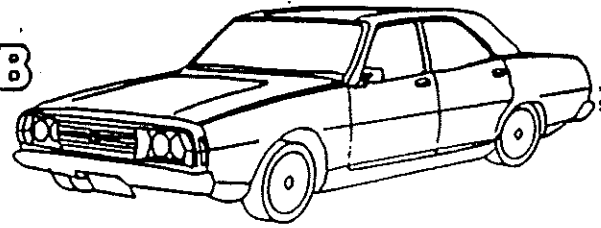




QUEENSLAND P76  
OWNERS CLUB  
INCORPORATED

P.O. BOX 343  
CARINA 4152

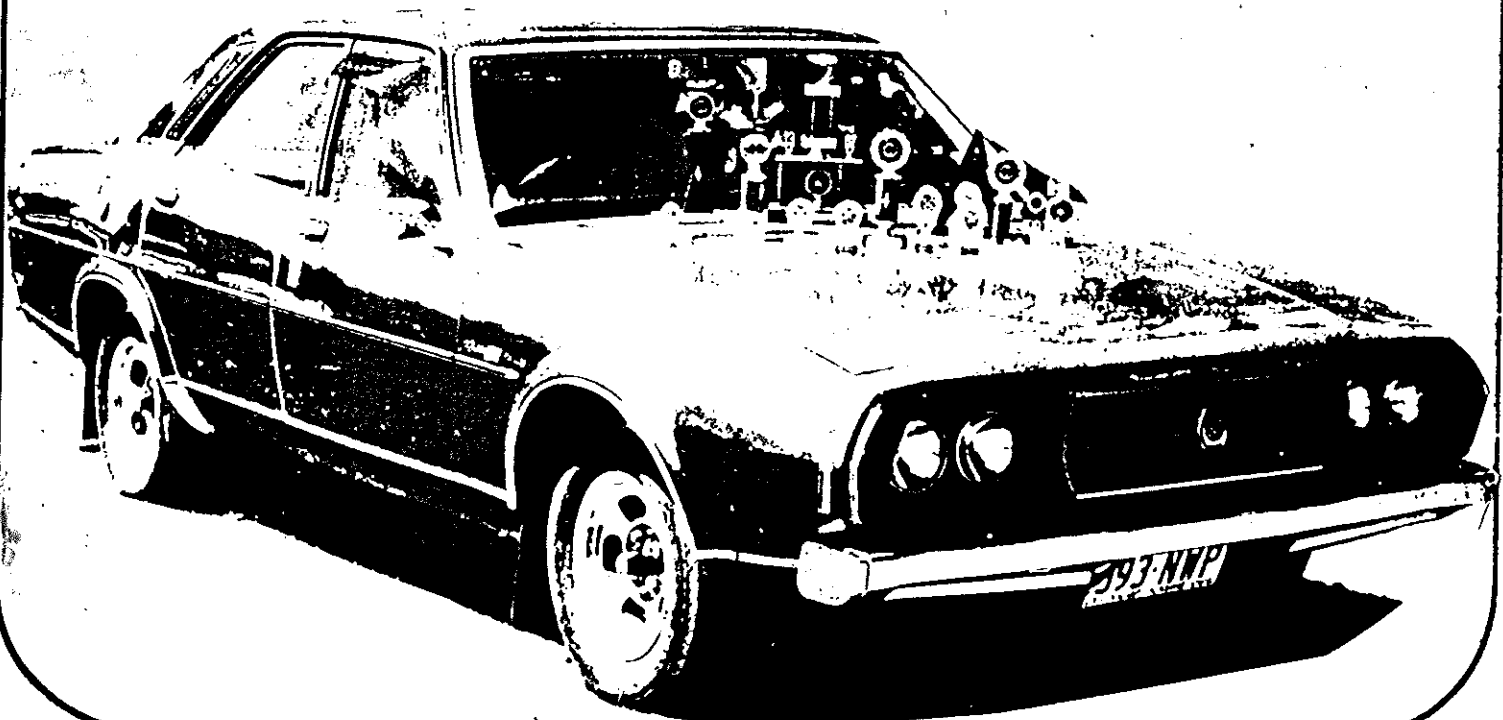


**January**

**1993**

**200<sup>TH</sup>**

**ANNIVERSARY**



E D I T O R I A L

In 1973 the first P 76 rolled off the assembly line. Each month I will reprint an article relating to the Birth and Death of this great car, which is fast becoming a collectors item.

