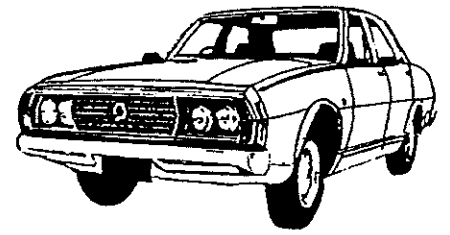




THE QUEENSLAND  
P76 OWNERS CLUB  
INCORPORATED



FEBRUARY 1997

VOL 2 ISSUE 2

# THE QUEENSLAND BULLETIN

## THE 1975 NEW ZEALAND B&H 1000



# CLUB INFORMATION PAGE

## YOUR COMMITTEE

### PRESIDENT

Chris Brown  
6 Cyrrus St  
VICTORIA POINT 4165  
PH: 07 3207 9815

### VICE PRESIDENT

Cedric Thompson  
11 Le Grande St  
MACGREGOR 4109  
PH: 07 3349 2772

### SECRETARY/ASSISTANT SPARE PARTS

John Joyce  
45 Ranald Ave  
NINGI 4511  
PH: 074 975 389

### TREASURER

Patrick Peterson  
30 Queen St  
BLACKSTONE 4304  
PH: 07 3282 3520

### EDITOR

Garth Morris  
8 Bienvenue Dr  
CURRUMBIN WATERS 4223  
PH: 07 5598 6246  
FAX 07 5535 9147

### SPARE PARTS OFFICER

Graham Rodgerson  
635 Old Gympie Rd  
NARANGBA 4504  
PH: 07 3888 1345

## GENERAL MEETINGS

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

Time: 7.30pm  
Venue: Norman Park Uniting Church  
Cnr Bennetts Rd and  
McIlwraith Ave  
NORMAN PARK.

### "AT THE ROUND-A-BOUT"

### 1997 MEETING DATES

January the 10th  
February the 14th  
March the 14th  
April the 11th  
May the 9th  
June the 13th  
July the 11th  
August the 8th  
September the 12th  
October the 10th  
November the 14th  
No meeting in December.

### CLUB OUTING

Various activities are organised by the club members and are generally held on the 4th 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 - 1 Point  
Win Event - 1 Point

## THIS MONTHS OUTING SUNDAY THE 23RD OF FEBRUARY

THIS MONTHS OUTING IS AN ECONOMY/OBSERVATION RUN. THE MEETING PLACE IS THE NORTH BOUND GLASS HOUSE MOBYVICKS SERVICE STATION ON THE BRUCE HIGHWAY APPROXIMATELY 30 MINUTES NORTH OF BRISBANE. MEETING TIME IS 9.30 AM SHARP. THE FIRST VEHICLES WILL LEAVE AT 10.00AM THE RUN WILL TAKE APPROXIMATELY 2 HOURS AND HEAD TOWARDS WITTA GOING VIA NAMBOUR. THE CLUB WILL BE SUPPLING A BBQ LUNCH AT THE END OF THE RUN. B.Y.O DRINKS.

# GENERAL MEETING - FEBRUARY 1997

The President opened the meeting at 7.55 pm.

Attendance as per Attendance Book.

Apologies: Patrick Peterson , Graham Dollison , Andrew Spencer.

Minutes of the previous meeting were read by the Secretary and moved as correct by Brett and seconded by Joe.

Treasurer's Report: Nil

## Incoming Correspondence:

Magazines were received from

Westwords , N.S.W Owners Club , Victorian Owners Club , Classic Car Club , South Australia.

## Letters:

- 1). A note from D.A and A.J Cook about the non arrival of past magazines.
- 2). A note concerning the Annual Beenleigh Swap Meet on the 9th of March at Beenleigh Showgrounds.
- 3). A letter from the Motor Books Shop. Ph 03 9710 1435 covering sales material for the P76 and Marina.
- 4). The Pitstop Bookshop wrote concerning this month's car books.
- 5). Classic Car Monthly sent their regular Newsletter.
- 6). A thankyou note was sent from Luke Vrettos for the delivery of the Engine Mounts to the Gold Coast for the Rally cars.

