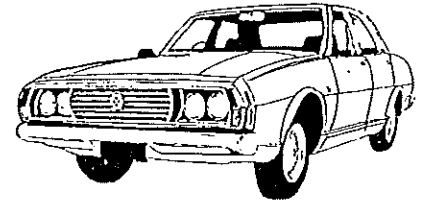




THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED



Leyland P76. Anything But Average

MAY 2005

VOL 9 ISSUE 82

THE QUEENSLAND BULLETIN



Geoff Ogilvie's Targa.. in full flight

YOUR COMMITTEE 2004/2005

PRESIDENT

GARTH MORRIS
0417 763 376
force7@bigpond.net.au



TREASURER

WARREN ASHWORTH
07 5535 9311
ashworth@bigpond.net.au



VICE PRESIDENT

ANDREW GIBBON
07 3207 4565
a.gibbon@mailbox.uq.edu.au



SECRETARY

NEVILLE HUMPHREYS
07 5494 5565



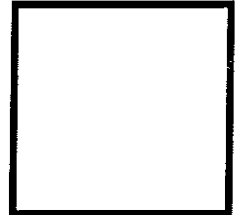
EDITOR

LISHA KAYROOZ
0438 011 550
lisha_k@tpg.com.au



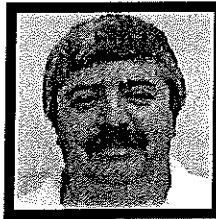
SPARE PARTS OFFICER

PAT ROGERSON
07 3888 1345



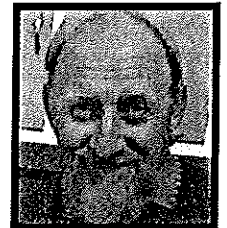
TECH. OFFICER

GRAHAM ROGERSON
07 3888 1345



DATING OFFICER

STEWART HALLS
07 5598 2697



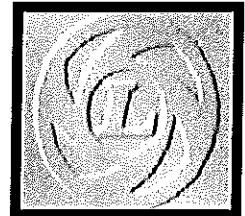
WEB MASTER & PUBLICITY OFFICER

ADRIAN SPENCER
07 3314 0058 or mobile 0414 383 503
Yowee_98@yahoo.com



THE QLD P76 OWNERS CLUB Inc.

P.O Box 343
CARINA QLD 4152
www.leylandp76.com



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CLUB MEMBER OF THE YEAR — POINTS ALLOCATED

Attend Meeting = 1 point : Raffle Donation = 1 point : Organize Event = 1 point : Win Event = 1 point

GENERAL INFORMATION

The Queensland P76 Owners Club Inc holds its monthly meetings on the 2nd Friday of each month at 7.30 PM
VENUE: Norman Park Uniting Church,
Cnr Bennetts Rd & McIlwraith Ave
NORMAN PARK.

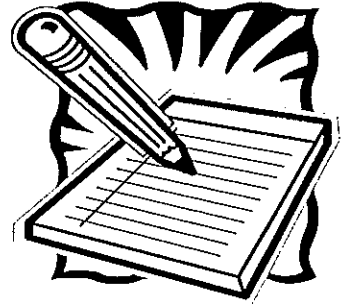
Various activities are organized by Club Members and are generally held on the last Sunday of the month. All venue details are confirmed at the General Meeting and are recorded in the Minutes on the next page.

WWW.LEYLANDP76.COM

MEETING DATES 2005/2006

Jun 10th / Jul 8th
Aug 12th / Sep 9th
Oct 14th / Nov 11th
Dec 9th 2005 / Feb 10th 2006
Mar 10th 2006 / Apr 14th 2006

MAY 2005 GENERAL MEETING MINUTES



The President opened the meeting at 8.00 pm.

Attendance as per Attendance Book.

Apologies: Dixie, Garth, Alan

Treasurer's Report: Balance \$5,326.65

Incoming Magazines: Motoring of Yester Year.

Incoming Mail:

1. Letter from David Morton.

Outgoing mail:

1. Nil.

Minutes:

The minutes of the previous meeting were read by the Secretary.

