



QUEENSLAND P76
OWNERS CLUB
INCORPORATED.

JANUARY 1997



THE FORCE7V

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

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

VICE PRESIDENT

Cedric Thompson
11 Le Grande St
MACGREGOR 4109
PH: 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: 3282 3520

EDITOR

Jamie Mehl
12 Balcara Ave
CARSELDINE 4034
PH: 3862 8820

SPARE PARTS

Graham Rogerson
635 Old Gympie Rd
NARANGBA 4504
PH: 3888 1345

GENERAL MEETINGS

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

Time: 7.30pm

Venue: Norman Park Uniting Church
Cnr Bennets 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 OUTINGS

Various activities are organised by the clubs 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

SPECIAL NOTICE

DUE TO DIFFICULTIES IN THE PAST FEW MONTHS THE COMMITTEE WISHES TO APOLOGISE TO THE MEMBERS WHO DIDN'T RECEIVE THEIR MONTHLY NEWSLETTERS. PLEASE LET US KNOW IF YOU DIDN'T RECEIVE YOUR PAST NEWSLETTERS AND WE WILL ENDEAVOUR TO POST THESE OUT TO YOU AS SOON AS POSSIBLE.

ONCE AGAIN THE COMMITTEE WISHES TO APOLOGISE FOR ANY INCONVENIENCE.

PRESIDENTS REPORT

Happy New Year to you all. Well we've had quite a fun last couple of months with two Paddock Bashes, a Christmas Luncheon and a tour around the Rum Distillery.

The Paddock Basher (PIG) had lasted both days.... but nearly died after its first hour with some extremely frightening noises coming from the bell housing. It turned out that three Fly Wheel and one Torque Converter Bolt had fallen out.

After fixing that and welding the Diff up for the next outing (Christmas), it preformed faultlessly and by the smiles on every ones faces a good time was had by all. After the lunch (paid for by the Club and stuffed up by Beenleigh) we had our trophy presentation. Seven of us received trophies which goes to show, you don't have to do much to be a winner in this Club. (It would be nice to see some more NEW faces at these outings, and you never know; you could take home a trophy.

What a good showing of number and cars for our Christmas lunch. Sixteen (16) P's and one Aspin Green Targa that some of us spotted heading south but slowed down to have a look at the Paddock Bashing.

On another subject, Neville has been chasing up Rust Repair Panels and we've already received some Front Lower Guard Repair Panels. I've already fitted my pair to my rust bucket and there a fairly good replica (not exact ,but very very close).Some stretching to get them to line up, but its better than trying to fix rust holes ay? This guy is looking at making new complete Sills, Dog Legs, S/S Dog Leg Cover, and Half Door Skins. So keep an eye out for this stuff soon. Its a pity this stuff wasn't available years ago, it could have saved us all alot of headaches.

Any way thats enough dribble from me. Good luck for the rest of year and see you next month.

CHRIS BROWN

JANUARY MEETING 1997

The President opened the meeting at 8.12 p.m

Attendance as per Attendance Book.

Apologies: Phil Swain, John Spencer

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

Treasurer's Report: The Balance as at 13-12-1996 was \$6,361.72

Incoming Correspondence: Magazines were received from:

W.A, N.S.W, CAMS, Classic, Hunter Valley, S.A Car Clubs.

Letters:

- 1). The Pitstop Bookshop sent their 1997 catalogue.
- 2). CAMS sent all the information for Club affiliation.
- 3). Gordon & Gotch wrote concerning an English magazine called Classic and Sports Car.
- 4). Gold Phoenix Trading 073 889 6898 wrote about their range of parts for Street Machines.
- 5). Shannon's advised us of an Auto Auction to be held on 10-03-97.

Out going Correspondence:

- 1). The Leyland Olympics are to be held on 26th January at Pat & Graham's
- 2). The Newsletter Editor has had to resign, Garth has stepped in and will do the next Newsletter.
- 3). It has been decided for the Club to buy a photocopier to help the editor with the Club Magazine.
- 4). Garth told us about xy falcon coffee pots and indicator switches for the p76.
- 5). There was an extended discussion on the Club becoming CAMS affiliated. The main reason to become affiliated is so we can obtain Insurance Cover for Motokahanas which have become the most popular event of the year. Garth is to get more information before a final decision is made.

MEETING CLOSED AT 10.23 p.m

LATE ENTRY

RUST REPAIR PANELS.

