



CONTENTS

- 1 Maroondah Dam Drive
- 2 El President'es views
- 3 Renault 17 Rally Car
- 4 A overseas R 15 GTL
- 5 R 15 GTL con...
- 6 R 15 GTL con...
- 7 Raid on Adelaide
- 8 Raid on Adelaide con...
- 9 Register Racing

SOCIAL EVENTS

10 April 1994 All French Car
Day, Wandin Reserve.
(Melways Ref 121 K8)



Maybe our new logo? What do
you think?



1 **PAGE**

Maroondah Dam Drive



El President'e

Our drive into the Country

Once upon a time, last year to be exact. A message had been sent across the land, that there would be a strong bonding sensation that would be felt, by 15-17 Register members, Yes there was another 15-17 social event in the wind.

The event was a drive from Doncaster to the Maroondah Dam for lunch, and then on to the Moet Chandon Winery for the afternoon.

The story should start on Saturday though, as events before the day began would prove to nearly ruin the morning of the drive. On Saturday, around lunch time, Matthew Bowden arrived from South Australia in his 17 Gordini, by this time I had just finished replacing the block, after giving a total engine rebuild to Emma's white 17TL.

Next in the production line was Phillip's R15 convertible with, a R17 front, and various strengthening parts throughout it. This very different and interesting car, of course needed the same treatment, a full engine rebuild. As the clock chimed 2:00am on Sunday morning, we had just started to finish the job when a leftist communist neighbour decided that he didn't like the noise that we were making, even though the party down the road was still going full swing. After a quite interesting little debate with the neighbour, it was decided that we would keep on working with the garage door closed. After being told off again in the wee hours of Sunday Morning, we decided to down tools, and



PICTURE LEFT:
Chris's R-17 Gold Automatic

PICTURE BELOW:
Micheal's red R-17



PICTURE LEFT:
Volker's R-15 with large Super Oscars



Story continues.....

ATTENTION

WE
NEED



YOU!

This is a call to all able bodied owners of Renault 15-17 cars, to meet at the next All French car day, combining the Puegeot, Citroen and Renault Car Clubs.

It is time to show them that there are still 15&17's around, and that we're a force to reckoned with.

The event will be held on 10 April 1994 Wandin East Reserve (Melways Ref Map 121 K,8)

Dandenong Ranges.

We will forward more details about the event as soon as we get them. So get those spanners, screw-drivers, and polishing cloths out, and get to work on those cars. We're not worried about the condition of your car, just as long as you can turn up. Even if you haven't been to an All French Car Day before, come along, to compete if you want, or merely to meet some other 15/17 owners.



IT DOES NOT MATTER
WHAT CONDITION
YOUR CAR IS IN WE
NEED YOU TO TURN UP.

start work bright and early, at around 8:00am that morning. After four hours of sleep we decided to start again, to try and resurrect the convertible for the drive.

We managed to start it, but unfortunately the engine started to overheat, and a problem with the cooling system, "which was found out later", had started to rear it's ugly head, at just the wrong time. As it now was time for the cars assembled at Doncaster to head off towards the dam, we decided to ditch the convertible at my house, and head for the rendezvous point at Doncaster Shopping Town, in the two final cars.

When we turned up, I saw to my delight, that 8-17's, and 2-15's were waiting for us. After apologising for being late, we left for the dam. As we were cruising up the Maroondah Hwy, one very lonely Renault 17 owner who was not in our convoy looked very surprised as we drove past him. Unfortunately he didn't keep up and follow us, O well, looks like he'll never know what he missed. After all the kaos of the drive, we finally made it to the dam, where Adam Schonekas and his Renault 10 Power machine were waiting for us.

We all had a great lunch, and later went for a small walk around the dam, where a few members decided to try and climb the dam wall, ending with Gavin as the winner, in his special skate board, dam climbing shoes. The afternoon flew by, and it was soon time to leave for the Moet Chandon winery, where we went on a tour. Our tour guide decided that she was a French actress, as she showed us the sites. As we went around the various stages of the wine making process, it became apparent that she had something missing up top. When she finished the tour, which was thoughly enjoyable because of her weird style of tour techniques, we slowly ventured home, except for a few member who stayed back at the wine tasting area to try some of the bubbly.

