



**NY-82-VV**

**#204**  
**Renault**  
**5 GTL**  
**(1985)**

**IXO**

**Period:** 1984-1993  
**Built:** 4,943,629

**Engine:** 1.4-liter 4-cyl.  
**Power:** 60 PS  
**Top speed:** 158 km/h  
**Price:** fl. 20,500

**Predecessor:**  
Renault 5  
**Successor:**  
Renault Clio

**Date acquisition:**  
12/09/2016

Approx. first plate    Approx. last plate  
**LN-90-VB    HF-NH-70**





## LES ANNÉES 70 / 80



Although the original Renault 5 introduced in 1972 had a near timeless charm, in 1984 Renault felt the time was ready for a major update and the “Super-Cinq” was born. The modernised car was still instantly recognisable as a Renault 5 – the squared highly placed headlights, and the narrow vertical rear light clusters had remained as hallmark features and the basic shape was unchanged – but perhaps it lacked the natural charm of the original. Whereas the original Renault 5 far outcompeted the rivalling Peugeot 104 in the 1970s, the Peugeot 205 was the definite winning number of the 1980s, taking over the title of best-selling French chic urban runabout from the original R5. That said, in 1990 the ball was again firmly in Renault’s court as the Clio succeeded the R5 Supercinq, holding the title of best-selling French subcompact again for most of the 1990s, out-competing Peugeot’s 106 and then-ageing 205.

Despite not reaching the success of its predecessor, the “Supercinq” R5 nevertheless was a very common sight on Dutch roads, as well as in most other European countries in the 1980s and 1990s. When first dating my sister, my brother-in-law often came to visit us in his mum’s white three-door NL-04-RB and later in a grey five-door PX-15-ZD. One of my primary school teachers had a white

three-door, TN-52-PY, and my aunt a green five-door NX-19-GT.

Autocar (22/09/1984) described the “Superfive” as “sleeker, more power, but still unmistakably a Renault 5”. Compared to the original R5, it noted the Super Cinq had a more spacious interior and bigger windows giving “an added feeling of brightness and airiness”. The dashboard adopted the typical “piano style” layout already used in the Renaults 9 and 11. All in all, they concluded: “The new R5 looks much like the old car, but the subtle differences do give the Superfive a pleasingly modern aspect. Besides, the arrow-shaped frontal treatment, lower bonnet line, flush-fitting glass and shrouded door handle make good aerodynamic sense”.

The model in my collection is a red five-door middle-of-the range GTL version. It is not the most sophisticated of model cars, for example because the lower sills seem a bit too coarse, and the steel wheels lack definition. However, characterful details such as the single reverse light, only mounted on the right-hand side, and the offset front indicators are reproduced nicely.



The Peugeot 205 proved even more successful than the second-gen Renault 5.



The renewed Renault 5 adopted a similar design language to the larger 11.