

THE 15 17 ReVIEW

REGISTER

OF AUSTRALIA & INTERNATIONAL

CONTENTS

- 1 French Car Day Vic
- 2 French Car Day Vic cont..
- 3 A Note of the Editor
- 4 Magazine Story
- 5 Magazine Story
- 6 Birth of a 17 Rally Car
- 7 Things for Sale
- 8 Register Racing

SOCIAL EVENTS

10th SEPTEMBER 95

FRENCH CAR DAY SA

This event is not to be missed where ever you come from. We are to have a good turn up to this event. We know it will be hard to come but this is going to be a victoria so any NSW, Canberra, ACT, calling to Queensland and the other states. (03) 941 1585 for further information.

*** NOTE THE NEW MAILING ADDRESS ON THE BACK PAGE**

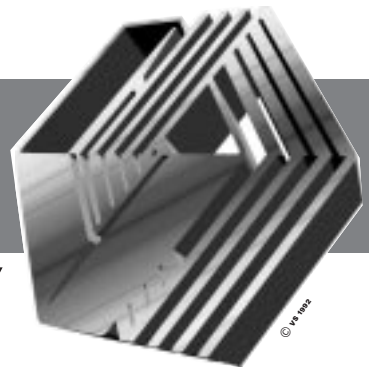


PICTURE ABOVE:

Everyone looking around the cars, we had 9 cars turn up which was not bad for the short notice.



1 PAGE



Dazed and Confused

French of Vic Car Day 1995 Style

By Simon Fitzpatrick "8G-Man."

March 25th 1995

The 1995 French Car Day presented a wide choice of vehicles in which Matthew and myself could travel to Melbourne. Unfortunately none of our vehicles made the final selection. Matthews' new Lotus Europa and trusty 17TS were in sympathy with each other with cooling system troubles. My newly acquired R8 Gordini was also suffering from cooling system problems. The final selection of cars was my R4 Van and R12 with Matthew's parents' Fuego on offer. The Van was quickly ruled out, as the challenge had been successfully undertaken last year, and the R12 was not considered stylish enough by Matthew.

Thus it was the Fuego that transported twenty-three 15/17 rear window louvres, and half of Phillip's 17 convertible motor. A leisurely eight hours later, it was considered the quietest trip we had done.

Unfortunately, due to a combination of problems and lack of time, the motor that we had envisaged installing for Phillip in time for the French Car Day did not eventuate (another story for another time). However Phillip appeared pleased with the new piston/liner set and rods with reground crank and all new ancillaries ready to be installed in his block.

Saturday 25th March 1995

The first job of the day was to remove the cylinder head and engine from Phillip's convertible, so that he could dismantle and replace the worn parts. It was then off to see Volker and deliver the louvres. Volker was in the process of making his 15 friendly to the environment, and reducing the slight oil consumption problem, due to excessive crankcase pressure.

In the meantime Paul mobiled us to tell that he was preparing his secret weapon R8 for Sunday in the absence of a 15 or 17. A party was to be held by Paul later that evening.

On arriving at Paul's house, the party was in full swing, with Jason and his friend from Sydney, Michael and Paul all viewing an Anniversary Alpine video. Phillip and his friend arrived later. Paul could not be convinced to drive the secret weapon from its storage to his house, notwithstanding that the car was unregistered, uninsured, slightly noisy and quite illegal. It was not until the next day that that we would see and hear it.

Sunday 26th March 1995

Early on Sunday morning, Paul collected a trailer and returned to gather willing helpers to collect the Secret Weapon. Unfortunately the willing helpers were still in bed or otherwise disposed. Michael was deemed too clean, thus it was I who was the privileged one to help Paul in his task. Later, I did not consider the task of being towed behind the Peugeot, which was towing a car trailer, which was in turn towing myself in an R8, with flat tyres and fogged windscreen at 50C a true privilege. Paul removed me from the car to drive the Peugeot so that he could start the R8, a feat that he achieved. Phase 1 was completed, Phase 2 involved getting the R8 with 8cm of ground clearance up on a trailer with shorter than usual ramps. First a crossmember got caught, then the gearbox, finally the trailer was unhitched and tilted to winch the car on and get it perfectly balanced.