I know everyone enjoyed themselves on the day, and I look forward to meeting everyone again, for our next adventure into the wilds.

Paul Groom

El President'e



PICTURE ABOVE:
R-17 Gordini and 17TS fronts.



PICTURE RIGHT:
R-17 Gordini and 17TS rear ends. Paul's and Mathew's

El President'es views

By our beloved El President'e

His message to the Masses.

At last my pen has made it to paper, Christmas has come and gone, and we are now into a new year. Last year we had three great outings, two social drives and one mad Grand Prix weekend. This year I hope to meet you all again, and hopefully see some new faces. So far the register has 60 members from all around Australia. The last six months have seen the biggest number of people joining our register. In South Australia, James Armitage who owns a 17 Gordini, is forming a group of owners, hopefully other states will progress this way as word slowly gets around to other owners, all around Australia. For this reason we are hoping to organise more social events, as well as tracking down parts and accessories for your coupes in Australia, and overseas.

The French Car Day of Victoria will be held on the 10th, April at Wandin East Reserve (Melways Ref, Map 121 K,8), and this will be our first event for the year. 20 cars have been confirmed from Vic, SA and NSW including at least 4 Gordini's, the convertible, and various 15 and 17's.

We hope register members will back the event, to show how strong we are, and to display these little coupes, that are always being underestimated by other drivers.

I hope to see you soon.

Paul Groome

El President'e



We can help you with all your repair and part needs

PEOPLE IN THE KNOW

Paul Groome can help out in the area of mechanics, engines, gearboxes and in obtaining spares.
Paul Groome Ph- (AH) 439 9924



PICTURE ABOVE:

R-17's at The Maroondah Dam

M.S.C.A. CALENDER

These events are entered through the Nissan Datsun Sports Owners Club of which Volker Schubert and most of the Alpine owners are members. Talk to any of the Central Committee to find out how to join in the events.

MARQUE SPORTS CAR ASSOCIATION

13th February 1994 Deca Motorkhana

-\$20.00, \$30.00 late fee

27th March 1994 Calder Sprints

-\$40.00, \$50.00 late fee

17th April 1994 Phillip Island Sprints

-\$50.00, \$60.00 late fee

22nd May 1994 Winton Sprints

-\$35.00, \$45.00 late fee

19th June 1994 Morwell Hill Climb

-\$25.00, \$35.00 late fee

14th August 1994 Calder Sprints

-\$40.00, \$50.00 late fee

11th Sept 1994 Phillip Island Sprints

-\$50.00, \$60.00 late fee

9th Oct 1994 Winton Sprints

\$35.00, \$45.00 late fee

20th Nov 1994 Morwell Hill Climb

\$25.00, \$35.00 late fee

THANKING YOU

Thank-you Adam, Micheal, and Phillip for providing the photos for this magazine. Also Steve Swan, John Shackleton, and Adam Schonekas for sending in the great stories.

A overseas R 15 GTL .

A letter from our U.K. advisor

Before starting to catalogue the restoration of my Renault 15 we should briefly mention the cars origin.

After the demise of the Renault Caravelle, the Regie did not have a sporty model in their range, if we except the 12 Gordini and Alpines, which were not on general sale in the U.K. and were basically sold for competition, the purposeless Renault 15 and 17 were the Regie's first tentative step to fill this gap in their model range, the 15 and 17 were first released in 1971 and consisted of a four model line up. The 15TL and TS and the 17TL and TS. This was changed in 1974 by deleting the 17TS and renaming it the 17 Gordini. The model line up was changed again in 1976 rationalising the range to just two cars, The 15GTL and the 17TS. These cars were based on the floor pan and suspension of the Renault 12 and were available in three body types, being the 15 which had central door pillars and long rear quarter windows and the 17 which was pillarless and had small triangular rear quarter windows, the 17 could also be ordered as a soft top model giving it semi convertible appeal. All cars were available with manual or automatic transmission and engines ranging from 60BHP 1300cc in the 15TL and GTL to 120BHP, 1565cc in the 17TS with several other engine specifications in between. These cars remained in production and sold moderately, (owing to their high price), until they were replaced in 1980 by the Renault Fuego.

