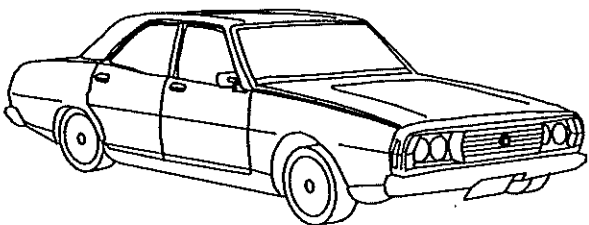


**QUEENSLAND P76
OWNERS CLUB
INCORPORATED**

P76. Anything but average



JULY

1991

CLUB INFORMATION PAGE

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This newsletter is the official publication of the Queensland P76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our notice.

GENERAL MEETINGS

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

TIME 7:30 pm

VENUE

Norman Park Uniting Church hall, Corner of Bennetts Rd and McIllwraith Av.
NORMAN PARK.
(at the round-a-bout)

DATES

August	8th	'90
September	12th	'90
October	10th	'90
November	14th	'90
December	-- TBA --	
January	9th	'91
February	13th	'91
March	13th	'91
April	10th	'91
May	8th	'91
June	12th	'91

Annual General Meeting
July 10th '91

CLUB OUTINGS

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

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

CLUB MEMBER OF THE YEAR

Points allocation

- attend meeting	1 point
- raffle donation	1 point
- organize event	4 points
- attend event	2 points
- win event	1 point

Editorial

Hi members. I hope you will enjoy some of the light reading I have included for you in this month's magazine. This month I've included an article on 5-speeds from Phil Crowther (Sydney) and also a very interesting article about the Repco Brabham V8 written by Rodway Wolfe of Metung, Victoria (article taken from S.A. Magazine).

FREE SEX

Now that I have your attention, I was wondering if any of you would be as enthusiastic about writing some articles for me to put in your magazine ?????

Dates For Your Diary

Sunday 28th July. Alyson & Julie are organising the Ladies Challenge. This year the event will take the form of a Putt-Putt Tournament, held at the Aspley 'Put N Games', 1417 Gympie Road Aspley. (inbound side, near Hungry Jacks, approx. opposite Zupps.) Costs : \$6.50/GAME or \$8/2 games if MORE THAN 10 people.

Bring a BBQ lunch as we will travel to a Top Spot for a Barbie afterwards. All able-bodied males must attend in order to retrieve the trophy from last year's winners - the females.

Wednesday 14th August. Monthly Meeting.

Sometime in August. The annual ALL BRITISH DAY. I haven't heard any details as of yet.

Wednesday 11th September. Monthly Meeting

September Graham & Pat Rogerson are hosting a swap meet at their place.

7th - 10th October (Fri,Sat,Sunday) Eskabition, at Esk of course.

Wednesday 9th October. Monthly Meeting

Sunday 27th October. Driver Training day at the Police Driver Training complex at Mt. Cotton. 10am-2pm

Wednesday 13th November. Monthly Meeting.

Sunday 24th November. The Annual Presidents Challenge.

Saturday night, 7th December. Christmas Party at Brentleys.

For Sale

New headlight switches and w/wiper switches : Keith Nicolson
245-6774

Urethane strut bar bushes \$25/set : Allan Schutz 202-1054

1974 Bold as brass V8 3spd manual, no rust, motor has slight rattle. \$1,500. Gary O'Connell - West Chermside 350-2728

MINUTES OF THE MEETING HELD ON JULY 10, 1991

The President opened the Meeting at 7.40 p.m. and thanked all for their attendance.

Apologies: L. Jones, N. Lyons, and B. Perkins.

Minutes: The minutes of the previous meeting were taken as per the June Magazine Moved B. Shaw seconded M. Pickering that they be accepted.

Business Arising from Previous Meeting: NIL.

Treasurer's Report: The balance as at 1st July, 1991 was \$2,880-49 - moved I. Ward seconded G. Rogerson.

Accts. for Payment: Magazine Mailing costs \$35-31. Moved G. Rogerson, Seconded K. Nicholson.

General Business:

Annual General Meeting - the situation of the necessity to change the financial year was explained to the meeting and it was decided that the financial year would remain the same. As this was the case, it was felt that as per the Constitution, the Club had to have an election of officers at an AGM which had to be held in July, so it was necessary to call for nominations for all positions from the floor of the meeting and that a voting form would then be sent to all members to be returned before or at the next meeting at which time two scrutineers would check the votes prior to the meeting and report.

