

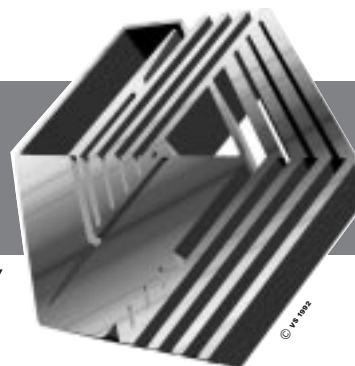
THE 15 17 **ReVIEW**

REGISTER

OF AUSTRALIA & INTERNATIONAL

French Car day 97

Melbourne Victoria



CONTENTS

- ① French Car Day of Vic 97
- ② French Car Day of Vic 97
- ③ El Presidente views
- ④ Maroondah Dam Drive
- ⑤ Travels To Canberra
- ⑥ 12Gordini Rally Special
- ⑦ 12Gordini Rally Special
- ⑧ Adam's Racing Register

SOCIAL EVENTS

Keep an Eye out for the following Events

The 15-17 Register
Maroondah Dam Drive ,Vic
Feb 22th 1998

Renault Centenary (Australia)
- National Meeting in Canberra
April 25-26 1998

Renault Centenary (France)
Billancourt France
May 8-9-10th 1998

Future planned
15-17 Register Drive Day
Victorian Coast Road Drive
Date, well late May June.

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



Waiting in the dim early light, and chilly air of morning, I wondered if this year I would finally make the yearly pilgrimage with my fellow brothers and sisters, to the sacred area of Renault worship. Knowing in my heart the problems and disasters that had been laid before me in previous years, I dreaded the first glimpse of cold daylight that entered my room.

Many people were waiting, unbelieving that I would finally appear, however, friends had spent much time in preparing me for the dangerous journey I would undertake.

Previous years have seen accidents; nature herself and yea even the righteous wrath of the Gods had prevented me from making the yearly pilgrimage.

My master finally entered my room, and gently began to prepare me for the coming rigours of the day.

Gently he pulled back the covers exposing my smooth skin, and then gently he ran his hands over my skin soothing my fears. As daybreak finally streamed in majestic waves through the windows in my chamber, my master slowly and carefully started me up and we drove away, perhaps it wouldn't be such a bad day after all.

As we moved in unison we reached a crescendo, my black rubber becoming sticky and merging with the road. I purred and throbbed, as my master raced me up Mount Dandenong me like a being possessed. I wondered what awaited me at end of our sensuous journey, I dreamed of meeting others of my kind and running naked in the fresh air, bathing in the sunshine.

Dictated by Volkers 15 Gordini.

Ed note, I don't know what adam did to my car to communicate with my car, but we hope he'll be down to earth soon. ;-), and this is the edited clean version !, sorry Adam I had to edit it for the little kiddies who may read it.

It was an early start and there was already a gathering at the top of Mt. Dandenong by the time we arrived. It was a wonderful surprise to find a clear and sunny morning; the previous years had been misty and cold. We greeted the faithful that had assembled and smelt the BBQ breakfast that the braver folk partook of. We discussed our adventures since the last gathering and inspected each other,s additions and modifications to our automobiles.

Shortly we left and made our way to Brighton, but before we left there was a casualty to attend to. Volkers 15 had separated its exhaust at the flange plate and sounded extremely harsh. The attempts to fix the problem were hampered by the location of the flange plate, the temperature of the extractors and the sump guard not wanting to return the nuts and bolts we dropped.

Story continues.....

FOR SALE

Renault 17TS

For Sale

1974 Renault 17TS, Oval Plate 1317 Dark Metallic Plum, (same as John Hardy's 17TS), very original, very good condition, low miles.

This car was owned by an elderly man who got to old to drive it, thus it was put into storage for a few years. The present owner bought the car to restore, (only needs very minor work). But now due to financial difficulties he is forced to sell to to an enthusiast who is prepared to restore it.