The first article is from a 1972 Wheels magazine, and shows an artists impression of what the car might look like. I had a phone call from Joy Harris last week, and she has now recovered from her heart operation, and is looking forward to seeing everyone again at Easter.

Our best wishes go to Tom Danvers who is about to go into hospital for major heart surgery.

\*\*\*\*\*

F O R   S A L E

Full set of Super Seats front and rear

Brown Vinyl Good condition. Front bucket seats are fixed,

rear backrest has centre armrest

\$85-00

Contact M. MacKenzie 277 5701

Blue Executive Automatic

Worked motor

immaculate

plenty of spares with car

This car files

Reg to Oct 93

\$7500-00

Contact H. Probst 805 3759 a/h

Executive Country Cream. Good condition

\$2995-00

Contact Bob Ellis @ Dobson Honda Redcliffe

Ph 203 3666

MINUTES of the Meeting held on 13th January 1993

The President opened the Meeting at 7.54 pm.

APOLOGIES : M. Erickson.

MINUTES : Minutes of the previous meeting were read by the Secretary and accepted by N. Lyons and seconded by H. Probst.

INCOMING CORRESPONDENCE : p76 club magazines received from WA, Sydney and Hunter Valley.

- Nov & Dec meetings of Association of Motoring Clubs.
- Dept. of Consumer Affairs acknowledging receipt of Return of members and Financial Statement for 1992.
- Letter from Airostrip advertising a New Paint Stripping method for vehicles
- Receipt from SA Club for 10 Louvres.
- Letter from Vanguard Triumph Components vic. desiring to advertise in our magazine.

OUTGOING CORRESPONDENCE : Letter to SA Club enclosing \$950 cheque for 10 louvres.(rear)

TREASURERS REPORT : not available at meeting.

BUSINESS ARISING : Haroon had received a refund cheque of \$190 instead of \$200 from R. McNoulty ( \$10 taken for costs incurred to himself)  
P. Rose to follow up another attempt to purchase these parts.  
- was agreed to accept the offer by Vanguard Triumph Components, who are the new owners of Leyland Mini-bits at Springvale Vic., to advertise in our magazine for \$120 per year.

GENERAL BUSINESS : Haroon is planning a talk for a future meeting by a person from the Motor Transport concerning Motor Vehicle Conversions etc.  
- Haroon described how he was approached by a journalist from RACQ about the 1993 Sydney Meet which led to an interview and an article in the RACQ Magazine. Further articles appeared in Albert & Logan news and the Gold Coast Bulletin. Following these articles Haroon was then approached by Channel 9 resulting in a mention on Channel 9 news. - coming is a further article in Girly Magazine.  
- General discussions by club members on their trips to Wilcannia, Broken Hill, The Rock, Alice Springs and Mt Isa.  
- General update on Easter Meet at Helensburgh - all going to plan.  
- Discussion on 1994 National Meeting here at Brisbane - resolved that Pat and Graeme Rogerson, to investigate and proceed with plans to hold the venue at Caboolture or nearby.  
- Car Insurance, discussed agreed value by Hannon Inaur.  
- Resolved to reimburse C. Murray \$168 for a broken Windscreen held for a member of the club, move P Rose and seconded M. McKenzie.

MEETING CLOSED at 9.40 pm.

## S O C I A L   C A L E N D A R

February 6/7

Toowoomba Swap Meet, This event is held every year, and as it is held over 2 days, Gray and I will be taking the camper and hopefully staying at Murphys Creek, The camping park is situated at the bottom of the Toowoomba Range, and has powered sites, Hot showers etc. There is a creek running through with 2 swimming holes. If anyone else is interested please let me know or book direct by ringing 076-30-5353 a/h.

March 14th.

Motoring Heritage Day for Lukaemia Foundation

It was decided to join this charity event, We will join in the cavalcade from Brisbane City to The Mount Cotton driver training centre, More info, Times and costs etc. in next issue..

