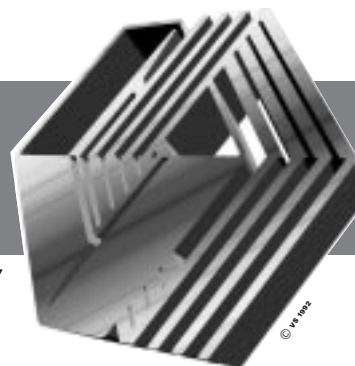


# THE 15 17 **ReVIEW**

## REGISTER

OF AUSTRALIA & INTERNATIONAL



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### SOCIAL EVENTS

#### **22nd SEPTEMBER 96** **FRENCH CAR DAY SA**

This event is not to be missed, as it is only held every two years, the day is always one of Australia's largest french Car days. Being also backed by Adelaide's French community this day has alot of different things to do than just car gazing. We are attempting to get a good turnout from Vic Sa Nsw Act, you can contact our president for further details as he has been to the past FCD of SA and will be able to answer any questions you have. Or ring one of the phone numbers on the A4 flyer.

See you in Adelaide

#### **COMING SOON NOV 96** **FRENCH CAR DAY VIC**

If you cannot make the French Car Day of S.A. then note this day for future reference. We will inform you a.s.a.p. about all the information you need when we get it. We would like a big turn out to this years one, so we'll attempt to keep you informed with plenty of time to spare.

**\* NOTE THE NEW MAILING ADDRESSES ON THE BACK PAGE**

**COOL**  
**ISSUE 6**



**1**

**PAGE**



## Warren and Scott's *From the* **Wordspromised land.**

By Scott Candy

Hi Remember us? We are the two fellows from the United States who just happen to be Renault enthusiasts and who also just happened to be at one of the Registers first social events. A great coincidence, I might add! Warren works for an electrical utility and Scott is a college student.

Our latest Renault purchase is a R5 GTL with body and engine modifications. It has apparently been set up for racing. It cost a mere 50 dollars and we were able to start it and move it under its own power within a couple days. We hope to race it in the future. But, this is the 15-17 Register after all, so I'll talk about that.

We own not one, but two R17 Gordinis. The blue one has recently got back on the road after a very long hibernation. This is the one I get to drive. Most of my friends say it is weird, but what do they know?. The most semi-serious work on the blue beast has been the front brakes, the pistons were both firmly seized. The second time they went faster. (Disassembling the caliper, pulling the piston, refitting the bloody seal, and persuading the piston back in.) We got better at it after the first trial. I surmise that the seizure was partly due to some of the cold weather we've had. (-20 below 0 F) Also one by one, I am replacing the tires. The tires are Michelin XZX and I have just bought the last two in existence around here anyway. They are very hard to find. For the most part the Blue is healthy and is soon approaching 90K miles on the Odometer. Now on to the special silver!

This silver 17G is one of a kind. It was used to promote the 17 Gordini here in America. Tommy and Bobby Archer's father bought as a Renault marketing experiment in 1978. The car was forgotten about and several months later showed up on their doorstep. We acquired this rare car by word of mouth. There are no mechanical problems with this one. It is quite solid. This car has a black bonnet, rear wing and also a front spoiler. Other features include Bilsten shocks, BWA mag wheels and a red interior. The marketing scheme failed but the silver Renault lived on. There are small cosmetic



**PICTURE ABOVE:**

Renaults in White in Northern Minnisota.  
(Look at those icicals coming of the front of the 17G.

**Story continues.....**

## HANDY HINTS

BY **Mathew Bowden** S.A.

No responsibility will be accepted for errors, omissions or consequences.

### **R17TS Disc Brake Rear Calipers**

Whilst changing the pads one sunny day, I discovered that the rear pistons do not retract in the same manner as the front pistons ie. G-Clamps don't work. After consulting the appropriate bibles, it was discovered that to retract the piston it was necessary to turn it with some suitable tool and the piston would screw in. This all sounded very dubious, and after half an hour and many bloodied knuckles, the pistons remained in their original positions. After a failed phone call to El Presidente, it was decided that perhaps moving the pistons by other means may release/engage this mysterious winding thing. Since the calipers were free of the handbrake cable at this stage, I pushed the handbrake lever arm inwards (slowly!) to free the pistons - slowly because I didn't want to accidentally pop them out! Anyway, after this they screwed in fine, and everything was hunky dory.

