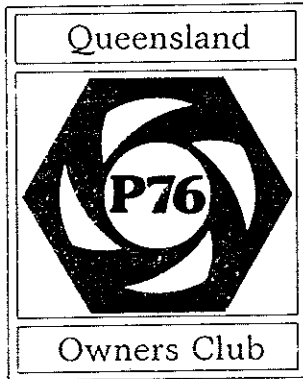


Queensland P76 Owners Club



May '89



Anything But Average

CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT

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73 Waterview St.,
WYNNUM 4178
Ph. 396 1065

VICE PRESIDENT

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Manly West 4179
Ph. 893 1180

SECRETARY

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PO Box 25 Lowood 4311
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EDITOR

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SPRINGWOOD. 4127
Ph 075 654418

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.

Blinkers

DON'T DESPAIR !!!!! THE BLINKER/PARK LIGHTS ARE ON THEIR WAY AND GETTING CLOSER.

UNFORTUNATELY THE SLOW BOAT FROM CHINA MUST HAVE BEEN POWERED BY A 6cyl 'P' MOTOR, AND WE ALL KNOW WHAT THAT MEANS.

ANYWAY, COME TO THE SWAP MEET ON SATURDAY AND THERE IS A VERY GOOD CHANCE THAT YOU CAN PICK THEM UP. LAST ONE IN GETS ALL THE PIECES.

IN ANY CASE THEY SHOULD BE AVAILABLE AT THE NEXT MEETING. SHOULD YOU NEED YOURS SENT TO YOU, ONE OF THE COMMITTEE WILL BE ABLE TO HELP.

Louvres

ANYONE WANTING LOUVRES SHOULD CALL DELL MURRAY NOW !!!!!!! IF YOU LEAVE IT UNTIL TOMORROW YOU WILL BE TOOOO LATE.

New Members

WELCOME TO THIS MONTHS NEW MEMBER, HUGH BAINBRIDGE.
HUGH LIVES IN BRIGHTON AND DRIVES A BOLD AS BRASS 40,000 mile V8 DELUXE THAT RECENTLY CAME FROM IT'S 1st OWNER IN KINGARROY.

Raffle

THE RAFFLE THIS MONTH WAS MUCH BETTER THAN LAST MONTHS DUE TO SOME EXCELLENT WORK ON THE DOOR BY JULIE DEARING.

WE STILL NEED ITEMS TO RAFFLE SO DONT BE AFRAID TO OFFER.

THIS MONTHS PRIZE WAS A SET OF JUMPER LEADS AND WAS WON BY RON ARMSTRONG.

CONGRATULATIONS RON.



Coming Events

LAST FRIDAY WAS THE FIRST NIGHT OF OUR SOCIAL OUTINGS. IT WAS TO BE HELD AT THE WATERLOO HOTEL IN THE VALLEY, AND IS THE FIRST OF MANY TO COME.

THEY WILL BE HELD ON THE FRIDAY NIGHT FOLLOWING THE MEETING AT ABOUT 7.00pm.

NO NEED TO BE PUNCTUAL JUST ROLL UP AND HAVE A GOOD TIME.

June

JUNE LONG WEEKEND THIS YEAR IS TO BE A CAMPING TRIP TO TIN CAN BAY..

SEVERAL MEMBERS WILL BE GOING UP ON THE FRIDAY AFTERNOON TO GRAB A SPOT FOR US ALL, AND THE REST WILL BE COMING UP ON THE SATURDAY MORNING..

SHOULD YOU WISH TO GO UP ON FRIDAY, CONTACT GRAHAM OR PAT ROGERSON ON 888 1345..

SHOULD YOU WISH TO GO UP ON SATURDAY, THE MEETING PLACE IS THE BP SERVICE STATION ON THE BRUCE HIGHWAY AT BURPENGARY..

WE WILL BE LEAVING AT 8.30 SHARP SO BE THERE AT 8.00am..

IF YOU ARE COMING A PHONE CALL TO ROGO WILL MAKE IT EASIER TO ORGANISE...

July

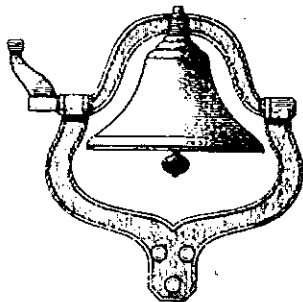
JULYS OUTING COME SOCIAL GATHERING IS IN THE MAKING, WE ARE TRYING TO ORGANISE A CRUISE ON THE BRISBANE RIVER..

WE ARE TRYING TO GET SUFFICIENT MEMBERS TO MAKE IT WORTHWILE.

OTHER CAR CLUBS ARE BEING CONTACTED AND WE ARE ANTICIPATING A TURNOUT OF AROUND 100 PEOPLE..

IF YOU ARE INTERESTED PLEASE CONTACT COL OR DEL MURRAY ..NOW.. ON 396 1083..





Mirimar Cruises Pty.Ltd.

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DO YOU HAVE TO RAISE FUNDS THIS YEAR?

