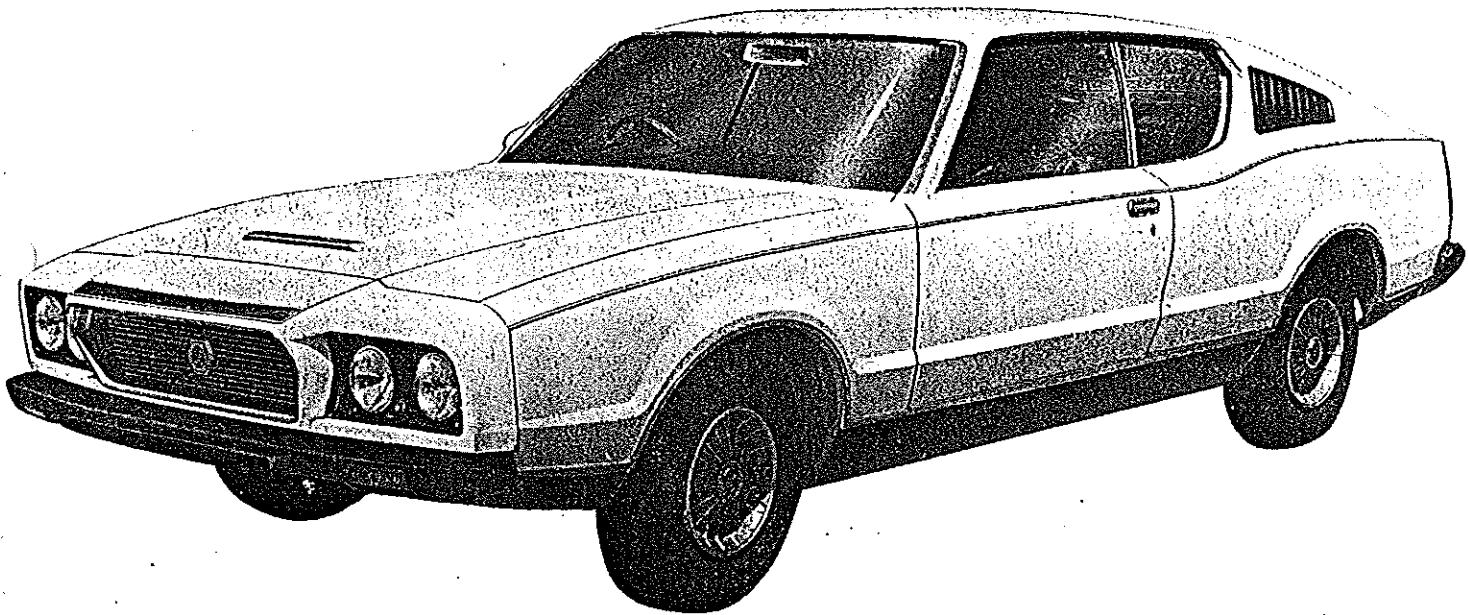


QUEENSLAND P76 OWNERS CLUB INCORPORATED

LEYLAND

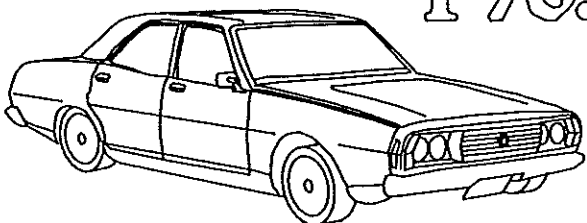
Force 7 V



4 SPEED MANUAL — FLOOR SHIFT

3 SPEED AUTOMATIC — FLOOR SHIFT

P76. Anything but average



MARCH 1991

CLUB INFORMATION PAGE

YOUR COMMITTEE

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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	--NONE--	
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 everyone. Hot on the heels of the late arrival of your February magazine, I hereby present to you .. the March edition!!

First off, I would like to make a mention of the photo of the P76 in full glorious flight that was in last months mag. The reproduction actually came out better than I thought it would. Thanks to Canberra, for it was from the front cover of their mag that I grabbed the shot.