Footnote: El Presidente does not recommend this procedure!

### **R15/17 Sump Guards**

R12 Sump guards can be installed - they fit fine.

### **R15/17 Minor Rattles/Leaks**

Check tightness of all sump bolts if working under the car - also oil cooler hoses (R17TS/Gordini) tend to come loose and drip lots of oil. Crossmember bolts can come loose and cause rattles under the car. Gearbox mounts also regularly come loose on my TS - I find locktight helps keep them solid.

### **R17TS/Gordini Air Intake Hose**

I am currently using an air duct from a Cessna light aeroplane for this purpose - It doesn't compress under vacuum and is flexible enough to be easy to remove.

### **R15/17 Glovebox lighting**

The lamp holder and switch is interchangeable with a pre 1976 R12 glovebox light.

# USA



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

problems, like common bubbling of paint on the bonnet and around the wheel guards. The silver bullet doesn't go out on the road often. At the moment it is sleeping on the hill, but will be ready to come out of hiding when the snow melts.

The blue 17 is running happily. The only problems at the moment are the steering and small rust areas. The trouble with the steering is that it enjoys gradually drifting left while in motion. I have to gently persuade it to return to normal driving direction. (Any hints on this one, anybody?) We don't know how to fix it as the toe has minimal adjustment, and the camber is non adjustable. Also, the heater fan died. (Great timing) We quickly rigged in a small fan for the time being. A gruesome task of removing the whole dash lies ahead. Just to fix the fan!

Thats all for now from us the Renault fans in America. Keep up the good work everybody. We are quite impressed at your undying enthusiasm for these great cars!.

*Warren and Scott Candy,*



### **PICTURE RIGHT:**

Scott and the blue R17G in summer in northern Minnesota and also look at those nice very rare BWA mags. (Everyone note the American spec bumpers and the rear spoiler.)

## Warren and Scott's Words

### **From the promised land.**

**CONTINUED**

### **PICTURE BELOW:**

The Boswell Energy Centre Grand Rapids, Minnesota (in Summer Naturally) I'm the Plant Manager.



**If you can answer Warren & Scotts question just write to them at the address above**

# El Presidente's Views

By our beloved El President'e

His message to the Masses.

Being the first mag for the year, and unfortunately already being July and those of you who think you have missed a newsletter or three or that we don't exist any more well we do!

The reasons behind this is due to the dissatisfaction with my job (motor mechanic) so I have gone back to school to do yr 12 (vce). This has caused extreme stress and a lack of free time, but I only have myself to blame!(I think?)

My poor 17 Gordini now being 95 % finished, has now been sitting in the garage for close to eight months, and is now waiting for the holidays to come again, so I can finish the poor thing. (or those free seconds between cat and work requirements.) Well what else has happened so far this year, and since the last issue. Two Grand Prix have past and the last in Adelaide, and nuclear testing has finished, thank god!

Well the last Grand Prix 95 was great with a barrage of register members meeting up to bath in the glory of "supreme Renault power"!

As well, some of us met up with the F1 pit crew from Renault who worked for Benetton. Where we bought gear for ourselves (shirt,jackets and pants.) while Cary a friend from Sydney, who is a ex Renault owner (who now has no car at all) due to living in the inner city (which is not really a good enough reason if you ask me!) but back to the Grand Prix in Adelaide. Once the race had been completed with Renault winning as per usual Cary and I found ourselves in front of the pits,and were given the job of selling pit crew shirts, with little success. With the out come being, Christian (a Renault engineer) telling us that we were hopeless salesmen. Oh well, what can you do?. Cutting a long story short, we have been buying clothes from Christian for the past 4 years. In Adelaide I gave him a 15/17 T shirt which he seemed to find amusing. Then in Melbourne, thanks to the threat of protesters, security was very tight. So getting to the pits was nearly impossible!. Except if your name is Cary, and you are prepared, to try any thing, and usually he does. Some how he made it in to the pits on the Tuesday where, he caught up with Christian who let him go for a wonder though the back of the pits while they set up. (If I had known he was going to get in I would have wagged school! ) With camera in hand, I took some amazing shots, some we will have in the next mag.

