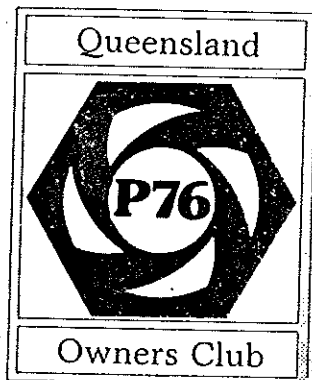


Queensland P76 Owners Club



February Newsletter



Anything But Average

CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT

Del Murray
73 Waterview St.,
WYNNUM 4178
Ph. 396 1065

VICE PRESIDENT

Neil Lyons
31 Radford Rd.,
Manly West 4179
Ph. 893 1180

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Manly West 4179
Ph. 893 1180

TREASURER

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PO Box 25 Lowood 4311
Ph. 075 879330

EDITOR

Colin Taylor
5 Turana St.,
THE GAP 4061
Ph. 300 2186 P
891 6111 B

GENERAL MEETINGS

The Queensland P76 Owners Club holds its monthly meetings on the second Wednesday of each month.

TIME: 7.30 pm

VENUE:

Norman Park Uniting Church,
corner of Bennetts Rd. and
Mc Illwraith Ave.,
Norman Park.
(at round-a-bout)

DATES:

August	10th	'88
September	14th	'88
October	12th	'88
November	9th	'88
No Meeting		
January	11th	'89
February	8th	'89
March	8th	'89
April	12th	'89
May	10th	'89
June	7th	'89
A.G.M.		
July	12th	'89

CLUB OUTINGS:

Various activities are organised by the club's members and are generally on the fourth Sunday of each month.

The activity and venue will be advertised in the monthly newsletter.

This newsletter is the official publication of the
"QUEENSLAND P76 OWNERS CLUB"

All submissions are published and opinions expressed may not
necessary be those of the editor.

This publication is not for sale but is free to financial members.

The Editor Has His Say

Well here we go into another year and our cars are all around fifteen years old. When you think about it, they are nearly old enough to be allowed out by themselves.

In the next few weeks there will be several cars leaving Brisbane for the long trek to Perth. Some are going over the top whilst others are going around the bottom. Which ever way, its a long long drive which will necessitate the carrying of many spares in case of the odd mishap or breakdown. The mind boggles just to even think about what they'll need, especially Col & Del who are going around the top by themselves.

This month there is plenty of information regarding the National Meeting thanks to the Perth Club. They have done an excellent job in keeping us informed with updates for the meeting.

Anyone contemplating treating their car's paintwork as per Col Murray or Graham Rogerson, should consider Le Gardienne. They are offering a 20% discount to all members for the initial treatment. This normally costs \$238. The treatment requires a yearly update to maintain its surface. This costs around \$60.

Last month we received the sad news that Harold Banks had passed away. Harold lived at Bundaberg until recently moving to Victoria. He will be missed as a long serving club member and our condolences have been sent to his family. Harold's car is for sale and it has been requested that it be sold to a club member. It is an Oceana Green V8 in pretty good condition. More information will be passed on re the car when legal matters have been sorted out.

Front blinker lights are available as they have been re-manufactured in Victoria. These will be sold at \$90 a set until sold. Consequent batches will probably be dearer.

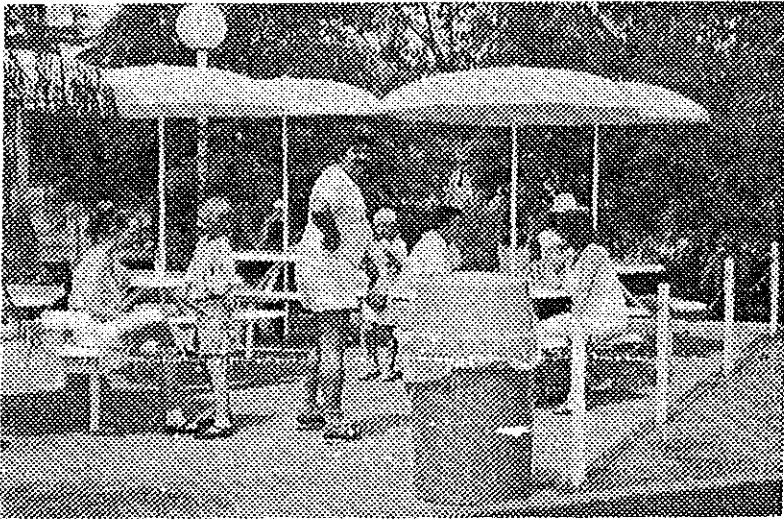
We also have complete gasket sets available V8 or 6 cyl for \$75.

At the February club meeting there was much discussion regarding the points award system for the ember of the year. It was voted that suggestions be put forward for a possible rule change at the AGM. There are a few factors to be considered here as the main complaint stems around the fact that it is usually won by the immediate or passed President. Obviously the people who do more for the club should win the honour. I can't personally see how you can win this award by not participating in the club's activities or contributing in some way. I do feel though that the system may be modified too include point on a broader spectrum and possibly as suggested, have committee awards separate to the average member. I can only qualify that if the average member actually earns the award like maybe points for an article in the newsletter etc. Maybe the country members could contribute in this manner? How about some suggestions!

