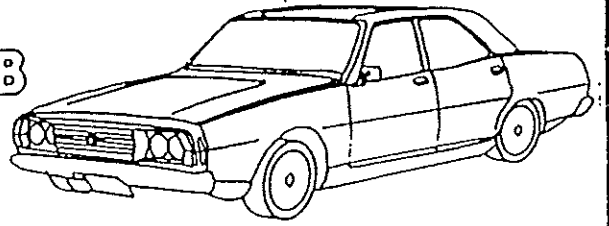


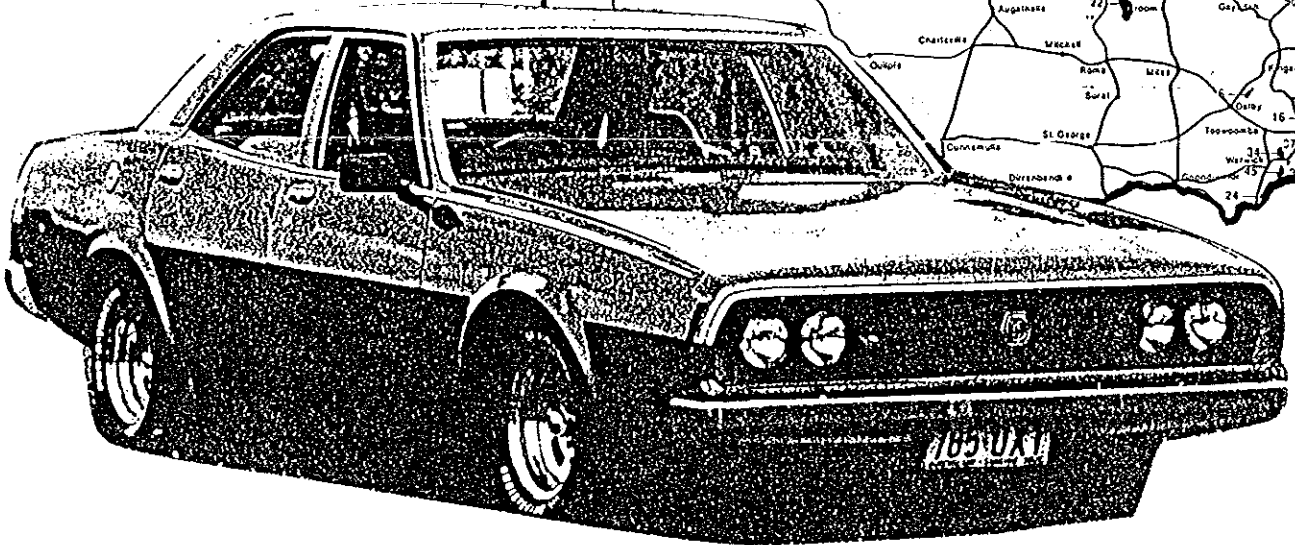
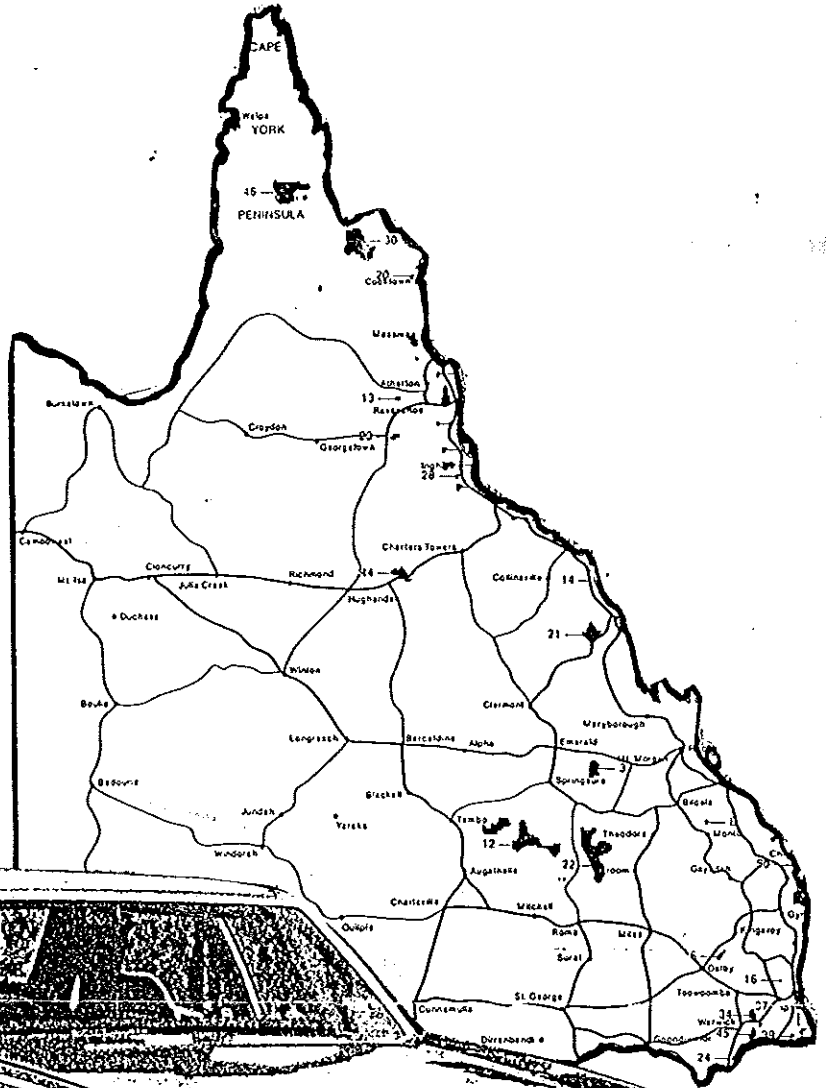
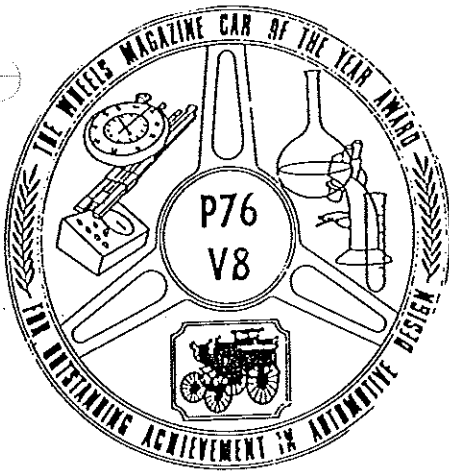
QUEENSLAND P76
OWNERS CLUB
INCORPORATED

P.O. BOX 343
CARINA 4152



April

1994



P76. Anything but average

EDITORIAL

Well Easter has come and gone, and another P 76 Get together is now History. And what a good weekend it was.

