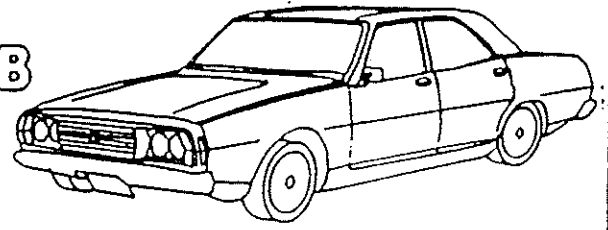


QUEENSLAND P76
OWNERS CLUB
INCORPORATED

P.O. BOX 343
CARINA 4152

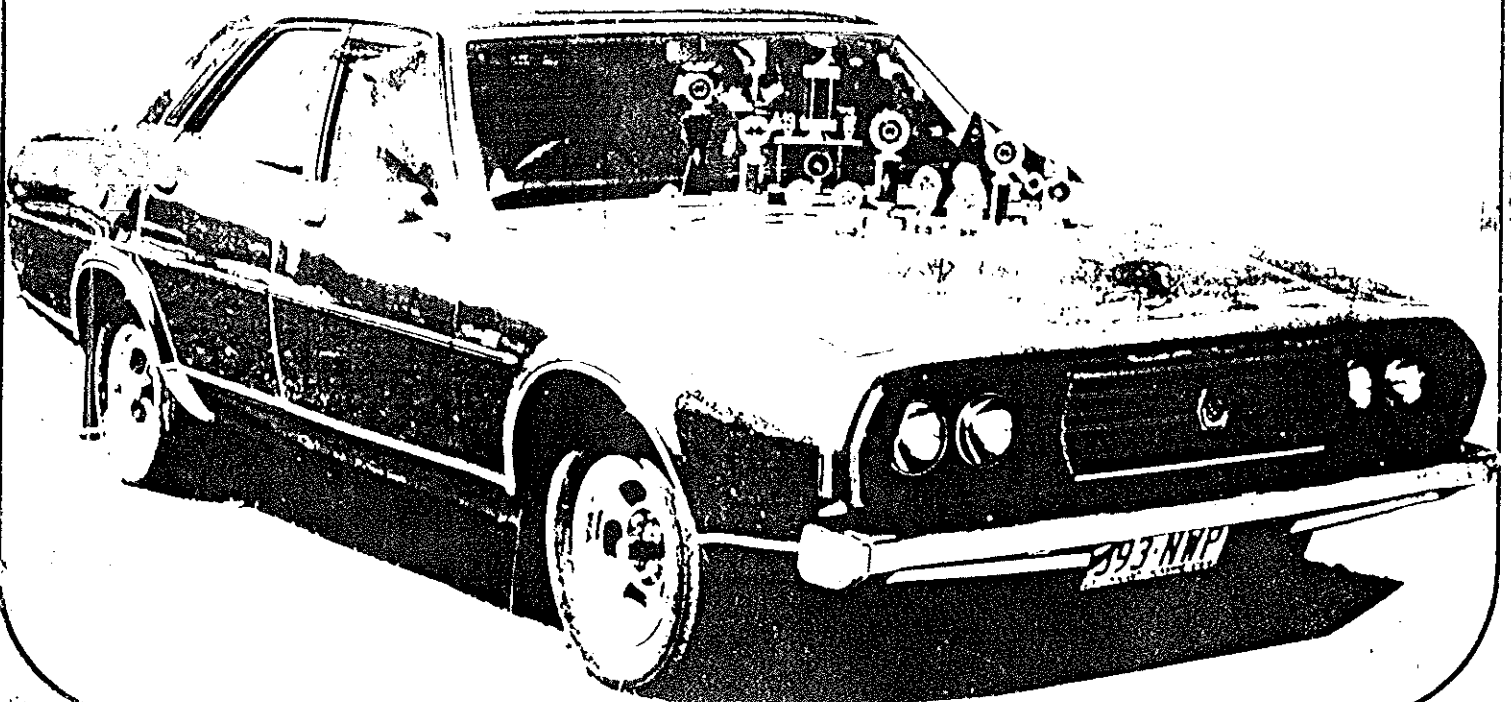


April

1993

20TH

ANNIVERSARY



EDITORIAL

Sorry the April newsletter is late. But owing to our trip to Sydney, I have, not got myself into top gear yet.