I purchased my car, a 1979 15GTL in the spring of 1986. I used the car as daily transport taking me to and from college 30 miles away when I was serving my engineering apprenticeship, without ever letting me down. After joining the Renault Owners Club in 1987 I decided to rebuild the car and uprate the specification to suit my taste. The car was put off the road on 31/12/87 and daily transport now became a Renault 12. Work on the R15 started in the late spring of 1988, this involved a rough assessment of what parts would be needed. These were ordered promptly as already the spare parts availability on these models was becoming limited, the car was stripped to the shell with all underseal being burnt off and then sandblasted. This showed up more problems than were originally anticipated, e.g. both door pillar covers had rotted away, the base of the scuttle had vanished and most of the seams around the rear suspension peeled away with the old seamsealer!. Eventually the panels started to arrive and imagine my dismay when I was told that the reason the bonnet and 1 inner wing did not arrive was that they were no longer in production, thankfully this was slightly incorrect and after 12 weeks they were delivered. During this time work had started on the shell welding back into one piece, 16 gauge metal was used in all the areas and the shell was strengthened and seam welded.

In between co-ordinating and helping with the above tasks I had to think about steering, suspension, brakes, engine and gearbox, as the original spec gave a slow soft motor car and I was looking for something much faster. There are no uprated steering components available so a new standard steering rack and couplings were ordered, (there is a very important lesson to be learned here which I shall return to it later). On to the suspension and a bit more scope here, the combination finally settled on was spring rates upped 40% and lowered 1.5" it would be worthwhile to note that lowering a car more than 1.5" is not very kind to the shock absorbers unless they have been suitably modified, as these were not available for my car this was the limit and Koni shock absorbers were used all around. The complete front and rear suspension was rebushed, (very expensive), and Renault 17 Gordini front and rear anti roll bars were utilised. As their greater diameter enables flatter cornering.

The braking system was modified next. 17 Gordini front stub axles and lower wishbones were used, as they are reinforced, new front callipers and discs were purchased and fitted, Goodridge hoses and soft copper brake pipe complete the front system. A 17 Gordini rear axle was used as this is fitted with disc brakes, the rear callipers were serviced and found to be working well, these callipers incorporate the handbrake mechanism, which is rather awkward to work on and even when in good condition, gives a very poor hand brake, again the rear end was Goodridge aeroquipped.



PICTURE RIGHT: The front of the Late model R 15 GTL



A overseas R 15 GTL continued.....

The only modification still to be done to the braking system is the fitting of a 17 Gordini servo as this is double acting instead of the single acting servos fitted to all other models.

