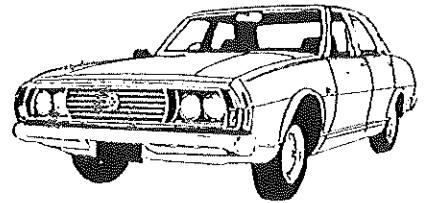




**THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED**



Leyland P76 .Anything But Average

NOVEMBER 2005

VOL 11 ISSUE 87

THE QUEENSLAND BULLETIN

Nudgee Beach



YOUR COMMITTEE 2003/2004

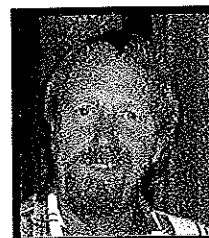
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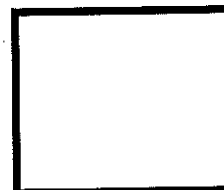
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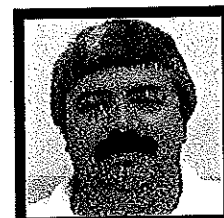
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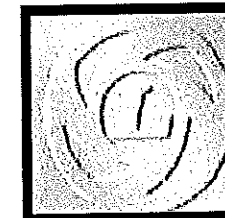


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CLUB MEMBER OF THE YEAR POINTS ALLOCATED

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

2005 MEETING DATES

Sep 9th / Oct 7th
Nov 11th / Jan 14th
Feb 11th / Mar 11th
Apr 8th / May 13th

NOVEMBER 2005 GENERAL

MEETING MINUTES



The President opened the meeting at 8.06 pm.

Attendance as per Attendance Book.

Apologies: nil.

Treasurer's Report -- Balance \$8155.70

Incoming Magazines: Magazines from S.A for October, NZ, WA November, Classic Club October & Vic October.

Incoming Mail:

1. Magazines as above
2. Membership from Shane Gist in Townsville.
3. Letter from Bob Perkins thanking the Club and Stew.

Outgoing mail:

Nil.

Previous minutes were read by the secretary and moved as correct by Garth & Warren.

Business Arising from the Minutes.

1. Bonnet Kits sold.
2. Horn Pad Kits are available \$115.00
3. Interest in Executive Material.
4. Adrian Spoke about the Scout Show.

Spare parts:

1. Graham sent parts all over the place.
2. Chance of buying bulk lot of fuel pumps.

General Business:

1. Adrian has Web Problems.
2. Adrian bought another P76

Outings:

1. Run to Toowoomba 20th November.
2. Club Xmas Party 11th December.

Meeting Closed at 9.30 pm

PRESIDENTS REPORT

Hello everyone,

The year is closing and the time to have a party is near, so lets see you and your families (if it is possible) at the Christmas Party at Canungra Family Hotel on the 11th Dec, at 11.30.

Bringing your P76 or Marina. You may have a chance to win free membership for next year.

'Win by Wearing' an novel event, something Leyland orientated and you could be rewarded by Santa helper handing out surprise gifts.

Your may also be interested in the Auction of the Ashtray donated by Ron McCann, it is bright red, so if you are collecting them this may slip away. Remote bidding maybe allowed.

Also a lucky door prize too.

In last months magazine, I noted a number of trips for members to attend.

1/ Join the Southside Minor Club on the Issy Trip to Toowoomba next weekend 21st Nov. Contact Carle 07 33960464

2/ Ice Cream at the Wynnum Darts Club, Railway Pde, Lota . 7pm. Families welcome on the evening of 20th Dec. Try you eye hand coordination by playing some darts while you are there.

I would like to thank Peter Foote for the effort he has shown in being seen at car shows and swap meets. He takes a lot of pride in his car, and the club congratulates him.

Please be aware that the next meeting is in January, 2006.

I would also like to apologies on behalf of the committee, to members who forward advertisements for the Magazine that did not appear in it. We will endeavor to correct this.

I was interested in reading in the Sunday paper, how City Council is taking objection to the collectors of used cars (private- the article also mentioned Leyland models). What about the cars rotting at the Brisbane Airport and other storage areas around Brisbane, they belong to you and I.

Would you like to have one?

I feel for these private people, but leaving those Government cars out in the weather soon reduces them to a point where they will not be roadworthy.