If so Mirimar Cruises is offering *SPECIAL* fundraising cruise rates to assist your committee.

During *MAY, JUNE, JULY* the cost for an evening cruise is only \$350-00!

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150 guests - ONLY \$2-33 EACH

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Your committee can RAISE UP TO \$1,500-00 and more easily.

For a successful function without the worry ring me to-day for more information on fund raising packages.

MIRIMAR CRUISES PTY. LTD.

TO NATIONAL MEET - THE LONG WAY ROUND

As the sun rose over Wynnum on a bright Saturday morning, 25th February, we were readying ourselves for our trip to Perth - the long way round. Our aim was to be in Perth for the National Meeting in 4 weeks time and see as much as we could along the way with as little trouble (car) as possible.

Heading north-west from Brissie, we tried to contact R McK as we passed his way as instructed. Ron had told us that he had installed his CB in his new car but he didn't tell us that his 'new' car didn't have a motor in it so we didn't have much success.

We continued on through Toowoomba, Roma, etc and stayed at Augathella. Our first night camping - it was so peaceful to be 'out in the sticks'. Next day we continued on to the Stockman's Hall of Fame at Longreach. This was a really pleasant stop and we spent some 3.5 hours here. We also enjoyed the fact that the building was air conditioned - a huge +. Recent rains had made the country very green and plenty of animals everywhere. Apart from the heat, our trip right to Mt. Isa was very pleasant.

In Mt. Isa, we met up with a very interested P-owner (Targa) and recruited him as a member before continuing on into the N.T. The roads here were a welcome sight after the road from Mt. Isa to the border - fit only for cattle and it seems that they want to take it over - they were everywhere.

The drive from the border to Tennant Creek was pretty uninteresting and very similar country to the backblocks of Qld. only drier. Along the way, we really appreciated the road reports from the truckies - it really broke the boredom. They could also tell you which roadstops had the best beer (-and barpersons).

The N.T. was a very interesting place if you are prepared to go off the main highway - usually not too far. Lots of historical sites - and plenty of gorges and the occasional river crossing with water in it, made the trip more interesting. We enjoyed Alice Springs and its many attractions - particularly, Glen Helen Gorge and Ayers Rock/Olgas area. We took a joy flight over the latter which proved very interesting and a bit scary. We visited Glen Helen with the intention of staying overnight and ended up staying 3 days - a real haven in the middle of the outback 125 klms from Alice. The restaurant - Cloudys - was perhaps the best we have ever dined in. We spent many hours walking and swimming in the gorges - they were the only cool places. In the car, the temperature was between 42 - 50° and it was impossible to use the air-co in the car as it caused the motor to boil. Speeds in excess of 85-90 k.p.h. were also impossible as it made the tyres become too hot and the possibility of blow outs very high. (-)

Other places were found a must if you plan a visit to the N.T. were Mataranka Homestead where we spent several long hours relaxing in the thermal hot springs and Col caught his first fish of the trip (not in the same springs)- and Katherine Gorge. We had a most interesting trip down the first two gorges - this was the only trip available as it was too early for the tourist season. This is a really pretty spot and a must for any tourist.

After leaving Katherine, we turned left towards W.A. instead of heading north to Darwin as this area and Kakadu were inundated with floods. To date we had not had any rain. This was the longest day on the road that we had - about 15 hours from Timber Creek to Fitzroy Crossing. The roads were becoming narrower and fortunately the 3-train road trains did not come this way so much. They really make overtaking/passing a hazard.

Fitzroy, Crossing is where we had our first encounter with liquid sunshine (or moonshine - it was night). Col was flooded out of his bed by 3.5 inches of rain in a couple of hours. - not our nicest night while camping. Next stop was Broome which we found very interesting and the shopping was great - pearls etc. We had a camel ride (2 hrs), hovercraft ride, and saw plenty of crocodiles. Weather was really hot here too - and a cyclone formed the day after we left so we pushed on quickly to our next stop which was Mt. Tom Price. The only way into this large iron ore mine was on 300kms of dirt road. Not the best days run. We arrived looking more like our dark brothers occasioned by the P's decision to drop the drivers-side window off the runner down inside the door. This was the first trouble we had had with the car. We also managed to put a hole in the petrol tank and pull the clutch cable guide off the firewall so repairs were effected in Tom Price.

After a 4 day stay, we pushed on down the west coast through very uninteresting country to what we considered the most beautiful spot we had been to - Monkey Mia on the west coast of W.A. We intended to stay 1 night and left very reluctantly after 6. This is where the wild dolphins come in to swim with onlookers and you can pat them - a truly unreal experience!!!

Col enjoyed his 2 days of fishing here - bagging between 10 and 15 on each occasion and really good size too. Reluctantly we pushed on to Perth where we met all participants in the Bi-Annual National Meet at Woodman Point. It was a top spot and we really enjoyed meeting those who we had met at Lake Cargellico and also Bornhoffen and also several new faces as well. A great time was had by all - and congratulations to Ian who won a 2nd in the original deluxe class and to Graham for the 'furthest distance travelled' trophies.

