
1984 Renault 5 - Turbo II

Turbo II

Price	USD 82 961 EUR 71 500 (listed)	Drive	LHD
Year of manufacture	1984	Interior colour	Beige
Mileage	142 897 km / 88 793 mi	Condition	Used
Gearbox	Manual	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	2	Exterior colour	Brown
Performance	160 PS / 118 kW / 158 BHP	Car type	Coupé
Drivetrain	2wd	Electric windows	Yes
		Sunroof	Yes

Description

The Renault 5 Turbo II perhaps is the best export product the French have ever assembled. This thrilling rally edition for the public road seems to have invented the term "hot hatch" back in the 80s. But the Turbo version is so much more than that. It's a genuine legend. 30 years after the end of the production, this icon still manages to amaze many people with its eccentric appearance and challenging performance.

History:

The condition of this particular car is just as beautiful as its history. It all began on January 6, 1984: the 5 Turbo II was delivered new in the home country of Renault. And stayed there until 2006. After the first (French) owner, there was a second one. The French adventure came to an end when the third and last owner imported the classic hatchback to Spain. All three owners secured the history and information of this brutal speed demon very accurately. Included is a thick folder with invoices which go all the way back to the year when the car was driven for the first time. Absolutely unique!

Exterior:

The Turbo II may be produced in the 80s, the brown lacquer is typical 70s. Moreover, this color is the same as the original factory color of 1984. However, the bodywork is repainted once, in order to provide it with the original brilliance.

Typical are also the spectacularly designed wheels with sporty yellow accents and Turbo 2 graphics on the sides. The most striking aspect of the car of course is the extremely extended rear, designed by the famous Marcello Gandini, who was employed by renowned design firm Bertone back then. Thanks to the new sculpture, there was room for a mid-engine for a better weight ratio. Renault needed the adapted set-up to compete the highly successful Lancia Stratos in rallying. To attack the Italian thoroughbred, the French added an Italian touch to their model as well.

Interior:

Besides all this ostentation, there's also room for luxury. The roof for example, comes straight from the factory. The brown interior upholstery is original too. Looking at the black contrasting dashboard including a 3-spoke sports steering wheel, the Renault has lost none of its French charms.

Performance:

The Renault 5 Turbo II is the evolution of the original Turbo version. The biggest differences between the two are the expensive lightweight aluminum components. The 2nd series left those behind, almost without compromising on performance. Accelerating from 0-100 km/h could still be completed within 6.9 seconds. The top speed is an impressive 201 km/h; very fast those days.

And there are more reasons to believe that the Turbo II was ahead of its time. For example, the Renault is powered by a 4-cylinder engine with a capacity of only 1397 cc. The small cylinder block produces 160 hp, thanks to the presence of a turbocharger. The power explosion, speed thrills and pure driving experience bring you back to the earlier days though. Exactly the way you want it.

Classic Youngtimers Consultancy

Title Mr

First name Arno

Last name Heirath

Koperslagerstraat 1

5405 BSUden

Netherlands

Phone +31-616433675

<http://www.classic-youngtimers.com>

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