The President called for nominations for all positions -

PRESIDENT: G. Rogerson was nominated by C. Murray - declined
N. Lyons was nominated by M. Pickering Seconded G. Rogerson - Accepted

VICE-PRES: K. Kelk nom. by G. Rogerson Seconded K. Nicholson Accepted
M. Elms nom. - declined
B. Shaw nom. - declined

SECRETARY: J. Emerton nom. C. Murray seconded G. Rogerson - Accepted

TREASURER: K. Nicholson nom. C. Murray seconded K. Kelk - Accepted
D. Murray nom. G. Rogerson seconded M. Pickering - Accepted

EDITOR: M. Pickering nom. D. Murray seconded G. Rogerson - Accepted

SPARE PARTS: A. Schutz nom. C. Murray seconded I. Ward - Accepted
G. Rogerson nom. - declined.

SCRUTINEERS: G. Rogerson and M. Elms were appointed by the meeting to be scrutineers.

The meeting decided that a voting form would be forwarded with the next magazine to be returned in the envelope supplied before or at the next meeting.

GENERAL BUSINESS:

National Get Together: A letter was read from R. Harris regarding bookings for the next National Meet and it was decided that those who had paid money into the club for the Tasmania Trip which had now been cancelled would be consulted and if they so wished, their money would instead be forwarded to the Vic. Club as a booking deposit for 1992. i.e. Murray, Rogerson, Schutz and Ian Ward. It was also requested that anyone else who wished to make a booking should do so as

soon as possible as vacancies were very limited even at this early stage i.e. 40 out of 60 already booked.

Social Calendar - See in magazine.

G. Rogerson then gave a run down on a recent car accident one of his vehicles had been involved in, the result of which was that he was awarded a settlement of \$4000 made up of \$3500 cash settlement plus the wreck and the towing fees. This was as assessed by the Insurance Company for the other person involved who caused the accident.

Julie Emerton again asked for members to bring along any bottles or cans so she can cash them in for extra funds for our club.

The club has the following parts available for sale -

Mag Wheel Centres	\$ 6 each
Gaskets - V8 top & bottom	\$85.
Rear Deck Mat - Beige	\$40
SA Nat. Meet T-shirt- sml	\$20
Sets of front corners in fibreglass	\$45

T. Swann advised that he required a RH rear tail light assembly.

Water Pumps reconditioned \$70 - See R. Armstrong.

Starter Motor Reconditioning \$65 - See Geoff Kenward.

Tie Rubbers \$25 - See A. Schutz

A. Schutz advised that former member P. Peterson was in the process of doing up a show car and it should be finished in the near future.

A. Schutz then gave a run down on the trip south and the amount of petrol and gas used and advised that he had saved \$325 by using gas for 9000klms and 1000klms on petrol as opposed to using petrol for the whole trip.

Upper Cylinder Oil Injection System - \$53 - one only available.

D. Murray advised that an address had been received for a former member D. Dearing who still had not returned certain club records. The meeting authorised a letter to be forwarded requesting the return of such records.

Membership Fees were now due.

As there was no further business, the President closed the meeting at 9.00 pm and everyone adjourned to have nibbles and coffee.

PRESIDENT'S REPORT 1990/91

I wish to take this opportunity to reflect on some of the 'goings on' during the past 12 months. We have had many and varied outings during this period, some better attended than others. Such outings included the usual Barbeques at various sites, Observation Runs, a Swap Meet, a bowling outing, two shows at the Petrie Country Markets, All British Day, a Motokana, a driver training day, National Meet, weekends away and of course, the Christmas Dinner at Mt. Cootha. Not a bad variety for a small band of organisers.

I wish to thank all those who have taken the time and trouble to organise these events that we may all take part in. It is such a shame though, and this is one of my pet grievances, that so few take part in events that take so long to organise. I think that we should all take time to attend at least three events each year so that we can meet and chat to those other members of OUR club who do attend. If you have any ideas which you would like the Committee to act on, e.g. suggested outings or anything which may be of benefit to your club, please do not hesitate to bring it up at the meetings or contact a Committee member to act on it in your absence, for you.