Maybe the Government could run them a little longer, and forget about saving moneys and help the auto industries with additional jobs servicing them.

On behalf of the committee and my family I would like to wish you all the best for the festive season.

Cheers

Adrian

Yowee's latest adventures.

Well recently I was asked to sell a car for Lew at Mt Cotton, who had already advertised his car but could not get anyone interested in it.

I made a visit to see the car and felt that the club could assist in disposing of the car.

I took photos of the car with the collection of used parts and tried to place an advertisement in the magazine, but it did not get into the for sale area.

I now own another P76, a white executive.

My stable is as follows,

1 x T Bar Super Six (Home on the Range orange with vinyl roof), 1 x Executive Dark Green with white roof, (should be Peel Me Grape) and the above White executive.

I am hoping to have all these cars registered so as to make them attractive to prospective buyers. I have also got a Subaru Leone Le Grand (for sale) and the wife has her Daewoo.

My adventure started some years back when I purchased the Green Executive. Then along came the Six last Xmas and now the white P76.

Anyway, getting the first two cars ready for safety inspection has been a mammoth exercise. I have all these little things to do, but when I finish means the value of the cars have doubled, but I ask myself will anyone pay me for them, so the dilemma starts.

Green car

On the Green executive, I have the following things to be corrected.

Power steering rack need to have new seals, the spine near the universal on the intermediate shaft is loose.

The left-hand steering ball joint need to be renewed.

The radius rod bushes need to be renewed.

The automatic has to have a rear seal and bush replaced, the upper bushes on the diff assembly needs to be replaced.

I have found that part of the rear brakes was not put in correctly so the brakes can't be adjusted.

As I have tint on the windows I need to have a passenger side mirror.

I find also that the ignition key doesn't open the doors.

No heater hoses and the heater valve is missing.

I have been told that there is a new piece of rust in the sub frame to be repaired.

The cloth seats are falling apart, so the list goes on..

The advantage is that the car has new shocks, tyres, carby been overhauled and it drive nicely.

Plus

It is a Peel Me Grape Executive

White Executive

Now the white one is looking better now.

I have become efficient in replacing radiators pulling off water pumps and AC compressors.

Changed the master cylinder and found that the rubber hose between the body and diff for the brakes was blocked by rubbish, have no spanners yet to fit the valves on the brake slave units (small head) and the drums are quite worn with a lip which makes taking them off difficult.

I need to get new tyres.

I have had some panel beating done to fix the rear left hand corner of the car, and also to the bonnet support

The car also has mirror reflective tint which has saved the interior but now is illegal so need to spend time scrapping it off.

The back window has been sealed with sealastic (that is staying in for a while) and I have a cracked laminated front window. Hoping this will not need replacing as it is on the left hand side.

Found rust in the panels of the wheel arches in the boot.

I think the key and ignition switch may need some work as well (a replacement electric switch).

No panel lights.

The automatic jumps into reverse from Park and this was a little frightening, but I was aware of this due to the previous owner parking the car in the shed after it did that and ran into to tree causing the body damage.

Shocks may need to be replaced, but I have heard that the mod has been done under the rear seats to gain access to the top of the shock.

The electric aerial is broken.

Advantages

The engine runs but how well is unknown as I need to take it on the road.

Temperature is stable and I have a good secondhand radiator.

Thermal fans work too, but no thermostat.

The AC works after sitting in a shed since 1992.

The interior is in great condition.

No rain water leaks so far.

The original car radio works too.

So I say to anyone thinking of fixing an old car that there is a lot of labour required and unlimited frustration.

You need that mechanic in a can, plenty of spares to rat, a good club parts manager to call upon for those new club parts and part suppliers.

I must admit that you only need a small number of tools.

Then you have to bring it up to respectable condition, that is if you have enough money for painting, buying polish, changing the oils, adding inhibitor to the water, fuel in the tank etc.

I must thank my family for being patient with me as I would not be able to enjoy the challenge, or should I say 'the obsession'. I am looking at having a shingle hung at the front of my place. Have you any suggestions ????????

If anyone interested in a good car please ask. Wife will handle all enquiries.

Thanks Again Yowee.....

The Web

Hi again,

The web site is now up to about 800 meg bytes of data, photos of cars and club activities. There is technical section for both P76 and Marinas.

I am in the process of moving to a new hosting site. With so much data it becomes a time consuming exercise.

There should not be any changes and functionality.

