

Renault Sport website copy 2015

Renault Sport Intro copy:

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Manufacturing adrenaline since 1954.

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A passion for racing has been hurtling through our veins since the first rally victories of the Renault Alpine in 1954.

Today, as a wholly separate division of Renault, our dedicated team of designers and engineers produce everything from the R.S. Clio to the RS01 track car.

We also work closely with our Renault Sport F1 cousins – the builders of Red Bull Racing's F1 drivetrains.

Not only are we the largest supplier of factory made race cars in the world, we're also actively involved in a wide variety of racing series – including the Clio Cup, Formula 3.5 and the Renault World Series.

When you sit behind the wheel of an R.S. track or road car, there's the thrill of being surrounded by over 80 years of racing know-how. Before you even hit the ignition.

Clio GT-Line 120 EDC

1. Intro.

Headline:

Clio GT-Line 120 EDC.

Racing genes, from diffuser to dashboard.

Copy:

Some cars turn heads. Few can do it inside and out. Fewer still can do it from all angles. Race-inspired design features all over and throughout the GT-Line 120 EDC. But it's not just all looks. Racing genes are responsible for the car's captivating performance too. A direct injection 1.2-liter turbo engine, minimised weight, R.S. Drive and Efficient Dual Clutch control produce a ride that's as pulse quickening as it is efficient.

2. Design

Headline:

Design

Copy:

Flowing lines, balanced proportions and pronounced shoulders with sculpted side sills combine to produce an exhilarating visual impact. Further indicators of race pedigree include front and rear bladed bumpers, a rear diffuser, rectangular twin exhausts and 17-inch diameter wheels.

The Clio GT-Line 120 EDC also sits 45mm lower and 36mm wider than its predecessor and the rear door handles are completely hidden in its C-pillars. Equally exhilarating is the inside. Renault Sport seats, a premium leather steering wheel and aircraft wing-inspired dashboard make you want to jump in and take off. And yet this car is also a hugely practical five door-er. That's great design for you.

3. Technology

Headline:

Technology

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At the heart of the Clio GT beats a 1.2 direct injection turbo engine. Powerful as well as frugal, it echoes the more-from-less trend in modern motoring. Technology also stems directly from Renault Sport F1, in the form of friction-reducing DLC coated camshaft tappets and EDC six-speed transmission. EDC (Efficient Dual Clutch) is the motoring equivalent of clairvoyance. It readies the gears a driver is about to select, enabling shifts in the blink of an eye. (170 milliseconds.)

Not only does EDC help maximise performance and efficiency, it also contributes to a leap forward in handling. As does the car's super reduced weight, which is 100kg south of the previous model's.

Handling is enhanced further still thanks to a Sport Chassis (30% stiffer), and superlative airflow management: the diffuser and upper spoiler work in tandem to produce maximum down force. Just as they do in F1.

And because you love that F1 feeling, you can switch from super efficient Normal mode to all-out Sport mode at the flick of an R.S. Drive button. As well as maximising gearshift speed, Sport mode sharpens performance parameters such as throttle and engine response, steering feel and ESC settings. When you want it to, the Clio GT-Line 120 EDC can be as race-focused as it looks.

Clio Renault Sport 200 Turbo EDC

1. Intro

Headline:

Clio Renault Sport 200 Turbo EDC.

From civilised to savage. At the touch of a button.

Copy:

Anyone who knows a thing or two about turbo-charged superminis recalls that Renault Sport built the world's first, back in 1982.

But let's park the nostalgia there. The turbo may have returned, but it's a very different kind of animal. On the one hand the Clio Renault Sport is civilised and efficient. But hit the R.S. Drive button and it instantly becomes a racing machine. This car's a beast that wants to be unleashed – before you've even added a Cup Pack.

2. Design

Headline:

Design.

Copy:

Crouching aggressively on 17-inch wheels (18" optional), with flowing race-bred lines, F1-influenced front blade, diffuser and rear spoiler, the 200 Turbo EDC looks as visceral as the sound produced through its twin rectangular exhausts. A look that's amplified by sports seats and fiery red detailing on Dark Carbon upholstery.