After leaving Perth we headed south as did most others and had a quick look around the south-west corner of W.A. before embarking on the trip across the Nullarbor to Adelaide and points east. We had to do this section of the trip much faster than we would have liked as we had only 8 days to get to Sydney for a wedding. The trip across the Nullarbor was quite good and not nearly as boring as we had thought. We really enjoyed the town of Port Augusta and the trip from there north through Quorn and Hawker and then south through the Clare Valley (Wine making area- glug!glug!glug!) to Adelaide was, I think, the most interesting single day we had - I didn't go to sleep once.

Adelaide was a pleasant spot and we spent some time helping the Casino balance its books and enjoyed a very nice (free) meal there also. From Adelaide, we had a fast and pleasant days trip to Ron Harris' (Vic. Club) place at Indented Head south of Geelong. Many a bottle of red was consumed and lots of tales told that night. Next morning it was off to Sydney and on the way we occasioned a broken windscreen just outside of Sydney. The moral of the story is - if you have a windscreen protector - use it - don't put it on top of the luggage.

To summarise, we had a really good trip with very little mechanical trouble. The car did suffer a further indignation just outside of Gatton - a water pump decided it did not want to work - lucky we had one with us. We covered a total of 17,600 kms in just on 7 weeks and spent \$1500 on fuel. The highest price we paid for petrol was 79 cents and gas 49 cents/litre.

Col and I hope to complete a half trip in 2 years time when Adelaide has its National Meet. Hopefully, others from Qld. will be able to join with us and if not, we hope that at some time in the future, you will take the time to see some of the many sights of this beautiful country which we call HOME.

Parts

THE FOLLOWING PARTS WILL BE AVAILABLE AT THE MONTHLY MEETINGS STARTING IN MAY

SHOULD ANY OTHER PARTS BE NEEDED, GIVE RON MCNOULTY A RING A WEEK BEFORE THE MEETING AND HE WILL DO HIS BEST TO GET THEM HERE FOR YOU.

BRAKE PADS	\$25
POINTS	\$ 7
PLUGS	\$ 2.20ea
GASKET SETS	\$75
VALLEY GASKETS	\$26
END SEALS	\$ 5pr
ROCKER GASKETS	\$ 3.50ea
PLUG LEADS	\$36
FUEL PUMP KIT	\$9.50
RADIATOR CAPS	\$ 2.50
THERMOSTATS	\$ 5
FAN BELTS	\$ 5.50
BLINKER ASSYS	\$90pr WHEN AVAILABLE
H/D HEADLIGHT PROTECTORS	\$25pr
SHORT H/BRAKE CABLE	\$10
STRUT BAR RUBBERS	\$37
WHEEL BEARINGS	\$18side
OIL PRESS SWITCH	\$ 7
OIL FILTER	\$9.50
FUEL FILTER	\$ 2.50
RADIATOR ADDITIVE	\$ 5.50 bottle
RECOND ALTERNATOR	\$80 exchange

MORE ITEMS WILL BE ADDED TO THE LIST AS THEY BECOME AVAILABLE AND SOME PRICES SHOULD DROP AS WE GET BETTER ORGANISED.

DONT FORGET..... IF YOU CAN GET ANYTHING AT A BETTER PRICE LET US KNOW SO THAT WE CAN PASS IT ON.

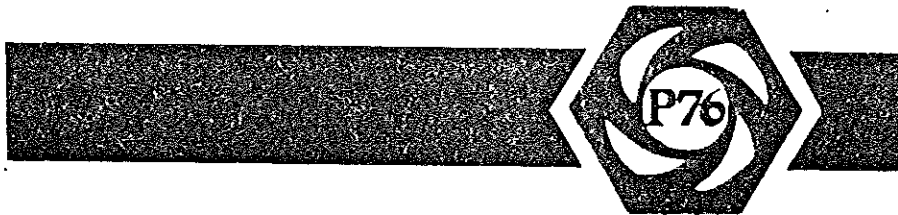
Something Different

AT NEXT MONTHS MEETING WE WILL BE SCREENING A BILL COLLINS BLOCKBUSTER SPECIAL, AFTER A (HOPEFULLY) BRIEF MEETING..