\$4500

Norton Bowles

he lives in the North Coast area between Gosford and Sydney, NSW
Tel (02) 439 20191

Renault 15TS

For Sale

1973 Renault 15TS, Bright orange with black interior. Sheepskin seat covers. Michelin tyres, 12 Months Reg/RWC.

\$2500

Peter Vandermeer
Factory 3/9 Park St
Bacchus Marsh, 3340
Tel (053) 67 3444

Renault 17TL

For Sale

1973 Renault 17TL, , been in accident but is repairable, perfect restoration project

\$400-500

Paul Groome
Mobile-041 482 4039

THANKING YOU & FINE PRINT

Thank-you Adam and Ben for Editing the mag, David Cavanagh for his story about the rare Renault 12 rally car. Also Adam for his Racing Register article and to the members who'll be coming to the Maroondah dam drive, a pre tour of interest for the Camberra event for the Victorian Members.

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French Car Day Continued

Victoria

Volker limped towards home and made it to within ten minutes of his house, but due to a misreading fuel gauge (fitted correctly it now works fine) the well ran dry.

Ed note,A hammer was a good tool not to have at this point of the day. ;-)

Those who made it to view the sights at Brighton were treated to some interesting changes in the Renault camp. Phil,s 15 Convertible now had a modified Speedster fibreglass tonneau cover. An overseas infiltrator swelled the ranks of Renaults in Australia, Chris and Wendy brought their 1986 blue and silver GTA. Wendy (and the rest of the Register) is still waiting for her 17 TS to be finished. What everyone wants to know is,%Which will be first on the road, the 17 or the GTA.% Later in the day a manual, lime-green 15TS arrived in very good condition, it attracted a lot of attention due to its original and unadulterated condition.

John Hardy,s beautifully resprayed 17TS created a lot of comment, not everyone liking the striking Plum metallic color. One interesting problem solved by his spray painters was the replacing of this chrome strip on the top of the rear bumper. They replaced it with a 89 period Ford fairlane rear bumper chrome strip. One of the bumper chrome strip styles are identical to the half rounded shape on the 15/17, all you have to do is cut and glue the new strip on. Check out you local ford fairlane population and you'll be amazed at the similarity of the two.

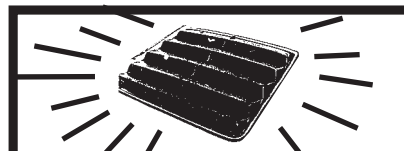
All in all the register had a turn out of over 20 cars as the day progressed, people came and went, and it was good to see everyone again. In the register people seemed to be all slowly restoring there cars, people were getting lots of ideas and advice of one another. One of the interesting vibes was the up and coming 100th Anniversary of Renault and the National gathering in Canberra, and the trouble that some people were going too, to get their cars ready for the drive up there. So we hope you enjoyed the French Car Day and hope to see you at the Maroondah Dam drive which will be a casual layed back affair.

Ben Bayley & Adam Schonekas

Off the World Wide Web Sweden



Above & Right: Swedish 15-17 Register, these were taken off the world wide web, so fellow register members, there are other mad coupe owners around the world, we are not alone.



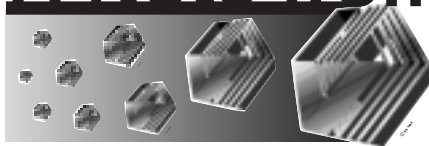
\$100.00

CHEETAH REAR LOUVERS

We have now only 6 in stock and we are now offering the remainder of them to our members before they are all gone. Be quick, as this will be most likely your last chance, to grab such a treasure, for your 15-17. Ring Volker Schubert on AH 03 9874 3408 in Victoria about purchasing your Rear Louver.

**We only have 6
CHEETAH REAR LOUVERS
left in stock in various conditions.**

A Note from the Editor



A Small note to the Masses.



Well, our El Presidente has been busy this year, supposedly too busy to write his views to you. So as the Editor, I have seen fit to take over his article for this issue. We will ignore fact that he is currently in Adelaide lying in the sun on the Costa del Glenelg beaches, sipping various alcoholic substances with his significant other half, so I will attempt to enlighten you with all the latest news.