April 9 10 11 12

National meeting at Stanwell Tops, Helensburgh, just south of Sydney. this is the 20th anniversary of the P 76 so will be a meeting not to be missed, Apparently the venue has been booked out to it,s minimum capacity, however they are able to allocate a few more beds as long as you get your bookings in now.

May 1 2 & 3      Labour Day Weekend

A camping trip North to Woodgate,

Woodgate is situated at the Northern end of Hervey Bay, We stay on the main Highway as far as Childers then turn right towards the coast for Woodgate, There are several Motels in the area but only one caravan park. Let me know if you want sites booked, or Phone direct, Barkala Caravan Park. 071 26-8802

# THE QUEENSLAND COMBINED COUNCIL OF HISTORIC VEHICLE CLUBS INC.

*Representing all Enthusiasts in Queensland and Northern New South Wales*

P.O. Box 413,  
TOOWONG Q. 4066

## 1993 MOTORING HERITAGE DAY FOR LEUKAEMIA

### 14TH MARCH 1993

The Queensland Combined Council for Historic Vehicle Clubs Inc. will be conducting a charity day on the 14th March 1993, in aid of The Leukaemia Foundation of Queensland at the Mount Cotton Driver Training Centre on the southern outskirts of Brisbane.

Entry will be restricted to vehicle club members. The event will be open to veteran, vintage, classic and historic vehicles of all types including motorcycles, commercial vehicles, cars, street machines, special interest vehicles, steam vehicles and engines as well as machinery. A small gate entry fee will be charged.

A rally from the city to the Mount Cotton Driver Training Centre will begin the proceedings and will be under Police escort. At Mount Cotton vehicles will be arranged into various classes for display and judging. Prizes and trophies will be awarded to winners in each class.

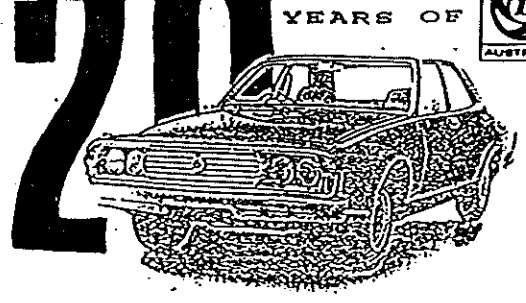
Those wishing to use the Mount Cotton circuits will be free to do so under supervision. To assist The Leukaemia Foundation, a fee will be charged to ride in your vehicles.

Entertainment will be provided throughout the day and will include precision driving, anti skid control and a cavalcade of Australian motoring history.

If you are interested and would like further information please phone:

Chris Stephens	QCCHVCI	07 816 1382
Allan Dallas	QCCHVCI	07 345 1053
Mal Whitney	Ulysses Club	07 396 2684
Graeme Robinson	AOMC (Qld)	07 345 5078
Nigel Crisp	Street Machines	07-288-6506

 LEUKAEMIA  
FOUNDATION OF  
QUEENSLAND



ANNIVERSARY MEETING  
HELENSBURGH, N.S.W  
8 - 12 APRIL, 1993

REGISTRATION FORM - 1993 P76 20TH ANNIVERSARY

To: Tom Danvers  
Registration Officer  
13 Water Street  
CARINGBAH NSW 2229  
Phone (02) 523 7828

G'day Tom,

I want to be at Helensburgh in 1993, so please book me in for the 20th Anniversary meeting. My details are:

Names of people attending and children's ages (at Easter 1993):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PAYMENT OPTIONS: (circle your choice)

A: FULL PAYMENT WITH REGISTRATION

For accommodation, including catering, at Grevillea Place at the Stanwell Tops Christian Conference Centre (available from 7pm Thursday 8/4/93 to 4pm Monday 12/4/93, the Thursday night being at no extra cost) -

_____	Adults @ \$130 each	_____
_____	Children 9-11 @ \$80 each	_____
_____	Children 5-8 @ \$40 each	_____
_____	Children 3-4 @ \$20 each	_____
_____	Children under 3 free	_____
	Cheque enclosed for	----- =====

Note: Each person is to provide sheets or sleeping bag and pillow case. CONSUMPTION OF ALCOHOL ON THE GROUNDS IS NOT PERMITTED.

B: DEPOSIT ONLY

Please find enclosed cheque for \$30.00 being my deposit for the Anniversary celebrations.

