

PRESS KIT

28/11/2016

NEW RENAULT TWINGO GT

- Making full use of its rear-engine design, Twingo GT has been honed for driving enjoyment.
- Precise, comfortable and fun to drive, it offers affordable pleasure behind the wheel, in keeping with the tradition of the GTs designed by Renault Sport.
- Powered by a 110hp TCe turbo engine, developing 170Nm of torque.
- Twingo GT's chassis features revised suspension, specific ESC settings specially developed tyres and variable ratio power steering.
- Inspired by the Twin'Run concept car, Twingo GT is easily recognisable thanks to its 17-inch wheels, lateral air intake and twin exhaust pipes.
- High level of standard specification including automatic climate control, automatic lights and wipers, cruise control & the R&GO infotainment system.
- Priced at £13,755 on-the-road and on sale 1 December 2016.

A GT... and a bit more besides

Over the last twenty years or so, Renault Sport has developed unique expertise in making sports cars. The various R.S. and GT versions of Twingo, Clio and Mégane have all been front-wheel drive cars. With the third generation of Twingo, the engineers were faced with a different challenge.

“It was a real challenge for Renault Sport to work on a rear-engine car since the handling of a rear-wheel drive car is very different from that to which we are accustomed. We had to tackle this issue head on, as it were, and I think we have risen to the challenge brilliantly! Twingo GT is a balanced car, fun to drive and offers performance levels that are very close to those provided by a second generation Twingo R.S.”

Patrice Ratti – Managing Director, Renault Sport Cars

A breath of fresh air for the engine

Whilst sharing its structural design with some of Renault Sport's most famous sports cars – like the R5 Turbo or the Clio V6 – Twingo remains a small city car that has precise handling and is surprisingly roomy. Nestled between the rear wheels, and tilted at 49 degrees to increase its compactness, the three-cylinder engine takes up all of the available space.

For Twingo GT, the Renault Sport engine designers therefore worked on optimising the most powerful base – the 898cc TCe engine.

One of Twingo GT's distinctive features is the air intake on the rear left-hand wing, which replaces the air intake that was originally located above the wheel arch. This modification is essential in improving engine performance, since it reduces the temperature of the air entering the turbocharger by some 12 per cent. Combined with an upper section duct, this dynamic intake also helps increase the flow rate of combustive air by 23 per cent.

In order to take advantage of this blast of fresh air, the turbocharger's rotation speed has been increased. The fuel pump has been specifically-designed to increase the flow rate accordingly and the same applies to the water pump, in order to improve cooling of the powertrain.

The exhaust system has also been specially-designed, with revised calibration of the air flow and back pressure, and is fitted with a twin-exhaust silencer.

With the modified engine mapping, the power has been extended to 110hp, whilst peak torque stands at 170Nm.

The sprightly, sporty feel is completed with a revised ratio five-speed manual gearbox.

A highly-responsive, sensitive accelerator pedal

The link between the driver and car, as well as the engine and the reactions of the chassis, Twingo GT's accelerator pedal benefits from the development work done for Mégane R.S. The mapping of the pedal delivers lively acceleration with rapid throttle response. And when you take your foot off the accelerator, the dynamic settings limit the feeling of inertia. The driver's needs are accounted for, whilst also improving driving pleasure and comfort. Twingo GT can be used in two modes: Normal and Eco.

A precise and comfortable chassis

Like the engine, the chassis remains very close to the initial structural design. It has nonetheless been specifically fine-tuned by the Renault Sport teams.

New shock absorbers have been combined with original springs, but with an increased calibration that is now 40 per cent stiffer. The anti-roll bar has also been replaced with a larger diameter version – upgraded from 20.7mm to 23mm. Featuring a 20mm lower ride height than Twingo and the Twin'Run's 17-inch rims – fitted with Yokohama BluEarth tyres, a version of which were specifically developed for the car – Twingo GT sits firmly on its wheels.

Changes have also been made to the car's electronics, with revised calibration of the ESC. "Without reducing safety in any way, we have focused on improving traction during sporty driving, whilst integrating the new characteristics of the chassis and tyres," explained Matthieu Métivier, Chief Engineer for Twingo GT. "In practical terms, drivers that hit the accelerator pedal on exiting a tight corner will feel a slight drift before the ESC corrects the trajectory without cutting speed dramatically. This means you enjoy typical rear-wheel drive handling."

Twingo GT fine-tuning was performed by Renault Sport test drivers, who work on all of the R.S. and GT ranges.

Always heading in the right direction

Twingo GT comes with variable ratio power-assisted steering, a first in the sports city car segment. Firm around the centre position, it has several characteristics depending on the speed and type of corner, combining steering precision and handling. For example, you need to turn the steering wheel 18° in order to turn the wheels 1° on the motorway, compared with 13° on city-centre roads. With a turning

circle of just 8.59m, Twingo GT is the champion when it comes to tricky manoeuvres and parking. It needs a metre less than most of its competitors to perform a U-turn.

