



SECOND TIME AROUND

by Adam Keeler - July 1997

Dear Peter,
In August of 1996 I bought my second Renault 5 Turbo 2 after selling my first car which over a period of two years of ownership, I completely

stripped and carried out a full nut and bolt restoration. I was now looking forward to a completely new challenge and to create a car that could be used in competition, but at the same time be street legal. After looking at different makes and

models of rally/racing cars I eventually after some haggling, bought an ex-John Price rally car registration A27 LMW

(which had been re-registered as A5 TOY). Some of you remember John extensively competing with it in the mid 1980's and will wonder what ever happened to the yellow Renault 5 Turbo. I first set eyes on it at the back of a friend's workshop and by then it was covered with an inch of dust and all sorts of other car parts covering it. It was stripped on a trolley and was looking thoroughly sad for itself.

This was however in surprisingly good condition with the shell having been repainted in the Phillip's works red and blue colours (Ragnotti 1985 Maxi Tour De Corse livery). All of the other parts were dismantled and were in boxes scattered around the workshop. The remains of the car were brought home one sunny weekend and the painstakingly slow job of rebuilding and fabricating began with the

help of two good friends, Morgan Thompson and Jeff Lotts helping me in their spare time. Hopefully sometime this year the car



will reappear, providing my wife Janette does not look for our building society book.

The eventual plan is to still have it road legal, but to use it on the occasional sprint and hill-climb, but more specifically to compete in a couple of special stage tarmac rallies. These I have had no experience of (this should be quite interesting) and trying to keep it off Yorkshire stone walls.

I would be interested in anyone who knows of this car's past history or have any photographs or literature, which I could reproduce. Contact Adam on 01423 502764. Thanks for your help Peter with regards to photos and material received on this car so far.



BILL'S NEW VEHICLE, WITH PLENTY OF BILLS I BET, EH BILL!

by Bill Muirhead - September 1997

Dear Peter,
Please find enclosed some pictures of my Turbo 2. All of the hours of work, have finally produced a "new" vehicle, which otherwise would not have existed. My initial impressions of the car are very favourable with few teething problems. I do not have much experience of the performance and handling which should be expected, but the whole package seems to run very well.

The only work not carried out by me includes, repairs to the body shell, (including alignment on a modern computer controlled jig) and repainting. The body shell has no rust at all and I found new doors, tailgate and windscreen used in the rebuild. All the pivots, bearings and fixtures have been renewed throughout the vehicle. A roll bar has been fitted and the interior has been re-trimmed but is standard apart from Corbeau GT9 reclining seats and Williams seat belts.

The engine gearbox unit is from a Renault 21 Turbo. The gearbox is identical to the Turbo 2 but initially with a different tail-housing. I have set up the 21 Turbo engine virtually as standard producing 175bhp with 199lb-ft torque at 14psi boost. The tuning potential for this unit seems endless with a first step tuning to 215bhp easily available. At 16-18psi boost and boosts of 28psi is possible using hybrid turbo's. The engine can use leaded or unleaded or super unleaded fuels with power outputs

determined by the engine management system and will pass MOT emission tests for years to come. The performance of the brakes is at least, if not more, impressive than the engine. I have converted the system to fit a Lockheed twin circuit, 4 piston callipers with 260mm discs and still retain standard wheels. If you use larger diameter wheels the installation would be a lot easier.

The callipers are from a BL Princess, (yes really), these have the same size pistons as Cosworth or AP racing callipers and so can produce the same braking force.

The fact that they are available for peanuts second hand or for about £75 refurbished from Godspeed means that this is a very cost-effective modification. I used PTFE brake flexibles with Cunifer pipes.

The master cylinder is from a Renault Espace to provide the necessary fluid - displacement that fits the standard T2 servo. The brake balance adjustment front to rear is provided for by a dash-mounted control using an ordinary Renault 21 twin circuit unit. I have also used silicon brake fluid because of the heat performance and because this fluid does not absorb water. The fluid also prevents gumming of seals if the vehicle is only occasionally used.

