

PRESS RELEASE

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A SUCCESSFUL MAIDEN PUBLIC OUTING FOR CLIO RALLY3



- The wraps have come off Clio Rally3, the first Renault Clio four-wheel drive car jointly designed by the teams at Viry-Châtillon, the Manufacture Alpine Dieppe Jean Rédélé and BWT Alpine F1 Team's Enstone factory.
- This car intended for rallying was presented this Sunday on the Pas de la Casa Circuit (Andorra) in front of a gathering of journalists ahead of its competition debut scheduled this spring.
- After completing a development programme with almost 5,000 kilometres of testing, Clio Rally3 continues its homologation process with the Fédération Internationale de l'Automobile (FIA).

Since the redesign of the FIA Rally Pyramid in 2019, Renault has established itself as the front-wheel drive reference, with the success of Clio Rally5 and Clio Rally4, respectively launched in 2020 and 2021. Today, the racing versions of the fifth-generation Renault Clio continue with Clio Rally3.

Clio and the four-wheel drive challenge

The rally range expands with Clio Rally3, the first four-wheel drive Clio produced by the brand. Following the linear progression wanted by the motorsport's governing body, the model is based on an intelligent regulation that allows a manufacturer to derive the same model from the Rally5 to Rally3 categories. Simply said, a Rally3 car is a Rally4 with



added rear-wheel transmission to provide four-wheel drive. Alpine Racing's technical teams were therefore able to take advantage of the Clio Rally4's proven structure and components to develop Clio Rally3.

A masterpiece of craftsmanship

While Clio Rally5 is intended to be accessible to all drivers and Clio Rally4 is intently focused on two-wheel drive performance, Clio Rally3 is the perfect springboard into the world of four-wheel drive. While all three share many similarities, including bodies based on Clio R.S. Line, this new version has also benefited from the expertise of the technical teams at Viry-Châtillon and Dieppe to exploit the liberties offered by the Rally3 regulations. The teams have worked in-depth on several areas, guided by the quest for efficiency.

Clio Rally3 is powered by the 1.3-litre TCe 16-valve turbocharged 4-cylinder engine with direct injection, with power and torque increased to 260 hp and 415 Nm after 299 engine map studies. The engine is mated to a five-speed SADEV gearbox with a limited-slip differential. Specific attention has been paid to the search for performance and reliability thanks to the experience of the teams at Viry-Châtillon. Combined with the expertise of Castrol - a partner in both the Renault and BWT Alpine FI Team customer racing programmes - it has helped to optimise the lubrication of the engine and transmission, which is of particular importance with a four-wheel drive car.

Assembled by the Manufacture Alpine Dieppe Jean Rédélé, Clio Rally3 is fitted with Michelin tyres, another long-standing partner of Renault's customer racing activities and a guarantee of proven performance.

Aerodynamics has benefited from numerous synergies within the Renault Group. Thanks to its privileged relationship with Enstone, Viry-Châtillon was able to draw on the expertise and calculation resources of BWT Alpine FI Team to design the Clio Rally3's rear wing, which is simple in appearance, but highly effective. Other mechanical components have been specifically designed to combine performance and reliability on all surfaces. Clio Rally3 comes with state-of-the-art adjustable BOS Suspension dampers. As a new feature is the installation of a tunnel at the back, the rear axle protection has also been cleverly thought out. A Life Racing box controls the electronic management system, integrating the engine and chassis data acquisition system.

Safety has remained a key concern, with the latest standard features. In addition to the PFC Brakes, the crew can count on Sabelt seats that meet the new FIA homologation (valid for ten years) and six-point harnesses. Lastly, for added comfort, Clio Rally3 has an adjustable pedal and steering column to adapt the driving position to all body sizes.

An intense development programme with a unanimous verdict

The development of Clio Rally3 began on 24 May 2022 and was completed six months later in Spain after 22 days and more than 4,500 kilometres of testing on tarmac and gravel with eight drivers and 11 co-drivers representing a broad range of experience.

