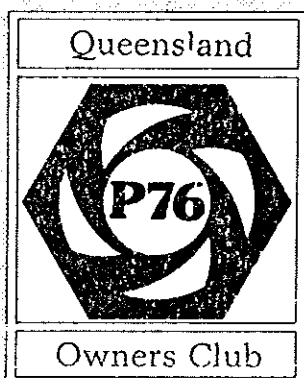


# Queensland P76 Owners Club



November Newsletter



Anything But Average

## CLUB INFORMATION PAGE

### COMMITTEE

#### PRESIDENT

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

#### VICE PRESIDENT

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

#### SECRETARY

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

#### TREASURER

Brian Thomas  
10 Dunstan St.,  
Moorooka 4105  
Ph. 892 4647

#### SPARE PARTS

Ron McKnoulty  
14 Irwin Rd., Mt Tarampa  
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.

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

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

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

## **EDITOR'S RAMBLING**

As this years approaches a rapid end we need to look back on the old year and make plans for the year ahead. One thing which sticks out in my mind is the amount of car shows we've attended or should I say some of us attended, and the lack of social outings which cater for everyone.

The most successful of course was the poker run back in February, followed by an observation run which took us to Mt. Cootha via the Mogill ferry. I personally feel that these are the events which bring the club together rather than car shows which cater for the select few with really nice cars.

Over the next few weeks of course we can really make up for some lost time. We have an observation run to the Ponderosa, the children's Christmas tree at Wynnum and finally the adult's Christmas party which has been switched to Pasta Joke in the Valley, due to the other place being closed until after the new year.

## **NATIONAL MAGAZINE**

The deadline for the national magazine is now only three (3) weeks away (30th November). The Queensland input has been dismal, with only Kon Kelk so far submitting copy. Each club is totally responsible for their state's input and it is up to each and every member to supply copy for editing.

As our magazine's editor I will only be doing just that - ie. editing. All submissions must be with me by the end of November so I have one week to reproduce any photos for printing before the college closes and I go on holidays. Western Australia has asked for all copy by early December so they can complete the mammoth task by Easter.

## **OUR COVER**

This Targa Florio was snapped at the Tropicana Festival and belongs to Steve & Marg Hassebrock. Since purchasing the car from the Doc?, Steve has done several modifications including the fitting of spoilers, side skirts and a sunroof.

## **NEW MEMBERS**

Welcome to three new members this month - Gerry Bravery owns a Corinthian blue V8 super, purchased new - Marcos Chu owns several V8 supers - Andrew Small owns a six cyl super, Nutmeg.

Gerry Bravery 36 Sharon Drive, Jimboomba. 4280 808 1974

Marcos Chu 291 Lennox St., Maryborough 4650 071 212070

Andrew Small 514 Redland Bay Rd. Carbrook 4130 209 8957

## **GASKETS**

The club is purchasing more engine gaskets for purchase by our members. Please note that only club members are entitled to purchase gaskets. Other P76 owners must purchase spares through normal retail outlets.

## TROPICANA FESTIVAL '88

With the line up of P76's at the Tropicana Festival held in the Carrara Sports Grounds, one could almost have mistaken it for the British Car Club's Day. We had a line up of almost every colour with some of the club's best cars in attendance.

