

looked after and garaged in the dry they will certainly start to show their age these days. It is very difficult to find a good one for this reason and the interiors are sad if not maintained. It is also totally impossible to find any source of replacement trim bits. The aluminium doors were very light and dented easily and where they butted up to the steel frame an electrolytic process took place with oxidation of both materials. Most cars now have Turbo 2 doors fitted.

The dash electrical displays although nice to look at often do not work due to electrical faults. The fuel pumps are in the tanks and if they pack up they have to be replaced with the Turbo 2 system or a Facet pump. The two spoke steering wheel snapped usually on one side so many have Turbo 2 steering wheels fitted as a replacement.

No my advice to any would be purchaser of an early car is, leave it alone unless you find a mint one with history, low mileage and bills. You will need a large amount of money to restore one properly.

The Turbo 2 also has its problems and buying a later car is generally good advice, unless you see some evidence of history and bills, so what should you look for ?

As a rule if you buy cheap you will be buying a car that needs money spent on it, it is

far better in the long run to buy an original looking car with a couple of owners and one that has bills, has been garaged and looked after. First of all look for crash damage and different colours of paint on panels and wings. Many cars have had a corner knocked off them

inner wing replacement with a large square hole in it is one from a standard Mk1 Renault 5, the hole is where the exhaust exits the engine bay and is the cheap option repair. This would indicate front crash damage to me. In the case of Right Hand Drive conversions get the car looked at by an engineer for structural safety, you should look for poor pedal location, a cutaway radiator cowling, and the battery sited in a strange location. It is best that a right hand drive pedal box from a Gordini is used in the conversion rather than moving the existing box to a RHD location.

These cars are generally very robust due to their simple construction. Apart from the shiny paintwork and clean interior there are a number of other areas of the car that are worth checking. These are not obvious to the uninitiated, but after a short spell of ownership they become all too apparent and common knowledge.

Generally the Turbo 2 is more corrosion resistant than its sibling sister due to better and newer body shells used for their construction. Areas to be checked are the sills especially the end caps in the front wheel arches which if not sound, allow water from the front wheels into the sill which will allow rust to get a hold. Sill replacement is a big job as the rear panels, carpets and trim, fuel tanks etc. all have to be removed. If you carry



and if a car has sustained chassis leg replacement or has been re-jigged I would leave well alone. They could be o.k. but on the other hand the car might be dangerous. Look to see if the fibreglass tube has been taken out from the bulkhead located below the spare wheel and behind the radiator. Also look for replaced inner front wings or creased ones, an