Don't forget the trip to Woodgate this weekend. We will meet at the B.P. garage at Burpengary at 9.00 am.

There are no minutes for the April meeting as it was only a get together four members went along to the meeting hall, and we also had a guest from the New Zealand club.

*****XX*****

DELEGATES MEETING 1993

The minutes of the previous meeting by John Ernst were accepted by John Brett. Seconded Nick Kourelis. The 1994 get together will be held at Caboolture, The Sundowner Hotel has been notified as has the Caboolture Motel and Caravan Park. This weekend will take on a casual format with some outings planned but still keeping plenty of free time to visit the beaches etc. The next national meeting in 1995 will be hosted by The Victorian club and plans are well on the way. The venue is Rawlston Village Conference Centre which is situated in MOE. This is 1½ to 2 Hrs East of Melbourne. More details on both of these meets as they come to hand.

For Sale

P 76 V8 Automatic. Executive White
Registered to Nov 93. Mechanically Good. Body Good.
Interior Good.

Contact Jacki Thomas 07 206 0584

P 76 De Luxe V8 3 Speed manual Column shift
Registered to Oct 93 Mechanically Excellent Interior Good
Body Good. Small ding in Left front Guard.

Spanish Olive, No Rust and No Bog Second Owner.

Contact Adam Winterburn.

077 86 1030

3, Reynolds St
Bowen. Will deliver to genuine buyer.

20th ANNIVERSARY MEETING 1993

We left Brisbane on Wednesday 7th April. we didn't start off until 8.30am as we stayed to watch the motoring segment on Good Morning Australia. Of course it was about the forthcoming national meet. we travelled through Ipswich and Warwick to link up with the New England highway. After stopping only for lunch and coffee breaks, we arrived in ~~Tanworth~~ at 5.00pm for the night.

~~We continued the next morning for Helensburgh, to arrive there at 3 pm Thursday. Only one mishap, We got lost in Penrith so asked the local Plumber. Out came the refidex, So armed withabout 10 sets of directions, we made it with only one more detour.~~

We expected to be one of the early birds arriving on Thursday but discovered about 65 people with the same idea.

We shared our room with Helen and Barry Schweickle and at one stage the snoring was in Stereo. Barry has built a 2 door convertible P. Bright red with Grey interior and Hood, It looks great, and was very popular with the younger set.

Friday

Some of us fitter people went for a bush walk through the National Park escorted by Richard and Astrid Green. We were supposed to be spotting Lyre birds but I think they heard us coming.

Gray stayed behing and greeted the rest of the club members who were joining us for the weekend, we had a total of 110 staying at the Complex After lunch an Observation run had been organised by Phil Crowther. Thanks phil for the dirt road. Gray will get his own back next year in Queensland We had three navigators, but I think the two ladies in the back seat did better than the male in the front seat. Mind you he was a New Zealander so what would you expect.

After a delicious evening meal The Official welcome was held, followed by a very interesting talk from the chief Engineer of the N R M A. Who was also part of the design team on the P 76 V8 and V6 motors 21 years ago. He explained a lot of the peculiarities of the motor and the reasons for this. We finished the evening off with Coffee Tea or Milo. and chocolate slices .

Saturday

Up bright and early to prepare our cars for the concourse. After breakfast we drove to the Auditorium where we were able to display our car under cover. So no worries if it should rain. There were about 20 cars displayed in the Auditorium. Including Troy Greens immaculate Show Car and also a very interesting Utility. Allans car drew a lot of attention He had managed to get it transported to Sydney, and then trailer it to the

meeting. He had displayed it on the trailer, and it was quite amazing to see how much damage a tree travelling at 100 Kms can do.

