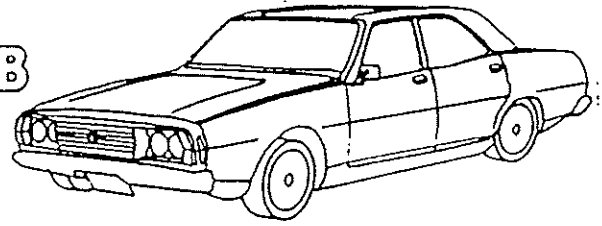


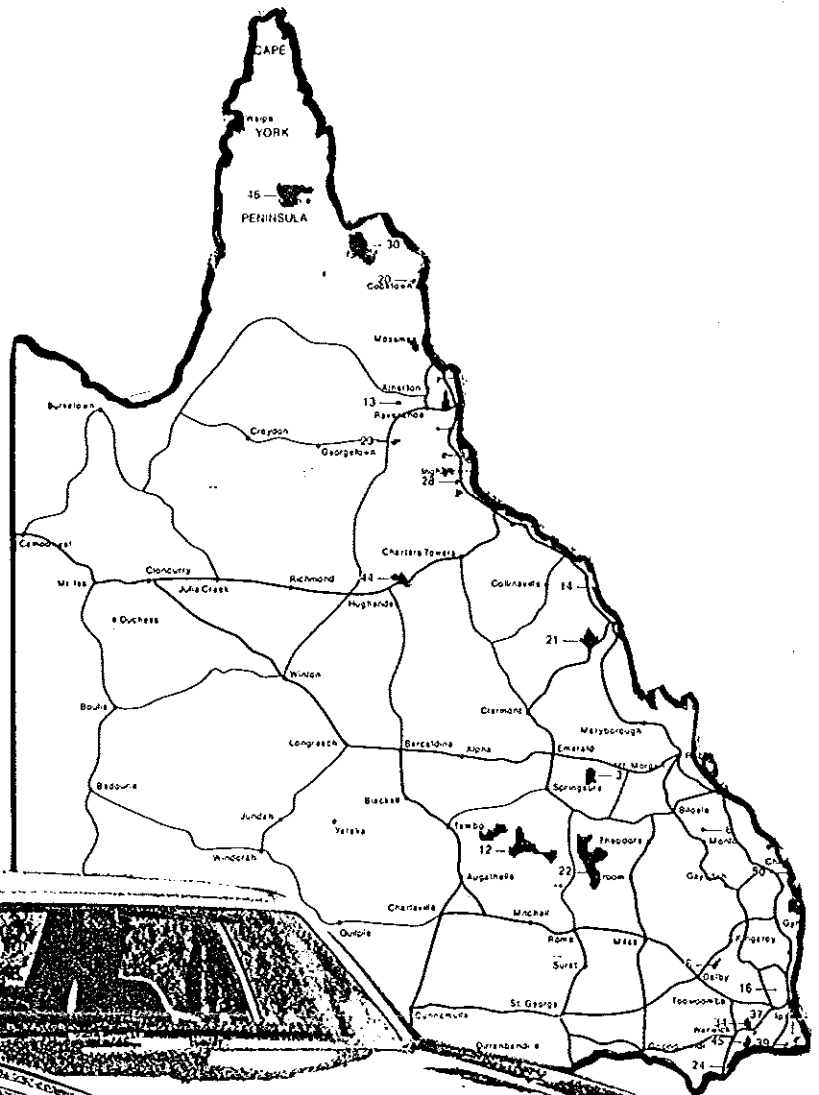
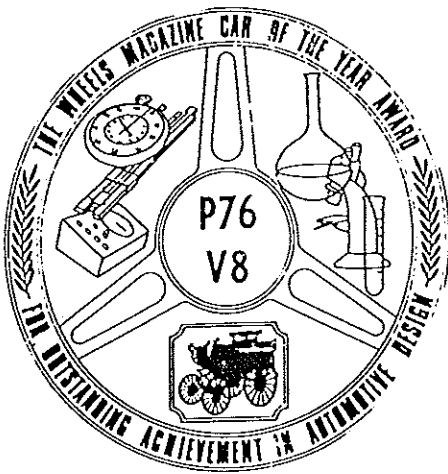
QUEENSLAND P76 OWNERS CLUB INCORPORATED

