


CLASSIC DRIVER



2001 Renault Clio Sport V6 Sport Tom Walkinshaw Edition

Lot sold	USD 39 227 - 52 303 GBP 30 000 - 40 000 (listed)	Drive	RHD
Year of manufacture	2001	Condition	Used
Gearbox	Manual	Location	
Chassis number	VF1C61A06TOM000	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	843	Engine number	L7XJ760F089706
		Exterior brand colour	Bleu Iliade
		Interior brand colour	Black Alcantara and leather

Description

Guide price: £30000 - £40000.

- The Clio V6 Phase 1. 227 bhp (230 PS), 60 mph in 6.2 seconds, top speed 146 mph
- Built to celebrate Tom Walkinshaw's 25 years in motorsport. Chassis number TOM00001
- Finished in Iliade Blue (one of only 8). Prototype Leather and Alcantara interior (one of only 2)
- 14,067 miles. Serviced in May 2018 with a belt change, a new starter motor, and a fresh MoT

The Clio V6 was in many ways the spiritual successor to the mid-engined 5 Turbo - a true motorsport homologation special of the 1980s. Taking inspiration from the 5 Turbo, Renault created an equally wide-hipped, mid-engined, 'baby supercar' in the Clio V6. Launched in 2001, the Clio V6 Phase 1 was broadly based on the Renault Clio Mk II, but the V6 variant actually shares very little with its standard counterpart. Utilising a tweaked version of the proven and unstressed 3.0-litre V6 24V unit from the Laguna saloon in place of the rear seats, the Clio V6 Phase 1 had access to 227 bhp (230 PS) which was enough to propel it

from 0-60 mph in just 6.2 seconds, with a top speed of 146 mph. Certainly not a car for the faint-hearted, this rear-wheel drive car was built in genuinely limited numbers and driven by true enthusiasts of the day.

Most of the engineering work was undertaken by motorsport specialists TWR, who also built these cars at its Swedish Uddevalla factory, producing just 1,513 examples between 2001 and 2003.

Walkinshaw, the Scottish-born former racing driver, boss of Benetton, Arrows and Ligier F1 teams, founder of the TWR engineering empire and chairman of Gloucester Rugby Club, was the son of a Scottish market gardener, who became obsessed with cars in childhood and began racing Formula Fords as soon as he could overcome early parental disapproval. He rapidly developed a reputation as a quick and aggressive competitor, both on the track and in business, a reputation he was to keep all his life. Walkinshaw soon discovered a penchant for running racing teams as well as driving cars, and formed his TWR business in the early 1970s, organising BMW and Mazda saloon racing teams, amongst others. His cars became known for robustness, speed, thorough preparation, and for being developed to the very limit of the regulations.

This is a Renault Sport Clio Mk1 V6 Prototype model, hand built by Tom Walkinshaw Racing for Renault in Uddevalla, Sweden. This car was built for the chairman himself, Tom Walkinshaw to celebrate his 25 years in motorsport and presented to him as a gift. The Chassis number is TOM00001, a nice gesture. There is a letter on Walkinshaw Performance headed paper dated 7th August 2008 signed by Tom confirming this in the history file. It was sprayed Bleu Iliade and is one of only eight cars in this striking colour. This particular car was fitted with a prototype interior in Alcantara and leather and the only other surviving car in this specification was used to launch the car at the Geneva Motorshow and is now in the Historic Collection owned by Renault.

It has been enjoyed by three former keepers, with the current owner for the last seven years, and has covered only 14,000 miles from new. There is a comprehensive history file with previous MOTs and the service records show the most recent service was in May 2018 with the belts being changed, a new starter motor, and a fresh MoT.

Importantly, the Clio V6 Phase 1 represents the essence of the modern, mid-engined 'hot-hatch' from Renault and classic car history often suggests that it's the early cars that end up being the most sought-after. In addition, TOM00001 is a unique example with the cachet of being engineered and built for a legendary motorsport personality. These factors, all combine with this example's originality and low mileage and sound like a recipe for future classic status.

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