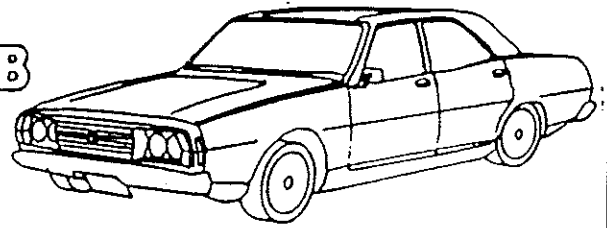


QUEENSLAND P76
OWNERS CLUB
INCORPORATED

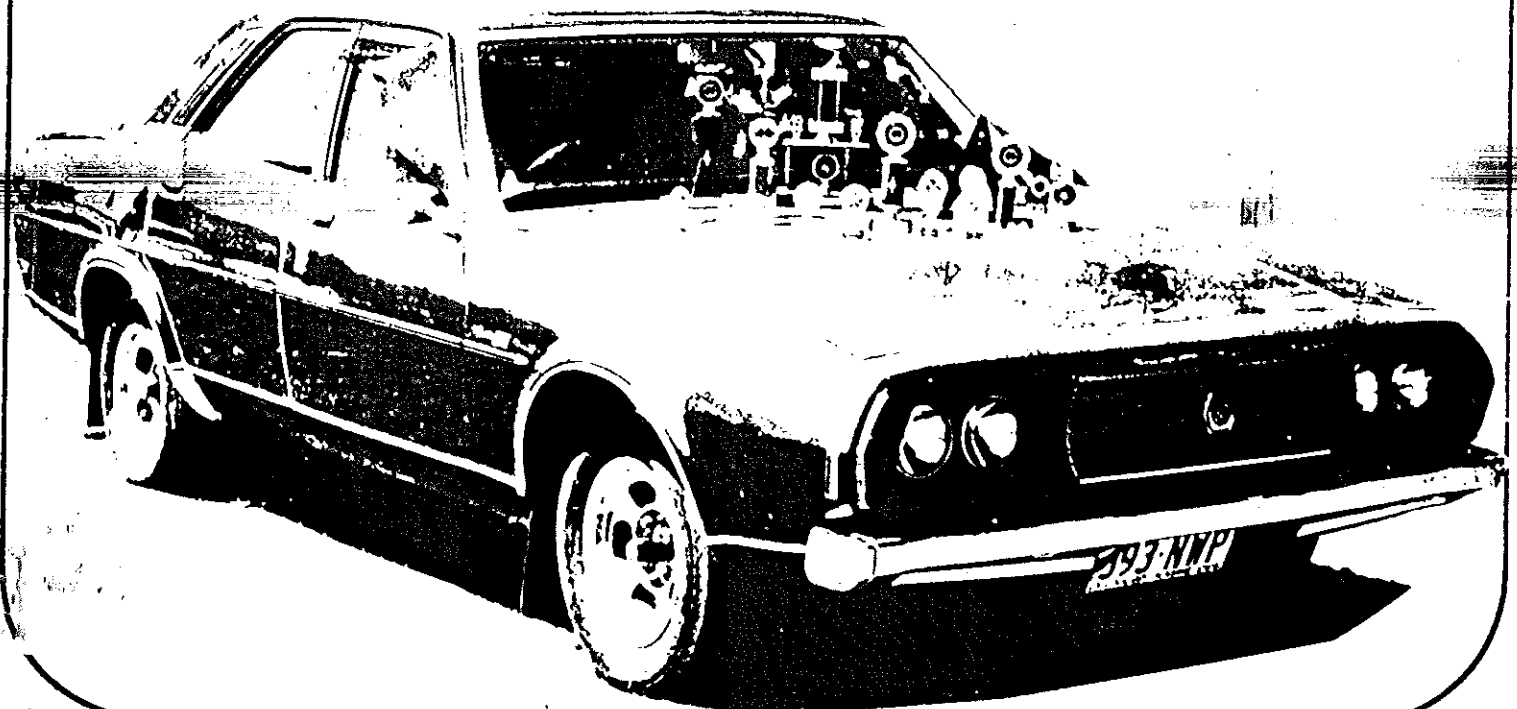
P.O. BOX 343
CARINA 4152



March 1993

20TH

ANNIVERSARY



40

Minutes of meeting, held 10/3/1993

Meeting opened at 8.47 pm

apologies; N. Lyons, H. Probst, A. Schutz

The meeting was attended by 8 members

The minutes of the previous meeting were read by Mark Erickson

Passed; A. Baker, 2nd Graham Rogerson

The Treasurers report is as detailed, and accepted by G. Rogerson

Incoming: Accounts for payment; rent for Hire of hall
Correspondence;

Newsletters from South Australia and Victoria;

Nominations from 2 new members Mr. Raymond Frost of Merindaban, and Mr Tony Finch of Dalby. Welcome to the club
Request from Western Australia to purchase a quantity of Right and Left hand Weather shields from Bumper T Bumper

Outgoing: Nil

business arising from minutes;

The parts we were buying from Ron McKenough last October are finally in the hands of the club thanks to our President and Vice President.

The working bee held on the 28th February was a huge success. Thanks to all those who came and devoted their Sunday, Also an extra thankyou to Alister Baker who arrived the following weekend, to allow us to finish emptying the trailer and get all the parts housed and catalogued before all this rain sets in.

General business;