This month I have included a number of technical articles that previously appeared in other state's magazines. I have neglected to put other states' stuff in our mag because often I seem to find enough material to put in our own, at the expense of technical snippets from interstate. I would like some feedback from you readers out there and for you to tell me if you think I have been heading down the right track, or if you think I should change course. Better still, how about a contribution !!!!!. It is often difficult in selecting old articles to reprint because a lot of it has been regurgitated before. Then again, a lot of our newer members may not have seen the old stuff before - what a dilemma !!

I would like to thank our Secretary, Del Murray, for preparing the minutes each month as well as organising the printing of the magazine. My wife Alyson deserves a thank-you for helping me each month to collate, staple, fold & tape, and address all of the magazines we post each month. Last month I posted 76 magazines including 2 overseas. Most months the mag. is 16 pages (8 pieces of paper), so that means the club has posted, since I became editor 9 months ago, roughly 540 magazines or approx 4,480 pieces of paper, not including what you are reading know !!

Annual General Meeting

The Annual General Meeting of the Queensland P76 Owners Club (Inc.) will be held on Wednesday the 10th of July 1991, starting at 7:30 pm, at the Norman Park Uniting Church Hall, corner Bennetts Rd. and McIllwraith St, Norman Park. Members are requested to submit any agenda items for the meeting to the Secretary, by the 12th June (June Meeting). This will enable an agenda to be drawn up and published prior to the Annual General Meeting.

Dates For Your Diary

Sunday 24th March - Surprise Convoy Run to a barby at a destination unknown. After finding out about the costs of the Go-Kart track at Landsborough, I thought people might not want to spend this much eg. \$10/10mins, \$15/30mins, 25\$/hour. Therefore I think we will pass on that idea and go for a nice country drive instead !! We will be meeting at the Aspley Hypermarket at 9:30am with a view to leave by 10:00. This event will be primarily for those not going to Adelaide, as most are leaving the same weekend. Don't forget to bring a barbeque lunch.

Easter Long Weekend - National Meeting - Adelaide.

Sunday 28th April - Display at Dayboro Markets, Petrie. 11:00 am
- Stay tuned for more details.

Sunday 26th May - Neil Davidson is organising a run to Madjimba
..... Stay Tuned.

For Sale

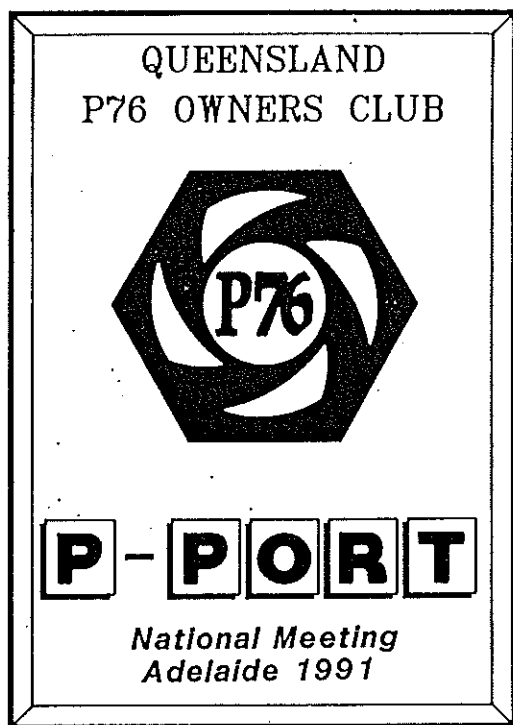
Genuine Targa Florio. New lifters, gaskets, 30/70 cam, tyres (Yokohama 352's 60 series), carpet. 500 holley, 40 thou head shave, 4-speed manual. Next to no rust, very clean, goes very well, no leaks. \$2,800 - Gerrad Batty Ph 888-3651.

Closed Circuit TV camera & security sign to deter thieves.
Phone John O'Sullivan 273-1411 after 6pm weekdays.

Wanted

Force 7 steering wheel
Right rear door sill plate suit Exec. or Targa. (with lip)
Right & Left armrests (1 each, preferably white)
Contact John O'Sullivan 273-1411 after 6pm weekdays.