Gray and I took our camper up to The Caboolture Caravan Park on thursday afternoon, thinking we were the first there, but not so, Already the Humphries were nicely settled in. So with many hands we erected the Tarpaulin, which was to be our main area for the weekend. At this stage the rain had been falling steadily, then by 9-00pm it became a downpour. We were thinking, Will the Tarp hold ??? And what will we do if it doesn't stop ???.

Oh well go to bed and worry about it in the morning. Friday dawned chilly but sunny, which was great. We had about 60 people register in. Those of you who missed out should make the effort next year for Rawson Village.

Saturday: Marg and Gus Durham from W.A. and Allan & MaryAnne Schutz went sailing in a balloon. So up before the Crows, Gray escorted them to the Caboolture air strip. They say it was quite an experience. They were driven to Elimah for lift off. Then a spectacular flight over the Glasshouse mountains. Then landing not where intended, but on the Bribe road, Luckily it was very early and not much traffic on the road. Then back to the Hangar for a Champagne breakfast.

Col Warnock eleted to go Gliding and spent an hour just soaring overhead, andtaking in the breathless views. Most of the Guys opted for the Go Cart track, and spent some time there racing each other.

By 1-00pm everyone re-grouped for the start of the observation/ Poker run. The finish was on bribie where we boarded the Ferryman for a 2Hr Sunset cruise along the Pumicestone Passage. Following this 40 of us () invaded the dining room of The Bribe Hotel.

Graham Locked his keys in the Targa at this point, and after trying a handful of keys, we discovered Allan Bakers keys fit our car.

Sunday:- The morning is usually kept free for Church or sightseeing. So I recruited the stragglers to slice onions and butter rolls, ready for lunch. This along with the conourse was being held at the Caboolture Historis Village. We had a concession price of \$2-00 per adult and no charge for the kids. All those who went said what a great place to visit.

Gray donned his apron and Bar-B-Qd 60 Hamburgers. 2 Kilos of Mushrooms and onions, and countless sausages.

After Judging we returned to camp for a wash and brush up ready

for dinner and trophy presentation at the Sundowner Hotel, on the Bribie Caboolture turn off.

We were able to procure the services of a Leyland bus and Driver to ferry us across the Highway and back, thus avoiging the Breathalyser. A good meal was had by all at \$9-00 per head. including sweets and coffee it was pretty good value

Monday:- It's hard to believe the weekend has gone allready. Once again Gray was put to work at the Bar B Q for a sausage sizzle breakfast. and so we could say our goodbyes and wish everyone a safe trip home.

The delegates meeting was held at 8-00 am to discuss next years venue and the following year.

If you intend joining us next Easter, bookings can be made by Phoning Harold Bennett on 056 352 251

Come on Queenslanders. lets make a big effort for next year.

Trophy Winners:-

Observation Run 1st Gus Durham
 2nd Bill Cammack
 3rd Hal Moloney

Best Poker Hand John Coghlan Pair Jacks, Pair 2s

Furthest distance driven to meeting
 Allan Baker

Furthest distance driven in an observation run
 Russell Nicholson.

Concourse with a difference. ie Most Meticulous owner.

1st Col Warnock
2nd Bob Perkins
3rd Russel Nicholson.

Encouragement award, Steve Trost

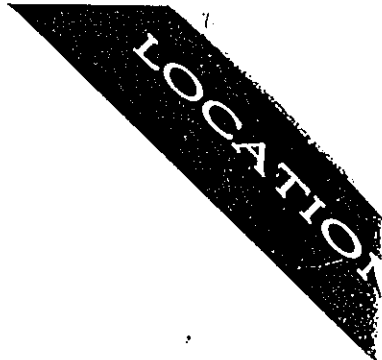
FOR SALE FOR SALE FOR SALE FOR SALE

We have some items left from Easter

Tee Shirts, Medium- Large- Extra Large- and double extra large
\$20-00 each

Badges, Metal showing Dry Red P76 on a background of Old
\$6-00 each

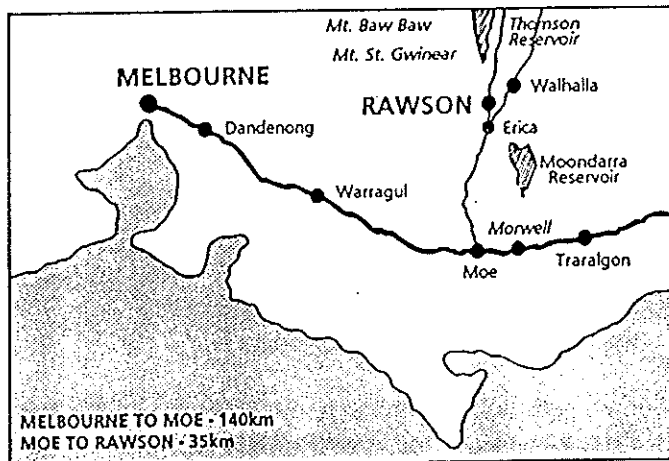
We also have, National magazines. Tea Spoons. Key Rings. Post Cards
And No Plate Surrounds.



