



Leyland P76 Owners Club  
Incorporated Queensland



Leyland P76 Anything But Average

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August 2009

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# THE QUEENSLAND BULLETIN



**John's Bitter Apricot Executive at the July Club  
outing**

**LEYLAND P76 OWNERS CLUB**  
**INCORPORATED QUEENSLAND**  
P.O. Box 343, CARINA 4152, QUEENSLAND  
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Any committee member

## General Information

**AIMS OF THE P76 CLUB**

1. To restore and actively use all model of P76 produced.
2. To provide knowledge, advice and parts on the P76 and its variants.
3. To conduct various activities for the members and their cars.
4. To include any vehicle assembled in the Zetland factory.

Membership of the club will be open to anyone who is interested in pursuing the aims of the club

The Leyland P76 Owners Club Incorporated Queensland has its monthly Meetings on **2<sup>nd</sup> Friday** of each month:

**Venue:** Norman Park Uniting Church  
Cnr Bennetts Rd & McIlwraith Ave  
NORMAN PARK QLD

**Time:** **8.00pm**

Various activities are organised by Club Members and are generally held on the last Sunday of the month. All venue information is confirmed at the General Meeting and is recorded in the Minutes.

**CLUB MEMBER OF THE YEAR POINTS ALLOCATED**

Attend Meeting = 1 point: Raffle donation = 1 point: Organise Event = 1 point: Win Event = 1 point

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## From the Editors Desk

Hi all

We're well into August now and I am starting to plan for Christmas – well that is, going home for a trip to spend Christmas with family. Seems such a long way away, but the cost of travelling by air goes up and up the closer to the departure date so I need to get organised earlier. But I am afraid already we have missed out on the good fares. This month I am celebrating turning half a century (that hits home hard saying it like that). Richard and I are inviting you to our home for a BBQ lunch on Sunday 30 August for the monthly club outing. Our address is 14 Jingella Street, Santa Barbara, Hope Island Qld 4212. For any of you who get lost our phone number is 07 5510 8186. We look forward to seeing you. To put my birthday this year into perspective the following quote is relevant “49 is the old age of youth, 50 is the youth of old age”.

Our July outing was to the Gold Coast Heritage Day at Pimpama and we had a small turnout of Ps there. We started with four cars, however, one of our enthusiasts had an important game of tennis and had to leave but it was good to see you there Graham. It was the first time we had seen John Salked's immaculate Bitter Apricot Executive (picture on front of mag) – a very nice car and it looked really good parked beside the Cadillac limo. Col and Sandra were there in their Country Cream executive after finally getting some dry weather down south and being able to drive (not slide this time) it out of the shed. We had our Bitter Apricot Deluxe. Still waiting on Graham and Carol to get their P on the road but they do surprise us in turning up in different vehicles to the outings. Maybe Stephen's Marina will hit the road before the P ...

This is always a good day out with lots of working displays, several steam engines being used to drive different pieces of equipment, water pumps, sawmills, grain sorter and many others. Some of the machinery is painted and polished to perfection and shows the love the restorer has put into it. The sawmill was good but scared me, although I must admit the operator was extremely experienced. There was a parade of vehicles around the grounds at 1.30pm with all sorts of anything on wheels going past. Some tractors looked like they had come out of the Ark and moved so slowly we didn't know whether they were going to get to make it back or not. There was even an electric truck that would sneak up on you without any sound at all.

There was a large turn out of classic cars this year, this may have been due to the fact that the weather was a lot better than last year although there was a chilly wind but at least it wasn't raining. The organisers obviously did not expect to see so many classic and old cars, as parking for them was very limited. The buses were as usual taking people from field to field and we managed to get upstairs in the double decker this time which was a great view.

Our AGM was held earlier this month and it was good to see everyone who made the meeting. Welcome to Daryl and Barb who joined the club last year and have recently decided to make Brisbane their home. We look forward to seeing your Bitter Apricot when you get it here. Also, thanks to all for bringing supper – it was a great spread and many thanks to Pat for getting it ready and cleaning up and to all those who assisted her.

Although still not too well, Rogo and Pat made it to the AGM and it was good seeing you guys after such a long time. Rogo, we hope that your Specialist enjoys his holiday and comes back invigorated to get your op done and have you chasing Ps again.