After all the judging was finalised we had dinner and then took a bus ride into Sydney. We were taken on the Oldest Double Decker buses in Sydney. Our first stop was Darling Harbour. but only for $\frac{1}{2}$ Hr which isn't much time to find a beer and drink it, but we managed. Next Stop the Harbour bridge.

I have been over it before but never underneath, The buses dropped us off for a different look at the Harbour, then had to keep cruising because of the parking restrictions. Our next stop was The Opera House.. Then we continued back to the complex via Kings Cross. There was a lot of Yahooing from the safety of a moving bus. We arrived back around midnight very tired and glad to see the Urn was still on.

SUNDAY

After breakfast a Motokhana was organised. and a good time was had by all those who entered, We decided to go sightseeing so followed Barry Schweickle who led us to the Bulli Lookout. And then down the Bulli Pass which is where we lost him. so we decided to turn right and head for Woollongong where we had been told there was a country market, They were closing up when we arrived, but we had a quick look around. We bought a couple of Tee shirts, Gray found a wooden steering wheel for \$10-00 and I managed to find a light for the camper to replace the one I had forgotten to pack. After all this joyriding we had to race back, Gobble lunch to be in time to catch a ride into Sydney to the Power House Museum. for those of you who haven't visited this museum it's well worth it. You need to allow at least $\frac{1}{2}$ day to go through it. We returned to the centre with just enough time for tea. And then to shower and change for an evening at the workers club. This was the night we were all waiting for. Local Celebrity and Club Member Helen Zerefos entertained us with her renditions of some of Andrew Lloyd Webbers his. The trophies were presented to the lucky winners, and The Raffles were drawn.

MONDAY

Farewell breakfast followed by all the packing and promises to see everyone next year in Caboolture, Queensland.

We had picked up two passengers for our return trip. Eric and Vicki are from New Zealand, and wished to see a bit of Australia. so we travelled up the Pacific Highway, Visiting Lemon Tree Passage to see his cousin. Who wasn't home. We spent one night at The Entrance. and Two more at Port McQuarie before the rain set in. Our last night was at Byron Bay, which is very nice without the rain, needless to say we hightailed it home ,with only one more stop for lunch on the Gold Coast.

Well once again we had a really enjoyable time. And I am looking forward to next year.

INTER-CLUB DISTRIBUTION

NATIONAL MEETING SHOW & SHINE CONCOURSE 1993

STATE AWARDS

BEST PRESENTED P76 QLD Graham Rodgerson

BEST PRESENTED P76 HV & NR Barry Schweickle

BEST PRESENTED P76 VIC Greg Varveris

BEST PRESENTED P76 SA Geoff Cutting

BEST PRESENTED P76 CANBERRA Geoff Jagoe

BEST PRESENTED P76 WA Andy Mentiplay

BEST PRESENTED P76 NSW Troy Green

SPECIAL AWARDS

BEST PAINT/BEST INTERIOR Troy Green

BEST ENGINE BAY David Place

BEST ENGINEERED Russell Nicholson

NEATEST & BEST BOOT Don Willis

ENCOURAGEMENT AWARD Gary Miller, Horst Retimann

"AVENHOUSE" TROPHY - FURTHEST DISTANCE Andy Mentiplay,
W.A.

FIRST AUTHORISED MAJOR BODY MODIFICATION Jack Chapman NSW

NATIONAL OBSERVATION RUN 1993

1st Geoff Cutting - S.A. 2nd Alan Baker - S.A.
3rd Graham Rogerson - Qld.

