

CONTENTS

- 1 French Car Day
- 2 French Car Day cont...
- 3 El Presidente's report
- 4 Carnes Story
- 5 Carnes Story cont.....
- 6 A Story from Adelaide
- 7 A Story from Adelaide
- 8 Register Racing

SOCIAL EVENTS

GENERAL DAY

31st July ALBERT PARK

MOTORSPORTS SPECTACULAR

This day has been very popular in past years. If you have not been, try and get down there this year.

FUTURE SOCIAL DAY

We will be contacting you in the near future with details of our next social day. It will either be a drive down to Arthurs seat or a Go Kart day. If you have any suggestions ring Paul on 439 9924, we are open to any ideas.

MSCA. CALDER SPRINTS

14th August 1994

-\$40.00 early fee.

NDSOC plus a Cams license a must.



HIS HOLINESS Simon Fitzpatrick

A 17TS Travels to Melbourne

For the third time in six months, Matthew and I were travelling to Melbourne, for the purposes of things Renault. The last trip was in my R4 Van. As Matthew was still talking to me, when we returned to Adelaide, it seemed appropriate that we should return for the All French Car Day in May, only this time in Matthews 17TS.

We carried suitable sustenance with us, sandwiches, drinks and a healthy collection of music, ranging from Severed Heads, Itch-e and Scratch-e and Kraftwerk, to Glen Miller. Matthew obviously knew we would need variety. We set off at 9.30am on Saturday, hoping for a quick trip. The journey to Melbourne was uneventful, in usual Renault tradition.

We passed the grotesque creation of Karla the Koala, and a mini version of the Berlin Wall, just out of Stawell, otherwise known as the Sisters Rocks. The economy of the 17TS was about 34 miles per gallon, which considering that the speed of the car had been confirmed at 132km/h, (a pleasant unstressed cruising speed), earlier in the trip, was regarded as excellent.

On entering Melbourne after seven hours, we saw our first highlight of the trip. It was a Citroen DS cabriolet, with the top down in peak hour traffic. Unfortunately the car was not seen on the Sunday.

We arrived at El Presidente Paul's abode, to find his rebuilt 17G engine idling. Paul displayed the trophies of his flying lesson, a bent lower wishbone and rear axle beam, with great delight. I wondered how the car escaped visibly unscathed. After this display, Paul decided to run in his new motor, by promptly doing a sensational burnout on a helpful speed bump.

A convoy to the BBQ venue gave me a chance to sample the Automagic 17TL that I was to drive the next day. After coaxing it to start with a dead battery, the car struggled to go up the hill from a standing start. Trying to stop the car was another matter, the brakes being worse than my R4. With the pedal jammed to the floor it gradually slowed.

Michael attempted to light the BBQ, while we waited for the hordes of guests to come. Phillip and Naomi were first to arrive, while news was received that Volker would be late due to problems installing the headlining in his re-roofed 15. Eventually all the important people arrived, and a good time was had by all.

Sunday morning dawned with the usual selection of Melbourne weather, bleak with the threat of rain later, perfect for the Grand Prix at Albert Park. Paul's day did not start well. After not being happy with the way his car was running after the rebuild, he had to repair Michael's 17TL which was running



PICTURE ABOVE:

Paul Groome and David Burne looking at what matters at the Dandenong Observatory, **The cars not the view!**



PICTURE ABOVE:

The unadorned back of John Pappas's Metallic Green 17TL.



PICTURE ABOVE:

Phillip Johnson's R 15 convertible.



PICTURE ABOVE:

The rear of Phillip Johnson's R-15 convertible with hard top on.

terribly, due to a (minor?) timing problem (Eventually found to be, a missing retaining clip on his points). Eventually we set off at a great rate of knots towards Mt. Dandenong to meet other 15/17 owners, for a convoy to the AFCD venue. After pulling in at a service station for Paul to fill with petrol, Michael declared that he was having problems keeping up. His piebald car dropping onto three cylinders at times. Paul promptly gave it a quick tune by revving it to 7000 rpm to figure out the problem. The problem solved, the station was departed in a haze of burning rubber.

On arrival at Mt Dandenong, it was a veritable feast of 15's and 17's, featuring the full range from 15TL to 17 Gordini. On arrival at the AFCD site, the group of 15's and 17's would easily have doubled the number of Renaults there. It could be considered the largest gathering of the 15/17 ranges in the Southern Hemisphere, if not the world.