The meeting of the motoring clubs association was attended by Haroon and Mark, who said it was a very interesting evening, they will attend the future meetings on our behalf.

Weather shields

It was decided to order a total of 20 weathershields from Bumpa T Bumpa as the W A club are hoping to purchase 10 of these so we will be ordering 17 Right hand and 3 Left. By getting the target qty we should get a good price.

Discussion followed on the forthcoming outing for the Eukemia foundation, and some of the comments overheard when the P is in a static display.

Discussion on the Willessee program with regards to car repairers rip offs, one comment was always ask for your old parts back. At least you know they haven't sold them back to you.

Meeting Closed 9.40 pm

 Treasurers Report for February 1993

Balance as per previous report	2,620.25		
Less: expenses			
Head Gaskets	(1,104.97)		
Parts Shed	(286.00)		
Parts Purchased	(199.00)		
Postages	(32.95)	(1,622.92)	
		997.33	
Add: receipts			
Membership subscriptions	60.00		
Sale of Head Gaskets	340.00		
Misc.	2.80		
Petty Cash - I Ward	100.00	502.80	
		1,500.13	

			1,190.28
			(138.00)
			447.85

			1,500.13

EDITORIAL

The Good News First or The Bad

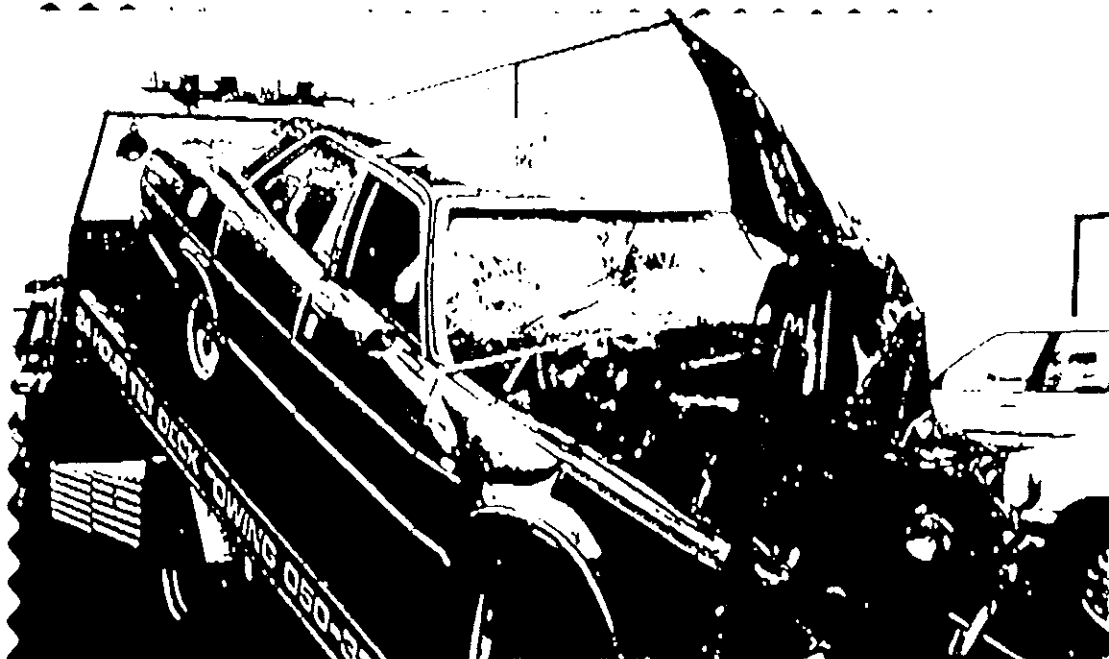
Well the good news is Mr Allan Schurz is still alive and well and the club still has a secretary.