## Outgoing Correspondence:

- 1). Old Gearbox mounts posted to G.Dollison for reconditioning.
- 2). Jamie was contacted about the Cook's missing magazines.

## Business Arising From The Minutes:

- 1). Garth explained that XY coffee pots are no longer available.
- 2). The club has bought a photocopier for the Editors use.

## General Business:

- 1). There will be a list of Club Members in the Next magazine.
- 2). Garth would like a name for the Club Magazine.
- 3). It was decided by those present that the Club will buy a box trailer , Bar-b-que and a large esky for future Club outings.
- 4). Garth showed a Prototype Starter Motor he has made out of a mixture of Holden and Leyland parts.
- 5). There was further discussion on the CAMS affiliation issue , but it was decided not to become affiliated. It was however decided there must be a few safety rules at future Motokhanas.

## Coming Events:

- 1). This months event will be an Economy run and Bar-b-que on the Sunshine Coast. The day will start at the Mobil Service Station, Burpengary at 9.30am , 23rd February , 1997.
- 2). March outing will be a Motorkhana on the 23rd March , 1997 at the Beenleigh Rum Distillery.
- 3). August will be the All British Day on 23rd August , 1997.

## Spare Parts:

- 1). Rebuilt Gearbox Mounts are available for \$50.00 exchange.
- 2). Fresh supplies of Z86 Filters have been purchased and they will be \$13.00 each.
- 3). Further supplies of New V8 Fuel Pumps have been obtained and they will be \$70.00 each.
- 4). The Club has had a rolling body donated and Graham and John will pick it up shortly.

Meeting closed at 9.30pm

## PRESIDENTS REPORT

Hello again! Thanks to those involved in getting last months newsletter out on time.( It was very close in fact )

We have not yet found a new editor , but the club has purchased a brand new Sharp Desktop Photocopier to assist anyone who is interested.

If you were not at the LEYLAND OLYMPICS you missed a most interesting day. Yes it did rain but EVERYONE participated ( they had to or no BBQ lunch ), a whole lot of chatting,drinks and videos about LEYLANDS what else?. Thank you to Graham and Pat for setting up the almost impossible obstacle and games course and organising the lunch which the Club supplied.

There has been alot of chat about insurance for our paddock bashes. No one has a practicle solution and insurance companies are not too helpful. We can't justify joining C.A.M.S just for one or two outings a year and alot of members that i have spoken to can't see a major problem with these outings anyway.

What to do????? Well we're still looking into it and as soon as we have a solution we will hold another paddock bash ( 17+ members per outing must mean it's worth the effort ).So after all that dribble I'll see you at the next outing.

Regards....  
Chris Brown.

## ROGO RAVES

Hil, Rogo raving again. I bet you all missed my raving last month. For some reason i didn't get it to our new editor on time. By the way, for those that did not know, Garth Morris has offered to take on the job until the next A.G.M.

Garth is formerly from the Sydney Club and is now living on the Gold Coast. Good to see someone get straight into the heart of the club so to speak.

What the club has been upto this month?

Well we had a top day at the P-Olympics at my place. We had a good roll up considering it rained most of the day, but the spirit was there. Just about everyone completed the course. The events included rolling a tyre up a ramp, 6 pin bowls using a spring instead of a ball. Not easy. Pitching the spark plugs through a hoopla, using wheel trims over a witches hat, darts and chipping rubber bushes into the boot of a P. Guess which team won. Come to the next Christmas dinner and find out.

## IN THE PARTS SHED

This month we have a batch of brand new fuel pumps.

New Z86 Oil filters.

Front Gaurd lower repair panels.

Plus lots of second hand parts.

One interesting part that came up on our Olympic day was a full drivers side replacement. Complete from back to gaurd through to front wheel arch. Apparently this panel beater had purchased it some years ago for a client, who failed to return with his car. He contacted us as he is closing his business and thought rather than dumping it, the Club might be interested. It was more or less decided to keep it intact for display purposes.

Well I think thats enough of me for this month.

ROGO...

## EDITORS REPORT

Firstly as the New Editor I would like to thank Brett Shaw for helping me put this months and lasts months magazine together. Also I would like to thank East Coast Printing down in Currumbin for making up the 80 copies each month and may I add at a good price for the Club.