The selection of other Renaults was not extensive, but the quality was there, An Alpine A310, and GTAV6, competition A110, and my favourite the R5 Turbo 2. A lowered and much modified Dauphine was also appealing. Other unusual modifications carried out, were a 17 motor in a 12 that ran on LPG. An ex South Australia 16TX had been fully restored to its former glory. The range of Citroens was also extensive with a full range (except the DS Cabrio) on display. Towards the end of the day the wheels started to fall off, as a DS traversed its way around the oval on three wheels. Interesting Peugeots comprised an attractive 203 Cabrio, and a modified 203 with two, twin choke carbies.

As the rain started to fall, it was decided to adjourn to somewhere warmer. A unanimous decision was taken to travel to a pub in the Dandenongs (I think). The sight of eighteen or so 15's and 17's drew many admiring glances both on the road, and in the carpark, apart from one Holden Brougham, who decided it was all too much, and tried to leave in a cloud of uncontrolled wheel spin. In the warmth of the pub, the day was considered a success.

Further discussion was carried out at Volker's house, Paul arrived later with a great gnashing of teeth from his reverse gear, before he charged off again and parked. As Paul settled down in a chair, he said his car was still not running properly. The general feeling was, that if Paul treated his car nicer, perhaps it would be nice to him. At this stage Volker's mother gave us some lovely lentil soup, while Matthew and Volker left to play "Roadway Terrorists Part 1 to Part 642" which involved picking up a pizza somewhere....

The return trip to Adelaide on Monday was as uneventful, economical and quick as the trip over. Apart from Matthew giving me control of the the 17TS. Initially the power went to my head, as I surged through the gears and clipped a speed bump, settling down I found the car most enjoyable to drive, short of my experience in a 5GT turbo several years ago. However much to Matthews dismay, back in Adelaide, the heavy throttle caught me out as I tried to trash his second gear, and I was again banished to the passenger seat. Fortunately no permanent damage was done.

Thanks to the 15/17 register and all the people who made the weekend enjoyable.

Simon Fitzpatrick

El Presidente's views

By our beloved El Presidente

His message to the Masses.

A Hi guy's and gal's I haven't written for four months now, The French Car Day (VIC) was a great success with 18 coupe's turning up, for the whole story read Simon's report. Amazingly I received a call from a guy in SA, who offered the Register a box of 15/17 rear louvers, I'm glad to say we managed to purchase them all, check out the ad in the mag for price. And now for something at the other end of Australia, Queensland to be precise I managed to contact Ian Richards who had advertised in the Renault car club of Australia magazine looking for parts. I started talking to him, I found that he is aiming to rally his 17TL in the Qld state round, I wish him all the best of luck, and look forward to hearing how he and the 17 go. If you wonder how big the register is now, well we now have 75 members and still growing each month. There will be a couple of social events coming up, ideas for which are being considered is Go Kart racing or Zone 3 day and a drive down to Arthur's seat. If we get the attendance we have had at the last events I can only see the register growing from strength to strength, I look forward to seeing you all soon at the next event. Details will be coming soon.

Paul Groom
El Presidente



We can help you with all your repair and part needs

FOR SALE

A 73 17TL and a 73 15TL



Both these cars could be suitable for parts or restoration.
You can buy both for \$900.00 or she is willing to negotiate.
Contact **Sarah White** on **819 2368 or 015 528 291**



F.C.D. of Victoria



PICTURE ABOVE:
This is John Hardy's V6 GTA Alpine, and of course his other car is a immaculate R17 TS.



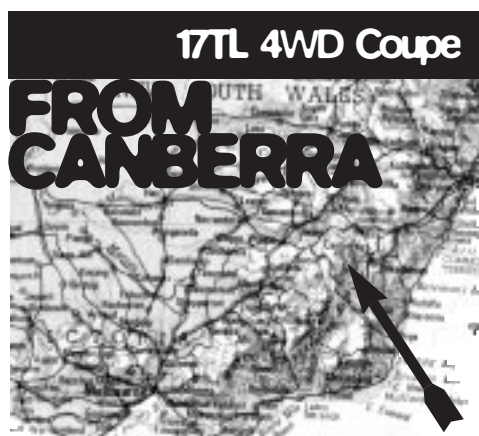
PICTURE ABOVE:
Gavin tries to tame the pure power of this red Renault 750.