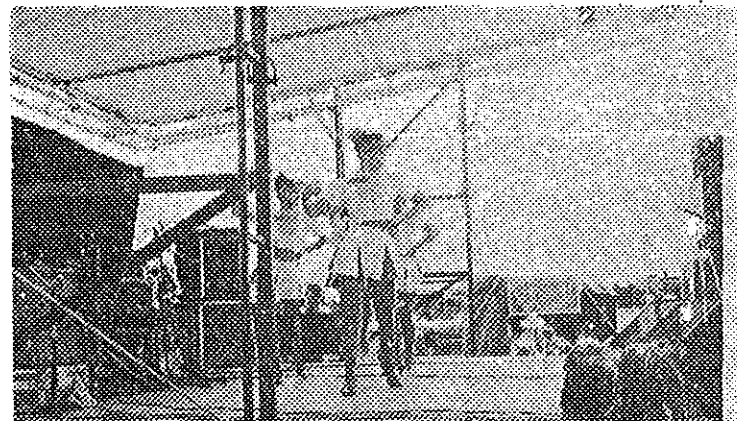
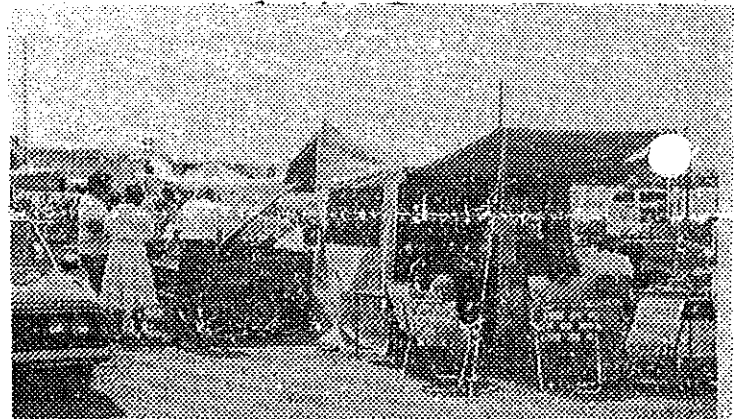
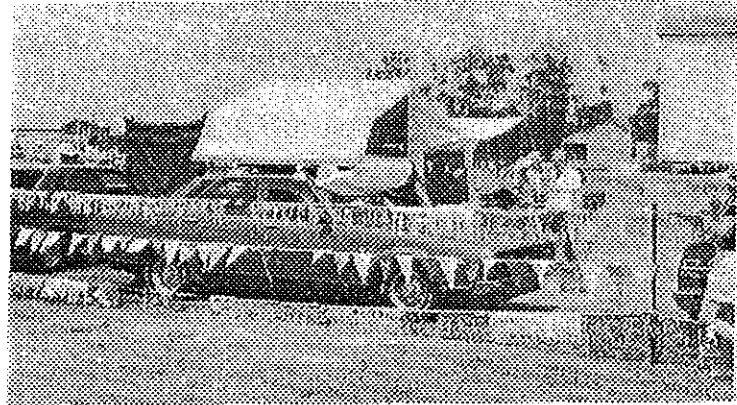
Ron & Clare McKnoulty had their Bold as Brass executive looking great, Pedro & Judy, Rogo & Pat, and Steve & Marg all had their Targa's polished for the day, and Ron & Helen Hallard had their latest dream machine sparkling, just to mention a few.

Club President Del and Col Murray wanted to show everybody just how much they love their car. They have decided to live in it! Col has just had a detachable car tent installed in readiness for their intended trip to Perth for the National Meeting.

Everyone at Carrara jammed into Col's "new home" to escape the heat which accompanied the perfect weather we enjoyed. If there was a dummy spitting competition on the day, Col would have won hands down. Every time Col entered his car tent, he found bodies everywhere, a million kids, and rubbish all over the place. Del told me Col wasn't that neat at home, as Col made his fourteenth trip to the garbage bin.

The festival itself was quite well organised (apart from us all being shifted to make way for running races) as there were plenty of food outlets of every description, a huge beer tent, heaps of kids entertainment and a large stage where non stop bands and various acts performed.

I just happed to walk past with my camera as several sweet young things tapped their way across the stage, dressed in matching red outfits and white knickers.







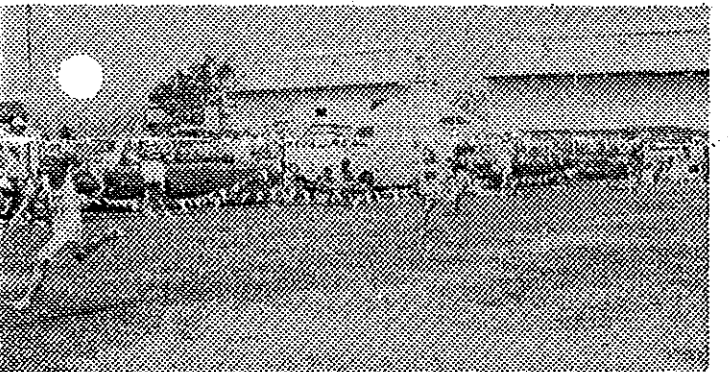
The beer tent seemed to be the most popular attraction, mainly due to the stinking hot day that developed. It certainly wasn't due to the bar prices, at \$2:00 a can but this didn't deter the masses who crammed in there to escape the sun. I wish I could sell beer at \$48 a carton.