On arriving back at Research, a small crowd had gathered to view, in surprise and astonishment, the secret weapon. All remarks were not entirely complementary.

We proceeded to the venue of Brighton in a convoy of Jasons 17TS, Michaels 17, our Fuego and the Peugeot-R8 Combination. It appeared that we were driving in circles, then Michael performed a quick left turn while Paul proceeded straight ahead. We followed Paul, who had choice words to say about Michael, and made the first of a dozen U-Turns and sixteen stops and starts. This prompted Matthew to become agitated and comment that it must be Bananaland, while questioning how long these people lived in Melbourne.

On arriving at the venue, we were glared by the numerous vehicles already on display. The 15/17 Register was there in force, with at least nine members and cars present. Among other Renaults was an R8 Gordini, at that stage leading the historic rally car

Story continues.....

HANDY HINTS

BY **Mathew S.A. Bowden**

R15/17 Heater Hose

After perusing many photocopied articles from various magazines, I finally discovered just where the little seperator clip fits on the heater hoses. It seems to attach on the engine side of the top hose bleeder T-piece, and then connect vertically down to the bottom hose. I found the heater performance to be much improved after this clip was installed correctly.

R15/17 Heater Valve

After much head scratching and searching without success for a working R15/17 heater valve, "Peasant" Simon managed to source a Peugeot (!) 504 heater valve which will bolt straight on to the heater matrix. It has a vastly different angle for the hose inlets/outlets, but with some extra hose it could be made to fit. Since then, Peasant Simon has sourced a brand new R15/17 heater valve, so I am not using the Peugeot one, but the Peugeot one seemed to have superior flow characteristics.

R15/17 Headlights

They are the same as R4/R8 and round eye R10 headlights • "No they're not says another source, the argument is on! Ed".

R15/17 Number Plates

In South Australia, number plates can be made to fit the original mounting points for the wider euro plates - when ordering I gave them the dimensions, and it cost me an extra \$10.00.

R15/17 Front indicators

Even though the left and right side front indicator lenses have different part numbers, they are reversable, but rotation of the alloy seperator is neccessary - just pull it out and turn it upside down.

WHOOPS!!!

In the last issue we made reference to Ben's 15TL coming from New Caledonia, well we were wrong. I admit it, it was my mistake, so here's the truth. The car came from Belgium, then it lived in Greece, number plates being 5292 TT75. As the previous owner liked it so much it came to Australia to live, where it lived happily ever after. End of story I hope.

To whom it may concern: fine print

It is to be known forthwith and forevermore, at least until notified otherwise, that Simon Fitzpatrick's previous title of "Peasant" has been deleted, purged, expurgated, removed and/or erased. Due to his recent purchase of an R8-Gordini, this being a vehicle more towards the spirit of this fine organisation (being the Renault 15/17 Register of Australia), his title has now been declared "8G-man". Any further references to the aforementioned person in this magazine or indeed in any context of the Renault 15/17 Register of Australia may optionally acknowledge this title. Or not. Whatever.

The French Car Day of Victoria 95.

CONTINUED

championship. A heavily modified square eye R10 with 5 Alpine motor, Caravelle S, R6 from S.A. and 16TX (an ex S.A. car now in immaculate condition). Alpines were also in abundance, with GTA's in V6 and Turbo forms, A110 V85 (for sale thru Alpine Affaire) and an electric blue 5 Turbo 2, among other A310's.

Other interesting (non Renault) cars were a Citroen Big 6 convertible, among numerous DS's, GS's and BX's with several ancient and modern 2CV's. Peugeots were also present with numerous 504 V6's, 203's, 403's and 404's with a Pininfarina 404 convertible also putting in an appearance. Later in the day two Bugatti's appeared before their pilots could wait no more to enjoy their driving experiences further and soon departed.

