



there is one in Honda Metallic Green, another in Candy Apple Red, Maroon, a few in Motorsport colours and we are seeing examples in the new trend of two - toning, Red and Silver, Red and Gold with Pinstriping in Red, etc.

The most daring example of any custom job in the UK today is the Black Special which has a TV, video cameras for rear mirrors, two twin exhausts, Rolls Royce door fittings, a smoke machine and a very special Axminster - Wilton / Leather interior etc etc.

One of the options available to owners from quite early on was the Tour De Corse front bumper conversion which replaced the standard front bumper with its horizontal winkers and oblong fog - lights with round fogs and vertical winkers. This bumper was never cheap with all of the fittings and you either like it a lot or not at all.

The other conversion was the Maxi 5 kit which would transform the 5 Turbo or Turbo 2 dramatically. It consisted of a front spoiler with 4 large spotlights, a bonnet containing two spotlights, a pair of wider front wings, a pair of

modified rear wings, a wider rear bumper and a roof wing fitted to a special tailgate which was buttressed. You had to do something about the standard wheels a off - sets as ordinary wheels looked silly inside such large wings. Many went down the road of 15 and 16 inch wheels replacing the standard 14 inch rears and 13 inch fronts. It is funny that in the early and mid eighties small wheels were all the rage with 13 inch Gotti's and the like, and now it is big wheels.

A few owners have only fitted part of this kit such as the front bumper, much reduced in width after being cut in 2 and re-joined to accommodate standard front wings, the Maxi bonnet, wings and front bumper are sometimes fitted without the rest of the kit.

I have already mentioned the T300 car which was a limited 10 car conversion by Issels in Germany.

They took the 1423 cc Evolution cars from Renault Sport in France and did a big conversion job on them. This included an air to air water intercooler, larger metering head, 4 into 1 manifold, larger fuel manifold and pumps, special intake plenum and throttle body, reworked cylinder head, steel liners, T03 / 04 turbocharger, larger radiator, larger oil cooler, special distributor, racing clutch, water injection.

coolant bleed tank, special pistons and rods and rings, high lift cam, adjustable boost. All genuine Renault parts were used. They fitted a Maxi bonnet and Tour De Corse front bumper, oddly they left the car on standard wheels but tuned the uprated engine further to 300 / 310 bhp . These were sold to Sun International in North America and many still exist there today.

Another company carrying out superb special tuning mods was Stanjeck in Germany, they blue printed engines and fitted top quality parts for their discerning clients, alterations included 4 into 1 exhaust manifolds, uprated distributors, metering heads, and they uprated handling etc, offering cars producing a reliable 210 / 220 bhp.

