



It was then that Renault decided to create a second version of their diminutive supercar and they would call it the Turbo 2. This car shared the same interior as the production Renault 5 Gordini. They used the dash, carpets, head lining and all interior trim from that model in an attempt to reduce cost. The aluminium

doors, tailgate and roof were replaced with steel components but mechanically and in every other way the cars were identical. The very early Turbo 2 cars had the fuel lifters in the tanks and some had aluminium roofs, I



suppose this was a way of using up surplus bin parts. Other things that were missing were the toolbox and the fancy steering wheel. Early turbo 2's also had only one boot piston support strut whilst later cars from 1984 onwards had two of them. The

interior colour scheme was a choice of beige, red or black but very few of the latter colour was ordered. A few cars were ordered with the leather interior option but more popular was the 185 and 210 bhp engine update conversion available. Gotti 13 or 15 inch wheels could also

be ordered as an extra, and a number of cars sport these wheels today.

A wider range of colours was available to the customer, red, black, dark blue (navy), pearl white, plain white, silver and a metallic brown colour.

The car sold well in Belgium, Germany, Italy, Spain, Holland, Austria and Switzerland and they still decided it was not worth their while to produce a right hand version for the UK market.

Approx. 160 found their way into Britain, most were second-hand but a number of new cars were imported by Renault dealers, and a considerable number were converted to right hand drive by a couple of specialist firms. They changed the pedal box, battery position, dash, steering column, rack and a number of other items in the conversion.

The Turbo 2 continued its production with only minor changes up until early 1986 when the last car was built.

The price of a Turbo 2 was as follows during its production run:

1983	102,000 FRANCS
1984	111,000 FRANCS
1985/6	120,000 FRANCS

## DRIVING IMPRESSIONS.

With a maximum power output of 160 bhp at 6,000 rpm in standard trim and with a weight balance of 60% right behind the driver and passenger seats, the 5 Turbo is not a car which



is easy to drive well, straight away. The car's characteristics take time to get used to with its handling and balance feeling neutral at first. It has a similar driving stance to the Porsche 911, with slow in fast out driving being the norm.

It is not the easiest car to get off the line at speed either, as the rear tyre adhesion is very good, but with lots of revs and if you dump the clutch it is possible to get away fast (but this is not recommended due to the huge replacement cost of a clutch for this car). Once travelling the acceleration in boost above 3000 rpm is impressive and mid-range punch fantastic. Turbo lag is very evident so you find yourself playing with the revs and gearbox to find where