V8 Flywheel - contact Keith Nicholson Ph 245-6774.



*The amazing 'P-PORT'
Australia's Finest Port
Grown from grapes of
exceptional vintage (1973
or 1974) from Zetland, NSW.
. Cleans out's W12's &
Holley's like new
. Eradicates cane toads
. Destroys groundsel & hindi
-eyes
. Neutralises sea-wasp
stings & shark bite
. Repels Scud missiles
. Takes the puff out of
cyclones
AND, IT TASTES BLOODY GOOD
TOO!!*

The Label of the "P-Port" that has been bottled for Adelaide

VEHICLE TRIM CLEANING.

VARIOUS TYPES OF UPHOLSTERY PRESENT CERTAIN CLEANING DIFFICULTIES, BUT IF THE FOLLOWING INSTRUCTIONS ARE FOLLOWED THE RESULTS WOULD BE SATISFACTORY:

- (A) TYPES OF MATERIALS: THERE ARE FOUR CENTRAL TYPES OF UPHOLSTERY USED:
 - (a) FABRICS EITHER PLAIN (GARBADINE - BROADCLOTH) OR PATTERN FABRICS WHICH ARE MADE WITH EITHER NATURAL OR SYNTHETIC (NYLON, ORLON, RAYLON).
 - (b) GENUINE LEATHER.
 - (c) COATED FABRICS (VINYL OR NYLON).
 - (d) POLYURETHANE FOAM.
- (B) TYPES OF CLEANERS: THERE ARE FOUR BASIC TYPES OF CLEANERS COMMONLY USED FOR CLEANING UPHOLSTERY THEY ARE:
 - (a) VOLATILE CLEANERS WHICH ARE USUALLY COLOURLESS AND INCLUDE SUCH LIQUIDS AS BENZINE AND CARBON TETRACHLORIDE.
 - (b) SYNTHETIC DETERGENTS.
 - (c) NEUTRAL SOAP.
 - (d) AMMONIA.

NOTE: DO NOT USE ANY OF THE FOLLOWING FOR CLEANING UPHOLSTERY FABRICS: COLOURED GASOLINE, LACQUER THINNERS, ENAMEL THINNERS, BLEACHERS, HYDROGEN PEROXIDE, CHLORINE.

- (C) THE MOST COMMON STAINS ON TRIM ARE:
 - (a) NICOTINE.
 - (b) PERSPIRATION.
 - (c) GRASS
 - (d) BODY OILS AND FATS.

THESE AND OTHER STAINS WILL BE DEALT WITH IN TECHNIQUES OF REMOVING STAINS.

TECHNIQUES OF REMOVING STAINS.

VINYL COATED FABRICS (P.V.C.)

SOFT FABRIC

ASPHALT (TAR OR BITUMEN)

SMERE WITH OIL THEN USE OLEIC ACID OR VOLATILE CLEANER THEN SOAP AND WARM WATER.

VOLATILE CLEANER THEN SHAMPOO.

BATTERY ACID

SOLUTION OF AMMONIA OR SODIUM BICARBONATE THEN SOAP AND WARM WATER.

SOLUTION OF AMMONIA OR SODIUM BICARBONATE THEN SHAMPOO.

BIRO (INK)

SPIRIT OF NETRE OR BRAKE FLUID THEN SOAP AND WARM WATER.

SULPHITE THEN SHAMPOO LIGHTLY.

BLOOD.

COLD WATER AND A LITTLE SOAP.

COLD WATER THEN SPRAY PACK TYPE SHAMPOO CONTAINING FLUORO-HYDRO CARBON.

CHEWING GUM.

HARDEN GUM WITH ICE, GENTLY SCRAPE OFF THEN USE VOLATILE CLEANER THEN SOAP AND WATER.

SAME TREATMENT AS VINYL LAST STEP USE FLU-HYDRO CARBON SHAMPOO.

COCOA.

WARM WATER AND SOAP.

WASH WITH WATER THEN SHAMPOO.

COFFEE
WARM WATER AND SOAP.

