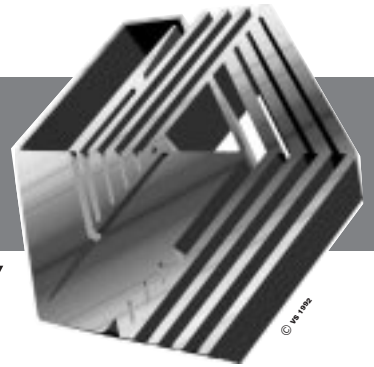


THE

15 17

ReVIEW



REGISTER

OF AUSTRALIA & INTERNATIONAL

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SOCIAL EVENTS

Keep an Eye out for the following Events

French Car Day- ACT Canberra
Sunday 19th July

French Car Day- SA Adelaide
Sunday 13th September

French Car Day- Vic Melbourne
Sunday November sometime.

tip:

SPLITFIRE SPARK PLUGS

My R15 run's Splitfire Spark-Plugs, it has a 17TS/Gordini motor with twin 45 webers. The spark plugs I use are SPLITFIRE SF 406C

This may give you a starting point to see what ones you can run in your 15/17
<http://www.splitfire.com>

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

W.W.W

ISSUE 9



1 PAGE



45 hours in the Nations Capitol

Canberra here we come.....

The 1998, 100th Anniversary Celebrations of Renault held in Canberra on the 25th and 26th of April, was an enjoyable time for all that were able to attend. The trip for some of the Victorian members of the 15-17 register did not pass without incident. There were some notable equipment, communication and mental breakdowns! Seriously, it was a well organised and enjoyable time.

I arrived at 5:30pm on the Friday evening, just as it was starting to get dark. Canberra road signs are nearly as bad as Sydney's are. Signposts are nearly non-existent or invisible and all the roads go in circles.

Everyone who was staying at Carne's (Paul, Jenny, David, Simon) arrived shortly after 6pm. It was then that the fun started. The first casualty of the group and the weekend was Paul's starter motor. Carne was a generous host allowing Paul to borrow the appropriate tools to repair his 17G and also rummage for spare parts among his collection. The G in 17G obviously stands for "G it needs repairing again". Fortunately the weather was unusually mild (for Canberra) and allowed us to socialise, repair and take repast all in comfort.

Shortly thereafter pizzas were ordered and consumed by all present, even those Melbourne people who had said that they weren't hungry! (We know who we are!) We received a phone call at around 9pm that Volker and his entourage were in Albury and would be arriving between 2 and 3am. Chris and Wendy's GTA was suffering from cooling problems and had overheated just north of Melbourne on their first leg towards Canberra. Chris and Wendy duly arrived at 2:57am and settled themselves into bed for a "long" (Ha!) 4 hours sleep.

The next morning the sun was shining and we woke to find that Simon had been up for at least an hour before the rest of us. He was giving his 4 a meticulous clean. As the rest of us straggled out of bed and prepped ourselves for the day ahead: tea and coffee were used to jump-start our day. The morning light found some of the crew (Chris and Paul) repairing the GTA (Gee Trouble Again?). The rear right brake caliper had one of its bolts trying to eat the disc. With Chris and Paul working hard it took about 30 minutes to disassemble the brake, make the necessary adjustments to the offending nut and bolt and to finally reassemble. The time was 9:30 am... Which was a coincidence, as we had to be at the morning display by 9:30, oops.

Away we went to see the rest of the Renault's that had made the journey. Our cars were to be displayed on the lawns at the front of Old Parliament House. The cars were arranged in-between two rows of acorn trees. We just love the sound of acorns bouncing off the paintwork!

We met Volker there who had told us of an interesting drive up to Canberra. Some laws are made to be broken! Some laws are made to be broken by off duty police!!! Travelling (occasionally) in excess of 100 mph in the old scale sounds a bit too fast for me. The other problem was that Volker had overfilled his tank and the rubber pipe attached to the filler neck was not completely secure, which meant, time for a boot full of petrol!