At the back of the magazine is a map to drive to Watts Bridge for the Festival of Flight that some of our members may be attending on 30 August. Also is the registration form for the 2009 BMC Leyland Australia Heritage Group Reunion for anyone who wishes to attend. Some of our committee members will be going so you may want to contact us if you wish to convoy down to Sydney.

If your magazine has a red dot on the front of it, this is a reminder that we have not received your 2009-2010 subscription and this will be the last magazine sent out to you if you do not renew before the next committee meeting.

*Happy motoring and safe driving*



## General Meeting Minutes

### **Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 14 August 2009**

The meeting was opened by the President at 8.00pm

- Apologies:** Alan Schutz, Geoff Jones, Reg Jones
- Treasurers Report:** Warren reported out bank balance is \$1604.35
- Minutes of Previous Meeting:** The minutes of the July meeting were accepted as a true and correct record. Moved Richard seconded Adrian
- Business Arising:** Christmas lunch – deferred to General Business
- Incoming Mail:**  
*Membership renewals received from:*  
Daryl & Barbi Packham, Lisha Kayrooz, Anthony Lynham, John Judd, Ray Trost, Allan Schutz, Russell Nicholson, Graham Dollisson, Reg Jones (2 years membership)
- Magazines received from:*  
Anything but Average NZ, Classic Car Club, Leyland SA Club, Leyland Post, BMC/Leyland Australia Heritage Group
- Trailer Registration reminder  
Letter from Steve Maher re 2010 National Meeting  
Letter from Morris Minor Club  
Association return letter
- Outgoing Mail:** Trailer Registration paid  
Public Liability Insurance paid  
Hall rent paid
- Spare Parts:** Graham has sold a lot of parts. He has ordered more strut top bushes. Steering rack bushes are available again
- General Business:** Adrian spoke about Peter Mollsworth's visit to Darren's place  
Christmas Party: Big Fish Tavern at Caboolture on 22 November  
Adrian spoke about day out at Willowbank with Reg in his P76  
Deluxe P76 models are on the go  
Adrian spoke on the collectability of the Leyland Marina  
Stephen Dollisson nominated for Combined Council Awards/Scheme for young classic car owners
- Upcoming Outings:** 29 – 30 August - Trip to Watts Bridge Airfield for Festival of Flight  
30 August – BBQ lunch at Santa Barbara on the Gold Coast at Richard and Ann's
- Meeting closed:** 8.43 pm



## 2009 Club Events Calendar

### August 2009

- 30 Sunday**      **Club Outing**  
BBQ lunch at Santa Barbara, Gold Coast  
Festival of Flight – Watts Bridge Airfield

### September 2009

- 11 Friday**      **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park
- 20 Sunday**      **Club Outing**  
All British Day at Tennyson

### October 2009

- 9 Friday**      **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park
- 25 Sunday**      **Club Outing**  
MNDA Qld - Sandgate

### November 2009

- 10 Friday**      **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park
- 22 Sunday**      **Club Outing**  
Christmas Lunch at the Big Fish Caboolture

### December 2009

- 6 Sunday**      **Club Outing**  
Christmas Lunch
- 11 Friday**      **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park

## Swap Meets and Events

### August 2009

- 30      **4<sup>th</sup> Motoring Jamboree**, Youth Avenue, Nambour Qld. If rained out, the rescheduled event will be held on Sunday 13 September. Free entry for display vehicles.
- 30      **Macleans Bridge, Jimboomba Car Show and Swap**

### September 2009

- 5 – 7      **Speed on Tweed** Murwillumbah
- 12      **Gympie Swap**, Gympie Showgrounds
- 13      **Beaudesert Swap**, Beaudesert Showgrounds
- 20      **Eliminators Hot Rod, Car & Bike Show, Swap**, Beenleigh Showgrounds
- 20      **All Ford Day and Swap**, Kedron Sporting Field
- 27      **Nanango Swap Meet and Auto Spectacular**, Nanango Showgrounds

**October 2009**

- 4 **Chrysler Expo**, Mt Gravatt Showgrounds
- 18 **BMC Leyland Australia Heritage Group Reunion** - Sydney
- 25 **Morris Minor Day** Ormiston

**November 2009**

- 14-15 **Historic Noosa Hill Climb**, Noosa
- 29 **Tambourine Swap**, Beaudesert Showgrounds

*Many thanks to:*

**Pacific Highway Auto Recyclers of Elliot Drive, Yatala**

**The Rubber Shop, 148 South Road, Enoggera**

*for providing the club with dates and details of the 2009 swap meets*

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, 'Where am I, Cathy?'