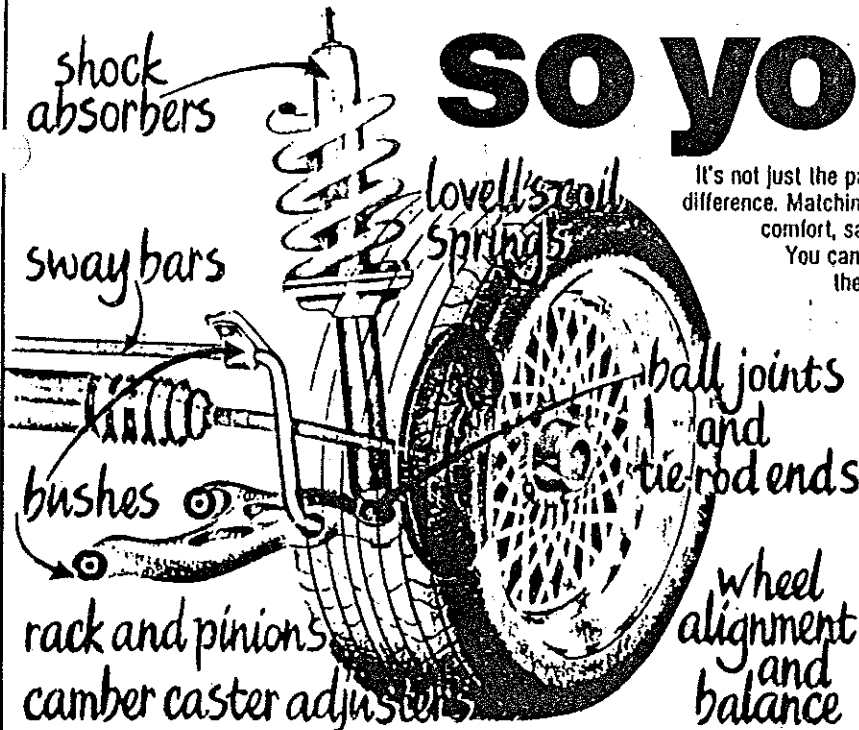
THIS MOVIE WITH A STAR STUDDED CAST INCLUDINGGRAHAM ROGERSON COL MURRAY IAN WARD RON MCDULTY AND A CAST OF DOZENS IS GUARANTEED TO BE A BOX OFFICE SUCCESS..

SUPPER WILL BE SERVED BY OUR GEORGOUS USHERETTES AT A NOMINAL CHARGE AND A BUMPER RAFFLE PRIZE WILL BE YOURS FOR THE WINNING..

DONT BE A MUG AND MISS IT.....BE THERE!!!!!!



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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P3161

PAT & ROGO'S TRIP TO PERTH...
By Graham & Pat Rogerson...

IT WAS MORE OF AN EXPEDITION THAN A TRIP..

IT REALLY STARTED TWO YEARS AGO, WHEN AT THE NATIONAL MEETING AT BORNHOFFEN, A PROMISE WAS MADE TO THE W.A. CLUB THAT IF THEY HOSTED A NATIONAL MEETING IN 1989 WE WOULD BE THERE..

GRAHAM DECIDED THAT TO DO THIS TRIP WE HAD TO HAVE A GOOD CAR. SO WE STARTED WITH THE BASICS, A RUST FREE BODY, PREFERABLY STILL WIRED THEN YOU PUT IN NEW SPRINGS AND SHOCKS FRONT AND REAR, ADD A RECONDITIONED MOTOR, FOUR SPEED BOX, REUPHOLSTER THE INTERIOR AND YOU ARE ALMOST THERE. A COAT OF PAINT CUSTOMISED OF COURSE, RMC AND REGO, THEN DOWN TO HAVE THE GAS FITTED FOR ECONOMY, A RADIO CASSETTE FOR NOISE, AND A CB TO KEEP IN CONTACT.

THE CAR WAS ONLY READY A WEEK BEFORE WE LEFT SO IT DIDNT REALLY GET TOO MUCH OF A TRY OUT.

WE LEFT BRISBANE THURSDAY MORNING BEFORE EASTER, IT WAS RAINING THAT MORNING. I THINK EVERY MAN AND HIS DOG WAS ON THE ROAD THAT DAY. IT TOOK TWO HOURS TO GET FROM NARANGBA TO IPSWICH .

FINALLY AWAY FROM CIVILISATION WE FELT AS THOUGH WE WERE REALLY ON OUR WAY. WE DECIDED TO TAKE THE NEW ENGLAND HIGHWAY AS IT IS A PLEASANT DRIVE, MUCH NICER THAN THE INLAND ROUTE THROUGH MOREE.

WE SPENT OUR FIRST NIGHT AT GUNNEDAH, WE HAD ONLY DONE 685kms NOT AS FAR AS WE WOULD HAVE LIKED BUT WE STILL HAD PLENTY OF TIME.

OUR FIRST PROBLEM WAS AT THE BORDER WHEN WE CHANGED FROM GAS TO PETROL, THE CAR DIDNT LIKE IT, SO BACK TO GAS. NO PROBLEM. ONWARD TO A SERVICE STATION AT WARREN WHERE WE CAUGHT THE END OF THE TRAIL PIPE ON THE DRIVEWAY, OUR CAR , WHICH HAD BEEN SITTING UP NICELEY AT THE BACK WAS NOW STARTING TO SAG. WE CONTINUED ON THE OXLEY HIGHWAY TO NEVERTIRE, MITCHELL HIGHWAY TO NYNGAN, BARRIER HIGHWAY TO WILCANNIA WHERE WE STAYED OUR SECOND NIGHT.

WILCANNIA IS A SMALL TOWN WITH A LARGE ABORIGINAL POPULATION. WE MET A MAN AT THE CARAVAN PARK WHO TOLD US TO MAKE SURE THAT EVERYTHING WAS LOCKED AWAY OR NAILED DOWN AS IT PROBABLY NOT BE THERE IN THE MORNING. WE DIDNT SLEEP MUCH THAT NIGHT.