Production of a CD with the technical information on it, is under way. Those who have slow Internet connection or no connection but a computer can catch up on the topics that maybe of interest when repairing your car.

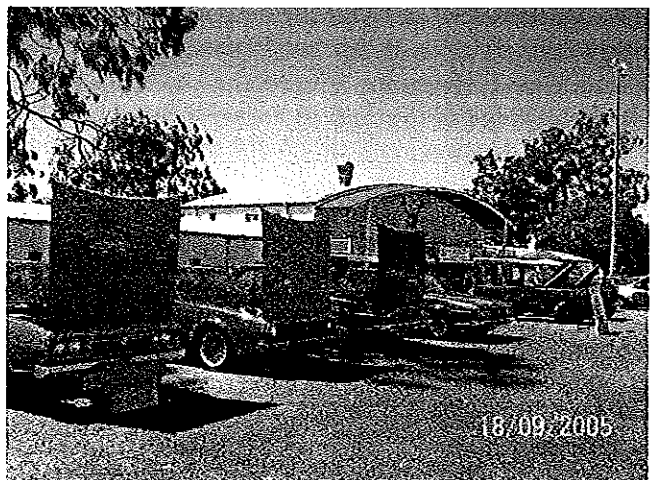
Please forward your technical details for me to publish.

Always looking to add information to the web site.

Cheers

Adrian

ALL BRITSIH DAY 2005



Historic Leyland P76 Racing Team to Disband

The historic Leyland P76 Targa Florio Team disbanded recently due to lack of sponsorship and the owner's move to Bangkok, Thailand. The team campaigned the classic racer for over ten years (1993-2004) on both sides of the Tasman. 5 Targa New Zealand events, Two Targa Tasmania events and Rally Tasmania were among the events entered in by the team. No other Leyland P76 team has competed in more National and Trans Tasman events than the Targa Florio Team. The amateur racing team can look back on an exciting decade of Leyland P76 racing that has shown the car to be as competitive as any of that era (1970s).

(PREWB) June 2, 2005 -- The historic Targa Florio Team www.targaflorioteam.org is set to end a decade long successful Leyland P76 racing campaign. Team Owner and Driver, Geoff Ogilvie announced today.

The team was formed in 1995 after trials in 1993-1994 in Auckland, New Zealand to determine the best event to campaign the car in. It was decided that the big family sedan was best suited for endurance events such as the newly created Targa New Zealand.

Targa NZ creator, Mike John, whose father also owned a Leyland P76 Super, Dry Red, was very enthusiastic about the entry of a Leyland P76 in the inaugural 1995 Targa New Zealand. "Great to see the old girl racing in my event." Said Mike John.

The Leyland P76 had had a brief and successful racing career in New Zealand in the 1970s and was runner up to the Chrysler Charger team in the Benson & Hedges Production car series.

The team was formed to provide driver, navigator, mechanical & logistic support for tarmac rally events such as Targa New Zealand. The original team consisted of Geoff Ogilvie (Owner/Driver), Wally Simpson, Navigator and Ed Tubman Service and Support Manager. A full report of that event (1995) can be found on www.targaflorioteam.org. "The New Zealand Leyland P76 Owners Club has been behind the team from the very beginning." Said Publicity officer Rob Jones, Wellington, New Zealand. "I remember we ran a raffle to help the team get started and raised over \$9,000 NZD." Said Rob proudly. "Not bad for a small club and a fledgling amateur team." Said Ed Tubman, service and logistic support team manager. The team went on to compete in every Targa New Zealand event from 1995-1999. In 2000 the car was shipped to Australia where it remained to compete in Targa Tasmania 2000-2001 & Rally Tasmania 2002. The car was registered in Australia as PEA76 as Geoff was then living in Canungra, SE Queensland. Other classic car events included Noosaville Historic Hill Climb in 2001 and Mt Cotton Historic Hill Climb in 2002. In 2003 Geoff entered the car in Targa New Zealand 2003. The car was shipped back to New Zealand to compete in that event and also had a new 400 + HP Leyland P76 hybrid motor fitted after the event by Ron Chatfield of Motor Preparation Ltd, Otorohanga, New Zealand,

After Targa New Zealand 2003 the car has returned to Queensland, Australia and has only had one "friendly" outing at Willow bank, Queensland Chrysler Club drags in 2004. With the support of the Queensland P76 Owner's Club the car qualified for club rego in 2004 (30 years old).