So, people of the Renault world, I would like to tell you about a few of the things that are going on in the next few months. Last year we had the French Car Day display in Victoria. This proved to be a good turn out for the Renaults, Citroen was there with some great examples, and several of the DS' looked good. Of course the Peugeots were there as well. I continue to wonder why they turn up at all, why they continue being built. "The only good Peugeot is a DEAD Peugeot", I say, but then that's my bias.

So one of our current Register members, Ben Bayley who drives a very loud 15TL, knows a lot about dead Peugeot's. He managed to whittle the Peugeot population down by killing two 504's until god showed him the way to salvation, a R15TL turned up on his doorstep after the faithful services of a 12 Virage. He was blessed with a plain standard 15TL (although fairly rusty) which has been turned into a giant mobile speaker. This leads me into my next point, if you want to get to meet all these different people that you have read about in past Register reviews, then a trip to the 100th Anniversary of Renault in Canberra will be just the ticket. People like Carne Rugless and his R17, Ben Bayley and his R15TL "one of only 6 in Australia, rarer than a common Gordini, but coincidentally the same numbers as a R12 Gordini Rallye Special", Steve Swan with his 17 Gordini and many more.

We hope to make this our major event for the year, it will be perfect for members from around Australia to meet one another, exchange stories, technical help, to see what people have done to their 15/17's and generally just to have a fun time. There will be a large number from Victoria going, from South Australia and hopefully New South Wales and Queensland. If I've missed anyone who is thinking of coming don't let my forgetfulness dissuade you. Check out the info page with the magazine for more details. We hope many members turn up, as I know it will be well worth it.

The Victorian section is holding a Drive Day to Maroondah Dam, I hope to see all the Victorian members on the day, Sunday the 22nd of February.

For some years now, there has been a small band of owners who have often wondered if it would ever be possible to get their hands on some Renault Gordini alloy rocker covers. We have been praying, torturing ourselves and giving blood sacrifices in an attempt to appease the rocker cover gods. Finally our prayers have been answered. We are in negotiations with various disciples pleading for them to assist us in re-manufacturing these very rare rocker covers. We have a master to mould from and quotes are being gathered. Currently we have seven people interested in purchasing rocker covers. The more people who are interested increase the possibility of cheaper rocker covers.

We are currently looking for as many people as possible who might wish to invest in one of these rare remanufactured alloy rocker covers, their advantage being that they seal far more efficiently and look much better than their tin alternatives. So the guess-timate is that they will be around \$350, for the total price, this includes the rocker cover (naturally) the seal, oil filler neck and alloy cap. Once the details of price have been finalised we will be asking people for \$200 dollars for the initial deposit. All those who have paid a deposit will be advised by phone when the rocker covers are near completion and asked to make the final payment.

If you have the money and the desire to own one of these rare rocker covers, then ring one of the following people to put your name on the list. Adam Schonekas, 158 Grant St, Alexandra Vic 3714 Ph- (03) 5772 2336 Mob- 041 830 3312 or Volker Schubert, Lot 1 Abelia St, Nunawading Vic 3131 Ph- (03) 9874 3408. So if your are interested give us a ring and we'll fill you in with more details as they come to hand.

I hope you enjoy this jammed issue of the review and I'll see you in either Melbourne or Canberra ACT for the National "100th Anniversary of Renault" in Canberra, it should be huge!

Check you later, your Editor

Looking for info on Renault 17 Gordini Rallye Special

Hi

I'm looking for any information on the Renault/Alpine Rally Works Renault 17 Rally Special.

I'm looking at turning my 17TS into a Rally Replica and am looking for Colour pictures of the external paint scheme, mechanical information, etc. Well anything really, photocopies B/W, colour ones would do, so I can create one of these fast and forgotten cars.

Contact Volker on volker@hotmail.com

Postal address: Lot 1 Abelia St Nunawading 3131 Victoria Australia.

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.

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.