THE NEXT DAY WE CONTINUED ON THE BARRIER HIGHWAY THROUGH BROKEN HILL TO PETERBOROUGH WHERE WE STAYED THE NIGHT. WE HAD TRAVELLED THROUGH SOME OF THE MOST DESOLATE COUNTRY IN AUSTRALIA.

NEXT DAY WE TRAVELLED TO PORT AUGUSTA WHERE WE WOULD MEET UP WITH INTERSTATE MEMBERS. AT THIS STAGE WE HAD TRAVELLED 2061kms AND SPENT \$208 ON FUEL. NOT QUITE HALF WAY.

MONDAY MORNING SAW ABOUT 8 CARS ON THEIR WAY TO PERTH ACROSS THE NUCCABOR, OTHERS WERE TO CATCH UP LATER, AND SOME WERE AHEAD OF US.

FIRST STOP WAS CEDUNA FOR LUNCH THEN ON TO NULLABOUR FOR THE NIGHT, 755kms THAT DAY. THE GRAVEL CARAVAN PARKS RATES WERE REASONABLE BUT IT COST \$1 FOR A 5min SHOWER.

TUESDAY ON TO BALLADONIA WHERE WE STAYED THE NIGHT, THE

LESS SAID ABOUT THAT THE BETTER.

NEXT DAY NORSEMAN AND CIVILISATION. WE THEN HEADED NORTH TO KALGOORLIE ON TO COOLGARDIE GHOST TOWN THEN ON TO THE SOUTHERN CROSS FOR THE NIGHT. WE LEFT THE OTHER CLUB MEMBERS AT KALGOORLIE AS THEY HAD BOOKED A MOTEL AND WE THOUGHT IT WAS TOO EARLY TO STOP. IAN AND DAMN WARD CAME WITH US.

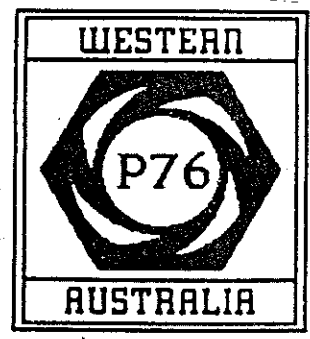
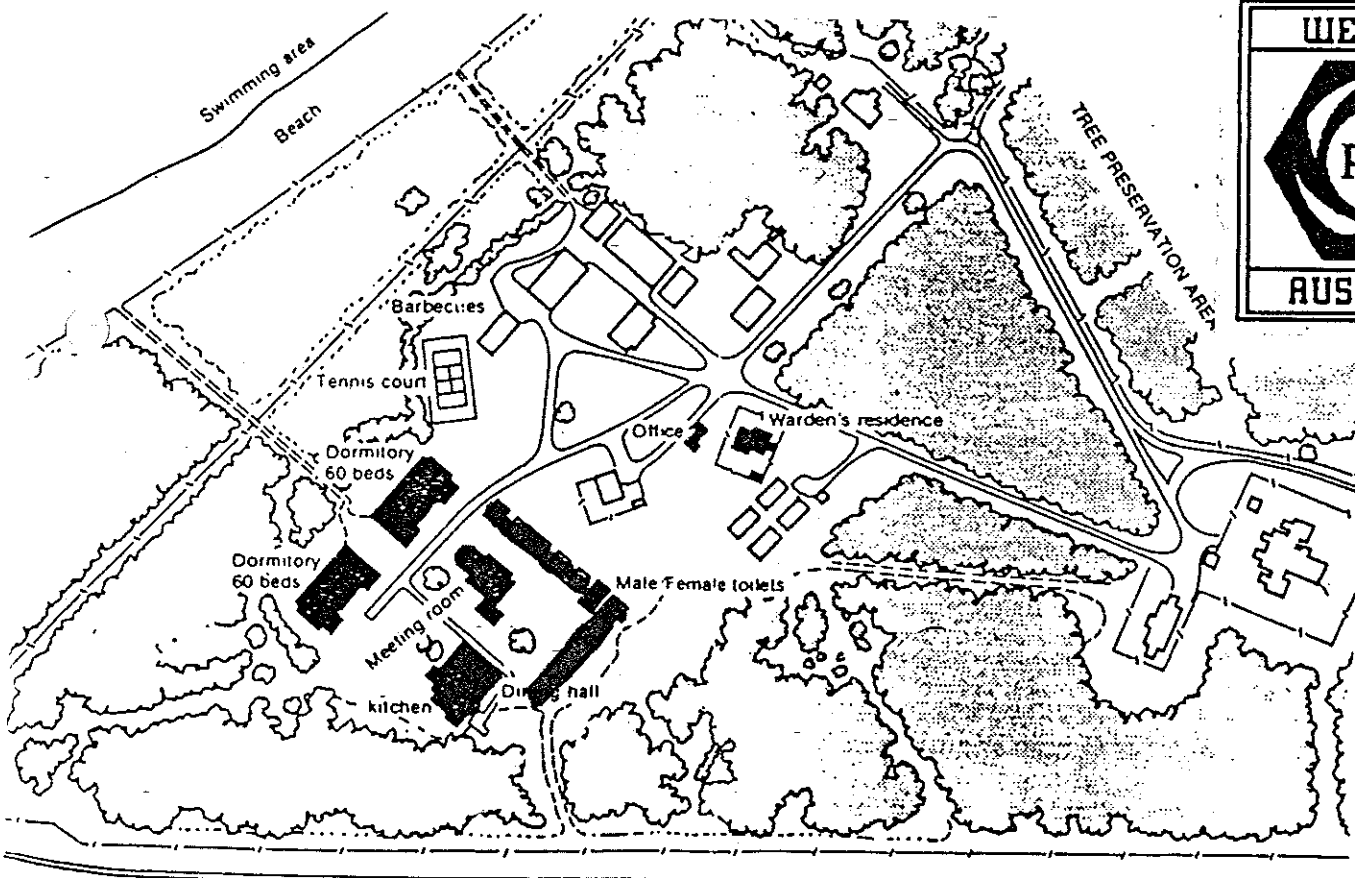
WE STOPPED AT THE YORK MOTOR MUSEUM ON THURSDAY BEFORE GOING THROUGHT TO PERTH, THE S.A. MEMBERS ARRIVED WHILE WE WERE THERE SO WE HEADED INTO PERTH IN CONVOY ARRIVING AT WOODMAN POINT AT 4PM. WE WERE WARMLY GREETED BY GUS AND THE GANG AND IT IS ALMOST LIKE A FAMILY REUNION EACH TIME.