It has been quite a memorable year for the Club in other ways - we have become an Incorporated body and this is a milestone. The Club took out the Best Club at the All British Day Meet together with several other important awards to individuals. Our cars featured very favourably at the National Meet - A. Schutz taking out the Peoples Choice - no mean feat with the number and quality of cars which travelled to Adelaide to compete.

The quality of the cars in our club has again risen and it is so pleasing to see that members are changing outsiders views of the P76 from an 'unreliable ugly looking car' to one that is looked at with pleasure by other drivers. Only our attendance at Car Shows and Meets will show off our vehicles to others and in this way we encourage other P-owners who are not members to join our Club.

Once we have members, it is then our responsibility to not let them be disillusioned. We must always retain the ideal that we are here as a Club to keep the mighty P's on the road.

Finally, but not least of all, I would like to thank the rest of the committee for their valued assistance during the year. Without their support and willingness to work together, we wouldn't have a Club. We have a good club - get in there in the next year and support it.

COL. MURRAY

THE F1 ALLOY V8 STORY

On various occasions while reading our club newsletter I have seen references to the use of the basic P76 V8 motor as the basis for the Repco Brabham engine which won the world championship for Jack Brabham in 1966.

As I was a member of the small team that constructed the Repco Brabham engine through from 1965 to 1971 I thought I would try to relate some of the real facts and technical details for the interest of the other club members.

When Phil Irving decided on the design of the new Repco Brabham racing engine, and which he selected to be of V8 configuration and the Grand Prix formula required a maximum of 3 liters capacity, he selected the Oldsmobile F85 cylinder block as a development base.

Actually there were the Buick or Oldsmobile engines using the basic block but I understand the Buick had one less cylinder head stud per cylinder, later the patterns etc. were sold to the British Motor Corporation, or whatever and hence the ultimate production of the Rover V8.

I might mention at this point if any of the "Anything But Average" readers have information on the transaction between G.M. and B.M.C. I would be glad to be informed, perhaps it is worth another article in "Anything But Average" ?

Anyway to get back to my story the cylinder bores were spaced suitably to allow satisfactory bearing widths etc. and Phil Irving was able to design and install a steel crankshaft capable of the stress it was likely to receive.

The fact that the block was aluminum was also a bonus and the completed 3 liter formula one engine ready to fire up was only 340 lb. in weight.

Repco bought a quantity of 24 short Oldsmobile blocks direct from the U.S. in late 1965, and one of my jobs was to knock the piston assemblies out of them and throw them all away !

Actually we did not throw them away and a couple of years later speedway people started asking for these pistons for speedway Valiants.

I never followed up which engine they wanted them for but they must have worked out OK as they were in great demand, they obviously bored them out and used the lot, rings and pin and all. Anyway to get back to the F85 cylinder block, the bores were 3.5 inches with the integral cast in liner and we left that intact.

Repco made the special pistons, the rings and the pins and we designed a special connecting rod along with Repco bearings to suit this block.

All the other surfaces were re-machined and we manufactured new studs for the cylinder heads and main bearings. We also threw away the main bearing caps and fitted steel replacements and re-tunneled the crankshaft bearings to suit our steel, (flat), crankshaft.

By flat crankshaft I mean that the throws are opposing or 180 degrees apart, not in a multiplane configuration.

Of course the cylinder heads were of special cross flow design and the camshafts ran on top of the heads directly over the valves on each bank.

The cylinder head had Alfa Romeo cam buckets surrounding the valves and running against the camshaft lobes. Valve clearances were determined by a shim pad on top of the valve stem, under the bucket.

It can get confusing here as the Repco Brabham V8 was what is known in racing circles as a single cam V8, but actually this means single cam per bank.

The camshafts were driven by a single row chain running from a jackshaft which actually ran where the original Oldsmobile camshaft was and this jackshaft was driven by a primary chain running on the crankshaft.

The centre jackshaft used the first two original cam bearings and all we did was press out the other cam bearing shells and rotate them 180 degrees and press them back in place, this blocked off the oil galleries to prevent loss of oil pressure.

You probably won't believe this next bit, but because the modified engine used totally different induction, the centre, or valley of the engine block was all open, as of course we did not use any of the original valve gear, so we made up an aluminum cover strip and "Araldited" it into the valley of each block.

These cover plates looked rough but worked perfectly and the copious quantity of Araldite we used amazed some people.

It actually prompted some European motoring writers to crack jokes about the Australian World Champion engine held together with Araldite.