HARD LUCK AWARD

Alan Schultz Qld

HARD LUCK AWARD

Garth Morris NSW

INTER-CLUB DISTRIBUTION

NATIONAL MOTORKHANA 1993

FASTEST TIMES:

- Hunter Valley Queensland - 1st Wal Wells 2nd Aaron Wells
- 1st Lindsay Stone, 2nd Allan Schultz,
3rd Kaylene Stone.
Victoria - 1st Nick Kaunelis, 2nd John Brett,
3rd Mick Chadwick
South Australia - 1st J. Armstrong, 2nd Andrew Lee,
3rd Chris Martin
Western Australia - 1st John Metcalf, 2nd Garry Mentiplay,
3rd Andrew Mentiplay
New South Wales - 1st Jack Chapman, 2nd Garth Morris,
3rd Phil Crowther
A.C.T. - 1st Geoff Jagoe
- Best lose (hay bale) - Michael Pearson - to the guy who
tried to take out Phil.
Stack Award (glass) - Garth Morris
Navigator Award - Dave Nelson

ZETLAND SHIELD - WINNER 1993 - N.S.W. CLUB

FAR AWAY AWARDS - NATIONAL MEETING 1993

John and Raeleyn Flannigan, Owen and Susan, Steve Learmonth,
Eric and Vicki Connor - New Zealand, and Nick Kounelis
Tasmania.

NATIONAL MEETING SHOW & SHINE CONCOURSE 1993

AUTHENTIC CLASS

1. Joe & Sue Green (Exec), 2. Tony De Luca (Exec).
3. David Nelson (Force 7) NSW

RESTORED TO ORIGINAL CLASS

1. Joe & Sue Green (Force 7) 2. Tom Danvers (Targa)
3. David Place (Super) NSW

MODIFIED CLASS

1. Troy Green 2. Don Willis NSW 3. Graham Rodgerson QLD

WORKHORSE CLASS

1. Peter O'Brien (Deluxe) NSW,
2. Geoff Cutting/Leila Chapman SA/NSW 3. Rick Siles NSW

OUT OF THE ORDINARY CLASS

1. Barry Schweickle (Convertible) HV & NR
2. Greg Varveris VIC 3. Russell Nicholson/Troy Green NSW

PEOPLES' CHOICE Troy Green NSW

F O R S A L E

Set of 6 Targa Mags with nuts in fair condition \$ 200-00
Also P 76. Rusty with Borg Warner gear Box- Take Away
Contact Ted Hodges 271 1293

P 76 Super V8 4 Speed manual. Victorian Rego to July 1993
Mechanically good except for one exhaust valve may be burnt.
Chrystal White, a few rust spots, fair condition. Interior fair
Front bucket seats repaired
Contact Jerry Uhlig. Eagle Heights Mt Tambourine 075 45 3134
Evenings only

Super V 8 Column Auto Registered to 10/93. Bold as Brass in colour
Mechanically:- Miss in No 6 Cylinder. Good Auto. Body Excellent
Interior sad. Good Tyres
Contact Peter Murray 396 8472 \$ 1500-00

THE NEW
SPRINGVALE LEYLAND

MINI-BITS
FOR ALL LEYLAND
PARTS & SERVICE

NEW & USED SPARES, REPAIRS, DELIVERY,
LEYLAND, P76, MARINA, AUSTIN, ROVER,
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**ROVER
AUSTRALIA**
REGIONAL
DISTRIBUTOR

Space. The inside story.

LEYLAND P 76 COMPARATIVE INFORMATION

You would have thought that as the average Australian car grew bigger, it would have grown even bigger inside.

Not so.

If you're wondering why, then Leyland share your puzzlement.

Let's make an interesting comparison and compare P76 with the biggest selling luxury version Australian car: the long wheel base Fairlane.

P76 has more room for your head, your legs, your hips, and your shoulders, both in the front and in the rear.

The only reason Leyland can think of is this: until P76 they've been famous for building smaller cars with lots of room inside.

If you don't believe it then take a look at the Leyland Mini and Marina.

