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SOCIAL EVENTS



26th MARCH 95
FRENCH CAR DAY VIC.

A Call to all Victorian Members

Well it's that time of year again for the French Car Day of Victoria which will be the second year we will have attended as a Register. See Page 7 for details.

10th SEPTEMBER 95
FRENCH CAR DAY SA.

It only comes around every two years and is a fantastic event, so our President tells us. It goes for two days and combines the three French marques. It is to be held in the Barossa Valley, with a convoy going from Adelaide to the event. As more information becomes available we'll tell you as it would be good to get a big group turning up from around Australia.



The Resurrection
The Resurrection of a 15TL

By Ben (the very Broke) Bayley

Another car back from the dead.

Starring : The Mechanic - Adam (the Miracle Worker) Schonekas
Co-Starring : The Owner - Ben (the Very Broke) Bayley

Technical Crew
Props 'n Things - Volker (Spare Parts) Schubert
Welding Music - Michael (Subwoofer) Suckling

Project : Strip & Rebuild 15TL within 2 weeks.

Tasks - Removal and replacement of front bumpers and lights etc, lots and lots of rust repairs - front guards, rear guards, door pillars, window sills, rear wheel wells etc., repair gap in drivers seat floor pan, remove and weld new front drivers floorpan, weld handbrake bracket, rebuild front suspension, front indicator lens, some globes, add vented discs and late model drum brakes, wire hazard lights, electric pump washer bottle, install new super plush moulded carpets, seat belts, and a windscreen and a couple of minor engine details.

This story starts, with something that shouldn't really be mentioned in a 15/17 Register Newsletter, but a terminally ill Renault 12 Virage, with either 40 or 100 PSI compression, depending on which cylinders you tested (Anyone wanna buy a cheap car!! (Hark I hear laughter all around me)), this brought about a sudden urge to separate myself from the world of 12's, and leap with Visa card and bankbook in hand into the illustrious ranks of the 15/17 owners club.

With a visit to Alpine Affaire, and after some inquiries about fairly cheap cars for sale, Colin Stark announced that he had two Renault 12's and a 15 for sale. We test drove one of the 12's and the 15 and there was no doubt as to which I would choose. After checking credit limits and bank balances a new era was about to begin (Pause for massive applause for the correct decision).

The 15TL is an import from New Caledonia, one of 3, believed to be in Australia, and was previously owned by John Pappas.

DAY 1 Travelled to Reno Spares and purchased two vented discs, tie rod arms, ball joints, and an ISO Delta steering wheel. Removal of lights and bumpers - nothing too complicated about this process but removing the front guards proved to be frustrating due to them being re-welded at the front after a previous removal, this was completed after some major grinding and swearing.

DAY 2 - 6 Preparation of the rear guards, rust removal, fibre glassing and filling. Also swapped rear axle for one containing the larger drum brakes. In between we engrossed ourselves in videos, slaughtered hordes whilst playing Tie Fighter, gorging on Jelly Belly jelly beans and having the occasional nap.

DAY 7 Another trip to Reno Spares, to obtain a floor pan, some reinforced wishbones (as the 15TL ones were originally hollow), and an electric motored washer bottle to replace the 16 foot pedal which was fitted. In the afternoon some hurried prep work was done on the new floorpan in order to make it weldable.

Story continues.....



PICTURE ABOVE: The front view of the hemmed in beast waiting to be revitalised.



PICTURE ABOVE: The interior of the Green Gremlin has original low back seats and the uncovered European instrument covers and not the Australian spec square design. Groovy Hey!. Yet the seats will disappear for “safer” High back ones so this is your only chance to see low back seats in action.

HANDY HINTS

Quick tips from Adam & Ben.

- Interior Trim

Check gear knobs to ensure that there are no cracks. This can avoid a sudden separation and a mistimed shift, (as I well know 2nd gear at 6,200 RPM back into first, GOSH!!! Look at all that smoke...!)

- Caster Arm Bushes

After supporting the front of car on chassis stands & removing the wheels, use a jack to lift under the bottom ball joint to remove the pressure on the bushes and allow full access to the lock nuts.

P.S. Don't forget the CRC or WD40...

P.P.S. Tried everything else to cure a strange shake in the front end, well just replacing these 4 bushes can have a startling effect.

- Wiring

If you're not sure, DON'T DO IT. by just using one non-original switch to try and regain wiper function caused an entire dash failure and over 6 hours work to repair.