The car was driven to the 30th Anniversary meet in Canberra over Easter 2003. Owner Geoff Ogilvie said "It breaks my heart to see the team disband." But with no sponsor for 2004-2005 and my retirement from full time airline flying last year I am just not able to fund the team anymore."

Geoff has moved to Bangkok, Thailand to further his business interests and reluctantly offers the car PEA76 for immediate sale. The car can be viewed at Tamborine Car & Truck, Tamborine 4270, Queensland, Australia. Contact Cliff Downie. It can be shipped worldwide at the buyer's expense.

Geoff a long time P76 fan has owned the car since 1980 (25 years) and hates to think what he has spent on the car. "I have a filing cabinet full of receipts for the new owner to read." Said Geoff laughing. "The car needs a respray (Sticker damage) and this will be done in the next week or so." Continued Geoff

The car is offered as is with, 8 alloy colour coded 15x8" wheels, Dunlop Targa R tyres and brand new racing seat belts for both driver and navigator The car has had many modifications over the decade to increase reliability and performance. A visit to www.targaflorioteam.org will satisfy the curious classic car enthusiast and/or collector.

The car has been featured in Classic Car Magazine New Zealand and also took third place in the Inaugural NZ Classic Car Rally Concourse event in 1995. "The beauty of this car, to a potential buyer, is that it has a road-worthy and is ready to tarmac rally or circuit race without any more development money to be spent." Said Geoff Ogilvie. "It is a car that loves to be driven, be it to a show and shine or a classic car competition event." Concluded Geoff Ogilvie.

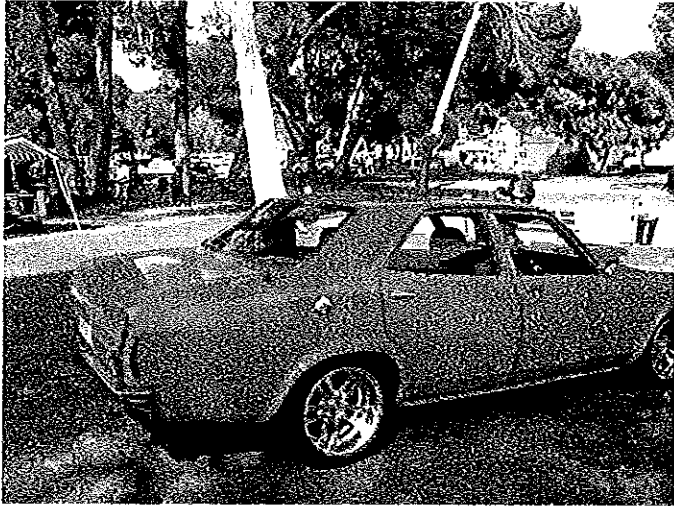
Contact details:

Cliff - Tamborine Car & Truck, - Tamborine
Queensland 4270,

Australia Mob.+61418877264 - Geoff Ogilvie Mob. +6641353324

BMC/Leyland Day Perth

30th Oct, 2005



Thanks To James for the Pictures off the Web.....

COMING EVENTS

CLUB XMAS PARTY

Date: December 11th

Location: Canungra Hotel (between Nerang & Beaudesert)