Our Cover

This month I searched the files for something different and came up with John Ford's old car. It was taken at a motorkhana about a year ago as he poured on the power around the top bend. I believe this car was written off some time after this event? Maybe we'll be able to feature John's new car pretty soon. It has just made an appearance at the February meeting.

Observation Run - Jan 22nd



The observation run organised by our Vice Secretary Neil Lyons proved to be quite an enjoyable run. Our meeting place at the BP garage at Burpengary saw us receive sealed orders which were not to be opened till we reached Landsborough. I wonder how many of us opened them early?

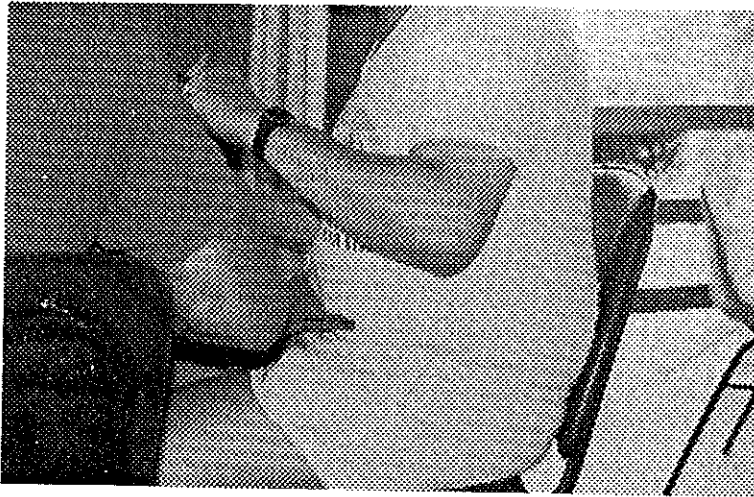
Being an economy run, we all filled up with petrol, with some of us squeezing the last possible drop into the tank. This of

course proved a waste of time as the hot sun sent petrol literally pouring out of a couple of tanks, forming a nice pool on the driveway of the garage. Rogo of course filled up elsewhere so he could use his credit card and obtain some special fuel for economic driving.

The sealed instructions were clear and explicit. Not even Cec and Alma got lost as we wended our way up the beautiful country side through Montville. The questions asked for the observation section seemed ambiguous enough as most people went to great lengths trying to read something into some fairly straight forward questions.



The first leg of the run found us at the pub at Mapleton where we had an ale or two and a fairly inexpensive counter lunch. After receiving a new set of sealed instructions, we filled up with petrol at the local garage and set off down the mountain to Nambour,



then through Maroochydore to Caloundra, our final destination where we once again filled our tanks with petrol.

This was rather embarrassing for me as after only two dollars, petrol was spewing out everywhere. Neil's instructions were once again explicit although the wheels fell of the observation run. We were in-

structed to purchase something under two dollars for a P76 from a certain wrecking yard - the yard was closed. Next we had to count graffiti references at a toilet block in Caloundra - the toilets were just painted.

After tallying up the points for the observation run, it seemed everybody had thirty points so we all won, even Neil got thirty points.... and he ran it.

After much calculation kilometres to miles and litres into gallons, Neil finally came out with fuel consumption figures. The winner on the day was Ron Armstrong, who managed 28 MPG. Second was Mr Ed. - I managed 26 MPG. Thick as a brick went to Ray Ward, who, driving the only six cylinder car in the field, could only manage 21 MPG. V8's forever!



The plan at this stage was for a Barbecue at Caloundra. Unfortunately the counter lunch only two hours before was rather filling, so the barbie was canned and we went our separate ways.

Thanks to Neil for organising an eventful event.

- | | |
|----------------------|---|
| 1st: | RON ARMSTRONG (28.10 mpg) V8 4 speed, with 350 Holley, electronic ignit, and water injection; |
| 2nd: | COL TAYLOR (26.20 mpg) V8 4 speed, with 350 Holley, twin system exhausts; |
| 3rd: | PETER ROSE (25.22 mpg) V8 4 speed, with 350 Holley, Extractors & twin system |
| 4th: | GRAHAM ROGERSON (22.27 mpg) V8 Auto, with 350 Holley, and twin system; |
| 5th: | NEIL LYONS (22.07 mpg) V8 Auto, with 450 Holley, extractors & twin system; |
| 6th: | CEC MUNT (21.47 mpg) V8 Auto standard; and |
| THICK AS
A BRICK: | RAY WARD (21.23 mpg) 6 cylinder, bog standard auto. |