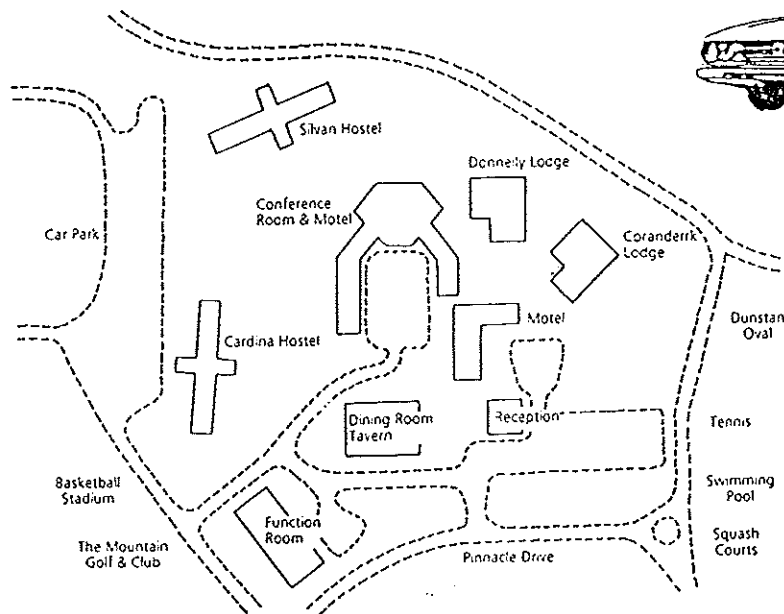
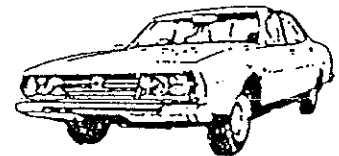
LOCATION

Rawson Village is located 35 kms north of Moe, only 2 hours drive from Melbourne. The Village itself is located in a picturesque setting surrounded by lush mountainous vegetation and delightful scenery on 17 acres of landscaped gardens in the township of Rawson. Adjacent to the Village is the Baw Baw National Park which boasts beautiful bushland of Mountain Ash, Alpine Ash, tree ferns and associated species.

Rawson, the newest township in Victoria is close to historic Walhalla, cross-country skiing on Mt. St. Gwinear and the picturesque Thomson Dam. This Dam is the largest rock and soil fill Dam in the Southern Hemisphere.



VICTORIA



RAWSON VILLAGE

WEEKEND PACKAGE

Our meals are :

Breakfast - cereals, fruit juice, toast & spreads, tea & coffee, bacon, eggs, sausages, tomatoes, spaghetti.
Lunch - can be either a packed picnic lunch or BBQ or light lunch in the dining room such as hot dogs , soup and salad rolls, pasta & salad.
Dinner - Usually a three course meal of soup, main course such as roasts, fish, chicken schnitzel, pork dishes, lamb etc., and desserts such as apple crumble, cheesecake, chocolate mousse, fruit salad.

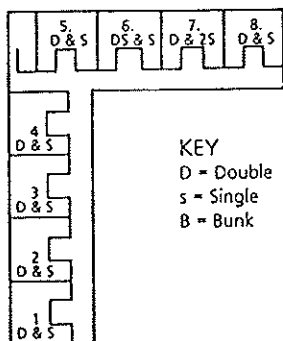
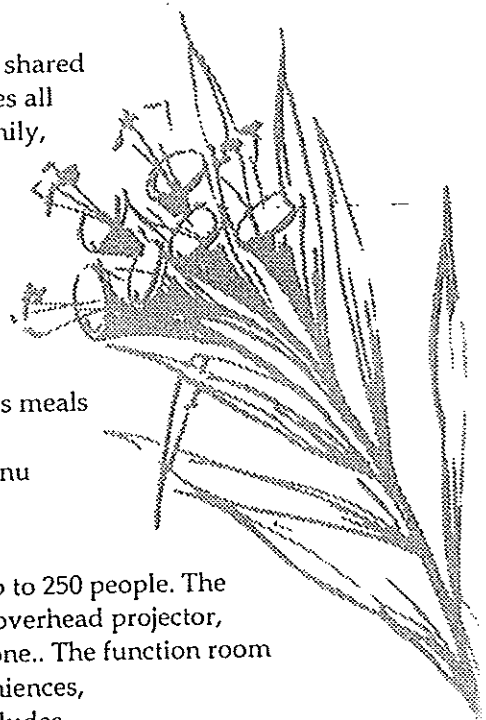
THE WEEKEND PACKAGE

ACCOMMODATION : MOTEL. A total of 20 Units including private bathroom, colour television, radio, airconditioning, heating, electric blankets, refrigerator, tea & coffee making facilities and telephone.

LODGE : This accommodation provides private bedrooms with shared bathroom facilities. Consisting of 2 Lodges, one includes all twin share accommodation, and the other includes Family, Double & Twin share rooms.
 All rooms have a hand basin, hot & cold water, tea & coffee making facilities, heating and electric blankets. Each Lodge has showers and toilets, drying rooms, laundry and a lounge with airconditioning, refrigerator and colour television.

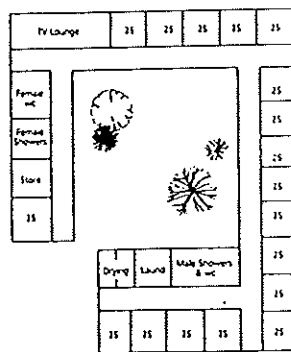
DINING : At our fully licensed Bistro, our chefs prepare delicious meals 7 days a week where you can dine in comfortable surroundings. Choose from a changing blackboard menu including daily specials, a children's menu and all at reasonable prices.

FUNCTION ROOM : This extra large room (approx. 12x40 mtrs), can seat up to 250 people. The facilities include a large screen television, VHS video, overhead projector, white-board, tea & coffee making facilities and telephone.. The function room can be divided into 2 rooms, each with it's own conveniences, heating, fully carpeted, partial airconditioning and includes stage and dance floor. The Function room also houses a self-cater Kitchen.

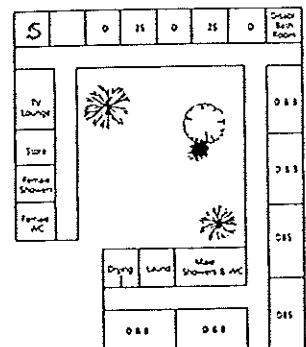


KEY
 D = Double
 S = Single
 B = Bunk

MOTEL



CORANDERRK LODGE
 KEY : S = Single



DONNELLY LODGE
 KEY : D = Double Bed. S = Single Bed B = Bunk

Rawson Village offers:
 a country atmosphere within
 an easy 2 hour drive
 from Melbourne.