P.O. BOX 343
CARINA 4152



February

1994



P76. Anything but average

EDITORIAL

COUNTDOWN TO EASTER

The numbers are coming in fast, At the moment we have a definite 40 members joining us. Don't forget time is running out, please let me know as soon as possible if you will be attending the "Get Together" as we need final no's so we can let the FERRYMAN know for the Sunset Cruise.

The T shirts are being made and the badges are on the way.

Every Easter a raffle is drawn, with as many prizes as possible, to enable this to come to fruition we need donations. It doesn't matter what, anything from Grandma's Silver Tea Service to a set of Spark Plugs.

Donations can be bought to any of the meetings, or dropped in to us at Easter

TOWARDS A NATIONAL P76BODY

See further in magazine:

This Idea has been discussed at the last two national meetings, Personally I agree with Geoff Jagoes reply, that it does put a lot of strain on an already hard working committee.

Here in Qld we have "The Association Of Motoring Clubs" whos aims are to represent major issues which affect every group. and for those specific groups who need assistance.

During the last Two years The Association has been lobbying on behalf of all Hobby Motorists. Copies of numerous letters to Canberra and their replies, are reprinted in their Quarterly magazine.

Maybe each State should have such an Association. Thereby increasing the No's from one club per State to a united band of clubs per State.

On to a sadder note; We wish to extend our Sympathy to Glynn Morris on the sad loss of his wife recently. Glynn has been a member of the club for a number of years and although we didn't get to meet hi wife I know she loved the P 76.

Also to Graham Fitzgerald of Lismore. We wish you a 100% recovery. Graham has suffered a couple fo heart attacks recently. and will be coming up to Brisbane in April. to see a Specialist So we will hope to catch up with him for a day at Easter.

SOCIAL CALENDAR

February 27th Sunday; 9.30 am

Meet at Milton Park and Ride. Little Cribb st Milton

Drive to Beenleigh Rum Distillery. Tour roud Distillery \$5-00 Children \$3-00

Meals available from \$5-00 in Bar and Grill. or Seafood Smorgasboard \$14-95

River Cruise at 2-00pm Price 2 for 1 work&out at \$5-00 per head

V.W. Club is holding a motokhana that weekend. so will give us something
TO WATCH:

UNFORTUNATELY NO BAR B.Q FACILITIES

Minutes of Meeting held 9th February 1994

The President opened the meeting at 7.56pm and welcomed everyone including Mr & Mrs Clive & Bev Faulkner who were visiting.

APOLOGIES : N. Lyons

MINUTES : Minutes of the previous meeting held 12JAN94 were read by the secretary and accepted by M. Erickson and seconded K. Kelk.

TREASURERS REPORT : read by the Treasurer. Balance of previous report 31DEC93 was \$1492.18 and the Balance as at 31JAN94 was \$2453.97.

BUSINESS ARISING :

- Public Liability Policy for \$2mil. has been taken out for \$195.00.
- A further 10 sets of Front Elinker Lenses have been ordered.
- Rear No. Plate lenses have not had the order confirmed as yet. - G. Rogerson.
- Gasket sets, an order to be withheld due to finance shortage and Easter in site.
- \$100.00 deposit for 100 badges at Easter to be paid tonight.

INCOMING CORRESPONDENCE : P76 mags. from WA, SA, Vic & NZ.

- letter from M. Small advising change of address;
- letter from A. Renn WA. requesting confirmation at our Easter Meet for the 1997 National Meeting.
- letter from Fuelstar Australia advising of availability of an unleaded fuel converter.
- Lease Renewal of the Hall for our Club Meetings.

OUTGOING CORRESPONDENCE :

- deposit of \$100 for Sunset Cruise at Easter Meet.
- Lease Renewal Completed and Confirmed.

