



new releases
April

Ref. 62040

Renault 5 Turbo

(1)



NEW

The Competition

The World Rally Championship (WRC) was first held in 1973. Around 1976 a total of 10 rallies were held in different countries, largely European, but also including some in Africa. In chronological order: Monaco, Sweden, Portugal, Kenya, Greece, Morocco, Finland, Italy, Corsica and Britain.

Competitors reached the starting point of the WRC, the Monte-Carlo Rally, after a preliminary concentration run in which the teams competing – over 300 – converged on Monte-Carlo from different official starting points around Europe: Almeria, Frankfurt, Copenhagen, Paris, Rome and Warsaw.

In its early days, the WRC was open to teams of all kind, attracting just a handful of professionals and large numbers of amateur competitors. Today, it is entirely professional and only 10 teams and about 20 vehicles take part.

Proof of the popularity this championship has achieved is the increase in the number of countries that currently hold rallies, 16 in all: Monaco, Sweden, Mexico, Spain, France, Argentina, Italy, Greece, Germany, Finland, Japan, Cyprus, Turkey, Australia, New Zealand and Great Britain.



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SCX Model

SCX is expanding its Classic Series with this version of the Renault 5 Turbo.

This model reproduces the Team Diac livery that raced with number 15. Featured inside the cockpit we will find the inside rear-view mirror, as well as the internal roll bars, the latter actually being a compulsory feature on real rally cars.

Outside, both front and rear windscreen are fitted with wipers and we can find lateral air-intakes at both sides of the vehicle near the back wheels.

Also noticeable is the exhaust pipe, antenna and hubcaps. A double pair of headlights at the front and a set of tail-lights at the rear enhance the realism of this classic model.

As regards decoration, it is pretty simple, as they used to be in those times, with the Renault logotype prominently displayed on the roof of the vehicle.



The Real Car

The drivers *Francois Chatriot* and *Michel Périn* drove this car in the Tour of Corsica from 3rd to 5th May 1984. It was the fourth race of the Manufacturers' World Rally Championship and the fifth of the Drivers' Championship. The world championship rally was held in France, but it was officially named Tour de Corse – it was the only one, besides Monte-Carlo, to be raced entirely on asphalt.

Chatriot was a semi-official driver, reason why he needed to finish the race even if this meant coming in eighth place 32' 29" behind the winner, after an undistinguished rally for the driver. First and second place went to Lancia O37's, driven by *Markku Alén* and *Miki Biasion*, and *Jean Ragnotti* brought the official Renault 5 Turbo in third place.

This version of the Renault 5 Turbo belonged to Group B, and was already reaching the end of its development; it weighed in at 930kg and delivered 300 horsepower thanks to the turbocharger fitted to the 1397cc 4-cylinder Renault engine. It was a rear-wheel driver car, in order to pass all the power delivered by the engine on to the asphalt. The car had a 5-speed synchronised gearbox and a fuel tank with a 94-litre capacity.



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Renault 5 Turbo

(3)



High-Intensity
Headlamps
Xenon Effect



Removable
and Adjustable
Magnet



Guide with
Suspension



a.r.s. Guide



Detailed
Chassis

Testing Bench

Fast and imposing. Power and control. The enormous rear rollers secure the “pocket turbo” which, by ensuring proper front support, eats up bend after bend at an impressive rate.

Despite being a short car, it drives like a bigger one. Reducing the profile of the front tyres improves road holding, lessening the risk of drifting.

Reducing the rear profile adds to this feeling, because of the smaller wheels, the car needs to accelerate more; the driver spends more time at full throttle, from just half way round the bend, without waiting for the straight.



The combination of the 9/27 of the original transmission and the small rear wheel diameter means it needs plenty of power.

As with any car, a trip to the workshop to make sure the parts stand up to the model's horsepower, plus a good run on the testing bench (this can be done with the car held up and the throttle pressed down slightly for half an hour, at a constant speed), will ensure the original transmission engages properly.



NOTE

the test was conducted without the magnet

SPORT MEASURES TABLE

Wheel base	76 mm	Car weight	78 gr
Distance	82 mm	Bodywork weight	28,6 gr
Wheel track	55 mm	Transmission type	Direct rear
Wheel diameter	19 mm	Transmission ratio	9/27 =3
		Guide type	Pivotant ARS

MEASURES TABLE

Motor	RX-41
Traction	rear
Front	Ø 17,0 x 7,8 mm
Rear	Ø 19,4 x 10,5 mm