PICTURE ABOVE:
Phillip's very fast, fire breathing Dauphine Gordini. It's a wolf in sheep's clothing.

THANKING YOU

Thank-you Adam for providing the photos, Mathew Bowden, Simon Fitzpatrick, Carne Ragless and again Adam Schonekas for sending in the stories. Also Chris Wymon for the handy hints. Thanks to everyone who attended the French Car Day of Victoria. And finally myself, for constructing this magazine again.



PHOTO'S OF THE "SLUT", SHOWING VARIOUS PORNOGRAPHIC POSES WERE SENT TO US BY THE MAN HIMSELF, CARNE.



A *Fast* Note from the A.C.T.

By Carne "Berserka" Ragless

The mad One.

I thought I'd drop a note from plebbbbb-land (public service land, for the uninitiated)

I've included a picture of the "Slut" on holiday, check out the curtains in the background!

It is aptly named, due to its many legendary owners. This includes a keen Renault mechanic, who imported it from Scotland in the first place, to a possible alcho, suffering an unquenchable midlife crisis, and lastly one of Canberra's most sleazy used car dealers (and who knows in between). In other words, this poor french school girl has been afforded all the respect of a French tart, whipped and beaten into a shark feeding frenzy, with little to no grace given to her integrity. Her private parts have been interfered with, fiddled with, and have finally been the subject of voyeurism. "Enough my poor child sleep".

At present she runs a 16 Tx motor, with 155 psi per cylinder, and turns over at 4000 rpm at 100kmh (It will run cleanly to 6500 rpm). The carbs run well now (thanks Paul) but prior to its recent carb death some sick child of the corn ran it with no air bleeds and f9 mains, definatly weird. Regardless of this and other oddities, it pulled well and impressed those fortunate enough, to be handcuffed to its tow bar. It pulls reasonably well below 4 grand, and very strongly after that.

I know it has a Waggot cam, but of what grind I can not say, I am under the impression that it is fairly wild, since it is a tad gutless at lower rpm (but not terribly). As a result of this suspicion, I run the clearances fairly loose, as I have been advised that with a wild cam, 10thou is a safe measure.

Suspension wise, thicker and slightly taller rear springs have been installed and as a result it sits slightly higher at the rear, I think it looks rather rude.....

I am under the impression that this has helped its weight distribution/bias for the better. The same heavier gauge spring, but of standard length, grace the front struts. The front sway bar is also of a heavier gauge, its not Gordini thick, but its thick enough for me (2-3 mm thicker than standard 17tl). Thankfully the last owner replaced the ball joints, and wish bones. This ensures that the front suspension transmits, and contains all forces necessary when cornering. This efficiency adds up to a brain jarring-, cell killing ride when running on rougher roads. But the handling.... it's Fantastic ! Also worth a mention are the 14 x 6' rims, widened Ts/Gordini type, wearing 195/60 Dunlop Le mans. I would love a baby set of Yokohama 205/60's, (probably needlessly expensive and wide for my applications (posser !)) the 195 Lemans are perfectly adequate, and value wise I would recommend them. As a result of the rim change I have a set of Belgian Amil 13 x 5' alloys, shod with the same brand of rubber (175 x 70), currently these grace my shopping trolley (definitely not battle axe iron Gron) R 12, they make it look pretty mean. I was chancing that the change in rim and tire size would lengthen the 17's gearing and give it a slightly better cruising speed. But due to the profile change, from 70 on a 13' to 60 on a 14', it amounted to little. But in this trim it will pull 160 kmh, though with a less sympathetic driver I think she could be pushed faster, until her ligaments snap. But this is understandable since it lost its 5th testicle (an application of non gender bias). This speed was obtained with all of its 4wd in suit, and obviously not engaged.

"Ah ha.....4wd I hear you say!, I thought I'd surprise you with it". Yes this poor school girl was destined to work on all fours. This car has had some fairly radical work done, in regards to drive train componentry. It has received a kit transfer case, which is located on the end of the gear box, replacing the casing

that houses the 5th gear. The existent shaft that held the 5th gear is now used to select the 4wd. This exits through the transfer case in a low offset position at the end of the gear box. This is then taken up by a custom made tail shaft to a an appropriately geared differential axle. The diff/axle sits in place of a standard bar axle and requires no customising of body or suspension. The brakes remain standard 17 and apart from the increase in weight and function all components work and look no different to the standard set up.