There was a 4, a 5 Alpine, two Turbo 2's, some 8's, some 10's, a few 12's in varying states, a couple of 15's, a 15TL, three or four 16's, three 17G's, 18's, some 19's, 20, three 25's (1 of them a V6), a 30, an Alpine 110, 310, a couple of GTA's, some 4CV / 750's, a Caravelle and several Fuegos. There was a most impressive collection of Veteran Renaults. (If I've forgotten any, my apologies!)

After surveying the cars I noticed that there was a large bus parked at the far end of the display, a Renault bus, it was magnificent. Canberra has approximately 350 Renault buses in their fleet. Some of the ones on the road have the Renault diamond on the grille. NOTE: Renault trucks and buses are sold under the 'Mack' logo in Australia.

Around 11:15, it was decided that it was time to go. We waited while the veteran and other slower cars left before us. Then we all hopped in our cars and began the trek

Story continues.....

Renault 100th Pics Anniversary



Above: You don't see these AX and AG two-cylinder models every day, they really showed you where it all started, they were just amazing Renaults. The stole the show I reckon, but that's my opinion.



Above: Two of the many Alpine at the weekend, here is the 4cyl A310 with the 6 headlights, tuned 1605cc engine and the 6cyl A310 with it's fatter arched flares but it only has 4 front head lights.



Above: 750's/4CV's everywhere, Colors of the rainbow applied to this photo, they were a real crowd favourite, and there was everything from standard one's to full on racing versions.



Above: Matt's 25 V6 was used as his 17TS is still being restored, and Chris's newly imported GTA, wendy his girlfriend's 17TS is also being restored, thus these two cars were used for the trip up. They may look different, the GTA & R25 V6 but there are things that are very very similar, is that a 2 door 25 or a four door Alpine :) very interesting.

to the Tidbinbilla Tracking Station. Tidbinbilla is approximately 40km drive from Canberra, it has several radio telescopes for communication with satellites, Space Shuttle Missions, deep space probes, and intelligent life everywhere. Look out for the Mars launches scheduled for the end of 1999!

It was a nice easy drive through some great countryside. Even before we arrived at Tidbinbilla, we could see the largest of the radio telescopes in the distance. It was not long before we caught the groups who had departed before us. The 10's and 4CV/750's were holding up the 16's.

We parked our Renaults wherever we could in the grounds, outside the tracking station and once again gathered for a chat. The centre had things to offer everyone, there were several short movies relating to space travel, astronomy and exploration to come. The radio dishes range from three to four metres up to the main dish, which is 70 metres in diameter and in total over 100 metres high. There were quite a few exhibits with space-related articles and artifacts to look at. There was also a set of scales, which gave your weight on Earth, The Moon, Mars, Jupiter and Pluto.

Lunch was arranged for those who had prepaid. The rest of us packed ourselves into the kiosk and were offered pies, nachos, sandwiches and other delicacies.

After finishing our own exploration of the facility we headed off to Canberra once again. In a brilliant maneuver using all the horses he could muster, Volker put his foot down... not wanting to wait for the 4CV's and 10's to get out of the way. He managed to overtake somewhere between 7-10 cars at once on the straight and through the next corner. (naughty, naughty!)

The problem was that once we found ourselves out at the front of the pack we only had one car to follow which was a blue 750, it promptly proceeded to turn off the main highway and take a small detour to a petrol station, and of course like sheep we all followed along, ending up at the wrong place at the wrong time.

As I began to get impatient with being lost, someone called out that they knew where to go, and Shaun, Volker, Jenny and a couple of others raced off in the right direction. At which point I got stuck at a set of lights with 5 cars behind me, and by the time I turned the corner, there were no friendly cars in sight! HELP!

We asked a very friendly local the way back to Canberra and she graciously pointed us in the right direction. This rag-tag group finally caught up to some Alpines, a Caravelle, a 5 GT Turbo and a 12G. I took the initiative and believing in my judgement, I was sure that these members of the Renault clan would lead us to where we wanted to go.