QUEENSLAND P76 OWNER'S CLUB 1989 MEMBERSHIP LIST

Armstrong	Ron	19 Georgina St.,	Salisbury	4107	2772213
Alter	Peter	33 Meier Rd.,	Camira	4300	2884945
Anderson	Allan	126 Medway St.,	Rocklea	4106	8921645
Austin	Noel	2 Hammond Rd.,	Avocado Hgts	2456	
Bateman	James	40 Renecol Ave	Rasmussen Thuringowa	4815	077734252
Blake	Jamie	21 Camelia Ave.,	Kingston	4114	2901163
Bendon	Sharron	32 Crest St.,	Beeleigh	4207	2871728
Broad	Mark	c/o PO Southbank	via Toowoomba	4350	076910265
Bravery	Gerry	34 Seaton St.,	Browns Plains	4118	8006973
Chu	Marcos	291 Lennox St.,	Maryborough	4650	071212070
Coghlan	John	88 Rous Rd.,	Goonellabah	2480	
Cook	David	Twin Peaks Rd.	Bli Bli	4560	485588
Dearing	David	316 Priestdale Rd.	Rochedale	4123	3419758
Devonshire	Robert	39 Helen St.,	Toowoomba	4350	076 383267
Digman	Reg & Pam	1 St Andrews Dve	Woolgoolga	2456	066 542178
Douris	Tony	41 Browing St.,	West End	4101	8461946
Fechner	Peter	141 Cornwall St.	Annerly	4103	8911115
Fiechtner	Steven	29 Pheobus St.,	Mount Gravatt	4122	3498351
Funk	Michael	41 Oatland Cres.,	Holland Park West	4121	3976131
Gibson	Loyd	Eumerella South	Thallan	4497	
Gill	Peter	c/o P.O.	Woodford	4514	
Hallard	Ron	15 Eucalyptus Ave.	Burleigh Pk	4220	075 353410
Hassebrock	Steve	514 Redland Bay Rd.	Carbrook	4130	2098957
Head	Tony	108 Ramsay St.,	Toowoomba	4350	076 352681
Hofmann	Alex	111 Tourist Rd.,	Toowoomba	4350	076 351344
Hodgson	Peter	P.O. Box 611	Toowoomba	4350	076 305136
Holt	John	28 Stanley Rd.,	Camp Hill	4152	3983229
Jurrot	Graham	26 Marquis St.,	Greenslopes	4120	3911278
Kelk	Kon	18 Reign St.,	Alexandria Hills	4161	8242260
Keyte	Peter	4 Hydra St.,	Inala	4077	3723682
Kerr	Rob	52 Willaiam St.,	Buderim	4556	071 452338
Kirk	Tom	5 Coolibah St.,	Woodridge	4114	2088008
Leitch	Ken	61 Surfers Ave.,	Mermaid Bch	4218	075 526322
Lyons	Neil	31 Radford Rd.,	Manly West	4179	8931180
McKiernan	Terence	27 Mabel Ave.,	Southport	4215	075 32429
McKnoulty	Bob	Clive St.,	Fernvale	4305	075 867396
McKnoulty	Ron	14 Irwin Rd.,	Mt Tarampa	4311	075 879330
MacKenzie	Michael	36 Faxton St.,	Acacia Ridge	4110	2775701
Munt	Cec & Alma	46 Ceasar St.,	Ferny Hills	4055	3514609
Murray	Col & Del	73 Waterview St.,	Wynumm	4178	3961065
Nicholson	Keith	32 Larbonya Cres.,	Capalaba	4157	3902290
O'Dowd	Michael	26 Cavell Tce.,	Ashgrove	4060	3681154
O'Sullivan	John	82 Massey St.,	Ascot	4007	8620058
Payne	Vey	1 Boundary Rd.,	Beaudesert	4289	075 411980
Peterson	Patrick	181 Brisbane Rd.,	Booval	4304	2821264
Perkins	Robert	71 Henzell St.,	Kippa-Ring	4020	2847791
Pickering	Mark	11 Kiriwina St.,	Fig Tree Pocket	4069	3786157
Pomeranke	Phillip	Mail Service 16	Melany	4552	071 944528
Porter	Col	30 Sunset Bvde.,	Tweed Heads West	2485	
Ravnik	Peter	28 Cairns Tce.,	Red Hill	4059	3696528
Rogerson	Graham\Pat	Greenglades Old	Gympie Rd., Narangba	4504	8881345
Rose	Peter	10 Pindari St.,	Rochedale	4123	3411229
Schutz	Allan	10 Cooina St.,	Ipswich	4305	2021054
Sear	Arthur (Jim)	8 Enoch St.,	Clontarf	4019	2831614
Small	Andrew	514 Redland Bay Rd.	Carbrook	4130	2098957
Swann	Thomas	10 Baybreeze Rd.,	Manly West	4179	3961889
Taylor	Col	5 Turana St.,	The Gap	4061	3002186
Thomas	Brian	10 Dunstan St.,	Moorooka	4105	8924647
Ward	Ian	477 Cavendish Rd.,	Cooperoo	4151	3970476
Ward	Ray	Springtime Gardens	Caravan Pk Springwood	4127	
Wegemund	William	35 The Corso	Isle of Capri	4217	075 317609
Williams	Peter	8 Hampton Rd.,	Oberon NSW	2787	
Wilson	John	Jones & Amos Rds,	M/S 224 Toowoomba	4352	076 303201
Zenoni	Robert	92 Adelaide St.,	Clayfield	4011	2624011

Clutch Shudder

An on-going complaint from P76 owners has for some time now been clutch shudder. There has been several theories tried and tested but until now, no real solution offered.