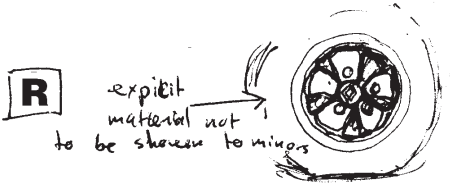
The only real customising has been the cutting and welding of the floor to locate the ball shift, gear stick, and 4wd engagement shifter. The alien that created/bred this thing was truly ahead of the human race.

I've attempted a bit of dirt driving 4wd style, and all I can say is that I'm definitely not capable (something that should only be attempted under the influence of intoxicants in the Brindabella ranges). Put your foot down, give it the berries and all you do is go forward, nothing else, it's a weird sensation being on a loose surface and not loosing traction.

But at this moment I am undertaking a refit in dry dock. Overhauling the engine, gear box, suspension, and other items such as upholstery and paint. I hope this blurb has been interesting, I will keep the Registrar informed of progress and hope to back on the road soon. Intense and enjoyable motoring Carnage.

P.S

I apologise for any sexist remarks or references within this story, what's said is said, but If you like I'm quite open to any suggestions for punishment.



Carne Ragless

Register T-Shirt Design.

This is what the T-Shirt design will look like. Some of you have already seen our test design at the French Car Day of Victoria and liked it, thus we have gone ahead and finalised the artwork. Now we need to know how many T-shirts to order as greater numbers will lower the cost. (Approx \$20-25 dollars) Ring Paul to lodge an order, stating numbers wanted + sizes needed.



Handy Hints

Bonnet Release Cable Fallure

Required equipment:

Wheel Brace

Jack

1 long Slender Arm

1 Assistant

Remove the road wheel

Turn the wheel at allow maximum room around the hole where the tie rod arm goes through from the engine bay to the inner guard. Place your arm through the hole and reach up towards the bonnet lock, with your fingers you can reach the release lever and push it up. As you push the lever get your assistant to push down on the bennet so it releases some of the pressure on the lock and thus will make it easier to release. You now hear a click and hopefully the bonnet will pop up. This works for those of you with scrawny arm's, an easier way, is to remove a headlight (Yes, and surround), from either side of the car, then to use a broom handle to click the latch from the front.

If you have lost the key for your lockable fuel cap, and you need petrol.

Firstly **DON'T PANIC!**

There are two ways of filling your tank.

1. Open the hatch and look into the boot. Look at the neck of the tank to the filler. It consists of two metal tubes, connected by a rubber tube in the middle. Undo the ties that hold the tube and pull it off, it's fairly fiddley but it will come off by using two Phillips screw drivers to prise the tube. Then using for a funnel and tube in the fuel tank, start slowly to fill the tank. Once you've finished prise the rubber tube back, do up the ties and **"VOILA"** you've done it.

2. Pull up the carpet in the boot and then prise the cardboard from the top of the tank covering the sender unit. Take out the sender unit which will leave you with a hole that you can either fill straight from the petrol tap, or again use a funnel and hose. Once the tank is filled put the sender unit back and lay the carpet down. **OR** Keep a spare key taped inside your hatch.

USEFUL ADDRESSES

GRIPLITE STEERING WHEELS

Mulgrave (03) 558 5113

Griplite can cover your steering wheel in leather for about \$100.00, or suede for around \$70.00, depending on the size of the wheel. Ring them for an appointment and in most cases the wheel can be covered in 2-3 hours.

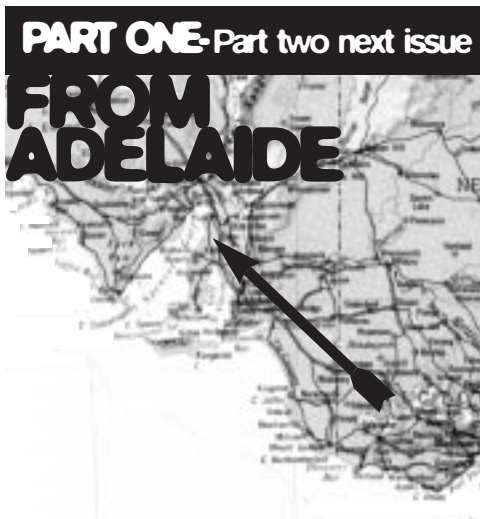
TRUTRACK PTY,LIMITED

52-62 Leveson St., North Melbourne 3051

Tel: 326 5392 326 5475

They specialise in vehicle suspension, Steering rack alignment, Wheel alignment, fitting of front,and back springs and shockers.

