

CLASSIC DRIVER

Valentine's Day may be over, but there's still time to fall in love with this Renault 5 Turbo 2

Lead

One of just 200 examples made in order to go rallying, this homologation special Renault 5 Turbo 2 Type 8221 is a hero of Group B. If a wide-bodied, fire-spitting road-going rally car was on your bucket list for 2024, Motikon have just what you're looking for...



The craziest spectators, willing to risk life and limb for an out of focus, mud-splatted snapshot. The relentless pursuit of outright speed, agility and durability funded by some of the world's biggest car manufacturers. A roster of talent so impressive, it rivalled that of Formula One grids. Group B was, still is, and most likely always will be rallying's most memorable era, and the cars that were born from it are true pieces of automotive history. And arguably the most legendary of them all is the Renault 5 Turbo 2.

It evolved from the success of the turbocharged examples used in Group 4, a model which was far more mass-produced than the [example available here from Motikon](#). Just 200 examples were built, the specific number required to allow the R5 Turbo to be eligible for competition within Group B, and it naturally featured a host of upgrades on top of the conventional turbos. This included an aluminium roof, as well as additional aero and geometry changes from the standard Turbo 2. This Particular R5 Turbo 2, type 8221 to be exact, is the 133rd built and features a selection of highly desirable period Cevennes-specification upgrades, which were offered from the factory when the car hit the showrooms.



Flicking through the Renault Sport Catalog of enhancements, the original owner of this scarlet example opted for the front dampers to be converted to Bilstein coilovers, which included the required top wishbone adaptation, front lower wishbone Group 4 support brackets and reinforced front anti roll bar mounting plates. In addition, the car is also fitted with a large capacity intercooler from highly regarded Renault Turbo specialist 3S Development, seen as an approved and valued upgrade. All of this means one thing: it's an unruly beast ready for pretty much any terrain you're willing to present to it.



The car left the factory on November 15th of 1984 and was delivered new from Renault's Monthéry showroom. It is believed the car changed hands for the first time since new in 2005, before it moved around various countries to now be housed in Sweden with Motikon. As collectable Renaults go, it's fair to say the R5 Turbo, and more specifically the type 8221 variant like this, finished in a stunning shade and lovingly owned its entire life, and complete with matching numbers, is an absolute must for any rally fanatic or 1980s car collection!

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