We bought the stuff in two large cans, A & B solution, and weighed it out equally with a beam balance. We also added an aluminum powder which gave it great strength and we actually were then able to finish the surface of it in various spots with a milling machine. It was actually a great distinction to Araldite as there really was no other product at the time that we could have used.

On top of the heads we fitted throttle slides running on small steel rollers, the slides operated in opposite directions to help counteract inertia under acceleration and de-acceleration. These slides were more efficient than butterflies because they offer no restriction to air flow at W.O.T.

On top of these throttle slides each inlet port had a small inlet elbow holding a straight piece of tube with a flared trumpet top. Each of these small elbows held a fuel injector connected by a small tube to a fuel distributor. The length of the Trumpet tubes could be altered to change the power curve of the engine to suit various world race circuits. The fuel distributor was located in the valley of the engine and driven by a small shaft from the chaincase. The fuel system was similar in principle to the commercial Lucas system as fitted to the petrol injected Triumph cars but what we used was a very expensive Grand Prix version.

The actual fuel distributor was not a pump, but it metered the fuel precisely to each nozzle and a separate, high pressure, (100 psi), pump supplied it with the delivery pressure.

The distributor had a mechanical link to the throttle slides by way of a cam which controlled the amount of fuel injected at any given throttle opening.

These small cams could be changed very quickly and a full set were carried in a case along with the car to enable any required mixture to be obtained. e.g. lean at low revs and rich at high revs or whatever. Another strange fact we learned, (this is for the dedicated petrol heads), is that the actual timing of the moment of injection relative to the firing stroke of that particular cylinder did not have a big effect on horsepower, (remember we are injecting into the air stream above the throttle slides), but, (this is the quirky bit), there was a particular point of injection where it was detrimental to horsepower, so the distributor had to be timed to a certain position on assembly to make sure it was not accidentally timed at that critical incorrect position.

If you are still reading this article I commend you for your perseverance. The exhaust ports had individual pipes and the four from each bank joined at a collector on each side which in turn had a megaphone attached. I do not propose to get all technical about the exhaust system except to say that the reason for the "flat" crankshaft mentioned earlier is to enable maximum benefit from the design of the exhaust system and to take full advantage of the extraction effect of alternating firing strokes. Again for the petrol heads, the engine actually ran as two four cylinder engines. To give you a bit of an idea of the value of a good exhaust system, years later when developing the Repco formula 5000 V8 in the test house, merely changing the collectors and megaphones resulted in a 60 BHP increase, and we are talking real, measured horsepower.

The ignition system was twin point Bosch distributor with conventional coils and at the time it was as good as you could get. The spark plugs were 10 mm Champion racing plugs connected to the distributor with "Tiger Lead", a black and yellow high quality HT lead which most European Grand Prix cars used. It is interesting also that back in 1966 there was a lot of talk about suspected spark induction, (created by bundling the HT leads together and causing a spark to occur at the wrong time at the wrong cylinder), some people did not worry about it, some did, resulting in special separators to keep the wires apart on some of the Grand Prix engines. The oil system was dry sump with an oil tank in the nose of the car. The oil pump had two sections, the pressure side, supplying the oil from the tank directly into the engine block main oil gallery, and the scavenge side, pumping the oil that collected at the bottom of the engine, in the sump, back to the oil tank in the nose. The scavenge pump had a much greater capacity than the supply pump as both "blow", from the engine and oil were collected in the sump. The dry sump featured another cunning Irving idea, all racing cars have absolutely enormous G forces under braking or acceleration, in the lowest part of the sump Phil Irving placed an inertia valve, it was a long steel rod with some flanges attached which moved backwards and forwards under braking or acceleration. As the car braked the rod would move forward and open an outlet valve at the front of the sump and the scavenge pump would draw from the front of the engine, under acceleration the rod moved back and the front valve closed and the rear one opened and so on resulting in a minimum of oil splashing around and a very efficient oil return system.

Anyway getting back to the basic cylinder block, which is really the reason for writing this article, everything went alright and we won two or three World Championship Grand Prix without problems until, Leyland owners will hate this, the only part of the block we had not altered let us down !

Jack Brabham split a cylinder liner. In a big panic the cylinder block was flown back to Australia and we set it up on our boring machine and carefully bored out the original integrated cast in cracked liner.