As I was cruising down one of Canberra's scenic roads, I saw Paul's 17G followed by Simon's 4 going in the other direction...??? What the hell is going on, and where do they think they're going?? This time they were lost and I was not. As we made our way to the embassy the weather was taking a turn for the worse and after we had parked we soon were huddled under some umbrellas trying to stay out of the rain.

The French Embassy was lovely, although we were a bit disappointed not to be able to set foot or car on French soil. France and back to Australia in 5 minutes now that would be a story! We met the French Ambassador, and some of his staff, they were all interested in the many cars we had on display. The 4CV's/750's were a favourite of the Ambassador's, he said that this had been his first car. With the Alpines proudly on display, the Ambassador came over to look at them and went straight past to the 12G. He knows class when he sees it! The Ambassador (and the rest of us) braved the wintry conditions, but he went for a ride in one of the Veteran Renaults. With the top down!



Above: Old and New, there's a lot different between these two coupe models. Shawn's 17G with it's new front spoiler and black racing stripe, Paul's 17G, a R15TS and Ben's Loud 15TL were there.

The visit produced some classic moments. There was a Gendarme at the gate of the Embassy. He talked to the visitors and even kindly posed for a couple of photos and pretending to write tickets to the owners. Shortly after this a busload of Asian tourists passed by and they had to get out and have a look. If we had charged for posing with the veteran Renaults we could have made a bit of money.

After a while we made our way back to the starting point of the day, the lawns outside Old Parliament house. A small group of 15/17 members decided to go to the top of the Telstra communications tower and have a look around. The base of the tower on top of Black Mountain is 300 metres above sea level, and the top of the tower extends another 70 metres. There is a caf_ and a restaurant as well as an observation deck that encircles the whole tower, for an unparalleled 360-degree view of Canberra and the surrounding countryside.

After partaking in cappuccinos and hot chocolates to warm us up, we made our way back down the mountain. Just before turning onto Northbourne Avenue Volkers' exhaust picked this opportunistic time to fall off. So much for a \$300+ exhaust! The cause was found to be a stress fracture caused by a kink in the exhaust pipe. The exhaust had managed to snap where the sharp bend is that goes over the rear axle. As time had passed the fracture made its way completely around the pipe and boom off she went. This gave the 15 a nice raspy exhaust note.

The next problem was going to be finding someone willing to weld Volks exhaust back on, on a Sunday morning. Luckily Carne has friends in all places, great and small, high and low. (No offence, Carne.) Fortunately for Volker a willing welder was found.

The next event was to be the official dinner at the National Aquarium. What a surprise this turned out to be. After riding in Chris & Wendy's GTA for the first time I was already intoxicated from the acceleration, but then came the cost of the drinks, \$3 for a Southern Comfort and Coke is about \$2 off Melbourne bar prices... so I had a few (4 or 5) (hic)...

After a few speeches, it was time for dinner. A pleasant buffet was arranged, and I would have gone back for seconds but I couldn't fit it in! Then the bombshell came. We had always known that there would be a quiz, but then we knew we would always win because we had Sage Simon on our side, to provide us with guidance and Renault-lore as few others know. But like King Arthur we could not foresee that our Merlin would betray us, by being the bloody quizmaster! The rotter had made up the questions and strung us along! Boo, hiss, bad form...

Anyhow, the rules were set down and paper was handed out so that the answers could be written. The second question saw Jenny, our comrade in arms and 16 owner dashing to her car to retrieve her owners' book, which provided us with vital information. With 15 questions and a maximum of 18 points able to be scored, we felt that with a score of 10 we were sunk. Then came the countdown, anyone score, 18 - no, 17 - no, 16 - no, 15, 14, 13, 12, 11, 10 Hurrah!! The 15/17 Register is triumphant! Take that you vile heathens.

