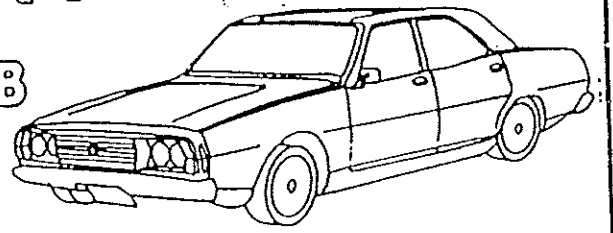


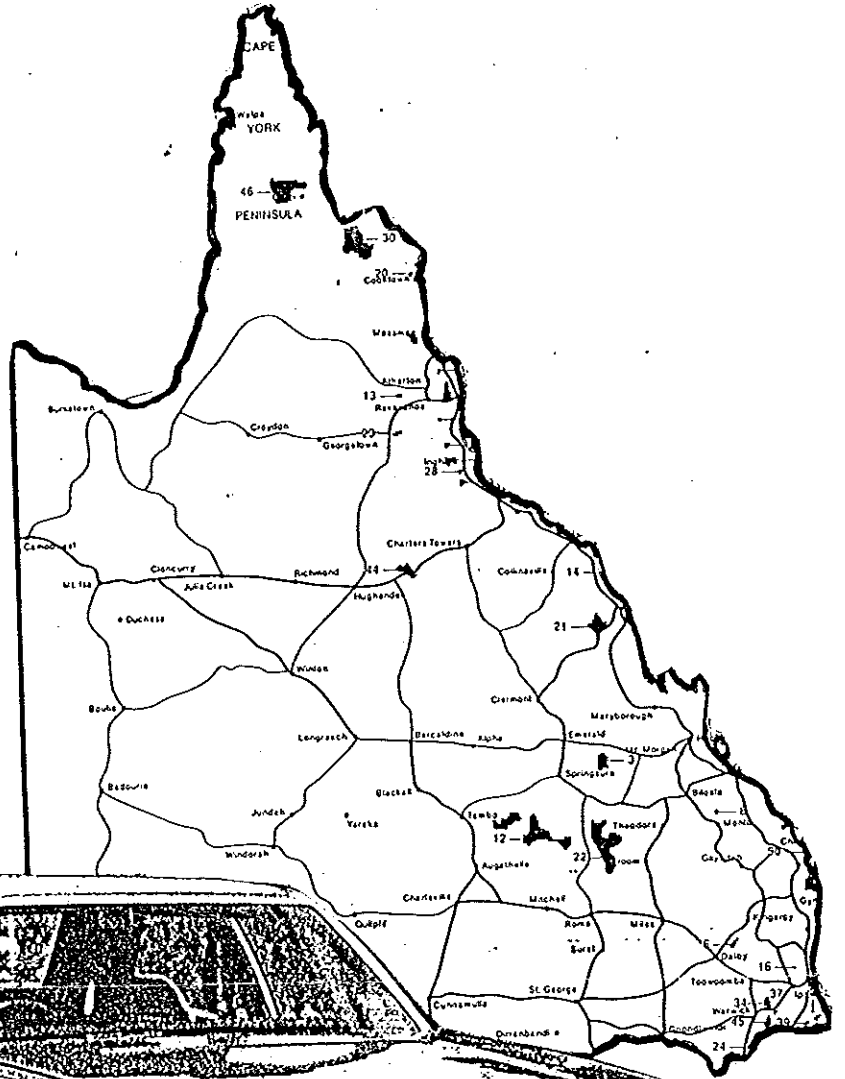
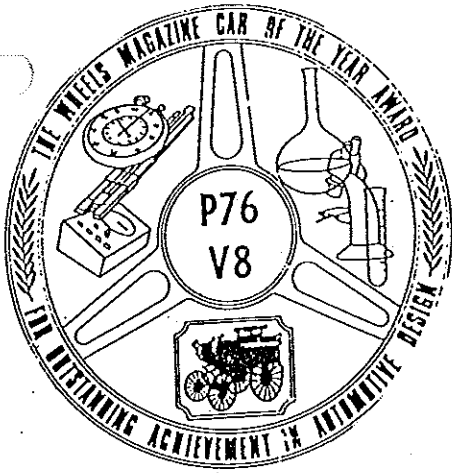
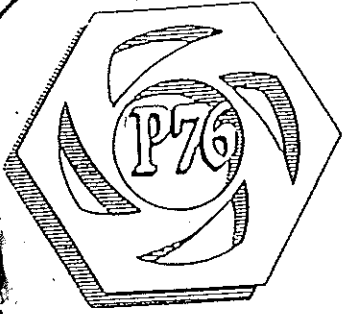
P.O. BOX 343  
CARINA 4152

# QUEENSLAND P76 OWNERS CLUB INCORPORATED



## May

## 1994



### P76. Anything but average

EDITORIAL

Well not a lot to say this month. The Magazine seems to full of Adverts we have a couple of really good cars for sale. And also a Targa with heaps of parts.