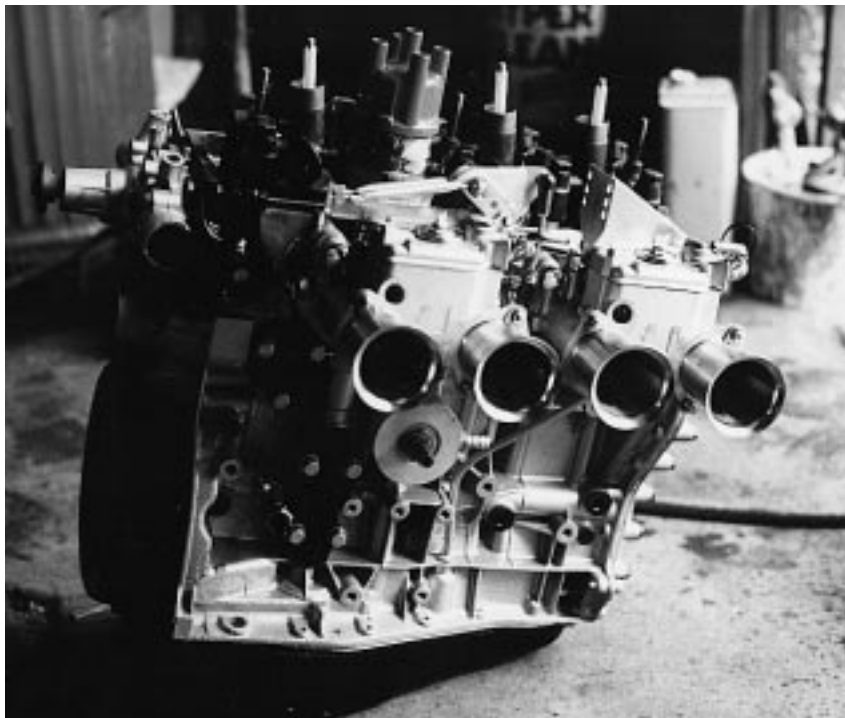
By this time the fabrication work on the shell was complete, the shell was etch primed, the underside was stone chipped and the inside, under floor and engine bay were painted using two pack paint and lacquer. the shell was then partially rebuilt with suspension steering and brakes installed.

The gearbox is again 17 Gordini as this gearbox has the closest set of ratios that were ever mass produced by Renault. It has a very high first gear capable of propelling a car using standard diameter wheels to over 40 mph, the next four gears are very close giving approx. 1000 rpm drop per gear change giving a theoretical top speed of 132 mph at 7000 rpm in fifth.

The gearbox was stripped, (not by myself), and found to be in "as new" condition with no wear evident on gears, synchros or baulk rings, not bad considering the box had done 120,000 miles. The gearbox casings were cleaned and painted again with two pack and the box was reassembled with new oil seals and gaskets, also the diff bearings were renewed as they were starting to show signs of wear. The gear linkage was overhauled and refurbished driveshafts procured, (with great difficulty), to complete the drivetrain, which was then installed into the car.

Now we come to the engine, originally an engine was constructed for the car which was based around the 1647cc engine fitted to the 17TS, this produced around 120/130bhp. It proved to be very reliable, but was removed from the car to be fitted to my R17 Gordini which had now become my daily transport. I then started to build a new engine for the car based on Alpine Renaults 1800cc fitted to the late A110 race cars which necessitated a trip to France to buy pistons and liners, I estimated this engine should produce 150+ bhp in fast road trim. A point of interest to anyone considering this type of modification. To modify the block, crankshaft and connection rods, (which must be R17 Gordini), Buy pistons and liners costs around 1000 pounds which obviously does not include oil pump, water pump, seals, gaskets, cylinder head, manifolds and carburettors, so it is not a job to be taken lightly. Starting with the block this is pressure cleaned by the machine shop this insures that apart from being nice and shiny all the oil galleries and waterways are clear. Crank next, this is ground which insures that the stroke is identical and the journals are round! this is then dynamically balanced and finally heat treated. Connecting rods are capped and honed for dimensional accuracy on the big ends, then end over end balanced then shot peened (blasted with steel shot to stress relieve) and finally polished, pistons are balanced. Flywheel and pressure plate are lightened and balanced, next the block is bored to accommodate larger steel liners and the bottom of the engine is assembled. Modified head from "Salv Sacco" is fully ported with standard Gordini valves, Renault 18 Turbo guides (bronze) spring seats are machined to accommodate valve lift "13mm" approx, inlet manifolds are port matched to the cylinder head. Timing chain and guides are new standard parts. Camshaft is "Saccospeed" fast rally which apart from having massive lift has 304 deg.of duration, Gordini cam has much less lift and 292 duration, cam timing is done by machining camshaft sprocket to use offset woodruff keys this must be done with the head fitted as the cam followers contact the cam at an angle therefore skimming the head alters the angles and the timing, incidentally the static compression ratio is 10.8:1 on my engine which will run standard leaded fuel and 36 deg of ignition advance max with no detonation problems owing to the clever combustion chamber on the Sacco head. Carbs are Weber 45 DCOE's with 36mm chokes. Also modified is the exhaust this comprises a devil 4 into 1 group 1 manifold, (sadly no longer in production), the rest of the system being made from Volvo 740 pipework, which is the correct diameter for a tuned engine