Horror of all horrors, there was a large cavity under the liner, a badly cast in liner. It had cost us one Grand Prix and there was a mad panic resulting in all engines being bored out and fitted with new and stronger dry liners.

It may have been one in one thousand cylinder blocks but we could not take the risk and all engines were recalled, bored out, and fitted with the heavier liners.

Later of course Phil Irving designed the much stronger Repco version of the cylinder block and we had these cast by the Commonwealth Aircraft Corporation in South Melbourne.

Although the cylinder bore centre distances and other dimensions were similar, (the existing engine components, steel crankshaft etc., had to fit the new cylinder block), the new Repco version had main bearing studs that actually came out right through the valley and strengthened the block, it also had cross bolts through the steel main bearing caps and we fitted wet liners with the whole block being virtually unbreakable and needless to say we did not need Alradite any more.

The facts are though that the original F85 Oldsmobile block hung in there until mid 1966 and by then Jack Brabham had virtually clinched the world championship, the new Repco block was not utilized until late 1966 and no one can ever take that away from the original GM alloy V8 block.

Every now and then whilst behind the wheel of my beloved P76, I happen to come upon an old workmate from those Repco Brabham days or an engineer who knows his stuff on racing engines and they never fail to lean in the window and say, " You should know a bit about these engines Rodway, wasn't the Repco Brabham engine based on this block" ?

I just smile very proudly and of course I agree with them.

Rodway Wolfe .
Metung Victoria.

THE JOYS OF FIVE-SPEED P-NUTTING

by Phil....

Recently, G.L.R. and I, together with above a dozen Sydney P-nutz, attended the 1991 Easter National Meeting in South Australia. Except for one or two P-nutz who had a spot of bother with windscreens on the way to Adelaide, most of the Sydney members enjoyed the trip down and there were no breakdowns or other troubles to speak of.

There were certainly plenty of very nice P's at the meeting, and the standard of P's presented for judging in the concourse was the best seen at any National Meeting to date. However, there may have been room for a special category of P which most of the judges probably weren't aware of, and that category would have been for the judging of the best five-speed conversion for P's. To the best of my knowledge, there were four P's present which were five speed manuals. The best known would have to be Dave Wallace's Crystal White Exec, which is currently running a Toyota Supra W 57 box. Then there's Tony De Luca with his immaculate Corinthian Blue Super Six, which has a five-speed from a Toyota Cressida. Last, but not least, there's G.L.R. and I, both running Supra W 55 boxes, which, with their low first gear and 15% overdrive fifth, make it perfectly possible to go anywhere from fire-trail to freeway without any bother at all.

In "Fun at any price", I said that you could cruise forever with a four-speed box, because the torque of the engine was so good you felt you could point the P anywhere and it would be no fuss. Well, I was only telling you four fifths of the whole story. Even with stage four semi-racing cams fitted, Springy's and my car are so tractable and smooth, they will even cruise up Peats Ferry hill in fifth, at LEGAL speeds, without lumping or staggering. That's how well suited the fifth gear ratio is to the torque of a nice V8.

~~Following the Easter Nats, Springy and Dave Nelson and Garth, together with various navigators, went north from Adelaide, up through the centre and home via Mt Isa and north west N.S.W., all in eight days. Springy, with his five speed in cruise mode, returned a consumption figure of 23 m.p.g. overall, with most of his cruising done at State maximums, plus or occasionally minus 20 or 50 k's to allow for tail-winds and daylight saving. Meanwhile, following closely behind came Garth in his V8 four speed with an average of about 22 m.p.g. and Dave, in his auto Exec, made Canberra richer by scoring an average of about 16 to 17 m.p.g.~~

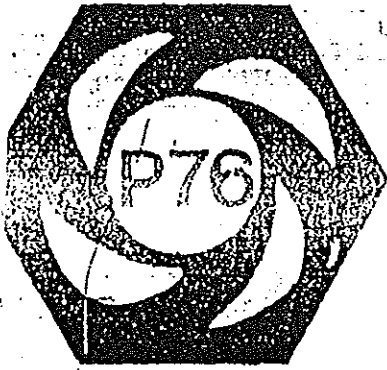
A full report from Springy should be in next month's newsletter, together with all the relevant numbers, but the evidence is clear enough; a five speed conversion starts to pay for itself the minute you leave the city lights behind. It should be noted that all three P's are fitted with fully rebuilt V8 engines, and all are running standard ratio diffs, so a later, more accurate comparison of the individual vehicle's consumptions should be quite interesting.

