



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

March 2009

THE QUEENSLAND BULLETIN



Bribie Island day out

LEYLAND P76 OWNERS CLUB INCORPORATED QUEENSLAND

P.O. Box 343, CARINA 4152,
QUEENSLAND
www.leylandp76.com

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General Information

The Leyland P76 Owners Club Incorporated Queensland holds its monthly Meetings on the **2nd 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 are confirmed at the General Meeting and are recorded in the Minutes on the next page.

CLUB MEMBER OF THE YEAR POINTS ALLOCATED

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

IMPORTANT NOTICE

ALL MATERIAL IN THIS MAGAZINE IS COPYRIGHT

Other "P76 Owners" clubs are welcome to reproduce any original material in this newsletter providing a mention of "Leyland P76 Owners Club Incorporate Queensland" and the "Author" of that material as the original source is made.

From the Editors Desk

February was a busy month with two outings. Our second outing was a trip to Bribie Island which is north of Brisbane. We arrived at the BP Morayfield just a matter of seconds before Pat and Rogo arrived – great timing as our travelling time was approximately 1 hour 20 minutes and Pat and Rogo were basically down the road a little way. Adrian had called to say he wouldn't be coming due to a scout commitment so we arranged to call into his place for afternoon tea on the way home. Grahame and Carol also arrived very soon after.

Rogo parked his car by the Ford owners (obviously did this on purpose) who had met for an outing and he received some positive comments about his P. So good to hear other car owners thinking the P is a great car. We stayed for morning tea (cake for some) and must tell you that this is a very busy meeting place for car and motorbike clubs to meet, refuel and have a coffee or bite to eat. We were fascinated (ladies included) with some of the fashions there – one in particular that caught our fancy and of course the men could not take their eyes off her. Rogo was very taken with the mature lady with short skirt and legs up to her armpits. Now Rogo normally walks with a limp but I think by the look on his face when he saw this vision he could have walked on water!!! Even us ladies thought she had great legs and I say no more.

After such a social start we headed off to Bribie Island following Rogo (picture on front of mag – Rogo's Targa, Richard's Deluxe and Grahame's other vehicle) - Graeme you may have to use your holidays and get the real P on the road. We arrived at Bribie and set up a picnic spot by the river under the trees. There were not many people around and it was all rather pleasant.



Riverside at Bribie Island left to right: Rogo, Richard, Carol, Graham and Pat (sitting).

The three men went off to look at a Marina coupe that was for sale. It was in reasonable condition for the price so Graham decided to purchase it for his son who was looking for a cheap car. Hopefully we will see it back on the road in the not too distant future. Another old car saved and another young person to keep the classic cars alive.

There were other classic vehicles there that caught our sharp eyed contingent including a Fordson painted maroon and cream – a real beauty that is also for sale.



Marina

While the guys were away I received a call from Ray Trost to say he was on his way. An hour or so later Ray, Adele and Tim arrived and brought with them freshly picked watermelon and corn. We had our fish and chips for lunch by the river and then finished off with the watermelon. Now, believe me, I have never tried watermelon before so this was a first for me – however, I think I could get a liking for it. Thanks Ray and Adele for the fresh produce, a lovely gesture and much appreciated by us all.



Fordson

*Pat and Ray
cutting into the
watermelon
with makeshift
utensils*



After the Trost's left we convoyed back to Adrian's place for some of Jenny's famous chocolate cake and a chat. By this time it was around 5.00pm so reluctantly we left and motored home. We had a great day out, listened to Rogo reminiscing about when he worked on Bribie Island and relaxed in really good company. Thanks Adrian and Jenny for your hospitality.

Our March monthly meeting had a good turnout but only two Ps in the carpark. Our next meeting has been cancelled as it falls on Good Friday and also some of our members will be in Gunnedah for the State of Origin get together. We have also made a change to our calendar of events as the new café at Beenleigh has closed (I guess it is a victim of the global economic situation) so we will now be going to Graham & Ricki's at Yatala to strip one of the club cars and have a BBQ. We will look at having a game of croquet, tennis or such like while we are there. Also, you will get a chance to see Ricki's Aston Martin Lagonda – I have been told there are only 19 in Australia and this is a must see.



