

I have come across a problem when setting up the front suspension which you may have already found. There are eccentric bushes at the front end of the bottom suspension arm pivots. Depending on how this is set will make a big difference to the caster, camber and amount of dive that could be included to produce the handling characteristics desired. The normal rack height setting slims and caster adjustments. I have information about but I can't find any details for these eccentric bushes, can you help?

I will write to the club newsletter about some of my experiences during the rebuild and in particular would produce an article on the brake conversion that would cost £400 - 500 to duplicate even if all the bits were bought new. Although I have only driven my car in the dry so far, (despite the Scottish weather), the ride on standard springs and torsion bars is excellent. The damping at the rear is good but the front shocks are standard but it seems under-damped, they will be replaced. Are there shocks which should be avoided and can you recommend ones that work well? Talking about submitting articles for the newsletter, can I submit material by E. Mail or at least on disc to avoid some re-typing from hard - copy?

I must thank you for your assistance throughout this project and I intend to turn up at some events in the future. Bill Muirhead. (Scotland)

Ed: Thanks for your letter Bill, I have been following this project with great interest. I think a lot of people will want to know of the pitfalls and problems you had fitting a 21 Turbo engine in a Turbo 2. It would seem the logical way to go and I am sure if there was a Turbo 3 this is the engine they would have used. Is it easy to fit, what about the engine length and height differences to a Turbo 2. How did you intercool it, is the 21 Turbo intercooler a large or small unit, what was the fuelling system you used and were there any mods? I could go on forever. On the subject of eccentric bushes I suggest you talk to Simon Ashley as he probably knows more about a Turbo 2 front end than most and I am sure he could answer your questions. On the subject of shocks I would recommend Koni adjustables (yellow racing type) or Bilesteins, there does not appear to be a shock in the same league. A number of people fit Spax because they can be adjusted on the car but I think if you want the best the two I mention have a pedigree and in the case of Koni's a life time guarantee. Standard shocks are crap and only last a few thousand miles. The rear shocks De Carbons are fine and you will be hard pushed to improve on them.



25



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I met a Klaus Gopfert at a model exhibition recently and he is a key player in the German Renault 5 Turbo club. They have some 40 cars or so and often meet up and go to events together. He has a Tour De Corse car in works livery.

We explored the opportunity to perhaps get- together either in the UK or on the continent, perhaps in France in 1998. He also builds resin /Aluminium models of performance and racing cars and currently offers some superb examples for sale including:- The IMSA Renault 5

Turbo 2 and the Super Production Phillips Renault 5 along with cars in rally livery. He is not cheap but then they are hand made and very accurate. He charges 300DM, which in our currency at an exchange rate of 2.8 DM to the £1 is approx. £107 each. Anyway if you are a serious collector this is possibly acceptable. He can be contacted at, "One Man Factory", Tel 08234 / 2615 or on fax 08234 / 7533 Germany



26