Secondly can I say that the Club magazine is only as good as what you the member puts into it. My job is just to organise each page and give one complete magazine to the Printers each month. So what I am asking for is any contribution from you the member to keep this magazine full of interesting information and articles each month. Thanks to all those who contributed to this edition of the magazine.

Lastly , I would ask that all articles for the magazine be given to myself no later than the Friday night general meeting. This is so the magazine can be correlated on the weekend and given to the Printers on the Monday , then posted out on the Tuesday so you the reader should receive it before Friday.

Garth Morris

## DO YOU BELIEVE THIS GUY?

*Each year the Darwin Awards honour the person who did the gene pool the biggest service by removing themselves from it in the most extraordinary stupid way. And this years nominee is:*

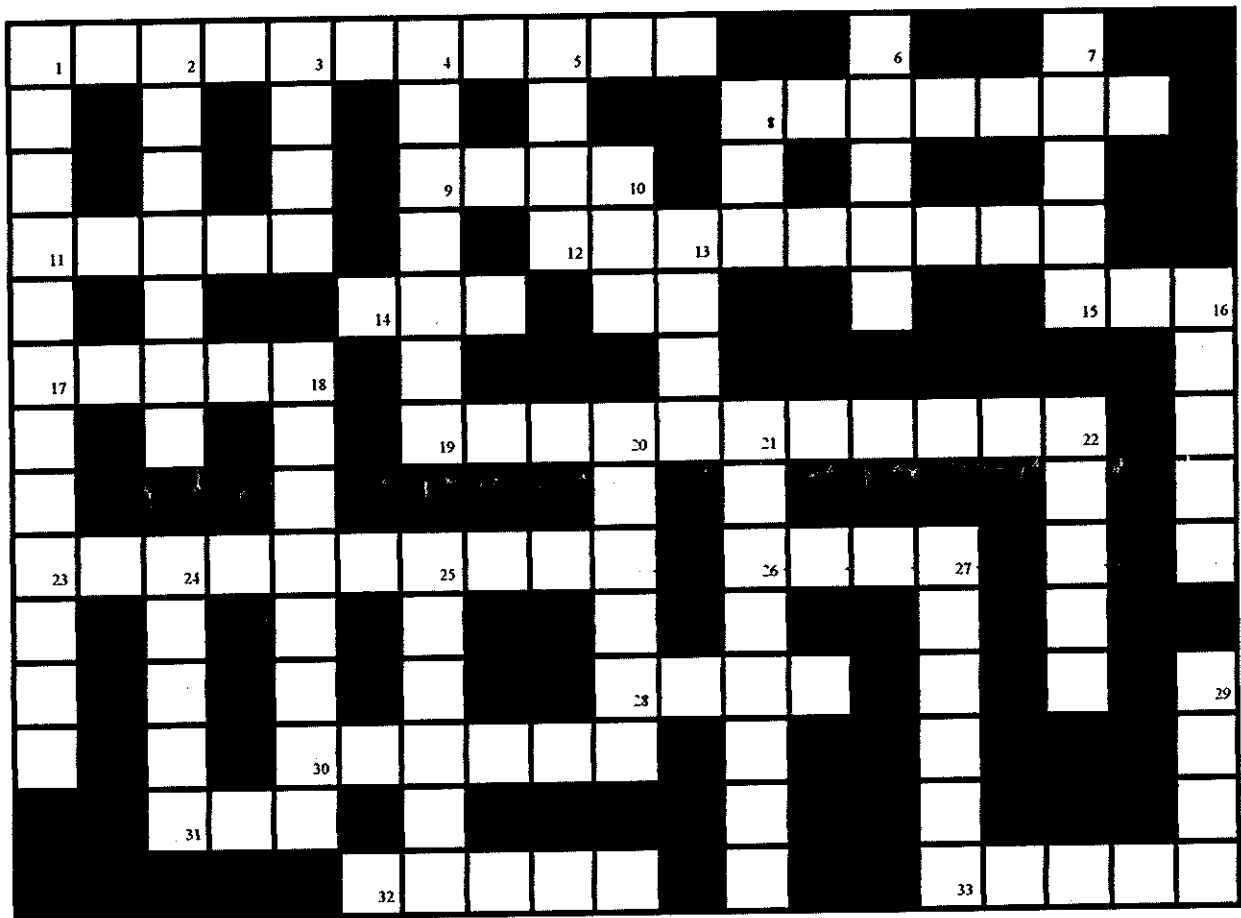
*The Arizona Highway Patrol came upon a pile of smouldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an aeroplane crash, but it was a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened.*

