



Andy Glynn - July 1999

Dear Peter

It's interesting that so many Turbo 2's are for sale at present. I suspect people are moving on as car technology improves. One of my directors asked if I wanted a Mitsubishi Evo 6 for my next company car - the answer is obviously yes, but you have to think of the leasing cost of a £30k car against a £20k Subaru. I guess it's all in the residuals. But at the end of the day the company car is just a fast tool for the job, it has to be competent and safe. I have driven the Subaru on a 15 mile route across the moors that was always a favourite blast route in the T2. The Subaru was much, much quicker and devastatingly efficient. However, the



whole experience is somehow less satisfying. In the T2 you actually had to drive the car, there was a greater feeling of balance, of grabbing the vehicle and taking charge, the feeling that approaching the edge of adhesion was a definite step towards an uncertain future. When I have had the opportunity to push to similar limits in the Subaranu (The A68 trip to Edinburgh is always fun) I will be travelling at least 20mph faster in any given situation, and 120mph on a normal cross-moors route. A road starts to seem irresponsible - maybe I'm getting old. OK so drifting the thing around bends at 80mph is fun, but it's also a lot easier. Anyway, I'm looking for RHD because it's just so much more useable on the road. I remember a trip from Hereford to Birmingham with Stewart Noel, his T1 and I was in my T2. He had a proven 20bhp

so I will be putting a roll cage in. This means that I'm not after a concours condition car. Also I will be tinkering with other things. I was just beginning to get the suspension right on my last T2, the ride height was right, but the front needed more control. I fancy experimenting with the intercooler and some heat gauges, maybe a new exhaust etc etc etc.

I would argue that RHD reduces the price due to lack of originality. As for crashed motors. I know that mine hadn't been crashed which is why I want it back. On the other hand if a car has been properly repaired there is no problem. But a twisted chassis is an absolute no, no. Cheers for now and thanks for putting up with my rambling diatribe.

more, but I had to keep slowing down for him because overtaking in LHD is just crap. Lets face it if you have to drive in the UK you are going to have to overtake, a lot. Having said that, I will want to take the car hill climbing for fun



(an abridged extract from The Renault 5 Turbo the Forgotten French Supercar) by Peter Meaney

"I want to buy a Mid - Engine Renault 5 Turbo, and I do not want to pay a lot for it"

How many times have I heard that, I would be a rich man if I were given £10 every time that statement has been made. Well I am going to explode some myths on the subject and give my opinion on ownership with a resume of the cars "Achilles Heels".

I will not be popular saying this, but first of all there is the myth that the Renault 5 Turbo or Turbo 1 is a better car than the Turbo 2, it is not. It was made in smaller numbers and it had a plush interior, a numbered plaque on the dash and a toolbox. So its rarity and exclusivity has dictated the market place rather than the practical considerations. The Turbo 1 was manufactured in 1980, 1981 and 1982 and these early cars manufactured from the same shells used in Gordini's possibly built in the late 70's. Gordini's have a notorious rust problem, cars were not full rust proofed until 1982. If not 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 and if a car has sus-