A personalised number plate.

Tee shirts Badges Key Rings. Tea spoons, etc etc.

And don't forget we have lots of Spare parts still

New Member Bill ammack has just donated a trailer full of bits and pieces including a Boot Lid, a pair of Door Pillars. Manual Tail shaft.

and lots more.

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HOW TO OPEN YOUR BOOT WITHOUT A KEY.

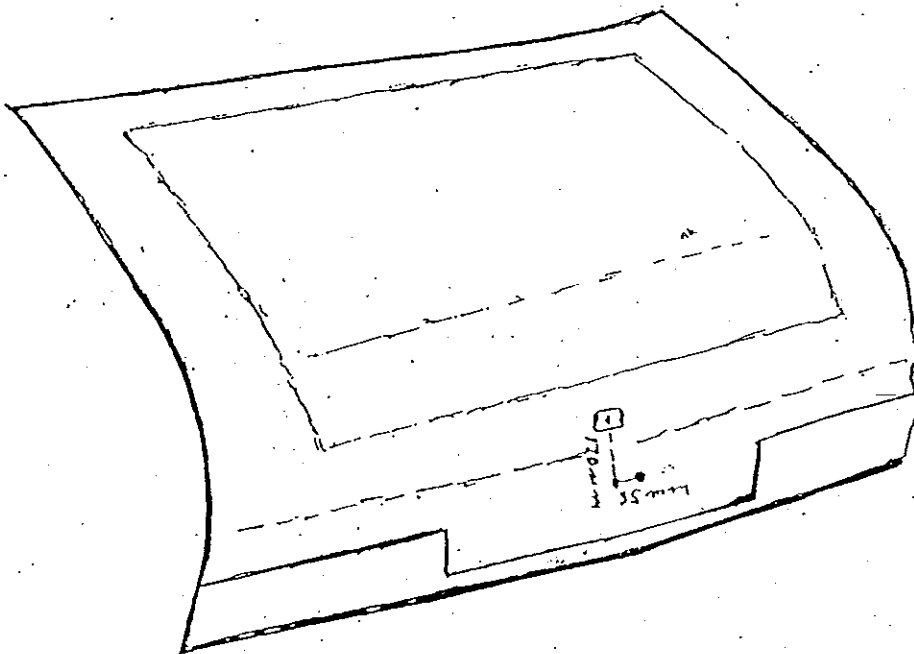
REMOVE NUMBER PLATE,  
MEASURE FROM MIDDLE OF BOOT LOCK  
170mm DOWN IN DIRECTION TO END OF BOOT  
LID.

MEASURE 35mm TO THE RIGHT AND DRILL  
A HOLE WITH A 8mm DRILL BIT.

TO OPEN BOOT:

INSERT ANY ROD OR SCREWDRIVER SLIGHTLY  
SMALLER THAN HOLE AND MOVE FROM SIDE TO  
SIDE TO FIND LEVERAGE. REPLACE NUMBER PLATE.  
PLUG HOLE WITH RUBBER PLUG.

I HAVE DONE IT, IT WORKS. J. WALLACE



Minutes of the meeting held May 11th 1994

Meeting opened at 8.15 pm Chaired by G. Rogerson

12 members were in attendance,

Apologies:- John O'Sullivan, Haroon Probst

Incoming Correspondance . Magazines from W.A, Canberra; S.A.,

Victoria; Sydney;

8.25 pm Allan Schutz arrived and continued to chair the meeting,  
as there were no minutes from April meeting due to lack of attendance  
the minutes were read from the previous meeting.

accepted Mark Erickson. Seconded Peter Rose

Treasurers Report

Balance at March \$1763-58 Plus incoming monies. \$345-00

less expenses \$1800-35 New Balance \$ 308-23

⊕ Balance April \$308-23 plus incoming monies 2560-10.

less expenses 503-30. New balance April \$2360-10

Accepted John Joyce, seconded Mark Erickson

Incoming Correspondance Cont.

Ads; Bitter Apricot V8. \$5600-00

Targa Florio Fully restored \$10000-00

Action Trophies. Holiday Place: Renewal Notice for Club mail box

Letter from Victoria Advising us Items that will be for sale  
at next years National Meeting. and suggesting we may sell items from  
our club.