Business arising from the Minutes:

1. Adrian has booked for Easter next year.
2. All had a good time at Nudgee Beach.

Spare parts:

1. Donation of parts to club.
2. Two re-conditioned water pumps for sale, \$100 each — contact Graham.
3. One original Leyland workshop manual for sale — contact Graham.
4. Scotts Auto Rubbers have now door seals.

General Business:

1. Welcome to Peter Foote

Outings:

1. 26 June — Run to Toowoomba. Meet at BP Blacksoil. *(details on back page)*
2. 24 July — Swap meet and working bee at Grahams. *(more info in next Bulletin)*

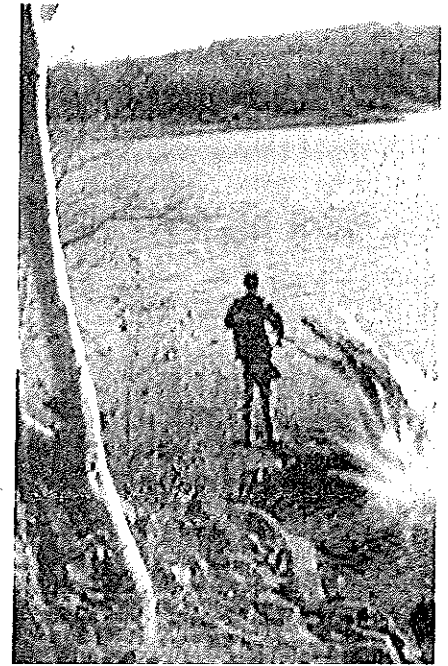
The meeting was closed at 9.20 pm.

PRESIDENTS REPORT

Sorry folks.. Garth can't present his report for this month because he has been up in Kakadu doing some fishing.

Now.. depending on whether or not he dangled his toes in the water, he might have been the bait, not the fisherman !!

Here's the story to this pic (it's okay.. it's not really Garth..)



"David S. was taking a photo of his friend Michael D. as he was setting up to begin fishing in Far North Queensland, when he captured this amazing moment. The pair had just begun their fishing adventure and were setting up at a popular estuary that is filled with many large crocs that can often be seen swimming into the river and out to sea. As you can see, the crocodile caught Michael by surprise and he had no time to react. Amazingly, the crocodile missed its mark and only managed to get a hold of Michael's rod. Michael was flung into the water on the other side of the rocky outcrop, but managed to scramble to the bank in a desperate effort to save his life. Crocodiles are surprise hunters, so if they don't latch on with their initial attack, they don't often make a second effort. This one probably waited here for a couple of days after stalking previous fisherman. The pair saw the croc swim away with their gear, happy that it wasn't Michael in the croc's mouth. Michael and David continued their holiday and according to Michael it was '..the most exciting thing that happened, except for catching that 25kg barra'."

Anyway, we're confident that Garth didn't attract the attention of any four-legged handbags while he was feeding the fish with nice, juicy bait (isn't that what you do when you go fishing? ..it always was for me!!)

Hope the holiday was good and refreshing, Garth—welcome home !!
(..and we want some pics for next newsletter)

WANTED

P76 in good condition. Phone Ron Hallard (07) 4152 3875.

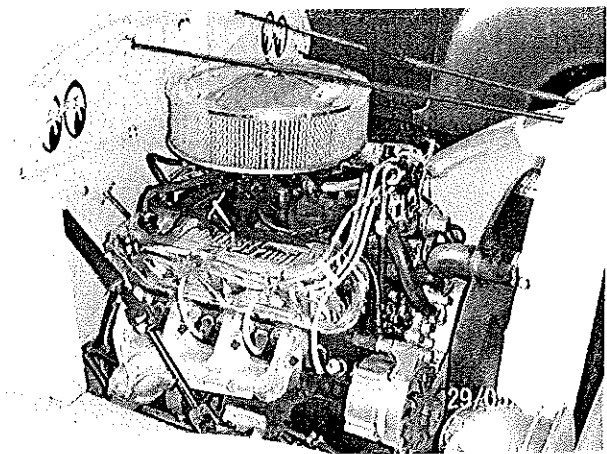
For Sale:

Robert Stephens (non-club member) has the following for sale:

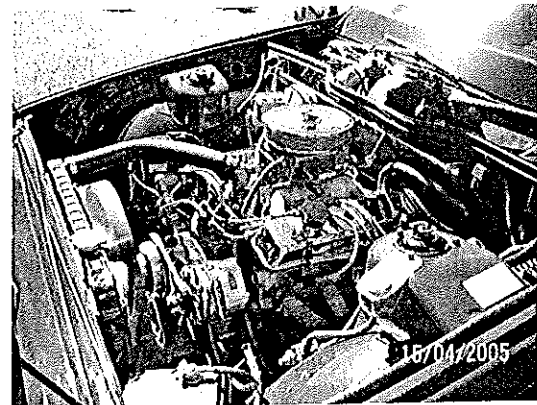
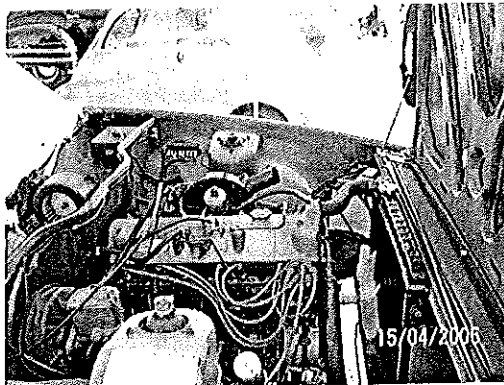
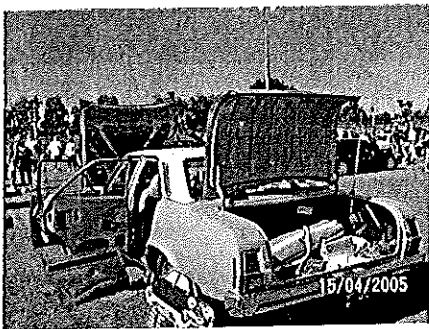
4.4 litre P76 V8 motor – overhauled and had \$2000 spent on the heads (receipts available).
Travelled only 2000 km before being pulled out of Triumph Stag.

Also has a Borg Warner 35 gearbox. Hoping to get \$2500.00 or offers for the lot.
Robert can be contacted on 07 5448 9284 or 0411 448 574.

Lunch at Nudgee Beach after the Banyo Swap Meeting – 29 May 2005



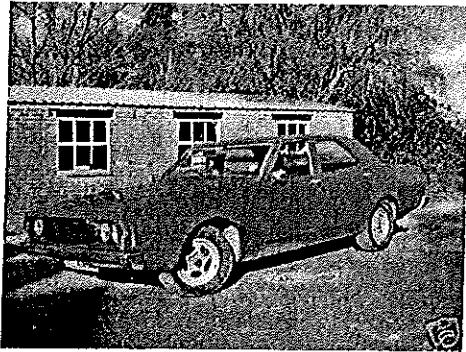
Mooloolaba Vintage & Classic Car Show 15 May 2005



Key Dunne's P76 in the UK

Hi everyone,

Key here in the UK, I am pleased to announce that I do have paperwork to prove chassis number and such. The car has come with a lot of spares which would indicate that another car was broken up for some reason, still trying to work that one out. There is no compliance plate so far, I am trying to track that down with the other owners.



It has only just surfaced after many years when I bought it.

Not even James Mentiplay knew it was still around till I asked him to check my chassis number (001).

"It was the first 3-speed t-bar auto off the production line, if not the first P76 ever off the line", according to James.

Attached is a pic of what I believe to be my car at Buckingham place on press release day of the P76.