EXPLORE

- : Walthalla — including Long Tunnel
 Extended mine
- : Thomson River
- : Baw Baw National Park
- : Latrobe Valley

EXPERIENCE

- : Crisp fresh mountain air
- : Bushwalking on spectacular Mt. Erica
- : Cross country skiing on Mt. St. Gwinear
- : Tobogganing (hire of all equipment at
 reasonable rates on mountain)
- : Fishing, catch the all elusive trout

ENJOY

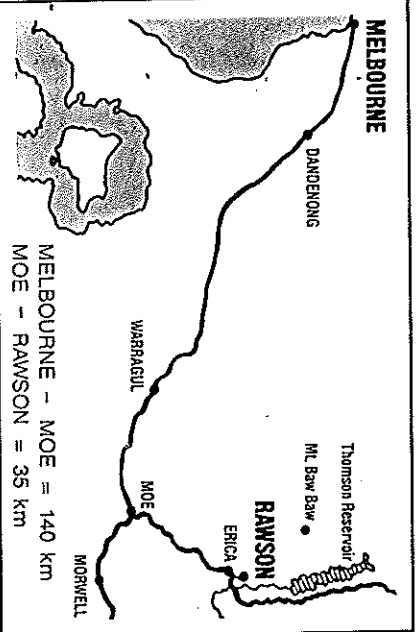
- : Excellent food in our bistro
- : Our beer garden in summer
- : Open fires in our tavern in winter
- : B.B.Q. and picnic facilities at
 Thomson Reservoir
- : Tennis, squash and golf available

Rawson Village

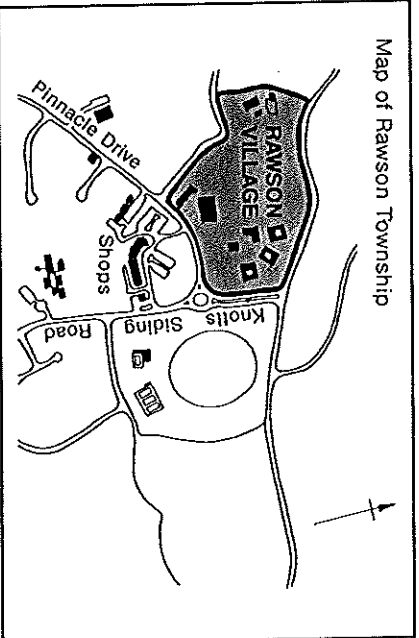
AFFORDABLE ACCOMMODATION WITH
 HEARTY COOKED BREAKFASTS FOR
 HEALTHY MOUNTAIN APPETITES

Easy Location Guide

Rawson is tucked away in the foothills of the
 Great Dividing Range, 175 kilometres east
 of Melbourne.



Map of Rawson Township



Rawson Village

Pinnacle Drive, Rawson
 Victoria 3825

(051) 65 3200
FAX (051) 65 3377



NTY ONE TWEN
TWENTY ONE T

There's going to be
a Party.

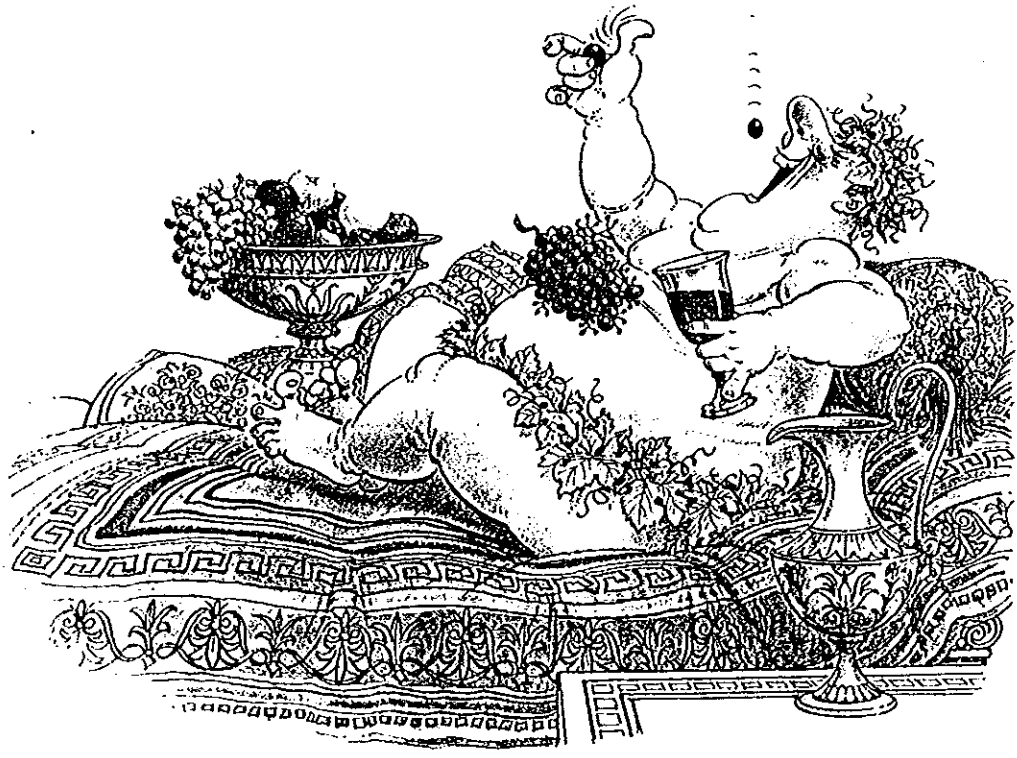
Come and join the rest of the bunch,

on 14th MAY 1994

at KAWANA WATERS BOWLS CLUB

Time 7-00 to 7-30 PM.

