

# AUTOCAR

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...and it's at the motor show

**SUPERHATCH SHOCK**

# NEW CLIO

# V6!



★ 250bhp ★ 0-60 in 5sec  
★ 150mph ★ Here next year

PACKED WITH QUALITY





# Clio superhatch

● Renault motorsport arm builds Clio V6 ● Mid-mounted 3.0-litre Laguna engine ● Road and

Renault is set to revive the superhatch tradition of the '80s with its storming new mid-engined junior supercar. The Clio V6 24v, on sale next summer for £25,000-£30,000,

five-speed gearbox specially developed to handle its power and torque, the Clio V6 will have a top speed of well over 150mph. And based on its 1200kg weight and 221lb ft of

The Renault Sport Clio's body shell, bonnet, rear hatch and roof are straight off the regular production car.

The rest of the car – outrageous wheel arches and wings, huge sills, rear valance and deep front spoiler – is constructed of lightweight composite panels to help keep weight down.

The Clio V6's chassis has been completely revised to accept the mid-mounted engine. Specifically, new longerons and cross members have been drafted in to support the engine and transmission, the suspension has been beefed up, and the front and rear tracks that have been

**Built between 1983 and 1986 as a homologation special for a tarmac rally monster, the Renault 5 Turbo 2 sported a mid-mounted, longitudinally installed 1297cc engine. It produced just 160bhp, but you could also get a mad aluminium-bodied 240bhp version.**



Clio V6 24v has full road-going comforts, including air con

will pack a 250bhp version of the Laguna's 24-valve V6. And right-hand drive versions are likely to follow.

Based on the Clio platform, the wild-looking Renault Sport Clio mounts its 2946cc engine transversely behind the front seats.

Driving the rear wheels through a new

torque, the super-Clio should be capable of hitting 60mph in an awesome 5.5sec.

on a cooking Clio by an extra 348mm front and 388mm rear. But the new car is exactly the same length as regular Clios.

The super-Clio's other

visual hammer blow is provided by 17in wheels and ultra-low-profile tyres that look as if they've come straight off a BTCC race car.

The front tyres are 190mm



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Suzuki launches successor to Cappuccino



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Hotter Viper GTS for club racers



**VOLKSWAGEN BORA**  
First drive of new Golf saloon

# revives crazy 5

race versions ● Looks echo '80s mid-engine mania ● 0-60mph in 5.5sec, top speed 150mph

wide, the rears 215mm. Massive 300mm cross-ventilated brakes sit underneath. Significantly, the car pictured here is in road-going form, and Renault is keen to stress that

And the Clio V6 isn't a stripped-out racer. The road car will boast air conditioning, power steering and electric windows, as well as suede-look and leather upholstery.

feel. There is also a small space for luggage between the seats and engine.

Renault says that despite its ferocious looks, the Clio V6 is intended primarily as a GT road car.

"We view it as a proper, refined GT, more in the mould of a BMW M3 than a raw sports car," said a Renault spokesman. Indeed, with a price tag that should not top £30,000, the Clio V6 could offer credible opposition to the likes of BMW's £38,420 M3, albeit in a far less practical package.

one-make race series. The Clio V6 will effectively replace the Spider in both the EuroCup and UK championship series.

Called the Clio Renault Sport Trophy, the series will support Formula 1 and British Touring Car Championship rounds respectively. The Spider will continue to compete in club events.

The racing Clio V6 will be ready early in the new year. Its first official outing will

CLIO V6 24v	
PRICE	£30,000 (est)
0-60MPH	5.5sec (est)
TOP SPEED	150mph-plus
ENGINE	3.0-litre V6
POWER	250bhp

the Clio V6 will be produced in right-hand drive form. But based on the Renault Sport Spider experience, where right-hand drive was given the go-ahead for a production run of just 100 cars,



Mid-mounted 3.0 V6 is from Laguna, uprated to 250bhp

this is exactly how the car will look when it hits the road. It is also deliberately styled to evoke its inspiration, the Renault 5 Turbo 2.

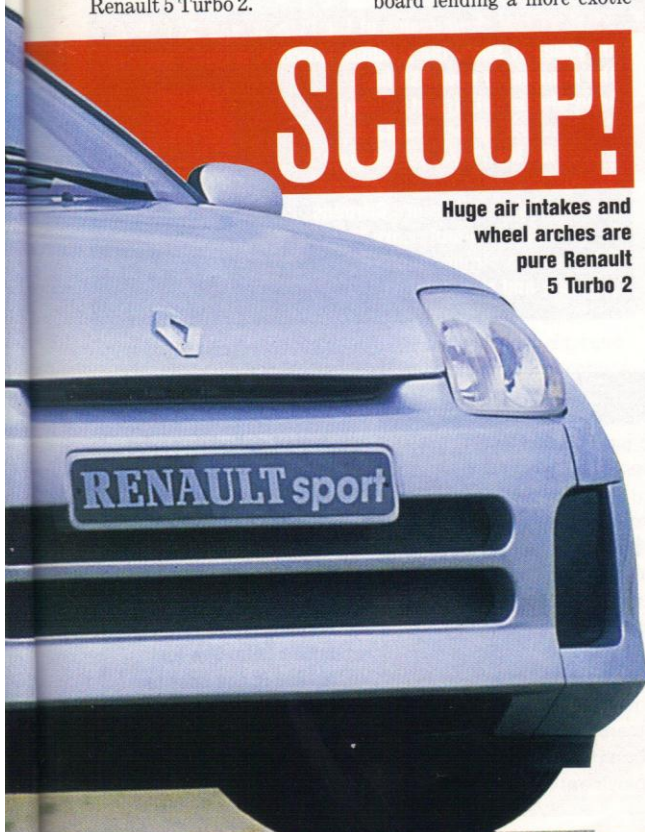
The fascia looks remarkably stock, with white-faced dials and brushed aluminium high-lights on the doors and dashboard lending a more exotic



Rear hatch, bonnet and roof are from cooking Clio, but other body panels are composite

## SCOOP!

Huge air intakes and wheel arches are pure Renault 5 Turbo 2



It's much more likely, though, that the radically styled Clio V6 will appeal to the potential buyers considering Audi's equally brave £30,000 TT.

The new Renault recalls a lost tradition of developing road-going mid-engined junior supercars from humble hatch beginnings. Built primarily for rally homologation, cars like the Metro 6R4, Peugeot 205 T16, Lancia Delta S4 and Renault's own 5 Turbo 2 stunned the motoring world with outrageous looks and huge performance.

Renault Sport is the motorsport arm of Renault, responsible for six championship-winning Formula 1 engines and the Renault Sport Spider roadster that campaigns a

coincide with the first European round of the 1999 grand prix season.

The road car will be ready six months after the racer breaks cover. A Renault spokesman said no decision has yet been made on whether

it is highly likely. The super-Clio's more practical road-going orientation will give it a much broader appeal than the Spider, and interest is almost certain to outstrip that for the roadster.

Gavin Conway



Same overall length as regular car, but tracks much wider