We missed the scheduled display at the War Memorial, but it was for a good cause, to give moral support for Volkers car. We all followed, Carne, who was riding in Volkers car, pied piper still. It was about 45 minutes drive from Canberra to a mysterious out of the way suburb, that I can't remember the name of. On the way a lady in a Toyota tried to turn into the oncoming traffic! Right in front of me! A long blast on the horns soon made her realise the error of her ways. The horns, plus the fact that I have a nicely sized nudge bar on the front of my car.

When we arrived there were a number of American cars in the yard awaiting some tender care. Volkers saviour arrived in an American Ford Galaxie painted like a police car. In the garage there was a 1950's Humber V8 about to be engulfed with painted flames over the whole car.

After completing the repairs on Volkers exhaust, we made our way to our last display area. The site has several things to see and do. There is Cockington Green, which has miniature villages and towns throughout their gardens for all to see. There is also a Dinosaur museum nearby, and an English pub. Presented with these choices, "strangely" I went to the pub. A leisurely nosh on fish and chips, or bangers and mash, or some other pommie delights ensued and a few yarns were told along the way as well, fancy some yob in England mistaking a GTA for a Pontiac Trans Am! Some people really have no idea.

After lunch we made our farewells and thanked Lisa Molvig for organising a wonderful event and we promised to return for 105th Anniversary of Renault in Canberra.

Doing our best to simulate a high-speed freight train we made our way back to Melbourne. With a brief stop outside Yass, then at the Dog on the Tuckerbox in Gundagai and again in Albury for some tea, I made my home again via Alexandra, having completed more than 1700 kms in less than 2 days.

BEN BAYLEY
bbayley@internex.net.au



Above: There was a huge range, R16's R12, 12G, R20, R30 **Below:** Even the French Police were there, no joke, he's REAL, this was outside the French Embassy.



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, Matthew 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, Ben for the 100th Anniversary in the ACT, Volker for doing the Committee member article . Also Adam for his Racing Register article on suspensions and to the members who'll be coming across to Adelaide for the FCD of S.A. 1998, see you there!!!!

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.

Renault 100th Pics Anniversary



Above: At the last event in Canberra, David's R12G amongst some interesting renaults, R5 Alpine replica, Renault 17TS ex Danny Ryke car, and a dark R10.



Above: Paul's 17G went well on the weekend, the only problem being that the Devil extractors still cause starter motor problems for him and Ben's green 15TL that did the whole trip without any problems at all.



Above: A 15TS among it's distant Fibreglass cousins, it held its own among the group on the way back, or should I say held together on the trip home.



Above: Chris and Wendy in their GTA on the way back, taken by the driver of the R15, good shot I think when you have to hold the steering wheel and camera at the same time.

Canberra 1998 French Car Day Invitation

URGENT NOTICE ACT/NSW OWNERS

You are cordially invited to attend the 1998 Canberra French Car Day.

The Canberra French Car Day has been held annually since 1989, except for 1995, in the form of a static display. Owners of any French vehicle who wish to display their cars are welcome as well as spectators.

When: **Sunday 19 July 1998, 11am to 3pm.**

Presentations of prizes donated by sponsors at 2pm. In addition to raffle and door prizes, prizes will be presented for the best presented car in each category (best overall car of any French make, best Renault, best Peugeot, best Citroen and best other, including vintage) as voted for by spectators and participants.

Where: Opposite the Rose Garden to the west of the Old Parliament House.

Cost: Free to both entrants and spectators.

Refreshments will be available nearby from the cafe at Old Parliament House, National Library and National Gallery or bring a picnic lunch.

Commemorative cloth patches will be available for purchase on the day.

The Canberra French Car Day is being jointly organised by the Renault Car Club of Canberra, the Peugeot Owners of Canberra and the Citroen Association of Canberra.

Contacts for further information:

Renault Owners Club of Canberra - Barry McAdie 02 62584837;
The Peugeot Association of Canberra - Colin Handley 02 62488442;
The Citroen Association of Canberra -.Mike Neil 02 6241 4556.