Time: 11.30 am

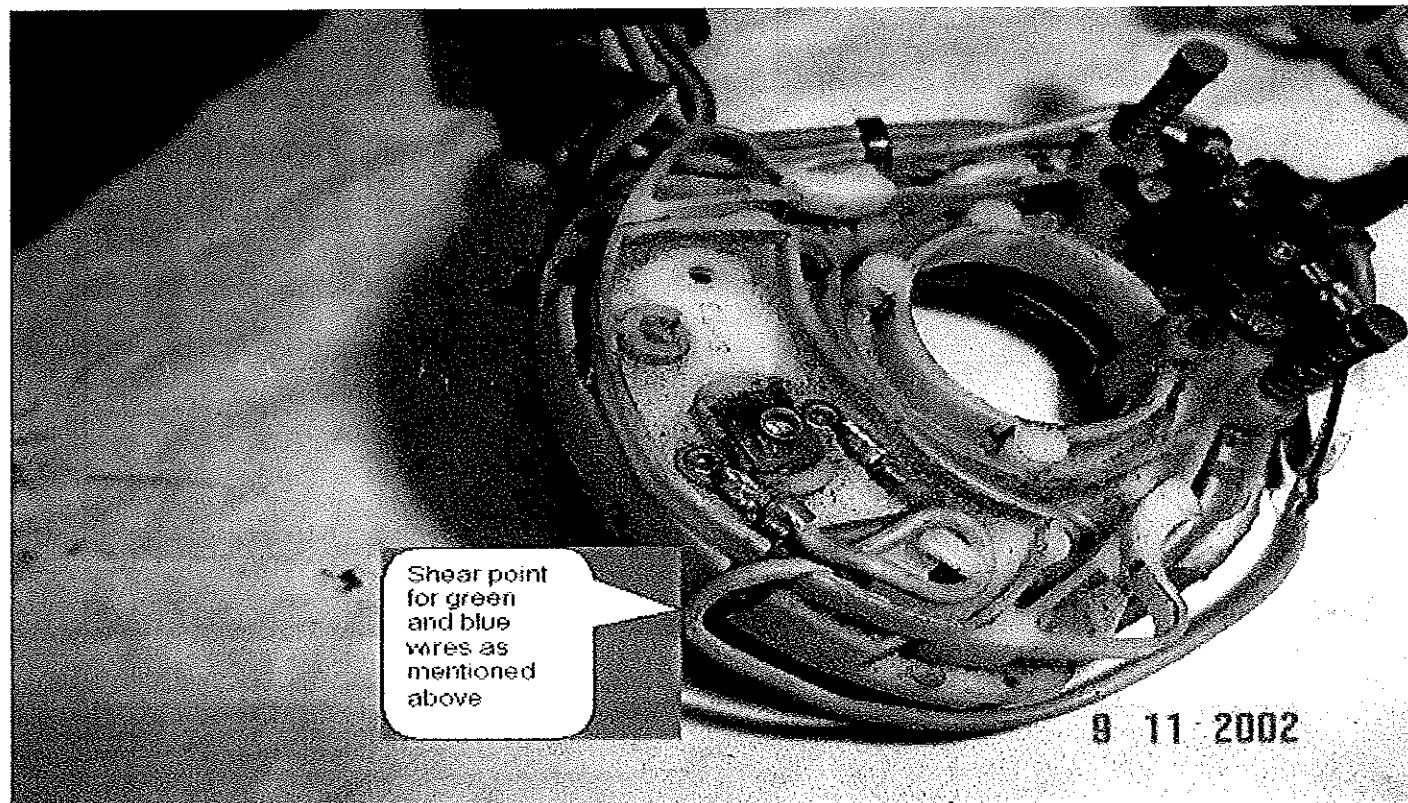
Please park in allotted area where the cars will be put on display. The Club will be paying a percentage

See you there.