*It seems that a guy had somehow gotten hold of a JATO unit (Jet Assisted Take Off actually a solid fuel rocket) that is used to give heavy military transport planes an extra push for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired up the JATO.*

*The facts as best as could be determined are that the operator of the 1967 Impala hit the JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at that location. The JATO, if operating correctly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 MPH and continuing at full power for an additional 20-25 seconds. The driver, soon too be pilot, most likely would have experienced G-Forces usually reserved for dog-fighting F-14 jocks under full afterburners, basically causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight Highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tyres and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet, leaving a blackened crater 3 feet deep in the rock.*

*Most of the drivers remains were not recoverable; however, small fragments of bone, teeth and hair were extracted from the crater, fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.*

# ABSURD CROSSWORD



## DOWN

1. PART OF DRIVELINE
2. CROSS PLY
3. SIZE TO STORE P76s
4. THE NAME
5. NOT THE FRONT
6. LOCK, ACC, OFF, IGN,
7. NOT THE REAR
8. BOOT SIZE
10. CON
13. OPENS & SHUTS
16. NAVY
18. OPTION-POWER
20. GET GOOD ECONOMY
21. ELECTRONIC
22. DISC
24. BELTED RADIALS
25. RADIO NOISE
27. BOLD AS BRASS
29. GO GO JUICE

## ACROSS

1. ONLY 600
8. POWER PACK
9. 1973, 1974 GOOD
11. LISTEN OUT
12. SPARE PARTS
14. TOW
15. FAN SPEEDS
17. IMPERIAL
19. 7 OR 9 LEGS
23. RIDE & HANDLING
26. OMEGA
28. & BOLTS
30. BABY POO
31. PLENTY OF THIS ROOM
32. PHILLIPS DRIVER
33. TWO LETTER ARE THE SAME IN THIS WORD

# RETURN OF THE FLYING SUITCASE

**A**n historic Leyland P76 has recently been discovered in Tongaporutu, on the North Taranaki coast, not far from the King Country border.

The 'Spanish olive-green' coloured Leyland has been languishing in a farmer's shed for a few years since being taken off the road due to a failed starter motor (which for Leylands are as scarce as the proverbial hen's teeth).

This P76 (reg HD 9402-Chassis No 11) is thought to be the only surviving example of the trio of P76s that raced in the Benson and Hedges 1000 of 1975 in an attempt to break the stranglehold that Chrysler Chargers had on the event.

David Oxtan and Gary Pederson raced the Coca-Cola-sponsored P76, Dauntsey Teagle and Jim Murdoch raced one, and his recently discovered example was campaigned by former Niki Lauda/John Watson mechanic Ross Calgher and Malcolm Andrews.

Less than two miles from the ex-Calgher P76, another P76 sits in a paddock, only one sand dune away from the sea, in a far worse state, completely rotten.

As history shows, the big P76s didn't break the Charger monopoly of the B&H 1000 but put in a commendable showing.

The event was won by the formidable Leo Leonard and Gary Sprague combination in a Chrysler Charger, of course, heading home two other Chargers and a Mazda RX2 in fourth!

Then came the first of the P76s followed by a Ford Fairmont. The Leyland was a car that promised much, on the track and with the buying public, but which ultimately died off because of wrangles within the industry and financial woes for the parent Leyland company in Britain.

The big Aussie Leyland V8 was killed off after only two years of production.

The Leylands' only role on the world motor racing stage was the Evan Green example that entered the 1974 UDT World cup marathon car rally, gaining fastest stage time for the Targa Florio



*The Calgher/Andrews P76 in its heyday negotiating the elbow at the end of Pukekohe front straight in the 1975 Benson and Hedges 1000*

section, which encompassed much of the original Targa Florio's road section.

A limited-edition run of factory 'Targa Florio' P76s was built to commemorate this and these are now collectible for the P76 enthusiast.