A new clutch seems to fix the problem for a while, likewise new engine mountings also seem to help, whilst even having your engine idling revs down to the minimum lessens the problem. The shudder problem in fact is a combination of two factors, each requiring some attention, these being the clutch itself, and the engine mountings.

The main area to modify is the mounting of the pressure plate onto the fly-wheel. The standard Leyland pressure plate has three bolts securing it to the flywheel. Here lies the main problem. The pressure plate flapping or flexing under load is where the shudder emanates from. This is easily rectified by purchasing a Ford Falcon pressure plate which uses six bolts to secure the pressure plate to the flywheel. The Falcon pressure plate is identical to ours even to the position of the three holes to mount it directly onto the Leyland flywheel.

Naturally, extra holes must be drilled and tapped into the Leyland flywheel so that extra bolts can be installed and therefore secure the pressure plate much tighter than before. This will eliminate the shudder from the source.

The other area to look at which generally amplifies a shuddering clutch is the engine mountings. There is no option apart from manufacturing some fancy engine stabilizer bars but to install new engine mountings. These are still fairly readily available, although six cylinder mountings can be modified to suit.

The Ford clutch plate is from an early model Falcon (XA - XB) and can readily be purchased. Note that some Falcon pressure plates may not be drilled for the extra holes, but are indented ready to drill. Another point to watch is that if you remove the flywheel for drilling and tapping, mark its position to retain its dynamic balance. ED.

For Sale

Limited Slip Diff - Drum To Drum - \$150

Bob McKnoulty 075 665172

Wanted

Brown Super Seats in Good Condition

Ron Hallard 075 353410

Wanted

Leyland P76 V8 Auto Super in Good Condition

Will Pay Top Dollar

Ron Hallard 075 353410



The Leyland P76 Owners' Club [WA] Inc
PO Box 110, Willetton, WA, 6155.

Telephones (Home): 09-378 3951 : 09-399 6772

Secretaries
All P76 Clubs

NATIONAL MEETING INFORMATION

I would be very grateful if the attached information regarding the 1989 National Meeting could be brought to the attention of all members travelling to Perth for Easter. Full information sheets will be distributed to members upon arrival in Perth, however the enclosed details will be of some benefit to intending visitors.

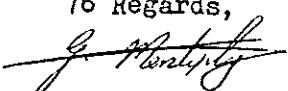
A pilot car scheme will be available to meet and escort the large convoys arriving on Thursday afternoon. They will be met just outside Perth, sorted into smaller packs, and then brought through to Woodman Point. We should have 3 cars available for this task. Full details on this scheme will be forwarded to you in the very near future, and will also be confirmed via telephone just prior to departure for Perth.

For members travelling alone, the best route to Woodman Point is via the Roe Highway south from Midland, then the Tonkin Highway north-west (skirting Perth Airport) before taking Leach Highway south west all the way into Fremantle. Hampton Road and Cockburn Road then lead south direct to the Woodman Point campsite (turn off just past the lighthouse). The attached map shows this route.

Your assistance in passing on this information is greatly appreciated. We wish all members a safe, happy and trouble-free trip over the border (or borders).

See you all in Perth at Easter.

76 Regards,


Gary Mentiplay
Secretary

30 January 1989

1989 NATIONAL MEETING

23 - 27 MARCH

ITINERARY

<u>Thursday</u>	<u>23rd March:</u>	<u>After Lunch</u> - Camp preparation
		<u>Early/Late PM:</u> Reception & Registration of Arriving Members
		<u>Evening:</u> No planned activities - "get to know you time"
<u>Friday</u>	<u>24th March:</u>	<u>Morning:</u> Free time - continue reception & registration
		<u>Afternoon:</u> P76 Concours
		<u>Evening:</u> Quiz Night
<u>Saturday</u>	<u>25th March:</u>	<u>Morning:</u> Free time - shopping in Fremantle, etc
		<u>Afternoon:</u> Observation Run (around Rockingham), followed by an early evening meal back at camp
		<u>Evening:</u> Convoy drive to King's Park - Perth
<u>Sunday</u>	<u>26th March:</u>	<u>Morning:</u> Games morning in camp (informal)
		<u>Afternoon:</u> Cut lunch supplied for motorkhana contest (Zetland Shield Competition)
		<u>Late Afternoon:</u> Drive through Rockingham (if time permits)
		<u>Evening:</u> Trophy Presentations / plus other "entertainment"
<u>Monday:</u>	<u>27th March:</u>	<u>Morning:</u> Police escort convoy through Fremantle (if possible)
		<u>Afternoon:</u> Delegates Meeting
		<u>Evening:</u> Official Closing - rest of evening free
<u>Tuesday</u>	<u>28th March:</u>	<u>Morning:</u> Pack up and move out of camp

Notes:

Registration: Members will be charged a fee of \$5.00 each (applicable to actual members only, not to family members or guests) upon arrival. Costs for accommodation and meals are also expected to be paid on arrival. The \$5.00 fee covers all entry fees for observation run, concours, motorkhana, etc, and is mainly designed to cover cost of trophies. On arrival, all members will receive detailed information regarding all events of the Meeting, as well as WA tourist information.