The Bad News:

The lovely P I have been using for our cover this year is no longer and Allan is very lucky to have got out of it.

Allan was on his way to a family reunion in Murray Bridge when tiredness overcame him, hence his car ended up wrapped around a tree. Allan was very lucky to escape with just a broken finger cuts and bad bruising. He was even able to take photos before the Ambulance arrived. Allan is recuperating at his fathers place in Murray Bridge. He has informed me that he has managed to get hold of a 6 cylinder 4 on the floor, which he will be taking to Sydney for the meeting. He is also hoping to get the smashed Super Red there, and then also back to Ipswich. It just shows you can't hold a good man down.

Anyone wishing to offer Allan their best wishes can ring him at his fathers home on 085 32 1262



FOR SALE

1973 De-Luxe, Home on the Orange. 125.000 Kms
15,000 Kms since Engine overhaul, No major rust.
Clutch requires attention. Interior very good. Reg to Oct 93
Contact Kaye Yields 070 97 6388
P.O. Box 13 Ravenshoe

1973 Super V8 4 speed manual. White with Blue interior
6 months rego S.Australia. Mechanically Good
Force 7 Steering Wheel. Fitted with L.P.G.
dents in middle front and one door. Paint Fair
interior Fair.
Extras: Engine in parts. 3 water pumps. Gaskets. Main bearings.
plus more
Contact Lou Pfeiffer Oakey. 076 911215 076 912353

1973 Super 6 cyl. Auto, Bitter Apricot. No Rego,
Body Fair. Ding in Right front, Crease in one door
Little rust under under Spare Wheel and front left wheel arch
Interior tidy. No carpet. Good restoration project.
\$500-00 Contact Les Andrew 354 1425

P76 V8 Engine and B M W Gearbox. currently fitted to
series 11 Jaguar (can hear running and drive before removal)
Engine was overhauled 2 years ago, and has roller timing chain.
Holley 350 Carb Allison breakerless electronic ignition.
chevy valves, Slight oil leak at front valley cover gasket
Gearbox has just had complete rebuild and cost \$1,000 00
and is guaranteed. two spare starter motors \$1,500 00
Contact Frank Casey (h) 376 1530 (w) 393 0100

**THE NEW
SPRINGVALE LEYLAND**

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**PH: 547 5055 791 6617
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**ROVER
AUSTRALIA
REGIONAL
DISTRIBUTOR**

The J.R.A. rip-off is over!

Costs associated with upkeep of the P76 have just taken a giant tumble as the giant JRA group has been subjected to major restructures both in Australia but more importantly in England. As some of you may not be aware Leyland Australia moved from being a vehicle and bus manufacture in Australia to an importer of Jaguar and Rover products. These products included the Jaguar Car range as well as Rovers including Land Rover and Range Rover. This importing company became known as Jaguar Rover Australia. This wholly Australian operation has recently been divided in the same way as the British Jaguar and Rover marques have been split up. Jaguar is now owned by the American giant Ford and Rover became the Rover Group and now Land Rover. In Australia both Jaguar and Rover wanted to import and supply direct to Australian dealers without using JRA. Hence new companies have been formed and JRA no longer exists. The Land Rover company has taken over most of the supply of parts for the P76 and as result we are now paying Land Rover prices for things rather than Jaguar prices, a recent example includes the exhaust manifolds for Range Rovers falling from \$650 for a single manifold to \$250 for that same part....is it not amazing what happens when you cut out the middle person. Check that your dealer is using up-to-date price lists!