Having now covered over 5,000 km with my new five speed, I can see that there are very real benefits to be had from this conversion. There are several advantages a five speed has over a standard four speed, and I'm not just referring to the fifth gear. As you can see from the comparison of ratios in the following table, the Supra boxes have a lower first gear than the B.W. unit. This makes it possible to have a hot sports engine in your P and still be able to handle creepy-crawly city traffic without frying your clutch. Reverse ratio is another bonus. You can now push trailers

and things backwards with your P without shaking your fillings out. I don't have the exact numbers, but a bench check showed us that the W 55 box runs a reverse ratio of about $3\frac{1}{2}$ to 1.

Next month we hope to give you the blood and guts story of the work, and cost involved in doing a five speed conversion. Now compare the ratios, guys, and drool.

Gear	P76 6cyl 3 Speed	P76 8 cyl 3 Speed	P-76 B-W 4 Speed	Toyota Supra W.57	Toyota Supra W.55
1st	2.95:1	2.71:1	2.82:1	3.28:1	3.56:1
2nd	1.69:1	1.55:1	1.84:1	1.89:1	2.05:1
3rd	1.00:1	1.00:1	1.32:1	1.27:1	1.38:1
4th	That's all	folks!	1 :1	1 :1	1 :1
5th	" "	" "		.86 :1	.85 :1
Reverse	3.67:1	3.37:1	2.56:1	N/A	3.48:1 (Guesstimate)



LEVELAND P76 OWNER'S

CLUB OF VICTORIA

EASTER GET TOGETHER....1992 BULLETIN...No 1

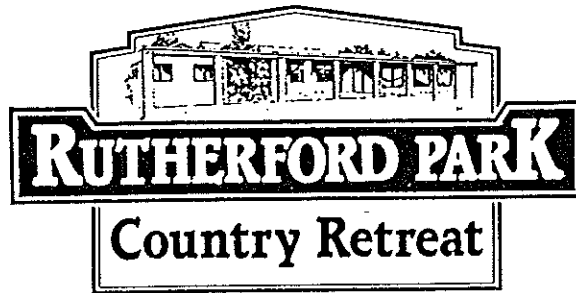
To all P76 Car Clubs,

The Victorian Club is pleased to announce that a venue has been found at Smeaton, near Ballarat, for the 1992 Easter Get Together which we think will be admirably suitable to meet our requirements, and similar to Woodhouse in Adelaide where the last National event was held.

We would like to take this opportunity to thank the Queensland Club for the offer to swap the 1992 get together if it were not possible to hold the meeting in Victoria at this time.

Rutherford Park is the name of the complex and it is made up of four, six and larger Motel type rooms. Each room has a toilet and shower, and of course there are dining and recreation rooms. We will be limited to about sixty people at the park, but we have a Motel at Creswick as a back up which can accommodate up to thirty people, there is also a Caravan Park in Daylesford. Both the Motel and the Caravan Park are about ten kms from Smeaton but in opposite directions from Rutherford Park. The accommodation at Rutherford Park costs \$40 per adult per night, \$30 a night for children between 10 & 15 and \$20 per night for children under 10. Breakfast and Dinner at night are included in the tariff. The evening meal is of three courses and tea and coffee are provided during the day and evening. Anyone staying at the Motel or Caravan Park can also have their evening meal at Rutherford Park for a cost of \$15 per adult per night. The accommodation has been arranged for Friday night through till Monday morning but anyone wishing to stay at Rutherford Park on Monday night is welcome to do so. The cost of the Motel at the moment is \$49 a night for a double room, but we are informed that there is to be a small price rise soon, we will keep you posted.

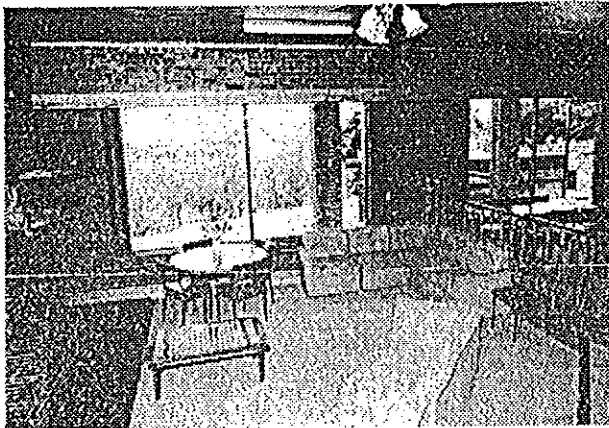
Could anyone interested in coming please send their name, address and \$50 deposit to Mr Ron Harris ^{81 HANSON 87} Jubilee Ave Indented Heads Victoria 3223, or phone Ron on 052 571725.