COSTS:

DOG LEGS.-\$15.00

SILLS-\$20.00

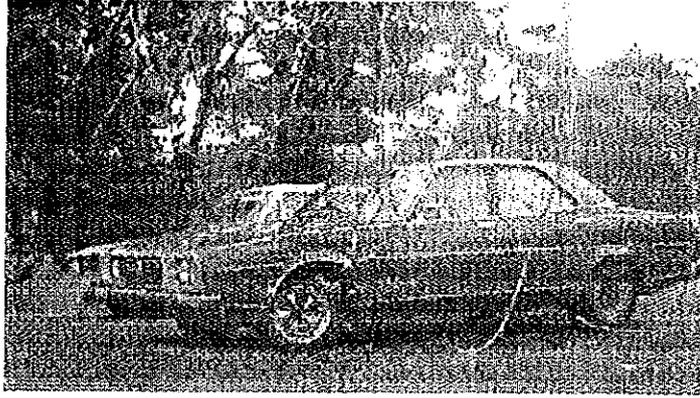
1/2 DOOR SKINS.-\$15.00 (From Bottom Of Door To The Bottom of the Intrusion Bar.)

REAR 1/4 LOWER PANELS.-\$30.00 to \$35.00

DOG LEG COVERS IN STAINLESS STEEL.-\$15.00

STONE GUARD.-P.O.A

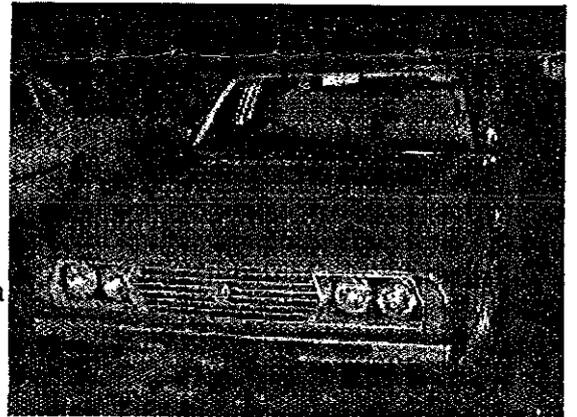
The P76 Page



What is a P76?

Well, if you are like 99.999% of the Internet population, that's a fair question. Even most Australians aren't all that sure. In fact, the P76 was a unique and now very rare Australian designed car.

In the early 1970s, British Leyland was in a dire economic position. The late 1960s crop of innovative compact front wheel drive cars such as the Mini, Morris 1100 and Austin 1800 (the 'Land Crab') had had a mixed response in the vast open spaces of Australia. Leyland Australia therefore decided that to compete with the 'Big three' Australian car manufacturers (Ford Australia, General Motors Holden and Chrysler), it had to design and build a large 6 or 8 cylinder rear wheel drive family sedan.