GENERAL BUSINESS :

- Redcliffe outing was a great day and the biggest roll-up we have had for quite some time.
- Workshop Manuals have been reprinted and are available from Sydney at a cost of \$65 (new).
- Rear Trailing Arm Bushes: New eurothane bushes are available from local manufacturer (Nulathang) kits can be ordered through Bumper T Bumper (Catalogue List)
- Polo Shirts for Easter are being manufactured for completion at end of February.
- Screen Print for Polo Shirts has been submitted at a cost of \$60.00.
- Unleaded Fuel Converter : Discussion resolved that Tin is used as a lubricant in fuel instead of Lead. Experience particularly from K. Kelk suggests the only way is to modify both the 6 & 8 cylinder engines with proper valves & guides, and Valve Seats to Gas Specs. It was suggested that the Club have a spare set of V8 heads modified through a known engineer for exchange with club members at a cost of approx. \$600.00. ANY further thoughts out there ?
Lead in petrol is already being reduced and we all need to be aware of the complete change to unleaded petrol before the end of this year so that our engines will not suffer major damage.
- Swap Meet Toowoomba : G. Rogerson picked up some P Parts including V8 water pump with Timing Case and Oil Pump. moved H Probst to sell for \$200 and seconded G. Rogerson. - sold.
- H Probst mentioned a problem of a creaking noise in the body of the car while turning. result was loose bolts on the front cross member.
- P Rogerson requests items for donation to Easter Raffle.
- February outing to Beenleigh Rum Distillery for BBQ.

MEETING CLOSED at 10.15 pm.

Treasurers Report for December/January 1994

Balance as per previous report :			1492.18
<u>RECEIPTS :</u>		<u>EXPENSES :</u>	1647.50
Membership Subs	115.00	Newsletter	50.00
Raffle (xmas)	22.00	Trophies	62.40
Frt Indicator Lenses	600.00	Postage	99.60
Gaskets	155.00	Parts Purchased	15.00
Louvres	98.00	Pub.Liab.Insur.	195.00
Used Spares	582.50	Functions	161.91
Souvenirs	39.50	Stationary	1.80
Postage (Reimburse)	35.50	Misc.East.Boat/tride	100.00
	1647.50		685.71
			2453.97
Reconcilliation to cash at Bank			2664.28
Statement NO. 53 31JAN94			
less unpresented Cheque No. 92		195.00	
less excess Secretary Expense		15.31	
			210.31
			2453.97

Outstanding Petty Cash :
(to be accounted for)

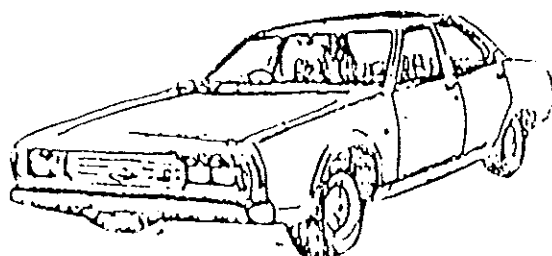
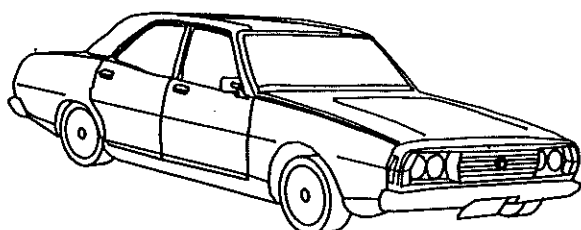
M.Schutz Cheque No. 90 12JAN94 50.00
P.Rogerson " " 89 " 50.00
100.00

FOR SALE

V8 4 Speed Gear Box. Reconditioned
Heavy Duty Clutch and Fly Wheel
Reconditioned and Balanced Tailshaft
to suit \$600-00 O N O
Kon Kelk 824 2260

Heavy duty 4 core Radiator
Suit V8 RED DEVIL
Recently serviced as new
\$250-00
Kon Kelk 824 2260

1974. P76 V8 DeLuxe Auto.
Country Cream. Brown Interior
Perfect motor Alison Electronic Ignition
350 Holly Carburettor. Extra Guages and spares
\$4000-00 Neg Chris Weber 814 4994 Redbank Plains



On reading the articles from Geoff Jagoe (A.C.T.), and Gary Mentiplay (W.A.), several points come to mind, these being:-

1. First and foremost, the need for a national body.

From both these articles, and views expressed within this (Victorian) Club, the need for such a body is well demonstrated, so that we can speak with one voice to State & Federal legislators and others to whom we may wish to put across a point of view on a range of issues.