*Afternoon tea at Adrian and Jenny's – Rogo, Jenny (Leonard hiding), Pat and Adrian
If you look close enough you will see Adrian's No. 3 P76 in the garage at the top left*

This coming Saturday (21 March) is the Drive in Movies (see last month's mag for the advertised details). Once again this is always an enjoyable day out with a great range of classic cars on display. There are fun things for the kid so come along to a great family day. Look for the Ps - we are normally parked by the dining building. Feel free to contact anyone of us so we can save a park for you.

Also, at the back of the mag is a document that outlines the "Aims" of our club. Carle, our president, has worked on this proposal to present it to members for discussion at our next meeting in May. Please feel free to contact Carle with any feedback concerning this proposal.

Happy motoring and safe driving

Boat troubles

During late spring one year, a blonde was trying out her new boat. She was unable to have her boat perform, travel through water, or do any maneuvers whatsoever no matter how hard she tried.

After trying for over three days to make it work properly, she decided to seek help. She putted the boat over to the local marina in hopes that someone there could identify her problem.

Workers determined that everything from the engine to the outdrive was working perfectly on the topside of the boat. So, a puzzled marina employee jumped into the water to check underneath the boat for problems. Because he was laughing so hard, he came up choking on water and gasping for air. Under the boat, still strapped in place securely, was the trailer.

General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 13 March 2009

The meeting was opened by the President at 8.00pm

- Apologies:** Warren, Garth, Graham and Pat
- Treasurers Report:** No report to hand at this meeting
- Minutes of Previous Meeting:** The minutes of the January meeting were accepted as a true and correct record. Moved Richard M, seconded Adrian
- Incoming Magazines:** Westwords – March 09
Penzed – March 09
Leyland P76 Classic Car Club – February 2009
SA P76 - March 2009
- Incoming Mail:** Motorfest Information
Australia Post Box renewal
- Outgoing Mail:** Nil
- Spare Parts:** Discussion on Club parts and cars. Also discussed buying ring gear. Please remember that a supply of new parts may be available through the club by contacting Graham on (07) 38881345. If you are not picking them up then they will be sent by COD.
- General Business:** It was agreed that the Good Friday Monthly General Meeting be cancelled due to the public holiday and also members going to Gunnedah.
Sills replacement panels to be followed up
Discussion on P76 in wrecking yard at Redcliffe
Rock 'n' Roll Café at Beenleigh has closed so the next outing will be to Yatala to strip the Club P76 stored at Graham wrecking yard.
- Upcoming Outings:** 21 March – Drive In Movies at Yatala
10 April – Get together at Gunnedah over the Easter weekend
26 April – Day at Graham & Ricki's (meet there at 9.00am, BBQ supplied)
23 May – Rodz Rock 'n' Roll at Pine Rivers
- Meeting closed:** 8.55pm

2009 Club Events Calendar

March 2009

21 Saturday

Club Outing

Yatala Drive In – 1950s Nostalgia Night

April 2009

10 Friday

Monthly General Meeting – Cancelled

10-13 Weekend

Club Outing

Easter 'Get Together' with NSW at Gunnadah

26 Sunday

Club Outing

Graham and Ricki's - Yatala

May 2009

8 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

31 Sunday

Club Outing

Fish and Chips at Colmslie

June 2009

12 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

28 Sunday

Club Outing

Ispwich – BBQ

July 2009

10 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

26 Sunday

Club Outing

Clean up and BBQ at Graham and Pat Rogerson's

August 2009

14 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

30 Sunday

Club Outing

Lunch with Motor Neurone Disease Association at Clontarf

September 2009

11 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

TBA

Club Outing

All British Day at Tennyson

October 2009

9 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

TBA

Club Outing

Morris Minor Day at Ormiston

November 2009

10 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

29 Sunday

Club Outing

Christmas Lunch

Rowing Your Boat

Two blondes were driving along a road by a wheat field when they saw a blonde in the middle of the field rowing a row boat. The driver blonde turned to her friend and said "You know - it's blondes like that that give us a bad name!" To this, the other blonde replies "I know it, and if I knew how to swim, I'd go out there and drown her."