During the day, several of our members were spotted trying some of the exotic food available. The most popular seemed to be a huge potatoe stuffed with cheese and coleslaw. Others opted for the curry and spicy thing while uncle Col got stuck into several serves of pancakes.



The biggest attraction on the day was most definately the travel advice tent. This tent housed dozens of displays which advertised various holiday islands and resorts. The display which caught everyone's attention was the duty free shop. They were giving out sample bags which contained samples of expensive French perfume. Some of our members went back in disguise to get more samples!



In the afternoon, the little athletics organisation put on running races for the kids. Our kids all seemed to participate, especially since all runners won a prize; a Freddo frog.



Socially the day was an excellent outing although I don't thing the few car clubs in attendance added much to the day overall. Our club as usual had a very good display which put the others clubs there to shame. Its a pity there were no prizes.

The day gave us the opportunity to meet a couple of our Gold Coast members and see their cars. All in all it was a good social outing and a pleasant day at the Coast.

## TECH TALK - STRUT STUFF

When the damping, or shock absorber, part of the front strut assemblies of the P76 fade, with the resulting waving up and down of the front of your car on every minute depression in the roads surface, a relatively easy procedure for curing this which is becoming more common nowadays is the fitting of strut cartridges into the strut assembly.

There are presently a few alternatives for fitting cartridges to the front of a P76 and I will try to give an explanation of them here with the differences between them and helpful tips required for each alternative.

### 1) Cartridges specifically for P76.

Heavy-duty Hydraulic units only are available from Monroe Wylie for the P76 and these will fit straight in using a retaining ring to hold the cartridge in.

### 2) Cartridges from 2 litre Ford Escort.

If using these cartridges the Heavy duty Gas (GT Gas) type only should be used to provide the damping necessary given the difference in size of vehicles. The advantage of course is that they are a Gas pressurised shocker.

These units use the P76 top mount and they require the retaining ring used with the P76 replacement cartridge to be used. The rod nut is the same as that of the P76.

The shaft diameter of these units (22mm) is the same as that of the cartridges specified for the P76 (as in 1) above). The diameter of the body of the cartridge is actually slightly larger (+2.5mm) than those of 1), above. Body length is slightly shorter so an 8 mm (approx.) spacer is required at the base of the cartridge.

Compressed and extended length can

be seen in the accompanying chart. As can be seen, although body length is down there is actually more travel in these units with a shorter compressed length.

### 3) Toyota Celica cartridges and top spring/shocker mount.

This alternative requires the top mount from a Toyota Celica, model TA22, to be used in place of the P76 top mount. This then enables the Gas strut cartridges from the Celica to be used and has an added benefit because the Toyota has a bearing in the top mount. This conversion was covered in an article in the May 1985 edition of this newsletter.

Fitment to the P76 of the Celica top mount requires the three holes in the strut tower that secure the mount to be slightly elongated. Also you will find the spring mount of the Celica is ever so slightly larger in diameter to the P76 spring. This however is of no consequence and the P76 spring will seat in okay.

Again the retaining ring for the P76 must be used and an 8mm (approx.) spacer installed under the base of the cartridge.

Shaft diameter is the same as in 1) above at 22mm and the body diameter is also the same as in 1), above, at 42mm.

As can be seen in the accompanying chart, body length is down slightly while the compressed length is relatively the same (1mm shorter) and again there is actually more travel in these units but in this case with a longer extended length.

In all the above cases the P76 cartridge retaining ring must be used and while this may not yet be a problem it could become so if makers decide to stop making the cartridges for the P76 because of the numbers

Continued -

## TECH TALK - STRUT STUFF (Cont.)

sold. If and when that happens (it has already happened with the rear shocks - Wylie don't make them anymore) it stands to reason that the retaining ring also would stop being manufactured. This could create a problem because while we would be able to find alternative cartridges, the retaining ring is exclusive to the P76 only. So if you're serious about keeping your P76 for a long time it may be wise to purchase a spare couple of retaining rings.

The Part Number from Monroe Wylie of the retaining (or locking) rings is:- 137-008-014.