At that time, only two were in the UK - mine was Country Cream at the time. *(It is now Fire Engine Red)*



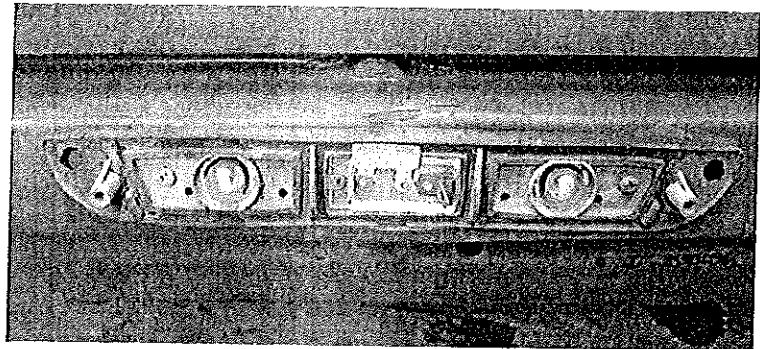
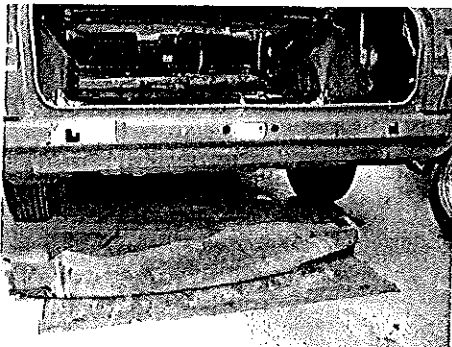
Sun, 1 May 2005

Hi Hal

You said about reversing lights on my car, well there is nothing visible on the outside till you take off the bumper - my number plate lights seem to be different to what is shown in the book.

I have 3 bulb holders, attached is a pic maybe you can shed some light on this.

Also there seems to have been 2 plates welded where you would think 2 exhaust would be on the rear valance, the welding is not very good so I would not think it was done by the factory. A picture of this is attached.



FromKey to Hal

Mon, 2 May 2005

Hi guys

Being as my body number is 087, as in 87th built, I have asked James how it came to have 001 for a chassis number. Any ideas?
regards Key

Key Dunne's P76 in the UK .. continued

From James to Kev

Hi Kev,

Thanks for forwarding the numbers on to us.

These are the SMB (sheet metal body) numbers that are stamped onto the shell after initial completion prior to having the compliance plated affixed.

76-3 confirms that it is a Super model (Level 3) and the 087 tells us that it was the 87th Super in total built. This means that while being an early build car, it isn't the first P76 built.

All the best,

James

Mon, 2 May 2005

Hal,

I don't know if Roger Foy is still around, or any workers from the factory. It would be interesting to know how car 087 on the production line as pointed out by James happened to end up with 001 the first chassis number, or was there no order to the plates made. My other thought was that the bodies weren't used in any order just first come first served, as in bodies built and put to one side ready for the production line. I find this all a bit odd, and would be keen to learn the outcome. In any event I like my P76 whatever the numbers say, and cant wait to have a drive.

regards kev

From Hal to Kev

Mon, 2 May 2005

Kev,

Gooday again.

One of the problems with the early P76 chassis numbering is this - there were 13 different models so there are 13 P76 cars with the chassis number 1001. The chassis prefix is different on all 13 cars.

The chassis prefix is the part before 1001. On your car it is 076.....P76

A

4...4 doors

S...Sedan

3...Level 3 or Super

A...T bar auto...4 speed manual would be M

44...4.4litre engine.

The sister car that went to the UK with yours was 076B4S3C44 1102 and was Orange.

One thing I did not check with you was power steering. Your car had power steering fitted at the Rover factory at Solihull when it arrived in the UK - does it still have power steering?

There is a possibility that your car could still be a very early even with the body 087 as approx 100 shells were stockpiled before assembly and I have no doubt that for this exercise a shell could have been grabbed at random. Let me look into this further.

Yes I am driving the car in the round Aus trial.

I think at this stage we should all keep in the loop so we can help you. That is Gary, James and Adrian

Regards,

Hal

Key to Hal

Mon, 2 May 2005

Hi Hal

Thanks for all your help, I don't know where I would get all this information without you. And yes - my car does have power steering but no air con - is that correct?