FRUIT
WARM WATER AND SOAP.

GRASS (CHLOROPHYLL)
WARM WATER THEN SOAP.

GREASE OILS AND FATS
GENTLY SCRAPE AS MUCH OFF AS POSSIBLE
THEN USE VOLATILE CLEANER AFTER WHICH
SOAP AND WATER SHOULD BE USED.

ICE CREAM.
WARM WATER AND SOAP.

LIPSTICK.
VOLATILE CLEANER THEN SOAP & WATER.

MILDEW.
COLD WATER AND SOAP.

MILK OR CREAM.
WARM WATER AND SOAP.

NAUSEA.
WASH OFF WITH COLD WATER THEN WARM
WATER AND SOAP.

NICOTINE. (HEAD LININGS ARE SUSCEPTIBLE
TO THIS STAIN.)
AMMONIA AND COPPER SULPHATE THEN
LIGHTLY USE HYDROGEN PEROXIDE THEN
SOAP AND WARM WATER.

PERSPIRATION.
WARM WATER AND SOAP.

TEA.
WARM WATER AND SOAP.

URINE.
WARM WATER AND SOAP CONTAINING 1/5 OF
AMMONIA.

WINES.
WARM WATER AND SOAP.

WASH WITH WARM WATER (NO
SOAP) THEN USE PERMANGANATE
AND SULPHITE THEN SHAMPOO.

WARM WATER THEN A LITTLE
PERMANGANATE AND THEN
LIGHTLY SHAMPOO.

SPONGE WITH AMMONIA AND
METHYLATED SPIRITS THEN
LIGHTLY SHAMPOO.

DO NOT USE WATER. GENTLY
RUB TOWARDS CENTRE OF
STAIN TO AVOID SPREADING
USING EITHER METHYLATED
SPIRITS, PETROL, WHITE
SPIRITS, TURPENTINE (NOT
PAINT SHOP TURPS) OR OIL OF
EUCALYPTUS THEN SHAMPOO.

DRY WIPE AWAY AS MUCH AS
POSSIBLE THEN USE METHY-
LATED SPIRITS GENTLY THEN
SHAMPOO.

GENTLY SCRAPE AWAY AS MUCH
AS POSSIBLE THEN USE OIL OF
EUCALYPTUS THEN SHAMPOO.

HYDRO-SULPHITE OR SULPHITE
THEN SHAMPOO.

SPONGE WITH WARM WATER THE
SHAMPOO.

SPONGE WITH COLD WATER THE
USE SHAMPOO.

HYDROGEN PEROXIDE THEN
SHAMPOO.

GENTLY USE HYDROGEN
PEROXIDE THEN SHAMPOO.

ZINC AND ACETIC ACID OR
HYDROSULPHITE THEN SHAMPOO

1/5 AMMONIA AND WARM WATER
THEN SHAMPOO.

PERMANGENATE AND SULPHITE
THEN SHAMPOO.

Sometimes things aren't always what they appear to be.

This fact was brought home to me recently after running my car after a V8 engine rebuild. Now don't get me wrong, there was nothing drastically at error with the thing, in fact it was running like a clock - a very powerful clock. There had however appeared a ticking noise that seemed to be exhaust like in origin, the exact cause and location was the sixty-four dollar question.

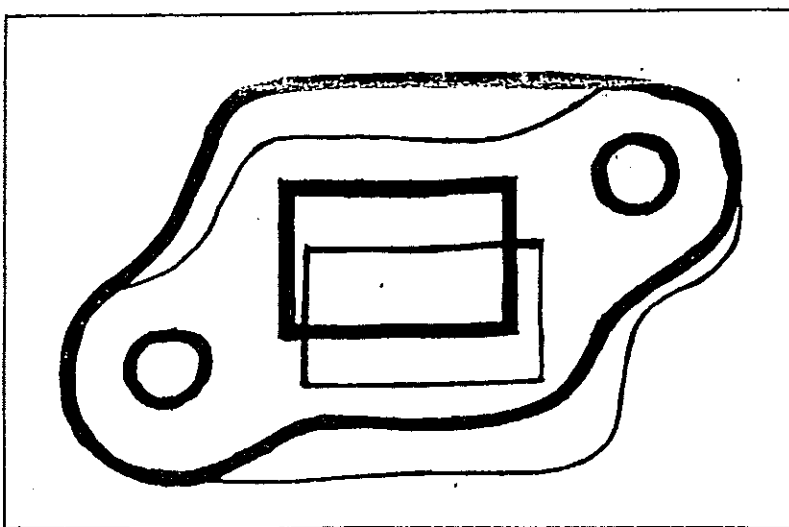
Right around this time something happened - the phone rang. While Dad revved the car I spoke with the callant, another P76 member. On explaining the activities that were occurring outside the remark was made that he had had the same problem after a recent engine rebuild. The cause had been an incorrectly fitted exhaust extractor gasket. Ah! This could be my trouble also. It was.