WE HAD TRAVELLED 4582kms AND SPENT \$468 ON FUEL. ON ARRIVAL WE SOLVED THE PROBLEM OF THE CAR NOT RUNNING ON PETROL. WE CHANGED THE FUEL PUMP AND ALL WAS WELL.

THE W.A. CLUB HAD REALLY DONE THEIR JOB WELL, WE HAD LOVELY ROOMS WITH BUNK BEDS AND FANTASTIC MEALS. THERE WERE PLENTY OF EVENTS TO PLEASE EVERYBODY. OUR FIRST TRIP WAS A CONVOY RUN INTO PERTH THAT NIGHT TO SEE THE SIGHTS. WE TRAVELLED IN THE W.A. CARS AS I DONT THINK THEY WANTED US TO GET LOST.

WE SPENT THE WEEKEND WITH MOTOKHANAS, CONCOURSE, OBSERVATION RUNS, QUIZ NIGHT AND TROPHY PRESENTATION NIGHT. OUR LAST DAY IN PERTH WAS SPENT ON A BOAT CRUISE ON THE RIVER FROM FREEMANTLE TO PERTH THEN WE RODE THE PERTH TRAM, DID A LITTLE SHOPPING THEN BACK TO FREEMANTLE BY BUS.

NEXT MONTH STAY TUNED FOR THE PERILS OF THE ROGO'S AS THEY WEND THEIR WEARY WAYS HOMEMARD.....D.



WOODMAN POINT CAMP LAYOUT

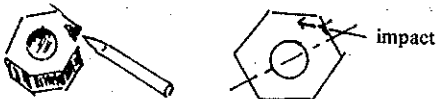
The Nuts and Bolts of Machinery Repair

These hints on removing rusted nuts, bolts and the like may help readers who are overhauling older machinery or piping and who are fed up by the difficulty of taking the thing to pieces to fix it. I have been involved with heavy industry and ship repair for over thirty years, so these methods are tried and true.

REMOVING NUTS

- The easiest method is to spray the nut with CRC. Allow time for the solvent to work. If rust is heavy soak the nut overnight with a proprietary rust solvent.

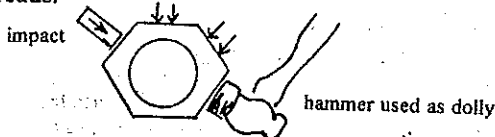
- A barbaric but effective trick is to chisel the nut off. Using an engineer's cold chisel and hammer, angle cut into the nut right of centre. The impact vibration and anti-clockwise force will loosen the nut. It can then be spannered off.



- Very stubborn nuts can be split with a chisel. Cut directly into the centre of the flat, maintaining a full face cut. Often a nut will stretch and come loose after a few well directed blows.

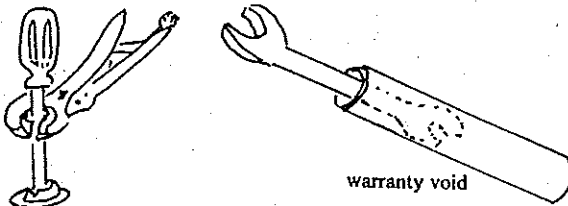


- Brass nuts will loosen if carefully hammered to free the oxidation. Hold a hammer against a flat, and hammer the opposite flat. Rotate around the nut until all accessible flats have been stretched. A punch or drift can avoid damage to exposed threads.