The day was drawing to a close, it was decided by the 15/17 contingent, that a quick drive to Arthur's Seat was in order. In the excitement and haste that followed, it was not noticed that Robby in his 16 and Volker had been left behind, this led to everyone stopping immediately, and choosing who should retrieve them. A distant Weber roar was heard, it was thought that it must be Volker, then out of the distance came a 16 charging at great speed, Robby was soon followed up by Volker. They realised they had been left behind, and had to travel rather quickly to catch up. (Enough said)

Arthurs Seat is located approximately 60 km south east of Melbourne. It is a public road leading to a lookout over Melbourne, and is also used as a historic racing hillclimb track. This was the reason for our trip. In fairness to Matthew's parents' Fuego, we proceeded carefully, but briskly trailing Robbies 16 "G". Robby soon left us in a mixture of oil and tyre haze from the 16 and preceding cars. At the top everyone waited for their cars to recover, while trying to determine whose car belched most smoke. It was decided that Volkers special EPA approved tube was the main culprit.

The gathering then adjourned to the nearest Pancake Kitchen for nourishment and to swap stories and compare war wounds with each others car.

As a suitable encore to the days events, Chris, who was driving with Wendy in her 17 attempted to do the Biggest Burnout in the World. He succeeded in breaking the safety tabs on a driveshaft, leaving them immobilised at traffic lights. The driveshafts had been specially modified to accommodate the five speed box in her car by sleeving them. This appears to provide some protection to the diff. It is much easier to change a driveshaft than a diff!

Monday 27th March 1995

Volker and Michael took Matthew and I on a quick shopping trip and tourist walk around Melbourne.

Tuesday 28th March 1995

Our alternative return route to Eudunda which was to be a quiet, undemanding trip, caused Matthew great distress. He has earned the title of Mr. Danger to Society, for yet again attracting attention to himself by doing 120km/h on a straight wide road 80km from any town, by a policeman with a radar gun and chair.

Thanks must go to Paul for letting us trash his loungeroom and use his facilities again.

Thanks Paul.



PICTURE ABOVE: The crew at Arthurs Seat.

PICTURE RIGHT: Loading Paul's rather low eight, 1. see the human jacks lift up the back of the 8 on the trailer.



PICTURE ABOVE: Adams 1600cc powered 12 or is that a 17 sedan with a rollcage.



El Presidente's Views

By our beloved El President'e

His message to the Masses.

Hi folks
Yes we are still alive, yes I know it's a long time between drinks. But what can you do when the President, Editor and others are fully rebuilding their cars.
As you have all read about the French Car Day "Vic", you can see it was up to it's usual standard of control. Yes that is me in my half finished R8 rally car which is one of just many, they seem to breed when I'm not looking. Any way we are thinking of a go kart day when the weather improves as well as being invited to participate in the Motor Magic 2 'Barwon Park' mansion, Winchelsea Via Geelong. We were in this event last year and had a very successful day. If you are thinking of going to the last GP to be held in Adelaide this year, then get in contact with me as we are going to drive in a convoy again. It went well last year and makes the drive across a lot safer for everyone, helps against the roaming truckies doing 140kph.
To some bad new now, we all hope Jayson Hantos from NSW will get full movement out of his fingers again, it was after a front spring from a R20 attacked him, this should give you people some idea how dangerous changing front springs on Renaults can be.

I hope to see you on the road soon.

Paul
GROOME

A Small note from the Editor

Well Guys you will not have heard from us for a while but as you have read a a lot of members have been slowly restoring their cars, the other major reason has been because of the French decision to Start up the Nuclear testing in the Pacific. I have because of this action, heard of a few French cars being attacked by kicking in guards and various cars spray painted, also featuring on National Television ABC News was a R17 painted Blue, White, Red. After some posturing it was destroyed by the crowd in anger in Canberra, also destroyed on television was a R12 in a similar way in Victoria I think. Anyway we have been keeping a low profile and as I don't agree with the actions of some fundamentalists from Rent A Crowd I ask you to send your frustrations to the following address, don't let this stupidity translate to the cars that we love, **Embassy of France Ambassador Dominique Girard**
6 Perth Ave, Yarralumla, ACT 2600 Tel: (06) 216 0100 Fax: (06) 2216-0127.
So you will also see a letter from the All French Automobiles Association with their day having to be cancelled, Inside informants tell me that this was also because of the Anti Nuclear Protesters wanting to disrupt the day and with all sorts off very rare French cars turning up it was decided that the risk of damage would be too great. I hope in the near future we will be able to display our cars publicly without any threat of damage, and hope next year that we can start to exhibit the cars that we have all worked so hard on.

