PRESS KIT

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RENAULT RETURNS TO THE GOODWOOD FESTIVAL OF SPEED

This year's Goodwood Festival of Speed will see Renault return to the prestigious event to commemorate 110 years of engine excellence. The event will he held from June 29 to July 1 in the grounds of Goodwood House, 100km south of London.

- **Landmark vehicles in Renault's sporting heritage (Renault Maxi 5 Turbo, Alpine Renault A110, Renault Alpine A443) will be introduced to the crowds by drivers who have made important contribution to the company's history, including Alain Prost who was named Ambassador for the Renault Brand in February 2012, Jean Ragnotti, Michel Leclère and Emmanuel Guigou.**
- **Significant vehicles from the brand's past and present will be on display in a dedicated pavilion. From the first victory for a Renault engine in the 1902 Paris-Vienna road race, to the brand's 10th Formula 1 Constructors' World Championship in 2011, more than 110 years of Renault engineering excellence - for both road and competition use – will be on display.**
- **In addition to other surprises, vehicles from the current range will be displayed, notably including Renault Twizy and the Renault ZOE and particularly ZOE « 24 H Challenge », which recently established a new record for the longest distance covered by an electric car in 24 hours.**

Renault is a volume manufacturer which has consistently redefined the limits in keeping with a single undertaking which has always been to bring innovative powertrains that combine reliability and performance to as broad a public as possible.

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Goodwood: a very English garden party

Following six consecutive participations between 2001 and 2006, followed by a five-year break, Renault is making its comeback as a partner to the Goodwood Festival of Speed.

Speed and Goodwood have gone hand in hand for many years. The first motor racing was held there in 1936, when the ninth Duke of Richmond organised a hillclimb through the house's grounds. The Second World War put an end to things, however, but paradoxically it also gave the venue a boost with the construction of Goodwood circuit, which originally formed the perimeter road of a military airfield. The first race was held there in 1948, and the last in 1966.

In 1993, Charles Gordon-Lennox, the current Earl of March and a true petrol head, wanted to restart motor racing in the region – but couldn't obtain permission to reopen the circuit. He therefore decided to stage his own festival, in the grounds of his home. It was an immediate success, with 30,000 visitors – and soon grew to welcome 180,000 people every year.

The Goodwood Festival of Speed is now a hillclimb which runs alongside many other attractions: a concours d'élégance, a technical display pavilion featuring technologies of the future, exhibitions through the day and even specific events for younger visitors.

The meeting also provides the opportunity to rub shoulders with some of the greatest drivers in motorsport history…

RENAULT - 110 years of engine excellence

The first successes

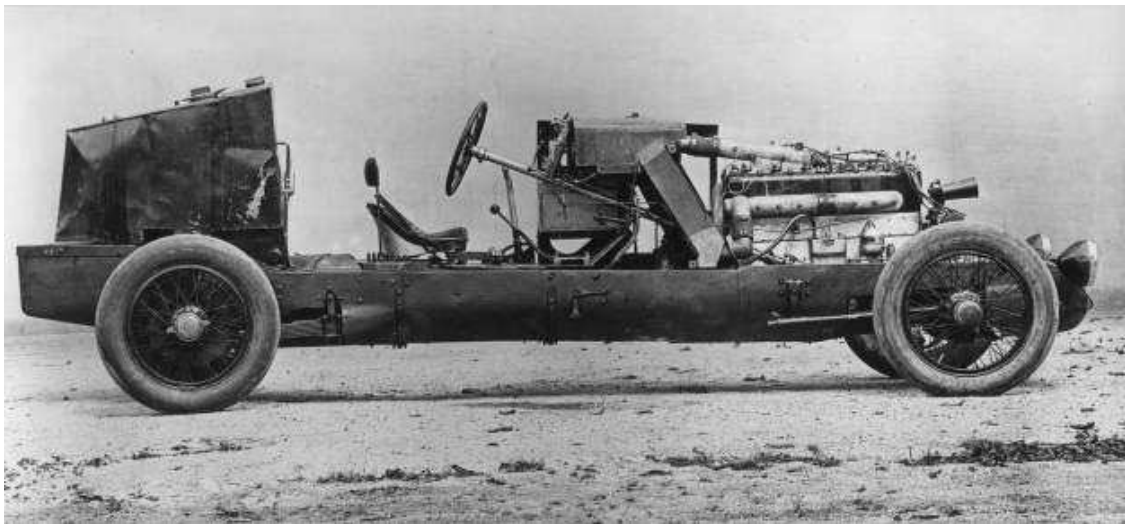
In 1902, a Renault engine took its first victory in the Paris-Vienna road race. It was the lightweight Type K, powered by a small 2x2 cylinder 16hp engine. It came home first, ahead of prestigious names like Mercedes and Panhard who were running more powerful 40hp and 70hp engines, but were forced to retire with mechanical problems. This victory for Renault demonstrated that performance is nothing without reliability. The same year saw Renault patent the turbocharger.

The 1920s, a record-breaking decade

As the era's forerunner in transport development, Renault marked the decade by setting various records on land, water and in the air:

On land:

- Paris-Warsaw in 43 hours, with the Renault 10CV (1922).
- A continuous distance record of 3,385 km in 24 hours at an average speed of 141kph (1925).



- World speed record for 24 hours with the 40CV at Montlhéry, averaging 173.6 kph (1926).

On water:

1922: speed record set at 140kph by a Farman hydroplane with Renault power.

In the air:

1923: altitude record set at 5,381 metres by a Bréguet-Renault aeroplane.