As well as the Grand Prix, the Duttons rally was becoming out of control. With Volker's 15 needing a major rebuild on the last day. (Due to some unusual engine building techniques, leaving a lot to be desired!!) (Ed, Hi compression pistons, large valve low compression head equals 13:1 compression headaches). So I wagged school, to rebuild it myself in a day so Volker could finish the event the next day, what you do for friends!!!! Anyway the 15 looked great coming down the straight from my gold seat. (I had to add that in, sorry.) Anyway I could keep going but I will run out of room in my column for other stuff.

With the sad news that Renault are pulling out of F1, at the end of 1997, which is a little better than pulling out this year! The rumours around are that they are moving back into rallying, a works team or maybe even into Indy Car. With Volvo Australia now being the latest to drop Renault, and with nobody at the moment wanting to take on the role. Poor Renault in Australia, at present it no longer exists.On a happier note, there are two definite events, we will be attending. These will be both French Car Days. First being the S.A in September and second being the VIC, the one in S.A is the one to be at. So if you want to come, or want any info give me a call AH on 03 9437 1585.

*Paul Groome*  
Paul GROOME



## PICTURE ABOVE:

A member who will remain nameless, some people will do anything to get their picture in the Register Review, or is it the effects of driving a 17 TS. Oh what a feeling!!!

## 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.

## THANKING YOU & FINE PRINT

**Thank-you Adam and Ben for Editing the mag, Warren and Scott Candy from America, Peter Stoner for the 17 Sedan article and Matthew Bowden for handy hints again. Also Adam for his Racing Register article and to the members who'll be coming across to Adelaide for the FCD of S.A..**

## 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.

# Scoop 17S "Sedan" Pictures



## PICTURE ABOVE:

The front of the 17 S "sedan", look at the sporty front styling, we like the lights.



## PICTURE ABOVE:

Yes under that bonnet there's a 17 engine, and front suspension, it's a lot tougher car because of the additions by the factory.



## PICTURE ABOVE:

The 17 S next to it's cousin, it's has a similar sporty feel. Note the R15 front headlights.



## PICTURE ABOVE:

There is only subtle stylistic changes that can be seen on the car, like the Limited Edition wheels that give the car away.

# Found R17 Sedan 17S

A very rare 17 sedan Survival of a 17S Australian homologation special

Now this may seem strange, you're wondering what the hell is a seventeen sedan, "How come I have never heard of one!" I hear you say. Well we will tell you a tale of a small sedan secretly built by Renault Australia to combat against the likes of the Ford Escorts and 4 cylinder Torana's of the time. Renault had a great car, the R12 as we all know it, it had won Wheels car of the year here in Australia in 1974, but one of the comments were that these little French cars did not have enough power.

France had the 12 Gordini which at this stage was burning up the competition scene with the Rally prepped 17TS's, but Australia was lacking a power car like the 12 Gordini. As the 12 Gordini was very expensive to import, Renault Australia come up with a secret plan and decided to start up a program to develop an Australian 17 sedan, why 17 sedan you ask, it was to build onto the highly successful 15/17 range.

The 17S development started very early in the life of the Australian 12. In the January 1971 Wheels magazine, Rob Luck had stumbled on something he should not have seen. Possibly the first transplant of 17 monkey glands into the humble R12 body. However Australian Government regulations precluded the production of such a car, and the R12 had to make do with the 1251cc motor. (It is rumoured that the Government succumbed to pressure from Ford and GMH who were feeling the pinch from Renaults' motorsport success, as they had just won the 1970 rally championship. It is history now that a Torana GTR won the 1971 championship)

Following the editorial scoop of the year, the item was followed up in the February edition. Bob Watson demonstrated a 12S, rumoured to be on the lines of a R10S. No pictures were allowed of the engine, and in combination with the published 12 Gordini details it is possible that the car had 17 running gear. The 12 Gordini would be too expensive to produce, as it was LHD. The 17S conversion was considered relatively simple for a limited production run of homologation specials.

So Renault Australia needed to create the Homologation 17S and the 15/17 range offered that, thus top management decided to start developing a few test models, home grown in Australia the 17S was to use alot of the 15/17 mechanical's, such as larger front suspension like 17 vented discs, driveshafts and a 17TS disc rear end. A larger engine that was taken also from the 15/17 range, it was a 1565cc with the gearbox also being transferred. Various engine configurations were used with either single downdraft Weber and twin sidedraft Weber combinations. Other things were used such as R15 front head lights and various interior bits also where crossed over from the 15/17 as well.