Commonly used are Rover extractor gaskets when fitting extractors to a P76 and this is where the problem lies. These gaskets appear symmetrical and yet are not and because the holes for the bolts are larger it is possible to fit them upside down. This leaves the port partially blocked.

Fig. 1 is a tracing of one gasket superimposed on another 180° out of sync. Being aware of this, careful attention payed when using these gaskets should be taken

David Wallace

Fig. 1



Reproduced from SA. Mag.

EAGLE VIEWS

Argentine taxi driver Pedro Zardoras offers passengers a 50 per cent discount if they drive. "My eyesight is not what it was," an honest 74-year-old Pedro said. "The passengers would be far safer behind the wheel!"

Drink driving rules differ throughout the world. In Malaysia, wives of drunken drivers can be jailed along with their husbands while in South Africa the intoxicated driver can spend 20 years behind bars. In Turkey they are frequently driven 32km into the "bush" and made to walk back. Don't contemplate drink driving in San Salvador - there you can be shot.

Ever had one of those days in the garden during a hot summer when you polish off a beer, then another and another before realising you're a little tipsy by 5 p.m.? Anton Barton, of South Carolina, was ploughing his paddocks recently sipping the occasional six pack or two in stifling heat. Come late afternoon Barton decided to head home along the main road but unfortunately he failed to lift the plough blades and tore up 3.2 km of road before the police could stop him.

Paris car salesman Jules Dullier is out of work after crashing 18 times while demonstrating new vehicles. "The traffic is too dense and no customer likes waiting 10 minutes for a gap in a line of cars," the sacked Jules lamented.

Also from France comes this tale of woe from teacher Gerard Tasson who stamped on the brake pedal in his elderly Citroën and caused \$12 million damage. Tasson lost control on the slippery road and the car skidded and came to a stop on its side on an unguarded level crossing. While Tasson went for help a goods train smashed into the car at 100km. The train's engine and 20 wagons plummeted 30 feet down an embankment. The driver escaped with minor wounds - the train was not so lucky!

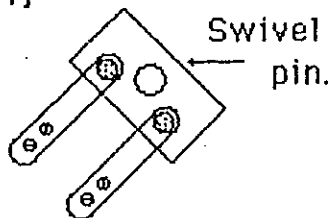
CLUTCH SHUDDER DIAGNOSIS ...

By Jilden Reichardt

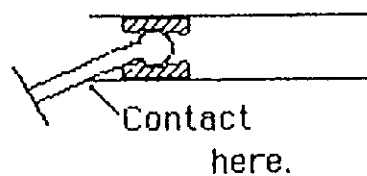
Most P76 clutch shudder can be attributed to misalignment of the clutch cross shaft, (between the chassis and the bell housing). This can arise from various causes :-