Ad for CrockLok Security System. Designs- Signwork Bookworks.

Old Charger club are holding an Observation run on 5th June .

n( ) paper ad from Darwin. 1975 Re Leyland for sale \$1000-00 cheaper end  
of stok clearance.

Outgoing Correspondence

Letter and Cheque to Simon Darlington for payment of Front Blinker Lenses.

Letter to Bus Museum Requesting use of Leyland bus for transport to and  
from The Sundowner Hotel at Caboolture, for Trophy Presentation night.

General business

Enquiry about Rubber seal speedo cable Re.; Insert to Gear box.

Suggested to try Russel Nicholson of Sydney club Ph 02 477 3201

Enquiry; Rubber grommets for Steering Wheel Boss. Peter Rose suggested  
to glue two normal Grommets together.

Discussion followed on Easter get together.

Our Costs were \$1931-55

and our receipts were \$1763-00

We still have Tee Shirts available at \$20-00 each and badges at \$6-00 we have also purchased a number of items from Sydney  
Commemorative Postcards \$1-00      Tea Spoons \$5-00  
National Magazines \$5-00              Key Rings \$5-00  
Number Plate Frames \$10-00 per set

Meeting closed 10-00 p.m.

\*\*\*\*\*

### Social Calendar

Sunday 22nd May 1994

Motoring of Yesteryear Display Day  
Venue; Bundamba State School. Brisbane Rd, Bundamba.

Meet Shell Roadhouse Gallees.

8-30 AM

Gates open at 9-00 am and the cars have to be set up by 10-30 am  
cost \$3-00 per car refreshments will be available.

Sunday 5th June 1994

Comined car, show and swap meet  
Venue. Redcliffe Showgrounds.  
Meet 7-00 am at B.P. Garage at Burpengary

We have nominated for the Best Club Display, and as we won at the  
All British Day last year I don't see why we shouldn't have a good  
chance at Redliffe.

0-0

### FOR SALE

Number Plates  
Old Black and White  
OOP 760  
\$2,000-00 or Offer  
Phone Sue 841 4023

Bitter Apricot VS  
\$5.600-00  
See further in magazine

Targa Florio  
\$10.000-00  
see further in Magazine

Targa Florio with numerous parts  
\$2,000-00  
See further in magazine

Dear Club Member

It's election once more. And once again elections for committee positions will be via postal votes. These votes are to be counted at The A.G.M. on 13th July 1994

To make this possible nominations for all committee positions will be called for at the meeting of 8th June 1994. So, to make your nomination, you and your nominee must be present for nominations to be accepted. After nominations have taken place. ALL members will receive by mail the relevant information, and ballot papers to be able to cast their vote. All votes will be counted at the A.G.M. on July 13th. After which the new committee will be formed.

No voting will take place at the A.G.M. (ie by show of hands) Therefore it is important to attend the June meeting to make your nomination.

Wednesday 8th June 1994

7.30 pm

Uniting Church Hall

Cnr Bennetts and McIlwraith sts

Norman Park

If you cannot make it to the meeting, due to distance or ill health and wish to make a nomination, please contact any one of the committee members who will forward your nomination for you.

\*\*\*\*\*

#### COMMITTEE POSITIONS

PRESIDENT,  
SECRETARY  
EDITOR

VICE PRESIDENT  
TREASURER  
SPARE PARTS CO-ORDINATOR.

March 1994

MOTORING OF YESTERYEAR DISPLAY DAY

The Queensland Branch of the Armstrong Siddeley Car Club wish to remind your Club of our invitation to attend the "Motoring of Yesteryear Display Day" being held on Sunday 22 May 1994. Gates open at 9.00am, all vehicles to be on site and assembled by 10.30am at

Bundamba State School  
Brisbane Road  
Bundamba  
Ipswich Qld

Initially the original concept was to restrict entrants of vehicles to unmodified cars manufactured 1963 or earlier, however owing to an unprecedented response to date, from Clubs with vehicles whose marques were manufactured after the 1963 period, we the organising committee, felt it necessary to allow these vehicles to attend and indeed extend a warm welcome.

Remember this is a picnic day outing, so bring your tables and chairs, its going to be a great day, going by the response to date.

Lunch and refreshments will be provided for those who wish to purchase it. Just some of the activities planned for the day  
A medieval jousting display  
Craft Stalls  
Bouncing castle.

A \$3.00 entrance fee per car will be charged, and a major mystery prize will be won on the day.