From NEVILLE HUMPHRIES R.S.V.P.
074-944-427



TY ONE TWENT
NETWENTY ON

Force 7 from Down Under

How do the Poms react to David Morton's Force 7? "They think it's an Aston Martin or prototype Jag," he tells Gavin Green

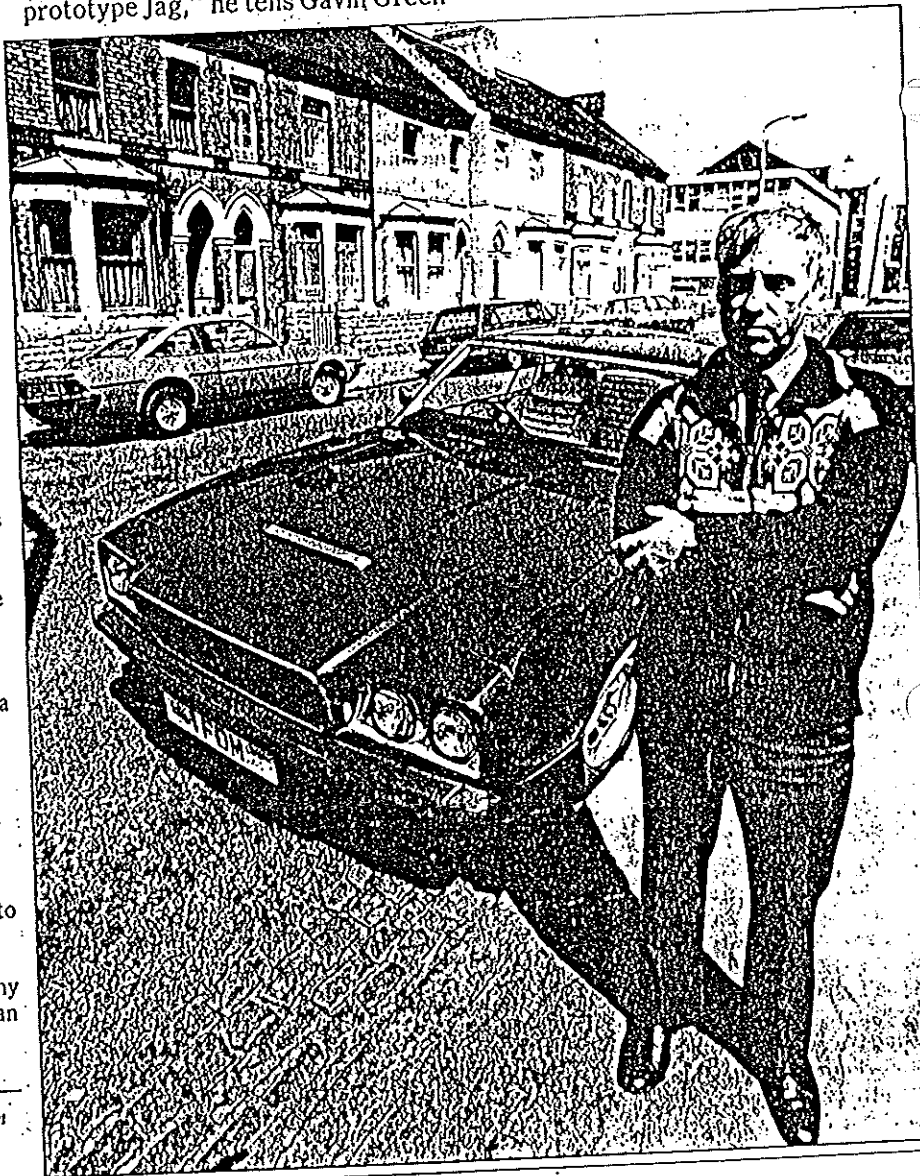
DAVID MORTON, 41, a motor spares dealer from Nottingham, went to Sotheby's auction at Donington Park three years ago to buy King George VI's 1936 Lanchester. He was also keen on a 1954 MG TF. And, had he been inclined, he could have bid for the ex-Lawrence of Arabia 1933 Brough Superior motorcycle, a 1929 Austin Seven Chummy, a 1936 Packard Super Eight, a 1906 Rover 8 hp, a 1923 Rolls-Royce or a 1934 Bentley 4½-litre supercharged tourer. Plus 90 other historic machines.

But instead, Morton forsook the Lanchester (which went for \$3000) and the MG (sold for \$4800) and spent a bit more to buy lot number 86 instead. The Sotheby's program listed lot number 86 as a "1974 Leyland Australia Type PP10 Force Seven prototype". Morton paid £3200 (\$5500) for the car. Since then, the man who claims the unlikely distinction of being Britain's number one Leyland P76 enthusiast — and the country's biggest stockist of P76 parts — has added a Targa Florio sedan to his collection.

Says Morton: "When I first saw the Force Seven at the auction and sat in it I thought it was a monster. And like nearly everyone else at the auction I'd never heard of a Leyland Force Seven before. But I thought the car looked interesting and novel and I made an instant decision to try to buy it. The starting price was £1000. I dropped out at £3000 (\$5100). Someone else offered £3100. And then my wife, who was even keener on the car than I, offered £3200. We got it."

And even though George VI and

David Morton, Nottingham and Force 7. "When driving on narrow lanes I'm very cautious — I give way to lorries."



PHOTOGRAPH: PETER BATEMAN

THE P76 STORY

Lawrence of Arabia may not have approved of his choice, Morton — who admits to being more of a car enthusiast than a driving enthusiast — says he's delighted. "Quite a few people came up to me afterwards and said I got the bargain of the sale. Already I've been offered £7000 (\$12,000) from a Rover enthusiast. But I turned him down. I reckon it will be worth more in the future. The car has also been going very well, even though I don't use it very often. I've done only 8000 km in three years. For everyday use I tend to use the Targa Florio, which I bought in June last year."

Morton also owns an MGB roadster and a Leyland Sherpa van. "In the past I've had a 1933 K-type MG, a 1939 SS 3½-litre car and a Cooper Climax Formula One car. But they've all been sold. The two P76s are the only non-British cars I've ever owned."

The Force Seven — an automatic — is the only one of the ill-fated P76 coupes, a car that never made it into production, in Europe. It was sent to Britain in 1974 by Leyland Australia for the parent company's evaluation. It ended up spending most of its time at the Rover division and, according to Morton, played some part in the development of the Rover SD1. (The Rover Sports Registrar catalogues the car as an SD1 prototype.) It was then used by BL's chairman of the time, the controversial Lord Stokes, before it was sold to a private buyer who worked for Lockheed brakes. He put it up for sale, through Sotheby's, at Donington.

