

Thanks for your interest in my car. I have put together my understanding of Bob Watson's R5 Turbo Group B rally car.

In 1980 Bob Watson, Driver, a former Australian Rally Champion with Navigator Phil Rainer, wanted one last tilt at the Australian Rally championship and thought a Renault R5 Turbo was the car to do the job.

Bob contacted Renault France, but was told a car could not be made available as production was only starting and all cars were committed.

The only option open to Bob was to build his own car. A standard R5 1 litre front wheel drive evaluation car owned by a Renault Australia executive's wife was available [Renault R5s were never released in Australia]

The car was purchased, the back seat removed and a big hole cut in for the motor/gearbox, the project was committed.

It took 12 months, working every night after his Renault service center closed. At the time the car was finished the team was exhausted, so no development work was done. The result was the car was very quick but unreliable with head gasket and diff/gearbox problems causing many DNFs. Bob did win the Djerriwarrh Rally in 1983.

The car ran an R16TX motor, a R18 straight cut 5 speed with a Hewland LSD. Running on 105 octane Avgas leaded fuel, with 8:1 compression, 9lb boost and approx 160KW at the back wheels.

The car was sold in 1988 when Group B rally cars were outlawed world wide.

The new owner Bill Hamilton fitted genuine R5 fiberglass guards, bumpers and bonnet to make the car look more as it should. He campaigned the car in Autocross events, hill climbs for the next 3-5 years and then sold it.

The car was fully stripped for a rebuild that never occurred, the car passed to another owner but remained in bits till I purchased the car in 2009 and completely rebuilt it.

Head gasket problems have been resolved using O ringed sleeves and copper head gasket allowing up to 20 PSI boost and a UN1 gearbox now fitted. The car now runs in Hill climbs, Sprints and Circuit days. Doing the standing 1/4 mile in low 13 sec.

The specifications of the car is as follows ;

Motor

Mahl solid skirt pistons with 1 mm off the top to keep comp down.

Mild cam

8:1 comp

Alloy baffled sump.

Fabricated exhaust to the turbo and 3" dump pipe.

Garret T03 turbo.

Adjustable waste gate.

2x 1.75 CD Stromberg carbies manifolded to the Turbo

100 PSI Water/Methanol Injection into the inlet manifold. [no inter cooler]

Big inlet valves. Standard exhaust valves.

light flywheel.  
Modified distributor and high energy coil.  
Modified head.

Gearbox  
Now UN1 with Hewland LSD.  
Adapter plate to allow R17Bell housing.  
Very heavy Holden drive shafts and CV joints.

Front suspension is basically R5 with Billstine shockers Torsion bar springs and helper coil springs with sway bar.

Rear suspensions is R18 uprights with lower wishbone and R18 upper link.  
Sway bar and Billstine Gas shockers with coil over shockers.

3:1 Fast steering rack [R5]

All up weight is 930 KG with a full 50 l of fuel