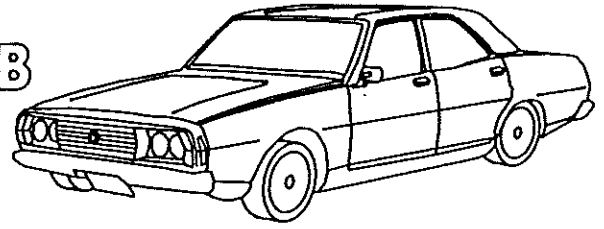


# QUEENSLAND P76 OWNERS CLUB

P.O. BOX 343  
CARINA 4152



## April 1992

### E D I T O R I A L

Well almost half way through the year again, now is the time to start submitting nominations for the New committee.

The positions are:

President

Vice President

Secretary

Treasurer

Editor

Spare Parts

Once again the voting will be via post. the A G M this year is on 8th July. All nominations have to be with the committee by June 10th

Last months outing was an enjoyable run. We met at the Hypermarket with a convoy of 6 cars. We travelled via Albany Creek rd then out to Samford, Dayboro and on up the D'Agular Range via Mt Nee linking up with the main road at The D'Agular pub. Where the Humphreys family of Conondale joined us, so we had an impressive turn out of 8 cars to arrive at the Train museum. It was a very interesting day and we were given 2 rides for the price of one on the Steam Train.

We started to leave at around 3.00 and I hope all got home safely. Our return was quite adventurous. Peter Rose decided to call in on his way home as he wanted to try another alternator on his car, as his didn't seem to be charging. So O.K. we have heaps of spare parts.

So Back at Narangba, we had just p~~ut~~ the Targa to bed when the heavens opened and down came the rain and Hail, the size of Golf balls One Hail stone came through the roof above the lounge. So Peter and I were trying to catch the water in buckets. Graham and Ian Hunter were in the Garage when the Storm water drain got blocked and a rising river poured down the driveway through the Garage and rumpus Room. Gray and Ian were trying to hold it back without much success. Now we know how King Canute felt.

Well Easter is drawing closer and Gray and I are looking forward to our trip South. It will be great to meet up with our Interstate P 76 friends once again.

We will be leaving Wednesday morning 15th April, So if anyone has any last minute orders for T-Shirts pleas contact me on 888-1345 the sizes are from 14 to 26 and cost \$20-00 each. We will only be bringing back the ones that are payed for.

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DID YOU KNOW ????

The unpopularity of lady drivers has a longer History than most people think.

In 205 BC, the Romans passed a law prohibiting women from driving chariots on the grounds of their recklessness,

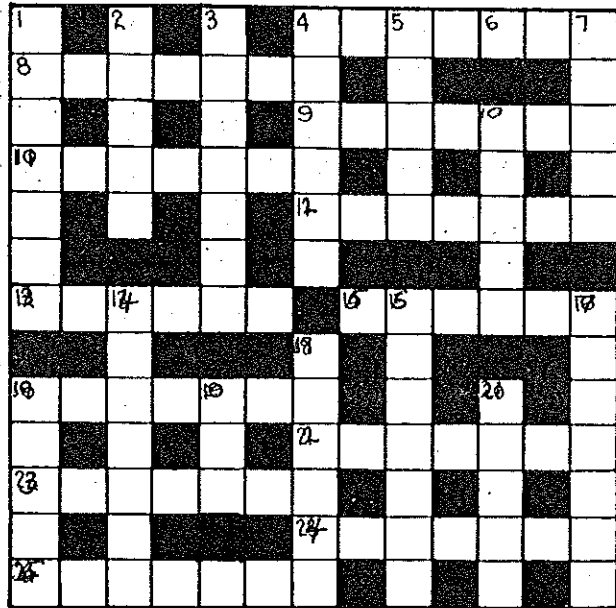
The law stayed in force for 25 Years, until the girls stormed the Roman capitol in 180 BC. and they got the famous Roman Orator Marcus Cato to back their appeals, THEY WON !!!!