3. Technology

Headline:

Technology

Copy:

Evolution is inevitable. The Renault Sport 200 Turbo EDC trumps the previous Renaultsport 200 in almost every category. 0-60 mph is improved on by 0.2 seconds; top speed is better by 22 mph and an additional 25 Nm of torque is generated. Maximum power of 200 BHP equals that of its predecessor, but the new champ weighs 36 kg less and boasts a 24% improvement in fuel consumption and Co2 emissions.

If that all sounds familiar, it's because it is. The Renault Sport 200's newly developed 1.6 turbo engine mirrors the downsizing trends in Formula One. There's direct technology transfer from F1 too, in the form of Renault Sport F1 friction-reducing DLC coating for camshaft tappets, and Renault Sport F1 six-speed EDC transmission.

EDC (Efficient Dual Clutch) enables gear changes in 150 milliseconds, as well as multiple downshifting during braking – an F1 feature usually the reserve of super cars. And unlike most other manufacturers' dual clutch automatics, EDC in manual mode is pure manual, allowing you to red line without nannying automatic gearbox intervention.

Renault Sport is also unlike other manufacturers when it comes to tires. They're individually tested and specified for each model so as to maximise performance. Tarmac annihilators for the Renault Sport 200 Turbo take the form of Goodyear's Eagle F1 Asymmetrics.

Handling is enhanced further still by design-generated down force, R.S. Diff and Hydraulic Compression Control (the latter a world-first in a production car). For track heads, there's a Cup Pack that pushes matters further still: the chassis drops even lower, becomes even stiffer and rides on maxed out 18" wheels shod with Dunlop Maxx RT performance tyres.

So what about the civilised side to the gnarly beast? This is facilitated by R.S. Drive, which essentially allows the car to be driven in 'Normal', 'Sport' and 'Race' modes.

But let's not beat about the bush here – Race mode will be your normal mode. Why? Because otherwise there'd be no point having Monitor 2 – the advanced on-board telemetry system that measures everything from standing-start times to exactly how stomach churning the G-Force on that last corner was.

Quite clearly, if you're driving a Renault Sport 200 Turbo EDC, race mode is the mode to be in.

Clio Renault Sport 220 EDC Trophy

1.Intro

Headline:

**Clio Renault Sport 220 EDC Trophy.
Bred on the track. Unleashed on the road.**

Copy:

A decade after the legendary 182 Trophy, the latest incarnation of track-focused Clio's is ready to rule. Lower, stiffer, sharper than ever before and developing a muscular 220 BHP, the 220 EDC Trophy is the most savage of all the Renault Sport Clios. This is a car honed for supremacy: 260Nm torque (280nm with overboost function), raised 6800 rev limit, reduced-ratio steering, 50% faster gear shifts and a lower, stiffer chassis conspire to make everything feel ultra alive.

2.Design

Headline:

Design

Copy:

Sitting lower and wider on 18-inch 'Radical' wheels, with tell-tale Trophy badging, the 220 EDC Trophy is instantly recognisable. Contributing further to this brutish demeanour is an F1-influenced front blade, diffuser and rear lip spoiler. Then there's the availability of a bespoke Trophy interior, which includes heated leather sport seats with integrated headrests, carbon-look detailing and individually numbered doorsills. Step inside a Clio Trophy and you're left in no doubt: this is a seriously competitive machine.

3. Technology.

Headline:

Technology

Copy:

Faster, stiffer, meaner. And even more efficient.

Clio Renault Sport 220 EDC Trophy is a car that mirrors current trends in Motorsport. It's all about demanding more from less, then demanding more again. The car's reduced capacity 1.6-litre engine delivers increased power and torque versus previous Clios, thanks to revised engine mapping, a manic 190,000-rpm turbo and a new air intake. Add a Euro 6 cat together with Stop & Start to reduce emissions, and the result? The raciest, gnarliest Clio ever drops down a VED band.

EDC transmission, on the other hand, shifts up a gear. It's now up to 50% faster thanks to software recalibration and 30% reduced paddle shifter travel. It's also more reactive to driver demands, especially on downshifts under heavy braking.

Unlike most dual clutch automatics, EDC in manual mode is pure manual, allowing drivers to red line without automatic gearbox intervention. What's more, ESC can also be entirely disconnected in EDC manual mode.