Well apart from that problem, that will keep me close to the ground, things have been moving along well, We in the Victorian Chapter would like to hear from members who have not turned up to one of the days around Australia or talked to any of our committee members as we are trying to find out who still has a car, as a few members, have decided to sell their cars and never got back in contact with us. We would like to know if you are still there or not, it is hard on us if you guys don't tell us whether your alive or not, we're not telepathic.

And of course if you have not heard from us for a while then we're either waiting for your articles/letters to reach us for a next magazine, or we're just sitting here wondering what to do next, but there is one certain thing, we are here and have not disappeared unless a UFO has decide to abduct us, then you wont hear a thing again.

We hope to hear from you soon.

French Car Day Pictures



PICTURE ABOVE:

A Metallic Grey GTA Turbo in front with John Hardy's GTA behind.



PICTURE ABOVE:

Colin's Electrifying Blue 5 Turbo



PICTURE ABOVE:

Wendy's very sexy Red A310 Alpine. No relation to Wendy on Page 7.

THANKING YOU & FINE PRINT

Thank-you Adam and Ben for Editing the mag, Ian Richards, Simon Fitzpatrick Adam Schonekas for sending in the stories and Matthew Bowden for Handy hints. Also. Thanks to everyone who attended the French Car Day of Victoria. To myself for almost going mad typing out the article but then of course I have to thank myself again for constantly chasing you slack bastards for articles as without me this fantastically designed review would not be possible. I award myself \$1 million dollars for doing such a good job.

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.

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.

French Car Day Pictures



PICTURE ABOVE:
The 1300cc A110 With full roll cage inside.



PICTURE ABOVE:
A very nice and sleek Citroen DS.



PICTURE ABOVE:
Brown 17TL Who's is it?

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 President'es 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.

Magazine Article Buying Secondhand Renault 15/17 Buying Secondhand Renault 15/17 Retyped by your Editor. Autocar, 8th January 1977

The nice thing about going into the secondhand car market for a coupe like the Renault 15 or 17 is that you usually buy status without the expense, and performance without too much complication. The Renaults, like the Capris and Mantas with which they compete, are stylish and compact packages, hiding mainly utilitarian mechanicals.

The Renaults are easy to classify, as they fall neatly into an accepted European type of car. This class is usually a two-door or three door coupe, can seat up to four grown-up passenger (but sometimes in a frankly two-plus-two seating layout), can almost be insured as a saloon car. and can usually be serviced and maintained like one. Often only the styling and fittings are special and unique. The dealers' mechanics have no problems in dealing with them.

In the 1960's, cars like this were rare, but now most manufacturers seem to sell one. The Ford Capri is the most typical market leader, though others like Lancia, Opel, Toyota, Volkswagen - and Renault - all have strong contenders. It is a well-stocked and interesting market sector, offering plenty of pleasurable choice for buyers.

How the Renault 15/17 evolved

Renault, Like their rivals, took several short cuts when evolving this range. On the other hand they, as masters of the art, indulged in "Mechanical Meccano" rather more seriously than most. The basis of the cars is the Renault 12, and they have been on sale in France since the autumn of 1971. The first cars reached Britain in August 1972.

In spite of the smart and very useful three-door coupe bodywork looking very exclusive, it is in fact grafted on to the straightforward Renault 12 floorplan and suspension. This, compared with other Renaults, was unique in that its front-drive power pack had the engine placed ahead of the transaxle, whereas all the other cars had their engines behind the line of the front wheels. The Renault 12 was also the only model without independent rear suspension; in the 12's case a 'dead' axle beam was employed, with coil spring and radius arm suspension.