Dear Sir/Madam,

The Apex Club of Redcliffe is holding its  
to be held at the

Yours Faithfully  
Ross T Lucht

\*\*\*\*\* FORCED SALE \*\*\*\*\*

OMEGA NAVY 1974 MODEL "TARGA FLORIO"

THIS VEHICLE IS IMMACULATE THROUGHOUT AFTER BEING RESTORED OVER THE LAST FOUR YEARS. VIRTUALLY EVERY PART OF THIS CAR HAS BEEN LOVINGLY RESTORED AND/OR OVERHAULED TO NEW OR NEAR NEW CONDITION. IT WAS REBUILT WITH THE INTENTION OF KEEPING THE VEHICLE FOR ANOTHER TEN YEARS. IT HAS DONE ONLY 2100 KM.

PRICE : \$10,000 ONO

DUE TO AN UPCOMING CHANGE OF LOCALITY, THIS VEHICLE MUST BE SOLD.

FEATURES : V8 MOTOR WITH HIGH COMPRESSION HOLDEN PISTONS, POWER STEERING, ELECTRIC FUEL PUMP, 80 AMP ALTERNATOR, DUAL TIMING CHAIN, HEAVY DUTY REAR SUSPENSION WITH GAS SHOCKS, RADIATOR RECORED WITH HOLDEN V8, NEW HEATER HOSES, STAINLESS STEEL HOSE CLAMPS THROUGHOUT, UPGRADED AND MODIFIED WIRING LOOM, QH HEADLIGHTS, LAMINATED W/SCREEN, NEW CARPET THROUGHOUT (INCLUDING BOOT), LEATHER TRIM UPOLSTORY, NEW HEAD LINING, INERTIA FRONT BELTS, SECURITY CODED 4 SPEAKER STEREO WITH AUTO AERIAL, AIR CONDITIONING (NEEDS PLUMBING), REAR LOUVRE, TINTED WINDOWS, NEW WINDOW AND DOOR SEALS, FORCE 7 STEERING WHEEL, ALARM AND ANTI-THEFT DEVICES, AND MUCH MORE..

TO DATE, IN EXCESS OF \$14,000 HAS BEEN SPENT ON THE VEHICLE (RECEIPTS AVAILABLE).

INCLUDED WITH THE VEHICLE IS A LIST OF SPARE PARTS INCLUDING THE FOLLOWING :

V8 MOTOR COMPLETE  
1 SUPER INSTRUMENT CLUSTER  
1 NON AIR DASHBOARD  
1 STANDARD ALTERNATOR  
2 NEW IGN COILS  
1 SAAS FACTORY MADE LEATHER SPORTS STEER WHEEL  
1 SET FRONT IND LENSES (2ND HAND BUT OK)  
1 SET REAR NO. PLATE LENSES  
2 UNDAMAGED LEFT HAND FRONT IND LENSE SURROUND  
2 FRONT STRUT TOPS  
1 HEATER/DEMISTER UNIT COMPLETE  
2 NEW DOOR MIRRORS  
1 MECH FUEL PUMP KITTED  
1 FRONT BUMPER  
3 TAILSHAFTS (VARIOUS LENGTHS)  
4 CHROME DOOR SILL PLATES  
2 REAR DOORS  
1 ORIGINAL WORKSHOP MANUAL  
AND MORE...

INQUIRIES TO JOHN O'SULLIVAN PH 800 3638 (AFTER 16/4/94)



*Offer to P76 Club Members Before Release to General Public*

## **FOR SALE**

### Leyland P76 Super V8 Auto Air Conditioned

RESTORED 1989 – BARE METAL BODY SHELL RESTORATION, WITH 2 PACK EPOXY 'BITTER PRICOT' PAINT, SOUND DEADENED ABOVE AND BELOW FLOORPAN, RUSTPROOFED, GENUINE INTEGRATED AIR-CONDITIONING, NEW CARPETS, NEW HEADLINING WITH EXECUTIVE REAR INTERIOR LIGHTS, NEW DOOR SEALS, LAMINATED WINDSCREEN, LOVELL SPRINGS, KONI ADJUSTABLE FRONT SHOCKS, PEDDER GAS REAR SHOCKS, HD RADIATOR AND THERMATIC FAN, QUARTZ HALOGEN HEADLIGHTS WITH RELAYS, PHILLIPS STEREO RADIO/CASSETTE WITH REAR CASTER.

THIS CAR FITTED WITH AUNGER REAR LOUVRE, SUN VISOR, TOWBAR, EXTRACTORS AND 2 1/4" STEM, RECLINABLE FRONT BUCKET SEATS WITH CENTRE CONSOLE, L/H DOOR MIRROR, ELECTRIC FUEL PUMP, GOODYEAR EAGLE GA P215/65R14 TYRES, ELECTRIC ARIEL, STONESHIELD TUMENISED FINISH UNDER SILLS AND FRONT TRAY, MUDFLAPS ALL ROUND.