Clearly, the major one is that of the activities of certain lobby groups whose aim seems to be to eliminate cars older than say ten years from our roads.

This is, of course a common one we share with a number of other car clubs, but we can be far more effective working with them as a united body, rather than a disparate group, as we are now.

Whilst comparisons can be odious, it is still worthwhile to note that most other car clubs like ours are organized on national lines, as are the many clubs catering for the huge range of other interests that Australians have - all for the same reason: to be able to speak with the one voice at crunch time.

Gary's point about dwindling numbers in time to come is one to certainly look at, but not in this context.

2. What sort of model do we use?

() number of ideas have been aired by Geoff & Gary, and given that both articles refer to Victoria having done its homework on this issue, ourselves as well.

These come down basically to two models, these being:-

(a) The all-in version (for the want of a better name).

By this is meant a general merging/amalgamation of clubs, who then operate under the one banner, with the one common constitution, as foreshadowed by Gary.

I think that this concept, whilst sounding good, is not very practical, because it ignores two basic impediments; that of (to quote a well-used political term) States' rights, and all that the term implies, and that of the problems inherent in getting a common constitution that will embrace the incorporation laws of each State, so that each Club can be locally incorporated.

The other alternative to this could be the incorporation of the body in the one state only. This would mean that each club would have to indicate that it was incorporated elsewhere on its letterhead, the which I feel sure is not very acceptable to a great number of members about the place, myself included (States' rights??).

() I cannot really see any state group wishing to submerge itself into a national body, and in the process losing its autonomy and local identity by adopting this version.

(b) The federal model.

This offers a far more acceptable (and practical) deal, because it enables each club to retain its own identity, whilst at the same time tying them together as a body with common aims and objectives.

The way Australia is governed is of course the prime example.

As a result, from what I can see, it is the preferred model for most other groups. Under this model, there are two basic options.

(a) A formal separate federal body is set up, composed of representatives of each State, who carry out the Australia-wide functions of the Club. It would seem that the main attraction of this option is that each state club continues as at present, with no change, except to appoint federal delegates, and pick up their portion of the tab.

This latter, which becomes an added burden for each state, because such a body can't function without a reasonable level of funding, and the fact that it can also lead to an interesting range of frictional internal politics appear to be the main drawbacks.

(b) A federal secretariat is set up, which acts as a clearing house for the states. This secretariat consists of a federal secretary, and where a body produces a national magazine, also an editor.

They can also act as spokespersons on issues where a unified approach is needed.

They can also act as spokespersons on issues where a unified approach is needed. The mechanism for this calls for each state to provide input and proportional funding, and insert "of Australia" (or "Australasia" if we wish to include the New Zealanders) into their name, and then have their club designation in brackets after it.

For example, under this scheme, our Victorian Club's title would become: "Leyland P76 Owners' Club of Australia (Victorian Division) Incorporated."

I have preferred to add "of Australia" rather than prefix it with "Australian", because "Australian" tends to infer that there could also be a Chinese, British or wherever group as well, whereas to me "of Australia" seems to imply just an Australia-wide group.


Assuming that all states are incorporated, it would (or should) only mean a simple motion to change the club's name in its constitution, and an application to Corporate Affairs for recognition of the name change. Again this appears to be the model that most other groups use, probably because it is the simplest and most workable. Some also use their federal secretariat to produce a national magazine comprising articles from across all clubs. Perhaps somewhere down the track we could consider doing likewise.