Concours: Cars will be separated into the following categories: Deluxe; Super; Executive; Targa Florio; Modified; with trophies going to best in each category. Also, best overall trophy will be presented. Judging will be by secret ballot by all members present for all categories. Two visitors will be asked to confirm cars are in correct category prior to judging. In the event of a tie, equal trophies will be awarded.

Observation Run: Will be a short trip around the Rockingham area, starting and finishing from the Woodman Point camp. Only major, public roads will be used, and it will follow normal observation run routine, except that the target time will be secret (penalties will apply for early arrival / lateness as well as for incorrect answers. First, second and third trophies will be awarded.

Motorkhana: First, second and third place individual trophies will be presented, as well as the team's total counting towards the Zetland Shield contest. Event will be run over 3 tests, with 2 runs on each test, with all runs counting for final score. Full details on penalties, courses, etc will be included in information received by members on arrival at Nat-Meet.

Convoy Runs: The Saturday night drive into Perth will be an informal affair, to allow visitors to view the city from King's Park, etc. Cars will possibly leave camp in packs, led by WA members to avoid getting lost, etc. If time allows on Sunday afternoon, a leisurely drive-through Rockingham will take place prior to returning to camp. The police escorted convoy on Monday morning will be through Fremantle, mainly to allow for video filming, photos, etc. More detail on this will be available on

NATIONAL MEETING INFORMATION (Continued)

arrival at camp. (There may be some difficulty with this, so we have a stand-by event).

Free Time/Leisure: Friday morning has been set aside for members to wash cars, etc, to prepare for afternoon concours.

The Quiz Night on Friday evening will be informal, with teams selected by ballot, to break up state groups. It will be a general knowledge test (not on cars), and a small separate fee may apply to contestants.

Saturday morning has been set aside for shopping, as all stores will be open in nearby Fremantle.

Sunday morning will allow for church attendance, or organized fun games for those who stay in camp.

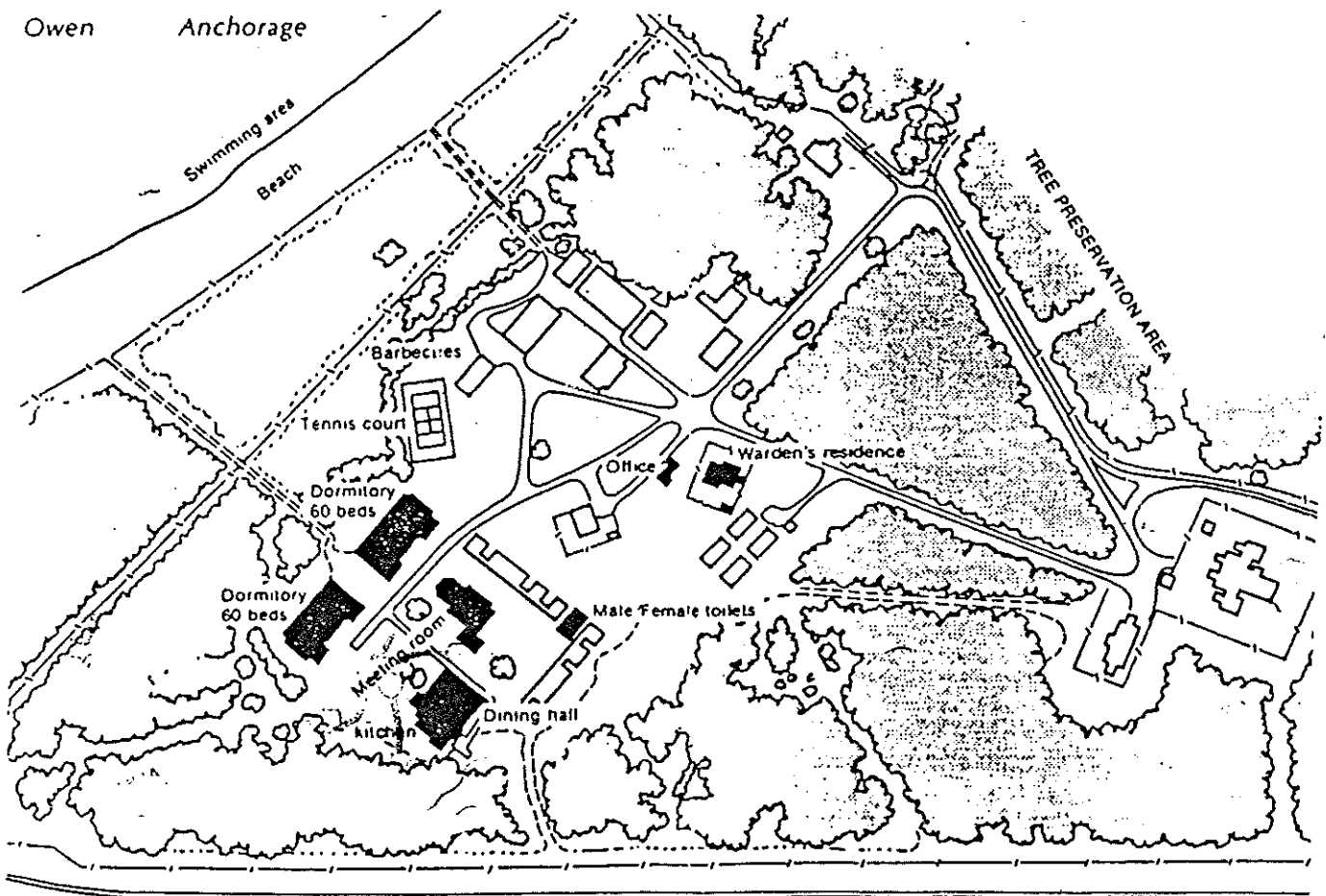
Monday afternoon will be free time for most members, to allow packing, etc.