2.25" and the silencer boxes being the straight through type. This engine on the Agra dyno produced the following figures
3500rpm:70bhp 4000rpm:95bhp
4500rpm:106bhp 5000rpm:125bhp
5500rpm:136bhp 6000rpm:148bhp
6500rpm:157bhp 7000rpm:163bhp as the figures show the motor tends to go wild after 4000 and it can in fact break traction in first four gears if it is wet but it does idle nicely will pull from idle no problem if you are careful and best of all will take full throttle cleanly from 3000rpm and when driving to an event will manage 30mpg cruising at 65mph.



PICTURE LEFT: A very powerful and pretty Gordini Engine which bites back.

A overseas R 15 GTL continued.....

Please note the motor will rev past 8000rpm comfortably but the "standard" value train is no use past 7000rpm therefore we did not dyno the engine past 7000rpm. I estimate it peaks at 7500rpm with about 170 brake but the rev limiter is set at 7500rpm for safety sake. The distributor incidentally is Renault 17 Gordini suitably modified.

Back to the body shell, the next job was to finish painting the shell. The car was painted by a friend and I decided to have a stripe painted in, the stripe was a replica of the original Renault Boutique item which sets off the lines of the car nicely. To get the car flat and then the depth of shine it took 4 weeks work, but I have had several compliments on the finish of the car which stands as a testimony to Big Ed's ability with a spraygun.

Now comes the tricky bit putting it all together without breaking anything. Most of the brightwork trim was renewed which was costly and time consuming waiting for part to arrive. The various seals on the body work were cleaned and fitted, the only ones that really needed replaced were the two door seals which were no longer available but as luck would have it I discovered that new FORD Transit side door seals actually do the job much better than the originals and they were quite cheap. All the body glass and door mechanisms were refitted by another friend who strips and builds cars for a living, the screen trims and side windows had never previously fitted or worked so well.

The interior was tacked next. I have never had any prowess with a needle and thread so the car was taken to a local trimmer, an interior design was agreed on and a week later the job was done. The car is trimmed in two colours beige and black, originally it should have been all beige, but a previous owner had the seat edges trimmed in black which livened up the interior on end. A black head cloth was also fitted because if you have the misfortune to be in front of someone who is driving along blissfully unaware that he/she is on high beam, the black head cloth kills the glare.

Wheels and tyres. Obviously these had to be changed, a local motor trader was at the motor show and saw an advert for wheels that would fit my car. The wheels in question were very smart and only a fraction of the cost of importing a set of Gottis from France. When the wheels arrived the tyre choice had already been made, I use Yokohama A008R's not perhaps the most fashionable tyre in their range, but they certainly give excellent grip even in the wet , but not on surface water, a must for a front wheel drive car which is very weight biased to the front wheels and which will want to understeer when pressed hard.

Now we have a car again, all that remains to do is testing and finalising, MOT and TAX. The car was now taken to another friend who has been a Renault mechanic since the late 50's to have the suspension geometry steering and brakes set up. The suspension and brakes are fairly straight forward if you have all the information to hand, but the steering is another matter, the steering rack height is critical and if it is incorrect heavy steering, unequal steering, bump steer and loss of self centering are the problems encountered. Unfortunately when I removed the original steering rack I did not mark it's height and this gave my friend a severe headache as the only way to reset the rack, (according to Renault), it is done by a series of frames and mirrors which no one has, fortunately for me he had his own method of doing this involving rods and spirit levels and it certainly worked, I was also told in no uncertain terms never to remove a rack without accurately marking it.