John Ernst, Parts and Technical Officer.

VICTORIA P76 OWNERS CLUB

DOWN MEMORY LANE

ONE OF the stars of this week's 1993 Brisbane International Motor Show will make its debut almost 20 years later than intended.

A rare Leyland P76 Force 7 Hatchback will line-up alongside the latest machinery, a true blast from the muscle car era of the past.

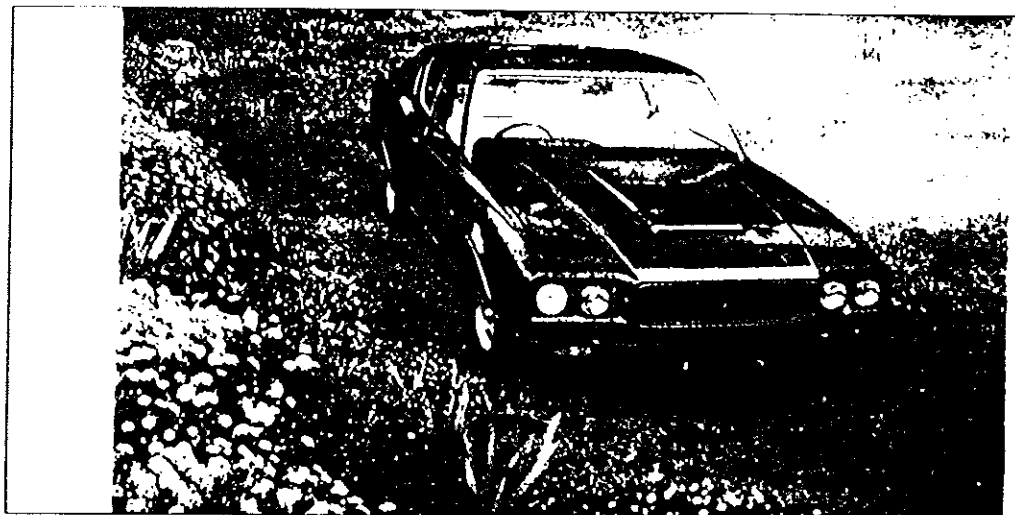
The long-bonnet, two-door Grand Tourer was scheduled for the 1974 Brisbane show, but Leyland closed its operations just as the Force 7 was ready for the showroom floor. The Force 7, provided by the National Motor Museum at Birdwood near Adelaide, is

a top-of-the-line metallic bronze 4.4-litre V8. Leyland had positioned this version of the Force 7 at one step below Jaguar and Rover, and was expected to cost just under \$6000.

The P76 Force 7, with its combination of opening hatchback and station-wagon style fold-down rear seats, was designed to revolutionise Australian-built cars.

Leyland built only 56 of the Force 7 production model. Of these, 48 were scrapped, one went to the National Motor Museum and the fate of the remaining seven is not known.

□ THE Leyland P76 Force 7 – a true blast from the muscle car era of the past.



FORCE 7 PROTOTYPE

Engine	4.4 litre V8
Size	4.65 metres in length (23 cm shorter than the standard P76)
Price	Estimated selling price in 1973 \$3750

The Force 7 on display at the SUNCORP Classic Wheels Stand is one of only eight remaining Force 7's in the world. Initially Leyland built 56 Force 7's only to abandon the project. Forty eight were scrapped, one is at the SUNCORP Stand courtesy of the National Motor Museum and the fate of the remaining seven is unknown.

The Force 7 was a sleek coupe designed to follow up the anticipated demand from British Leyland's P76. However, instead of saving British Leyland, the P76 bought about its demise.