It would be at this time that Adam's vehicle was produced, a more elaborate version with the Momo wheels and flared wheel arches. Most 17S prototypes were R1170 bodies with the oval plate between 230000 and 330000, being built mainly in 1971-72.

This was a bold move by Renault Australia's management as it would have created such a stir in the Australian market, till this day a lot of the former Renault Australia management will not talk about the project because once Renault France had heard about the project, and cost projections were calculated, the 17S was abandoned and the project was buried deep within Renault Australia out at Heidelberg. This was a fairly secret affair and when an ex-Renault Australia employee approached us with pictures of this strange model and some original documents to prove the authenticity of the project, we were stunned.

It was like the X-Files department had operated within Renault Australia. The man who gave us this information, wanted to remain anonymous, but he had told us that Adam's R12 was in-fact one of the 17S test models, after we had checked the numbers on the block and chassis we stood there stunned. We had indeed found a truly incredible car. Now the truth could come out, as he had been amazed to find the car had survived the dismantling of Renault Australia, this was when the manufacturing plant closed down. It was common knowledge that Renault had crushed and thrown most of its stock out. Various cars such as the famous R16's that had been rallied in the Round Australia Trial were repainted and sold as standard car so the public could not get their hands on them. Well a similar fate must of befallen the 17S and it was not until 20 years later that we are able to tell you of this amazing find.

Peter told us that Motor Motor Magazine in 1973, the heading saying "Renault withdraws from motorsport activities" they had speculated that at this time the Australian development of the 17S has stopped, most prototypes were crushed to hide the project. He had also said that due to the 12 Gordini not being a large success in motorsport, and due to the introduction of the 15/17 range, the 17S featured in the Sept 73 Motor Motor could have been the last gasping breath of the French management trying to inject life into the idea. That was until they stopped their 17S project and of course the Australian 17S project.

Have a look at the photos and the scanned in pages of the Sept 73 Motor Motor article which proves the authenticity of the car, this is truly a amazing find and in the near future Adam will have this car at French Car days so people can see this unique 17S.

Happy Motoring **Regards Peter Stoner.**



# Found R17 Sedan 17S

CONTINUED.....

## PICTURE BELOW:

Had Modern Motor indeed found the French hack that was going to give Renault Australia their idea, which would in the end be buried by their parent company. Did the French parent feel that their thunder was being stolen by Renault Australia, thus the only thing was to stop the project, we were told that the French tests ended up becoming too expensive, the Australian management had decided to cut costs by using the 12 shell, and adding various 15/17 parts. Adam's car demonstrates the use of parts and we think, it would have been a successful Australian Motorsport icon had the project gone ahead.



**Modern Motor exclusive**  
**RENAULT 17S**

Renault's first big car since the frigate model of the 1950s has a 17 engine, front-wheel drive and crams vast accommodation into a deceptively compact body.

The prototypes represent Renault's first bid at the big-car market since the ill-fated Frigate model was discontinued.

Until now, Citroen and Peugeot have had the field to themselves — but the growing prosperity of the Common Market has finally induced France's biggest manufacturer to get back into the fray.

The new car is unusual in many ways. Though shorter than its present European rivals, (the Consul GT, Citroen DS, and Opel Commodore) it is at least as roomy inside as the Citroen DS. Its front-wheel-drive is in the current Renault tradition, but the engine is not!

It is a 17S with overhead cam engine and it sits in front of the axle, which explains how Renault managed to get an incredible amount of passenger space into a body only 4.5 metres (14ft 9in) long overall.

Codenamed 17S, the model won't be launched until late next year — probably in October — but secret prototypes have been venturing onto public roads in the past few weeks.

The ones shown here were spotted by the spies of "Auto Journal", the French motoring fortnightly which has long been noted for its new-model scoops.

Styling is typically Renault, and in many ways the new car follows the basic lines of the Renault 15 and 17, designed at the Billancourt factory under the guidance of chief stylist Gaston Juchet.

There is even some resemblance to the R16 model, which inaugurated the new styling line 10 years ago — but the 17S bodywork is much more elegant than the rather utilitarian silhouette of the R16.