*This car receives a lot of interest and frequent admiring comment. Registered to Jan 1995, sell with RWC.*

\$5,600

Phone (07) 398 6428

Carina



FOR SALE

P-76 TARGA FLORIDA

CONTACT: JOHN HARRIS  
PH. 077 491441  
~~PO BOX 951~~  
MT.ISA 4825

---

- THREE OWNERS ONLY.
- LOW MILEAGE.
- STRAIGHT BODY.
- V8 HOLLY CARB. MECHANICALLY SOUND.
- BORG WARNER AUTO GEARBOX, OVERHAULED.
- BODY PANELS AND A SWAG OF SPARES.
- ORIGINAL OWNERS HANDBOOK/WARRANTY BOOK.
  
- LIST OF SPARES AND REPAIRS/DEFECTS ATTACHED THIS ADVERT.

UNIT IS BLUE IN COLOUR AND WITH SOME MINOR RUST AND TOUCHUPS  
COULD BE REGISTERED.  
UNIT HAS BEEN OFF ROAD FOR APPROX. A YEAR AS I PURCHASED ANOTHER  
CAR. DEREGISTERED ONLY BECAUSE OF THIS.

LOW MILEAGE DURING THE FIVE YEARS OF OWNERSHIP BY MYSELF IS DUE  
TO THE FACT THAT I RUN A HARLEY AND MT.ISA IS A SMALL TOWN.  
IT HAS TRAVELLED OUT OF TOWN ONCE IN THIS TIME (ISA-TOWNSVILLE).

ASKING PRICE IS: \$2000.00  
TRANSPORT: ANYWHERE IN AUSTRALIA (YOUR COST) AND I SHALL  
DO ALL THE ORGANISING.

PHOTOGRAPHS CAN BE SUPPLIED ON REQUEST OF INTERIOR/EXTERIOR AND  
ANY OTHER AREA.

PREVIOUSLY MEMBER OF BRISBANE P-76 CLUB BUT LET MEMBERSHIP LAPSE  
DUE TO OVERSIGHT AND SLACKNESS.

I DONT WANT TO SELL THIS IN MT.ISA AS THE LOCALS WILL STRIP IT  
FOR THE MOTOR OR HOON AROUND IN IT UNTIL ITS STUFFED.  
I REFUSE TO SEE A GREAT CAR RUINED FOR THE WANT OF RESTORATION.

P76 TARGA FLORIA - MECHANICAL DEFECTS

- R/H BOOT WHEEL WELL. RUST HOLE IN BOTTOM.
- R/H FRONT DOOR (NEAR TRIM LEVEL). MINOR RUST
- L/H FRONT DOOR ( " " " ). " "
- R/H FRONT WHEEL MUDGUARD. RUST BOTTOM REAR.
- L/H FRONT WHEEL MUDGUARD. " " "
- R/H FRONT CORNER UNIT (REPLACEABLE) COLLISION DAMAGE.
- VINLE TOP NEEDS REPLACEMENT OR REMOVAL.
- THREE TYRES LEGAL, OTHER HAS EDGE WEAR. SPARE OK.
- INTERIOR ROOF LINING TORN.
- SEATS REQUIRE UPHOLSTERING. CAN COVER FROM AUTO SHOP EQUIP.
- MINOR PIN HOLES IN TOP OF RADIATOR, DOES NOT LEAK THOUGH.
- R/H REAR DOOR OPENS FROM INSIDE ONLY. EASILY FIXABLE.

---

VEHICLE REPAIRS CARRIED OUT

(UNDER TWO YEARS)

- REAR WHEEL BEARINGS REPLACED.
- REAR SHOCKS REPLACED.
- STARTER MOTOR OVERHAULED, NEW SOLENOID.
- NEW FULL INTERIOR CARPET (MAROON).
- NEW STRUT ARM RUBBERS.
- NEW BRAKE MASTER CYLINDER.
- NEW COIL/IGNITION HARNESS.
- NEW MUFFLERS (TWIN SYSTEM EXHAUST).

(3 TO 5 YEARS)

- FULL AUTO GEARBOX OVERHAUL.
- NEW (EXCHANGE) POWER STEERING RACK.
- OVERHAUL BRAKES, LININGS, GRIND DISCS/DRUMS.

MOTOR OVERHAULED 1983 - INCLUDED GRIND ETC. (RECEIPTED).  
- HAS HOLLY 350 CARB. SPORTS CLEANER.  
- TWIN SYSTEM OF STANDARD MANIFOLDS.