Swap Meets and Events

March 2009

21 - 22 Maleny Swap Meet Maleny Qld. Sunshine Coast Area of Historical Motor Cycle Club of Qld's Annual swap meet at Maleny Showgrounds. Gates open 2.00pm Saturday 21st. March. For information phone (07)-5442-1919

21-22 Yesteryear Rally Display, Bundaverry – phone (07) 4159 9984

29 Ormiston State School – information contact (07) 3207 3733 or 0417612533

April 2009

- 5 The 11th Annual Gold Coast Super Swap & Show & Shine, Carrara Sports Complex, Nerang Broadbeach Road - Ph Tricia 0402093679 or Terry 0413875737.
- 5 Northern District Rodders Show & Shine & Swap, Redcliffe Showgrounds – phone 0432249486
- 26 Cleveland Showgrounds & Car Show – information contact 0417629271

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

President's Report

Hi everyone

Well this month we are back to the nomad, which is now registered at last. That's the good news. Now the bad news - it has a leak from the water pump, large enough for me to only get around 5km before I need more water, bugger. Now I have the radiator and the pump out and in the next week or two I will assemble it all. The thing that is really annoying is I have two classic cars registered and neither can go on the road. The marina smokes the place out and there are water issues with the nomad, bugger again. Oh well, fixing these little dramas will keep me off the streets for a while. Then it will be onto the next project!

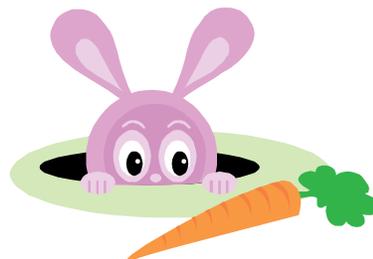
A good roll up of members came to this month's meeting which is encouraging and good to see. Adrian has updated the webpage as well with photos of the Australia day rally and the BBQ at Rogo's place after the run to the muscle car museum. Well worth a look at the photos, especially the Australia day event and try to guess some of the makes present.

The drive-in movie night on 21 March is in actual fact this coming weekend. It starts at 2pm and the cost is \$16 per person. Then in April there will be the meeting at Gunnadah over Easter. I hope everyone has a good time. On that subject, please note that the April monthly meeting due on Good Friday has been cancelled and the next meeting is on the 8 May 2009.

We are trying to organize a working bee to finish wrecking a car at a Graham Joseph's Yatala Yard. This will hopefully create more room for any other P's that need saving from oblivion.

Another reminder to keep an eye on is the event pages in the mag as we have some great outings in the future, but are subject to change so keep the mag handy. Until next time happy motoring and have a nice Easter.

Carle



Members other vehicles

Have you met the Met?



It all began about 45 years ago in England my home country, when I was a good looking, slim bloke of 20 years of age.

I decided to trade my Austin A40 in on this little sports looking Austin Nash Metropolitan. It was magnificent - turquoise and white. A lot nippier than the A40 with about the same size motor, 1500cc, and it being a little 2 door coupe it went like a rocket. Pat and I went everywhere in our Met, all over the English countryside. We were the envy of the neighbourhood. In 1965 Pat and I decided to immigrate to Australia. Our wedding day was a couple of weeks before we were leaving, so we took off on our honeymoon with cans rattling behind the Met.

After the honeymoon it was time to leave for Australia. We wanted to bring the car with us but decided it would be too expensive and maybe we would be able to buy one in Australia. My father agreed to buy it from us. He drove it back and forth to work for a couple of years and loved it, until one morning he was involved in an accident, The car was too badly damaged for repairs so ended up on the scrap heap. Thankfully Dad was unhurt. After a few years Mom and Dad followed us out here. We often used to talk about the times with the Metropolitan.