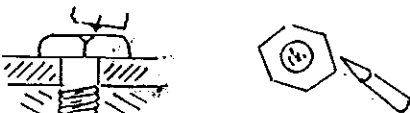
- Brass will also respond to gentle heat from an oxyacetylene torch. Great care is needed, do not burn out the alloy.

- Use caution when working on castings. Always use the correct spanner size. Increase the torque of a spanner by extending the leverage with a pipe. Clamp vice-grips to a screwdriver's shaft to increase torque. Remove burrs from shaft once screw is loose.



REMOVING BOLTS

- When bolts are seized, a few judicious whacks onto the head of the bolt can work miracles.

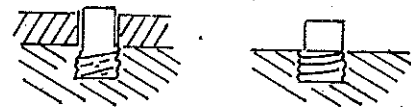


- Employing the angled chisel technique as per nut removal can start a bolt (see previous illustration).

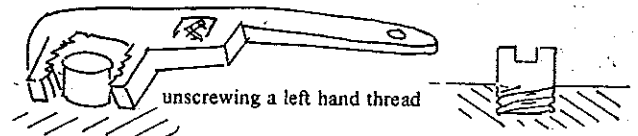
- If all else fails, weld a piece of metal across the top of the bolt, and use this in conjunction with a spanner.



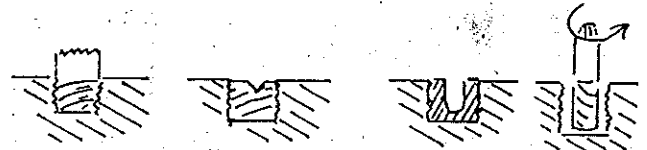
- The last resort is to cut off the bolt head, using a hacksaw or grinder. This will release the secured flange or whatever, but will leave the threaded shank firmly fixed into the screwed hole.



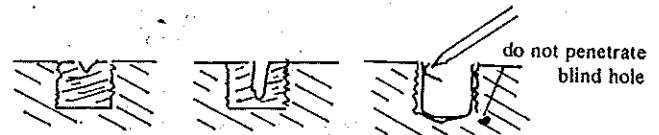
- Broken studs or bolts that protrude from the sealing can be unscrewed with a Stillson pipe wrench. Take care not to score the sealing face. For a small size, remove with vice-grips or cut a slot in the stud and use a screwdriver to remove segment.



- Bolts that are broken flush can be removed with an easy-out. File the bolt flat, and centre punch the broken section. Drill the bolt to the size recommended on the easy-out. Fit the stud remover into the hole and unscrew the stud or bolt.



- Alternatively, file then punch and drill a pilot hole. Enlarge the hole until the thread root has been reached. The hole can now be tapped out or the thread picked out with a pointed tool.



- When drilling out studs and bolts, do not penetrate the blind section of the casting. This is a designed seal face.

In all these operations no matter how brutal they seem, patience is the key to success. If you become aggressive or disillusioned, walk away, have a cuppa and return to the fray. It works wonders.

- When refitting nuts and bolts, lightly grease threads with mineral lubricant. Next time the nut will unscrew with relative ease.

There are many handy hints on removing broken drill bits and the like from holes, marking and cutting out joints and gaskets . . . but that's another story.



**MAINTENANCE
DAY**

&

**SWAP MEET
B.Y.O. B.B.Q.**

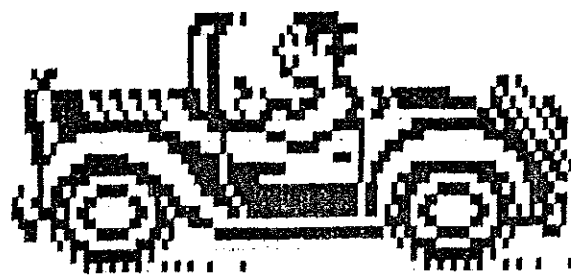


21st May

On the PONDEROSA

14 Irwin Rd.

Mt. Tarampa



How to find

HEAD OUT ON THE IPSWICH RD - PAST GOODNA TAKE THE TOOWOOMBA EXIT TO THE LEFT WHICH IS THE WARREGO HIGHWAY.. TRAVEL OUT PAST BLACKSOIL, PAST THE ESK TURNOFF, PAST MARBURG, PAST MINDEN, PAST HATTONVALE (CALTEX ON RIGHT), PAST PLAINLAND (PUB FRUIT MARKET & SHELL)..

TURN RIGHT AT THE NEXT MAJOR INTERSECTION (ABOUT 4kms) THERE IS AN ANTIQUE STORE ON THE CORNER AND THE SIGN SAYS TO BELLVUE HOMESTEAD...