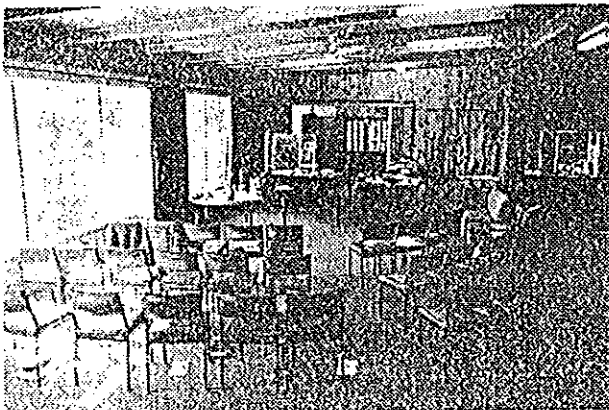
RUTHERFORD PARK

Country Retreat

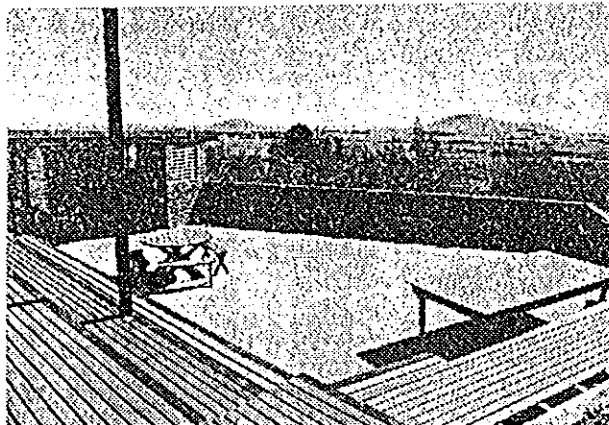
HOLIDAY AND CONFERENCE CENTRE



The Park's accommodation is in a modern, solid brick Guest House/Lodge of more than 100 squares with all family style bedrooms including private en suite facilities (shower, toilet and hand basin) and central heating. All bedrooms have a queen and single beds.



The four main rooms (over 30 squares) allow great flexibility for all types of activities and can be both used as meeting/conference rooms and/or dining, recreation or general lounge rooms. There are other areas for small groups to meet. New amphitheatre with undercover Bar-B-Q, tiered seating and magnificent views.

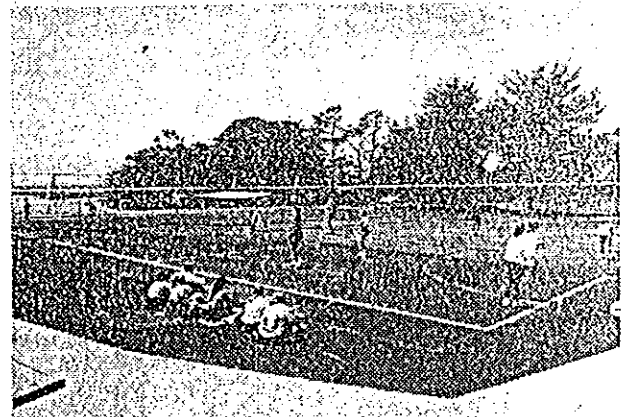


Rutherford Park Country Retreat caters for all types of conferences and group activities from Teacher-In-Services, Business Conferences, Religious and Personal Development Retreats, School Camps to Family Groups and Bus Tours. We have recently enlarged our main Conference Room and added two extra meeting rooms.



Great meals (country style and size) including cooked or continental breakfasts, lunches and dinners, plus morning and afternoon teas and suppers.

- Vegetarian and special diets are happily catered for, with prior notice.
- Panoramic views whilst you eat, play or sit in front of the open fire.