The EDC multiple downshifting function was so effective it needed no change, but we scrutinised the steering, reducing the ratio by 10%. It's now the most precise and direct on the market.

R.S. Drive for Normal, Sport and Race modes has also been retained, but handling and grip have been sharpened to the absolute max:

- the chassis has been lowered by 20mm at the front and 10mm at the rear
- the shocks are 40% stiffer and the rear boasts stiffer springs
- 18-inch 'Radical' wheels are shod in Michelin Pilot Super Sport 205/40 tires
- optimised airflow management, with diffuser and rear lip spoiler working in tandem, produces unheralded down force

Think you're a world-class driver? Time to prove it then: the advanced Monitor 2 on-board telemetry system enables everything from recording lap times to measuring G-Force. Like every other aspect of the 220 EDC Trophy, it's dialled to 11. The only things you'll need to upgrade are your reaction times.

Mégane Renault Sport 275 Trophy.

1

Intro

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Mégane Renault Sport 275 Trophy. Race evolution with the brakes off.

Copy:

The latest incarnation of track-orientated Méganes is the result of teamwork between Renault Sport and its advanced technology partners. They challenge us to the max. We challenge them to the max. Sparks fly. Sometimes the odd spanner. And the result is the Mégane Renault Sport 275 Trophy. A car which challenges everything.

2

Design

HL

Exclusively Trophy.

Copy:

“Graceful monster” sums up The Mégane Renaultsport 275 Trophy. Sweeping coupé lines combine with aggressive motorsport-themed details, several of which derive directly from F1. The car’s wheel arches have been extended to accommodate 18” black Tibor alloy wheels or optional 19” black Speedline Turini alloys. A wide air intake and silver F1-inspired aero blade give the front bumper a race-feel, as does LED daytime lighting. The central exhaust tailpipe, diffuser and additional rear lip don’t just make the 275 Trophy look faster. They make it go faster, by contributing to aerodynamic performance. Trophy branding, sill kick plates bearing the vehicle’s number and red Brembo brake callipers (telltale signs of the car’s Cup chassis), all add exclusivity.

Inside, the link to motorsport is reaffirmed by leather and Alcantara finished Recaro seats with Renault Sport-branded headrests, extensive use of red stitching and racing analogue displays.

*HL***Room for more inside.***Copy:*

One size up from supermini means only one thing at Renault Sport: space for an even greater amount of performance enhancing technology. Think of the Mégane Renault Sport 275 Trophy as a racing entity into which the combined know-how of GKN Driveline, Brembo, Akrapovič, Öhlins, Michelin and Renault Sport can be packed.

First up is the power plant. The new-generation 2.0 16-valve turbocharged engine (F4Rt) has been fine-tuned to deliver an extra 25 BHP in Sport and Race mode, with max torque delivered over an even wider rev range. The sense of acceleration is relentless. You feel it all the way up to the 6800 rev limit. And yet consumption and emission figures remain as low as those of the | Mégane Renault Sport 265.

This unprecedented level of power can be optimised for road or track via a three-mode R.S. Dynamic Management system. The system operates by limiting ESC and ASR (in their entirety in Race mode), and by increasing torque, power and throttle response.

The suspension, steering and chassis have all evolved further too. PerfoHub independent steering axis front suspension, (developed to counter front wheel drive issues of self-steering in tight corners and torque steer on the straights), is now significantly lighter due to the use of aluminium. The steering axis has been completely separated from the damper, reducing hub level offset to 40mm, as compared with 56mm for a MacPherson layout. At the back of the car, matters are similarly advanced: the programmed-deflection rear torsion beam uses a new closed-profile beam to ensure lighter weight with the same level of rigidity.

If you thought the Mégane's cornering ability was already pin sharp, the Trophy 275's Cup chassis will leave you in need of a new analogy. Anti-role stiffness is even greater than the Sport chassis' (up 15%), thanks to a larger anti-role bar, Cup-specific dampers and stiffer springs. Lateral cornering stability is enhanced too, with angle of role reduced from $0.31^{\circ}/m/s^2$ to $0.28^{\circ}/m/s^2$.