Above: John Hardy's GTA and Colin Stark's GTA Turbo, these car's pulled alot of interest, well not many people had seen an Alpine before.



Above: On the other hand, many people from Melbourne had seen Alpines before, but never a Renault Bus, huge and very cool.

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.

PH +61 3 9338 8191

38 KING ST AIRPORT WEST VICTORIA AUST

A Note from a Committee Member

By the Shadow behind the screen

Want to know more.....

Hello fellow Renault 15-17 owners, well you may not of heard from the Register for a while, it does not mean that's things have gone quiet, but that behind the scenes things have been quite busy for various register members..

A lot of our members have been working hard, hard on their cars, a few of our central committee members who have talked to you, we've found that even though there have been fewer cars at the days recently, that they have been in the sheds and garages being worked on. There are quite a few restoration projects underway with people also in the process of modifying them as well, which is really good to see.

One of the most asked questions are where you we go for this part and that, well hopefully in this issue we'll but in some more addresses to help people out. Also we've got some stories from the 100th Renault Anniversary Meeting in Canberra. This was a great weekend with quite a few Renault's there of all descriptions, and yes there where 15 and 17's on display.

Also the big news was the Launch of our Website, yes you heard it right, The 15/17 Register of Australia is now on the web, there are quite a few extras that we have not been able to put in the Register Review, also these Reviews are available on the net as PDF downloads. So you can get the older issues as well.

There are pictures of the members and their cars, so if you have a picture of YOU and your car, send us a photo in the mail and we'll put it up. Also there are all the stories from the review in just basic text to read, just in case you want to read that story and can not be bothered to find it in the Review PDF's.

We have also a history section that will be expanding with various world magazine reviews, vehicle identification numbers, specs of the models plus much more as we think of it. So get onto the net and check out the Register site as there's plenty of information on it, go to -
<http://www.geocities.com/MotorCity/Speedway/9730/Reg/main.html>

In the way of Car Days there are 3 more large display days around Australia, there's the French Car Day of Canberra, not to be confused with the 100th Anniversary Renault meeting just passed, there is a group of register member's considering going back to Canberra for this day. It's on Sunday July 19 from 11am to 3pm near Old Parliament House, Contact Lisa Molvig by email: Lisa.Molvig@pi.csiro.au for more information about the day.

Then there's the hugely successful French Car Day of South Australia on Sunday 13th September 1998. Last years day was a great success, always organised well, this day held in the Seppeltsfield Winery and is a really good day. Our group last year really enjoyed themselves and as usual a Register group will be going across for this years event. Contact Simon Fitzpatrick on email: gordini@hotmail.com for more information.

And finally the French Car Day of Victoria, in November sometime, we are yet to confirm the date, yet we hope that our Victorian Members will be able to reach this day, so with quite a few people restoring their cars we hope you'll make this day you aim to show your nice restored car, or hey if the coupe's been sitting for some time in the driveway, well get it going and drive it to this day, the more the better regardless of condition.

So we hope you can make it to one of the days, in one of the various states around Australia, and check out the web site soon.

Also Ben Bayley who is one of our member's with a R15TL has started up his own HomePage about his coupe. The page features his car, a green 15TL fitted with a rather loud and big professional stereo system, something no one had done with a 15 or 17 until now in such a serious way.
Ben's 15TL Page <http://home.connexus.net.au/~bbayley/>

So as you can see things have been happening behind the scenes, with the car day's, the World Wide Web, or with the restorations happening around the place.

Talk soon, Volker Schubert

<http://www.geocities.com/MotorCity/Speedway/9730/Reg/main.html>

Renault
15/17
WWW
Pages

AUSTRALIA

Ben Bayley's R15TL Australian Homepage
One of out member's with his LOUD 15TL.
Ben's 15TL Page:
<http://home.connexus.net.au/~bbayley/>

A Renault 17 in Melbourne, Australia. Also incorporates the RCCV page and all their monthly events.