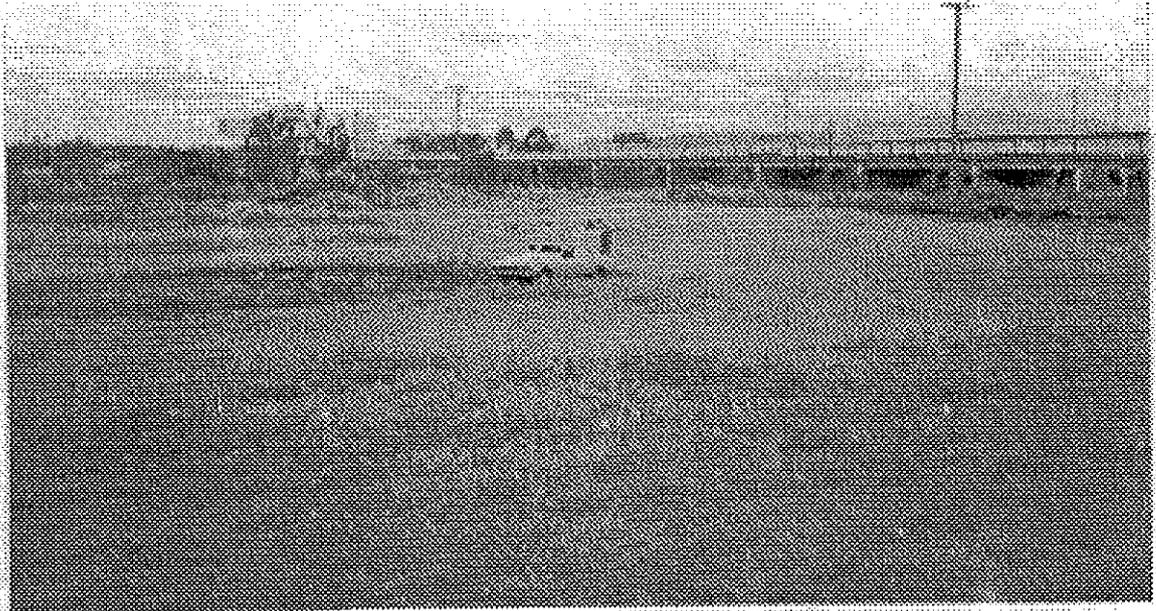


Sadly, when the P76 was finally launched to a well orchestrated publicity campaign, the OPEC crisis hit, the cost of petroleum increased about ten times, and sales of large family sedans plummeted worldwide. The crisis was in fact so great that Chrysler left Australian manufacturing by 1979 after more than 20 years of manufacturing in the country.

The PADDOCK PIG took prime posn for the photo shoot .



Novembers & Decembers Paddock bash
cum Motor kana .

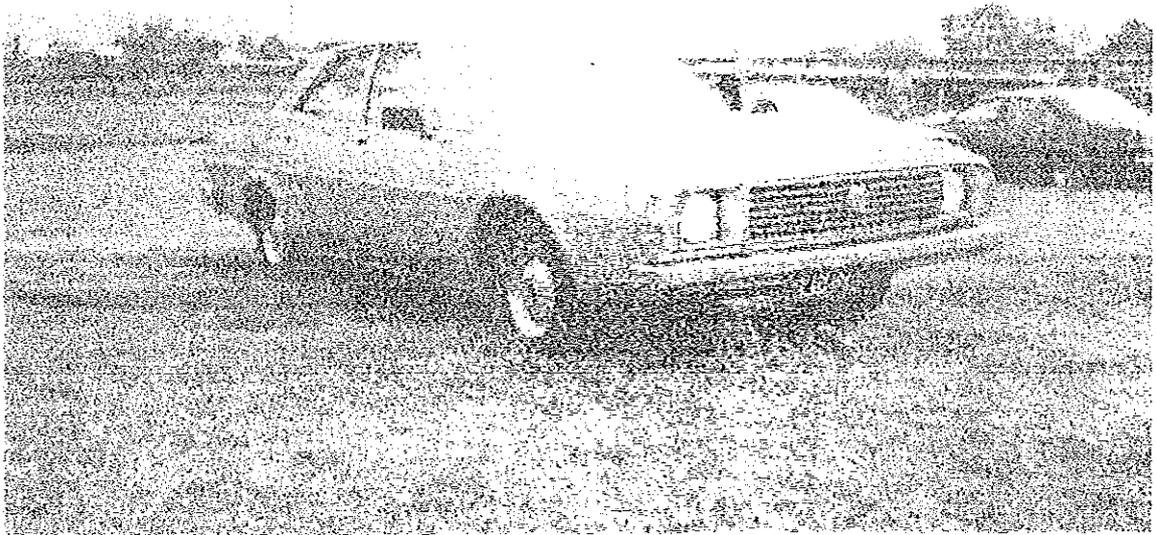


Ask Andrew Gibbon how he won the THICK AS A BRICK trophy. He got the paddock pig down on its belly TWICE !..

It rained in December [above] but was hot dry & dusty in NOVEMBER [below] GREAT FUN !!!!!



**THIS MONTHS MEMBERS CAR
A 6CYL DELUX !!!!!!!!!!!**



**Owned by John Spencer since near new !
Its a 6 cyl 3 speed manual with a bench
seat painted in Ivy blue. Very original ,apart
from the super hub caps he swaps with the
delux ones every now and then. Looks beaut !**

CHRISTMAS BREAK UP

**An excellent roll up of Ps . At last count
there were 16 Ps 1 Marina 1 Rover &
2 JAP CRAP !**



Technical details: The P76 was available with either an all Aluminium V8 or a cast iron OHC 6 cylinder.

The 4.4 litre all-aluminium V8 motor output approximately 190b.h.p., and 390Nm of torque in standard 2-barrel (Stromberg) form. Most enthusiasts have ditched the Stromberg and fitted either a 2-BBL Holley 350 or a modified manifold and a 4-BBL, such as a Holley 465 or 650 spreadbore.

Being so closely related to the more common Rover 3.5 motor, Leyland V8s have been known to appear in Range Rovers and other Rover derivatives, where their increased torque output makes 4WDing a lot more fun.