C: OFF-SITE ACCOMMODATION

We will be staying elsewhere but want to be involved in the activities over the weekend. Enclosed is our cheque for \$30.00 to cover our registration, including one copy of "Anything But Average" and a Registration Pack.

# LEYLAND GETS CRACKING!

# NEW V8 ON THE ROAD

Australia's newest car, Leyland Australia's big V8 sedan the P76, is on the road and running.

As you read this, the first fully built-up prototype is going through secret tests in outback Queensland — and five HK Holden bodies fitted with P76 engines, gearboxes and suspensions are being used for further component testing in Sydney traffic.

Piece-by-piece, we've uncovered the specifications of P76, and we bring them to you over the next pages. Release date is tied-in on February, 1973.

Meanwhile, hard-core development of the P76 comes just as a fresh new wind is sweeping through Leyland. First, there's the new name — **LEYLAND AUSTRALIA**.

Second, a new marketing team is clearing out the cobwebs. And new, Mark Two versions of the Kimberley and Tasman are being popped into the showrooms.

To cap it off, the new Australian Marina — a surprisingly good car is selling at highly competitive prices. And later this will be joined by a six cylinder version to compete with Torana and Cortina sixes.





*This is how P-76 could look. Artists impression is based on information from within Leyland.*

## NEW V8 ON THE ROAD

LEYLAND AUSTRALIA'S all-local P76 will be a much bigger car than originally expected.

Specifications we have just uncovered — exclusively — show that —

- The stylish body will be as big as a Valiant, making it larger and roomier than a Holden or Falcon.

- It will come in three bodies — sedans, station wagon and two-door coupe.

- Front suspension is by BMW-type MacPherson struts.

- A coil spring, four link system almost identical to the HQ Holden's is used to locate the rear axle.

So far, we have not been able to get a look at the P76's interior.

But reliable contacts say it is as big as, and looks rather like, the current VH Valiant.

The car has a much bigger glass area, is sleeker and does not have quite as much wedge-shaping as the Valiant.

Its body, styled by the Italian designer Michelotti, features many points new to Australian cars. One of these is the American idea of concealed windscreen wipers.

This means that when in the park position, the windscreen wipers disappear down into a recess at the rear of the bonnet.

The bonnet of the P76 also hinges forward — a rarity on Australian cars.

Most exciting facet will be the model line-up. First there will be a basic sedan which Leyland is trying to price under the Holden, Falcon and Valiant.

This car will be powered by the new 2625 cc OHC six developed from the Kimberley and Tasman six and is simply the Marina 1750 engine with two additional cylinders. It will give around 130 bhp and be mated to a three-speed Borg-Warner manual transmission with a column-mounted gearshift. A four-speed gearbox will be offered on a GT model and optional on the others.

Then, going up in the range, buyers will be able to specify one of two optional trims which will eclipse GMH's Premier and correspond roughly to Ford's Futura and Fairmont and Chrysler's Regal and 770.

Buyers will also get the choice of the brand new 4.4-litre all alloy V8 being

developed from the 3.5 Rover engine. This will give around 200 bhp.

The optional transmission — the one most buyers will specify with the V8 — will be a Borg-Warner three-speed automatic.

