

REPORT ON VISIT TO TURBO P.A.C.S on 22nd March 1997

(Or Where is my flask, has anyone seen my flask!) - April 1997

Weather superb on this Spring morning, yes this intrepid bunch of 10 travellers (all Turbo 2 owners) rose at "Sparrows Fart" in the morning and made their way to one of two meeting places in order to catch the mini bus which was laid on. Things went to plan on the journey north apart from one small wrong turn (which was the result of our navigator not concentrating) we did not lose our way at all. The only exciting moment on the journey to Seaham Co. Durham was when half of the passengers decided they wanted a pee break and the others did not. So their driver (your editor) decided to wake them up with a last minute dive into the services forecourt proving that 12 seater mini buses do handle pretty good and have decent brakes too boot.

Arriving at 11.30 we were greeted with coffee and were shown some tuning and other work in progress. John Darley kindly lent his car to be Guinea pigged for the day and we watched it on the rolling road produce a healthy 150bhp at the wheels (approx 185 at the flywheel). the car had been modified with water injection, a larger intercooler, a special actuator and was set up with 16lbs of boost. The Turbo P.A.C.S. team went to great lengths to show us their GT Turbo race - car that was carrying a number of development projects on board. This car certainly handled well and appeared to be reasonably quick but I think they will need some more experience on working

with Turbo 2's as although the two cars are fundamentally similar a number of differences make the Turbo 2 a lot more sophisticated. Their ceramic coating work and Advance/Retard management systems looked interesting. The enthusiasm generated was good to hear and they were talking a lot of sense with talk of improved oil cooling, air cooling systems developments and water injection work in the pipeline. As a footnote the message came across that they were willing and could tackle any tuning work. But then, so can many others if shown a wad of green ones such as John Price Rallying other tuners, so why do a five hundred mile round trip to see them, the answer must be it is always nice to see what others are offering.

The day finished at one thirty with a decidedly stressed-out Jason Price chanting repeatedly "Where is my flask, who has got my flask". This was not so bad but when he was holding the mini bus keys as a ransom until they were found was too much for Paul Phillips, Paul pointed out that it they were under Jason's nose and he was a twit. Now we are all very puzzled about what Jason "Flasky" was carrying in the flask of such great importance. Was it some petrol additive to make his

car go faster? was it some powerful aphrodisiac?, was it a substance that you could sniff perhaps, was it Cobalt 50, was it a deadly virus he was culturing? (Jason knows a lot about these), it could be a contribution to the nations sperm bank? (I am told he likes making deposits), or was it just a plain flask of coffee? we might never know. All we were told it was of a special personal sentimental significance! A great day out, a long way to go, but a good social with people sharing a common interest, we will do it again I am sure.

Ed.

FOOTNOTE.

A lot of their work appears to be on the non Group B, GT Turbo car which most people are aware followed the Gordini/ Turbo cars into production in 1986. As a comparison the GT Turbo weighs in at 830kgs (1830lbs) against the T2 of 970kgs (2138 lbs) so the GT Turbo is a huge 140kgs lighter even before you start to tune it. One disadvantage of these cars is that they are front wheel drive and when they are tuned produce lots of wheel spin and torque steer problems, this does not happen with the Turbo 2