Geoff Jagoe's idea of basing any federal function on Canberra makes considerable sense, given that the factors that can or may affect us nationally are more than likely to emerge from there. However, that doesn't mean that function becomes a part of Canberra's brief: it means that somebody from the Canberra Club (who is willing!) be invited to stand for any such position. Indeed, in my experience, it may even be preferable if that person is not an office-bearer in the local Club, so that a conflict of interest does not arise.

And when should we start on all this?

Stated briefly, straight away, because even for the simplest model above, with the best will in the world, it will take a considerable time to get up and running, given that any move we make on anything has to be debated and ratified by clubs in the various states individually before anything can be done.

So let's get going!!

 B. Sykes (Secretary) *VICTORIA CLUB*

10/3 Jun 1993

.....Open Letter.....

to the P76 Clubs of Australia from Geoff Jagoe

About a week before Easter I received in the mail what I would call a "Discussion Paper" about the concept of forming a National P76 Body. As we had already had the meeting for that month and there was none scheduled before the NatMeet, I was not able to canvass members' opinions. Consequently I felt somewhat unprepared for the Delegates Meeting.

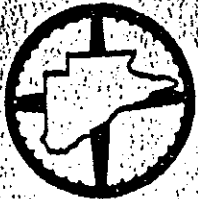
When the meeting got under way it became apparent that Melbourne had invested a fair bit of effort in research, and of course SA [or Alan Baker] as the writer of the original proposal had a stake in the outcome. It also was apparent that there was no way a decision could be made on the day. I don't know if anyone actually expected a motion to be put, debated and carried in an hour? ...

For this proposal to be properly put to the members then we need to discuss the many options at length, in print, over a period of time, so that all members are fully aware of the benefits and drawbacks of such a move.

Can I suggest a series of articles [for Interclub Distribution] be written by those in favour and those against? If this can be done then the Club members of Australasia will either come together in a common cause or they will split into separate groups, in which case a National body was doomed anyway!

Off the top of my head, I think the main advantage of a National body is mainly to show the legislators that we are a cohesive voting block, and hence worth listening to. This could also have some advantages in negotiating spare parts runs and the like. The disadvantages would be the difficulty of running yet another committee when most Clubs are hard pressed to keep their own committee together! I can easily imagine a situation where the National Body meets once every two years and passes a motion 'that owing to a lack of activity there will be no meeting this time'.

It was suggested at our last meeting that the Canberra Club could offer its services as the committee of the National Body, thereby centralising control in Canberra, just like the Federal govt! Any comments?



ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG 4006
FAX No. (07) 371 7050

This association was formed by a group of individuals with the purpose of dealing with Governments over ever increasing legislation affecting the hobby car movement.

All car clubs and individuals have been invited to join forces to encompass an umbrella association for the purpose of preserving hobby motoring which is part of our Australian heritage.

This association is a representative of all motoring groups from veterans, vintage, historic, modified, special interest and those of specific brands.

The aims of this association are to represent major issues which affect every group and for those specific groups who need assistance.

The major issues that currently affect each and everyone of us are:

- 1) Atmospheric pollution by motor vehicles in particular those which use leaded Gasoline.
- 2) Safety of older vehicles on our highways.
- Other issues which will affect minority hobby groups will include:
 - 1) Registration system for specific hobby groups.
 - 2) Full registration for LHD vehicles more than 20 years old, similar to that enjoyed by South Australians.
 - 3) A degree of uniformity and commonsense for the compliance of LHD conversions on imported vehicles.

Please don't think you are immune to impending and future legislation by either Federal or State Governments because everyone in Australia who is interested in motor vehicles as a hobby will be affected. Older vehicles are on the target list by both Governments.

If you wish to contribute please write to the Association at the above address or contact Graeme Robinson (ph: 345 5078)

DEDICATED TO PRESERVING OUR MOTORING HERITAGE

MUSTANG OWNERS CLUB OF AUSTRALIA INC.

(QUEENSLAND BRANCH)

P O Box 390
Wooloongabba 4102



April 5, 1993

The Secretary
Association of Motoring Clubs of Queensland
P O Box 1512
TOOWONG 4006

Dear Sir,

We have received the minutes of you February 93 meeting which were read at our recent club meeting.