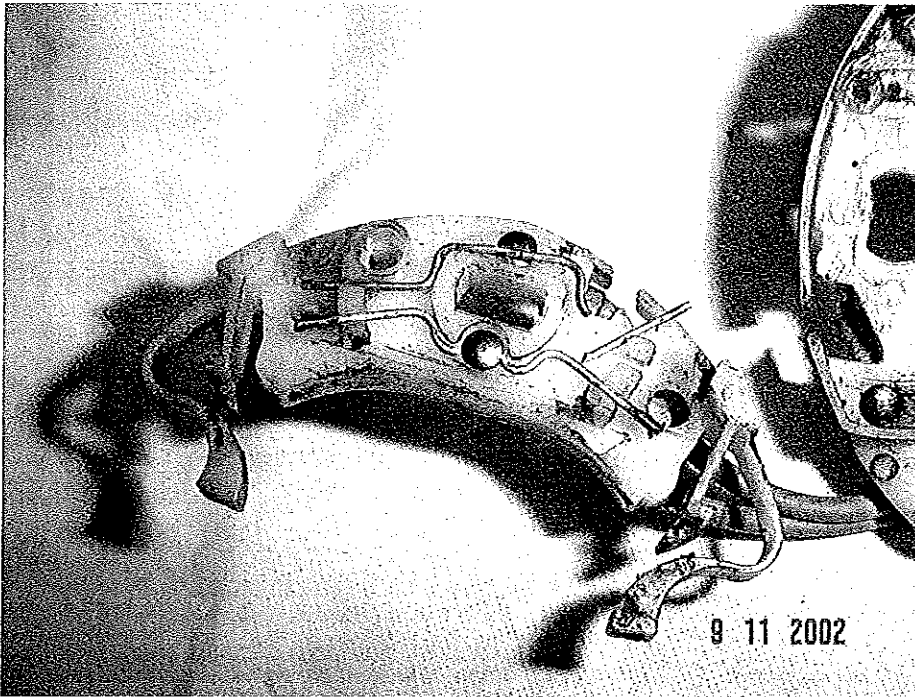
Technical Fixes

A strange thing happened on the way to the forum the other day. The lights were on but nobody was home or more precisely, when using the indicators, the right noise was happening but we had no green lights in the dash. On further investigation, front indicators work but nothing at the back end. Globes checked out OK, earthing OK, no blinking power to the rear at all, must be the switch in the steering column

On further investigation I repaired the couple of wires (green and blue if they are still original) that tend to shear after years of turning left and right but I still had nothing at the back, though the hazard lights now worked a treat. Out with the multimeter and more prodding and poking around led me to confirm that the actual switch was not doing the business. Just for information, the dash green lights wiring is connected to the rear indicator circuit, that's why the front worked OK but not the rest



Prise the spring clip from the pivot pin and pull off the switch to expose the internals.



All is revealed. Note the broken spring wire which should be doing the switching. I repaired the unit replacing the wire with one from a switch that had a broken latch. Drilled the head off the rivet to remove it and replaced it with a 1/8th brass screw, peening over the end of the screw on outside of the switch. The unit now works as expected

-SPEEDOMETER IDENTIFICATION-

Here are the descriptions and matching part numbers of the various speedos used in P-76's.

This information comes from an old edition of ABA. Tony DeLuca also printed a similar article in one of the Owners Club Newsletters, but I don't have a complete library of the old editions, so I am unable to more accurately give credit.

"Deluxe" model speedos, no tripmeter;

V-8, Imperial dial, MPH- AYD 9085.

V-8, Metric dial, KPH- AYD 9087.

E-6, Imperial dial, MPH- AYD 9250.

E-6, Metric dial, KPH- AYD 9311.

"Super" and "Exec" model speedos, with tripmeter;

V-8, Imperial dial, MPH- AYD 9088.

V-8, Metric dial, KPH- AYD 9087.

E-6, Imperial dial, MPH- AYD 9251.

E-6, Metric dial, KPH- AYD 9313.

By Phil Crowther.

P76 IGNITION

by Barry Levarde, N.T. P76 Owners Club, Darwin

The ignition switch located on the rear of the key lock (the electrical part of the unit) is now very old and starting to fail. I have gone through 3 in 4 weeks.

Research has tracked down the original which came from a CH Chrysler/Valiant and Ranger Station Wagon (1970 - 72).

Small supplies of this rare item are still available from Mitsubishi Dealers but when existing stocks are used up, that's that.

The part number is MI-3711445. at a list price of \$131:76 (no, the cents figure is not a joke). Modification is required but it is small and simple.

There are two differences between the Leyland part and the Chrysler part.

1. Large blue wire on Leyland part is light blue - Chrysler is Dark blue.
2. Leyland plug is round terminals in moulded rubber plug - Chrysler part uses spade terminals in square plastic plug. Cut off old plug and re solder to new wires. Easy!!

It is advisable to also roll the metal edges of the switch case over the plastic end and coat edges with Araldite to prevent the plug coming apart. They have a bad habit of doing this.

Article supplied by Barry Levarde, N.T. P76 Owners Club, Darwin.

JOKE OF THE WEEK

Lawyers should never ask a witness a question if they aren't prepared for the answer. In a trial, a Southern small town prosecuting attorney called his first witness, a grand-motherly, elderly woman to the stand. He approached her and asked, "Mrs. Jones, do you know me?"

She responded, "Why, yes I do know you, Mr. Williams. I've known you since you were a young boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you never will amount to anything more than a two-bit paper pusher. Yes, I know you."

The lawyer was stunned! Not knowing what else to do, he pointed across the room and asked, "Mrs. Jones, do you know the defense attorney?" She again replied, "Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him." The defense attorney almost died. The judge asked both counselors to approach the bench, and in a very quiet voice, said, "If either of you bastards asks her if she knows me, I'll throw you in jail for contempt