

## SPECIALS & CUSTOMISING

**R**IGHT FROM THE START OF THE PRODUCTION RUN OF THE 5 TURBO, CUSTOMERS WANTED THEIR CARS TO BE A LITTLE DIFFERENT FROM ALL THE OTHER CARS DELIVERED. SOME CUSTOMISED THEIR CARS WITH A KID OR SPECIAL LEATHER INTERIOR, OTHERS FITTED AXMINSTER AND WILTON CARPETS OR A PART WALNUT DASH AND A FEW WANTED EXTRA INSTRUMENTS AND DIALS. PEOPLE WILL ALWAYS CUSTOMISE CARS AND MANY OWNERS OF THESE CARS STILL CONTINUE TO DO SO.



One of the most favourite practices these days is the fitting of an additional fan to the radiator, with a manual control switch for use when stationery in heavy traffic on a warm summers day. Some owners have put additional fans by the intercooler and oil coolers to aid cooling, and there has been a trend to fit remote oil filters for rapid and easier changes. Then there is adjustable boost controls, brake bias kits, larger 4 pot brakes and Californian wing mirrors. Front spoiler splitters and air scoops under the cars are starting to appear. One new part on the market is a rose jointed front anti-roll bar which can accept either nylon or aluminium bushes. Large core radiators are also sometimes fitted.

Many have fitted additional boost gauges and there is one Turbo 2 fitted with a Turbo 1 toolbox. Devil exhaust systems replace the standard box with increased efficiency and a lot less back pressure, with a great deal of extra noise. Huge stainless, dustbin-sized tail pipes sprout from the rear of cars and then there is the home designed larger intercoolers. Silicon hoses replace standard ones and racing style plug leads are now available.

Petrol filler caps are aircraft spec, in style and the variety of steering wheels is enormous, including Sparco, Momo, and Nardi etc. Aluminium gear change knobs replace the Renault ones in some cars and some steering wheels are quick release for security purposes. One car was fitted with a special semi automatic gearbox and steering wheel controls, another has a limited slip diff. One car is fitted with a close ratio box which limits the top speed to about 95 mph, but a huge increase in low down acceleration.

The variety of wheels and tyres available has grown with 13 inch Gotits, 15 inch Gotits, Dimma, Delta Mics, Minilites, PLS, and AZEY



now commonly found on cars with the appropriate rubber to boot.

Seats have been replaced with Recaro's, Cobra's and Sparco designs and many cars have Roll - Cages and full 3 or 5 point harness's.

Cars are no longer standard colours either,