DAY 8 Woke early to hire a MIG welder and set off to retrieve said welder with Mr. Volkers' assistance. Returned home and promptly started pacing, waiting for Michaels' imminent arrival. Received mobile phone call saying he was imminently late and would be another hour. I wasn't worried about the delay, I was worried about the heat. I knew Michael wouldn't enjoy welding with temperatures rapidly approaching the expected top of 32 degrees. During the afternoon there was much consuming of liquids, none alcoholic as I wanted as straight a weld as possible, much sweating, much cursing, much patience from Michael, and not much else. After a difficult installation of a solid 25mm sway bar on Michaels' 17 as payment, all was well.

Special note : Very grateful to Michael firstly for putting up with the difficult conditions both weatherwise and rustwise and secondly for letting me borrow his brand new Yello CD. Thanks Mike!!!

DAY 9 Adam ground and fibreglassed the new floorpan, both inside and underneath. Fibreglass and resin everywhere!

Day 10 Woke early (6:15) in order to prepared for the distant journey to GT Suspension in the city to reset the Miracle Workers front springs for his 12 G, (this is another tale to be told elsewhere). Left home (Ferntree Gully, normally 1 hour from Melbourne) at 7am and promptly did not arrive until 9:05 due to a spill near the Chandler exit on the Eastern Freeway. (The traffic was backed up all the way to Doncaster Road - approx 10km).

DAY 11 More filling, sanding, priming, filling, sanding, and bitumen painting.

DAY 12 Second last day for roadworthy, are we going to make it before I have to go back to work???? NO..... Due to a faulty seat rail a nonexistent/non-functioning master cylinder and a sheared off bleed valve.

DAY 13 Stripped the master cylinder and found that the end piston was seized solid, and needed to be rebuilt (Master cylinder stainless steel sleeved and and new valves at ABS Brakes \$130). Whilst replacing seats the drivers side rail decided to abscond (fall off that is). We took said rail to Volkers in an attempt to narrow the rail.

DAY 14 No work done as Adams' 12G was being rewired, with some confusing but satisfactory results.

DAY 15 Family function - no work today.

Thanks to Alpine Affaire, Reno Spares and Volker Schubert for supplying the bits. Special thanks, praise and eternal gratefulness to Adam Schonekas for putting the bits together. Extra thanks to Michael (the welder) Suckling for his commitment above and beyond the call, and lastly a distant thanks to Renault for manufacturing 15's and 17's.

P.S. Yes we finally got the car on the road, on the following tuesday, with it's new rego **TL.0015**.

Ben Bayley

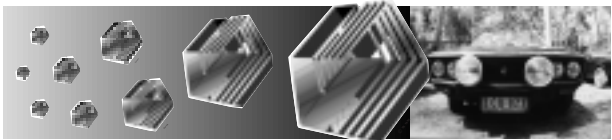


PICTURE ABOVE: Where it all started, the very first meeting where The 15-17 register was formed. The day was in 1992 at the French Car Day in Ringwood Victoria. The cars were from left to right- Volker Schubert 1973 15 TS, Andrew Doyle's 1973 17TL, Barry Mowbay 1974 17TL, Micheal Suckling 1973 17TL, Chris Wyman 1975 17TL Automatic. Carne was also there from Canberra but he had not brought his car down to Melbourne.

A Note from the Editor

By the Shadow behind the screen

A Small note to the Masses.



Hi Gals & Guys, I thought I might have a talk to you, the members out there. I'm the one who sits behind the computer screen for hours on end doing this newsletter, and sending out letters now and then. I wanted to have a little talk to you and tell you how the register is going. Some of you know who I am, and I say hi and those who don't, well hi again.

For those of you who don't know, the Register has been going for nearly two years now, it has only been in the last year that we have started to really get ourselves organised. We originally started with about six people, who owned Renault 15-17's at the time, and were in various Renault Car Clubs around Australia. On and off we had heard of each other, but had never met. It was Chris Wyman who introduced me to a small group of owners at the 1992 French Car Day at Ringwood in Victoria.(pic on page 2). These were people who I had never met but had gone through the same problems in owning a 15/17. I think it was at that day when after leaving the display, we drove through the Dandenong Ranges in a group, that the register had really started in earnest.