I thought they might have stocked bodies before build if maybe the line was not ready for them. Once again thank you.

regards kev

Fri, 6 May 2005

From: "Kev Dunne"

Subject: UK P76

hi guys

Having spoken to Roger on Monday, it turns out there was never a compliance plate fitted to either of the 2 cars that Roger brought over to the UK. The plates were taped inside Roger's diary to show BL UK what a compliance plate was. Roger still has one but alas, he gave mine to BL as a keep-sake back in 1973, so chances are it has long been lost. So I have given up hope of finding it, but never mind, I still have the car.

regards kev

USEFUL TIPS FROM THE CLUB WEBSITE

Steering Intermediate Shaft Repair

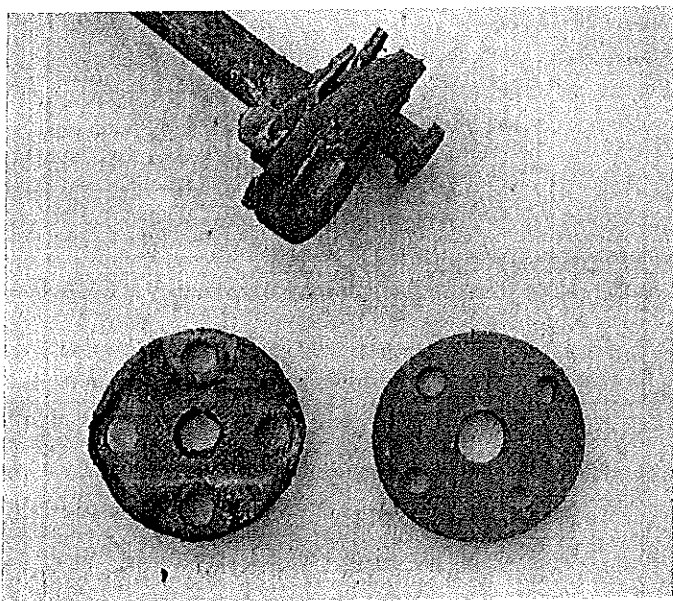
by Jilden Reichardt (Sth Aust P76 Club)

If you have power steering and the rubber damper at the bottom gets soggy and loose, it is possible to replace it fairly easily.

First, you need a spare manual shaft you can steal the damper off, or a piece of suitable piece of conveyor belt you can cut a new one out of. You will also need two spare stepped bolts that hold the rubber to the power steering coupling.

First, remove the intermediate shaft, by undoing the two stepped bolts at the bottom and the clamp bolt at the top. Then, grind off the two riveted ends of the pins holding the rubber onto the shaft. Be very careful that you don't damage the shaft, weakening it. Drive out the pins using a punch or 5/16 inch bolt.

The new rubber can be attached to the shaft by two spare stepped bolts and nuts. When they are as tight as you can manage, hacksaw off the bolt heads so that the shaft assembly can be refitted.



The picture shows a new rubber fitted, one of the bolts sawn off, and the old and new replacement rubbers.

If you are repairing a good manual shaft, you don't need to saw off the extra bolts, as there is room for them when carefully aligned.

If the universal is a little stiff, soak it in oil for a few days. Heating the oil helps it to get into the needle roller bearings. If the bearings are worn badly, they can be replaced, but this is a very difficult job and should only be attempted by an expert.

Seat Belts - Are Yours Okay?

by Geoff Ogilvie (Qld P76 Club)

If your car is a P76 like mine, then it is now more than thirty years old. When was the last time you checked your belts? Seat belts, like other parts of your car, wear out. Even though they are not "lifer" as such, the fact is that their useful life depends on several factors.