Souvenir Stalls: All Clubs are welcome to set up souvenir stalls during the camp.

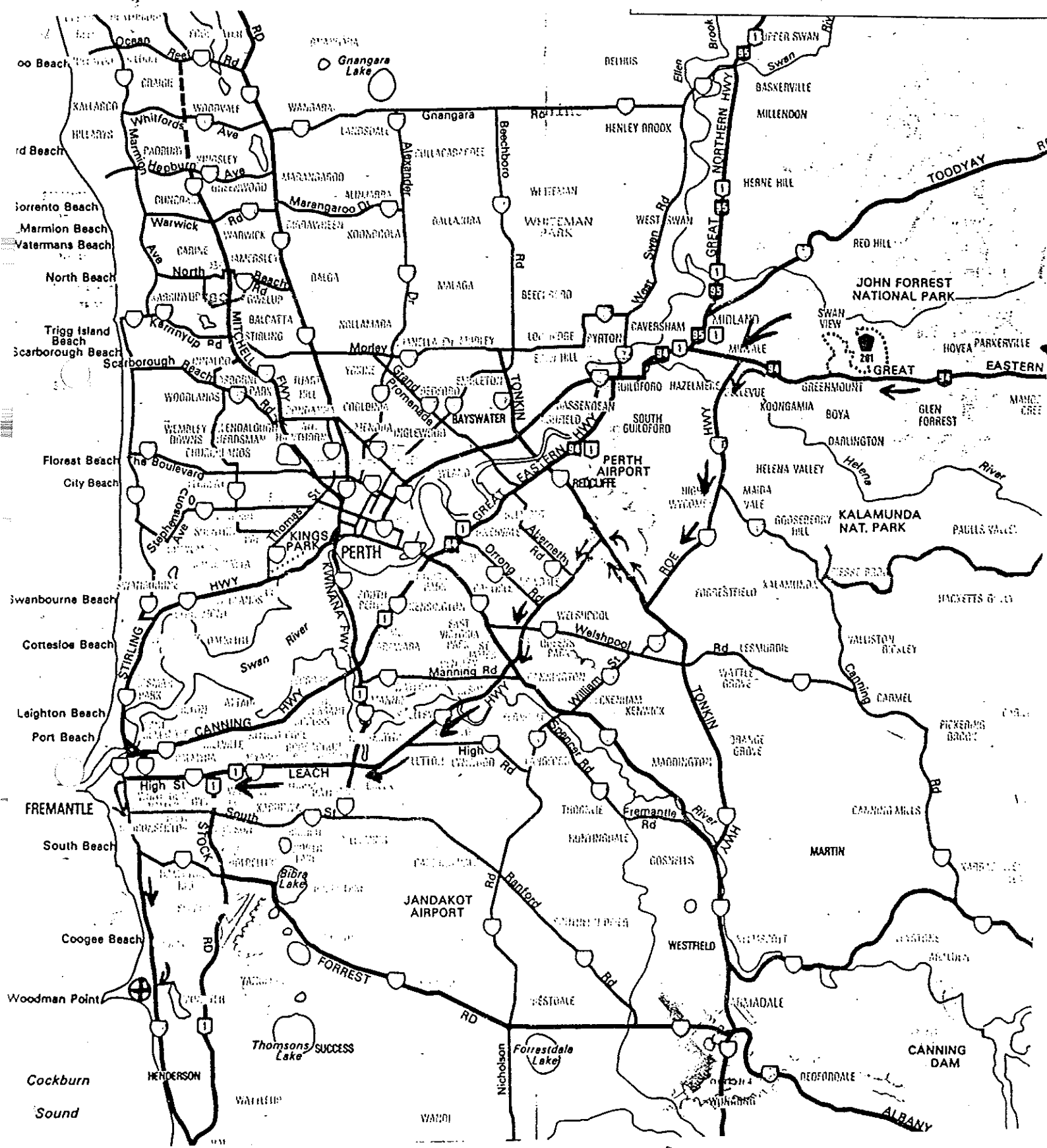
Accommodation: Due to an oversight by Dept of Sport and Recreation, we have received late notice that we have been allocated "Owen I" in the camp. This is a series of small dormitories close to the kitchen. They are modern buildings, and should suit our purpose. (See map below)

These rooms will be temporarily divided by makeshift partitions, to afford some privacy. The late change in accommodation arrangements is regretted, but is beyond our control. Costs for accommodation are not affected, and we are sure that members will find the new rooms more than satisfactory.

Furthest Distance Trophy: The Mick Avenhouse Trophy will be awarded to the member residing the furthest distance from Perth (not route travelled).