### An Extra Thought

Any cartridge body, because it has to fit inside the original strut tube, is smaller in diameter than the original tube of the strut and therefore the capacity of fluid within the damping unit is smaller when compared to the original strut as it came out the factory. Now because the cartridge unit, by necessity, is smaller it follows that more heat is going to be generated within the unit while providing the same amount of

damping as the original. The only problem that this can cause under normal driving conditions is that the life of the cartridge could be reduced. This has in fact been the case in the experiences of some club members I have spoken to.

The problem is heat dissipation. When a cartridge is fitted inside an original strut tube the only way the heat generated from the cartridge can be dissipated is by travelling through the ends of the cartridge, where it touches metal to metal, to the rest of the strut assembly before the heat can be swept away. The answer I'm told is to fill the space between the cartridge and the original strut tube with oil to allow the heat generated to be transferred through the oil and thereby quickly dissipated to the air. Not having first hand experience with this I would presume any type of oil would perform the required task of transferring the heat away from the cartridge although I tend to think auto transmission fluid would be the oil to use, mainly because of its ability to stand extremely high temperatures. •

David W.

<u>CAR</u>	<u>PART NO.</u>	<u>TYPE</u>	<u>BL</u>	<u>CL</u>	<u>EL</u>	<u>TVL</u>	<u>PRD</u>	<u>MBD</u>
P76	WSC600	H/D HYD	386	396	574	178	22	42
1) ESCORT	WGC3635	GT GAS	378	378	571	193	22	44.5
2) TA22	WGC3936	GT GAS	378	395	592	197	22	42

BL = Body length; CL = Compressed length; EL = Extended length; TVL = Travel (ie: EL minus CL); PRD = Piston rod diameter; MBD = Maximum Body diameter.

- 1) - Ford Escort, 1977-82. 2.0 Litre. Sedan and p/van.
- 2) - Toyota Celica TA22, 1970-9/75.

All measurements in millimetres. Specifications from Monroe Wylie catalogue, 1988.

PS- When buying replacement cartridges in S.A. try Consolidated Bearing Company (CBC) for price. I have in the past found their prices competitive.

# Car Service and Maintenance.

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## CURRENT PROBLEMS - LIFLAND F76 - SEPTEMBER 1973

The following was a guideline to dealers and service agents to rectify problems on early production models of F76s:

**OIL USAGE - V8 ENGINES:** It has been found that the V8 engine will consume oil during the initial run-in period of approximately 1,000 miles. This can be as high as 6 pints per thousand. The engine will settle to a normal one to one and a half pints per thousand at about 1,500 miles. Any engines which show excessive oil usage after this time should be investigated.

The possible causes of oil usage are as follows:

- Valley cover gasket leaking causing oil to be drawn into the intake manifold;
- There is also the possibility of valve guide oil leaks;
- **Distributor Oil Leaks:** We have found that oil can be drawn up the distributor drive shaft into the distributor body and subsequently drops onto the engine, causing oil to be thrown around in the engine bay. This has been found to be due to the return scroll in the top bush not being adequate to control oil. Production is going to a scroll in both the top and bottom bush. The long term answer is a multi-turn scroll in the top bush only.

**WIRING - STARTER CIRCUIT V8 AND 6 AUTOMATIC:** In instances where sluggish starter operation is encountered it has been found that the starter relay wiring has been incorrectly wired during assembly. In the starter relay area there are three white wires with red tracer. By disconnecting these three connections and starting with the male connector from the gear box inhibitor, and fitting it to the female connector from the relay, then the male connector from the relay to the female connector on the main wiring loom and joining the two remaining wires, the circuit is completed correctly.

**HIGH OIL PRESSURE - V8:** We have found that high oil pressure can be reduced by fitting the oil pump cover which has been checked to ensure it is to drawing. Some early cars could have a mal-machined housing, causing excessive restriction in the oil relief circuit and thus high oil pressure (approximately 90 P.S.I)

**OIL LEAKS - RELIEF VALVE WASHERS:** The relief valve cover washer should be fitted with the flat side toward the aluminium oil filter housing to prevent oil leakage at this point.

**EXHAUST RESONANCE - V8 AND 6 CYLINDER:** The main cause of exhaust resonance is that the exhaust system is in tension. If the exhaust system is completely released and care is taken to ensure that the pipes, when tightened, are not in tension, this will reduce the problem considerably. A further check point is the two cross member mounting bolts which bolt directly to the floor. These must not have physical contact with the sides of the holes in the cross member. If this is found to be so, relieving the holes will reduce the problem.