- [1] Broken, cracked and/or re-welded bracket on chassis; this allows the cross shaft to lift up. It can be reinforced by fixing two metal strips to the bracket bolts and screwing or welding them to the chassis. (see Fig. 1).
- [2] Too long clutch cable : if the clutch has run out of adjustment, try and fit a 6mm long ferrule between each end of the cable and its U-shaped clip. I made some out of old steel fuel line, split with a saw. (see Fig. 2).
- [3] Swivel pin out of line : This arises from a bent chassis bracket, or collapsed engine mounts. It can be fixed by removing the pin, and bending it in a vice. Alternatively, the pin can be cut off and be welded on lower down. (see Fig. 3).
- [4] Swivel points and cable attach points not in line : The vertical cable must line up with the end of the swivel ball, otherwise any rotation of the engine results in changing shaft rotation and severe shudder. Small amounts can be corrected by bending the levers on the cross shaft, but more than say 5mm must be done by moving the rear engine mount side-ways, or cutting and rewelding the shaft or swivel pin. (see Fig. 4).
- [5] Distorted engine mount limit plates : Rough drivers may find the top plate of the R H engine mount to be bent up. A firm application of a large hammer on the end of a 1m bar will readjust this, to limit undue engine rocking. ●

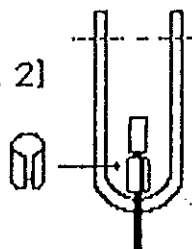
[Fig. 1]



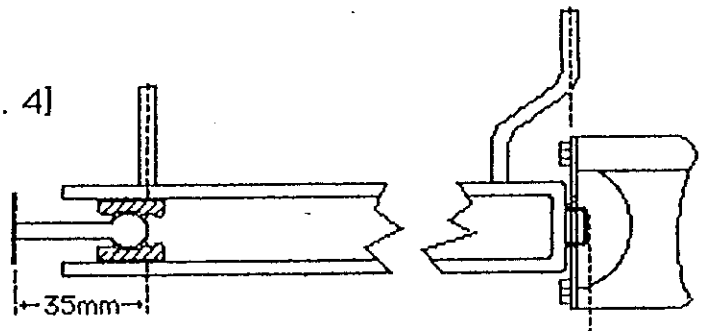
[Fig. 3]



[Fig. 2]



[Fig. 4]



Membership List - Updated 18-3-1991

James Anderson Phone : (071) 592-518	35 See St	Bargara BUNDABERG QLD 4670
Ron Armstrong Phone : 227-2213	19 Georgina St	SALISBURY QLD 4107
Gerrad Batty Phone : 888-3651	18 Mumford Rd	NARANGBA QLD 4504
Gerry Bravery Phone : 800-2959	59 Poinciana Drive	BROWNS PLAINS QLD 4118
Rod Browne Phone : 801-2094	27 Marquis St	LOGANHOLME QLD 4129
Dean Cameron Phone : unknown	27 Hugh St	THORNESIDE QLD 4159
David Cook Phone : (071) 48-5588	Twin Peaks Rd	BLI BLI QLD 4560
John Coughlan Phone : (066) 24-1717	88 Rous Rd	GOONELLABAH NSW 2480
Jack Day Phone : 378-8420	16 Mooredale St	CHAPEL HILL QLD 4069
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Alwyn Farley Phone : 205-7165	4 Centre St	STRATHPINE QLD 4500
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Michael Funk Phone : 397-6131	41 Oatland Cres	HOLLAND PK. WEST QLD 4121
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Andrew Gibbon Phone : 207-7533	27 Lancewood St	VICTORIA POINT QLD 4165
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Ron & Helen Hallard Phone : (075) 353-410	4 Curlew Cres	BURLEIGH WATERS QLD 4220
Pedro Hodgson Phone : (076) 30-5136	P.O. Box 611	TOOWOOMBA QLD 4350
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Lee Jones Phone : Unknown	Willowbank Village	Coopers Road IPSWICH QLD 4306
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G & A Kenward Phone : 257-6046	318 St. Vincents Road	BANYO QLD 4014
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Tom Kirk Phone : 208-8008	5 Coolibah St	WOODRIDGE QLD 4114
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Lew McDonald Phone : 206-7420	Lot 28 Heinemann Rd	REDLAND BAY QLD 4165