British Leyland decided to build the P76 in a desperate gamble to raise its falling sales figures. Until 1963, British Leyland had enjoyed over 13 percent of the total market share for passenger and commercial vehicles but as the years rolled on this market share began to dwindle.

Leyland decided that the P76 would be a large car, suited to Australian conditions and it would be the first car from the Australian subsidiary which was not derived from a British design. A Sydney team started work on the mechanical design and an Italian stylist was engaged to design the body for a fee reputed to be around \$100,000.

In June 1973, the much anticipated P76 was launched and to Leyland's delight, the P76 took out the Wheels Car of the Year Award. In fact the initial reaction was so good that Leyland announced plans to sell it in every export market it could find.

Based on this success Leyland drew up plans for the Force 7 and subsequent models the Force 7V and Tour de Force!

Unfortunately, the glory was short lived and a spate of mechanical problems and industrial disputes took their toll on the Leyland Company. Only 8,000 P76's were sold in the first year and plans to build the "Force 7" were abandoned.

The Company closed in October 1974 by which time losses had reached \$70 million.

The Force 7 on show at the SUNCORP stand is a reminder of what could have been and is the last car designed by British Leyland in Australia.

S O C I A L C A L E N D A R

APRIL 9 10 11 12

National meeting at Statwell Tops Helensburg.

APRIL 15th

As most of the committee will be still away at the National meeting, there will be no official club meeting, however the club room is still booked for our use.

The meeting time will be 7.30 but will take a casual format so feel free to come along and have a good chat.

MAY 1 2 8 9

Camping trip north to Woodgate.

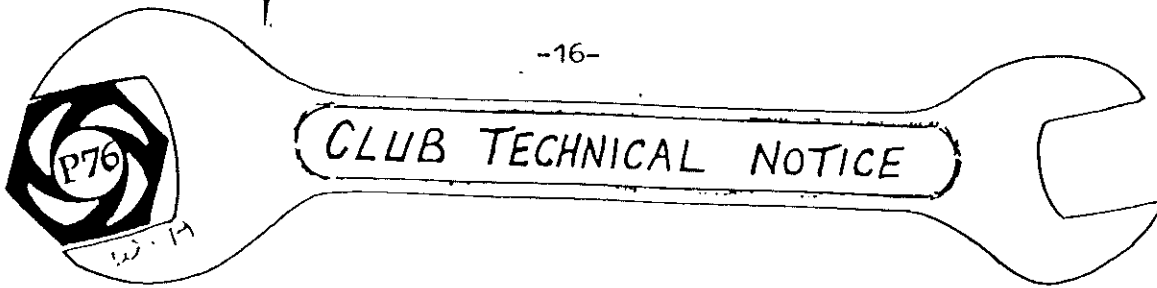
At this stage no one has let me know if they intend coming on this trip. When we return from Sydney I intend to make the bookings so let me know if you wish to join Gray and I for this long

Items of curiosity or general P76 gossip.

*Ford Australia has recently released the new Ford GT Falcon using the XR8 EB Falcon as its base.....the cars will be all numbered P 01 to P 200, hence we will soon see Ford Australia build a P76.....will the owner be eligible to join our club?

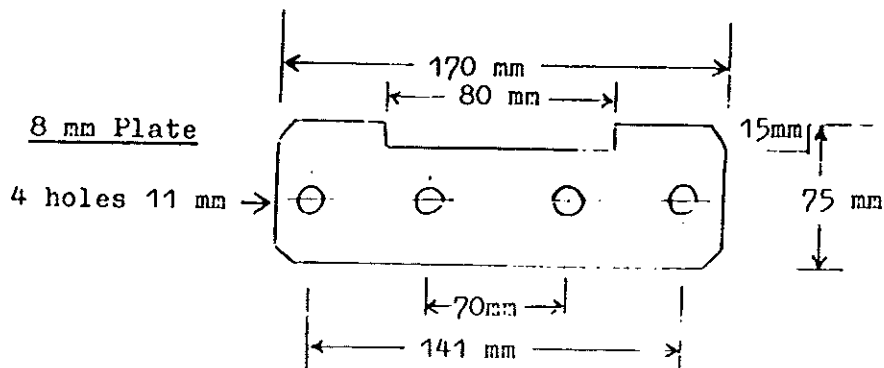
*As most members are already aware the Holden Commodore VN and VP have a V6 motor, but what some of you may not know is that this motor is related to the P 76, V8 motor. The Holden V6 is based on the American Buick V6 which in turn is a cast iron version of the Buick, Oldsmobile and Pontiac aluminium motor which was sold by General Motors to the Rover group and formed the bases of the Leyland P76 motor. The Buick V6 infact shares more parts with the Leyland V8 than the Holden V6, usable parts include timing chain set, timing case covers, oil pumps and water pumps. The idea of cutting two cylinders off to create a V6 was originally Leylands (see separate article) however the Leyland V6 was aluminium. Although the P76 V6 motors no longer exist in Australia, a number of aluminium V6 motors appeared in the early 80's in British Leyland Group A Mini Metro Rally cars.