Says Morton: "The car creates enormous interest. Wherever you go people look at it. I went to a function at the lush Savoy Hotel in Nottingham recently. I parked the car alongside a host of Rollers and Jaguars. When I came out there was a crowd of very well-dressed people around the Force Seven. They were all ignoring the Rollers. Some of the Rolls-owners weren't very impressed. Quite obviously, people have absolutely no idea what the car is. The Leyland badge seems to confuse things further. Some people just put it down to Leyland's normal madness. Others think it may be a special Leyland model just for export. Quite a few people think it's an Aston Martin or a prototype Jaguar. Others think it's a Jensen. Everyone perceives it as being fast and powerful."

The spare parts dealer, who has never been to Australia, bought his second P76 — the Targa Florio — from a British

The car creates enormous interest and is perceived as being fast and powerful

naval officer who had lived Down Under. The officer brought his P76 back with him to England in 1978, but found it a trifle large for the narrow lanes of Sussex. Morton bought it for £1500 (\$2500) and has done 14,000 km in the bestripped automatic sedan. Now he reckons it's worth £3000 (\$5100).

"I was looking to buy a P76 for spare parts for the Force Seven. I knew there were about half-a-dozen P76s in England. So I put an ad in a motor magazine under the 'wanted' section. This naval officer rang me. Initially I was going to pull the car apart and just keep the relevant parts. But when I saw the car I knew I couldn't rip it apart. It really did look smart. Anyway, it came with a host of spares.

"I have spare corners, doors, a complete back axle assembly, MacPherson struts, gaskets, lights and a front grille. There's even things like two spare sets of carpets, a dashboard with full instrumentation and pedal rubbers. Personally, of the two I actually prefer driving the Targa Florio. Many of my friends reckon driving inside the Targa Florio is just like being inside a Rolls."

Both of these Australian-born migrants do between 6.2 to 7.3 km/l. Morton says he doesn't drive either car quickly. "I don't find the size too inconvenient; either. If I have to drive into town I usually leave the P76 behind — after all, parking can be difficult in such big cars. And the rear three-quarters vision of the Force Seven is poor. When driving on narrow lanes I'm very cautious. I make a habit of giving way to other big cars or lorries."

I'd never driven a Force Seven before, although as a past owner of a rather beaten up P76 V8 sedan — bought for \$600 — I didn't expect the experience to be totally foreign. I eased myself inside the ungainly-looking, two-door machine, whose sole claim to styling beauty would be that at least it's more attractive than the sedan. I got reacquainted with the horrid P76 oval-shaped steering wheel (longer vertically than horizontally) and the cheap-looking instruments (once on the move the speedo needle bounced around like a conductor's baton — just like my old girl used to).

When turning the ignition key there was the familiar horrid grate as the starter motor pinion first meshed with the flywheel teeth. Indeed, after 10 seconds in the P76-derived machine memories of home flooded back — just as though I'd sat down to a plate of my mother's delicious lemon meringue pie or spiked my feet with bindi-eyes after walking barefoot across the backyard in Sydney.

Unfortunately, the finish inside the Force Seven was also tatty. The black cloth material stuck on the dashboard was peeling off and there were numerous rough edges. The Targa was worse.

On the road, however, the P76 was always a good big car — far ahead of the Holdens, Fords and Valiants of the era. And so it was with the Force Seven. The 4.4-litre alloy V8 engine — the best feature of the P76 — was as strong and willing in the Force Seven as I had remembered. The steering was direct and responsive, if heavy. On the road the giant hatchback coupe felt up to '82 standards.

A friend who accompanied me on the drive, Peter Frater, the motoring editor of the *Nottingham Evening Post*, summed it up well. "Quite honestly, I thought it would be diabolical. After all, it looks so bad. But I'm amazed. It's actually very good." Soon after Peter's kind words, though, the Force Seven started to misbehave. Having stopped on the roadside for a few minutes, with the engine idling lumpily, we noticed water running from an overflow pipe.

David Morton, somewhat embarrassed at his charge's misdemeanour, carefully took off the radiator cap, accompanied by a gush of hiss, steam and dirty water. The poor old girl had overcooked herself on an English summer's day. How familiar that sight was. Fondly I thought back to my old P76. And my mother's lemon meringue pie and the bindi-eyes in the backyard. □

JOHN BRYSON, who has competed in the world's top

Getting

AN OFFICIAL IS COUNTING. "FIVE . . . FOUR . . . THREE . . . TWO . . ." as you hear "one" the clutch pedal is rising . . . go! and as the motor hits its upper rev limit power shoots down the line to make \$200 worth of rally tyres start earning their keep..

You, a friend and your car become a moving patch of light obscured by the dust that rolls up around the control point as the official calls for the next car.

Whatever happens next is up to you — if you did your 'homework' you become part of the most continuously exciting form of motor sport imaginable. If you didn't, you

could become one of rallying's drop-outs.

Rallies are all night affairs where you test your ability and the reliability of your car over unknown roads. And that is probably the real challenge — unknown roads.

Rallying has a big advantage over circuit racing. Your competitive urges are challenged for far longer than a ten lap dash around a known bitumen circuit, while to some degree it is also safer because the action happens at a slower pace.

You rally on conventionally-based tyres, use a relatively standard car and face conditions on your own which are not that much different from normal motoring. Things just

happen a lot faster, are more difficult and demand intense and continual concentration.

If you're interested in rallying, the first thing to do is join a club. Ring your local C.A.M.S. (Confederation of Australian Motor Sport) office if you don't know one — the phone numbers are: Melbourne 29-2327; Sydney 649-2511; Hobart 31-5568; Adelaide 332-1703; Perth 81-6942; Brisbane 36-4802.

Clubs are made up of people, and you only get out of club membership what you put into it. If you are going to go rallying you need to experience all facets of this aspect of the sport — so 'become involved. You'll be welcomed.



rallies, gives this introduction to club rallying . . .

into rallies

This is not always as easy as it sounds. Your first need is to know just what goes on. You can learn one aspect from watching other competitors in action — and the easiest way to do that is officiate at a control where competitors' time and position is recorded.

