by Jean Terramorsi and designed by Yves Legal, Renault 5 Turbo was made specifically for rally driving; its first model was presented at the Paris auto show in 1978, with certification given to a total of 400 units.

Produced at the Alpine factory in Dieppe (4,857 units in total), it quickly found a customer base that was brave enough to tame the 160 hp and 6,400 rpm produced by the centre-rear mounted 1,397-cc turbocharged 4-cylinder Cléon-Fonte engine. Initially sold with aluminium doors and roof, and a very unique interior design, it was made as a 'Turbo 2' model as of 1983. While this later model had the same technical characteristics, the interior was drawn from Renault 5 Alpine Turbo and did not feature aluminium bodywork, which helped bring the price down.

Placed in the capable hands of racing champions such as Didier Auriol, François Chatriot, Dominique de Meyer, Joaquim Moutinho, Bruno Saby, Carlos Sainz, Alain Serpaggi, Jean-Luc Thérier, and many others, it was taken to great heights when driven in rallies around the world by the great Jean Ragnotti.

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### Renault 5 GTL

The 5 GTL is easily recognisable by its protective plastic side guards that extend through to the bumper, stylish wheels, and reverse lights. In 1978, it was given rear windows that could be popped open like those on the 5 TS. The 5 GTL went on to become the best-selling R5. The main feature of the model was that it had long gear ratios that helped reduce fuel consumption. The desire for a more ecological model was brought on due to the 1978 oil shock.

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### Renault 5 electric

The first Renault 5 electric was unveiled in the spring of 1972 as part of a partnership with EDF. Around 100 units are said to have been made. The version on show at the Renault stand for Rétromobile is from the second round of production (made between April and June 1974). It was the 6<sup>th</sup> vehicle out of a total of 13. With only two seats, it had a range of 60 km.

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### **Renault Supercinq GT Turbo**

In January 1985, just four months after the launch of the Supercinq, the GT Turbo was unveiled. Its style was modern, it featured innovative interior design, and boasted very strong performance. The mechanics were true to the 1,400-cc 4-cylinder engine block but came equipped with a Garrett T2 turbo compressor. This helped increase the power output to 115 HP and vastly improved the car's acceleration.

It became the 'Queen of the circuits' for the R5 GT Cup and went on to have a lustrous career in rallies, and championships in France and around the world. 160,000 GT Turbo units were made between 1985 and 1987 (phase 1), and from 1987 to 1990 (phase 2).

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### Renault Supercinq Baccara

The Baccara was a hyper-refined version of the Renault Supercinq: leather seats and steering wheel, twine-coloured interior, black leather gear knob, thick carpet on the floor of the passenger compartment and throughout the boot, and the famous garment cover attached under the rear shelf. Front electric windows and remote central locking complete the full set of production model features. It came in three body colours: Arabica Brown, Lichen, or Black.



## RENAULT 5 PROTOTYPE: RENAULT'S 'NOUVELLE VAGUE'

*Together on the stand, but 50 years between them. Two Renault 5 electric cars in a faceoff: one from the past (1974) and one from the future (2024). In a bright yellow livery, Renault 5 Prototype is on public display for the first time ever in France.*



### Renault's upcoming essential and popular electric car

Renault 5 Prototype demonstrates Renault's ambition to make electric cars widely accessible with sales set to start in 2024.

Its design merges with the dashing silhouette of the original. Its playful and mischievous side draws on modern trends in electronics, real estate, and sports.

Stylistic features taken from the original R5 are more than just a hint at the old design. They have been reworked to hide modern features, such as the hood vent that now conceals the charging cable socket, the tail lamps that incorporate aerodynamic baffles, and the front bumper fog lights that have been replaced with LED day lamps.

The front and rear logos light up and bring the car to life. Lastly, the nod to the French flag on the outside mirrors highlights the vehicle's 'French touch'.

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The contemporary design of Renault 5 Prototype draws on Renault 5, Supercinq, and R5 Turbo with its extended rear fenders.

Everything on the upcoming Renault 5, from the battery to the power train, and the new CMF-BEV platform assembly – the most competitive compact electric platform on the market – will be made within the Renault Electricity hub at the Douai facility in northern France.

Proud of its roots, Renault looks to the future: one where the history of a great model gives rise to the advent of essential and popular electric car.





## ABOUT RENAULT

Renault, a historic mobility brand and pioneer of electric vehicles in Europe, has always developed innovative vehicles. With the 'Renaulution' strategic plan, Renault has embarked on an ambitious, value-generating transformation moving towards a more competitive, balanced, and electrified range. Its ambition is to embody modernity and innovation in technology, energy, and mobility services in the automotive industry and beyond.