The 17S is very wide for its length, which also helps explain its roomy interior. Overall width is 1.8 metres (5.9ft) — same as the Citroen DS, and 15cm wider than the R16.

Overall length, at 4.5 metres (14ft 9in), is a whole 37cm less than the DS, yet the length of the passenger compartment appears to be much the same; and Renault's stylists have avoided giving the car a stumpy look by sloping the front and rear screens.

Although the engine sits ahead of the front axle and is fitted lengthwise, not transversely, the front overhang is not excessive. This layout has enabled the designers to extend legroom

LEFT: Captured in action! One of the first R17S to venture outside Renault's experimental compound.

almost to the axle, provide a roomy parcel shelf at the bulkhead, and hinge the front doors just behind the wheel arches, giving very easy access to the front seats.

The back of the car is very like the R17 and has a similar top-hinged rear screen panel, with an exhaust vent on either side.

Front and rear overhangs curve upwards and are protected right up to the wheel arches by huge wraparound bumpers with inset lights. The prototypes caught by "Auto Journal's" cameramen had rectangular headlights, but a model with four round headlights has also been seen.

Like most present-day cars, the R17S offers excellent all-round vision through large glass areas. It looks best in profile, and the recessed, vertical door handles add an unusual touch.

The overhead cam engine is manufactured in a new factory in the north of France, set up to produce engines for Renault, Peugeot and Volvo. The basic unit is being tested with some prototypes of Kugelschreiber fuel injection.

Suspension is independent all round, with torsion bars, which should ensure good handling and a soft ride similar to the R16. The car has disc brakes all round, too.

The 17S has no sporting pretensions, but it should prove to be a fast, comfortable, easily-driven highway machine. Top speed will be at least 180km/h, (112 mph) with handling and braking to match.

A home price of around 25,000 francs is forecast; this is around \$A4200 at the present rate of exchange. Comparing this with the prices of current Renault models, the car should retail here at around \$8400 — but don't expect to see it in Australia.

COLOR PAGE TOP: The profile of the new Renault 17S emphasizes the aggressive sports look which betrays the roomy, Amouline-style interior. BOTTOM: The tail-end styling follows current Renault styling trends closely.

MODERN MOTOR — SEPTEMBER 1973

**Don't forget the French Car Day S.A.**

22nd September 1996, Adelaide South Australia, this day will be huge, it is only held every two years so the turn out is always good, we are now informing you, our members of this event. There will be a convoy going from Victoria, so check out page 6 or the A4 flyer for more details.....



## Addresses for parts suppliers



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We can help you with all  
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FAX- 9336 7524**

This will be one of the Register's long awaited event's for 96

# French Car Day S.A.

22nd September 1996

Highlights: Scenic drive from Adelaide to Seppeltsfield

- French Cuisine
- Music
- Petanque Demonstrations
- Childrens Entertainment, including face painting
- Popular choice awards
- Winery Tours

.....and more!

As part of Motorfest, this year, it is being held at the picturesque Seppeltsfield Winery in conjunction with the French Community.

Come along to the All French Automobiles Day!

**Calling all members!**

**S.A. N.S.W A.C.T V.I.C T.A.S**

Matthew Bowden for more details like accommodation.

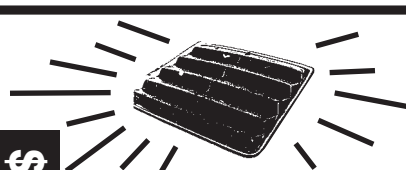
to get a good turn out, for more info contact Paul Groome or

so by giving you guy's a advance warning we hope

## **“Expressions of Interest”**

Recently due to the amount of people restoring their cars, it has come to the attention of a few people in the Register that fibreglass front guards would be a good thing. Mainly for their anti RUST qualities but also for their lightness. So we have gone forth and investigated the options. We could get them from overseas but shipping would be a problem and quality could not be assured, so we have contacted a local fibreglass maker. He has a very good reputation and he has offered to produce them, as long as we can get 5 to 10 people to order a set of guards each. They will be \$200 each and this will offset the cost of the moulds, it sounds alot but when a new guard costs upwards of \$400 for one side and they still rust, well the fibreglass ones sound quite good. Ring Paul on AH 03 9437 1585 or Volker on AH 03 9874 3408, to tell us wether you are interested in ordering some fibreglass guards.

