

Clio RS gets competition colours

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Renault's all-conquering range of hot hatches has added a new derivative, the Clio Gordini, following on from the launch of its smaller [Twingo-sized](#) twin-striped sibling in October, 2010.

Although this new Clio is mostly unchanged from the standard RS (retaining its 147.5kW, naturally aspirated, two-litre engine and expertly tuned chassis) it has a host of Gordini-specific styling details, the most characteristic of which are those contrasting white top stripes supported by colour-matched nose detail and external mirrors.

Inside, the seat bolsters, gearstick fabric wrapping and steering wheel gain blue detailing to complete the Gordini effect. Equipment upgrades for the Gordini Clio over its RS siblings include keyless entry and self-activating wipers and headlights.

NO TURBO REQUIRED

For Clio Gordini customers part of the appeal in ordering the twin-stripe option is its on-the-limit driving dynamics. With a Cup chassis as standard spring rebound increases by 27% front and 30% rear while lowering the ride height by 7mm and quickening helm response by 7.5%, thanks to more keenly geared steering.

The Clio Gordini's brakes are absolutely premium, too, with Brembo four-piston callipers actuation 312mm discs up front and 300mm rotors at the rear.

Performance statistics are impressive for a car with only 215Nm of torque to help it along. The car runs the benchmark 0-100km/h in 6.9sec and powers on to 225km/h.

Producing peak power at 7100rpm, a crucial part of the two-litre non-turbo engine's appeal is its high-revving nature – something sure to find favour with traditional petrolheads in a time where forced-induction is forcing earlier shifts at lower engine speeds as part of the performance car experience...

Why buy a Gordini Clio RS instead of the standard one? Well, if you're a French motorsport anorak, you'll appreciate the heritage.

HAND ASSEMBLY

Amédée Gordini was born in Bazzano, near Bologna, Italy, in 1899. From an early age he was fascinated by cars and motor racing. He began living his dream by working as a mechanic in his teens. After the First World War he competed in various forms of motorsport, including Grand Prix racing and the Le Mans 24-hour.

The enigmatic Amédée later established the Gordini company, which merged into Renault in 1968. It became the foundation for Renault Sport Technologies – a division which has produced Renault Sport versions of the Clio,



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Vehicle Specs

Manufacturer	Renault
Model	Clio Gordini
Engine	2l four-cylinder
Power	147.5kW @ 7 100rpm
Torque	215Nm @ 5 400rpm
Transmission	Six-speed manual
Zero To Hundred	6.9 sec
Top Speed	225km/h
Fuel Tank	55-litres
Fuel Consumption	8.2l/100km
Tyres	215/45R17
Service Intervals	15 000km
Service Plan	3year/60 000km
Warranty	5year/150 000km



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Mégane and Twingo over the years.

Each Clio RS Gordini, in the fashion of all Renault hot hatches, is hand-assembled at the company's Dieppe facility – something that sets them apart, and above, their rivals. With more than 70 000 Clio sport 2-litre hot hatches having been delivered to customers since 2000, it remains, for many, the quintessentially proletarian naturally-aspirated three-door performance car hero.

Retailing for R279 000 (R20 000 more than the standard Clio Sport), the Gordini is either a very contrived bit of marketing or the ultimate indulgence for those who love their road cars with twin-longitudinal stripes running fore-to-aft.

PRICE

Clio Gordini Renault Sport - **R279 900**

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