

THE 15 17 **ReVIEW**

REGISTER

OF AUSTRALIA & INTERNATIONAL

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SOCIAL EVENTS

Keep an Eye out for the following Events

European Car Day-Adelaide SA

Sunday 2nd November 1997

*More details soon as we may get a
convoy to go accross to SA.*

French Car Day Victoria

*Well it'll be later this year, just to
remind you, around November.*



People and there Cars: Here is Adam and his
R12G at the Arthurs Seat Lookout.

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



LOST AND FOUND

By Sean Cole

from a 17

Words Gordini owner

A story of a lost and then refound french love affair.

My first french affair was with a r10. this tough little machine was thrashed, motorkana'd and generally pushed hard, but just kept on going. this gallant performer was traded in on an elegant metallic silver thoroughbred the pinnacle at the time of french automotive endeavour in aust. the time was 1975 and the car was a 17tl. this car was also pushed hard. it performed well in motorkhana's but was happiest on the open road, cruising at 75mph,(the speedo was still in mph) many a trip to swan hill and other parts of the state. it was driven on my honeymoon on a tour of the state and never missed a beat. it suffered the impact of the wheels hitting a pot hole at 75mph, that should have ripped the front off, but only dented the wheel rims back to the boss so that the tube could be seen under the beading. the front left was swapped with the spare and i continued my journey. when it came time for repair i had two left wheels that needed re-rolling. alas, in 1978, with the advent of an impending baby my pride and joy was deemed too small and awkward. with much regret this fine car was traded. the speedo said in excess of 75000 miles, but it would still pull 100mph without any fuss. someone in ballarat got a great car at a great price. me? i got a r12 s/w that was flogged unmercifully and still survived. growing family meant a change in vehicle size. the 12 gave way to xb-xc ford wagons., but my heart was still with the 17. so was my wife's. i vowed i should never have got rid of the 17 and would get another if the chance presented itself. 18 years later, 1996, my prayers were answered. sight unseen, until the day i picked it up, i became the owner of another 17. not just a 17, but a 17g. dressed in the trade mark colours of the marque, bright yellow, it was like fitting into an old glove. the 5



PICTURE ABOVE:
A picture of Shawns R17

Story continues.....

HANDY HINTS

BY **Mathew S.A. Bowden**

R15/17 Water leaks general

Check under scuttle panel for rust holes which leak water through into the front pillars and cause rust at the base of the pillars. Also check the wiper motor bracket for rust. Scuttle drainage pipes should be cleaned regularly to avoid build up of water in the scuttle area. Check and clean all sill drainage holes and door drainage holes. Check the seals around the rear taillights - reseal if necessary to stop water passing into the rear double skinned panel. This may have a side benefit of reducing exhaust odours. Check that the hatch seal is positioned correctly ie. the split in the seal should be located at the bottom centre just behind the latch. If a louvre is fitted to the rear window, and the hatch is raised whilst the louvre is wet, water pools at the top of the hatch and travels under the chrome trim strip, through the spotwelds and into the hatch box section. This can cause rusting in the top edge of the hatch. On a 17, the fixed rear quarter window seals appear to shrink from age, and a gap may appear up to a 1cm wide. This can be plugged with silicon.

R15/17 Electric Windows

The electric window switches can be substituted with Fuego switches - these are a better switch (they are a microswitch, not a leaf switch). In summer, be careful of the switch base surrounds on Fuego switches as they are made of metal and get very hot! Electric windows gearcases can be rebuilt with brass gears, also R5 Gordini gearcases fit fine and seem to be of a more durable construction.

R15/17 Ashtray lighting

Virage ashtray mounts can be used if the original one has lost the ambient green glow. The light holder appears to have been redesigned on the Virage to be more durable.

R17TS and Gordini

The Fuel Injection computer can be held in place with two preserving jar rings rather than the elaborate and yet to be seen original rubber thing.

R15/17 Boot and rear seat lighting

Same as R12 Boot lights.