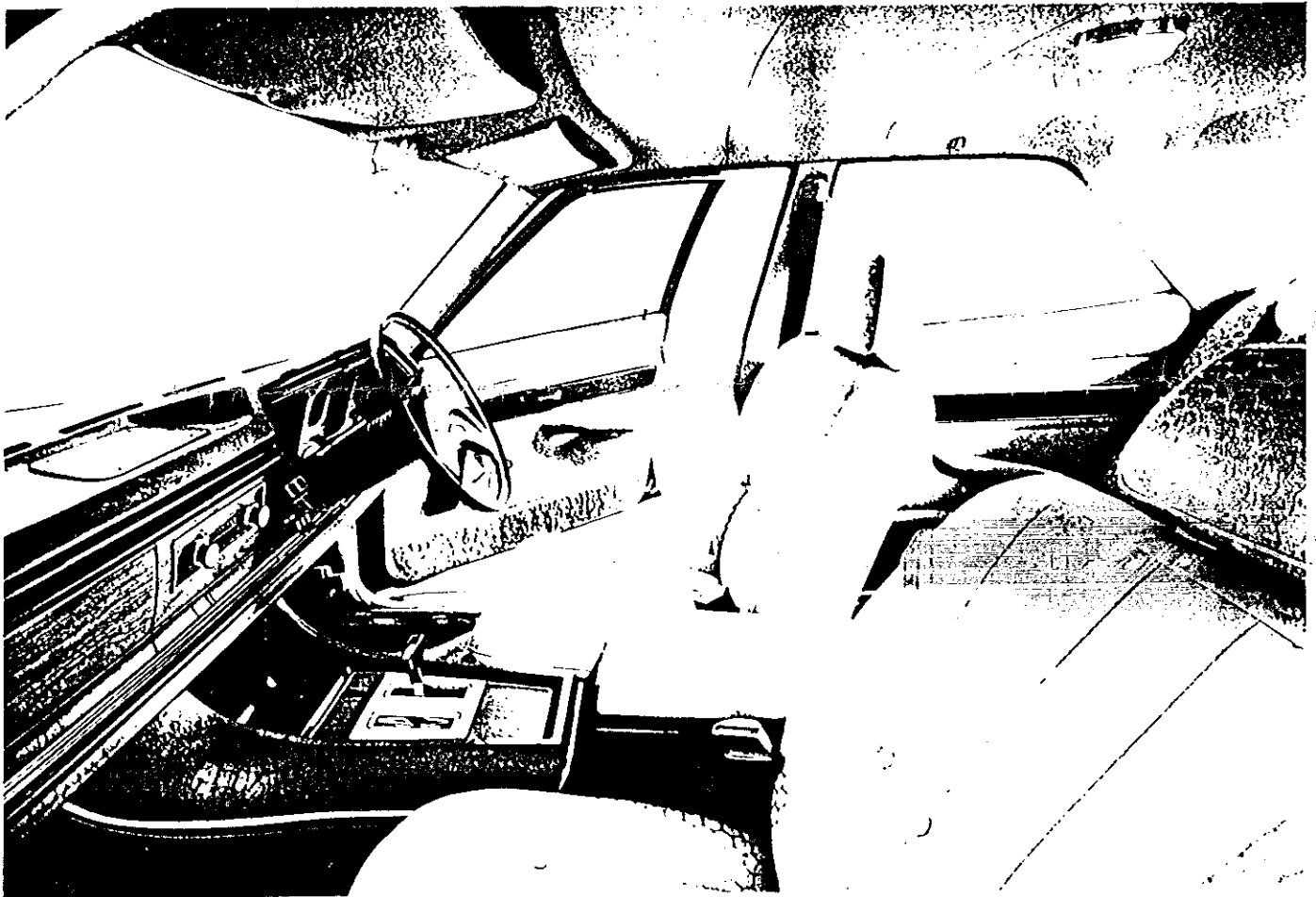
When you build small cars, every quarter inch here and sixteenth there is very important. This theory has been applied to P76, and it probably accounts for the difference between it and the average Australian car.

So much for the theory. Let's get on with the practice.

Compared with the Holden Kingswood, Ford Falcon and Valiant Ranger, the Leyland P76 offers this:

- more front leg room;
- more rear head room;
- more rear leg room;
- more rear knee room;
- more hip room and more shoulder room both front and rear.

The boot is a huge 36 cubic feet. That's about as much space as you get in three big refrigerators. And it's 30% bigger than even the biggest of the average Australian cars.