WOODMAN POINT CAMP LAYOUT



NATMEET NEWS

Trailers: Members towing trailers to the National Meeting will be able to park them inside the Woodman Point complex.

Day Visitors: Meals will be available, provided that the kitchen is informed of approx total numbers beforehand. Costs must be met by the day visitors, and of course, they must notify the Committee in advance of meal requirements.

ZETLAND SHIELD - Secondments to other Clubs:

All P76 Clubs will be asked to nominate their respective delegates to the official NatMeet final meeting, and also a delegate for the Zetland Shield officials (this may be the same person). This information will be required prior to the start of the National Meeting, so all Clubs are requested to contact the WA Club with their nominations.

Rule 8 of the competition guidelines allows attending clubs to request secondments from the host club if they are unable to field a team of at least 3 drivers. Naturally, any secondment would be for the duration of the motorkhana only, and not for other NatMeet functions.

This system may not be required at most eastern venues, because of the relatively shorter travelling distances for most P76 Clubs. However, the greater distance involved with the Perth Meeting may result in some secondments being required. In any event, some consideration should be given to how to operate the secondment system, whether or not it is required for the 1989 event.

One system which appears to be the fairest to all is as follows:

The host club nominates a team of 5 or 6 drivers, who will be the official members of that club's motorkhana team. All the remaining local entrants from that club are then placed into a ballot draw, for allocation to other clubs requesting secondments. If there remains a surplus of drivers after the ballot (e.g. 8 local drivers in ballot draw - only 5 required as secondments), then the remaining host club drivers not allocated from the ballot would automatically re-join the host club's official team.

Members belonging to more than one P76 Club would not be included in the ballot, because they would earn equal points for each of their clubs (Rule 5 of the guidelines applies).

The above system may need to be reviewed by the event officials prior to the Perth motorkhana, or at the final NatMeet briefing. Any comments or suggestions on the above proposal should be submitted to the WA Club, or brought to attention at the opening of the National Meeting.

We can handle it so you can.

It's not just the parts, it's the Fulcrum experience that makes the real difference. Matching the perfect components to maximise performance, comfort, safety, reliability... that's the real appeal of Fulcrum. You can't afford to take risks, because after the suspension, there's nothing else left to keep you safely on the road.

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Ph (07) 892 2647

Also at: 23 Nurdah Street, Nurdah. 4012
Ph (07) 266 6788
and 70 Ingham Road, Townsville. 4810
Ph (077) 72 6144

**FULCRUM
SUSPENSION**

FS181

4 Car Service and Maintenance.

STIFF STEERING - NOT SELF CENTERING: Caused by a dimensional problem on the intermediate shaft. The shaft could be too long and loads up other steering components. To check - remove upper pinch bolt and turn steering back and forth. If top joint slides up spline, load is present. To rectify - file new slot for pinch bolt in inner steering column spline (splines not hardened). Ensure end of inner column does not foul joint. If so, remove inner column and re-work end.

HANDBRAKE DIFFICULT TO RELEASE: This is due to over travel of the lever mechanism, resulting from insufficient adjustment of rear cable. A plate has been added to the mechanism to stop the pawl from dropping over the ratchet.

PROPELLOR SHAFT FOULING TUNNEL: This can be caused by misalignment of propellor shaft in tunnel. To correct - the gearbox to cross member holes are slotted across vehicle. The crossmember to longitudinal holes are slotted fore and aft so adjustment is possible. Alternatively, a spacer can be fitted between the diff buffer plate and the body or between the rear crossmember and the longitudinal (2" x 2" x 1/4").

STIFF ACCELERATOR PEDAL (6 CYL. AUTO) Remove auxiliary return spring on pedal. Also pedal assemblies differ: V8 - Bent; E6 - Straight.

STIFF CLUTCH OPERATION: Check if clutch cable inverted, mounting should protrude from the interior. Check the ball socket cross shaft, this should be a sliding fit and well lubricated.

FRONT CROSSMEMBER BOLTS LOOSE: Caused by compression of front longitudinals. This has been rectified in production by additional vertical strengthening in area of mounting bolts. Service fix is to add a plate to the upper side of longitudinal (2" x 2" x 1/8").

WATER ENTRY:

WINDSCREEN & BACKLIGHT: Remove finisher strip and spray aperture with a fine spray of water. Isolate leak area and apply universal sealer HYL 4660.

DOOR APERTURES:

- The moulded corners on all door rubbers has been extended by 3/16" to ensure adequate sealing. The door rubbers will be extended by 3/16" all round (intro. approx 6 weeks from 20/9/73).
- The rear doors should be fitted so that the vertical window frame at the front of the door is 1/8" to 3/16" inside the 'B' post. The front door could then be adjusted inwards to align with the rear door, thus giving a much better seal to the doors (because of increased tension on seals).
- It may be necessary in some cases to pack out the sealing rubbers with 'Prestick' or a rubber strip (HYA 3480 Marina).

Note: Areas that may require packing are:

- Top rear corner or top edge of door.
- Area of seal around lock of door.
- Lower rear corner of doors.
- Where window frame meets door at leading edge.
- Seal rubber strip retaining clips from inside bottom of door.
- To prevent water running over courtesy light switch area and into vehicle, a piece of packing may be stuck to panel.