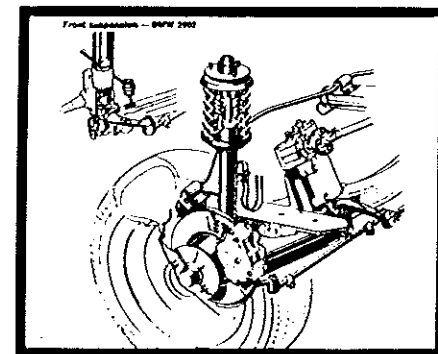
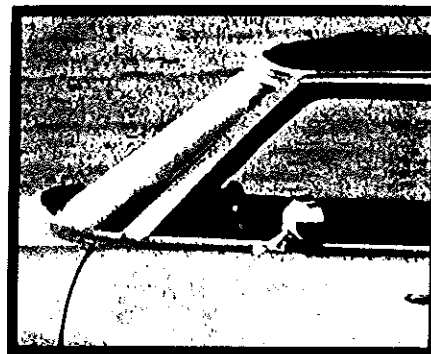
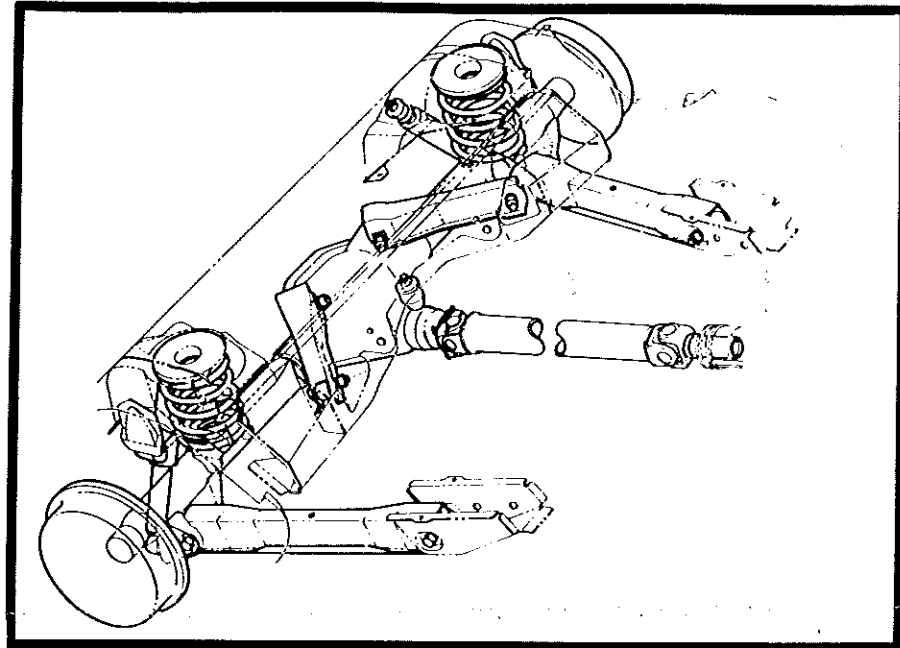
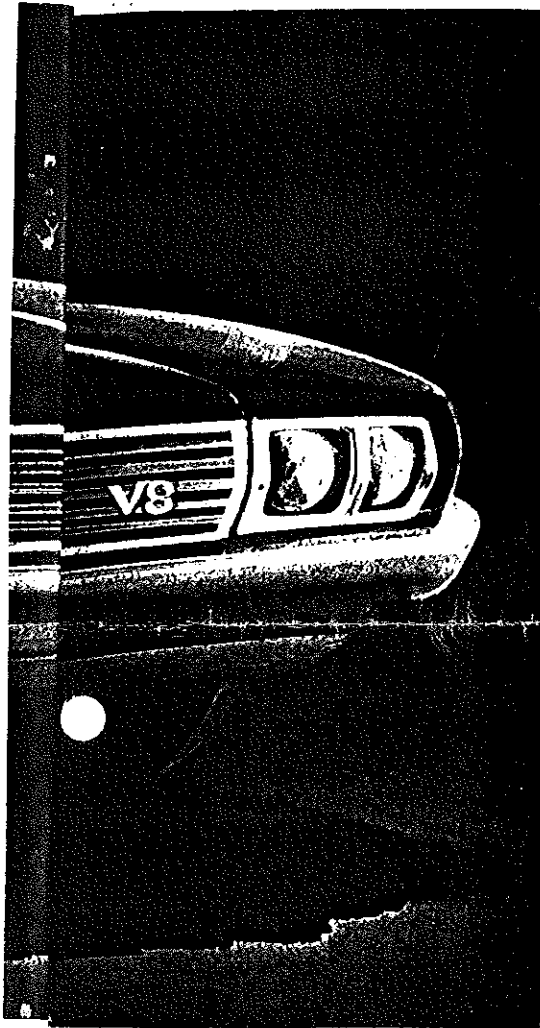
We were amused to discover the cars Leyland is using to test the P76's components — particularly the suspension and transmissions — are five HK Holdens — sedans, wagons and Monaros.

Drastically flared mudguards on the Holdens are the only way you'll pick these Q-ships from normal HKs — but underneath it's a different bucket of bolts. The engines are all the new 4.4-litre V8s and the transmissions are the first of the Borg-Warner automatics designed to team up with them. The suspension and brakes are pure P76 too.