Also of collectible interest is Evan Green's account of the UDT event, *A Boot-Full Of Right Arms*, which is a good read!

As for the Kiwi P76 racers ... the Oxtan/Pederson one finished fifth overall, which was the best result for the P76 class of '75! The Coca-Cola car was doing well until about lap 25 when the exhaust pipe broke, just below the manifold. The team spent six laps in the pits refitting the part.

The hot exhaust gases had also apparently melted the solder holding a wire to the starter solenoid, so costly push starts became de rigueur for the rest of the race.

The 'rediscovered' Calgher/Andrews P76 finished the race but further afield of the 'Coke car.'

Specifications-wise, the Leyland P76 came with a straight-six engine or the much-preferred 4.4-litre alloy V8, developing 192bhp, whose heritage can be traced back to the Oldsmobile Cutlass of the early '60s.

Contrary to popular opinion, the engine is

not a simple copy of Rover's Buick-originated V8 but a near relative.

Weaknesses with the P76s seem to have been overheating (heavier-cored Holden Statesman radiators are sometimes fitted) and the aforementioned weak starter motors.

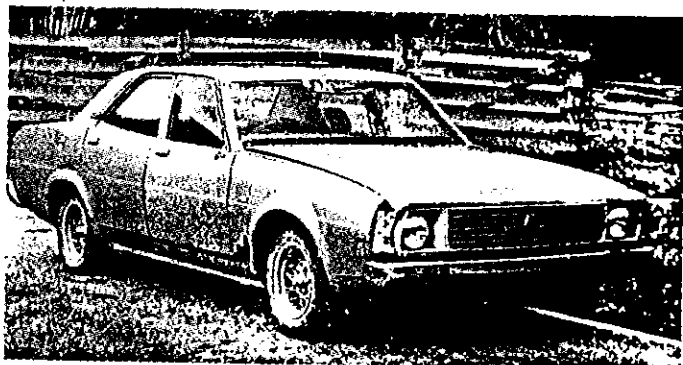
On the plus side, farmers in New Zealand seemed to embrace the advertising campaign's promise that you could carry a 44-gallon drum in the boot!

The Leyland P76s have a cult following and the club is listed in the regular pages of car club addresses in this magazine.

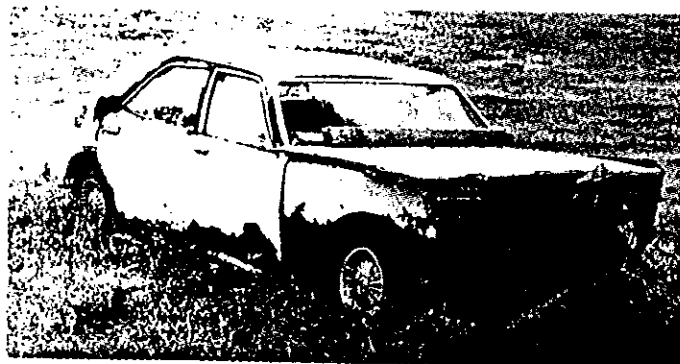
As for the racing P76s, although one has now been discovered, the Oxtan/Pederson and Teagle/Murdoch examples seem to have disappeared.

Do any readers know what became of them? Write in and let us know. (Rumour has it that Dauntsey Teagle would like to find his old one.) I was a boy in 1975, watching the P76s race by, and so ... captured by nostalgia ... I may yet have to haggle with the farmer for this remaining one to take home as a souvenir of the mid-'70s, long-distance production car races.

TIM J CHADWICK



*Today ... the only surviving B&H P76? It's in Tongaporutu with rust, smashed lights and a dud starter*



*Nothing more than a donor car - this other P76, near the historic one, is too far gone to resuscitate!*

## ATOMIC BOMBSHELL

A top secret EEC document has been leaked to Practical Classics which predicts that further thinning of the ozone layer is likely to have a dramatic effect upon new vehicles - causing dangerous fatigue failure of vital steel components. The demand for classic cars is certain to rise as a result.

European officials refuse to confirm that major metallurgical problems are side-lining modern cars. However in the late 1980s a rash of inexplicable engine breakdowns occurred first in Germany and then spread rapidly to neighbouring countries. Initially a certain brand of petrol was blamed.