Renaultman's Home Page
<http://www.geocities.com/MotorCity/5434>

FRANCE

Visit **Olivier Vilain's R15TL page**, no pictures of his R15 but if you can read french it's a interesting read.

French R15TL Page
<http://www.enstimac.fr/~vilain/Renault15.html>

A webpage with a picture of the Renault 17 Concept drawing on it
French Prototype's Page
Homepage:
<http://www.geocities.com/Broadway/3151/antig4.htm>

KATRIINA'S WWW RENAULT PAGE

Want to see more about Renault, the cars, links, addresses, tuning, etc, etc, than things you ever thought possible Katriina's Renault World Wide Web has it all.
Homepage:
<http://www.users.wineasy.se/katriina/>

SWEDEN

CLUB RENAULT 15-17 SUEDE
Enekullsvägen 19
440 41 NOL
Sweden
Magnus Bjelk: magnusb@novotek.se
Homepage:
<http://www.autosite.se/cl1517se>

Thomas Forsman, a member of the 15/17 Register of Sweden.
Many pictures of R15/R17, some from their meetings.
Thomas Forsman: thomas.forsman@swipnet.se
Homepage:
<http://home5.swipnet.se/~w-55301/thomas/motor/>

**Want to send us
a file for our Review**

All Correspondence, items of news or articles should be sent to either Adam Schonekas or Volker Schubert in the Central Committee Address list 3.5 inch IBM floppy ASCII formatted text or simpletext on a Macintosh floppy. **OR** To volker@hotmail.com via Email.

FOR SALE

Renault 17 TL

Rally Car + Parts

TL 17 Renault Complete
Fully Worked Balance, Twin Webers, Rally Prepared
BODY INCLUDES: Brand New W-ndscreen, Brand New Exhaust, 100w Inserts, Racing Guages. Air Vent Hatch, Marine Grade Sump Guard from Japan, New Bumper

Spare Parts	
4 Rally Tyres and	
Vanous Rims	\$80.00
Gearbox (no bell housing)	
DIFF RATIO 3.77:1	\$100.00
Bare Block TL 17	\$120.00
Timing Cover TL 17	\$120.00
Mild Cam Shaft	\$60.00
Standard Head	\$80.00
Two Slightly Modified Heads	(\$110.00 each)
	\$220.00
Set of Gordoni Pistons (one cracked)	\$300.00
Standard Inlet Manifold with Weber	\$90.00
Crankshaft	\$50.00
Two Tappet Covers (one chrome)	\$35.00
Modified Sump (larger capacity)	\$40.00
	TOTAL
	\$ 1,295.00

ALSO MORE EXTRA SPARE PARTS

ENGINE TOTAL	\$4,000.00
BODY TOTAL	\$500.00

THE CAR DOES NOT COME WITH RACING SEATS AND THERE IS NO REGISTRATION. THE ENGINE ALSO HAS A BRAND NEW ALTERNATOR, BRAND NEW HIGH AIR FILTER FROM THE STATES, BRAND NEW RADIATOR TWO CORE BIGGER CAPACITY ELECTRIC FAN FITTED.....
AND MANY MORE. JUSTTAKE FROM THE BODY AND BOLT IN. I HAVE RETIRED FROM RALLYING AND NEED TO MAKE SPACE AT HOME - MUST SELL QUICKLY.
SPARE PARTS WILL SELL FOR \$700.00
ENGINE AND BODY SELL FOR \$2,000.00
Please Phone During Working Hours
FIRST IN, GETS ALL.
Ian Richards, Queensland
Ph, 5527 4466 Fax, 5527 4465

Renault 17 South Australia Gordini

This rare 1976 Gordini is in immaculate, original condition. Has been garaged for the past three years and has been maintained by a scrupulous owner. Has won awards and for the keen enthusiast is worth a look. Regretful Sale, all genuine offers considered.
Phone James Armitage on 8263 5069 for further details. Adelaide

Useful Addresses members have used for various items on their 15/17

Victoria

Australian Precision Engine Parts

Work: 9887 1299
Fax: 9801 5771
2/5 Sherwood court
Wantern South, Victoria
Suppliers Total Seal Gapless Rings, a perfect long life piston ring.