RUNS LIKE A ROCKET, NO PROBLEMS WITH DRIVE TRAIN.

GENERAL DETAILS-

THREE OWNERS INCLUDING MYSELF.  
I KNEW THE ORIGINAL OWNER, HE SOLD THE VEHICLE  
TO A LOCAL MAN WHO SHORTLY AFTER PURCHASE, SUICIDED. THE CAR WAS  
IN A GARAGE FOR 3 YEARS UNTIL I BOUGHT IT ABOUT 5 YEARS AGO.  
SINCE THEN I HAVE ONLY DONE UNDER 10000 KM. (ONE TRIP TO  
TOWNSVILLE ONLY), THE REST AROUND TOWN.

INCLUDES-

ORIGINAL OWNERS MANUAL AND WARRANTY BOOK.  
GREGORY'S WORKSHOP MANUAL.  
PHOTOSTATED SHELL SERVICE SHEETS.

P76 - SPARES LIST

- ALL FOUR DOORS (3 WITH WINDOWS).
- 1 X FRONT WINDSCREEN.
- 1 X REAR WINDOW.
- 1 X FRONT BONNET.
- 1 X REAR BOOT LID.
- 1 X REAR AUNGER PLASTIC EXTERIOR LOUVRE.
- 2 X REAR COIL SUSPENSION SPRINGS (NEW).
- 1 X L/H FRONT MUDGUARD (NEW).
- 1 X R/H FRONT MUDGUARD (NEW).
- 1 X FRONT BUMPER BAR.
- 1 X AIRCON FAN MOTOR (NEW).
- 1 X INNER L/H REAR CORNER.
- 3 X L/H REAR EXTERIOR CORNERS.
- 5 X R/H REAR " "
- 1 X L/H FRONT " "
- 1 X R/H FRONT " " (DAMAGED - REPAIRABLE).
- 3 X L/H REAR LIGHT ASSEMBLY.
- 3 X R/H REAR " "
- 1 X R/H FRONT " "
- SPARE SET ENGINE HOSES.
- 2 X REAR WHEEL FLAPS.
- 1 X CENTRE CONSOLE GLOVE BOX.
- 2 X REAR MUDGUARD S/STEEL STONE GUARDS (NEW).
- 2 X REAR WHEEL STONE FLAPS.
- 1 X LEYLAND P/BUTTON PREMIER RADIO (ORIGINAL - WORKING).
- 2 X FRONT DISC BRAKES.
- 1 X ORIGINAL CALIPRE JACK.
- 1 X DASH INSTRUMENT CONSOLE.
- 1 X STEERING WHEEL.
- ASSORTED BODY TRIM.
- 1 X AUTO FLOOR GEAR CHANGE UNIT.
- 1 X WINDSCREEN WIPER MOTOR.
- ASSORTED TEMP. GAUGES, SWITCHES, STRUT ARM RUBBERS, ASH TRAY AND A LOT OF OTHER NECESSARY SPARE JUNK.
- SPARE STARTER MOTOR.
- 1 X SPARE DISTRIBUTOR.
- SPARE LAMINATE FOR DASH CONSOLE.

NOTE: DASH CONSOLE HAS BEEN REDONE IN ABOVEMENTIONED LAMINATE TO A VERY GOOD STANDARD. FINISH IS WOOD GRAIN. A HOLE HAS BEEN LEFT IN CENTRE DASH AS I REMOVED MY RADIO. WILL ACCEPT EXISTING STYLE OF RADIOS.

AFTER 17,000 gruelling kilometres of World Cup rallying Evan Green and John Bryson brought the P76 home over the old London-Sydney Marathon route, just to prove that the big beast won't lay down and die. Now, with 37,000km up, John Crawford road tested the star of the Targa Florio stage . . .

# LEYLAND'S RUGGED RALLYCAR



... we drive!

ITS APPEARANCE is typical of all rally machines — the interior is totally gutted, as if by an expert gang of car-strippers, and the exterior is adorned with labels and lights. In the cockpit, there's a dashboard crammed with rally aids, twin Recaro seats for the driver/navigator (with sheepskin covers) and a leather bound steering wheel. Significant also is the massive, padded rollcage, perspex side windows, air conditioner and the inevitable spares and supplies.

After 37,000 hard kilometres the P76 is in good shape. It started life as a stock sedan, lifted off the production line and fitted with a V8 engine, four-on-the-floor and a slippery diff.