- Amount of daily use they get. Worn, frayed or ripped belts need replacing.
- The amount of exposure to UV light. If you store your car outside in the direct sunlight, especially in Australia or New Zealand with our ozone layer holes, the seat belts should be replaced.
- Moisture. If the belts are abnormally exposed to wet and dry cycles such as being stored in the open with leaking door seals, they should be replaced.
- Chemicals. If the belts have been contaminated with oils, gasoline, or corrosive chemicals, they should also be replaced.
- Accidents. If you have been involved in a severe stopping situation (crash), the buckles and attachment points need to be checked and if necessary, replaced. The high "G" loads placed on the belts, buckles and attachment points reduces the life of the system. Better to be safe than sorry.
- As with crash helmets, it is not good practice to replace old belts with second hand belts, unless you know the history of the replacement belts in detail. You could be replacing your worn belts with even more worn belts.
- Attachment points and quick release buckle. While your belts maybe okay, you should also check your attachment point bolts and more importantly the structural condition of the attachment car frame (side sills and B pillars). These are the areas that the "G" forces involved in severe stopping incidents are transmitted to. The weakest link in the chain should always be considered when checking seat belt safety. Rust and corrosion is the primary concern here. If necessary, replace the attachment flanges and bolts. Rust, in these critical areas of the car frame, should be removed and the area repaired with metal.

So where do you go to get your new belts from or go to have your belts checked? I suggest you give Barry Ashen of Aero Spec a call at (07) 3801 2330 and discuss your situation with him. Barry makes CAMS licensed seat belts for race cars so there is not a lot that he doesn't know about seat belts.

If you are involved in aviation or know someone who is, give your local Aero Club/ Flying School a call and ask to talk to their airframe mechanic. They have a wealth of knowledge in the seat belt restraint business. A good panel beater, crash repairer is also a good source of information.



Editor's Chat Corner

Giddy all -

I want to offer a sincere apology to Garth and to all club members for being unable to do the Bulletin over recent months. The plan was to take work *off* Garth's shoulders.. not to load it back on. I've had a lot of personal business paperwork to do (accounting, tax prep etc), and unfortunately not enough hours to do it. I hope that this one.. faltering and delayed as it has been.. will be the turning point and that I'll be able to get on with doing the job without any more serious delays.

Sad to see Geoff Ogilvie parting with his Targa — if you haven't had a look at his website, it's worth reading the modifications that he has done to the car. When he says that it's "strong", he isn't kidding. I'd like to do just a fraction of the front-end improvements that Geoff has done — I've never been totally happy with the "brittle" feel of my car's front suspension. It's magnificent to drive, but it gets a little rough and rattly up front when the road surface gets uneven, like roads are in a lot of North Queensland.. and that's just around town! One day, I'll save up and get some good things done.

Got a surprise the other day when I had a call from Steve Melvin who I knew many years ago in my (adopted) home town of Ingham. Steve called to say that he had bought two "P"s from one of my old school teachers, Clarrie Cosgrove.. a maroon Super V8 (Clarrie bought it new) and a Bold-as-Brass Super V8 which spent a hard life too close to salt air (but is still good for some spares). Steve will be joining the club as soon as I send him the nomination form. His intention is to bring the good car back as close to original as he can, and then put it on concessional club registration. Which leads me to wonder.. how does someone as far away as we are, qualify to have "club outings"? Steve has been in a vintage club for many years (with another *much* older car) and he tells me that he knows the way to do it. It will be good to catch up with Steve in person (we caught up with 4-5 hours on the phone already!) and to see the work he puts into his new car. He has some fantastic stories to tell, particularly about having an order in place for a black Force 7 when the company closed down and most of the Force 7's were trashed. He was *very* dirty on the company for that stupid trick.

With my car (Aspen Green Super V8), I drive it every day — I couldn't bear to leave it in the garage most of the time. I love the magnificent way it handles when you open the throttle a little and cruise. We have a stretch of about 10Km of 100kph between our place and the start of the Townsville outer suburbs, and the only drawback is that I pick up a few small stone chips each year, due to the way so many morons drive. Anyway, I must include the story of my car in some of the next few Bulletins — I've now had it for 28 years and I'd love to think that I could drive it to the end of my years. Here's hoping !!

Till next time, safe driving to you all..

Lisha Kayrooz

The following are actual letters that Abigail Van Buren (Dear Abby) received while she was a columnist. She herself admitted she was at a loss to answer:

Dear Abby,

A couple of women moved in across the hall from me. One is a middle-aged gym teacher, and the other is a social worker in her mid-twenties. These two women go everywhere together, and I've never seen a man go into their apartment or come out. Do you think they could be Lebanese?