SILL PANELS: These will be changed to allow water to run away. Pack up each edge of sill panel to allow water to run under and into oody channel. With panel removed punch holes in channel to allow water to run out. These are now being drilled in production.

WHEEL ARCH FINISHER: Seal hole drilled through double panel in wheel arch from under wheel well (as Marina).

REAR VENT: Initially all panels had locating noles drilled before assembly. This resulted in a misalignment problem occasionally. Now the vent panel is offered up to the aperture and the holes are drilled. To rectify early types - remove vent grille, and ensure all holes have nylon ferrule inserted, these sometimes are pushed right through. If all the grille pegs do not align, break off the misaligned and seal hole with sealer and a ferrule. Seal around panel aperture with sealer and refit grille. It is advisable to lubricate grille locating pegs with zinc oxide grease to ease installation.

THANKS TO WESTERN AUSTRALIA CLUB FOR THIS INFORMATION

Le Gardienne

Revolutionary Protection Treatment No More Polishing Your Car

You need never to polish your car again after it has been treated with Le Gardienne. The Product is recommended to treat the duco surface of prestige vehicles such as Rolls Royces as well as family vehicles, fleet vehicles etc.

Le Gardienne is NOT a cutter

The Treatment consists of Three Processes

1. Rejuvenator 2. Sealant 3. Lustre

Le Gardienne protection rejuvenates the paint to its original colour, eliminating fade, oxidization and built-up grime.

It seals the entire surface against rust, road chemicals, vegetation sap and salt, and adds a hard, glass like mirror finish to your car.

Seven Year Written Warranty.

Contact Harvey & Nola Lake

12 Sunfields Street Geebung 4034

ph. 359 6244 or 222 4416

20% Discount to club members

Brings the price to around \$185 for the initial treatment.

New Members

This month we can welcome several new members into our club along with several members who are re-joining. The new members are Jamie Blake, who owns a Candy Apple Red executive, Tony Douris who has a Targa (Omega Navy), and Mark Broad, no info re his Limo.

Jamie Blake 21 Camelia Ave Kingston 4114 290 1163

Tony Douris 41 Browning St West End 4101 846 1946

Mark Broad c/o P.O. Southbank via Toowoomba 4350 076 910265

Members re-joining

Peter Alter 33 Meier Rd Camira 4300 288 4945

John Holt 28 Stanley Rd Camp Hill 4152 398 3229

There are several changes of address which can be found in a complete list in this magazine.

Coming Events

February 19th - Run to Toowoomba

Meeting at the Gales Roadhouse at 9:30 am

Ron McKnoulty is organising a leisurely drive to Toowoomba where we can have a Barbecue lunch, visit the local fleamarket, and even visit the local museum. Bring goodies for a barbecue.

March 19th - Observation Run*

*With a difference. Ray ward is organising this event and will not elaborate on the difference, only to specify the definite need for a Referdex (street directory).

Meeting at Indooroopilly shopping centre at 9:30am. Barbecue!

April ??? - ??????

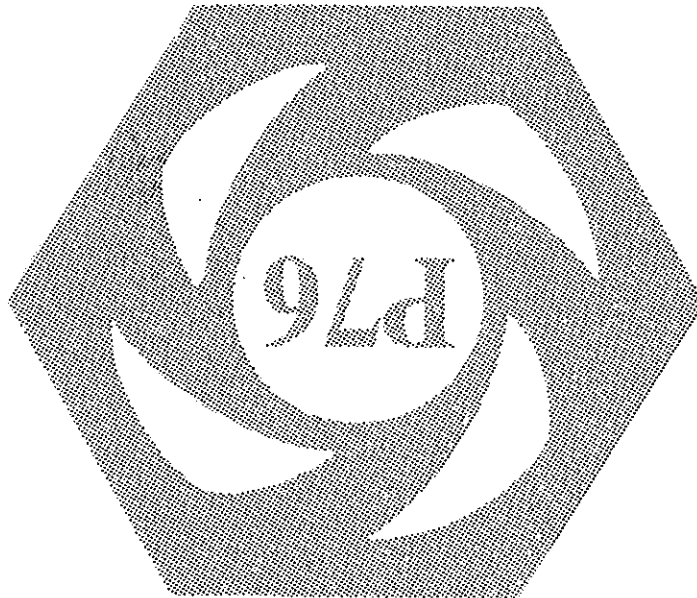
Mark Pickering is the organizer - knowing Mark you better have a full tank of petrol???

May ??? - ??????

This space is reserved for YOUR suggestion - What about you country members?

June Long Week-end

Woolgoolga?????



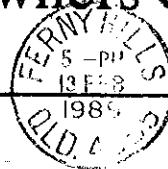
Sender 5 Turana St., The Gap 4061

Queensland

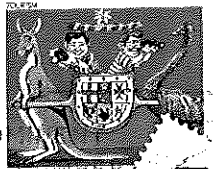


Owners Club

Queensland P76 Owners Club Newsletter



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Taren Point
N.S.W. 2229



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