Of course, now looking back we never foresaw that we would grow to 75 members strong, throughout Australia, Britain and in America. The social days over time have proved to be quite successful and slowly I think, various members are starting to get to know one another. So far one of our most successful register days, has been the All French Car Day in Victoria, where in all 17 cars turned up. Our members have been travelling far and wide since, then with them attending each other state French car days. I think this is great as I look forward to the day, when maybe some of the larger sections in their state might be able to become active and start their own social day drives. As the state sections get stronger, maybe we will get good lines of communication going between owners. Maybe as various owners restore their cars, one day we might even get the cars into some magazines, like Fast Four or Australian Classic Cars, and by doing this hopefully the 15 & 17's will get the added respect that they deserve from the general public.

To our new members who have received the newsletters a while ago, but who had no covering letter, welcome to the register. I am sorry we have not given you a welcoming letter, but it is one thing I am redoing at the moment.

I am constantly on the lookout for new articles by members, and as you have seen in previous issues including this one, members from here as well as overseas have sent them in. It really does not matter whether it's funny or serious, on restoring or racing, or just the experiences of owning these coupes we have grown to love.

If you have any suggestions on what the register should do or how we can improve it, drop your nearest section head a line, and it will get to me. Their addresses are on the back of the Review.

If you want any previous issues of the register review, just write to Volker, with your address included and he'll send you out the one you require. It should not be hard as there are only three so far. I hope that in the coming months we slowly define ourselves as a register throughout Australia. It would be good to see small groups opening up in other states. Hopefully we as a register can instill pride in owning these cars.

I will make sure we have some more historical articles like Magazine reviews from the 70's. Of course we also have small ads in a few Classic car magazines, so hopefully we will find some more owners popping out of the woodwork. As we look to the future, all I can say is that it's not only up to us to keep the register alive, but that it's a team effort. Whether you help either by writing an article, turning up to a social day, or just giving us some ideas, it all counts to the success of the register in the future.

French Car Day of New South Wales Pictures

PICTURES FROM EL PRESIDENTE Paul Groome



The picture above is a reverse view of the cars below



PICTURE ABOVE:

This was the first time the Sydney Canberra and Melbourne sections grouped together to attend the N.S.W. French Car Day under the Banner of the 15-17 Register. 8 15-17 turned up, there was 5 Gordini's and 3 17 TL's, it seems that the Gordini and TS's reign supreme in NSW. Notice the mag wheels on Jason Hantos's 17 in the bottom picture, they are Neale wheels and if anyone knows whether you can still get them could you contact either Adam Schonekas or Volker Schubert.

VOLKER SCHUBERT

DISCLAIMER

Readers are reminded that the opinions expressed in this newsletter, are not those necessarily expressed by 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.

CORRESPONDENCE

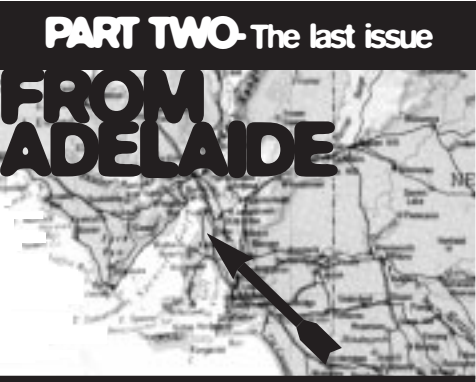
All Correspondence, items of news or articles should be sent to the address at the bottom of this column, by letter or 3.5 inch IBM ASCII formatted text.

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.

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PICTURE ABOVE:
John Hardy's immaculate R-17 TS.



PICTURE ABOVE:
Micheal Suckling's 17TL at the Rob Roy Hillclimb.

ATTENTION ONE AND ALL

These stories are provided by you the members of the register, about your cars and events you have gone in. If you would like to tell us a story about your car or a event you went in, just write it down or as an ASCII file on a disk, send it to our postal address. Some past stories have been by Steve Swan and his beastly 15 GTL in England, Simon Fitzpatrick and his trip to the French Car Day of Melbourne, Mathew Bowden and El Presidente's trip to Adelaide, Carne and his 17 in Canberra. See lots of people have done it so why not you?. Start taking photo's and writing your piece, We look forward to seeing your stories rolling in.



The 1994 Tour of Adelaide

BETTER
LATE THAN
EVER!

By Mathew "Peasant" Bowden

I can run and hide.