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



The 1994 Tour of Adelaide

By Mathew "Peasant" Bowden

I can run and hide.

Day 1

El Presidente Paul, arrived at loyal subject Matthew's residence (The Royal Lodge) at 11:00PM, with much to report regarding his self imposed control of his restless steed, and it's misbehaviour in slowing down. Musical festivities were initiated, and rejoicing continued well into the night.

Day 2

After relaxing in the Royal Lodge, El Presidente treated his frisky mount to a choice selection of loyal subject Matthew's old brake pads. The evening saw El Presidente don his best threads, to accompany loyal subject Matthew and peasant Simon (A mere peasant, due to his ownership of inferior beasts - namely R4's and R12's) in a tour of Adelaide's splendid and varied entertainments. After inspecting Virgin internally, and leaving with some treasured musical delights, El Presidente expressed a need for some nourishment. A hastened journey was made to an appropriate establishment, where a delicious pizza was devoured, along with some fine Belgian Ale. The quest for musical delights was resumed, and many more shop visitations were made, culminating in a visit to an East Terrace cafe whereupon El Presidente's newly discovered talent for self control, was exercised once again ('nuff said). After relaxing and regaining composure, a short tour of Adelaide's most popular streets, was made in loyal subject Matthew's trusty steed.

On return to the Royal Lodge, El Presidente demonstrated his dancing prowess, to his newly acquired musical sounds until the small hours, when intoxicating liquids prevented further enjoyment.

Day 3

The day commenced with El Presidente and peasant Simon, travelling afar to procure new treasures. The merchant, hearing of the approaching visitation, spread his wares for El Presidente to view. To El Presidente's delight, many jewels were obtained, with peasant Simon negotiating with the locals for their procurement.

The latter half of the day, involved travelling to Stonefield International Airport in order to view, and hopefully participate in things aerial. Unfortunately, time and weather were against our beloved El Presidente, with his feet remaining firmly on the ground. After being entertained by the locals, El Presidente participated in a World Environment Day bonfire, and demonstrated his remarkable and heroic skills, in preventing a lizard from certain death.

A secret route was chosen, to loyal subject Matthew's country lodge at Eudunda. This allowed loyal subject Matthew to demonstrate his trusting steeds reliability and handling which shocked El Presidente greatly.

Upon arrival at the country lodge, El Presidente was content to observe the activities of a somewhat distant relation of his Royal Airedale, and be challenged to battle by a deaf cat.

Day 4

After initial expectations of returning for an aerial inspection of the Stonefield area, the breaking of the South Australian drought, by El Presidente and his visit, brought great excitement and relief to the area.

1974 PRESS ON REGARDLESS



PICTURE ABOVE:

A Renault 17 Gordini in the 1974 Press on Regardless. Note the wide 13 inch wheels, front spoiler and flared arches.



PICTURE ABOVE:

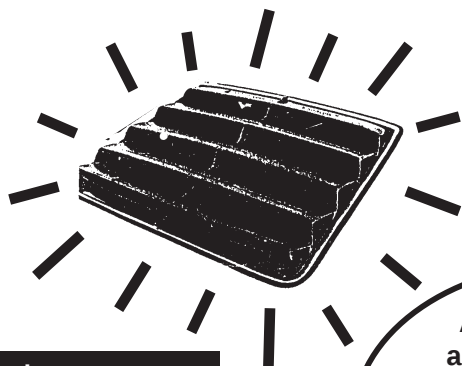
One of the more famous wins, at the Press on Regardless in Michigan, 1974. The Rally was the USA's section of the World Rally Championship. Various rally makes competed such as 124 Fiat Abath Spyders, Lanica Stratos's, Ford Mexico's and Alpine A 110's. The car that won the rally was a 17 Gordini driven by Jean Luc Therier and Christian Deiferrer, and the placings were as follows: 1st R17 Gordini, 2nd Alpine A110, 3rd R17 Gordini.

Returning to Adelaide by another secret route to avoid the massing crowds of people wishing to express their delight to El Presidente for bringing rain, and thereby saving them from financial ruin, El Presidente again expressed amazement to loyal subject Matthew, at just how long it can take to travel 110 Kilometres.