The car is a pleasure to drive as soon as you set off

Twingo GT boasts an excellent weight-to-power ratio of 8.5kg/hp, compared with the 9.8kg/hp of Twingo II GT. This saving results in some stunning performance levels, which are even close to those of the previous generation Twingo Renault Sport 133.

Capable of going from 0 to 62mph in less than ten seconds, Twingo GT sets a new benchmark among small sports city cars. Pick-up is also among the best in its category, with 50-75mph achieved in less than nine seconds. More than enough to slip through the traffic without difficulty. Delivering crisp acceleration in all gears, the engine is effective in every situation.

Thanks to its robust chassis, Twingo GT offers driving precision, instilling a great deal of confidence in drivers. Similar to Twingo II Renault Sport 133, Twingo GT's body-roll control enables higher cornering speeds to be achieved with a sense of ease and comfort.

“With Twingo GT, it's about enjoyment above all else. Fine-tuned by Renault Sport, the rear-engine design delivers a really fun car to drive and the acceleration and sprightly chassis are sure to put a smile on your face. Like the other GTs in the Renault Sport range, comfort, affordability and safety complement the overall consistency of the vehicle.”

Benjamin Manceau – Product Manager, Twingo GT

A design inspired by the Twin'Run concept car

Even before getting behind the wheel, Twingo GT procures a sense of excitement at first glance. Thanks to its 17-inch wheel rims and reduced ride height, the very full wheel arches create visual harmony with a decidedly sporty feel.

The design of the light alloy wheel rims is taken from Twin'Run, the concept car that was the design inspiration for Twingo. Unveiled at the Monaco Grand Prix in 2013, Twin'Run celebrated the brand's sporting spirit and paid homage to the legendary Renault 5 Turbo and Clio V6. A real racing car with a mid-engine 320hp V6 based on that of the Mégane Trophy racer, the Twin'Run provided a preview of the style of the latest generation Twingo.

The other distinctive components are the lateral air intake, the rear bumper diffuser – redesigned to incorporate the twin exhaust pipe – and the Renault Sport markings on the side and rear of the car. The rear diffuser forms part of the GT's body kit, which also consists of side skirts and extended wheel arches, and the rear windows are extra tinted.

Unveiled in a new Blaze Orange paintwork, Twingo GT is also available in Lunar Grey, Diamond Black and Crystal White.

Starting on the bonnet and extending the length of the roof, the NACA-inspired stripes – which echo the aerodynamic form of the famous air intakes – are another nod to Twin'Run. The decoration is black on the Blaze Orange paintwork, and orange on the other bodywork colours. There is also a contrasting Sport exterior touch pack that adds orange or black detailing to the front grille, side door strips, door mirrors and rear spoiler.

The colour scheme of the passenger compartment is consistent with the exterior. Orange trim details brighten up the bi-material leather-fabric upholstery, the centre position on the steering wheel, the air vents and the base of the gear lever. Twingo GT also has Renault Sport-badged door sills, aluminium pedals and an alloy gear lever knob.

UK specification

Twingo GT benefits from a high level of equipment, which works to complement the car's sportiness with high levels of convenience, safety and comfort. Twingo GT is competitively priced at £13,755 on-the-road.

Standard features include automatic climate control, automatic lights and wipers, fog lights with cornering light function, rear parking sensors, cruise control, speed limiter, remote central locking, electric heated mirrors and electric windows as well as extra-tinted rear windows. Twingo's R&GO application, which turns a smartphone into a touchscreen infotainment system, including sat-nav, phone and music control, 'find my car' feature, trip computer and rev counter.

Safety features include ABS, Emergency Brake Assist (EBA), Hill Start Assist (HSA), ESC (Electronic Stability Control) with side wind assist, LED daytime running lights, front airbags and head and chest level side airbags for the driver and front passenger.

In line with the rest of the Twingo range, the GT offers the opportunity for further individualisation. Options include GT roof and bonnet decals, an electric panoramic fabric folding sunroof, lane departure warning system, heated front seats and the Techno Pack with R-Link multimedia system that incorporates 7-inch touchscreen/TomTom® LIVE navigation/USB and Bluetooth® connectivity, voice control and reverse parking camera and sensors.

The GT is covered by Renault's four-year/100,000 mile warranty. There is also a three-year paint warranty and 12 years' cover against corrosion.