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Terry McKiernan Phone : (075) 32-4290	27 Mabel St	SOUTHPORT QLD 4215
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Allan Schutz Phone : 202-1054	10 Cooinda St	IPSWICH QLD 4305
Arthur Sear Phone : 283-1614	8 Enoch St	CLONTARF QLD 4020
Brett Shaw Phone : (075) 77-4164	c/o 86/62 Hansford Rd	COOMBABAH QLD 4216
John Smales Phone : Unknown	Seabreeze C'van Park	MAROOCHYDORE QLD 4558
Lindsay Stone Phone : (074) 463-452	2 Geeribach Lane	YAROONBA QLD 4573
Mark Swalwell Phone : (074) 413-410	Lot 10 Ellora Crt	NAMBOUR 4560
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Colin Taylor Phone : (075) 39-2761	95 Macquarie Ave	BISHOPS WOOD QLD 4214
Paul Thorpe Phone : 396-1226	14 Walnut St	WYNNUM QLD 4178
Marc & Carol Troy Phone : 369-5772	76 Cricket St	PETRIE TERRACE QLD 4000
Evan Ward Phone : (074) 943-010	3 Cherry Street	MALENY QLD 4552
Ian Ward Phone : 397-04767	21 Riverview Tce	INDOOROOPILLY QLD 4068
Ray Ward Phone : Unknown	Springtime Gardens	Caravan Park SPRINGWOOD QLD 4127

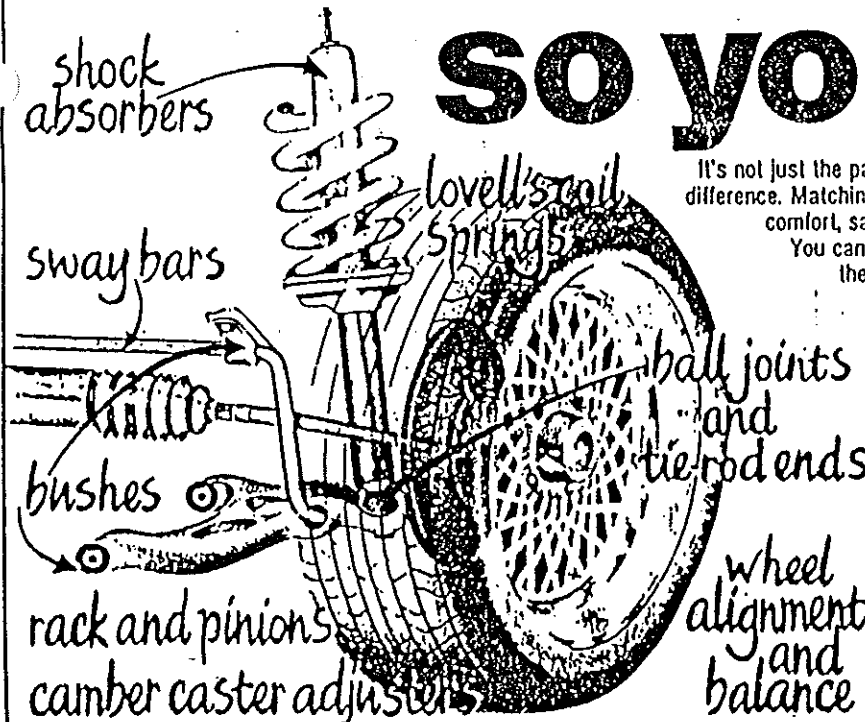
Len Wegemund
Phone : (075) 31-7609
Gordon West
Phone : Unknown
John Wilson
Phone : (076) 30-3320

35 The Corso
8 Vanda St
Jones & Amos Rds

ISLE OF CAPRI QLD 4217
BURANDA QLD 4102
M/S 224
WITHCOTT via TAMBA QLD 4352

If there any changes to be made please contact Mark Pickering
so I can update this list.
Next list is expected to be published in the June 1991 edition.

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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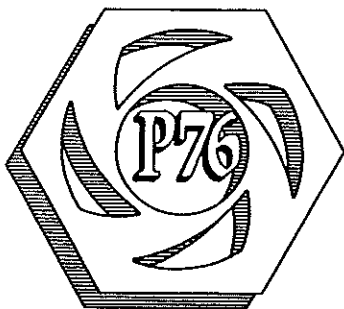
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items
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Qld P76 Owners Club
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