## **Fibreglass Guards**



**\$100.00**

**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 Groome about purchasing your Rear Louver.

# Register *Racing*



By Adam Schonekas

## The Supreme Dictator

### ROB ROY *Hillclimb* 96 26 May

The first Interclub Hillclimb challenge at Rob Roy, saw the largest turn out of Renaults so far, battling it out against other makes such as M.G., BMW, Peugeot, and even a few Japanese makes.

The Renault flag was waved by Colin Stark in his 5 Turbo2, John Hardy in his Alpine A110, Dave Kavanagh's R750 Gordini and Glen Gipprich (Best guess Glen), in his 17 TS.

One notable absentee from the Renault stable was Phil Sethna and his A110, instead Phil turned up in his homologated Mazda 323 Turbo 4WD, (Shame, Shame, Shame), which while still a quick car, will never amount to a wheelnuts worth of car against a Renault. (Incredibly biased view there from me)

Colin and John both posted impressive times, Colin improving from his first runs to clock a best time of 25.46 seconds for the day, while Glen was impressive on the hill, until his spin on turn two, which left him with a badly twisted front wheel.

The day provided a number of minor accidents, and one truly spectacular one, with a Nissan GTR Skyline attempted to break itself in half on the armco, after leaping almost six feet in the air. Other noteworthy displays of non-adherence to the track were from a Healy 3000, which tried scrub clearing in a whole new way, an MGB (Well what do you expect), and a Berkley (Hands up who's ever heard of that one), a tiny front wheel drive two stroke, which sounded like it had chewed up and spit out its motor, after snailing its way to the top of the hill.

The absence of Volker's R15 Gordini (Yes I know it's not real, but what else could you call it), was very, very, very disappointing, but we can almost forgive him, as the car was being resprayed again, after its adventures on the Dutton's Grand Prix Rally.

I hope to see every one at the South Australian French car day, if I'm not snowed in, in my bush retreat.

We would also like to offer our support and thanks to the MG car club, for running a very professional event, and for allowing us to participate.

## The Supreme Dictator

### Tips of the Year 96

#### Leaking Problems

Has anybody noticed a strange water leak, appearing on the drivers side floor ? After tracing my personal leak, I finally discovered that water was entering through the wiring loom grommet in the firewall. Water was getting to this grommet because I had foolishly decided that the Renault installed rubber drainage tube from the scuttle panel was an unnecessary luxury.

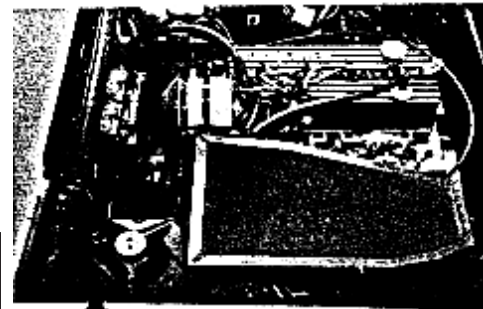
#### Air Ducts / front brakes for 15/17

Following the PF Engineering Race modification handbooks advice (and copying Volker) I have also made brake air ducts, the effects of which have to be felt to be believed.

Advice on manufacturing these can be obtained from either Volker or myself.

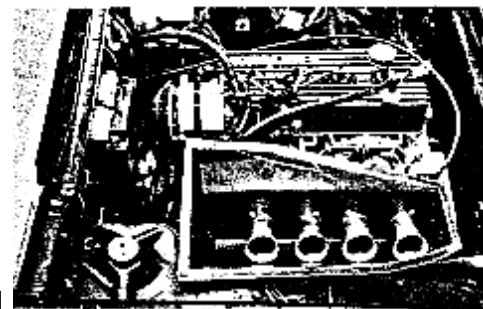
## Works Rally *Twin DCOE* *Setup* Pictures

These are from a fairly stuffed old magazine review, but if you are putting twin Webers on maybe it will give you some ideas.