Top Performance "koni"

Work: 03 9 873 1722
Fax: 03 9 874 2200
1 Trade Place Vermont
Melbourne, Victoria 3133
They can help you with custom made springs, koni shocks for your 15/17, they are good at suspesion setups.

GT Suspension

Work: 03 9 379 0777
Fax: 03 9 376 4158
137 Mt Alexandra Rd
Flemington Melbourne, Victoria 3031
Suspension work, springs, shockers.

K.G.Engineering

Work: 03 9 720 6699
Fax: 03 9 720 6910
8 Turbo Drive Bayswater North
Melbourne, Victoria 3153
Custom Roll cages, Engine work, Rebuilding, Machining, and lot's of other Custom work like Negative Camber front Suspension. They are more expensive than other places but their work is extremely good

Capral Aluminium

Work: 03 9720 4333
Fax: 03 9720 5253
240 Canterbury Rd
Bayswater Melbourne, Victoria 3153
Suppliers of Aluminium bits, tube, sheet, box tube, etc.....

Challege Fiberglass

Work: 03 9822 2998
525 Burke Rd
Camberwell
Melbourne, Victoria 3124
Custom fiberglass scoops, flares, spoilers, for road, race & rally, Like on Volker's 15TS, his left bonnet vent was a Seirra Cosworth series 1 vent from these guys.

Griplite Steering Wheels

Work: 03 9 558 5113
1/139 Wanda st
Mulgrave Melbourne, Victoria 8170
Leather, suede, lots of colours, custom steering wheel covering, they require a 2 day turnaround.

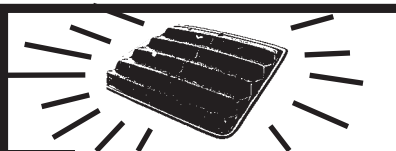
Performance Exhaust

Work: 03 9870 6085
49 New st
Ringwood, Victoria 3134
Mon-Fri 7.00am 6pm
open Sat
Custom extractors, exhaust systems, standard, road, race.

"Expressions of Interest"

If you are interested in getting some Fibreglass Guards, Ken from Caravelle Motor Imports is looking into getting some made up, please ring him if you are interested in purchasing some. Tel +61 3 99890 9061

Front Fibreglass Guards 15/17



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

\$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.

All French Automobiles Day
 Sunday 13th September 1998
 Seppeltsfield, South Australia.

S.A. DAY

If you own a French vehicle of any age, you will enjoy a great day of family entertainment in Adelaide and the Barossa Valley on Sunday the 13th September 1998.

As part of the Adelaide International Motoring Festival, held in conjunction with the 1998 Bay to Birdwood Run, the All French Automobiles Day will commence from the Torrens Parade Ground, (located in the heart of Adelaide, corner of Victoria Drive and King William Road) at 10 am.

For an entry fee of \$20.00, you can join owners of French vehicles of all ages, shapes and sizes, from all over Australia on a tour of the picturesque Barossa Valley. You will receive a rally pack renowned for the quality and imagination of its contents.

Celebrate the centenary of Renault, and the 50th anniversary of the Citroën 2CV.

From the city, vehicles will travel an undemanding scenic route which leads to the natural beauty of the Barossa Valley, and to Seppeltsfield, the Barossa's most historic operational winery. Here there will be music, face painters and children's games. Witness the amazing skills of Petanque the unique game of France, take the opportunity to vote for the most outstanding vehicles of your choice.

Don't miss this great day! Return email now, with your postal address or fax number to obtain your entry form. Numbers are limited, therefore early entry is a must. Sorry, but entries will not be accepted on the day.

Entries close 14th August 1998.

Simon Fitzpatrick

email: gordini@hotmail.com

All French Automobiles Association (SA) Inc.