**SUMP PLUG CAUSING OIL LEAKS ON V8:** Fit copper washer AVC 0096 in place of the nylon washer.

**OIL LIGHT COMING ON WHEN BRAKING:** This has been found due to the oil pick up strainer design and its position in the sump. We are experiencing a gulp of air into the intake due to oil surge. This can be overcome by fitting a full cover to the underneath side of the strainer with a  $\frac{1}{8}$ " diameter hole in the forward end of it. Also lowering the whole pick up tube in the sump will help.

**AUTOMATIC TRANSMISSION DIPSTICKS:** The automatic transmission dipsticks have been found to be incorrect in length in some cases. The correct total length from the underneath side of the flange which contacts the top of the filler tube to the MAX mark on the dipstick is:

- V8 29.6"
- 6 cylinder 22.4"

The relevant maximum and minimum marks should be the original distance from the bottom of the dipstick after the stick is shortened.

(to be continued next month)

THANKS TO WESTERN AUSTRALIA CLUB FOR THIS INFORMATION



## OBSERVATION RUN - NOVEMBER 27

Pat & Rogo are organising this event which will leave the Hypermarket (Aspley) at 9.30am sharp.

The run will take approximately 2 hours and will wend its way to "Greenglades".

For those who sometimes get lost, Cec & Alma - their address is:

Old Gympie Rd., Narangba. ph 8881345.

Bring your own meat and booze for a B-B-Q, Pat will be supplying the hot plate.

## CHILDRENS CHRISTMAS PARTY - DECEMBER 4

Wynnum beach is the go. As we discovered last year, we need to be there early to get a spot. Meet at 9.00am on the strip in front of the beach for a fun filled day with the tin lids.

All kids under 12 should have their names in by now - if not ring Shirley - quickly - 2871728.

Santa tells me he's on a diet, he needs to build himself up to fit into his suit.

## GROWN UPS CHRISTMAS PARTY - DECEMBER 7

PASTA JOKE is the venue at 100 Commercial Rd, Fortitude Valley.

There is parking on site and the food is excellent.

The cost to members is \$10 per and drinks will be on a dry till. The prices are very reasonable for drinks so we will be putting money into a kitty say \$5 each and drinking it out.

All members attending must have their deposits in by Nov 27 of \$5 per head to attend.

## ECONOMY RUN - JANUARY 22

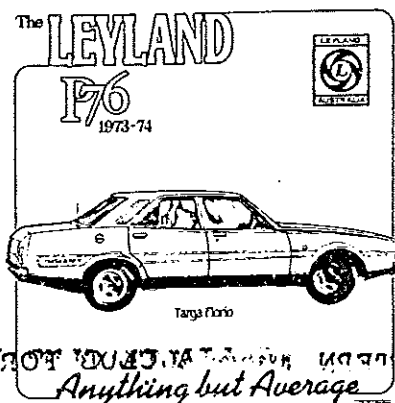
Neil Lyons will be organising this meeting which will be finalised by next newsletter (Dec/Jan).

## P76 COASTERS

Canberra club has organised some very impressive drink coasters which may be ordered through our club. The price is \$20 for a set of 6 coaster, which are available in silver or gold.

Each set includes 2 P76 wagons, 2 P76 sedans and 2 Force 7's.

All orders to Brian Thomas with money. A batch has been ordered immediately, and another batch will be ordered soon.



## FOR SALE

4 Speed Gearbox complete with bellhousing  
pressure plate, operating lever, tailshaft etc.

Reconditioned. \$475

Carle Gegory

42 Walter St.,

Virginia.

## FOR SALE

White Executive V8 Auto

Chrome wheels Reistered March 89.

Very good condition \$4000

Tony Walker

341 2043 after 5pm.