Here you learn the problems facing officials, how drivers and navigators react under stress — and who is worth watching for further information. Then you can decide which way you want to go.

This learning period is an apprenticeship. Just as no one goes and runs a hundred metres in ten seconds at his first athletics meeting, neither does a driver come home a

winner in his — or her — first rally.

Invariably navigators are frustrated drivers — I took up co-driving simply because I couldn't afford the expense of setting up and maintaining a rally car. You can either start driving and learn the hard way, or realise that this type of motor sport is a combination of three workers — the driver, the co-driver and the vehicle.

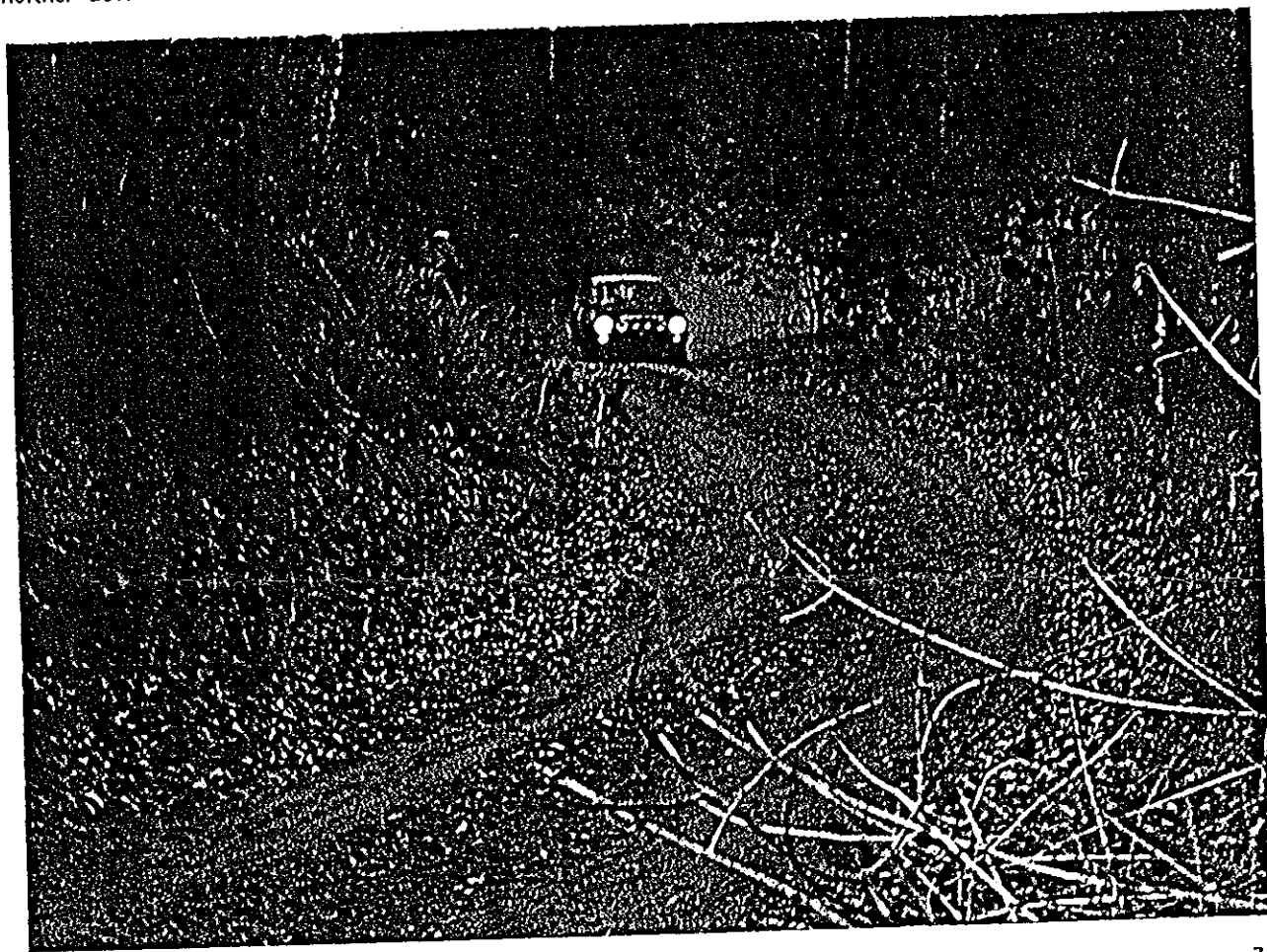
When you are new to the sport the vehicle is almost the most unimportant item. A good crew can do well in an unimpressive vehicle but a bad crew can't take a factory-prepared rally car to a placing.

After finding out what 'officialing' teaches you it does pay to learn

navigation or co-driving, simply because you learn what can be done with a car — and, sometimes, what should not be done.

Rally driving is a whole new ball game to the average driver. There is a basic rule that you don't drive where you can't see to stop. You just have to learn how to handle the unexpected situations that occur a thousand times in every rally. My time as a co-driver made it so much easier when I did take up driving that I was saved a lot of heartache and expense, and it also helped me realise the problems facing the person sharing the car.

More than any other sport, rallying demands perfect team work. If you



think of Colin Bond in rallying the name George Sheppard is an automatic association. George Fury is a brilliant driver but he needs Monty Sufferen to show him the way. It is all team work and you need to spend your 'apprenticeship' finding out who will be your team-mate.

Until you are seeking outright wins practically any car will do provided it has good brakes, reasonable power and handles with some predictability. Most of us have to use our own car. I started with a 'third-hand' Peugeot 203, and worked through everything from a 800cc Diahatsu to a string of Skyline GTs — and had successes in every car.

You do need some basic equipment, like driving lights (at least two, with alternator capacity to compensate for their drain), and a Halda tripmaster or twinmaster. I prefer the twin because it is more versatile — like so much in life the dearer items usually end up saving you money.

Normal safety belts are adequate but you will find the full-harness type more comfortable — and reassuring. No one intends to crash, but everyone on the roads must face this possibility. Rallying has a good safety record and this is partly due to the fact that CAMS required seat-belts to be used long before any mandatory Government rulings.

Now most cars use roll-bars, particularly as even the small cars are able to perform so well.