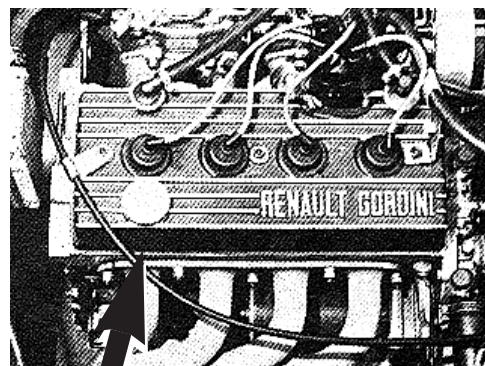
CORRESPONDENCE

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.

**Remember Maroondah Dam
Drive, Melbourne
Feb 22nd 1998**



Example of the
Alloy Rocker Cover

PAGE 3

Once in a Lifetime 12 Gordini Rallye Special

David Cavanagh



Above & Below: The poor old 12 after it's rally in WA, to see it fully restored you would never have guessed what it when though in it's rally days.



Above: The start of the nine year restoration.

Sometimes if you're lucky a once in a lifetime opportunity comes along. Mine happened back in February 1988, in a back street of Footscray (of all places). I turned a corner and parked on the opposite side of the road was a Renault 12, painted in a very faded blue that could of been French Racing Blue many years ago with white stripes across the bonnet, sides and boot. At first I thought someone's got a 12 Gordini copy. Knowing there are only six 12 Gordini's in Australia, what's the chances of one being in a back street of Footscray. As I approached I noticed the lack of bumper bars, a hole in the bonnet where the plastic air intake used to sit, at the back I saw there was no petrol filler beside the number plate meaning it must have the 90 litre fuel tank. I turned around and parked behind it, I then saw the badge on the boot, GORDINI, rubbing my eyes and saying it can't be, I walked up and down the footpath several times before approaching the lady sitting in it, who looked at me and asked if I knew what it was. I thought, darn it, you do so I can't tell you it's only an old Renault and I'll give you 100 bucks for it. She told me the car belonged to her late husband who was a Renault Rally Team mechanic who acquired it from Renault Australia when the team split up back in 1973, and that the car was for sale. I asked her to open the bonnet and I checked the oval plate number, it read R1173, this was not one of those 17 sedans or one of those cars simply called R12G. (The G stands for gee I wish I had a Gordini). This was the real thing, a 100% genuine ex-works rally car with a genuine 20,000 km's on the clock and I had a chance to buy it. After a sleepless night, the next day I went to see the bank manager and found out the most I could borrow was still a few thousand dollars short of the asking price. I then discovered that a Gordini collector had learned of the car's pending sale and his exact offer was, whatever Cavanagh offers I'll give you one thousand dollars more. I could feel the car slipping through my fingers as I was told the car was going to become part of his Gordini Collection. I explained that if I got the car it would be my entire collection. Anyway after much haggling the car was mine and I took my new toy home. Everybody was convinced I was mad, having just paid an amazing amount of money for a very sad looking Renault 12 that didn't even come with bumpers. After nine years and enough money to make a large dent in the mortgage (don't tell the wife) I now own one of the fastest, rarest and most valuable Renault 12's in the country. I've since learned it's one of only six cars in the world, apparently only six right hand drive cars were built for the Australian Rally Championship, this car was the Slater/Large car from Eurocars in Perth.

The car is nearly finished and is on the road, and it's amazing to drive, if you know how good a 17 Gordini/TS is over the 17TL, well the 12 Gordini is the same again. The car's correct title is Renault 12 Gordini Rallye Special, The rally spec engine is the same as in the factory prepared Alpine A110 Monte Carlo cars, it's 1596cc engine puts out an amazing 160bhp at 7200rpm, the five speed close ratio gearbox is fantastic to use, how's 210kph top speed and 0 to 100 in around the 8-second mark grab you. The biggest problem is fuel, with two 45mm side draught Webers and a compression ratio of 11.75:1 it loves to drink. With around 8 miles per gallon on petrol and about 14 on avgas with a

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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huge increase in power, (avgas is to petrol what scotch is to beer, the end results the same but one will get you there quicker). Avgas costs .95c a litre and with a 90 litre fuel tank the local airport loves it when I fill up.

David Cavanagh owns French Connection so if you have any questions please just contact him on the number in his ad.