1600cc ALLOY ROCKER COVERS "Renault Gordini"

This is a last call for people interested in putting their name down for "Renault Gordini" finned Alloy Rocker covers. We have been building a list of interested people, once we have got enough people, we will mail you with the final cost, time frame to the job to be done and payment requirements. The Rocker Covers look to be priced around the \$350 dollar mark, this is a rough estimate but we have priced overseas covers, and with import and shipping charges, and no guarantee of quality, \$450 to 500 dollars is expensive.



Send you Name, address and Phone Number to either of the following addresses Before 19th August 1998 Last Call, Hurry

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158 Grant St Alexandra Vic 3714

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Mob- 041 830 3312

Volker Schubert

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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*



**AND
Performance
TUNING**
By Adam Schonekas



Street Suspension *Setup* considerations

This issue we are going to talk about strengthening the body shell and suspension setup for fast street use and the start of competition.

Starting in the engine bay the first strengthening item that should be considered is MIG welding the suspension tower tops as Renaults, seven spot welds will often separate under heavy loads. Some of us can attest to this happening on Volk's car in its previous life. You could see through the inner guard and there was an unintentional 5 degrees of negative camber on one wheel.

While performing this welding, weld in a 10 millimetre plate to act as an anchor for a strut brace between the towers. This will add the necessary amount of rigidity to the front shell, to allow for further suspension modifications. As Renault stiffened the rear shell considerably from the factory the only addition we would recommend here is a simple welded strut brace between the tops of the shock towers to spread load evenly through the body.

Springs - New springs will be needed to be made one inch lower all around and 30 percent stiffer than 15TS/17TL springs. Contact GT Suspension, 137 Mount Alexander Road, Flemington VIC PH-03-9376 0777, they will make custom springs at around \$200 per pair.

Sway Bars - For normal road use the standard 15TS/17TL bars are quite adequate with the addition of Toyota Tercel 4WD D-bushes „Sure Trak- code a2196u, which are a perfect replacement for the standard rubber D-bush at approximately \$30 per pair.

Shocks - Adjustable rate shock absorbers preferred for the ability to match the new spring rates. For sports/competition use custom built shock absorbers may be necessary. For Koni advice contact Top Performance Products at 1 Trade Place, Vermont 3133 PH# 03-9873 1722. I would also recommend staying with new rubber bushes rather than any firmer material as these are the best compromise for a car that needs to be used on the road.

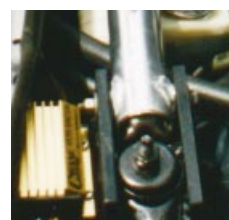
General bush replacement is also a great aid to restore the handling of your 15/17. Bushes that should be checked are castor arm, upper and lower wishbone, drop links to sway bar, tie rod ends and the internal nylon bush in the passenger side of the steering rack. The rear trailing arms should be replaced with new ones, however, the pivot and hourglass bush on the rear A-arm rarely need to be changed due to their light stress loads.

Negative Camber - The front wishbones can be lengthened to relocate the ball-joint to allow for up to 2 degrees of negative camber helping to cancel the built in factory understeer. If tempted to go over 2 degrees of negative camber be warned that Renaults, long suspension travel can cause the inner CV joint to separate at the end of its travel.

Also, a warning for people who want to lower their car more than one and a half inches. Due to the long suspension travel the shock absorber piston rods and bump stops will need to be shortened to allow adequate effective shock absorber motion. The final item to take advantage of the up rated suspension specifications is a set of widened 14-inch steel specials as now the chassis will easily over-power the standard Renault rubber. For widening your Renault steel wheels contact Eastern Wheel Works +61 3 9720 7378 Factory 4/5 Edelmaier St Bayswater, Victoria 3153. I hope this answers some of the basic questions you've had about setting up your suspension for your 15/17 coupe or 12/17 sedans.



**Renault 17 Sedan
Strut-Brace**



**Renault 15 Coupe
Strut-Brace**