With all the above being completed the car sailed through its MOT, insuring the car did not present too much of a problem although it was rated group 8, which was expensive. I only use the car in summer, but it works hard for its keep when in use, it is certainly original and it has picked up several awards at various Renault Owners Club meetings and is a sheer pleasure to drive. So there you have it, another possibility for a future classic, who knows only time will tell.

Finally let me mention the rouges gallery, otherwise known as the people without whose help this would never had been done. *Raad*: constructing of body and general assembly work *Harris*: for shouting at Raad *SALV SACCO*: all engine work *D A Reid*: gearbox, suspension, steering and brakes *Big Ed*: paint work *Bruce, Jason and Bob*: for the spare parts and finally *Liz* for managing to stay calm thoughtout the duration, I will have to get married now.

Regards
STEVE SWAN
(U.K. Advisor.)



PICTURE ABOVE: The R 15 on the track.

HANDY HINTS

DRIVESHAFTS

R-12 driveshafts can be fitted to 15 TL, TS and 17TL's, but we do not suggest driving down hills at 6000rpm and hitting a speed hump, as one will find that her/his driveshafts have a habit of exploding into many pieces. "Good one Paul!"

STALKS

R-12 light and indicator switches can be taken and used in a R15-17 if your one breaks.

STEERING WHEEL

Fuego steering wheels can also be fitted to your 15-17 coupe for a more sporty look.



PICTURE ABOVE: Paul's 17-G at the Phillip Island sprints. He sprinted all the way back to Melbourne. "Click go the cameras click! click! click!"



PICTURE ABOVE: Mathews 17TS, the number plate says it all.



PICTURE ABOVE: Retrims interior of the "Quik 17".



Adelaide *F1 Raid*

By John Shackleton

Our trip to where the big car's roar

Q - What do Alain Prost, The Petshop Boys and Colonel Sander's have in common?

A - Apart from all being dear to the heart of our beloved El Presidente, painfully little; however, when you're stuck for a place to start the story of the R15/17 register's Grand Prix escapade, you'll use anything.

Despite the stern exhortations of the Supreme Commander, a grand total of one R17 (his) departed Melbourne on the Thursday night prior to the event, with three committed Register members inside these being Michael Suckling, Generalissimo Paul Groome and your scribe John Shackleton.

An all-night drive drive ensured, this being complicated by a somewhat ballsed-up rendezvous in a Western Victorian hamlet, with fellow club members Phillip & Naomi Johnstone and their friend, Chris. Once solved, we continued westward, members now distributed between the afore mentioned R17, Phillip's R12 and Chris's vehicle, whose make I strongly suspect to be of inferior Oriental origin.

In a clear omen of the race outcome, the convoy became irretrievably separated, with the Gallic cars finding themselves alone in Adelaide while Naomi & Chris were presumably somewhere else in second place.

We lads proceeded to crash at the flat of fellow Register member Mathew Boden, to whom effusive thanks are extended for his hospitality not to mention forbearance in the face of extremely hazardous duty, as the recriminations over the convoy's separation and weekends organisation began to fly.

But enough of man's inhumanity to man, and the decline and fall of Western society as we know it, from a gender-based perspective- leave that to Murray Walker.

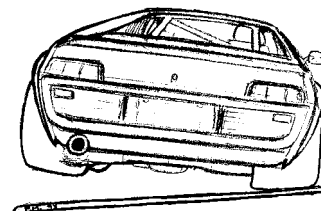
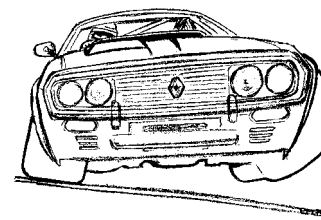
To the track itself, and like most spectators our F1 experience was initiated by the massed shrieking of the Grand Prix cars first qualifying session, and what a noise it is. As a conosseur of exhaust notes I have the sad duty to report that the Renault V10's note, while distinctive and mellifluous, is overshadowed in your scribe's estimation by the Ferrari V12 which totally sounds like it has another motor inside it, such is the frenetic wail from the pipes as it screams past.

Continued onto the next page....