The Cup chassis also includes a GKN Driveline/ Renault Sport Limited Slip Differential. Combined with the independent steering axis front suspension, it minimises the effects of torque steer and allows extra traction, regardless of conditions, available grip, driving style or type of corner. It's instantaneous, which means the ASC and ESC activation threshold is pushed back, thus ensuring greater stability under braking. Improved turn-in performance also allows the driver to re-accelerate harder and sooner.

Unlike most Limited Slip Differential systems found at this level, the GKN Driveline/Renault Sport solution is a mechanical one, not electronic. It comprises a knurled helical gear, satellite and sun gears with parallel axes, and friction rings to determine transfer rate. This results in zero pressure on the brakes, preserving their deceleration potential.

GKN Driveline is just one of the specialists we partnered with in order to maximise performance. The Trophy 275 also features:

- Four pot Brembo brakes, with segment-leading 340mm discs at the front and an 11" servo

- Akrapovič bespoke titanium exhaust system – to reduce weight and increase sound

- Optional Öhlins' adjustable dampers, featuring a sliding cartridge that reduces the shear forces that can 'block' the moving rod. They also use DFV (Dual Flow Valve) technology which functions on both rebound and compression, so quickly, that tyres remain in contact with the ground in almost all circumstances. The dampers can be adjusted to suit all surface and driving styles. What's more, the front dampers include Renault Sport-stipulated PDS. (Progressive Damping System.)

- Optional Michelin Pilot Sport Cup 2 tyres, developed jointly with Michelin on the Nürburgring. Features include softer compound on the outside for better grip, aramid fibre belt for greater stability, Track Variable Contact Patch 3.0[®] technology to optimise pressure distribution, and wider bead for extra lateral stiffness. The tyres are paired with 19" Speedline Turini wheels, based directly on those used in motorsport, and reducing un-sprung weight by 5kg.

And as if this car weren't already packed enough, there's the ultimate in onboard telemetry: Renault Sport Monitor 2. In addition to displaying engine function and other performance parameters, this motorsport-derived system can measure everything from your lap times to face flattening transverse and longitudinal g-forces.

In a Mégane Renault Sport 275 Trophy, you can drive to the edge of what's possible in modern motorsport – and take some very detailed pictures while you're there.

Mégane Renault Sport 275 Trophy-R

1

Intro.

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Mégane Renault Sport 275 Trophy-R.

7.54.36.

Copy:

The latest version of the Trophy-R, of which only 30 will be made available in the UK, is the front-wheel drive record holder for the Nürburgring's Nordschleife circuit, with a lap time of just 7.54.36. Any further introduction would just be padding. And there's zero of that in the fastest, most advanced, most aggressive front-wheel drive car the world has ever seen.

2

Design.

HL

You know a record holder when you see one.

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Red side stripes, F1-style blade and 19" Turini Speedline alloys, i.d. Arctic White paintwork, a black roof and Trophy chrome sill kick plates distinguish the Mégane Trophy-R from the 275 Trophy.

Inside provides further confirmation that this is a serious competition car: Recaro Pole Position one-piece polycarbonate seats are upholstered in Alcantara, as is the centre-band stitched steering wheel. The rear seats are omitted, saving weight and providing enough space for the transit of four spare race tyres.

3

Technology.

HL

Less fat, more fast.

Copy:

(Figures indicated with question marks TBC.)

The Mégane Renault Sport Trophy-R has all the power, torque and partner-developed handling advantages of the 275 Trophy:

- A new generation 2.0 16-valve turbocharged engine, tweaked for an extra 25 BHP, a relentless sense of acceleration and max torque over an even wider rev range
- R.S. Dynamic Management: optimises power for road or track.
- Evolved, lighter weight PerfoHub system to minimise self-steering and torque steer
- Race-proven Cup chassis with GKN Driveline/ Renault Sport mechanical limited slip differential
- 340mm, four pot Brembo brakes with 11" servo
- Akrapovič bespoke titanium exhaust system – for even less weight and even more sound
- Öhlins/Renault Sport adjustable dampers with Dual Flow Valve technology and Progressive Damping System
- 19" Speedline Turini wheels shod with Michelin Pilot Sport Cup 2 tyres

But that's where the similarities end. The Trophy-R takes matters to an even more competitive level with a radical weight reduction of 100kg. Every part of the car has gone on a diet, from the dashboard right down to the front springs, which are now made of ultra-light, corrosion-proof Allevard composite.