At this point, and it is important to the secondhand customer trying to sort out their alternatives, we have to begin to explain the various combinations. With Renaults it is more difficult than with, say, a Capri. Not only are there bodysell differences, and the expected engine differences, but special brakes and special gearboxes to be considered. The situation was made more complex because two models - the 15TS and the 17TL - were mechanically identical but with different bodysells!.

To deal with the bodies first - as announced, and sharing the same basic structure and lines, the 15s and the 17s were visually different. The 15s looked like three-door saloons, with long rear quarter windows and rectangular headlamps. The 17s looked more like high-fashion coupes, with abbreviated quarter windows and stylised quarter panels embellished with air-outlet grilles, along with twinned headlamps. There was the option of a sunroof, which sold well.

Mechanically the three basic versions were 15TL, 15TS/17TL, and 17TS. The 15TL, mechanically was almost exactly the same as the Renault 12 except that its engine was boosted to 60bhp from 53bhp (the Renault 12TS, which followed also used this power pack without any differences).

The 15TS/17TL engine was that of the Renault 16TS slightly boosted from 83bhp to 90bhp, and of 1565cc, but with one important difference. Whereas the 16TS unit was fitted "back to front", and close to the driver's feet, in the coupe installation it was ahead of the front wheels. There was no cooling fan problem as this was a thermostatically controlled electric unit mounted on the radiator. Because the 16TS engine had been completely turned round, however, the equivalent gearbox could not be used. Therefore as for the 15TL, a Renault 12 gearbox and transaxle, mated to 12 Gordini driveshafts (a model we never saw in Britain), was chosen.

The 17TS was a much more special animal. The 1,656cc engine was super-tuned with the aid of Bosch fuel injection, to no less than 108bhp and was surprisingly untemperamental for all that Mated to it was a five-speed gearbox as normally found on the 12 Gordini.

The other surprise was in the brakes. The 15TL used the normal disc from drum rear layout from the 12. The 15TS/17TL, however had the benefit of ventilated front discs (a very early production-car application), and on the 17TS these were linked to rear disc brakes into the bargain. The most important option was Renault's "own-make" automatic transmission, available at first on the 15TS/17TL only - it was added to the 15TL options list in 1974.

Mechanical specifications of all but the top-line have been remarkably stable and the 15GTL. for instance is still the same car today as the 15TL was in 1971. In January 1974, only 16 months after its introduction to the British market, the 17TS engine was enlarged from 1,565cc to 1,605cc with a cylinder bore change (77mm to 78mm). This sounds trivial, and was, but it was done to make the unit common with

those supplied to Alpine-Renault for their rear-engined machines; and the need for this, incidentally, was to take Alpine out of the 1,600cc competition class, and to allow them to enlarge their works engines to around 1,800cc which was the safe practical over-bore limit.

Only seven months after that the 17TS became the Gordini, again a marketing rationalization, more important in France than anywhere else, but without mechanical change. Finally, in April 1976, the rather clumsy range, with too many models often overlapping, was severely rationalised. Now there are but two versions available in Britain - the 15 GTL (effectively the old 15TL with different styling and revised interior), and the 17TS (an amalgam between the old 17TL and the Gordini). The Gordini with its special feul-injected engine, has been dropped, and the 1,605cc engine in carburettor form was enlarged to 1,647cc (by another trivial 1mm bore increase - to 79mm) to make it common with the 16TX unit. The new engine's power was 98bhp at 5,750rpm, with a more robust low-speed torque curve than before. We expect the car's performance to fall midway between that of the old 17TL and the 17 Gordini. These two cars, of course, continue in full production and are still very familiar to Renault dealers and new-car customers.

Testers’ viewpoint

With the first models, we rather objected to the obviously stylized facia and fittings, where looks sometimes came before function, and we are much happier with the revised models, which are not yet to be found in the secondhand market. The 1,289cc models are surprisingly fast and economical when an all-up weight of a ton (with driver ob board) is considered. The typically-French ride and handling are not at all sports-car-like, and there is considerably more understeer than with, say, a Capri. In this respect the car flatters to deceive. The three-door layout is very useful, even if the loading area is not easy to reach over the high rear sill. There is more rear seat space than in many coupes, though headroom is restricted. The 17 Gordini model we thought to be surprisingly flexible and untemperamental, in spite of its highly-tuned engine.