Evidence is now coming to light that the problem has nothing to do with fuel. Gearboxes are showing signs of premature decay. The problem is not confined to any one manufacturer or country - all modern cars seem equally susceptible. Investigation has revealed that a new type of metal fatigue is responsible - an aggressive and hitherto unknown form of intermolecular embrittlement sparked off by ultra-violet radiation.

Test samples have shown that pre-war steel is completely immune. Problems start in vehicles made in the 1950s, and rises very gradually through the 60s and 70s. Although measurable, the vulnerability factor here is insignificant. Steel used from 1987 onwards however seems very unstable when subjected to ultra-violet light.

The report has so far been kept secret but we understand that "emergency recommendations" will be sent to all EEC member countries heads of state after April 1. We also believe that the EEC Motor Vehicle Acquisition Branch - operating via intermediaries has started to buy old limousines, which are being stored in a secure underground car park in Brussels for the future VIP Transport. Rover P5Bs appear to be a special favourite. One trader we spoke to claimed that a good example will be snapped up immediately and the mystery buyers (who pay top price in cash) are actually senior civil servants.

Rumours that the Queen Mother has asked BMIHT to return her modified Jaguar MKII aren't yet confirmed however.

## FOR SALE

New Bonnet \$80- Wheels x 5 \$300- Wheel centres \$60- No Plate lens \$18- V8 Decals \$4- Front Shocks Koni \$30- Steel Wheel no cracks \$40- Rear Vents \$35- Ph Col Warnock on 066 899 276

## RELUCTANT SALE

Targa Florio , Automatic , Factory Air Conditioned , Power Steering , 177,000 km( Reconditioned Motor , Holden Pistons , Valves Reseated , New Stem Seals , Double Row Timing Chain , Reconditioned 80 Amp Alternator , Reconditioned Water Pump , New 350 Holley Reconditioned Starter Motor , Twin Thermo Fans , New 11 Plate Battery , New Muffler , as New 3 Core Radiator.

Automatic Transmission , Fully Reconditioned Heavy Duty Still Under 3 Year Warranty , New Universals and Balanced Tailshaft , L.S.D Backlash taken out , Pump up Shocks, New Brakes Front End Top Mounts Reconditioned , New Heavy Duty Shocks , Reconditioned Ball Joints New Tie Bar Rubbers , New Wheel Bearings.

Interior New Upholstery on Front Seats , Carpet , Lambswool Seat Covers Front and Rear. Accessories Targa Mags (6) , Towbar , Rear Louvre , Headlight Protectors , Full Rego (R.W.C) Drives Like New , Many Spares Included , New Targa Stripes , Door , Front Indicator , New Mudflaps , Brake Booster , Power Steering Pump , \$6500.00 Will consider trade on XF Falcon with Air & Steer or 4 Cyl with Air & Steer. Phone Brett on 07 5596 0936

## BRAND NEW STARTER MOTORS

New Bosch Starter Motors - 2 Year Warranty - Suit P76 - \$250 - Ring Garth - 07 5598 6246