EXPRESSION OF INTEREST

T-SHIRTS

We are designing a T-Shirt at the moment for the Register and have initial sketches of pictures that will be used. We are cleaning up the pictures and text will then be added, so in the near future we will show you the finished design..



AFFORDABLE TOWING

"24 HOUR"

ANYWHERE
ANYTIME
-TILT TRAY TOWING-

Victoria
Only

PETER LLOYD

MOBILE:018 374 354
OR PAGER 625 5000
NO. 24626



USEFUL ADDRESSES

- To get your Front bumper repaired just take it to this address for a quote, it's not as expensive as you would think.
Halron Accessories Pty Ltd
 24-26 Roberna Street
 Moorabbin Victoria 3189
 Tel: (03) 555 4844
 Fax: (03) 553 1980

- This address was where a few of our members had new Sway Bars made up but they also make springs. Know what you want before you go as they require specifications.
Moorabbin Car & Truck Spring Repairs
 2 / 32 Roberna Street
 Moorabbin Victoria 3189
 Tel: (03) 553 3446

If you have any useful addresses just send them to the address on the back page and we will put them in our next issue to help other members out.



Adelaide *F1 Raid*

By John Shackleton

CONTINUED.....

The jaw dropping impact of the track side tableau was rivalled only by that of the prices, various local tourist trap vendors were asking for F1 associated clothing- I distinctly saw a \$700 price tag on a Mc Laren parka, while \$200 for a Bennetton shirt or \$400 to 500 dollars for a pair of Honda/ Renault/ Ferrari mechanics overalls was par for the course. It kind of puts the \$200 Paul paid at the pits for his Renault F1 Sport jacket in a new light, doesn't it? Then again, perhaps that's one of the privileges of command.

Other images from the track: the beautifully painted Gitanes Ligiers (Whose logo of a woman in ball gown flourishing a hat, in silhouette, adorns the packet of Gitanes on my R17TL's dash); the blinding speed of the superkarts on entering corners; the Classic racing, sprouting everything from an FC Holden sedan(!) to late 60's Ford Galexies + Mustangs; the touring cars brawling like bar-room toughs (those things must be such fun to drive); and the setting of the track, encircling King's park + thus providing infield spectators with mega acres of shady well grassed areas to escape the sun, noise and crowds, should you so wish.

Herr Fuhrer Paul's plan to take in the racetrack action on Friday and Saturday only, adjourning to a comfortable lounge room on Sunday to watch the race on T.V. proved to be well founded. Mathew's parents, the town bakers in the outlying village of Eudunda, turned on a corker of a lunch for we lucky clubber's - our only regret was that Phil & Naomi couldn't make it. If you get to read this, Mr & Mrs Boden, thanks again.

Returning from Eudunda in Mathew's mums Fuego served to confirm in my mind how underrated those things are- imagine your 15/17 with massively reduced N.V.H. (noise, vibration, harshness) levels, as much or more go, heaps more comfort, fast glass, A/C, 5-speed, taut side . . . if I didn't have trade my 74TL in on one, I could get quite excited about the idea.

Monday, and time to decamp. The trip back was largely uneventful, if you call travelling in a 17G routine. Somewhere along the Western Highway we saved a local tortoise from certain oblivion by removing him from the white line + replacing in the goonies near the water he was trying to sniff out. How he'd made it unscathed that far I'll never know, but the great Deity of Tortoise Salvation seemed to smile on our journey as a result and we made Melbourne without any unwanted scrutineering or velocity ratings from team Plod, despite their very visible & abundant presence.

Three cheers (or is it "olles") to Paul for setting up the weekend and here's looking forward to next year, when hopefully a whole caravan of 15/17's can make the trip over and witness another demonstration of total Frog dominance. Until then "Au Renault voir!"



PICTURE LEFT: Part of the troops who trekked to the F1 track to see all the action.

PICTURE RIGHT: The name says it all, with the total domination of this years F1 World Championship.