*Targa Florio mag wheels that don't fit a Targa Florio? During the last few months of the Leyland P76 these lovely wheels which were made in Victoria by the Commonwealth Aircraft Corporation (CAC) were sold off in their hundreds as blanks, that is without holes drilled. Every Targa Florio mag wheel was marked with a number of stud patterns, including Holden, early Ford and the normal Ford patterns. The film the "FJ Holden" features a FJ Holden with Targa Florio mag wheels! If you look at a clean Targa Florio mag wheel you will see the Holden stud pattern marked on the outside of the wheel, or if you are unlucky enough to have Holden you will notice the Leyland one. The various combinations I have seen include, Holden, these won't fit a P76, early Ford, these have a smaller centre and won't fit the P76 without machining the centres, Ford stud pattern using 1/2 inch UHF holes on these wheels the proper P76 wheel nuts are to thick, P76 stud patterns without the washer recess machined and blanks these have no holes. Even if you find the genuine item make sure the wheel nuts are supplied as replacement items can be almost impossible to find and the aftermarket ones are the wrong diameter. The moral of the story is watch out when buying Targa Florio wheels.

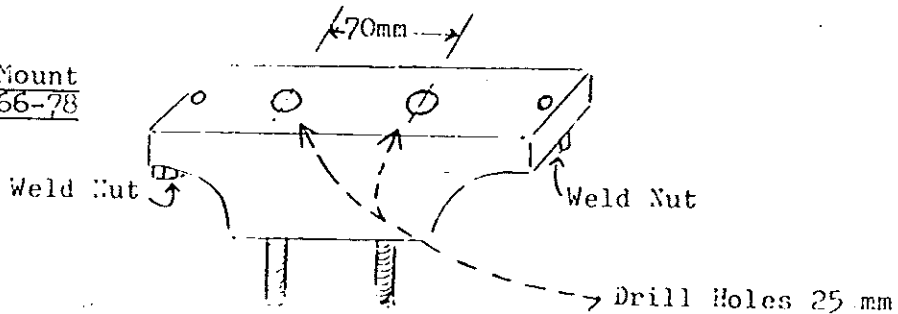


REPLACING P76 REAR ENGINE MOUNTING WITH '66 - '78 FALCON REAR MOUNTING

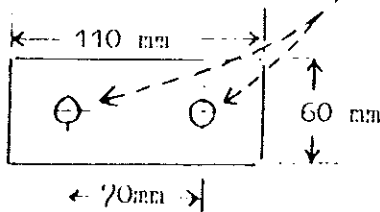
1. Bolt 8 mm Plate to Gearbox.
2. Place 4 mm Plate on Cross Member.
3. Insert Engine Mounting through Cross Member (now resting on 4 mm Plate) and bolt up.
4. Bolt Engine Mounting to 8 mm Plate.
5. Bolt Cross member back to sub frame.



Rear Engine Mount
Ford Falcon 66-78



4 mm Plate



Drill out Holes
to 11 mm



Cross Member

BLIND BLOKE FIXES

STORY AND PICTURES BY
JOHN McCANNIC

LITTLE WONDER that mechanic Haroon Probst's favourite car is the folkloric Leyland P-76 — the bloke's as BLIND AS A FRUITBAT'S FRECKLE!