Day 5

Loyal subject Matthew awoke to the pleasant sounds and smells of a hearty egg and bacon breakfast. Expressing horror that El Presidente had taken it upon himself to cook, rather than let the loyal subject offer, he hastened to help with the kitchen duties. However, El Presidente was demonstrating his extremely competent food preparation abilities, and created a culinary delight for his loyal subject, with no assistance required. Loyal subject Matthew then proceeded by foot to his place of work, leaving El Presidente exorcising the demons from his left caliper piston. Little is known about El Presidente's further activities during the day, other than a report of an aquarium visitation.

Come evening, loyal subject Matthew contacted El Presidente by means of the telephone, and asked if El Presidente could find time in his busy schedule to retrieve the aforementioned subject from his place of work, due to large amounts of precipitation. Directions were given (Cross the traffic lights, turn left, turn left again) and El Presidente left. Much to loyal subject Matthew's surprise, El Presidente missed the second left hand turn, and proceeded down the wrong street. Loyal subject Matthew then attempted to meet El Presidente by making haste towards the intersection, and walking down the street that our beloved El Presidente drove along. El Presidente was then spotted driving at a great rate of knots towards the loyal subject, and then passing the loyal subject and turning down yet another wrong street, with no indication of having seen him. Loyal subject Matthew, having realised that God was not on his side, continued walking towards the Royal Lodge, getting steadily wetter and colder. Much to his surprise, not five minutes later, Gordini headlights appeared down the street, and the Royal steed approached him at approximately Mach three. Loyal subject Matthew, putting great faith in the newly purged brakes, gesticulated wildly in the middle of the road in a last ditch attempt for a ride. Luckily he met with success, and the trip to the Royal Lodge was uneventful.

Later in the evening, Peasant Simon visited the Royal Lodge, and conversation continued well into the night.

Day 6

Another day of work for the unlucky loyal subjects and Peasants meant the activities of El Presidente went largely unrecorded. The evening saw loyal subject Matthew playing his euphonium in the local band, whilst El Presidente was visiting his family relations.

After rehearsal, loyal subject Matthew bought a large packet of chips and six bottles of the finest local ale, and offered them to El Presidente for consumption. El Presidente kindly allowed the loyal subject to share the bounty and celebrations continued until the wee small hours.

Day 7

Once again, a work day for the local residents. It is generally believed that El Presidente continued on his normal trek of aquarium visitations.

At tea time, El Presidente expressed a great desire to consume some fish and ice cream (not together), so a hasty trip was made in the Royal Steed to Barnacle Bill's. After purchasing the largest available package of fishy bits, apologies were made by loyal subject Matthew regarding the non-existence of 7-11 emporiums, and a visitation to the Adelaide equivalent - Mobil Quix - was made. Fortunately, the sought after Honey 'n Malt crunchy ice cream was found, and two tubs were duly purchased. A speedy return was made to the Royal Lodge where peasant Simon was met. Noisy consumption of the edibles proceeded.

Day 8

As the locals again had to earn their existence, the days happenings go largely unrecorded. The evening brought much bad news - loyal subject James's Gordini

had been severely mauled by an errant lesser vehicle. Little further news was available but inspection was planned by El Presidente and peasant Simon for the Friday. Loyal subject Matthew returned home at 10:30pm and was astonished to discover El Presidente and the peasant bored in the Royal lounge. Full and frank discussions ensued regarding El Presidente's earlier activities, followed by subdued musical listenings.

Day 9

El Presidente collected peasant Simon for an inspection visit of the deformed, distorted and somewhat gnarled Gordini belonging to loyal subject James. The damage was declared to be fairly minor with a doubled up bonnet, bent front bumper and shattered grille with minor damage to the front guards. A tour of southern purveyors of fifteen/seventeen parts revealed only a motley looking fifteen and a lemon yellow seventeen which we could not touch. Invitations to join the fifteen/seventeen register were left and a tour of coastal areas enjoyed by a youthful El Presidente ensued. On return to the magic cave, for running repairs to the Royal Steed, new sparking plugs were fitted along with the gearbox being re-attached to prevent a reluctance of gear selection. Replacement of a wet injector hose with a "good" spare injector saw the car sprayed with petrol at a pressure of 30 pounds per square inch, a spectacular sight enjoyed by all present. With the Royal Steed again performing to the best of it's ability, El Presidente left peasant Simon and the magic cave. Later in the evening El Presidente returned with a broken exhaust accompanied by loyal subject Matthew and Burger the unrefined (he owns no Renaults) in loyal subject Matthew's trusty steed (TS). A trip was made to semi-loyal subject Grant's (he owns a Fuego) abode in tandem with loyal subject Matthew and Burger the unrefined. El Presidente deemed his steed too raucous and travelled to the city in semi-loyal subject Grant's mellifluous Fuego. After El Presidente, all loyal subjects, semi-loyal subjects, peasants and unrefined's consumed a culinary feast donated by semi- loyal subject Grant, a bee-line was made to view Thunderbirds Are Go!, a film which El Presidente enjoyed more watching through closed eyelids. After El Presidente had recovered from the visual masterpiece of the Tracey family exploits, a trip was made to the local amusement parlour. A Grand Prix game was selected, and the results were unknown. A rally simulation was tried, but the tired El Presidente could not control the odd screen conception and continually finished the stage five to six seconds after loyal subject Matthew.