Dear Abby,

What can I do about all the sex, nudity, bad language and violence on my VCR?

Dear Abby,

I have a man I never could trust. He cheats so much I'm not even sure this baby I'm carrying is his.

Dear Abby,

I suspected that my husband had been fooling around, and when I confronted him with the evidence he denied everything and said it would never happen again.

Dear Abby,

My forty-year-old son has been paying a psychiatrist \$50 an hour every week for two-and-a-half years. He must be crazy.

Dear Abby,

I was married to Bill for three months, and I didn't know he drank until one night he came home sober.

Dear Abby

Do you think it would be all right if I gave my doctor a little gift? I tried for years to get pregnant and couldn't, and he did it.

FORTHCOMING CLUB OUTINGS

26th June – Toowoomba:

Brisbane area members – meet at the Blacksoil BP on the Warrego Hwy at 9:00 am. Then travel up to Toowoomba to meet our guests Ray and Steve Trost at the Mobil garage (Top of the Range) at 10:30 am.

Ray proposed the first visit.. to a local Toowoomba establishment – cost \$8.00 – includes a guided tour and morning tea. Then we travel to the Cooby Dam to cook your own lunch supplied by the club (bring your own drinks). After lunch, back to Highfields via the Cuckoo Clock.

Our guest's phone number is 4691 6155 or 0407 437 202.

24th July – Boot Sale at Rogo & Pat's – 635 (Lot 3) Old Gympie Rd, Narangba (Phone 3888 1345)

We are planning to have a Boot Sale and clean-up at Rogo and Pat's. We would love you to come along with your spares and other things to swap or sell or buy. The club sheds need to be cleaned up and this is your opportunity to collect those items you are missing.

We are going to run a guessing competition.. "How heavy is Rogo?" Be there to try your luck. No poking or feeling the merchandise is allowed.

August or Sept – All British Day – more details to come.

November – Topless car run from the Breast Clinic – more details to come.

Historic Leyland Race Car For Sale

Due to the owner's changed circumstances (relocating to Thailand), the Targa Florio Team is being disbanded and the historic NZ/Australian Leyland P76 Targa Florio Ralle car registered PEA76 in Queensland, Australia is offered for sale.



The car details and history can be found on the website <http://targaflorioteam.homestead.com/>.

The car began life in NZ as a Super T-bar Corinthian Blue sedan. The car has evolved over the past ten or so years to become a highly competitive tarmac rally car, specifically set up for Targa events.

The car comes with a brand new hybrid Leyland P76 motor (5.3 litres) tuned for 400 HP on standard unleaded road petrol (Gas). There are a few essential spares such as a modified torque converter, competition brake pads, 8 near-new alloy colour-coded wheels that go with the car. The tyres are Dunlop Targa R 15 x 50 x 225 steel-belted radials in good condition.

Most other parts needed are readily available either at motor parts dealers such as Repco or through the Leyland P76 Club, in NZ and Australia. The car has a NZ Motor Sport Logbook current until August 31, 2005. It is registered and insured on Club rego in Queensland Australia (April, 2005).

All records of the car including all invoices are available to the new owner.

The car can be shipped anywhere in the world at the new owners expense.

As this car is a unique and rare example of a racing P76 the vehicle would suit:

- * A racing enthusiast.
- * A collector of classic cars.
- * A future Targa competitor.

The racing seat belts are pending fitment as they are "lifed but will be fitted for the new owner.

All offers commensurate with such a rare classic race car will be considered in the region of \$25,000 AUD. Ideally, I would like the car to remain in Australia/NZ but the car would make a worthwhile addition to any overseas collector's/competitor's stable.

The car can be viewed in SE Queensland by appointment. Contact Cliff at Tamborine Car & Truck, Tamborine, Qld 4270 Phone: +617 5543 6121 Mobile: +61418877264 or Geoff Ogilvie at geoffreyogilvie2000@yahoo.com or +6641353324 Mobile