Enthusiastic Leyland employees and the driving team, who built the car lament that more time and money could have been spent, to make it a better rally car, but the budget was tight and time was the usual enemy. Nonetheless the rally P76 looks the part and considering the relatively minimal preparation, the car competed

in the rally, and withstood the trip home, in fine style.

With the benefit of hindsight it's apparent that for the incredibly valuable publicity ruboff Leyland Australia are getting, from the car's participation in the event and its success on the Targa Florio section, more money and effort should have been expended on the entry. In fact it should have been a fully sponsored factory entry — you never know, the way it performed, it just might have won the World Cup.

Despite its appearance and the mass of equipment stuffed into it, the feeling surrounding the car is one of lightness and agility — in fact it feels and handles like a much smaller car. These were the professed criteria Evan Green stated as the conclusive factors in the choice of a P76.

Fully equipped for the World Cup Rally the car weighed only 1320kg (26cwt) — about the same as the specially-prepared Ford Escort RS2000! The light weight also meant

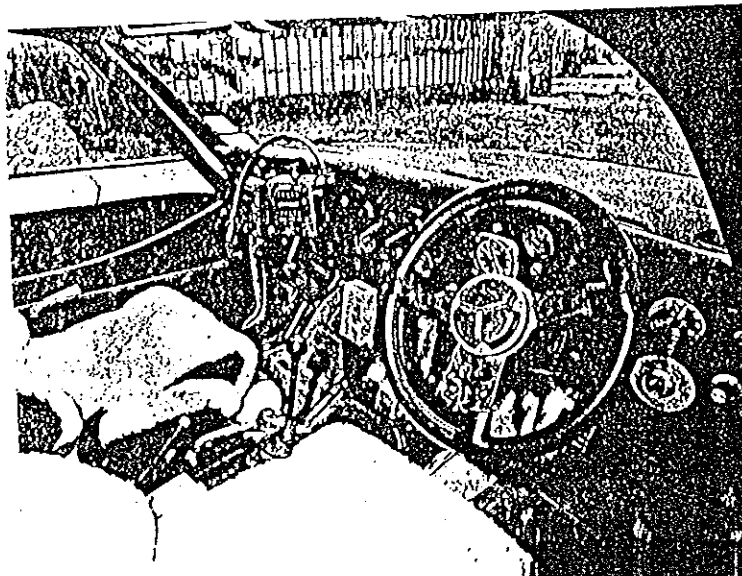
the engine worked more efficiently, resulting in a remarkable consumption figure (under rally conditions) of an average 17mpg.

It's important to point out that essentially the rally P76 is pretty well standard, except for essential mods — heavier clutch, harder brake pads and linings, stiffer shocks and re-ratioed steering box.

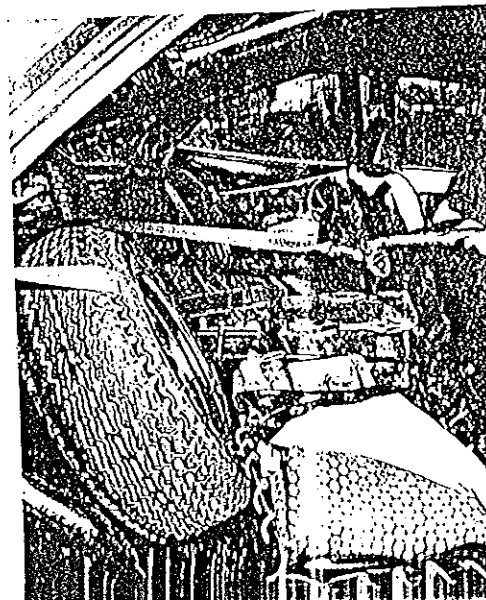
It drives very well. Our test run, round suburban Sydney, showed it to be tight, responsive and rattle-free. It was however a little on the noisy side.

The exhaust system only consists of an engine pipe from the manifold on each bank to a tiny muffler and a short tailpipe poking out through the rocker panels under the front doors. Consequently we kept the revs down. The tachometer was redlined at 4800rpm and we rarely motored over 2000rpm, except for a couple of short bursts to 4000rpm.

The performance was very good. The car is quite tractable and in fact a 1500rev limit would be sufficient for



LEFT: Outstanding cockpit features are the padded sports steering wheel, sheepskin-covered Recaro seats, gutted doors and the flat dash. All interior insulation was removed, but the car is not really noisy in the cabin while travelling. RIGHT: The P76 is a big car and its big interior was used to good advantage to store all the necessities for rallying. Note the massive rollcage. FAR RIGHT: The rally car's engine was absolutely stock. Underbonnet pic reveals almost everything about the layout is standard. Early strut trouble prompted the fabrication of special brackets so a tension bar could be fitted, but the modification wasn't really needed.