What to look for

Your first problem will be to find enough cars from which to make a choice. Renault 15s and 17s have not sold anything like as widely as the more mundane Renault saloons. The 17 Gordini (17TS before and after that name was used) is the rarest of all.

There are more than 400 Renault dealers in Britain, so there should be absolutely no problem in locating spares, and the expertise needed for service. Although the cars look exotic and “different”, it is reassuring to remember that the under-pan and basic suspensions are common with the fast-selling Renault 12, while engines are shared (in all but detail) with Renault 12 TS and 16TS/16TX models.

Remember that the 17TS Gordini variant has always been more “special” than the others - with its four-wheel disc brakes, five-speed gearbox and fuel-injected engine. This means that it will be that much more expensive and parnickety to maintain, and the spares prices bear this out. As with the Capri, of course, it is possible for a customer to tune his need to the models available. A 15TL or 15GTL, for example, is a much more pedestrian machine than a 17TL, even though it has a maximum speed in the mid 90s. Insurance premiums vary accordingly.

No British-delivered 15 or 17 is more than four years old, so none should be showing any signs of rust corrosion. Our experience of recent Renault models, however, suggests that rust proofing from new is well up to scratch. All cars brought into Britain have an extra Tectyl treatment on landing.

Unless status is important to you, buy a 15TS in preference to a 17TL, as the cars are mechanically identical, with the same gearing and suspension. The only difference is that the 17TL has the more sporting looking bodyshe'll-but is the price difference (see out Selling Price table) worth it? Generally specking the cars have no weak design points, through naturally the high-tuned 17 Gordini engine asks a lot of the basically Renault 12 transmission. Fortunately the current series of front-wheel-drive shafts are very strong and long lasting, just so long as the U/J “boots” **are still intact**.

Engines, in particular, last for a very long time, and even at four years old should not be in need of major attention. The 17 engine is a wet-liner unit, which means that engine overhauls should be simple and not to expensive. The gearbox linkage is better on this type of Renault, with its short connection to the box under the toeboard, than for other types with the gearbox away ahead, in the nose. Automatic trnssion cars are rare, and take some of the car's character away. We would not recommend such a combination - as a buyer will really be losing part of what he is paying for.

Be sure to consider the 15/17 as a nicely styled three-door saloon rather than a sports car, then you will not be disappointed. Sporting it is; a sports car it is not.

Milestones

Sub boxed section from 15/17 article.

Renault 15

August 1972 First imports to Britain of 15TL and 15TS models (announced September 1971 in France). Front-wheel-drive-cars based on Renault 12 floorplan. 15TL has 1,289cc engine and 60bhp. 15TS has 1,565cc engine and 90bhp. Three door closed coupe bodywork and sporting style.

Optional automatic on 15TS model April 1974, Optional automatic transmission became available on 15TL from August 1974: Rev-counter standardized on 15TL, and electric wipe/wash on all models. From April 1976 Range revised, rationalized, and re-styled. 15TS discontinued making it fairly rare, and 15TL becomes 15GTL.

Renault 17

August 1972 First imports to Britain of 17TL and 17TS models (announced September 1971 in France). Front-wheel-drive-cars based on Renault 12 floorplan. Both cars with 1565cc engine but 17TS has five-speed gearbox, four-wheel disc brakes, fuel injection and 108bhp, 17TL has 90bhp. Sun roof available as option on 17 models.

June 1973 17TS discontinued with original 1,565cc engine at January 1974 New version of 17TS introduced with 1,605cc fuel injected engine. From August 1974 17TL continued with minor changes including hazard warning system. 17TS becomes 17 Gordini basically as before with air horns and hazard warning system. April 1976 Range revised, rationalized and re-styled. 17TL and Gordini both discontinued and replaced by new version called 17TS.

New 17TS has 1,647cc engine 98bhp and single twin-choke carburettor, Rear disc brakes not fitted.



