

beware slapping too big a home - made unit on, as it could leave you with an imbalance in mixture and weak running, heat and the scourge of detonation again.

Forget mapping and electronic injection systems, as only one person has achieved it yet here in the UK but as yet without any published results on efficiency and the cost will be £ thousands with a very few reference points, you could be spending a lot of money for little gain. Remember you may map the engine but it still puts a stress on engine parts that may not have been designed for the job, including the standard non-competition head gasket, unless they have been modified. It has been done in the States but then mapping parts are more available there and costs are sensible. Nitro should also be consigned to the back of your mind as it is notorious as an engine destroyer. Water injection and water charge cooling is not proven as a benefit yet, some experiments are being carried out and I will let you know the results.

A number of turbo-charged cars get "Goosed" on rolling roads because the car is standing still at 5,000 rpm with a large fan trying to blow simulated fast air into the engine. Normally a car would be travelling in cool air at 90 + mph at those revs, so it is hardly surprising they overheat. So do not do it unless you want out. The correct way to prepare a tuned car is to have it blue-printed with every part assembled weighed, balanced and carefully inspected for imperfections and replaced if not perfect with a new part. Every component should be as near as the manufacturer's specifica-

tion, you would be amazed at the difference of an engine built like this over a standard re-build. The engine is so smooth and everything is just spot-on. On the subject of tuning the next thing you should consider is your brakes, suspension and handling, as it is no good producing more horses if the car handles like a jelly and won't stop. That is another expensive story though. Peter Meaney

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I have owned my car for about 18 months and in that time have had my fair share of problems and hopefully fellow owners can benefit from these observations.

Right, here goes, first of all is there anyone out there who is running 13 inch Gotti wheels, thought so, well mine needed new tyres and the widest 13 inch tyre available is a 205/60/13. These are much too narrow for the 9.5inch wide rims so I decided to do some digging around. Waltham Services in Chelmsford, Essex can get 245/50/13 Micky Thompson competitor tyres for £95 + Vat each from the USA, and take six weeks from placing the order. Their phone number is 01245 491702. You could bend the law slightly and use Michelin PB20 24/53/13 wet racing tyres from competition Tyres on 01603 748819. These are heavy treaded soft compound tyres and cost £75 each inc. Vat. They rally look the dog's naughty bits. The words "For racing purposes only" on the tyre wall can be easily removed with a Stanley knife and wet and dry sand - paper, but I did not tell you that did I!

Secondly, intercoolers mine looked like something that fell off the back of an old fridge, so I decided to uprate one. After being asked for £800 (ouch) for an off the shelf item I discovered Pace Products on 01284 850960 in Chedborough. For £180 they will turn your old Intercooler into an uprated work of art and fit for any spec. you need. They are

LIVING WITH A TURBO 2

by Gary Angelos - March 1997

very helpful and their workmanship is second to none. They can also make a water cooled intercooler for a Turbo 2 for about £600 which includes everything in a kit. Or they will build you a pucker alloy engine radiator for £350.

If like me, you have an engine that goes bang, then a Renault dealer will gladly sell you a piston and liner set for £1800.00 (no thanks mate). However if you are not willing to snap up this bargain you can use Renault GT Turbo pistons from your local engine machine shop for £150 and they work just fine thank you very much. Also Renault will sell you a head gasket set for £150 which as it happens have the exact same part No. as a Gordini Turbo, but the same local machine shop will sell you a set for £60. The ones I used are part no. DF731 and are made by Curly Payen of France, and rumour has it that you can also get them from a Halfords superstore near you.

Another part to check is the bracket that supports the turbo-charger and goes onto the gearbox. They are not really strong enough and are not really strong enough and break which causes the turbo to bounce around, only being supported by your nice expensive exhaust manifold. This in turn will crack the manifold around the turbo flange costing