## Number 36

Urban driving. Running up to the redline gave the big car a lot of shove. It's that 200bhp in such a light shell which helped to make the P76 competitive, without being unreliable. The engine has so far given absolutely no trouble, but none was anticipated because of the decision to simply fine-tune it in stock trim.

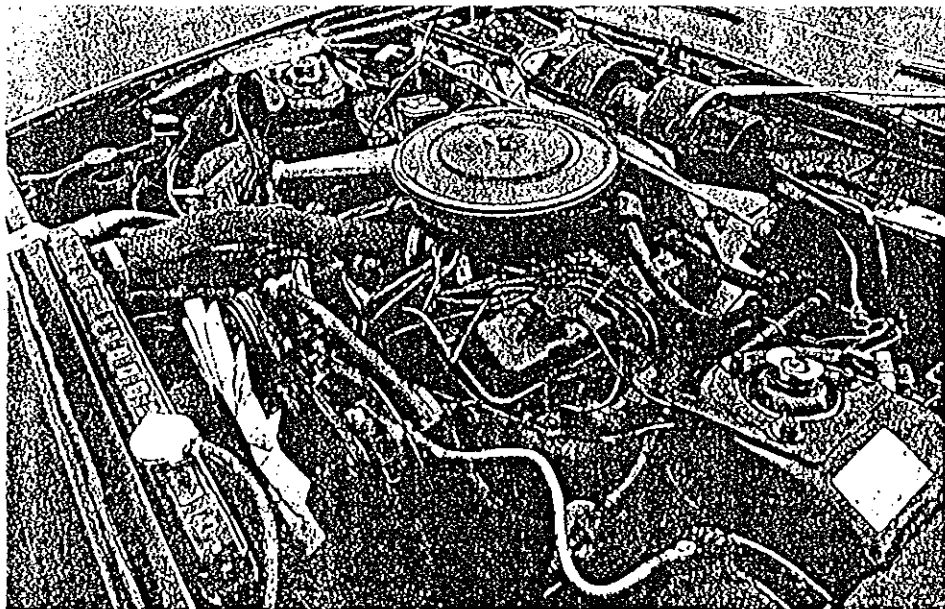
The transmission works superbly — it shifts easily and is very positive. The clutch however is definitely not ladies material. During our drive in the car the only problem was slight shudder — brought about by a worn engine mounting.

As I nestled into the super-comfortable Recarro buckets I couldn't help feeling how enjoyable the P76 would have been in the rally. There's no doubt Evan Green and John Bryson had one of the most comfortable journeys in the event. Although the suspension is basically standard, the few modifications only serve to give more precise handling. Because of the good power-to-weight ratio hand-in-hand with the responsive

engine the primary reaction is definite oversteer, when the car is under pressure. However the car's normal behaviour was quite neutral.

It's a noisy car, inside, because of the total lack of insulation, but it is also very tight, the only rattles came from some food supplies and spares which were not properly secured. The makeshift side windows are cumbersome to open or close, but under rally conditions the only requirement is that they be either fully open or fully closed. The Mota-Lita steering wheel with its thick leather-bound rim is definitely more comfortable than the normal, plastic P76 type and is comfortable to hold and use.

Despite the compromises, for rally requirements, it is a very habitable car and as Leyland have pointed out — in a rally many cars are, under the skin, nothing like their production counterparts. It is impressive that this rally machine is so close to the production P76. Ⓜ



## AUSTRALIA'S TOP-SELLING MOTORCYCLE NEWSPAPER

the paper that is  
involved in what it  
writes about!

*JUST TAKE A LOOK AT  
THE RIDERS WE SPONSOR!*

**IVAN MAUGER**

(four-times World Speedway  
Champion)

**GREGG HANSFORD**

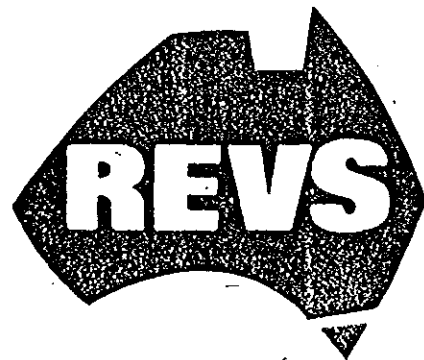
(1974 Australian Grand Prix  
Champion)

**GARY INNIS**

(twice Australian Sidecar Champion)

**REVS MOTORCYCLE NEWS**

ON SALE NOW 30c



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  
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Ph 202 1054

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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 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)

\*\*\*\*\*

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 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.