We were especially interested in the enclosure of the Joint Statement 'NO GOVERNMENT PLAN TO TAKE OLDER CARS OFF THE ROAD' by Bob Brown and Ros Kelly. Naturally our club has been very concerned with the rumours and press that this issue has been receiving of late and we were pleased to see such positive language rebutting the scare mongering of a few self interest groups.

We recall from prior minutes the association has previously put forward representations and received similar assurances and our club members wish to commend you for the work you are doing. This is a vital issue to us all and individual clubs stand little chance of making a difference in a fight of this magnitude.

Please keep up the good work.

Yours sincerely,

Ian Flanders
Secretary/Treasurer

We appreciate Clubs letting us know their feelings

WHERE ON EARTH IS CABOOLTURE



SUNDOWNER
HOTEL

CABOOLTURE
CARAVAN PARK

CABOOLTURE
MOTEL

HOW TO GET THERE

Travelling North: Take the Caboolture Bribie Exit. This is a double exit, built especially to confuse Interstate visitors.

If you are staying at the caravan park or Motel. Take the first exit, (Caboolture) The caravan park is immediately on your left. The Motel is a further Kilometer towards the township of Caboolture.

If you are staying at the Sundowner Hotel, You will take the Exit for Bribie Island. Once you have crossed over The Bruce Highway the hotel is immediately on your left.

Visitors travelling South will take the Bribie/Caboolture exit. There is only one on this side of the road. Turn left for the Hotel and right for the Caravan Park and Motel.

Have a safe Journey and we will see you in a few weeks time.

Pat R.

Invitation

Souvenirs

Things to do

Places to see

DON'T MISS OUT

Yours

WHEN

April 1994 :- 1st 2nd 3rd 4th.

WHERE

Caboolture Qld.

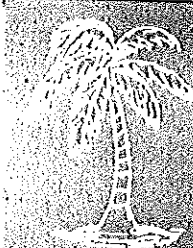
VENUE

CABOOLTURE CARAVAN PARK

BRUCE HIGHWAY, CABOOLTURE, QLD. 4510. TEL: (074) 95 1041
Your Hosts: Keith and Heather Bates

SUNDOWNER HOTEL

Aerodrome Drive
Caboolture
Ph 074 95 8666
Fax 074 95 7163



**CABOOLTURE
MOTEL**

YOUR HOSTS
Carol & Tony Street

41 LOWER KING STREET
CABOOLTURE Q. 4510

(074) 95 2888

P.S.U.P

1st March 94

Pat - Graham Rogerson

Lot 3, Old Symple Rd - Narangba
Qld

Yes we will be coming.

NO ADULTS

☐

NO CHILDREN

☐

We will be staying at.

NAME - ADDRESS







M I L E S T O N E S **THE P76** STORY

How Mr Smidt scored the hat-trick

Not just an ordinary triple-hit, either, because the wagon here is the only one of its kind in the world. Geoffrey Bewley does the sleuthing.

PHOTOGRAPHY: GREG McBEAN

THE P76 STORY

QUITE A few Leyland P76 fans have more than one car, but generally they can only get other P76s. There isn't much scope for variation. The P76 was the only model of the range to reach the showrooms. About 60 Force 7s were made, but nearly all were scrapped. Only one P76 wagon ever turned a wheel.

You can't fight the figures. Only eight Force 7s were auctioned to the public, so only eight Leyland-lovers can possibly bag a left and right. Only one station wagon was made, so only one man can possibly score a hat-trick.

One lucky man has managed it. John Smidt, a Leyland parts dealer in Sydney, has a couple of P76s, including a top-of-the-line Executive, one of the rare Force 7s and the only station wagon in captivity.

John bought the Force 7 at the original auction in 1975. "My bank manager at the time was a personal friend of mine," he



says. "He rang me one day and asked did I want to go down there. And my first response was, no, because if I did go down I'd probably buy one and I didn't really want one."