When you have so much more room inside, it means you can do some nice little things. Like recess the sun visors, use thicker pile carpets throughout, and use thicker padding on the seats. All little things, but so nice to have.

Anyhow, take a look at the P76 Executive on the opposite page. And you'll see for yourself.

Also, take a cool look at the cold statistics on this page. They prove something.

PACKAGE	P76 Deluxe	Kingswood	Falcon 500	Valiant Ranger
Length	192.1"	187.5"	186.5"	192.5"
Width	75.2"	74.0"	74.8"	74.2"
Height	54.1"	54.0"	53.9"	55.4"
Wheelbase	111.24"	111.0"	111.0"	111.0"
Ground Clearance	7.5"	5.8"	5.4"	6.5"
Headroom—Front	37.6"	38.7"	37.2"	37.9"
Rear	37.9"	37.1"	36.75"	35.3"
Legroom—Front	40.5"	38.3"	37.68"	39.4"
Rear	36.4"	33.6"	35.1"	35.9"
Shoulder Room—Front	60.4"	59.25"	59.68"	59.12"
Rear	60.5"	57"	59.75"	59.18"
Front Seat Travel	7"	5"	5"	6.5"
Boot Capacity (cu. ft.)	36.0	26.7	27.6	29.0
Luggage Capacity SAE Standards (cu. ft.)	16.4	11.6	12.0	13.9



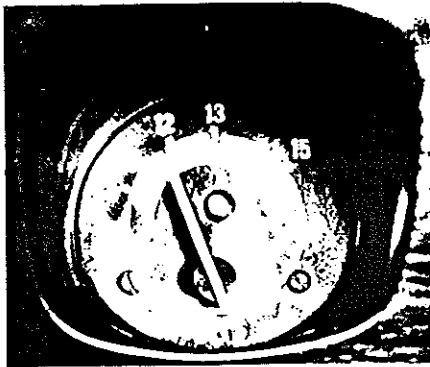
Fittings.

LEYLAND P 76 COMPARATIVE INFORMATION

To ensure that the fittings of the P76 would be anything but average, Leyland took a close look at the fittings of the average Australian car.

Some of what they saw, they liked. If only because they considered such fittings to be absolute necessities in any modern car. Like oil pressure and brake warning lights, reversing lights, two speed wipers, head restraints, five wheels and at least two headlights.

Some of their best ideas they disliked, or considered to be a waste of money like a boot lock you can only open with a key.



Leyland took the best of their ideas, improved on some of their other ideas, then came up with a few of their own. Like four door courtesy lights, an under-the-bonnet light, a trip odometer, and a voltmeter that checks both the alternator and battery.

The results of all this research gave rise to some pretty extraordinary, and even a few ordinary, interior fittings for the P76.

Take the P76 Deluxe. It gives you power boosted front disc brakes, a woodgrained instrument panel fascia and a water temperature gauge.

You don't pay extra money for all of that. Because it's all standard equipment.

Other standard equipment in the P76 Deluxe includes: side collision protection panels, a non-key operating boot catch, full width screen demisters, retracting wipers, hazard warning lights, a collapsible fascia and a vinyl covered (as opposed to a painted) rear parcel shelf.

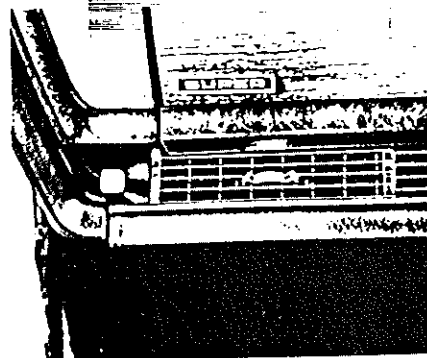
These luxuries are standard in the P76 Deluxe, but simply not available in the Kingswood, Falcon 500 or Ranger.

Some luxury fittings, however, are a little more luxurious, and therefore, a little more expensive. Such fittings are not considered necessary by many of today's motorists, so they chose to make them optional extras. If you need them you can specify for your Leyland P76 Deluxe: lamps for the glove box, ashtray, boot and beneath the bonnet, a carpet floor covering, and bucket seats in the front.