Once back at the Royal Lodge, El Presidente took control of his own mount again, and allowed peasant Simon into the hallowed interior for a rescue mission. Rear guard action was by loyal subject Matthew, on his own mount. The aim of the mission, was to revive loyal subject James's Gordini from the effects of arthritis. After some struggle to control his frisky mount, El Presidente obtained use of loyal subject James's stable, and decided to purge the evil from his own brakes. Unsuccessful in his actions, he despatched loyal subject Matthew, and peasant Simon, to search for a new master cylinder after chastising peasant Simon for laying the original to ruin. Whilst the loyal subject and peasant were searching, El Presidente waved his magic wand and revived the loyal subject James's lethargic Gordini, bringing to it new heights of performance, hitherto unknown. There was much rejoicing amongst the assembled personage. Shortly after this event, loyal subject Matthew and peasant Simon returned from their lengthy journey bearing several gifts for El Presidente. Unfortunately, El Presidente was not pleased with the offerings by peasant Simon, of an inferior 17TL component. Much to the horror of loyal subjects James, Matthew and peasant Simon, El Presidente commenced to refit the original master cylinder. All subjects and peasants left hastily to procure correct parts, to avoid certain damage, to El Presidente and his steed. On their return, they discovered that El Presidente had worked his magic, and had installed the previously available new seals to the old master cylinder. After testing and assembly, he thanked loyal subject James for the use of his stable and bade farewell. He returned to the Royal Lodge for nutrition and entertainment, provided by Severed Heads.

To be continued next month:

Mathew Bowden



\$100.00

15-17 REGISTER FINDS THE LONG LOST CHEETAH REAR LOUVERS.

After searching far, and wide though, the jungles of the Amazon, to the far reaches of a Eudunda Dunny, we have finally found something of great worth!!

CHEETAH REAR LOUVERS

We have 20 in all and we are now offering them to our members. Be quick, as this will be most likely your last chance, to grab such a treasure, for your 15-17. Ring Paul or Volker about purchasing your Rear Louver.



AUCTION



**RENAULT
17 GORDINI**

HERE IS A RARE OPPORTUNITY TO
BUY A GENUINE 17 GORDINI.
THE OWNER HAS OWNED IT SINCE
IT WAS 12 MONTHS OLD.

ENGINE IS A 1605cc UNIT
THE GEARBOX AND ENGINE HAS
NEVER BEEN REBUILT SO IT IS
STILL IN ORIGINAL CONDITION.

THE COLOR IS LIGHT METALLIC
MINT GREEN AND THE CAR HAS A
SET OF MILLA MIGLA ALLOY MAG
WHEELS.

THE CAR IS STILL REGISTERED
BUT HAS A YELLOW UN-
ROADWORTHY STICKER ON IT.
IT WOULD BE THE PERFECT
RESTORATION JOB FOR ANY 15-17
ENTHUSIAST .
IT MIGHT BE A SCRUFFY CAR BUT
IT IS THE LAST OF THE TRUE
GORDINI MODELS.

1974



NO RESERVE
FOR MORE DETAILS
ON THE AUCTION
RING COLIN STARK
AT ALPINE AFFAIRE
ON
(03) 879 1961 (BH)



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 expresse 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) 722 336

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

2nd European Rob Roy Hillclimb

The second Rob Roy Euro day, had much better Renault support than the last, still however, only Volker represented the register. This is a fun, low stress event (both on the car + driver), and for the next day, I hope the register will come out in force.

Volker suffered minor gearshift problems after driving over a large rock in the parking area, but after a quick repair (thanks Paul), managed to take his second two runs.

Renaults were supported well, several Fuego's (those bloated, soft, 15/17 decendants) showed up, as well as Colin Stark, with his lightning fast Renault 5 Turbo 2, Phil Sethna with his heavily modified Dauphine Gordini.

Two Alpine GTA's showed promise, but the Jinx continued, with one spinning, and doing some body modifications the hard way. (Not a bad report from someone who couldn't get there) **HEY!**

Due to the lack of interest, I have notified the Alfa car club, that we will not be appearing at the Winton 6 hour relay. Perhaps next year, with more notice, we can raise an entry of our own, or combine with another car club.



PICTURE ABOVE & RIGHT:

Yet again the Grey Ghost makes another assault on Rob Roy. The pictures show Gernot driving who as yet has not been able to topple Volker, his son, with a quicker time. Father son rivalry at it's best.



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 8