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CROSSWORD 3

Across;

- 4, Clothing
- 8, Door Handle
- 9, Fierce Storm
- 11, Quiver
- 12, Sewing Aids
- 13, Warbles
- 15, Tics
- 19, Art
- 22, Dawdling,
- 23, Coloured
- 24, Permit
- 25, Old Time Music



Down;

- 1, Direct Current Container
- 2, traffic light colour
- 3, Junior Baseball
- 4, Escort
- 5, Handbag
- 7, Curls
- 10, Joined to wheels
- 14, operating car
- 16, Small safety device
- 17, Gashed
- 18, Interfere
- 19, P76 Model
- 20, Fish trap
- 21, Metallic

THE WOODFORD  
STEAM TRAIN MUSEUM DAY OUTING.

Because Wendy wanted to do other things and Ian was concerned about the health of his rear end (the one car, that is), Ian and I decided to go together to the club outing in my latest acquisition, a Bitter Apricot Executive.

Ian arrived at my place early and we loaded the car with all the necessary. While moving the car I noticed that the voltmeter reading seemed a bit low. Because I didn't want to be caught with a dead battery I threw in the spare alternator and we set set off across town to the meeting place at the Hypermarket. Surprise! surprise! we were first to arrive. That's a first for me.

We had five cars in the convoy when we departed the Hypermarket just after 10am and headed north to Woodford via Dayboro. It was a very pleasant drive through some magnificent country and we were joined on the way by two more cars of some north coast members and arrived without mishap at Woodford Steam Train Museum.

By this time I was aware that My battery was not charging at all but the battery had had enough capacity to get us to Woodford but when we arrived it didn't have enough to start the engine. No problem! I've brought the spare alternator along so I'll just change it and get someone to jump start me and so recharge the battery. It took about fifteen minutes to change the alternator while everyone toured the museum and guess what! Still no charge for the battery. Two dud Lucas alternators? Unlikely but possible 'cos they are both Lucas items. Well time to put the brain into gear. Got it! The output lead from the alternator to the starter solenoid must be open somewere. Looks OK but to make sure I used a small jumper lead from the alternator output terminal to the battery positive. Still no charge. Must be two dud alternators, right? So I put brain back to neutral didn't I?

Marion received some friendly flack (that's something like friendly fire only verbal) when she arrived back from a drive to the local shops and parked with a flat tyre. After a splendid barbecue lunch, Ian assisted by Ian changed the offending wheel but didn't find a cause.

After much friendly verbal intercourse and rides on the steam train, people started packing and heading home.

Graham offered to lend me a spare alternator at his place if I could get there. Allan kindly gave me a jump start and let his alternator give my battery about a five minute charge and we left Woodford following Graham to his place and arrived without incidence.

I lost no time in fitting Graham's offered alternator. Didn't charge did it? About this time I'm thinking that this is ridiculous. Now two dud Lucas alternators is possible but three in a row I will not believe. It's just too much to believe. I now know that I have a fault that's probably so simple that I'll kick myself for not finding it sooner.

I fitted the original alternator and gave my battery a ten minute charge from Graham's Cruiser to attempt to get home while there was still some daylight left and were I could hopefully get to the bottom of this mysterious problem.

The sky came over black, the heavens opened and down came the rain followed soon by the densest hail I have seen for many years. The majority of the hail was about 2cm in size but many piece were considerably larger and the largest was about 6cm! The noise on the corrugated iron roof was deafening, in fact Graham and Ian could not hear each other while yelling just six feet apart.

The house roof sustained at least one hole and quite a few leaks while the shed roof roof leaked just about all over. As if this was not enough then came the river. The drain or gutter on Graham's side of the street filled with water and overflowed down the drive and through the shed and the flat and made a huge mess all the way.

Thankfully, our cars were under the cover of the shed roof or they would have been hail damaged. I believe that many cars out on the highway sustained considerable damage.

After the storm abated we ventured out into a white covered landscape. Ian was digging hailstones out of the lawn. They had landed with sufficient force to bury themselves.

Ian and I left to see if we could get home on the battery power we had but we didn't get more than a mile before we struck bumper to bumper crawl so we returned to Graham's place to summon help.

By now all daylight had gone and it was obvious that we were not going to get home unassisted so I telephoned home to get son, Mike, to come and rescue us. Pat kindly fed us and then we retired to catch some TV while we waited for Mike to arrive. Do you know that Graham not only watches cricket on TV but he actually gets excited by it? Unbelievable! TV cricket puts me to sleep in less than five minutes. Mike arrived fairly quickly and saved us from the TV cricket and with a spare battery borrowed from Graham connected to the battery in the boot of Mike's monaro we set off for home with us in the rear on just parking lights. My battery lasted about four miles before the engine started to falter so we pulled off the road and changed batteries. This battery had gained sufficient charge to take us all the way home.