**Remember FCD Vic is on
Sunday 16th November 97**

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LOST AND FOUND *from a 17* **Words Gordini owner**

By Sean Cole

speed box took so getting used to, as did the clutch, but the driving position seat and controls were like i had never been away. what a car!. used now as my means of transport to and from work, about 20k per day, it is treated with a little more respect than my first, but when asked, it can very quickly get to speeds where if caught you kiss your licence goodbye. the day i brought her home my eldest son (16yrs) said, "when your dead dad that's mine!. the french affair continues in this household.

If anyone knows the fate of lpw581 could you please let me know. last seen in car yard in ballarat in 1978.

Contact me at:

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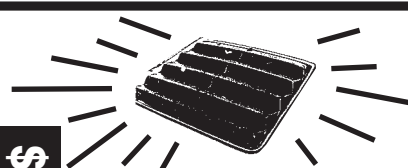
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"Expressions of Interest"

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, Mob 015 090 608 or Volker on AH 03 9874 3408, to tell us wether you are interested in ordering some fibreglass guards.

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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.

El Presidente's Views

By our beloved El Presidente's His message to the Masses.

Well the Melbourne G.P was a great start to the year, with the car display at the track, which was commended by the G.P corporation. Which had a good show from the register, as well as many other modles, there are some photo's from this event through the mag, aswell as photos and a write up of the event by Simon Fitzpatrick, from last years french car day in vic that was a great day that ended up with a drive to Arthur's seat.

Due to the time availibilty, (slackness some would call it) I apologise for the time between magazines, but you don't pay a membership, so be graetful for what you get! Many of the phone calls I have received over the last couple of months, was about wanting to sell there teens (17/15), due to there heaters not working. Well for all those owners, I will try and give you a simple step by step way of making it work, this is not a garanty fix, but I have had a 90% succeess rate, so all you can do is try and see!

1. Make sure that the heater tap is turned on, this can be done by pushing the top leaver on the driver side, towards the driver (fully).If the lever is very slopy make sure the cable is working, the easest way to check this, is by entering the car on the passanger side, putting a hand behind the central console, and feeling for two heater hoses and following it to the tap, to the back of the heater box. You will then feel the cable, with the other hand move the lever and see if it makes the tap operate, if not then try and pull the leaver towards you, by hand opening the tap, if all this fails, then unfortunately the heater box has to come out, (give your self 2 to 4 hours and be prepared to ask for help, not a nice job really!)

2. If you where successful in stage one, then start the engine and after a few minutes check to see if the expansion bottle's (to some a overflow bottle that it is'nt) coolant/ water leavel has not dropped, why you ask? well if the the tap has been closed for a long period of time, it can store air that can be dangerous if pumped in to the engine, if not checked for.

3. Once this is done let the engine warm and turn the heater fan on full, making sure that passanger top leaver is fully on the drivers side, the lower passenger leaver fully towards the passangers side, and the lower driver side towards the driver. If you now have hot air coming from the heater toward the foot wells, well done, it is allways a good thing to bleed the cooling system after this just to be safe!

4. If still no luck, then don't kick the car and walk away. Getting a little more serious, remove both heater hoses fromm the water pump, then making quiet sure that the heater tap is opened, place the garden hose inside one of the hoese to the heater, tighten the hose clamp, then slowly turn the water tap on, forcing all the mud and silt through the heater,and out the other hose, some times it is worth swaping the direction of the water flow,by changing heater the hose the water is forced into. The pressure then can be increased, once water flow has increased going through the heater box. Once the flow is steady and the water is clear, replace the hoses onto the water pump, and bleed cooling system, you now will be as warm as toast!!! happy winter motoring.

Paul Groom
Paul GROOME



Above: Paul's R17G in line for the drive to, Arthur's seat, **Below:** Paul at the GP Melbourne (front) with other register members.



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.



Above: The starting point of the FCD 96, there was a mix of cars, Alpine A310, Renault 16TS, Renault 4 from South Australia and 5 15/17's just out of the pic.



Above: Driving down from Mt Dandenong lookout, in a 15TL, notice the French Driving Technique on the Right Hand side of the Road! !!!



Above: A row of Caravelle and Florides, well they may be either, I can never tell the difference, but there were quite a few at the day which was great.