On return to the Royal Lodge, a real-life version of Ridge Racer took place. Loyal subject Matthew's well groomed steed showed a clean pair of heels to El Presidente at the Darley Road intersection. Obviously upset, El Presidente undertook a wild inside overtaking manoeuvre barely clearing the well kept flanks of loyal subject Matthew's car. Unfortunately, due to censorship restrictions, the reaction of loyal subject Matthew and Burger the unrefined cannot be published. El Presidente displayed extreme surprise at his steed not responding to his commands, a lack of back pressure in his faulty exhaust was his excuse. Later, a secret route had to be selected to evade the local constabulary on the return to the Royal Lodge, due to the noisy nature of the Royal Steed.

Day 10

El Presidente returned to the magic cave, and, helped by peasant Simon, tried to silence his obstreperous steed. An SPC apricot tin, minus contents, was selected for the repair. The silicon sealant offered by peasant Simon was not to El Presidente's liking, but was considered suitable. From this repair a measurable reduction of volume was achieved.

Day 11

(This section is intentionally left blank)

Day 12

On the final day of His Royal Visit, El Presidente and peasant Simon travelled in tandem to semi-loyal subject Grant's house, to view video evidence of the Gorge road Gordini also known as the Royal Steed travelling up aforementioned road at the last Grand Prix. After nourishment at McDonalds, the semi-loyal subject and peasant bid farewell to El Presidente, wishing him a safe trip with peasant Simon being allowed to lie on the ground to release the sticking rear handbrake caliper - a true privilege I'm sure.

Mathew
Bowden

Advertisements



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a ring
if you are
interested
in the Auction
of our
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17 TS

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We can help you with all
your repair and part needs

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New and Used Parts



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SEEN & CAPTURED

New sub section
Have you seen a 15 or 17 anywhere, tell us as other members might know about it. It does not matter where you are just tell us what you've seen around the place.

Melbourne - 11/12/94
We saw a 15TS which was "bright" lime green and was in very good condition and looked fairly standard. It was turning right at the Corner of Springvale and Maroondah Hwy

Melbourne - 03/12/94
There is a 15TS that drives down Heatherdale Rd in the morning around 08:30 am. It is dark metallic blue with coloured graphics down the side, it looks standard. Have you seen it?.

Melbourne - over time
There is a metallic gold 17TL we think driving around Nunawding - Blackburn which looks in good condition, have you seen it?.

THANKING YOU

Thank-you Adam for providing the photos and Editing the mag, Mathew Bowden, Ben Bayley and again Adam Schonekas for sending in the stories. Also. Thanks to everyone who attended the Make a Wish Foundation Day, Pics and report next issue.

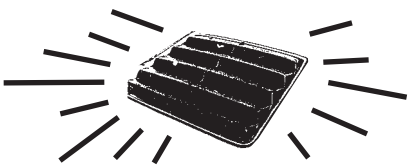
FUTURE CHALLENGE SECTION

IF ANYONE HAS SOME INTERESTING FACTS OR STORIES ABOUT YOUR 15-17 CHALLENGE DROP US A LINE.

"The other day I left a Mazda RX7 for dead when he challenged me!"

Have you Beaten anyone on the street?

DON'T BE CAUGHT WITHOUT YOUR CHEETAH REAR LOUVER.



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 about purchasing your Rear Louver as we will have them ready for posting in late February 95.