"But he talked me into going down and I ended up paying about \$6000 for one. So from there I became a bit interested in them and when Leyland offered the station wagon and the Executive together, I bought them. I had to tender for them but I believe only two other people tendered, so I got them quite easily."

The Force 7 is a fine big car and an inspection makes you realise again what a pity it was that it didn't reach the market. Apart from knocking out the neanderthal muscle cars, it would have appealed to family sedan-buyers and it might well have drawn sales away from the P76 just on the strength of its looks.

We're used to hatchbacks now and even a whopper like the Force 7's doesn't look



THE P76 STORY

out of place. Rather, it makes you think of sensible, modern designs like the little Honda Accord and the very nice Rover 3500. You wonder whether the Rover engineers looked over the reports from the Australian fringe of the Leyland empire before they set to work.

"I believe had it had an opportunity to sell in the open marketplace, it would have creamed them," John Smidt says. "At the time the Charger had a fair sort of market and the Force 7 would have cut right into it. If you look at the vehicle now it's still a stylish motor car, and when you look at the other 1974 cars you can see the difference."

The Force 7 shown here is finished in a colour called 'Home On Th'Orange'. The P76 Executive is 'Bitter Apricot' and the station wagon 'Country Cream'. Somebody at Leyland picked the colours from a Dulux range and they or somebody else gave them the witty names. Others

included 'Dry Red', 'Oh Fudge', 'Am Eye Blue', 'Plum Loco' and 'Peel Me A Grape'. Perhaps most Leyland-buyers were lucky enough not to find this out.

John's station wagon is not in very good shape. Leyland used it hard and carelessly before they sold it. Now the body is rusting in places, the external trim is coming adrift and the cabin is a bit of a shambles. John says it will be docked shortly for a complete refit. At that, he's probably lucky to have it. Leyland being Leyland, when it wanted to get rid of the wagon it might just as easily have shoved it under a press.

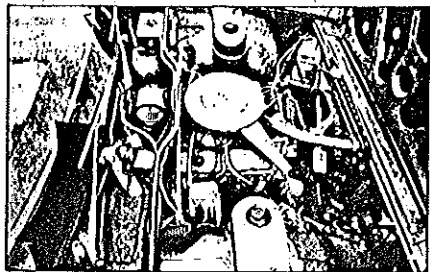
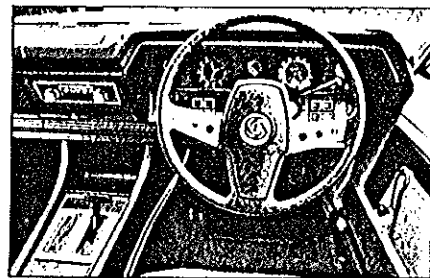
The station wagon is much closer in design to the P76 than is the Force 7: It's almost the same length. The front is the same and the front doors seem to be virtually the same as the P76's. The rear doors were made up new.

The rest looks pretty makeshift. The surrounds of the rear side windows are

brass cut from a flat plate, not stainless steel or chrome, just to have something looking more or less right. The rear window looks too small and square, just a slab of flat glass with a rubber strip glued across the bottom, and you can't believe it would have gone into production like that.

"I had this parked at an auction once," John Smidt says. "I came out and a guy was inspecting the thing and he decided I'd done a fairly good job of modifying a P76 into a station wagon. He looked rather critical of the job at the back, but apart from that he said I'd done a pretty good job. He wouldn't have it that it was the real thing."

It's real, all right, and it could be counted as one of the most historic cars in Australia. It's a monument marking the farthest limit of Leyland Australia's progress as a manufacturer, the highest point occupied when the generals quit and the order came to retreat.



Executive (left) was top-of-the-line automatic, with typical big-car dash (top) and plenty of room in the engine bay around alloy head V8 (above). Centre: John Smidt and Force 7

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

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58 Mark Lane
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Ph 805 1997 (w) 805 3759 (ah)

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Ph 808 4629

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This Newsletter is the Official publication of the Queensland P76 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.

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	10th 94
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