Above: As you can see there were alot of different Renault's, Fuego's, R16's, R19's, Dauphines, R4, R15/17's of course and plenty more.....

By Simon Fitzpatrick

After travelling 9.5 hours and 750 kilometres in my R4 for the purpose of the Victorian French Car Day, the foggy beginnings at Mt Dandenong Observatory were a bit of a dampener. The scenes more reminiscent of a European winter rather than an Australian Spring day. A various selection of hardy people and their Renaults made the preliminary gathering in preparation for the trip to Wilson Reserve in the beach side suburb of Brighton.

At 9.30 am, the vehicles headed off in convoy, with a 12 Gordini replica leading the charge, and my R4 bringing up the rear. At times speeds of near 80mph were required in the R4 to maintain contact with he group. In a scene resembling the story of the Tortoise and the Hare, the R4 actually reached Brighton first, due to the other vehicles having to quench their thirst at the nearby Fuel Zone.

The weather at Brighton was better, the sky was overcast, but there were intermittent patches of sun. Vehicles had travelled from Canberra, South Australia and New South Wales to attend. About 120 cars were on display with the dominant marque being Renault, and the dominant Renault model being fifteen R15's and 17's. Anyone could have been excused that Alpines were regularly sold in Australia with three A110's, two A310's, and two GTA's as well as an R5 Turbo 2 attending. Other Renaults ranging from 750's. Dauphine Gordinis, Caravelles and Florides, R6, R8's, R10's, R12's, R16's including a rare R16TS Special, R19's, R20's, R25's and Fuegos. The range of other vehicles was quite diverse with a Citroen DS 23 Cabriolet, and a Bugatti, which was regularly lapping the reserve with great verve.

The judging was quite hotly contested with several excellent cars being chosen, however for some unusual reason my R4 was selected as the Best Renault of the day. Some judges are easily pleased!

After the excitement of the presentation, the day was finally complete. However no Victorian French Car Day is complete for the 15/17 Register without the obligatory thrash to Arthur's Seat. A 40 kilometre drive to a road occasionally used for hillclimbs, which at its summit, gives a spectacular view of Melbourne and its suburbs.

My R4 again brought up the rear, although it was far from disgraced on the climb to the Seat, as it was baulked by a carefully driven R17! However the spectacular view from past years was not to be seen, as the day ended as it had began, shrouded in fog!

All that remains now is for my R4 to carry me back to Adelaide with as little fuss as the trip to Melbourne!



Above: A row of 17's, it was a good turn out last year and should be better this year.....



Above: Phillip's R15 Convertible, with it's custom cover that replaces the hard top in summer.



Above: A row of Register members flying the flag.



Above: This racy little red 750 has a hot little motor and goes really well at Rob Roy Hillclimb.



Above: Simon's "White Lightening" R 4CV in incredible condition from SA, then theres the Renault Dauphine and a R19 Series 2.



Above: A Bunch of Renault hatchbacks, well theres the R25, early 16TS with the diamond taillights and a Late 16TS special with square taillights and a R19 down the end.



Above: R8's square but racy sit next to the round R25 Euro limousine.



Above: Phillips 15 Convertible and then theres a R17ts, R17Gordini, R17Gordini

This years FCD Vic is on Sunday 16th November 97

Wilson Reserve Allee St - Outer Cr North Brighton

STARTS AROUND 10AM OR SO....

Depending on what time you can get put of bed!!!!



Above: A bunch of Sporting Renaults, Renault 5 Turbo, Renault Alpine A110 1600cc, Renault Alpine GTA, Renault Alpine GTA Turbo, Renault Alpine A310, Renault Alpine A110 1300cc, Renault Alpine A110 1600cc

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A Hill Climb in spring. 17TS

Helm Gipperich



Helm Gipperich
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Victoria
Australia

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My sons, Clint and Glen, being well aware of my propensity for motoring, alerted me to the 'Rob Roy Hill Climb' at Christmas Hills. which was to take place on Sunday, 29-09-96. My wife, Ursula, is also a keen observer of motor racing, albeit, to this day, exclusively on the tube. She reckons one of those flying cars may get her. When she saw me making preparations to go to Christmas Hills, something must have snapped inside her; she invited herself to join me. I was dumb-founded!