CORRESPONDENCE

All Correspondence, items of news or articles should be sent to the address at the bottom of this column by letter or 3.5 inch IBM ASCII formatted text.

PUBLISHING DEADLINE

As we are Publishing this magazine in our spare time, we would appreciate any articles, technical information, or handy hints. Any Historical or "Borrowed articles will also be considered, as long as recognition to the source is given.

DISCLAIMER

Readers are reminded that the opinions expressed in this newsletter are not those necessarily expressed by those of the production team or the central committee of this Register. Technical articles are also written in good faith so no responsibility can be accepted by us.

CENTRAL COMMITTEE

VICTORIAN SECTION

Paul Groome

90 Silver St Eltham Vic 3095

Ph- 439 9924

Volker Schubert

Lot 1 Abelia St Nunawading Vic 3131

Ph- 874 3408 Fax- 525 2207

Micheal Suckling

6 Adori Crt Greensbough Vic 3088

Ph- 434 6556

Adam Schonekas

158 Grant St Alexandra Vic 3714

Ph- (057) 122 336

SOUTH AUSTRALIAN SECTION

James Armitage

31 Mathias Ave

Cumberland Park SA 5041

QUEENSLAND SECTION

Dr K M Pullen

GPO Box 1413

Brisbane 4001

AMERICAN ADVISOR

Warren Candy

United States of America

U.K. ADVISOR

Steve Swan

Scotland

ADDRESS

All Letters or Queries to be Addressed to:

The Renault 15-17 Register
Lot 1 Abelia St Nunawading 3131
Victoria Australia.

Phone (Aust) (03) 9874 3408 **OR**

Fax (Aust) (03) 9525 2207

Attention: Volker Schubert



Register *Racing*

By Adam Schonekas

The Supreme Dictator

Well so far, Volker and the "Grey Ghost" R15, have been the only Register Participants in Club Racing.

The most recent meeting being at Calder Park Raceway. While there was a strong Renault contingent, with two A310 Alpines, and a R5 Turbo 2. Volker kept us entertained with his spins, and tyre squealing cornering but was sadly outclassed for power and straight line speed in the mixed class. We need some more Renaults racing to give a more even class race.

Register members, have also been invited, by the Alfa Romeo Owners Club, to compete in a six hour relay race. This would be held, over the 17th and 18th of September, 1994 at the Winton raceway. A maximum of six cars and drivers are allowed, with a minimum of three cars and four drivers. The six hours of non stop racing on the Sunday, are preceded by four 45 minute qualifying sessions, and a "lightning lap" competition on the Saturday.

The cost is \$890.00 *PER TEAM*, which considering the amount of track time is a very good deal. Other costs would be,

1. Joining a Car Club affiliated with cams, possibly the Alfa or Nissan Datsun Sports Owners club (Volker is in this club). Being in a club would also allow access to a number of sprints and hillclimbs during the year such as the MSCA events listed in this issue.

2. After joining a club you can then obtain a C.A.M.S. Basic licence, simply by filling out a form and paying around \$16.00. The gaining of a C.A.M.S. GC (General Competition) licence, which involves a driver training course, such as the Jim Murcott course, and would have an all up cost, of approximatly \$300.00. This licence allows a huge range of events to be considered, and if you have an interest in motorsport, is not a bad thing to have.

I have registered an interest in the relay, and have contacted the organisers regarding further information, which I will relay in future newsletters. 15/17 Register members who are interested in the idea of a six hour relay can contact: **ADAM SCHONEKAS** on **(057) 722 336** 9am-10pm any day, or you can write to the Renault 15-17 Register's address and it will be passed onto me.



PICTURE ABOVE: Volk's R-15 and my R-10 at the Calder sprints in the pits.

PICTURE BELOW: The R-15 in action on the Calder track.



RENO SPARES

New and Used Parts



8 DISNEY AVE KEILOR EAST, 3033 VIC
PH- 336 1602 , 336 4104 FAX- 336 7524



© No part or whole can be produced or copied without due recognition given to the Renault 15-17 Register of Australia.

PAGE 9