



tained chassis leg replacement or has been re-jigged. I would leave well alone. They could be ok, but on the other hand the car might be dangerous. Look to see if the fibreglass tube has been taken out from the bulkhead located below the spare wheel and behind the radiator. Also look for replaced inner front wings or creased ones, an inner wing replacement with a large square hole in it is one from a standard Mk1 Renault 5, the hole is where the exhaust exits the engine bay and is the cheap option repair. This would indicate front crash damage to me. In the case of Right Hand Drive conversions get the car looked at by an engineer for structural safety, you should look for poor pedal location, a cutaway radiator cowl and the battery sited in a strange location. It is best that a right hand drive pedal box from a Gordini is used in the conversion rather than moving the existing box to a RHD location.

These cars are generally very robust due to their simple construction. Apart from the shiny paintwork and clean interior there are a number of other areas of the car that are worth checking. These are not obvious to the uninitiated, but after a short spell of ownership they become all too apparent and common knowledge.

Generally the Turbo 2 is more corrosion resistant than its sibling sister due to better and newer body shells used for their construction. Areas to be checked are the sills especially the end caps in the front wheel arches which if not sound, allow water from the front wheels

into the sill which will allow rust to get a hold. Sill replacement is a big job as the rear panels, carpets and trim, fuel tanks etc. all have to be removed. If you carry out this job you might as well replace the inner sill and check the floor pan also just after the beginning of the under-tray. Corrosion occurs in this vicinity due to under-tray acting as a scoop for water and crud, which can become trapped. Check also the wheel arches and also the joints between the rear wings. Corrosion is also an enemy in the rear wishbones, these are of a hollow construction and are difficult to repair unless a jig has been made and you know what you are doing. The reason for this problem is the poor drainage from inside the wishbone, this is an MOT failure if found to be corroded.

Other rust areas are the mirror backs, the corner of the door frame directly behind the mirror, the window "A" frame and strip along the front of the windscreen between the bonnet, and the tailgate where the fibreglass box section is fitted. The chassis rails also need checking for signs of corrosion, and jacking damage.

4
1

The correct setting of the suspension on these cars is essential for superb handling and grip. The rear suspension is generally reliable as the bushes wear very little and are easy to replace although they are expensive. The front upper wishbones are very prone to wear due to their small size. This wear will be evident under braking as the top wishbone will shuffle forward on the bushes making the car feel nervous as will other geometry discrepancies at the front of the car. Anti - Roll bar bushes do go soft and sometimes get squeezed out of the brackets. Whilst checking suspension it worth looking to see if there are no immediate signs of damage to any of the suspension pick - up points i.e. twisted chassis rails etc.

Whilst you are in the vicinity of the front suspension look at the rack for signs of visible wear. This is easily achieved by tugging up and down on the track rod ends, movement of the rack within the housing should be nil. If this isn't the case avoid, racks are expensive and are possible abuse points of the car. The front De Carbon shocks do not last long and unless new will need replacing with a better set i.e. Konis or Bilsteins, the rear De Carbon standard shocks are normally ok. these do not travel much and seem to last a long time.

The brakes on the Turbo 2 often get criticised for their poor performance, this can be true until the brakes are warm. In good order they offer massive stopping power even by today's standards. The



4
2

pedal feel should be good with no vibrations present. Vibrations would indicate warped or scored discs or potential wear in the calliper body where the brake slides on its guide rod. Old discs will become tempered with heat and the surface glazed. It is not uncommon to find the outer edge of the disc totally rusty where the pad has only been making partial contact with the disc. The vented gallery in the disc also becomes full of rust and old brake dust, these can be cleaned out with "elbow grease". When servicing these brakes sometimes the brass bleed nipple on the calliper gets snapped off and that will mean headaches and possible replacement of the calliper unless the old nipple can be removed.

The condition of the hand brake cables is important, as replacing these is a long job that will require one to be double-jointed in many places.

Fuel pumps buzzing will indicate that one or both of the lifter pumps is not working properly and the main fuel pump is not getting enough fuel. Sometimes the fuel relay located under the dash packs up or is faulty which gives fuel problems. If the fuel gauge does not