\$100.00

Suspension Report

By Adam "Supreme Dictatot" Schonekas

A VERY SHORT ARTICLE

Well I finally took the plunge, holding my wallet in both hands, and watching those hard earned dollars disappear, I completely uprated the suspension on my long suffering car.

Sway Bars
Front 24mm Progressive
Rear 24mm Progressive

Springs
Front 20% Stiffer than 17TL (2 and half inches lower)
Rear 30% " " " (1 and half inches lower)
(lowered to suit 12 body shell) (All springs were custom made, with 2 less coils, to aviod any coil binding.)

Shocks KONI
Front 20% stiffer Matched to springs
Rear 30% stiffer " " "
(modern valving installed)

This has given a stiff, but still well dampened ride, while cancelling most understeer and allowing the car to "drift". If anyone is interested in specs, prices addresses etc, or advice on what to do or not to do contact me.

Adam Schonekas
"Look for my address at the back of the Review".

Add the reflexes of electronic fuel injection to the agility of front-wheel drive and you've got one hell of a machine.

Introducing the Renault 17 Sports Coupe.



Either refinement alone would make for a markedly better sports car. Together they knock the competition on its... back.

The Bosch fuel injection system takes continuous readings on numerous like engine temperature, intake manifold pressure and r.p.m.'s, and feeds the data into a self-component electronic "brain".

The net result is a fantastically responsive gas pedal. Immediate. Unbelly. As advanced as the car it powers. If fuel injection is a better way to make an engine go, front-wheel drive is a better way to make a car go. Front-wheel drive allows our Sports Coupe to gobble up curves, ignore crosswinds, and smear at ice and snow.

It also comes packed with these standard features: 4-on-the-floor gear box, rack-and-pinion steering, steel-belted radial, OHV four-cyl engine (10-60 in 11.50, disc brakes all around, tachometer, electric windows, welded bucket seats, carpeting, and tinted glass. We could go on. \$4,177*

RENAULT

World's largest producer of front-wheel drive cars.

*As quoted in the F.R.D. 2 and 4000 (the Road & Track Car). Renault is a registered trademark of Renault S.A., 1000 Blvd. de la République, 92100 Neuilly-sur-Seine, France.

An ad from a early 70's American Road & Track Magazine

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Attention: Volker Schubert

Future Social Events



HELP US - HELP YOU !

After the Christmas/New Year Break here are some dates for 95.

26th MARCH 95

FRENCH CAR DAY - March 26 Sunday VIC.

Wilson Reserve

Allee St - Outer Cr

North Brighton Melway 67 E 10

Those of you who attended last years event which was our first large group to attend under the Register banner, had a great time. You will surely remember the convoy of 17 or so 15 & 17's travelling along though the hills as we headed to a pub after the event.

It will stay in my mind for a long time, so if you have not come to a French Car Day before here's your chance and for those who came last year we hope you can make it this year.

Last year we saw quite a few cars from interstate, they came from Canberra and Adelaide so we hope to see you guys again this year.

You really don't have to be interested in cars as it is more of a social day with a automotive theme. We hope you can make it as as we of the central committee also like to meet you the members, we often sit here trying to organise events and this day lets us meet you and find out face to face about what you want or would like to see done with the register.

We look forward to seeing you on the day at the Wilson Reserve, Allee St in Brighton North Malways Ref 67 E 10. This will be the first event for the year after a long stretch of quietness over the December break. After the event we might go for a drink and a chat at a pub nearby as this proved to be really good last year.

10th SEPTEMBER 95

FRENCH CAR DAY SA

This day only comes around ever two years, and from a reliable source I have been told is one of the best French Car days in the Country.

\$20.00 entry fee will give you a bag of goodies and a commemorative plaque. It will be held at Seppelts Winery with all types of entertainment through the afternoon.

More details next month. Any Questions on the event ring Simon Fitzpatrick on H (08) -260 6408 W (08) 204 8826

FUTURE EVENTS

FUN CAR RALLY VIC.

Two unmentionable people within the club are organising a fun Register car rally for members who would like a drive that does not go that far out of Melbourne but does introduce you to a few areas you might have not been too before. To be held early mid year!.

SOCIAL DRIVE VIC.

There will be a day organised mid-year for a drive down to Mt Martha area, so keep your eyes peeled of more details in the future.

ANY QUESTIONS THAT NEED
TO BE ANSWERED RING

PAUL
439 9924



WILSON RESERVE NORTH BRIGHTON MALWAYS REF 67 E 10

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