1925: first crossing of the Andes by a Renault-engined Latécoère 25.

The '50s and '70s: Renault and Alpine make names for themselves in motorsport

Rallying: Mille Miglia, Mont Ventoux and Rallye Monte-Carlo with the Renault 4CV, Dauphine and 8 Gordini.

Endurance racing: the Le Mans 24 Hours with Alpine.

Plus a new land speed record of 308.85kph established by the Etoile Filante in 1956 at the Bonneville Salt Flats in the USA.

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The ‘70s and ‘80s: turbo racing

European F2 champion, victory at the Le Mans 24 Hours with Alpine, first F1 victory with the ‘diminutive’ turbo-powered Renault RS10 at the 1979 French Grand Prix, and wins for the Renault 5 Turbo on such celebrated rounds of the World Rally Championship as the Rallye Monte-Carlo and the Tour de Corse.

Rallying’s inaugural world title was won by Alpine-Renault in 1973.

From the ‘90s to 2012: the crowning F1 achievements

Today, with 10 Formula One Constructors’ world titles to its name, Renault has demonstrated its expertise as an engine manufacturer by competing with the very best specialists in motor racing’s premier category (Ferrari, BMW, Mercedes).

With the decision to supply four teams in 2012, representing a third of the grid, Renault is demonstrating its engine-building expertise more clearly than ever, and is preparing to tackle the challenges of the future – particularly ahead of the new engine regulations for 2014 which will bring the world of F1 closer to the engineering priorities for production vehicles.

Renault, daring in the DNA

From the Type K voiturette that won the 1902 Paris-Vienna road race, to Formula One and world class rallying, Renault engines have been achieving success in almost every form of motorsport for the past 110 years. The secret to its success has been a permanent culture of innovation, tested in competition, where every success improves the knowledge and technological expertise of our engineers.

Today, Renault engines are among the most reliable, best performing and most efficient on the market, be it on racetrack or on the road.

This year, Renault has chosen to showcase landmark vehicles from its motorsport heritage to illustrate its long tradition of innovation:

- 1902 Renault Type K,
- Renault Viva Grand Sport,
- Alpine Renault A110 which is celebrating its 50th anniversary this year,

- Electric Renault 5: in keeping with its pioneering spirit, Renault is the first volume market manufacturer to launch a range of four Zero Emission vehicles,
- Renault Maxi 5 Turbo,
- RS01 and RE40 Formula 1 cars,
- Renault Alpine A443,
- Renault Mégane Trophy,
- Renault Mégane R.S. and Clio R.S.,
- Renault Twizy,
- Renault ZOE,
- Renault Alpine A110-50 concept car,
- Red Bull Racing Formula 1 car.

Renault's technological excellence in F1 benefits production vehicles

"Formula 1 is an extraordinary technological laboratory, which allows us to test new technologies in extreme conditions," says Renault COO, Carlos Tavares. *"Our involvement in Formula 1 for more than 30 years has allowed us to develop our expertise in downsizing, friction reduction and cooling management, all of which are key factors in improving the energy efficiency of our vehicles while maintaining driving enjoyment."*

Renault has once again achieved leadership by using its racing expertise to develop production engines over the past few years. The 1.5-litre Turbo F1 engine was a forerunner of downsized engines from the late 1970s onwards, and Renault also assumed leadership in electric powertrain development in 2007, with the ambition of becoming the first manufacturer to launch a full range of zero emission vehicles (during road use).

With the new FIA engine regulations for 2014, Renault's bold move into electric vehicles will become even more meaningful. Formula 1 should help Renault to make further progress in designing and producing electric powertrains for the general public.

An obsessive goal: improving engine energy efficiency to reduce fuel consumption

Throughout its history, Renault has always sought to continuously and progressively improve the energy efficiency of its engines, primarily through downsizing and the extensive use of turbocharging for production cars. This enabled improvements in energy efficiency which improved fuel consumption. As a forerunner when it comes to downsizing, Renault has the clear target of continuously offering more fuel-efficient engines.

Thanks to its expertise in energy efficiency, Renault is in a strong position to tackle its parallel challenge which is to become the electric powertrain market leader, while constantly pushing the limits of downsizing for internal combustion engines. Renault is more committed than ever to its objective of achieving European leadership in fuel consumption and CO_2 emissions. The average emissions of the Renault range will fall from 134g/km today to 120g/km by 2013, and below the 100g/km threshold by 2016.

Some points of references:

1925: Renault set a first world record for fuel economy with the 6CV which only required 3.6 litres of fuel to cover 100km at 90kph.

1947: with the optimised performance of its small 747cc four-cylinder engine, the Renault 4CV consumed just 5.5 litres/100km at 90kph, which made it a post-war family favourite.

1980: 4.5 litres/100km at 90kph for the Renault 5 GTL fitted with the “Cléon Cast” engine which improved torque at low revs.

1987: the Vesta prototype was the first car to consume less than 3 litres/100km.

2000: Renault innovated with the launch of the 1.5 dCi, a small, downsized common-rail diesel engine, while competitors were still offering 1.9 or 2-litre engines. Thanks to an approach targeting constant improvements, Renault has reduced the fuel consumption of its best-selling engine by nearly a litre, achieving 3.4 litres/100km under the bonnet of Clio and Mégane.

In 2011, Renault achieved a new milestone in this area with the Energy range of engines. Backed by 10 Constructors’ world titles, Renault called on the talent of its Formula One engineers to carry over the technological expertise gained on racetrack to the development of its new range of powerplants.

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