# QUEENSLAND MEMBERSHIP LIST

D.Andrews	Geebling	07 3359 6835	Jamie Mehl	Carseldine	07 3862 8820
N.Bateman	Rasmussen	07 4773 4838	Fred Miller	Toowoomba	Unknown
Chris Brown	Victoria Point	07 3207 9815	Elan Morris	Camp Hill	07 3349 4480
Robert Buchan	St George	07 4625 5960	David Morton	England	0602623086
V.J. Camilleri	Marian	07 4954 3278	Richard Muirhead	Holland Park	Unknown
David Cook	Bli Bli	07 5448 4720	Russel Muirhead	Bethania	07 200 9643
John Coughlan	Goonellabah	066 24 1717	Hunter Mustchin	Coolangatta	07 5598 5086
Bill Cammack	Caboolture	07 5495 1656	Cyril Nolan	Redcliffe	07 2843 654
Les Clarke	Laidley	07 5465 3431	H.N & U.G Ozanne	Redbank Plains	Unknown
Eric Connor	Christchurch	6433388916	Bob Perkins	Kippa-ring	07 284 7791
Graham Dollisson	Crestmead	07 3805 5630	Patrick Peterson	Blackstone	07 3282 3520
Joe Goodall	Eastern Heights	07 3205 2291	Peter Parker	Victoria Point	0414 572 912
Andrew Gibbon	Victoria Point	07 3207 7533	Phil Perkins	Caboolture	07 4990 907
Neville Humphreys	Connondale	07 5494 4427	Don Pearson	Kingaroy	07 1624 525
John Humphreys	Connondale	07 5494 4427	Robert Preston	Kedron	07 3504 589
Pedro Hodgson	Toowoomba	07 630 5136	Graham Rodgerson	Narangba	07 3888 1345
W.R. Hawkey	Loganlea	07 3807 7628	Lindsay Stone	Mt Louisa	07 7546 3452
T.E. Holden	Deagon	07 3269 3225	Allan Schutz	Ipswich	07 3282 7220
Huxham	Lutwyche	07 3857 1317	Arthur Sear	Clontarf	07 2831 612
Gordon Hack	Wynnum	Unknown	Brett Shaw	Carrara	07 5596 0936
John Joyce	Ningi	07 5497 5389	Adrian Spencer	Deagon	07 3695 644
Glenis Joyward	Landsborough	Unknown	John Smales	Maroochydore	07 4762 462
Norman Julian	Springhill	063 65 5255	Casey Shaw	Nambour	07 4287 7371
Tom Kirk	Woodbridge	07 3208 8008	Phil Swain	Flaxton	07 445 7728
Ned Kerr	Kandanga	07 4843 225	John Spencer	Victoria Point	07 2077 450
Ken Leitch	Landsborough	07 4948 631	John Tabbot	Cedar Grove	07 5543 1450
Neil Lyons	Springwood	07 3808 4629	Cedric Thompson	Mac Gregor	07 3492 772
Stan Laster	Miami	07 5552 2551	James Vickers	Dalby	07 6623 179
Errol Lucht	Dalby	07 6623 332	Collin Warnock	Lismore	066 899 276
Robert Leslie &			John Wilson	Highfields	07 696 8003
Susan Lee	Toowoomba	Unknown	Len Wegemung	Grays Point	07 5317 609
Garth Morris	Currumbin Waters	07 5598 6246	Alan Wildman	Kedron	07 3579 696
Pamela Morton	Bunderberg	07 1599 873	John Youloundas	Lawnton	07 8820 189
Michael McKenzie	Acacia Ridge	07 3277 5701			

## WHEN VISITING OUT OF STATE

### N.S.W

Phil Crowther	President	02 9623 3780
David Nelson	Vice President	02 9476 4043
Fofe Collins	Secretary	02 9587 2812
Peter Nicholson	Treasurer	045 72 6101
Brian Hooper	Non Office Bearer	02 9636 4442
Eddy Hooper	Editor	02 9636 4442
Nigel Renfrew	Public Officer	043 522 512

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Laurie Hamilton	Vice President	03 9870 6672
John Ernst	Editor	051 69 1601
Wayne Lyons	Parts & Technical	03 9434 4312
Bev Gray	Secretary	03 9878 0279
Knowles Gray	Registrar	03 9878 0279

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Dennis woodwards	Treasurer	09 397 0402
Andy Mentiplay	Committee	09 337 9516
Bill Brian	Committee	09 451 5281
George Garofallou	Committee	09 453 1512
Peter Pollard	Committee	09 419 2198

## EASTER 1997 - DARWIN

I AM COMING BY - TARGA FLORIO - P76 - CAR - BOAT - TRAIN - PLANE - OTHER (PLEASE STATE).....

THERE WILL BE ..... PEOPLE IN MY GROUP.

WE WILL BE STAYING FOR ....DAYS/WEEKS AT .....

IF COMING BY AIR, DO YOU NEED TO BE PICKED UP FROM THE AIRPORT?.....

IF SO, PLEASE ADVISE OF FLIGHT AND ARRIVAL TIMES.....

IF YOU NEED HELP OR FURTHER INFORMATION, PLEASE PHONE US ON:

BAZ OR LIZ (08) 8948 2766

AND REMEMBER

**YOU'LL NEVER NEVER KNOW  
IF YOU NEVER NEVER GO!**

**THE QUEENSLAND  
BULLETIN**