The car quickly met all the objectives set for it, including reliability and performance indicators on representative stages and in a variety of conditions, in order to prepare it as well as possible for its racing future. All the developers validated the solutions chosen whilst praising the qualities of the chassis-engine combination, its uncompromising level of safety and its remarkable efficiency.

Clio Rally3's versatility, performance and reliability were also unanimously praised by the prospective drivers, both new to and experienced in four-wheel drive, who took it in turns to discover it during a test session in late November.



FIA Rally3 homologation in sight

Clio Rally3 is continuing its homologation process with the Fédération Internationale de l'Automobile, in parallel with its presentation to the press in Andorra on Sunday. This process should wrap up in April 2023. Once homologated, Clio Rally3 will be eligible for rallies ranging from regional events to FIA World Rally Championship rounds, providing a genuine stepping stone into four-wheel drive competition.

On the road to success

Renault has defied the stopwatch since its beginnings in rallying and won the hearts of enthusiasts with its results. At the same time, it has inspired many amateur drivers to enjoy themselves at the wheel of versatile, high-performance, reliable, agile and cost-effective cars.

It is in this vein and keeping with this tradition that Clio Rally3 will soon enter the scene. From 1 January, orders can be placed directly from the Manufacture Alpine Dieppe Jean Rédélé. The tarmac and gravel versions of the Clio Rally3 are priced at €122,000 (excluding VAT), including French registration, with an assembled and painted car. The first deliveries and competition debut will follow after its homologation.

For more pictures of Clio Rally3, visit alpineracing.propixo.com/ ID: ClioRally3 / PW: 305c3bC@d6

A video clip of the presentation will be streamed on all the Renault Clio Series networks on Tuesday, 24 January.

For further information, please contact rst-parts.dpt@alpinecars.com.

CLIO RALLY3 - TECHNICAL DATA*

CHASSIS

Base _____ Clio R.S. Line with roll cage
Body/Type _____ Arc-welded steel monocoque
Safety _____ Multi-point roll cage
Aerodynamics _____ Rear wing

ENGINE

Type _____ Renault HR13 4-cylinder, 16-valve
Layout _____ Front-engined
Displacement _____ 1,330 cm³
Maximum power _____ 260 hp
Torque _____ 415 Nm
Maximum rpm _____ 7,400
Turbocharger _____ 31 mm restrictor
Fuel delivery _____ Direct injection
Cooling _____ Standard derivative
Electronic management _____ Life Racing
Fuel _____ SP98 standard
Lubricants _____ Castrol

TRANSMISSION

Type _____ Integral, four-wheel drive



Gearbox	Sadev ST4-82, 5-speed sequential + reverse
Selector	Gearshift with electric release MAR
Tunnel	Sadev SP02
Differential Front/Rear	ZF Limited slip
Clutch	Sachs dual disc

RUNNING GEAR AND SUSPENSION

Axle Front/Rear	Pseudo McPherson
Dampers	Bos Suspension with three-way adjustment and hydraulic stop
Brakes Front Tarmac	Ø 330 x 28 mm, 4-piston callipers PFC Brakes
Brakes Front Gravel	Ø 294 x 28 mm, 4-piston callipers PFC Brakes
Brakes Rear Tarmac/Gravel	Ø 294 x 28 mm, 4-piston callipers PFC Brakes
Hand brake	Hydraulic
Steering	Electrically assisted

WHEELS

Wheels	Aluminium, 6x15" (gravel) et 7x17" (tarmac)
Tyres	Michelin

DIMENSIONS, WEIGHT AND CAPACITIES

Length/width/height	4,050 / 1,988 / 1,400 mm
Wheelbase	2,585 mm
Wheel track Front / Rear	1,520 / 1,520 mm
Fuel cell	62 litres, FIA FT3 homologated
Dry weight	1,210 kg (minimum FIA)

* subject to homologation

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.