Brothers in Arms Renault 17 Gordini Rallye Special



Taken from Sports Car World, June 1974
Renault has abandoned plans to contest the World Rally Championship which it won so convincingly with it's Renault Alpine A110 in 1973. Instead, the factory has developed a high-performance version of the 17 coupe - which uses many of the A110 bits - to compete in "selected" European events. The Gordini-developed engine has two twin-choke Webers, a hot cam, an 11.5 compression ratio, big valves and tuned extractor exhaust system. The body is very light, featuring fibreglass doors, boot and bonnet panels, plus plastic windows and a stripped interior. The factory said the car's weight was lowered by more than 25 percent.



Above: The poor old 12 after it's rally in WA, to see it fully restored you would never have guessed what it when though in it's rally days.

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



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

FOR SALE

Renault 17TL 1976

For Sale

17tl 1976 late gold
perfect and straight exterior
original condition
immaculate interior
One of the best original condition 17,s in
Australia.
126.000kms electric windows
jaeger dials
This car would require very little work to
be in conourse condition
5 speed gearbox.
Comes with RWC
\$4000 ono.

Renault 17TL 1973

For Sale

R17tl 1973 burnt orange
faided paint work,original paint
straight body with only 2 minor dints
interior good condition
Standard 1565cc engine with extractors,
very clean engine bay, 2 inch exhaust. 4
speed gearbox, Cosmic wheels.
\$2000.00
Call Chris Whyman if you are interested
in either of these cars on h 03 9763 8460

Renault MOMO Alloy wheels

For Sale

Three alloy Momo wheels are for sale. As
these wheels are so rare, I'm offering
them to a person who may already have
a set and wants some spares.
Ring Adam Schonekas on
H-03 5772 2336
Mob- 041 830 3312



**Are you interested in a Alloy
"Renault Gordini" Rocker Cover?
Read more in the Editor's section**

Maroondah Dam Drive

FEB 22TH 1998

Our next social event

A drive has been planned for the 22nd February to the
Maroondah Dam.

Everyone is asked to bring their own picnic or BBQ lunch,
sausages, hamburgers etc. On the return trip we may stop
off at the Moet Chandon Winery or Ayton On the Yarra, for
some light refreshments.

The day will begin at Doncaster Shopping Town, for those
unsure about it's Location just check the Melways Map
Ref 33 D 12. The time of departure is set for 10am, we will
take the Doncaster Rd to Mitcham and the Maroondah
Hwy towards Ringwood. We will then travel through
Lilydale to Healesville and on to the dam. On arrival we
expect to have about 3hrs for everyone to have some
lunch, get to know each other and check out the cars.
Then in the afternoon the party will then head off to the
winery where there will be champagne etc for those who
wish to partake.

From there people are welcome to make their own way
home or head back in convoy if they please.

For more details ring Paul Groome on Ph 041 482 4039.



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AND
DRINKS**

**WE DON'T CARE
WHAT CONDITION
YOUR CAR IS IN,
WE JUST WANT TO
SEE YOU THERE!**



**IT'LL BE A NICE EASY CRUISE
UP TO MAROONDAH DAM
FOR LUNCH AND THEN
MAYBE A SMALL DRINK AT A
WINERY ON THE WAY HOME.**



Alloy Rocker Covers....

Renault 1600cc Alloy Rocker Covers

The register is looking for expressions of interest in regards to members wishing to have these replica rocker covers made. Depending on the numbers of members wishing to purchase these rocker covers will assist us in determining a final price. It is expected that the rocker covers will be supplied with all seals, oil filler cap.

If you have the desire to own one of these rare rocker covers, then ring one of the following people to put your name on the list. Adam Schonekas, 158 Grant St, Alexandra Vic 3714 Ph- (03) 5772 2336 Mob- 041 830 3312 or Volker Schubert, Lot 1 Abelia St, Nunawading Vic 3131 Ph- AH (03) 9874 3408.

The Central Committee is having ongoing discussions to investigate re-manufacturing rare items that may be of use to members. Some items that are being investigated are tail light lenses, fibreglass front guards and door and hatch rubbers. Please feel free to give your comments and suggestions.

