

RENAULT 5 TURBO OWNERS

March 1998

Are you looking for that performance edge? Do you have the power but cannot put it to good use? I'm talking about that "flat spot" between second and third gears. You know the problem... Rev the NUTS out of it in second, then change up into third, only to have the

ing boost higher up the rev range), weekend racers, circuit days and some tarmac rally events. I am estimating the cost to be around £500 - £600. That would include new seals and any bearings if needed. The figure is variable,



depending on how much interest is generated, and whether or not you bring me the car or just the gearbox. Anyone that is interested or has questions please contact Jeff Lotts on 01765 620425.

boost fall off because the revs have now dropped below four thousand. Well, I might have the solution. I want to know how many people would be interested in converting their standard gearboxes into a "closer" ratio box. The conversion involves the replacement of the third and fourth gears with different ones which are (closer) in ratio to second, whilst leaving the original fifth gear as it was to facilitate reasonable motorway driving / economy. This conversion would be well suited to cars with bigger turbo's (mak-

LIFE WITH A TURBO 2

by Michael Wright - March 1998

Dear Peter,
During a visit to central France last summer, I was astonished to see a Renault 5 Turbo being thrashed around a small circuit near La Chatre (Photos enclosed). I immediately pulled over to have a look and in my very bad Franglais found out that the owner had been testing an engine for a National

rally that weekend - who says Group B cars are banned? This one had an interesting and long rallying life and with its 290bhp put to shame a Cosworth Escort which was testing at the same time. Sadly, I

never discovered how the Renault fared on its rally, but would be interested to know if 5 Turbo's are still regular competitors in European rallies. Unfortunately, I was not in my R5 T2 at the time but was able to show the driver some photographs. Does anyone know what rallies a Group B car is now eligible to take part in? PS The ugly wheels were only for the track test. Michael Wright.