The Holden's guards had to be flared to accommodate the wider track of the P76 specification, which is just over 60 inches — the same as the new Falcon and the HQ Holden.

The wheelbase of the P76 is 111 inches, identical with Holden, Falcon and Valiant.





**TOP RIGHT:**

Rear suspension is virtual duplicate of HQ Holden. Initially we hoped for fully independent set-up but cost involved with local production ruled this out.

Originally, we thought the car would run a wheelbase of around 109 inches. We also tipped a fully-independent rear end.

Now, we have confirmed the rear end is a solid axle, located by coil springs and four links. It is so similar to the HQ rear end it doesn't matter.

The explanation for this is quite simple. Leyland contracted the job for differential and axle supply out to Borg-Warner, who supply diffs and axles for all the Big Three cars as well.

It would have been a big advance for P76 to have had a fully-independent rear, but to do so would have cost many millions of dollars more, since Borg-Warner would have had to develop it especially for Leyland — and this would have been passed on to the consumer. It was much easier to settle for existing parts.

Braking on the car is straight-forward

**ABOVE:**

Body will be modern and trendy. Wipers will disappear below windshield and bonnet line for sleek look.

— power-assisted discs and drums. We expect the steering to be recirculating ball.

One other point we so far have been unable to confirm is the development of a GT model, either in the coupe or sedan. It would be a surprise, though, if such a car is not announced.

We do know, however, there will be a super luxury P76, probably with all the extras like powersteering and power windows, to sell in a selected market against the Fairlane and Statesman. Although the car won't have the wheelbase of these cars, if its interior space is properly used it could offer just as much room and comfort.

Although the base P76 six is aimed directly at the Holden Kingswood/Falcon 500/Valiant Ranger, Leyland's marketing plans are intended to create an impression, aura if you like, of superiority over the Big Three in much

**ABOVE RIGHT:**

Front suspension is by MacPherson struts with disc brakes as standard even on the sixes. Handling is expected to be to traditional European standards.

the same way Chrysler did with the Valiant during its first year of life.

By offering a full model range and comprehensive options list on top of better than normal standards of luxury and equipment the P76 could also fill the void left by the Japanese sixes which have moved up into the \$4000 area following recent price rises. Sales of these cars are down by as much as a third which isn't surprising in view of the \$500 increases. The traditional Japanese car buyers are looking for something exclusive without being revolutionary. That sounds like P76.

The decision to drop the X6 front wheel drive range has not yet been made but demand for these excellent and safe family cars is beginning to lift. They may be continued side by side with the P76 to give Leyland the most comprehensive range of family cars in Australia.

