

you a few bob in the process. The answer is fit two of these brackets that are still available from good old Renault, Part No. RE6001000398 and they cost £15 each.

If you are like me and want to do things at a reasonable cost, it is best to avoid main dealers unless you

are desperate. Routine service items are best sourced from elsewhere for example: your local motor factors where items are a lot cheaper. Things like fan

belts £4 (same as Mk2 Capri) Fuel Filter £12 (same as 2.8 l Capri) Air filter £10

(same as Mk1 Golf) or K&N replacement element part no33 2002 at £30

and it lasts forever. NGK spark plugs are a lot cheaper and a lot better than

the Champion racing plugs main dealer will sell you and Valvoline Racing oil 20/

50 grade and is excellent oil (£16 for 5 litres). By the way this is much better for

this engine than those at twice the price especially the too runny and thin syn-

thetic oils. Also the fuel injection system is the same as any other K - Jetronic

system equipped car (Golf Gti Mk1, 2.8 Capri etc) so go to your Bosch agent.

Anyway before I bore you to death you might be interested to know that you can

buy a workshop manual for this car from Chaters in Isleworth on 0181568 9750

and it is £20. The text may well be in French but the drawings and pictures

are in English so buy it as every home



should have one. I hope the notes in this article have served to help someone, more in another forthcoming issue.

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## GOOD HEAVENS GUY THERE'S A YANK AMONGST US..

Jeff Lotts - April 1997

For those who do not know me my name is Jeff Lotts. I am originally from Virginia, USA. I have lived and worked in North Yorkshire for over three years. I joined as an owner member in June 1994 after having purchased a B reg. Turbo 2 in Birmingham, found for me by Peter. At that time I had only recently learned about the little French rally cars through friend Adam Keele here in Harrogate. Rallying is not very popular in America and there is not much European coverage shown back there. Adam

showed me a picture of the Renault whilst he was searching for his own, which again Peter eventually found for him. My first impression was actually not com-

pletely without disdain. To an uneducated "yank" these were stubby little plastic French cars. Having owned one for almost three years, I have realised that under that stocky, masculine sort of an exterior, beats a heart that was born and bred in Formula 1, and a soul that was raised in the forest and mountains of Europe.

I drove my little pearl white toy for the



rest of the summer into the fall. The highlight was participating in that years Castlecombe event in the August. It was my first club event and I was made to feel welcome by all. I gained a wealth of information and insight into the origins of the Group B cars and the club. I have always had a love of anything on four wheels. As a child, Corgi and Matchbox toys were the best gifts anyone could give me. The more detail they had the more I liked them.

They inspired my desire for knowledge of how mechanical things worked. As I grew older I was given old motor bikes and Go - karts to repair and play around with. I

learned that experience and desire are incredible teachers. From my first car, an Opel Manta MK1, to my first race car a Datsun 280Z. I was never content with appearance or performance, and was always working on them.

As so often happens I wanted more from my Renault, I found that I only live minutes from

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