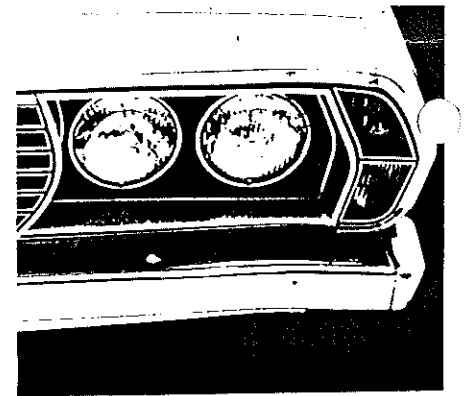
That's the P76 Deluxe.

As you would expect, the P76 Super offers even more. More than the P76 Deluxe. More than the Premier, Futura and Ranger XL.

Standard equipment includes: four headlamps for seeing better, and bucket seats for sitting better. Also, a loop pile carpet, a prismatic interior mirror, a full width screen demister, retracting wipers, wood-grained instrument panel and fascia, a trip odometer and clock.



and a boot lock that you can operate with or without a key. As well as power disc brakes up front, a collapsible fascia, side collision protection panels, and



lamps for under the bonnet, the ash tray, the glove box and the boot, plus a water temperature gauge, and a battery condition gauge.

That adds up to quite a list. A list which, as often as not, is listed as "not available" for the Premier, Futura and Ranger XL, or is available only if you're willing to fork out some extra cash.

That takes care of the P76 Deluxe and the P76 Super.

We now come to the P76 Executive, the top of the line.

The first thing that will strike you when you see the interior of the Executive is the feeling of space and freedom of movement.

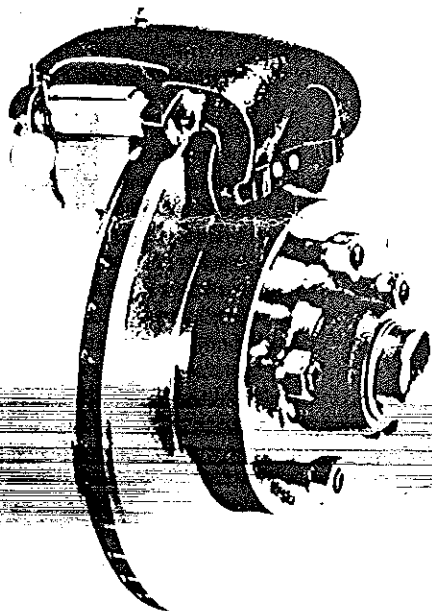
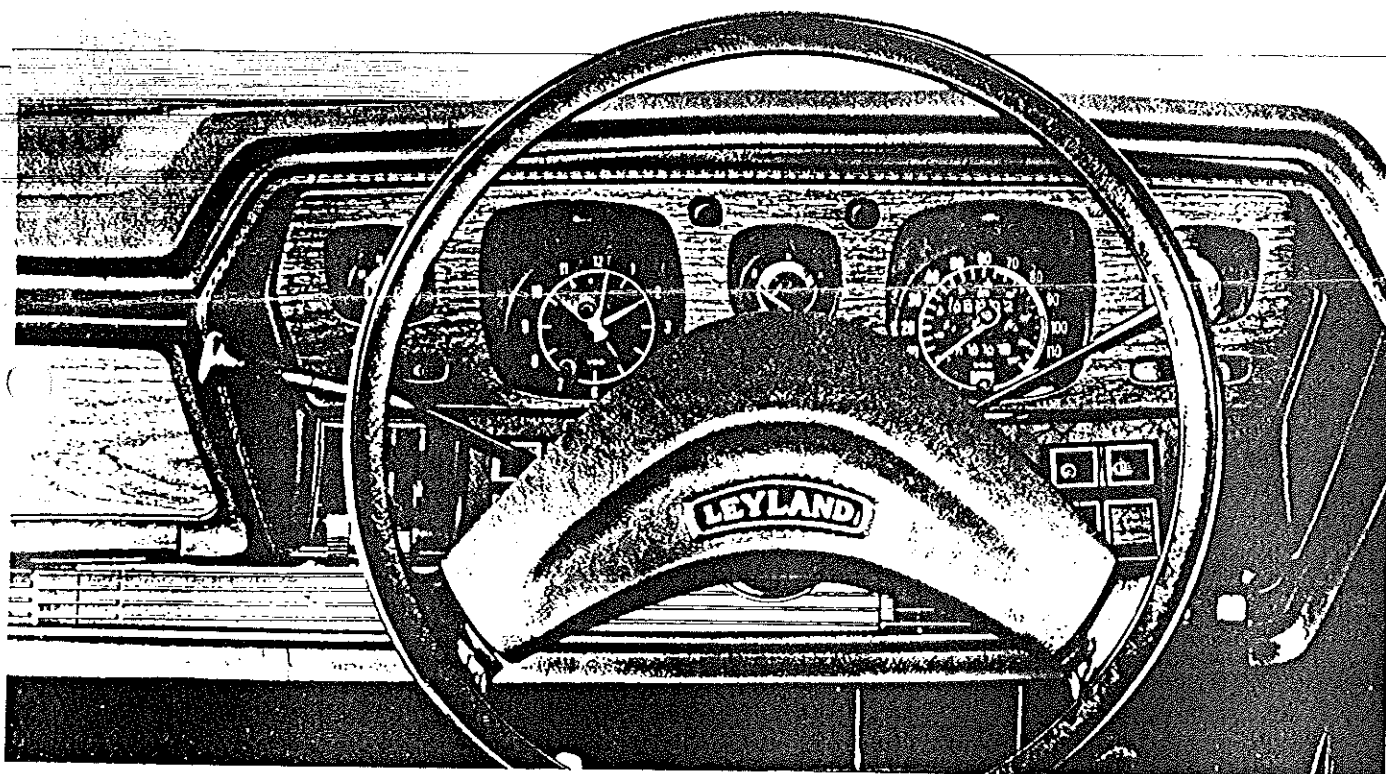
All the luxury fittings are there, but in no way are they allowed to impinge on passenger comfort.