Ian was finally able to leave for home and because I felt that I had had enough of cars for one day I didn't do anything about my strange fault that evening.

All things considered, it was a full and mostly enjoyable day and I believe that all those who attended would agree.

After work on Monday evening I decided that I really should try and find my lack of charging problem. But how to tackle it? I know what to do. Take the 80 amp alternator out of my Super and try that. I know that it's a good one so that will prove whether I have an alternator fault or some other problem. Out with the original and in with the 80 amp unit. Result? No charge! What the heck. Put the original back again. So I have some other problem, but what?

Because I had some other things to do, I mentally put the problem on the back burner and it was just before I went to bed that a thought occurred (I do get them sometimes). Along with the no charge thing I had noticed that when I switched the ignition on, the ignition warning didn't come on and I had assumed that this was a result of the fault, but that if it wasn't? Bingo! The penny dropped! Now that I knew what was causing the fault I decided to fix it the following night and went to bed mentally kicking myself for not realising the cause on Sunday.

Do you know the cause of this problem? It could happen to you too. Well, when I came home from work on Tuesday I removed the instrument panel and replaced the blown ignition warning lamp and all was well again.

I knew it would be silly and it was, but why is it so? Well, the voltage regulator is inside the alternator, right? The regulator needs to be turned off when the engine is not running and turned on when the engine is running and it is done via the ignition switch and ignition warning lamp isn't it. So, if the lamp blows, no power to the regulator and no battery charge. It's a good little one to remember, right?

Peter Rose.

9th April 1992 Minutes

Apologies:- Julie Emmerson; Mark Elms; Colin Murray; Les Clarke;  
Ian Ward; Neil Lyons;

Present;- Ian Hunter; Kon Kelk; Ray Ward; Del Murray;  
Graham & Pat Rogerson; Tom Swan; Alistair Baker; Dean & Trevor Hatcher  
Mark Erickson; John O'Sullivan; Paul Thorp; Peter Rose;  
Mark Pickering; Allan Schutz; Glynn Morris;

New Members; Glynn Morris; Mark Erickson;

Incoming Mail Newsletters from:- Victoria. Hunter Valley;  
South Australia; Western Australia; New South Wales  
& Minutes of meeting of association of motoring clubs.

Previous Minutes

Owing to the absence of the secretary the minutes were read by  
the Vice President, accepte;- Del Murray. Seconded Peter Rose;

Treasurers report

<u>Last months balance</u>	\$3847-68	
Expenses for March Postage	29-70	
Envelopes & Port Exp	22-40	
Mail Box Rent	37-00	
Gaskets	957-24	
rent/hall	120-00	
<u>Total</u>	<u>1166-34</u>	
Incoming Port sales	40-00	
Gaskets	170-00	
Parts	29-00	
Subscriptions	30-00	
<u>total</u>	<u>269-00</u>	

Balance for April

\$2950-34

General Business

Haroom Probst ha now become a Daddy to a baby boy Aaron Rolf

Sadly former member Mark Jansen fell to his death while mountain climbing in New Zealand last month.

Julie Emmerson has spent the last four days undergoing tests for suspected Gall Stones.

Xmas party;- We have to start thinking about it now, or all the good places will be booked. Suggestions; Brentleys. The Keg The Friendly Frog. Any more ideas?.

Thanks to Peter Rose for his contribution to the magazine, and to Kon Kelk for his contribution on Clutches. The latter will be printed next month.

The P76 segmenton Robbo's world has been taped by Peter Rose and he is planning to add that to the tape that was televised last year, together with other snippets and compile a ½hr tape.

Kon Kelk talked on distributors

Mark Pickering talked on Timing re; Idle mixer adjustment.

Kon Kelk who's car is on all gas can get 330 miles on a 76 Litre tank which is pretty economical.

Mobile Radiator services of Capalaba will give club members a discount contact Doug Abbott 245 1657

John O'Sullivan showed us Photos of his Targa he is rebuilding. He has put in 18months of hard work and spent \$8000-00 to date. He reckons it will be completed in another 6 months

Dean Hatcher bought up Queries on Exhaust and muffler systems. Single versus twin etc. further discussion ensued.