## PLASTIC MEDIA BLASTING BY:

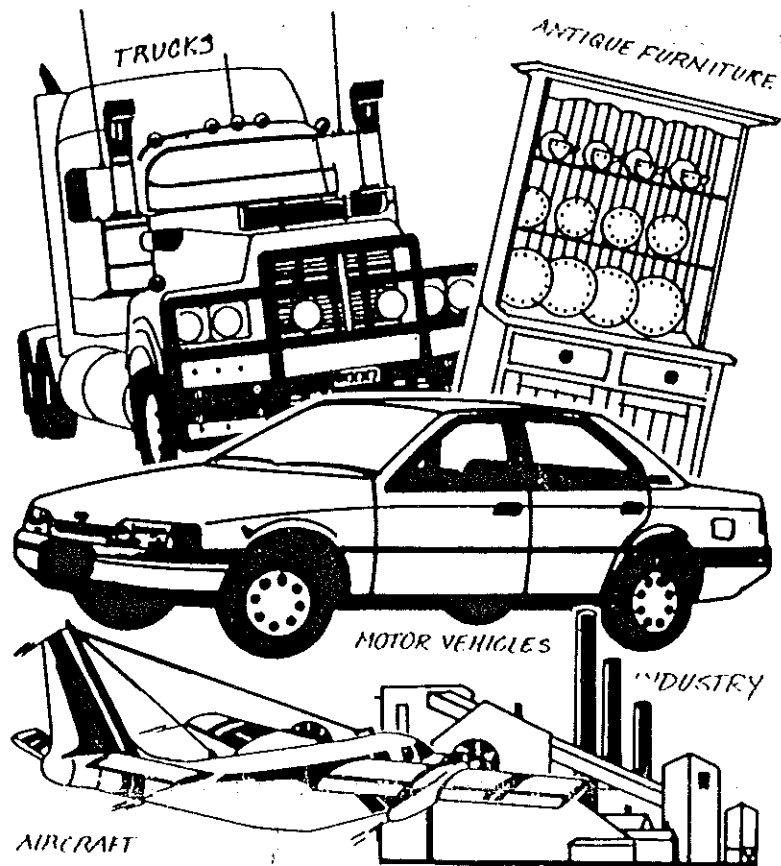


A new service for the quick, but gentle removal of paint, scale build up, primer and other coatings without using toxic chemical strippers or other inefficient abrasive methods.

- **FAST**
- **CLEAN**
- **ECONOMICAL**
- **DRY**

Air blasting a blend of plastic particles, instead of harsh abrasives, safely removes paint from easily damaged substrates such as:

- ★ Timber
- ★ Aluminium
- ★ Fibreglass
- ★ Sheet Metal
- ★ Honeycomb
- ★ Kevlar
- ★ High Tech Composites
- ★ Engineered Plastics



- **NO PITTING**
- **NO SCOURING**
- **NO WARPING**
- **NO DISTORTION**

### *Advantages over other methods.*

1. No damage to underlying surfaces.
2. Leave body fillers, primers in place if required.
3. Substantial time savings.
4. Cost effective & environmentally clean.

# WHAT IS AIROSTRIP? HOW WILL IT HELP ME? HOW MUCH WILL IT COST?

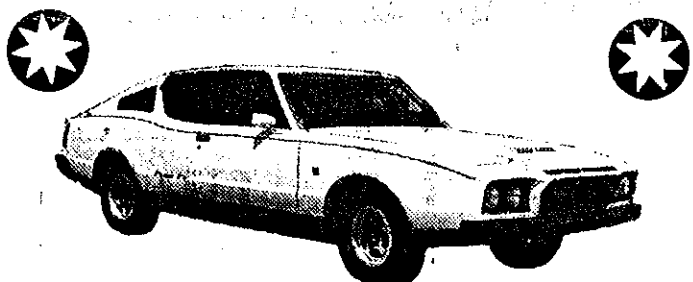
To find out the answers to these questions and more come to the February meeting. Where you can meet and talk to the representative from AIROSTRIP.

He will be bringing along samples and a video of how this product works.

We will also have video's of A. Schutz and his Super Red when he was interviewed on the Anna McMahon show

We also have taped the segment from the channel 9 News of our infamous President Haroon Probst.

So if you missed it don't forget February 10th. At the Uniting Church, Chr Bennets rd, and Mellwraith st Norman Park



One of Australia's greatest motoring failures will have its moment of glory at next month's Brisbane Motor Show — 19 years late. The Leyland Force Seven hatchback above, a sports version of the ill-fated P78 sedan, was scrapped just before making its debut at the 1974 Motor Show, and most of the 56 cars which had been built were sent to the crusher.

FOR SALE

Super DCVE AUTO  
No Rego. Interior Good  
Little Rust in boot  
Motor needs rings  
\$750.00 or offers  
Contact David Andrews  
Ph 355 3187 or 354 1425

CLUB INFORMATION PAGE

YOUR COMMITTEE

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58 Mark Lane  
WATERFORD WEST  
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SPRINGWOOD  
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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 attention.

GENERAL MEETINGS

The Qld P76 owners club Inc holds its monthly meetings on the second wednesday of each month.

TIME 7;30pm

VENUE

Norman Park Uniting Church  
Cnr of Bennetts rd and  
McIlwraith Avenue  
Norman Park  
(At the Round a bout)

\*\*\*\*\*

1993 MEETING DATES

January 13th 93  
February 10th 93  
March 10th 93  
April 14th 93  
May 12th 93  
June 9th 93  
July 14th 93 A.G.M.  
August 11th 93  
September 8th 93  
October 13th 93  
November 10th 93

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CLUB OUTINGS

Various activities are organised by the clubs 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 allocated  
Attend meeting 1 point  
raffle donation 1 point  
organise event 4 points  
attend event 2 points  
win event 1 point