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.





## *President's Report*

Hello Leyland lovers

What a time I have had lately in the motoring world. Long story short - the Nissan's brakes went on holiday. I fixed them and then the 2 year old alternator packed it in and along with some other minor work that was needed we decided to sell the Nissan. It wasn't mobile due to half the lights not working because of the alternator so I have been walking lately. I now have a loaner car until I can finalise the next purchase which will be another Leyland product so my fleet will be at least from the same manufacturer.

I was driving to the August meeting in the Marina and it threw the fan belt. Fortunately I was near a friends place so I just parked it and phoned for help which arrived in the form of Adrian with Neville not very far behind him - a big thank you to both of them. Friday night was the BIG night, yes AGM time again and the committee was basically re-elected. It was an excellent turn out of members as well and a prospective new member who lived my way and offered me a lift home. Thanks Clyde. Also, thanks to everyone who bought a plate. Supper was delicious and very much appreciated. Richard Rydell ran the election side of things in great style. Thanks Richard.

Coming up we have a run to Santa Barbara on the Gold Coast on the 30<sup>th</sup> August – Ann's 50<sup>th</sup> I believe. Also, the Festival of Flight at Watts Bridge is on the same day for those who are keen on flying machines. September 20<sup>th</sup> is the ALL BRITISH DAY (at least come along and see which or indeed how many Leyland products I bring this time) we will have a BBQ going for the hungry hoards - cooking done by myself and the vice president. Come along and introduce yourself and have a look at the various cars on display.

See ya - until next time... Anything but average  
Carle Gregory

### LETTER FROM MOM

Dearest Redneck Son

I'm writing this slow because I know you can't read fast. We don't live where we did when you left home. Your dad read in the newspaper that most accidents happen within 20 miles of your home, so we moved. I won't be able to send you the address because the last West Virginia family that lived here took the house numbers when they moved so they wouldn't have to change their address.

This place is really nice. It even has a washing machine. I'm not sure about it. I put a load of clothes in and pulled the chain. We haven't seen them since. The weather isn't bad here. It only rained twice last week; the first time for three days and the second time for four days.

About that coat you wanted me to send; your Uncle Billy Bob said it would be too heavy to send in the mail with the buttons on, so we cut them off and put them in the pockets. Bubba locked his keys in the car yesterday. We were really worried because it took him two hours to get me and your father out. Your sister had a baby this morning, but I haven't found out what it is yet so I don't know if you are an aunt or uncle.

Uncle Bobby Ray fell into a whiskey vat last week. Some men tried to pull him out but he fought them off and drowned. We had him cremated, he burned for three days. Three of your friends went off a bridge in a pickup truck. Butch was driving. He rolled down the window and swam to safety. Your other two friends were in the back. They drowned because they couldn't get the tailgate down!

There isn't much more news at this time. Nothing much out of the normal has happened.

Your Favorite Aunt  
Mom



## Adrian's Adventures



Fun @ the track

Last Friday in the wee hours (for a city worker) I was picked up by Reg Jones in his purpose built race car. We drove to the Amberley Caltex Service Station and arrived around 7.00am to fill some jerry cans and have a quick breakfast stop. There to meet us was Reg's son Keith and friend Shane Hill. Both these

gents had race cars on their trailers. Keith car is a 2 litre non turbo Silvia while Shane's is a XE falcon stock with the engine mounted mid way (engine capacity is 351 cubic inch).



Reg has done a great job putting his P76 together. He has it club registered. The engine bay is immaculate, the motor is a 4.4 litre, roller rockers, a Will Power fuel injected manifold thermo fan and extractors through to a single pipe. The engine is coupled to a Ford T5 manual gearbox with Commodore cable clutch while the front suspension has a very large sway bar, wide wheels at strange angles. The rear has disc brakes and limited slip diff. Reg has taken the plunge and added power steering to his car, great for the drive to and from the track but on the track a different tale.