For a part to get in the Trophy-R, it has to add to performance. As a purist, you won't mind losing the rear seats, aircon, radio, insulating materials and even the rear wiper – if it gets you round the track faster than the other guy: 0-60 mph is now reduced to a brutal ?? seconds, braking distance from 60 mph to 0 mph to just ?? m, and top speed has increased even further to ??? mph.

And for those wishing to push front-wheel driving to even more extreme levels, there's a Nürburgring Record Pack. The pack includes a lithium-ion battery kit (saving a further 16 kg), even larger 350mm brake discs on lightweight aluminium bowls, and five-point harnesses.

For the Mégane Renault Sport 275 Trophy-R to smash the Nordschleife front-wheel drive lap record was of course a great achievement. But that record was only the first. Suzuka's has recently fallen. And if you're half as great as this car, next will be your local track's.

Renault Sport R.S. 01

1

Intro

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Renault Sport R.S. 01. Dreams made real.

Copy:

Renault's passion for motorsports could not be better encapsulated than in the forthcoming Renault Sport R.S. 01. The race machine fuses radical, concept car looks with phenomenal track ability, yet will be available for amateur track drivers in a new Renault Sport Trophy championship. As such, it represents a broad springboard for future stars of professional GT and Endurance championships. What a springboard.

2

Development and design.

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New highs in design. New lows in down force.

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As with all Renault Sport Technologies projects, the design of the Renault Sport R.S. 01 commenced with an in-house competition between top Renault designers from around the world. Young Japanese designer Akio Shimizu produced the winning concept, chosen for its sculpted, stop-you-in-your-tracks looks and the fact you immediately identify it as Renault. Shimizu's influences included the organic forms of the 2010 DeZir concept and the 1956 Bonneville Salt Flats record-breaking Étoile Filante.

Equally important as expressive looks was the requirement for aerodynamic downforce: the design had to be verified with CFD calculations at every stage. The final composite body structure combines a host of air management features, standout of which is the rear diffuser. As well as contributing to the Renault Sport R.S. 01's radical appearance, it "pushes" the car to the track by extracting the airflow sweeping under the flat bottom. The result? Drag takes a hike. Top speed keeps on climbing.

3

Technology.

HL

1+1=3

Copy:

Some motorsport marriages are meant to be.

Put a Nismo-prepared, 3.8-litre V6 twin-turbo engine together with a Dallara carbon monocoque chassis – and you have an explosive combination on your hands.

Of course, translating such fireworks into track performance is another matter. It requires a 7-speed sequential gear box, a limited slip differential, double wishbone suspension with pushrods and Öhlins dampers, 380 mm carbon disc brakes, bespoke Michelin R18 tyres and every bit of that aforementioned down force.

And to give drivers the confidence required to explore its radical limits, the Renault Sport R.S. 01 features safety systems as advanced as Bosch Motorsport ABS, and conforms to safety standards as stringent as FIA LMP1, 2014.

4

Racing.

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For the love of the track.

Copy:

Renault's motorsport DNA stretches back 115 years – and it shows: they're still the benchmark when it comes to one-make racing formulas.

The Renault Sport R.S. 01 will compete in the Renault Sport Trophy championship, a one-make event within the Renault World Series, from mid 2015. Positioned between the Clio Cup and pro championships such as the WEC, DTM and Japanese Super GT, this "pro-am" event will act as a gateway for both professional and amateur drivers.

After a comprehensive training program, champions of the “Pro” category will be given a shot at the official Nismo team – and if successful – will be able to forge a racing career in Japan’s Super GT series.

Champions of the “Am” category will be given the opportunity to race an LMP2 prototype in the 2016 Le Mans 24-hour event.

By encouraging amateur entry into the Renault Sport Trophy championship, we at Renault Sport hope to attract drivers from a wide variety of backgrounds. Drivers with as much excitement and passion for the future of motorsport as we have.