On the road at 9.00 hrs. this particular Sunday, we found the weather to be fine, but there was a very blustery wind making it's presence felt. Never mind, as long as the rain stays away.

Arriving at the track, we were amazed at the number of cars present. Apart from some very interesting racing machines, we saw some lovingly restored Oldtimers and a number of very expensive sports cars. The catering tent was up, spreading aromas that made my mouth water, although I had breakfast only an hour ago. The whole scene was very impressive.

Mother {my wife} wanted to go to the top of the hill, which she called 'The Lookout'. I knew why; she knew that there were no cars going to fly up there to get her. I was pleased, in a sort of unpleasant way, that the marshals prevented this. They announced that we could go up, but would have to stay up there until the racing was over. When I inquired as to the time when this would be, (I knew that they didn't have the faintest, due to possible bingles) I felt obliged to point out to mother that we may have to sacrifice dinner to watch the racing from the "Lookout". This was a little bit of applied psychology, because she likes her food. As she really is a very courageous person, she quickly decided to forego the "Lookout" and Join me at the spot I had selected for watching and filming.

It was great Although I hate bingles, even the benign ones, (because It hurts the equipment so much), it was all very spectacular, and even mother was Jumping up and down in excitement!

The first of my boys to get a run was Glen. He went up the hill in his Renault 17TS, which is fitted with a Gordini motor. The paint work is maroon in colour, with a sort of antique texture to it. His best for the day turned up as 28.35 sec. Our good friend Douglas was also racing in Class 2; in his red Renault 10 S Alpine. He clocked 28.78.

Clint was starting in Class 4, amongst the boys with the expensive equipment. He almost didn't get a start; he cooked the motor on his R8 Gordini a week before the meet, and he thought he would be without wheels, until our mate Martin consented to let him use his white Renault Fuego, which is quite hot-footed, because it sports an R 30 V6 donk. Even with a car he wasn't used to, Clint came up with 28.92 sec.

I was quite proud of them, and I had to smfie at the inscription on all three of their cars. It reads FROG SHIT, and then there was a sort of SPLAT. Very funny!

Apart from the three Renaults that my boys were driving, there was one more Renault present. This was driven by John Hardy. A blue Alpine. He knocked all my boys off, with a time Just over 26 secs. SOMEONE ALWAYS HAS TO COME AND SPOIL AN OLD MAN'S PLEASURE!

To show my scorn I went and bought a Hot Dog for mother and myself. Then I let her drive me home, because now I needed a beer!

FRENCH CONNECTION

New and Used parts, wrecking 17 sedans, 15's, 17's, Repairs and full service facilities, 5 speed conversions for 17 sedans, 15's, 17's. Brass Electric window gears, and anything else to do with Renaults from 750's to the fuego.

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38 KING ST AIRPORT WEST VICTORIA AUST

Register *Racing*



By Adam Schonekas

The Supreme Dictator

Anyone want to buy a Renault 12G

Hello, everybody! Talk about a long time between magazines. Then again nobody said we were pro's, did they?
(That's professionals, not prostitutes *.)

Volker has got into arse kicking mode, and bludgeoned another article out of me, once again. The only problem is that I have no bloody idea what to write about, so I think I will just keep blathering on for a little while longer. (Interesting so far don't you think?)

So much has happened since the last newsletter that I think that I will concentrate on the main points of what has happened in the last few months. As you may have noticed I was conspicuous in my absence from the Victorian French Car Day. This was not by choice. A vengeful god displeased at my sinful ways struck down my car.

Not with a dramatic bolt of lightning, but, by a bloody huge oak table, which after falling from the sky, crushed my front guard and bonnet and then penetrated my windscreen. I attribute this, not as some people say to the Volker curse, but to a severe lack of sacrificial virgins in my town.

Amazingly my long suffering 12 did make the trip, fully repaired and further modified, (god, someone stop me, PLEASE), to Albert Park, the site of Jeff's big race,(suffer you Adelaide suckers), for the Shannons Classic '97. There were many interesting cars surrounding the lake on display along with our examples of magnificent French motoring art. And yes, I do mean the Renaults!