We arrived at the Willowbank Complex and headed down to the main race track. Along the drive into the race track we passed the drag strip entrance, go-cart tracks, motor bike tracks and other assortment of tracks for motor sport activities. We drove through the car park into the area behind the pits where we were given our number for the day, 76 "of course" which was then stuck onto the left hand rear window with masking tape (only lasted one lap before it disappeared).

Entering the pit area we parked and unloaded the car in our allocated bay. There was a good collection of Japanese cars (Nissan, Subaru and Mitsubishi), two European cars (Porsches) and two Australian cars (old XE Ford and of course the P76). No Holden's ... Reg is renowned for bringing his P76 to these meetings - you may have seen the "You Tube" clip of him passing a Nissan.

The organisers had classified the cars attending into 4 groups. Then each car got about 5 laps per session. There was about 4 to 5 sessions before the circuit was changed (variety). They then repeated the sessions again on the different circuit.

The cars are tagged electronically with RFID and antenna stuck onto the windscreen - looks like a squashed bug on the screen. This then is used to time the cars as they pass the start/finish line to very accurate times.

Reg had planned the day well. He brought along the coffee and bottles of Ginger Beer and some biscuits. The Groups were called to the starting line and with not too much waiting it was Reg's turn. This session proved to be a testing time as the power steering rack caused the steering to be too light and he could not feel the action of the tyres being transferred to the steering. Reg also had to come in after three laps due to oil being thrown out of the power steering rack pump onto the extractors on a tight corner. Looking

into the problem of light steering, I remembered Neville speaking about how the power steering rack could be used without the pump. Verifying this with Neville, we removed the belt from the pump and put a plastic pipe over the spout of the power steering pump to remove the possibility of oil spilling onto the extractors again.

On the second session Reg came back from the laps perspiring, but said he could now feel the car and running gear. He also indicated it was very heavy but was able to steer the car better with less turns of the wheel. Later I heard from Neville that we should have disconnected the pipes and bled some of the oil from the lines.

Keith had a trouble free day while Shane had oil splashing over his shoes and oil smoke pouring from the engine after the second session. Shane was able to correct this problem as a breath pipe had fallen out of the tappet cover.



The morning went really quick. I had cameras at the ready, took some video and stills. There were lots of problems with the video with not being able to stay with the cars.

Overall the racing was good, with a couple of spin outs during the session and a little bit of a stash between Reg and Shane. Reg out-performed Shane on the corners with Shane just not able to pass him on the straight. There was only one car that I thought was extremely noisy and it was so loud you had to put your fingers in your ears. The organisers have a noise monitoring system and Shane was picked up for being about 5 decibels (not his car) above the recommended level. Reg had times between 1.15 minutes down to 1.02 minutes per lap during the morning. After we finished, another group of cars appeared for the afternoon run. When the racing is over you can get a ride in the passenger seat for \$10. This happens after the sessions have finished. I will try to go for a ride next time.

The next outing is at Lakeside sometime in September so I'll let you know when that is on. Before the trip home we put the belt back on the power steering rack, packed the car and took the opportunity to have a hamburger before heading off. The traffic in the Gails area was terrible. I was watching the car's temperature gauge which sat in the middle of the dial. The thermo fans were working well - if it was my P we would be on the side of the road.

Although I enjoyed the morning immensely, I am still weary of seeing the P76 used for motor sports. But I have just heard of a car that was bought in Queensland, the engine and gearbox was stripped out and the

body dumped so that the new owner could use the motor in his race car (luckily the body has been recovered by club members in NSW and found to have an unusual chassis number with X in it). What a waste, so why don't we push for people to take some of the not so good examples of the P76 and do them up for the race track and start a supporters group turning up to support the owners who do the right thing.



The outing with Reg has shown me that the P76 on the race track is a fun thing to be involved with and the type of meetings that Reg goes to has little to no danger of the cars being destroyed. For the optical perspective, the P76 is in a class of its own. It is great seeing the P76 rounding up the up-market cars. The person who penned the words "Anything But Average" really needs to step forward as the car is certainly that. As I have been invigorated I would like to propose a Supporters team based around the P76 with a dedicated web site, flags, shirts and logo. How about Anything But Average Racing (ABA Racing) and I think Neville has some logos to use as well?

