

the power comes. Acceleration from 50 - 70 is achieved in a mere 3.9 seconds, at 5.3 seconds in 4th gear and 7.7 seconds in fifth. From a standing start the car will produce a 0-60 time of between 6.8 and 7.7 seconds and a 0-100 mph in just under 20 seconds (Depending on temperature and conditions). The quarter of a mile is achievable in 15.5 seconds.

Cornering quickly is a real experience with a go-cart like feel with the limits of adhesion rarely found with normal driving. The balance is superb and you do tend to feel in control with its mild understeer, even in different speed ranges oversteer is difficult to promote. Any oversteer is instantly controllable by throttle response and if you really want to go exploring into uncharted territory power slides are available to the brave. Care is needed when either on or off boost in bends, this is important learn because a sudden transition will find you coming out in a spin, or even backwards. The driving situation in the wet is very different and you should treat the car as you would your mother in law, pamper her and try not to upset the situation by stepping over the fine line.

Bumps are absorbed and the car drives well over uneven surfaces, cars with quick- racks

fitted however tend to tram - line and find potholes. You are thrown out of standard seats on bends and most owners will tell you that they have well developed anal muscles in order to stay in the seat, so my advice is to change to bucket or racing seats ASAP.

With a C.d. figure of 0.46 cross winds are a bit of a problem at speed, but with care 125 to 130 mph is attainable. The overall feel is that you are in a competition car, this is especially evident if you take one around a race circuit with other road cars. You will notice while most are rolling and squealing in the bends, the 5 Turbo is at home with virtually no drama.

Brakes at first feel poor and until warm they do not work well, you also need a fairly strong right leg and must never leave braking to the last minute otherwise you will be visiting someone's rear bumper.

The gearbox feels ultra smooth and gear changes can be made quickly up and down the box once you have mastered being sat on the wrong side of the gear shift. Visibility in any left- hooker is not good on British roads and the 5 Turbo is no different, the only advantage you have is that you can pull out and get past almost any obstacle very quickly.

It is said that driving in a RHD 5 Turbo is generally quicker than a LHD model due to this problem of visibility.

Even the standard exhaust tends to boom and resinate in the car and crackles and pops on the overrun are usual. The one thing that most new drivers notice is the heat in the car and the lack of ventilation even with the fan on flat out and all vents open. This is hardly surprising due to the proximity of the engine.

The 5 Turbo does not appear to like hot summer weather conditions and as with most turbocharged cars they favour a cold, slightly damp day, when an increased power output is very noticeable.

