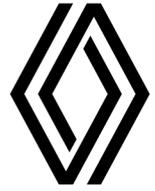


# PRESS RELEASE

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## CLIO RALLY3 READY TO CONQUER THE WORLD



**Clio Rally3 received its homologation from the Fédération Internationale de l'Automobile. This is the final milestone before the competition debut of the first four-wheel drive Renault Clio jointly designed by the technical teams at Viry-Châtillon, the Manufacture Alpine Dieppe Jean Rédélé and the BWT Alpine F1 Team's Enstone factory.**

Unveiled in January after an intense development programme covering 5,000 kilometres, Clio Rally3 made its first rally appearance as a zero car on the opening round of the French Gravel Rally Championship.

The new model aroused curiosity, enthusiasm and a strong interest among rally competitors, observers and fans. Three weeks after this maiden outing, the latest sporting version of the fifth-generation Renault Clio has completed its homologation procedures with the international motorsport governing bodies. Starting today, Clio Rally3 is eligible to contest a wide range of rallies, from local events to the World Rally Championship.

Clio Rally3 benefits from all the experience and know-how of the technical teams at Viry-Châtillon and Dieppe on a constant quest for efficiency, performance and reliability. Castrol, a long-standing partner of Renault's customer racing programmes, has played a crucial development role with the car to optimise engine and transmission lubrication, which is particularly important for a four-wheel drive car, as has the tyre manufacturer Michelin, a



guarantee of proven performance. Clio Rally3 is assembled by the Manufacture Alpine Dieppe Jean Rédélé and fitted with Sabelt bucket seats which meet the new FIA homologation (valid for ten years) with six-point harnesses.

Powered by the four-cylinder 1.3-litre TCe 16-valve turbocharged direct injection engine, Clio Rally3 develops 260bhp and 415Nm of torque with a five-speed gearbox fitted with a limited-slip differential. On the outside, the aerodynamics have benefited from numerous synergies within Renault Group as Viry-Châtillon was able to draw on the expertise and computing resources of the BWT Alpine F1 Team in Enstone to design Clio Rally3's rear wing.

This homologation also paves the way for the first deliveries of a model that has already attracted more than forty customers and its competition debut to follow the winning trajectory of Clio Rally5 and Clio Rally4, references in the world of front-wheel drive since their respective launches in 2020 and 2021.

Right from next week, five Clio Rally3s will compete in three events: the Rallye Terre de Castine, with Quentin Ribaud (Fun Meca Sport), Manu Gascou (CHL Sport Auto) and Bastien Bergounhe (PH Sport); the Rallye Dieppe Normandie with Clio Trophy France Asphalte title-holder Thomas Chauffray (GMC Compétition); and the Targa Florio with Italian Junior Rally Champion Alessandro Casella (Motorsport Italia). Official Clio Rally4 driver in the French Rally Championship, Tom Pieri (3P Racing by BHR) will also be in a Clio Rally3 on the Rallye Antibes Côte d'Azur (May 18-20).

Clio Rally3 is designed for private teams and drivers and is now available to order from the Manufacture Alpine Dieppe Jean Rédélé. The tarmac and gravel versions of the car are priced at €122,000 (excluding VAT), including French registration, with the car assembled and painted.

For more information, please contact [rst-parts.dpt@alpinecars.com](mailto: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 cm<sup>3</sup>  
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)

#### **ABOUT RENAULT**

Renault, a historic mobility brand and pioneer of electric vehicles in Europe, has always developed innovative vehicles. With the 'Renalution' 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.