#### **A snippet of time:-**

##### **Reg Jones**

- lives in Nambour Queensland
- has been involved in the P76 both in New Zealand and here in Oz
- has been an enthusiast and a collector of P76s since 1973
- first car was bought in 1973 for \$4300, a country cream P76 which had done 978,000 kms. The car is no more due to rust but the motor is still going strong in a Range Rover today. He informed me that the motor has been rebuilt twice but only had a hone and new rings (amazing)
- has been driving the Nissan Silvia (Keith's car) but thought it was more fun driving "a classic" P76
- is a life time member of Queensland Raceway Willowbank

The racing fraternity is amazed by what Reg has been able to do with the P76 after driving the Silva previously. As you know, when you drive your P76 about, some people come up with complementary statements and others not so complementary remarks about the car. The car brings a lot of attention. Lots of other drivers cannot believe that his car is close to stock standard and is out-performing some very modern equipment.

Good going Reg and thanks for the great morning.



# THE 2009 REUNION

After the success of the 2008 Reunion, we're returning to  
**RYDE EASTWOOD LEAGUES CLUB**  
 Ryedale Road, West Ryde

**Sunday 18<sup>th</sup> October 2009**

Once again the CAR DISPLAY will occupy the rooftop carpark, so if you would like to bring along your BMC Leyland motor vehicle, please contact Roger Fox (9449 1824). Cars on show should be in place by 10.00am.

Guest Speaker: George Fowler will enlighten us with a presentation of his experiences with BMC Leyland and life after Victoria Park, Zealand

**Cost** will be **\$32.00 per head** and includes appetisers, full buffet (including conveyer and hot dishes), desserts, tea/coffee & milk, as well as some liquid refreshment. (Cashier value for just \$32.00)

We look forward to seeing all our "old friends" again - either as an ex-employee of BMC or as a Car Club Member.

*Bring your families/friends along & make 2009 a memorable event!*

Please bring all the above and forward with your payment:

**PAYMENT FOR BMC LEYLAND HERITAGE GROUP 2009 REUNION**

Please forward this section with your payment of **\$32.00 per person** to:

Koy Die Luca, 7 Savoy Court, West Pennant Hills 2125 (Phone 02 8812 2479 or 0410 888846)  
 RSVP: 25/09/2009 (Cheques payable to BMC Leyland Heritage Group)

**Please give your preferred first name for name tags.**

NAME: .....

PARTNER/FRIENDS NAMES: .....

YOUR ADDRESS: .....

PHONE: .....

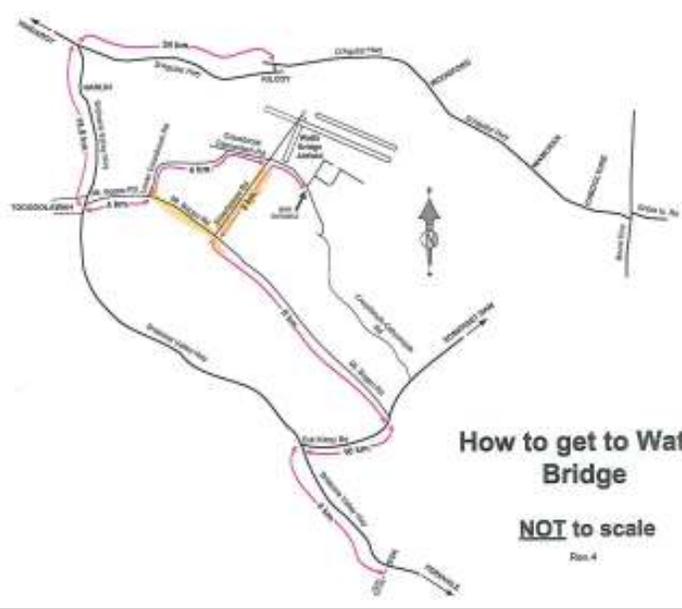
Please advise if you have a Special Dietary Requirement: .....

PCODE: .....

EMAIL: .....

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*Festival of Flight*  
 28/29/30 August



**How to get to Watts Bridge**

NOT to scale  
 Plan 4