

Introduction

In preparing this booklet I was mainly interested in re-producing as many articles on the Renault 5 Turbo as I could from the pages of Stage and Track Times. These have appeared in our magazine over the last few years, and the contributions have been from a variety of club members. I have collected articles together from 1995 onwards and with these I have married some text from my own book entitled "The Renault 5 Turbo, the Forgotten French Supercar". As many owners and

enthusiasts already know there has been a lot of literature produced on the Renault 5 Turbo from the early 1980's onwards, most of the articles have been in the more popular car magazines, many of which are now unavailable. Some more obscure magazines including periodicals in the USA and Europe have also had a love affair with our car.

Only two books to my knowledge have ever been written on the 5 Turbo, the first was produced by EPA in 1983 and was written by Pascal, this has been out of print for many years now. Copies have changed hands for £70 or more as a result of this. One French magazine called Auto Passion covered the car, this is still available but only in France. It costs about £5 a copy. Thank you to all of the members who have written articles or letters on these cars, I am sure many new readers and owners will enjoy what has been contributed by everyone.

Peter Meaney



MISFIRE MALADIES

by James Jones - November 1995

I brought my Renault Turbo 2 in April this year after falling in love with the marque and being determined to own one. After bleeding the water system, jump starting the battery, checking the indicators and pumping up 4 very flat tyres, it was time to leave London. Peter Meaney and I decided to risk the 150 mile drive to Cannock and believe me or not the car got back without a hitch. Considering that it had not turned a wheel in 12 months and it had been sitting on the roadside in all weather conditions.

Peter drove it back due to my inexperience and this proved to be a shrewd move as he found it was starting to detonate on boost. This can develop into a terminal illness if not recognised and carefully driven. It was decided that due to this and the fact that there was some pretty unpleasant wiring, a trip to Rob Campbell of RFS was a good idea.

The previous owner had an alarm, stereo, six speakers, twin amplifiers and a CD player. To make it worst it was wired in the usual Renault way, not enough fuses and

suspect wiring which had been added to somewhat. The car had been converted to right hand drive and the mechanical part of the conversion was excellent, they had even put in a right hand pedal box and had not botched the left pedal box in the usual way.

They had messed with the wiring though and the extended loom had been fitted with a white wire fitted to each of the coloured wires making tracing rather difficult. After some rather impressive ripping out and a big rewire job Rob had enough electrics left over to kit out the channel tunnel. He then moved onto the timing to solve the detonation problem and initially could not find the mark on the flywheel for the strobe light. It was very faint and it was discovered that it was running approx. twice the advance required. With a few other jobs complete the car was driven back to get its MOT at Cannock Auto's. These chaps had sold and serviced as large number of these cars in the mid and late 80's, in fact my car had passed through their



hands previously. The CO's were low at 0.6% and were adjusted to 4.5% and it got its MOT. Shortly afterwards I started to drive the car and to be honest I was disappointed. I felt that it did not have the go I expected. At Curborough earlier this year it developed a misfire under load, this got progressively worst through the day and it got so bad on the way