The Club has V8 Gasket sets once again \$85-00 contact Del Murray for a set on 808 9087

Convention Centres have been looked into with regards to Qld hosting the 1994 Easter get together. We are waiting for literature on these

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Crossword no 3.

19, Super, 20, Net, 21, Tinny,  
10, Axles, 14, Driving, 16, Padlock, 17, Slashed, 18, Meddle,  
1, battery, 2, Amber, 3, Teeball, 4, Attend, 5, Purse, 7, Loops

DOWN.

24, License, 25, Ragtime,  
13, Yodels, 15, spasms, 19, Science, 22, Dailies, 23, Painted,  
Across, 4, Apparel, 8, Arrest, 9, Tornado, 11, Tremble, 12, Needles,



DATES FOR YOUR DIARY

April 17, 18, 19, 20.

Easter get together. Rutherford Park near Ballaratt;

April 25th.

Outing organised by Neil Lyons,

Meeting @ Milton Park and Ride.

Time. 9.30

May 24th

P. Sports day.

Lots of fun and Competitions

Venue yet to be decided.

More info next month.

June 28th

Nothing organised as yet, But a possibility of a Motokhana  
we have information on a site available at Connondale.

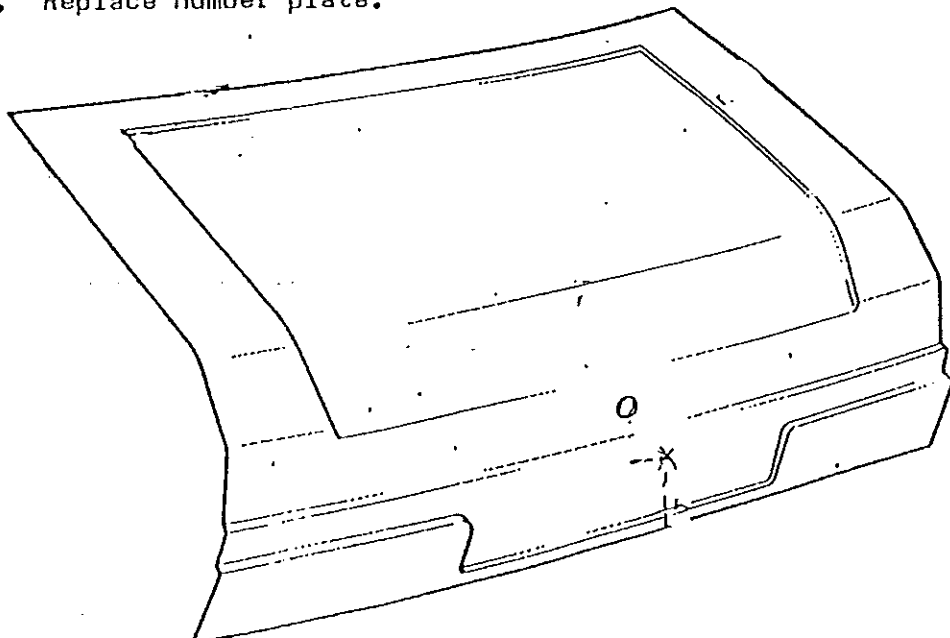
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HOW TO OPEN A LOCKED BOOT

Hal Moloney.

(i.e. when no key is available or lock has seen  
its years out)

1. Take number plate off,
2. Measure up 90 mm. from bottom of boot lid,
3. Measure out 35 mm. to right of centre of boot lock (where  
key fits in),
4. Use a 6.3 mm. drill bit,
5. Drill hole where spot marked,
6. Insert Phillips Screw Driver and move from side to side
7. Place rubber grommet in hole,
8. Replace number plate.



# CLUB INFORMATION PAGE

## YOUR COMMITTEE

### PRESIDENT

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### VICE PRESIDENT

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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 )

### 1992 MEETING DATES

January	8th	'92
February	12th	'92
March	11th	'92
April	8th	'92
May	13th	'92
June	10th	'92
* AGM->July	8th	'92
August	12th	'92
September	9th	'92
October	14th	'92
November	11th	'92

### 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