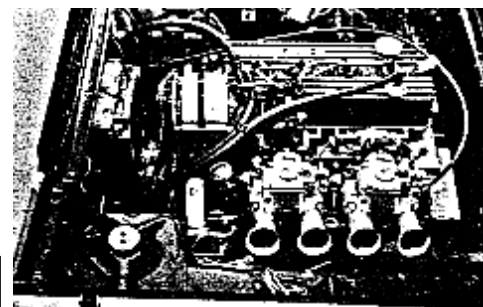
#### PICTURE ABOVE:

The front of the 17 Works rally car with the air box for a twin weber set up



#### PICTURE ABOVE:

The box attached by the Weber ram tube holding nuts.



#### PICTURE ABOVE:

The weber set up with the box slipped out, we think it attaches to the weber mounting bolts.

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Lot 1 Abelia St Nunawading 3131  
Victoria Australia.  
Phone (Aust) (03) 9874 3408 **OR**  
Fax (Aust) (03) 9525 2207  
Attention: Volker Schubert

Parts for sale.....

Are you trying to **LOOK** for that **odd** Part  
for the inside or outside of your prized 15/17!.

**This sale will last until 16 Oct 96 as I will  
not be in Australia after that. Thank you**

**Ph (ah) +061 03 9763 8460 Ask for Chris**  
**Ring after 6pm weekdays or weekends**

Springs  
Doors  
Bonnets  
Dashes  
Pedals  
Seats  
Suspension Bits  
Trim Bits  
Lights

## End zone

So you've reached the last page, now you can have a think about whether or not you can make it to the French Car Day in SA, but if you cannot remember that the French Car Day in Victoria will be held later in the year. We would like to see you there, but in the meantime you can contact us on the phone numbers to the left. So until we meet you at one of the days remember we *are* out there and we hope you'll look forward to the next magazine, later this year sometime.

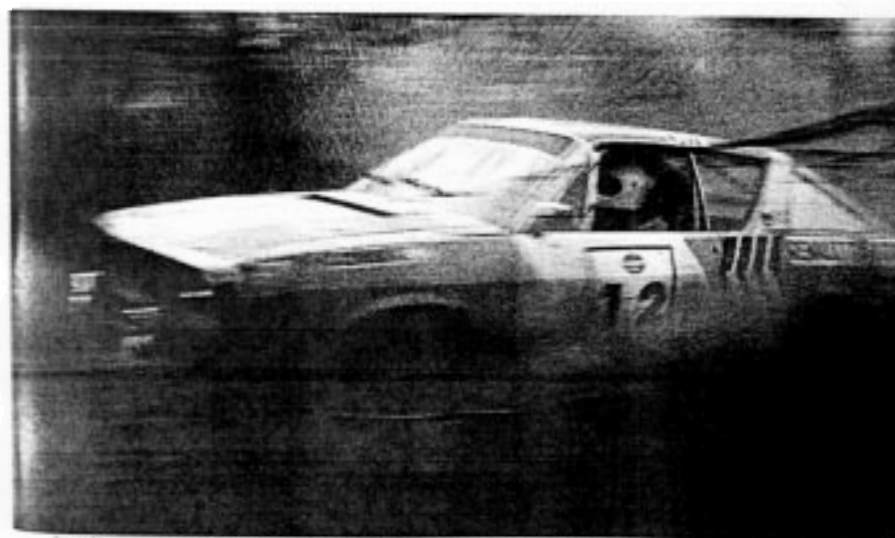
# Renault Gordini eats up 1134 mean miles to win America's most gruelling endurance rally.

The competition was fierce. But the Renault 17 Gordini factory team triumphed. Beating the Fiat and Lancia factory teams as well as a Porsche Carrera and a Datsun 240Z to win 1st, 3rd and 6th place in Gordini's first attempt in the Press On Regardless Rally (Oct. 30-Nov. 2). The only rally in America that's part of the world championship series, just as fierce was the course itself. 1,134 miles of treacherous timber trails and rough, rocky roads through the wilds of Michigan's Upper Peninsula. Out of 64 starters, only 26 finished.

But we had front-wheel drive to pull us through muddy trails. Rack and pinion steering and steel-belted radials to hold us through twists and breathless turns. And our factory prepared, modified Gordini engine with 5-speed transmission to power us over every punishing mile.

Prove to yourself what a tough performer the Gordini is. Test drive the road version on the toughest roads you can find.

As the competition in the P.O.R. rally discovered, it's a hard car to beat.



For information on the Gordini or our line of Sedans and Station Wagons write Renault, Inc., Englewood Cliffs, N.J. 07632

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