PICTURE ABOVE: *Main picture from the article. In 1974 form, the Renault 15TL and (frontal view), the 15TS.*



PICTURE ABOVE:
The "White Lightning" with Super Oscars on the front.



PICTURE ABOVE:
This rear view looks fairly normal but note the rear tailgate spoiler.



PICTURE ABOVE:
Lots of goodies in this pic, like the side rollbars and the Halda positioned in the glovebox to mention a few things.



PICTURE ABOVE:
This pic is good because it shows the roll cage and the way the harnesses have been mounted.

Hi fellow 15-17 Register members and friends,
Well the TL17 in a Rally, this was to be a trial into unexpected areas, after 15 months of re-building, swearing and apathy the car was ready.

One week prior to the rally I was to travel over the roads and forest area to help set up the spectators positions and the car sat & handled well beyond our dreams, so far as I could see there were no problems.

Alas the loggers moved in to clear the burnt trees from 2 months earlier so with them dragging the forest, the furrows were there to stay, also to add to the fun my suspension had settled to a stage suited to Oran Park Raceway.

Hopefully the 6mm sump guard would be doing it's job, thank god it did, at least we know now an 8 inch stump won't stop a Renault.

It was great to see Kevin Pullen from the Renault Car Club of Queensland to stop in and have a chat, also wearing the Register's t-shirt. We chatted until the drivers meeting was held & the storm also was looming in the background. At the moment the car is stock, it will stay that way for 4 months then I will modify it to PRC limits.

I am very impressed with its handling, it bites onto the road extremely well the koni's help, and also the toyo tyres help.

I have not yet stiffened the back springs to stop the seesawing effect, this will be done very soon. The demister system we found to be quiet inadequate so I'm going to see if I can run a demister on the front window. The roll cage is working well holding down flex movement to a minium. Hopefully out next rally will be in the dry so we should finish in the top ten.

Happy Motoring ***Regards Ian.***



PICTURE ABOVE:
Big Dave, my navigator keeping spies away, service crews in the background, look for the Trigogen?

PICTURE BELOW:
At least we didn't hit that stump.



French Car Day Pictures

PICTURE RIGHT:

Wendy's very clean 17TL, which was a 17TS until it was raped for it's choice parts years ago. It will return to it's former glory once they have found it's parts returning dignity and soul back into the car.



PICTURE BELOW:

The group that drove to Arthurs Seat after the French car day. There is Rob's very fast 16TS, Adams 17 powered 12, Micheals 17TL Boom Box, Johns blue 17TL, Wendys yellow 17TL, Volkers 15TS, Jason Hantos 17TS and the car you can't see ,because it is hiding is Matthew's Fuego.



THINGS for Sale.

From David Kirsa at the RCCV.

R12 Ideal for restoration or wrecking, immaculate interior, near complete. \$200 ono
R17 complete car. rust and dent free. Excellent condition, close to RWC. \$250 ono
Also Reno Boutique mudflaps, suit all 80'-95 Renaults, Never Used in box. \$45
Phone **Kieran** on 752 5783.

R 18 bits, like a 5 speed for your 15/17.

R18 Gearbox-5 Speed early type, R16 Alternator-Bosch, R16 update black headlight surrounds, R18 Dashboard assembly, R18 Rear axle inc brake drums, R18 cylinder head requiring rebuild plus some rocker assemblies for crossflow heads.
M.Southgate, Malvern East,
H-03 568 5352 W-03 644 4262

Fax from Euro World Canberra.

1975 R1302 R15 TS, the vehicle has been crashed down the right hand side but is still driveable and Registered. A second hand Guard & Door will be Included with car for \$1500.00 Neg.

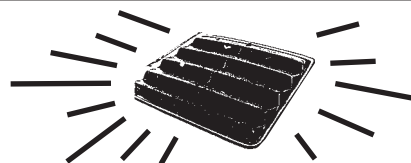
We also have just finished Wrecking a R17 and we also have another R17 and 2 15's for wrecking.