We feel it is our duty as members of the 15 - 17 Register to highlight the untimely failures of some of the other Renault marques, so that we don't suffer alone. During Simon's adventures in Melbourne, with his trusty unbreakable R4 (editor's note - readers advised to buy an R4 as soon as possible as they are the ultimate babe magnet!!!). Nevertheless the car perversely broke the only spare part that Simon didn't bring from Adelaide. A part he had on his shopping list to purchase anyway. Being a standard satanically possessed Renault the R4 purposely chose to snap its clutch cable in the midst of peak hour traffic, whilst we were leaving the Grand Prix.

A brilliant piece of deductive engineering by the superbly competent Renault Engineering team, (only a minor case of bloaty head here!), took the broken clutch cable, reversed it in its housing, shortened the outer sheath by several centimeters and re-attached the cable using a brilliant granny knot to the clutch fork.

Adam's 17 Sedan (12 G replica) is coming up for sale shortly, all interested parties should send sealed bids or large amounts of alleged illegal substances to 158 Grant Street, Alexandra 3714.

* - Though some 15 & 17 owners have gone to great lengths and known no bounds in their efforts to keep their cars running!

GP97 Melbourne Renault Car Display Pictures



Above: Three register members to show their cars. Adams fast & immaculate R12G, Simons R4, now this is a power machine, the "white lightning" which will go anywhere and Volker's R15..



Above: Here is the Old to New shot, on the left is a A110 1600, then theres the A310 and the last Alpine to be made the A610, Renault Sport have now taken over Alpine and the Renault Sport Spider now tops the Renault line-up.



Above: Davids R12 Gordini, one of 6 Gordini's brought into Australia for factory rallying in the 70'S.



Above: Two really clean Renault Gordini's, now these cars have style and cute class.



Above: Here is a Caravelle S, the racer versin of these Convertibles

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Chris at Alexandria Speedway

Dirt Speedway fun



Here is Chris Wyman, one of our members competing at the Alexandria dirt speedway. The 17TL has a modified hot engine and was quiet fast against the competition, hand brake drifts and constant power from the front wheel drive, no problem.

A Renault's Grand Day Out 15TL

Ben Bayley

A "Loud" 15TL trip to Alexandria, Audio that is.

The day commenced bright and sunny, and slowly the 15's and 17's appeared. A small congregation formed at Chirnside Park shopping centre and after spending about 30 minutes in the chilly morning air it was finally decided that the time had come to depart. Our tour through the hills would test the concentration, patience and endurance of both car and driver. Nimble the 15's and 17's swooped from apex to apex as the road wound its way through the forest, the cool mountain air feeding the hungry webbers as we let the horses run wild.

The purpose of our journey, to visit the weird and wondrous Alexandria, the home of steam trains and barefooted country folk.

As the mountains were left behind for the open farm country, we realised refreshments and rest would soon be needed. The afternoon approached as we reached the outskirts of Alexandria. At this moment Robbie in his newly acquired 17 decided to let a mass congregation of Harley riders onto the highway. Causing a raise in heart-rates as he abruptly came to a full stop with his taillights not working.

A few minutes later we pulled into the parking area and our stomachs churned and grumbled as the smell of barbecue wafted on the breeze. Before stopping for lunch we were given a personal tour of the historic Alexandria Timber and Tramway Museum. The tour was conducted by the towns sole 12G owner. Who is the only person I know that has had his 12 literally on the rails (without being in the drivers seat, mind you), Mr. A. E. Schonekas.

Lunchtime arrived and we quickly scrambled for any available shade as the sun attempted to bake everyone in the sweet country air. Tranquillity settled around us as we chatted about past Renault exploits and adventures, whilst we watched the steam train go by.

It turned out that the barbecue was not the only thing that had been cooked that afternoon, so had Paul's starter motor - we have a photo of El Presidente working feverishly on his TRUSTY steed. (Trusted to break down that is!)

*This comment is not endorsed by the Presidente, ole!

All too soon the afternoon was turning to dusk and we bid Adam and Alexandra a fond fair well and began the journey home.

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