“100th Anni of Renault”

Canberra ACT

Our national social event

Web Page: <http://www.users.wineasy.se/katriina/auaus.htm>

Are you ready to make a trip to the 100th Anniversary of Renault in Canberra, to fly the 15/17 Register flag. We hope to get as many 15/17 to the day and show all the fellow renault owners that we are force to be reckoned with.

We hope to make this our major event for the year, it will be perfect for members from around Australia to meet one another, exchange stories, technical help, to see what people have done to their 15/17's and generally just to have a fun time. There will be a large number from Victoria going, from South Australia and hopefully New South Wales and Queensland. If I've missed anyone who is thinking of coming don't let my forgetfulness dissuade you. Check out the info page with the magazine for more details. We hope many members turn up, as I know it will be well worth it.

When: 25-26 April 1998

Where: Canberra

Arranger: Renault Owners

Club of Canberra

More Info: ROCC

PO Box 10

Civic Square ACT 2608

e-mail:

L.Molvig@pican.pi.ciro.au

“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 whether you are interested in ordering some fibreglass guards.

Fibreglass Guards

Addresses for parts suppliers



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FAX- 9336 7524



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Victoria Australia.
Phone (Aust) +061 3 9 874 3408 **OR**
Fax (Aust) +061 3 9 525 2207
Attention: Volker Schubert

Register *Racing*



Anyone **By Adam Schonekas**
wanting to know about putting
Twin Webers on your car?
I'll talk about some basic in's and out's

Firstly there is no point fitting Webers to a standard engine, the minimum modifications you need to have are,

1. Raised compression, shave the head.
2. Modified camshaft, Wade and Crow do regrinds, Wade have several Renault patterns in stock.
3. Larger valves, not 100% necessary, but as Webers flow so well at higher engine speeds, they can add a lot to the top end of the rev range.

Webers placed on a standard engine will give a lot of noise, high fuel consumption and poor drivability . There are two options for manifolds, either make your own, as Volker did, or simply by some beautiful cast alloy ones from Ken at Caravelle motor imports, see their ad on page 7. (Blatant plug).

Vibration isolating rubbers will have to be purchased, however be careful no matter which style you choose. As I learned from experience, over tightening the mounting bolts can lead to splits in the O-rings, allowing air leaks, and burning out valves. I also found I needed to buy longer bolts than the ones supplied with the fitting kit, as none of the Nylocks reached the locking part of the nut.

Don,t forget to drill the manifolds to allow fitting of a connector for the servo vacuum hose, also fitting a one way valve to the servo line. Now you,re down to choosing your Webers, this is where you need to exercise some self control. Twin 45 DCOE,s are very nice to have, but 40 DCOE,s will give a definite advantage in traffic, at the expense of a slight power and response loss at the top of the rev range.

On a 17 TS spec engine, I found 40 DCOE,s off a 1600 cc Alfa engine (or Fiat/Lancia) to have almost perfect Emulsion tube and jet settings, needing only the main jets reduced one size to give perfect tune on a Dyno. However if you want to play, make sure you know what you are doing, or take the car to someone that does. A standard mechanical fuel pump will cope with the increased demand until around 7200 RPM in top (180 KPH) or so, so there is no need for an electric fuel pump.

Linkages can be a problem, home made ones often don,t allow for balancing of the carbs, and can be abrupt in their actions, having custom linkages made can be expensive, however Demon Tweeks in England, does a mail order set, to Rally specifications (Twin cable, and springs), which are easy to fit very accurate and easily adjustable, and don,t cost the earth. Check Volkers or my car to see these sets in action.

Lastly air filters, there are many different types, brand preference and looks influencing most people, foam re-oilable types such as Lynx Ramflows are neat and though expensive to buy are very efficient, long lasting and easy to clean and oil.

Myths that Webers quickly go out of tune are mostly wrong, they do need careful setting up, but once balanced only need readjusting every 5000 to 7000 KM (Personal experience), about service time anyway.

Make damn sure you really want Webers, the advantages they can give can be amazing but the also come with their own set of problems. Anyone wanting more information or addresses is welcome to contact me, details at the back of the mag.