The 2.6L 6-cylinder 'X6' motor (actually a stroked Austin Kimberley 2.2) was generally underrated in its day. In fact, when 'Wheels' magazine awarded the P76 1973 Car of the Year, it was specifically awarded to the V8 model only, as the six was considered so inferior.

While being a poor performer in comparison to the V8, the X6 motor has demonstrated remarkable longevity and reliability over the following 20 years. This comparatively puny six has a remarkable amount of low end torque, and has a proven ability as a workhorse. Leyland Australia always meant this motor to be an interim solution while the 3.3 litre V6 (based on the V8 less 2 cylinders) was perfected. Ironically, while this motor was never completed, it probably has a close relative in the very successful Holden Commodore V6 of the 1990s, which was developed from the same original V8 Buick design

History: The P76 4.4 litre V8 motor is heavily based on the Rover 3500 V8, having the same bore and a longer stroke than the Rover (in fact, like many classic V8s, this is a 'square' motor, ie: the bore and the stroke are identical). Unlike the Rover which was equipped with twin SU or Zenith-Stromberg side-draught carbs, the Leyland came with a more conventional Stromberg 2 barrel downdraught, a carb more noted for its relative economy than power delivery.

The Rover V8 itself dates back to a Pontiac/Buick design of the 1960s, where in production form in the states the motor was known as the Buick 215. Rover bought the design in the late 1960s to replace its ageing (and breathless) semi-sidevalve 3.0 litre six. The 3.5 litre V8 came out in the last series of the Rover P5b (the 'Uncle' Rovers).



Accommodation:

Darwin offers a wide range of accommodation from budget, backpacker style to Five Star Hotels. I have endeavoured to list some fair cross section for your information.

Caravan Parks:

Darwin caravan parks are generally expensive and most will not accept advance bookings for some reason that escapes me. The exception on both counts is the Overlander Caravan Park, situated 10 K/ms from the city centre, (about 8 minutes drive) which offers camp sites from \$ 12.00 per day for two persons, basic powered van sites from \$ 12.00 per day for two persons and fully equipped on site vans from \$150.00 per week. If booking, tell Sue it is for the P76 get together. Details are:
Overlander Caravan Park, Cnr. McMillans Rd & Stuart Highway, Berimah, N.T.
Phone: 08. 89843025. Contact: Sue.

Other Van Parks are:

Palms Caravan Park,
Stuart Highway
Berimah, N.T.

Ph: 08, 89322891 Contact: Debbie

This park offers unpowered camp sites from \$78.00 per week, basic powered caravan sites from \$98.00 per week, on site casual vans from \$265.00 per week and fully self contained cabins from \$499.80 per week.

Lee Point Resort

Lee Point Road,
Lee Point, N.T.

Ph: 80. 89450535

Unpowered camp sites from \$75.00 per week, basic powered caravan sites from \$80.00 per week plus power. All require \$60.00 deposit.
No Bookings.

Leprechaun Caravan Park/Motel

Stuart Highway,
Winnelli, N.T.

Phone 08 89843400. Contact: Jack Mills

Basic powered caravan sites from \$90.00 per week. Refurbished motel units will be available in about 2 months but prices are not yet available. Contact Jack Mills for details.

Motels and Hotels:

Airport Hotel/Motel

227 McMillans Rd, Jingili

Ph: (08) 89854555 Contact: Scott.

This offers 9 basic motel rooms with double bed and one single bed at \$68.00 per night for six nights with the seventh night free. There is one family unit with 4 bunks and 1 double bed at \$78.00 per night. Each room has breakfast, tea/coffee making facilities plus the hotel facilities, swimming pool, restaurant and counter meals available to guests.

Hotel Darwin

10 Herbert Street, Darwin

Phone: (08) 89 819211

A famous old pub offering single rooms at \$40 per night, doubles at \$60 per night, and triples at \$75 per night, room only. All hotel facilities, bistro and pool are available.

WARNING: Prices increase dramatically on the 1st. April. (Start of Tourist Season)

The Darwin Travelodge

The Esplanade, Darwin

Phone (08) 89815388

Offers double/twin share rooms at \$190.00 per night. You may be able to negotiate a discount on booking.

The Beaufort Hotel (5 STAR)

The Esplanade, Darwin

Phone: (08) 89829911

Five Star accommodation.

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 fordays/weeks at.....

If coming by Air, do you need to be picked up at the airport?.....
If so, please advise flight and arrival times.

If you need help or further information, please phone us on:

Baz or Liz (08) 89482766