Technical specifications

ENGINE	
Engine	TCe 110 Stop & Start
Bore x stroke	72.2 x 73.1
Number of cylinders and valves	3/12
Capacity (cc)	898
Injection type	Turbo / multipoint sequential
Fuel type	Unleaded petrol
Catalytic converter	Standard
Stop&Start	Standard
Maximum power	110hp @ 5,750rpm
Maximum torque	170Nm @ 2,000rpm
GEARBOX	
Type	Manual
Number of forward gears	5
Vehicle speeds (mph) at 1,000rpm in 1st gear	4.40
Vehicle speeds (mph) at 1,000rpm in 2nd gear	6.97
Vehicle speeds (mph) at 1,000rpm in 3rd gear	10.65
Vehicle speeds (mph) at 1,000rpm in 4th gear	16.14
Vehicle speeds (mph) at 1,000rpm in 5th gear	22.64
STEERING	
Type	Variable ratio power-assisted steering
Full-lock turning circle radius (m)	8.59m (radius of 4.3m)
Turns lock-to-lock	3.9
SUSPENSION	
Front	MacPherson type with rectangular shaped lower arm and anti-roll bar
Rear	De-dion rear axle with coil springs mounted separately
WHEELS AND TYRES	
Wheels	Twin'Run 17-inch light alloy
Tyres	Yokohama BluEarth 185/45 R17 78H (front) and 205/40 R17 80H (rear)

BRAKES	
ABS	Standard
Electronic Brake Distribution (EBD)	Standard
ESC	Standard
Front: ventilated discs (size / width)	258mm / 22mm
Rear: drum	9" diameter
PERFORMANCE	
Aerodynamics S/Cx	0.748
Maximum speed	113mph
0-62 mph	9.6sec
400 m D.A (s)	15.7
1000 m D.A (s)	30.1
FUEL CONSUMPTION (NEDC)	
Combined – mpg	54.3
Extra urban – mpg	62.8
Urban – mpg	45.6
FUEL TANK CAPACITY	
Fuel tank capacity – gallons (litres)	7.7 (35)
EXTERIOR	
Bodywork	GT Pack with front and lateral skirting, wing flares and rear diffuser
Exhaust	Twin exhaust with chrome-finish pipes
Decoration	NACA duct-inspired stripes on the bonnet and roof Exterior Sport Pack in Orange or Black (exterior graphics and lateral sport stripes) Renault Sport and GT markings on the doors and tailgate
WEIGHT	
Kerb weight (excluding driver) (kg)	1,001
Front axle weight (kg)	459
Rear axle weight (kg)	542
Gross vehicle weight (kg)	1,385
Gross train weight	1,385
DIMENSIONS	
Wheelbase (mm)	2,492
Overall bodywork length (mm)	3,595
Front overhang (mm)	630
Rear overhang (mm)	473
Front track width (mm)	1,452
Rear track width (mm)	1,425
Overall width excluding door mirrors with side rubbing strips (mm)	1,660
Overall unladen height (mm)	1,538
Overall unladen height with tailgate open (mm)	1,946
Boot sill height (unladen) (mm)	771
Ground clearance (laden) (mm)	153
Knee room (2nd row) (mm)	136
Front elbow width (mm)	1,362
Rear elbow width (mm)	1,325
Front shoulder width (mm)	1,321
Rear shoulder width (mm)	1284
Front headroom measured at 14° (mm)	908

Rear headroom measured at 14° (mm)	855
Upper boot aperture width / Maximum boot aperture width (mm)	966 / 1,065
Lower boot aperture width (mm)	932
Interior width between wheel arches (mm)	1,005
Rear aperture height (mm)	580
Maximum load length from tailgate to folded rear seats (mm)	1,336
Load length up to seats back (mm)	636
Height up to parcel shelf (mm)	2,315
BOOT CAPACITY	
Boot maximum volume (seats reclined / seats in cargo position)	188 / 219 litres
Maximum boot space with rear seats folded down	980 litres

Ownership information and pricing

Price (OTR)	£13,755
CO ₂ (g/km)	115
VED (Band)	C
Insurance Rating	11E

Options

Crystal White paint	£FOC
Diamond Black metallic paint	£495
Lunar Grey metallic paint	£495
Renault i.d Blaze Orange metallic paint	£625
GT roof and bonnet decal	£200
Electric panoramic folding sunroof	£850
Lane Departure warning	£150
European mapping for R-Link	£110
Seats pack: Heated front seats and front passenger ISOFIX point	£250
Techno Pack: <ul style="list-style-type: none"> - R-Link multimedia system (7" touchscreen, TomTom® LIVE navigation, FM/AM/DAB tuner, 2x35W speakers, Bluetooth® audio streaming and hands-free calls, USB and AUX sockets, voice control, vehicle applications) - Reverse parking camera and sensors 	£600

For further information please visit www.press.renault.co.uk or [@RenaultUKPR](https://twitter.com/RenaultUKPR) or contact:

Jeremy Townsend
Communications Director
jeremy.townsend@renault.co.uk – 01923 697592 – 07977 289327

Matthew Bendall
Press Relations Manager
matthew.bendall@renault.co.uk – 01923 697653 – 07814 990247

Chloe Yemm
Press Officer
chloe.yemm@renault.co.uk – 01923 697342 – 07773 048531

Lisa Haworth-Langford
Press Fleet & Events Manager
lisa.haworth-langford@renault.co.uk – 01923 697537 – 07968 128886

Sam Pinder
Press Relations Coordinator
sam.pinder@renault.co.uk - 01923 697778

Sebastien Reynaud
Communications Assistant
sebastien.reynaud@renault.co.uk – 01923 697363