Haroon's faith in the wedge-shaped firetraps is such that he's PRESIDENT of the Queensland P-76 Club. Incredibly, he says there are still up to 8000 of the bastards registered on Australian roads.

People wanted a tough economical V8, built for Australian conditions, with a boot big enough to carry a 44-gallon drum. Haroon, 29, revealed patiently.

"Unfortunately, the marketing strategy for the vehicle was a real flop, which is kind of sad as it was a REAL TOP CAR."

"I virtually know every nut and bolt on the old P7 and once took a motor out and had it back in and running in less than three-and-a-half hours — without any help."

No man or woman alive could hope to understand how a man might feel about a like the P-76. To some, it's a rascal (ASCO, a JOKE, a CALAMITY). To others it's simply perfection.

Haroon's lust for cars came from helping his pa, who was also a mechanic. At eight, he was doing the work of an apprentice. At 16, he became indentured, even though he was working as a skilled mechanic.

F*CKED

P-76S

...and other lesser vehicles too



Haroon's mate Dave gives him a hand with a gearbox.



"Mechanical work is a hands-on thing — it's all done by touch," Haroon said.

"Whatever you do on cars involves your hands. In all those nooks and crannies where you can't see much I find it easy, because I don't have to look at what I'm trying to do."

His mate Dave White hands Haroon tools and drives him around. In turn, Dave's learning the trade.

"I've probably learnt more from Haroon than I could have from a normal

mechanic," says Dave. "There's virtually nothing he can't do on a vehicle. Except drive."

But, circumstances permitting, Haroon's been known to take a ramble around the block with Dave in the passenger seat. And he digs doing donuts in the paddock of a friend's farm.

Now restoring Australia's only convertible P-76 — which he bought UNSIGHTED — Haroon's attitude is that being blind is a nuisance but not a handicap.

And he doesn't want some DEADSHIT GUIDE DOG.

"I'm trying to avoid that 'blind look', if you know what I mean," says Haroon.

"Everyone who sees a person with a guide dog thinks, 'Look at that poor person'."

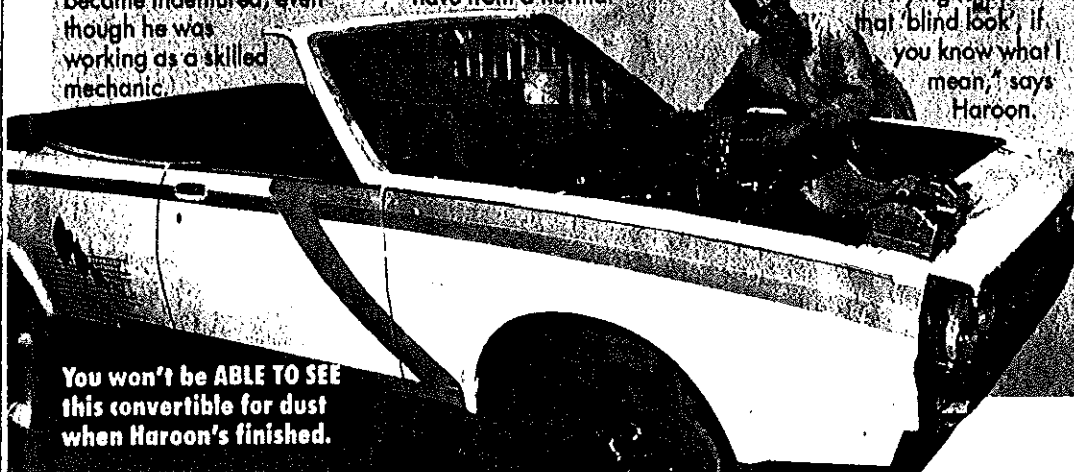
"I don't want to think the world owes me a living, because the world owes you NOTHING."

It's great that people can think like that, but we at THE PICTURE don't. We believe the world owes us QUITE A FUCKING LOT, actually, including:

- ♿ Spunky babes
- ♿ Free pre-rolled DOOBs, AND
- ♿ Other stuff which we'll certainly WHINGE ABOUT once we think of it! ■

LOOKING FOR A PARTNER?