Other features:

- ☆ Warm and friendly family hospitality
- ☆ Open fire, piano, stages, conference equipment
- ☆ Horseriding (fully supervised), hayrides, feeding the animals, games and activities (such as kite flying).
- ☆ Sheep shearing, milking the cow, feeding the pigs, etc., etc. can be arranged.
- ☆ Close proximity to many educational and historical attractions as well as popular tourist spots.
- ☆ Assistance available re program design and implementation.
- ☆ Guided tours available to educational, historic and scenic places of interest.
- ☆ 3 TENNIS/2 NETBALL COURTS.

Phone: Helen and Philip Jackson and Family for your booking: (053) 457 457.



Fulcrum Suspensions PTY. LTD.

28-32 Evesham Street, Moorooka, Qld. 4105. Phone: (07) 892 2647

892 2542

Fax: (07) 892 1526

18th June, 1991.

Mr Col Murray
President
Qld P76 Owners Club
P.O. Box 343
CARINA QLD 4152

Dear Col,

Having just completed our stocktake for the month, we have in stock one front swaybar and two heavy duty Lovells rear swaybars.

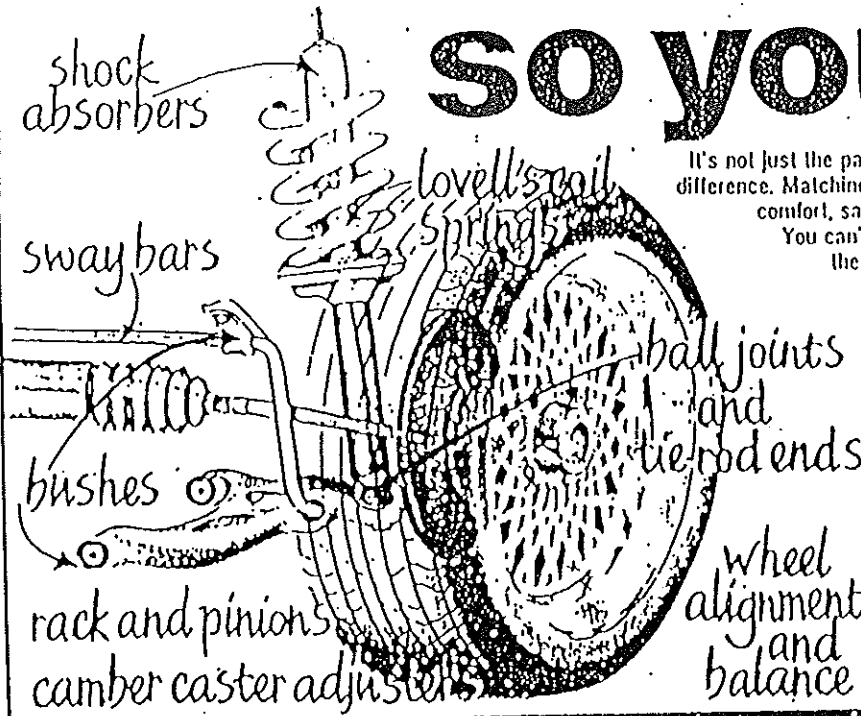
We would like to take this opportunity to offer these to your Club Members at only \$75.00 each.

Should your Club members be interested, or require any further information, please do not hesitate in contacting Hank or Nick in our Service Department.

Thank you,
Fulcrum Suspensions Pty Ltd.,

Graham Scudamore-Smith
Managing Director

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.

SALES, SERVICE AND WAREHOUSE
8 Evesham Street, Moorooka. 4105

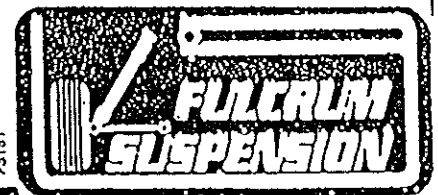
Ph (07) 892 2647

Also at: 23 Nuxdah Street, Hnndah. 4012

Fx (07) 266 6768

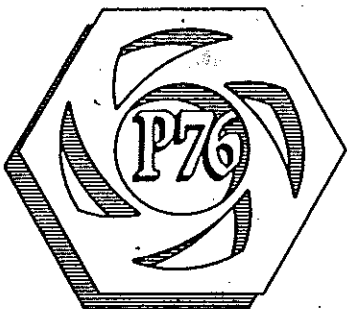
and 70 Ingham Road, Townsville. 4810

Fx (077) 72 6114



P.O. BOX 343
CARINA QLD 4152

SENDER



Old P76 Owners Club
(Incorporated) Newsletter