## FOR SALE

1973 P76 6 cylinder 4 speed Super

Dry Red Good tyres registered December 88

Good tyres - No rust - under dash air cond.

slight dent - repairable.\$1350

Allan Anderson

829 1645

QUEENSLAND P76 OWNER'S CLUB 1988 MEMBERSHIP LIST

Anderson	Allan	128 Medway St.,	Rocklea	4106	829 1645
Austin	Noel	2 Hammond Rd.,	Avocado Hgts	2456	
Bateman	James	40 Renecol Ave	Rasmussen Thuringowa	4815	077734252
Banks	Harold	222 Mains Rd.,	Sunnybank	4109	
Bendon	Sharron	32 Crest St.,	Beeleigh	4207	2871728
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
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	106 Richard St.,	Lota	4179	3934893
Hallard	Ron	15 Eucalyptus Ave.	Burleigh Pk	4220	075 353410
Hassebrock	Steve	Elliot Dve.,	Stapylton	4208	2875830
Head	Tony	108 Ramsay St.,	Toowoomba	4350	076 352681
Hofmann	Alex	111 Tourist Rd.,	Toowoomba	4350	076 351344
Hogson	Peter	P.O. Box 611	Toowoomba	4350	076 305136
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	46 Ceasar St.,	Ferny Hills	4055	3514609
Murray	Colin	78 Waterview St.,	Wynnum	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.,	Dooval	4304	
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
Swann	Thomas	82 Carlton Tce.,	Wynnum	4178	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

## Purist or Perfectionist?

### or What is a P76?

By Trevor Jans.

Hi folks, we're still here.

Interesting questions those (above). It all comes from spending too long in the sun polishing my car. I have for a long time been torn between finishing my car to "factory standard", and finishing it to "design standard", or at least my concept of it.

To give you an idea of what I mean, consider your doors. Like most P's they probably don't fit the hole that was made for it. If you are a purist you will leave it, because it is factory finish. If you are a perfectionist, you will alter the doors to as near a perfect fit as you can manage. If we all had our way we would more than likely alter the doors, after all they would then probably be closer to what the designer intended, however your car would then no longer be standard, it would be modified.

Now consider my cloth seats. Like most cloth seats they have not worn well and need replacing. To replace them with standard cloth I would probably have to dye a lighter colour, black. However in doing that the cloth would no longer be standard, and that isn't as nit picky as it sounds. In the original weave only the weft threads are coloured, the warp threads are white. In dyeing the cloth I would be changing both the weft and warp to black, giving the cloth an overall very different appearance. This being the case, I might just as well go for a completely non standard cloth of a much higher quality. Lets face it, the original stuff is garbage. Then would I not be altering the car to more what the designer intended? I'm sure he (they) wouldn't have wanted poor quality cloth used.

This train of thought runs to a wide range of items. Steering wheels that crack, dash sections that don't fit, cooling systems that aren't efficient. We all know the problems, and they can all be fixed and improved on

without being unfaithful to the original design.

Casting our memory back to the concours' this year, you will remember that there was a class for "Best (but not necessarily 'most') Original". This pretty well says it all. Surely a P76 is a car which is true to the original design and concept, and equal to or better than original factory. Or looking at it another way; original factory is where you start, not where you finish. Of course any "modification" would have to be clearly better than original. This by the way does not open the flood gates to any drop of plastic or any nut and bolt of high performance equipment anyone cares to throw on their car. The original concept is on paper somewhere, but in spirit it runs along the lines of a practical family car which is anything but average.

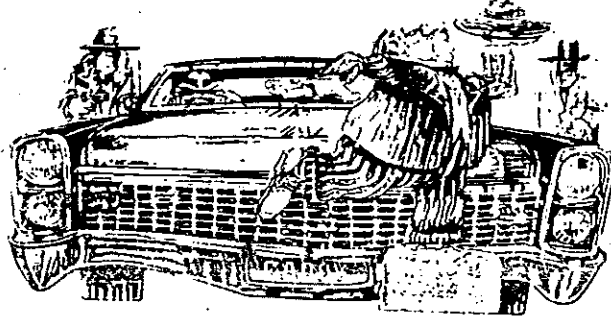
I offer these thoughts under the following considerations. Firstly, I am paranoid about good design. Secondly, we face a finite supply of parts. And finally, the P76 was intended to be used (the motor and gearbox, and all the rest of that junk in there, is there for a reason), it wasn't intended to be a static display.

One other thought to throw into the ring. What this club needs is a communal project. Here is one idea for openers. The club could get hold of a body, strip it down to individual panels, take new moulds of the panels and build a new car in fibre glass. There would probably be enough expertise in the club to fabricate new parts, and what can't be fabricated can be bought off the shelf. A Rover 3500 would probably be big enough in a glass body for example. Today sedans, tomorrow coupes. Seriously, I'll kick in a donation to start the ball rolling.