EuroWorld

Rear of 4 Wiluna St Fyshwick A.C.T.
Ph. (06) 239 2333 Fax. (06) 239 1414
Attn: Stephen Littlehales

*10 Stack CD Unit *

Because of the sale of my car I am forced to sell my Eurovox 10 CD stacker with Remote Changer. It is only 6months old and cost me over \$1200.00 so it is a bargain at \$650.00.
Ring Phil on 018 527 435



**DON'T BE CAUGHT
WITHOUT YOUR CHEETAH
REAR LOUVER.**

CHEETAH REAR LOUVERS

We have 15 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.

\$100.00

**NOW IN STOCK !!! JUST ARRIVED FROM
ADELAIDE, SOUTH AUSTRALIA.**

Advertisements



**Give us
a ring
if you are
interested
in the Auction
of our
Renault
17 TS**



**Ph-(03) 879 1961
We can help you with all
your repair and part needs**

RENO SPARES

New and Used Parts



**8 DISNEY AVE KEILOR EAST,
3033 VIC**

PH- 336 1602 , 336 4104

FAX- 336 7524

PAGE 7

EL CENTRAL COMMITTEE



VICTORIAN SECTION

Paul Groome
108 Thompson Cr Research Vic 3095
Ph- 437 1585
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

A.C.T. SECTION

Carne Rugless
20 Fishburn Rd Red Hill A.C.T.
2603

SOUTH AUSTRALIAN SECTION

James Armitage
31 Mathias Ave
Cumberland Park SA 5041

Mathew Bowden
Unit 6/113 Winchester St
Salisbury Park S.A. 5109

QUEENSLAND SECTION

Dr K M Pullen
GPO Box 1413
Brisbane 4001

AMERICAN ADVISOR

Warren Candy
2703 E Basslake Rd
Grand Rapids Minnesota
United States of America

U.K. ADVISOR

Steve Swan
2 Leny Rd Letham Perth
PH1 2EN Scotland
United Kingdom

ADDRESS

All Letters or Queries to be
Addressed to:
The Renault 15-17 Register
108 Thompson Cr Research Victoria
3095 Australia.
Phone (Aust) (03) 437.1585 **OR**
Fax (Aust) (03) 525 2207
Attention: Volker Schubert

Register Racing



By Adam Schonekas

The Supreme Dictator

Short Notice, gave the register little chance to muster attendance, for the Rob Roy hillclimb European car day challenge. This was also compounded by the normal Renault reliability, which left both Volkens and my car off the road.

Renault honor was upheld however, by the quick, Ex Bob Watson 5 turbo, now owned by Bill Hamilton which recorded a ? second fastest run, before a minor accident, which left the front end slightly re arranged, (the curse of the rear wheel drive Renault strikes again).

John Hardy, while driving fairly calmly to protect his Alpine GTA, recorded a 27.65 second fastest time, after consistently improving each run. Also present was a R16 powered R8, promising to be an interesting car, it suffered gearshift problems, resulting in the loss of second gear, a huge handicap on the uphill sections of the track.

Hopefully, as a number of members are now completing their cars, we will be able to field a comprehensive Register entry for the next event. Any one can enter, as long as they have a basic license, (information on how to get this will be outlined in the next issue), a helmet, add membership in a CAMS affiliated car club. Cars do not need to be modified, as a 504 sedan (an auto even), and a 504 stationwagon competed in the event.

These hillclimbs are a great day out with little danger of damage to your car, especially if you drive within your limits. However for those who like a more peaceful drive, I hope to see you on our next social day.

*Next year we will
hopefully have some cars competing,
apart from John Hardy who gave his
17TS a rest and took the Alpine. So
get your car into condition,
you've got a year!.*

ROB ROY Hillclimb 95 Pictures



PICTURE ABOVE:

John Hardy in his Alpine Renault GTA V6 just after the start, heading for the first right hand corner which has proven to be difficult for many a rear wheel drive car.

PICTURE BELOW:

Bill Hamilton in his Ex Bob Watson rally five which went well, until the Curse of the rear wheel drive Renaults struck, after some quick repair work he was back fighting.



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