In some championship series these are mandatory. Many drivers are now wearing crash helmets, which is very wise. The only problem is that inter-communication sets are needed so the co-driver can warn the driver of hazards and turns.

Rallying also insists on each car carrying two reflective triangles to warn following traffic should the car

stop — punctures or excursions are the normal reasons — plus a CAMS-approved fire extinguisher.

When you pay your club membership you are given a club licence. Then, to compete in rallies, you obtain a Road Event Licence, and along with this you buy a CAMS manual (Australia's motorsport 'Bible') and the CAMS Rally Code.

By learning the varied information about rallying in these books and applying this with your developing skill, you will have a chance to enjoy a sport which has unlimited possibilities.

There are very few chances of being a works driver, but some people do earn a chance at enjoying rallying all over the nation, and the world. All you need to do is work and learn. Rallying is not a sport where you can reach a standard and be an automatic winner. There is always someone who is faster, has a better car, or more stamina. This could be you.

Your whole apprenticeship is to learn how to prepare yourself and your car to stand long periods of motoring.

Remember that rallying demands sane driving. You don't become as fast as Colin Bond or Evan Green by watching. You practice, practice and practice.

You also need to experiment. What works for one top competitor may not necessarily be right for you. Equip your vehicle without complication. Study the effect of pounding over hard roads. For instance, you just don't rally a Mini without a *strong* sumpguard. Don't use cheap lights if you want to see as well as the good teams do.

Make sure your vehicle is roadworthy. Apart from the fact that your car is scrutineered before each rally for safety and obligatory items


such as the first aid kit, it is up to you to keep the vehicle in peak condition — you are responsible for at least two lives.

Make sure you know what consumption your motor will demand under competition conditions. Drivers like Andrew Cowan in a works Lancer will require a gallon of petrol every eight miles in tight forestry sections — and maybe a change of tyres after about 150 km!

Rallying can be expensive if you immediately aim to beat the 'big league'. It really depends on how rationally you tackle the events. Take the London to Sydney rally scheduled for '77 — anyone who is thinking of that and who doesn't get stuck into enjoying some club rallies might as well stay home. Just like that elusive 10 second time for 100 metres — all the innate skill in the world won't do you any good unless you know how to apply it constantly for long periods; along with knowing the routine to make things easier and safer.

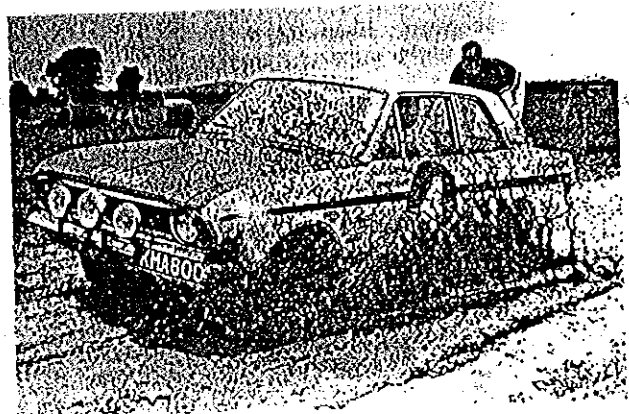
There is one fundamental difference between rallying and circuit work. Rallying is not really racing. Sure, you are trying to drive as quickly as possible for the prevailing conditions. But your team is on its own. At the start of each section there is a two minute gap between each vehicle. You try to reach the next control quicker than all the other cars.

Maybe that is why rally drivers seem to get so much personal satisfaction — most of their skillful demonstrations are only seen by themselves. At the end of a long hard all-night drive you will realise you don't have to win to enjoy the mystique of rallying.

If you feel like getting out of your rut and into a new one try rallying. 



"Getting out of your rut and into a new one... try rallying".



At times rallying's not the cleanest of sports when vehicles like this one run-amuck.

FOR SALE

Targa Florio Omega Navy
V8, Goes O.K.
5, Mag wheels and Tyres
\$200-00

1 silver P76
Fully Recon Borge Warner
auto box. Diff Wheels etc
\$400-00

1 Bitter apricot P76
No Motor.
Diff. Doors front suspension
Parts only
\$100-00

Sundry Doors.
Front Suspension
Bits and pieces etc
\$100-00

For any of the above contact

Nev's Autos

48, Ramsay street

CLONCURRY 4824

Phone 077 421243

Fax 077 421061



AN INSTANT REPUTATION P76

WHEN EVAN GREEN raced his Leyland P76 around the island of Sicily during the UDT World Cup Rally he was credited with the fastest time for the stage, which included part of the famed Targa Florio road racing course.

To commemorate the achievement, Leyland Australia has released a limited production version — only 300 will be built — of its all-Australian car — the Leyland P76 Targa Florio.

Basically a P76 Super with added options the Targa Florio can be

recognised by its distinctive side flashes and the new name on the rear fenders and boot.

The P76 Targa Florio comes with power steering, alloy wheels, radial tyres, radio and power aerial, limited slip diff, laminated windscreen, reclining seats and four-speed manual transmission as standard equipment. The only option available for the car is air-conditioning.

Price of the P76 Targa Florio is \$4890, with air-conditioning \$5140.

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

Haroun Probst
58 Mark Lane
WATERFORD WEST
Ph 805 1997 (w) 805 3759 (ah)

VICE PRESIDENT

Neil Lyons
15, Hall Road
SPRINGWOOD
Ph 808 4629

SECRETARY

Maryanne Schutz
10, Cooinda st
EASTERN HEIGHTS
Ph 202 1054

TREASURER

Allan Shutz
10, Cooinda st
EASTERN HEIGHTS
Ph 202 1054

EDITOR

Pat Rogerson
lot 3 Old Gympie rd
NARANGBA
Ph 888 1345

SPARE PARTS

Graham Rogerson
lot 3 Old Gympie Rd
NARANGBA
Ph 888 1345

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)

1994 MEETING DATES

January	12th 94
February	9th 94
March	9th 94
April	13th 94
May	11th 94
June	8th 94
July	13th 94 A,G,M.
August	10th94
September	14th 94
October	12th 94
November	9th 94

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

This Newsletter is the Official publication of the Queensland F76 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.