See you in the Leyland factory in the sky.

Trevor.

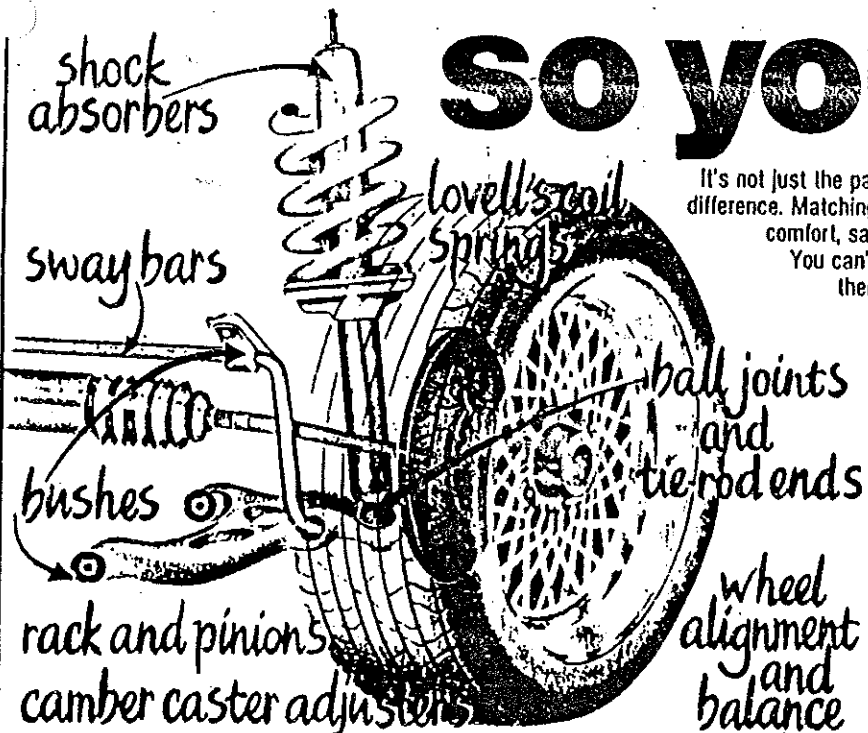
# PASTA JOKE



INEXPENSIVELY LICENSED AIR CONDITIONED FRIENDLY-  
LEAFY COURTYARD. OPEN LUNCH MON-FRI 12-2.30  
DINNER 7 NIGHTS 5.30-10 PARKING ON SITE  
LARGE PARTIES OUR SPECIALITY

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# 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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Also at: 23 Nundah Street, Nundah. 4012

Ph (07) 266 6766

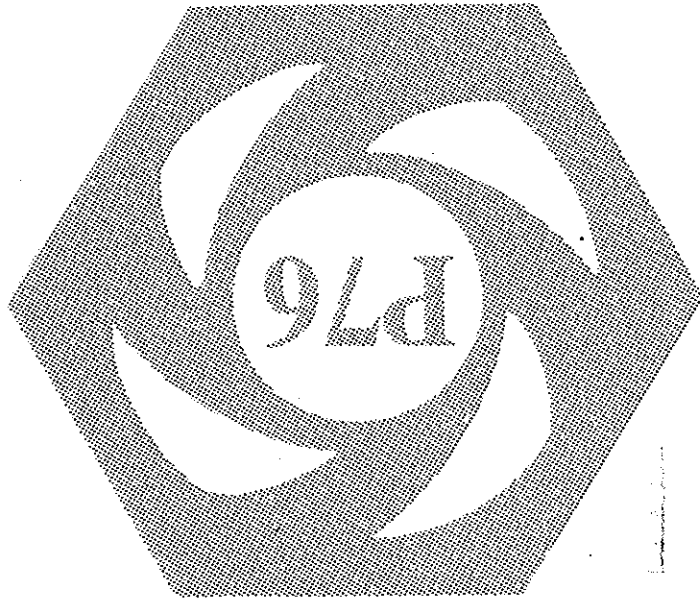
and 70 Ingham Road, Townsville. 4810

Ph (077) 72 6144



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# Queensland P76 Owners Club Newsletter



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