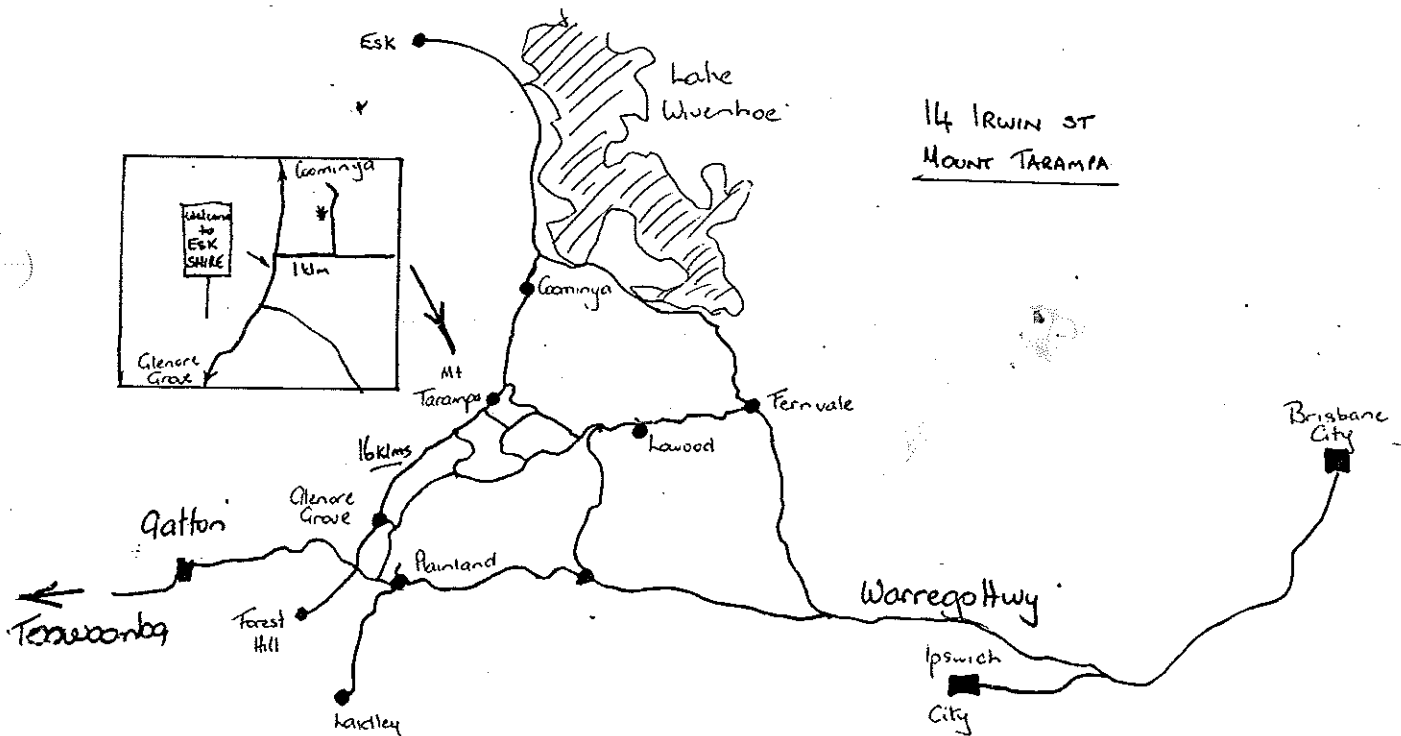
FOLLOW THIS ROAD FOR APPROX 16kms WHEN YOU WILL COME TO A SIGN SAYING...

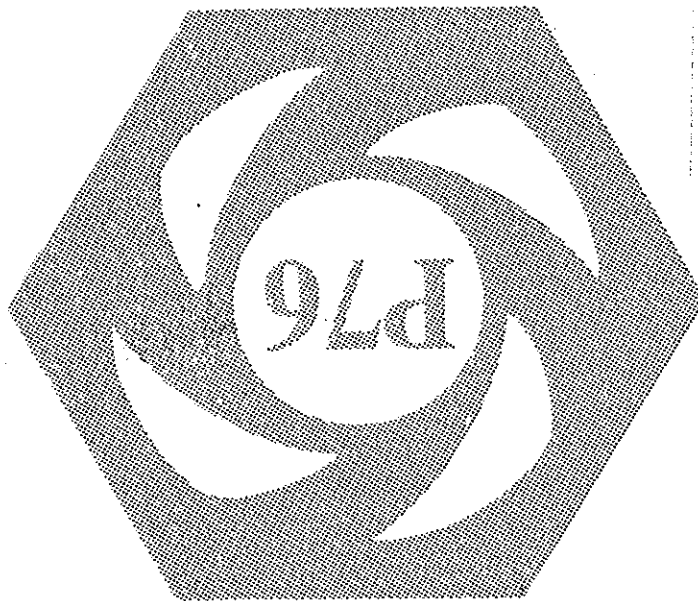
ESK SHIRE...ENJOY OUR LIFESTYLE

TAKE THE NEXT TURN TO THE RIGHT WHERE THE SIGN POINTS TO LOWOOD..

IRWIN RD IS THE 1st ON THE LEFT AND THE PONDEROSA IS 100 yds DOWN ON THE LEFT...

The PONDEROSA





Sender 5 Turana St., The Gap 4061

Queensland



Owners Club

Queensland P76 Owners Club Newsletter

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