The car is extraordinarily spacious inside, yet compact overall. It is the one true Australian luxury car that is actually easy to park.

We ask no more than that you compare the different interiors, and form your own opinion.

But enough opinions. Here are some hard facts.

The P76 Executive has a radio with power aerial as standard equipment. The Chrysler has a



radio. If you want a Fairlane 500 or Statesman de Ville with a radio and power aerial, then you'll just have to dig deeper into your pockets. Because they're optional extras.

The Executive has an aluminium V8 engine as standard. The Fairlane 500 and Statesman de Ville have V8's as standard also. But they're made from heavy iron. The Chrysler offers an iron V8 only as an optional extra.

With the Executive, radial ply tyres are standard. These are listed as optional extras on the Fairlane 500. And on the Statesman de Ville. And on the Chrysler.

The Executive has a textile trim on the seats as standard equipment. The other three list this little luxury as an optional extra.

The Executive has a full-floor console—which joins the dash as standard equipment, as well as a door-ajar warning indicator and kerbside lights, plus rubber bumper-face protectors. If you

want any of these with the competition, bad luck. They're just not offered.

One final comparison. The P76 Executive has more leg room and boot space than either the Fairlane 500, Statesman de Ville or Chrysler.

Maybe, as you're lying back in the Executive's reclining bucket seats, stretching your legs, you'll also notice: the speedometer/odometer, twin horns, glove-box light, hazard warning lights, full-width screen demisters, and the cut-pile carpeting.

If you climb out of your seat, then you'll see even more. Four headlamps, a fully carpeted boot, a non-key operating boot catch, counterbalanced boot and bonnet lids, a light in the boot and under the bonnet. And the bonnet light is detachable so it can double as a trouble light.

More next issue

CLUB INFORMATION PAGE

YOUR COMMITTEE

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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

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