Haroon — the magic-fingered one — is looking for a reliable and mechanically-minded person to help him run the business. If that might be you, write to Haroon The Mechanic c/o THE PICTURE, GPO Box 5201, SYDNEY, NSW, 2001. We'll pass the letters on.



You won't be ABLE TO SEE this convertible for dust when Haroon's finished.

INTER-CLUB DISTRIBUTION

PROPOSED PROGRAM FOR 1993

20TH ANNIVERSARY AND NATIONAL MEETING

This program is subject to change and full details are not listed.

Thursday 8th April

From 12.00 noon Registration at Stanwell Tops Christian Centre, close 6.00pm.

Friday 9th April

9.00am to 5.00pm Registration and Welcoming Committee will take visitors on short scenic tours of local areas.

7.30pm to 11.00pm. There will be an official welcome to the visitors and all officials from interstate clubs, short video films hosted by Geof Jagoe and Richard Green and a few short technical talks by Tony De Luca, Graham Redhead and mystery guest speaker. Free time and music hosted by Peter Nicholson.

Saturday 10th April

10.00am to 3.00pm Concourse Show and Shine, trade displays, spare parts, technical display, memorabilia display, magazine sale, T-shirts, badges, etc. etc. for sale, videos of car rallies.

7.30pm Club has organised a vintage Leyland bus to leave the centre for a tour of Sydney Opera House, Darling Harbour, etc.

Sunday 11th April

9.00am - 10.30am Church service and free time.

9.00am - 1.00pm Motor Kana.

1.00pm - 5.00pm Powerhouse Museum conducted tour by
Tony De Luca

7.30pm - 12.00pm Entertainment by Helen Zerefos, singer and TV personality. Presentation of trophies, drawing of major raffles and a Wine Auction.

Monday 12th April

8.00am - 10.00am Farewell Breakfast, free time,
Port Wine for sale.

Please Note: No alcohol to be consumed on premises of
Christian Conference Centre.

** YOU MUST REGISTER BEFORE 26TH MARCH, 1993! **

CONCOURSE INFORMATION FOR THE 20TH ANNIVERSARY MEETING

EASTER 1993.

It has been decided to have the following categories for the Easter concourse.

1. AUTHENTIC CLASS: (Minimal restoration to original condition including any factory modifications for all P76 models).
1st. 2nd & 3rd places.
2. RESTORED TO ORIGINAL CLASS: (includes complete restoration to original condition for all P76 models).
1st. 2nd & 3rd places.
3. MODIFIED CLASS: (any non standard modifications for all P76 models).
1st. 2nd & 3rd places.
4. WORKHORSE CLASS: (Cars that are used in an everyday environment.(all P76 models)
1st. 2nd & 3rd places.
5. PEOPLES CHOICE: (Any P76 vehicle)
1st place only.
6. OUT OF THE ORDINARY CLASS: (Engineering excellence for either body or mechanical.
1st. 2nd & 3rd places. & (including special awards for particular areas of the car). e.g. paint, interior, under bonnet or boot.
7. SEPERATE STATE AWARDS:
Best presented car from each state.
8. SPECIAL PURPOSE AWARDS: (e.g. Longest distance travelled, hard luck)

THE CONCOURSE JUDGING COMMITTEE WILL BE FORMED AT THE ANNIVERSARY MEETING.

INTER-CLUB DISTRIBUTION

April 8th - 12th Easter 1993

20th Anniversary and National Meeting at the Christian Conference Centre, Stanwell Tops, Helensburgh.

* Note Well Whether you are a Sydney member or an interstate member, you must register before the 26th March if you are intending to participate in this historic meeting.

PLEASE NOTE ALL MAIL TO:-

LEYLAND P76 OWNERS CLUB INC
PO BOX 76
SYLVANIA WATERS NSW 2224

CLUB INFORMATION PAGE

YOUR COMMITTEE

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SPRINGWOOD
Ph 808 4629

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GENERAL MEETINGS

The Old 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