When we first arrived in Australia we looked around for another one but to no avail, so the idea of owning another Met was put on the back burner. The only one we saw was in a Museum in South Australia but this one was not for sale. Dad passed away at a ripe old age of 90 and left me a sum of money, so I decided now is the time to try and get a Metropolitan. So off we went to England to visit Pat's relatives and try and find a Met.

The Nash Metropolitan was originally built in England by Austin for the American Nash Company with about 100,000 built from 1954 - 1961. They were available as a hard top or convertible and were built to grab the market of women drivers. The first models came with a 1200cc motor and from 1956 onwards they had a 1500cc motor and were much faster.

On with the story...

On returning to England in 1998 my first priority was to find a Met. I spent a fortune on car magazines and visited car shows and auctions. The only one I found for sale was a rust bucket with half of it missing. The guy wanted £1500-00 (about \$3,500-00) so we gave it a miss, but I did buy a work shop manual while we were over there. After returning to Australia I thought the only place I would be able to get one would be America. Until one day a mate asked had I tried New Zealand.

I have a Kiwi mate who regularly contacts me, so I asked him to keep a lookout for one for me. After about a week he rang me back to say he had located one. A guy he knows who collects American cars had one to sell. After contacting him we discussed a price and the deal was done. As this guy was used to importing cars we left the finer details to him with regards to shipping etc. It was also cheaper for him to export the car than it would have been for us at this end. After waiting what seemed like an eternity it finally arrived.

What a great moment when I first saw it. It was in pretty fair condition. The colour was red and white. It had been restored some years ago so didn't need too much doing to it. After walking around it a dozen times Pat said why don't you jump in and start it. So I jumped in, well not quite. I found it difficult to get into - funny how 45 years ago the Met was easy to jump into, maybe I wasn't quite so muscular (ha ha). So after a bit of work on a little rust and a few other things it passed a roadworthy and we were mobile.

We joined a classic car club and participate in many rallies and outings. We are used to comments that are made by others, such as "what sort of car is that?" and "Oh it's a Noddy car" or "here come the Wiggles."

As Pat and I drive around the Australian countryside my thoughts often go back to my younger days driving around England. I don't think I shall ever part with this one. In fact, my Granddaughter has already claimed it as hers. She is now 13 so I may have to keep it locked away.

ROGO

Ponderings:

If corn oil comes from corn, where does baby oil come from?
Why do they put braille on the number pads of drive-through bank machines?
How did a fool and his money GET together?
What's another word for thesaurus?
If nothing sticks to Teflon, how do they stick Teflon on the pan?
Why do they call it a TV set when you only get one?
How come wrong numbers are never busy?
What was the best thing before sliced bread?



Wishing you all a happy and safe Easter. To those who are travelling please take care on the roads

Proposal to be discussed at the May 2009 meeting

AIMS OF THE P76 CLUB

1. To restore and actively use all models 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 (one of the below)
 - a. Any vehicle assembled in the Zetland factory.
 - b. Any vehicle assembled in the Zetland factory from 1968.
 - c. Any vehicle assembled in the Zetland factory from 1970.
 - d. Any vehicle with an engine based on the P76 engines.

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

This is **NOT** a name change and nor will it ever be. The reasoning behind this idea is to try to expand and attract membership and improve/progress the club forward as the P76 was only manufactured for 18mths / 18,000 cars this makes it extremely difficult due to rust, accidents, ignorance and apathy. One way is to include other models of cars having a similar background; however we need to determine/formalize a cutoff point. To clarify the aims here is the reasoning

Aims 1 to 3 are pretty straight forward and spell out the main, primary and continuing functions of the club.

Aim Number 4

- a. this means any car assembled at the Zetland factory from the early 50's with the Morris minor through to the sale of the plant in 1974/5. These cars will include minors, minis, majors, lancers, freeways, marinas, nomads, 1800s, 1100s and some M.Gs
- b. this means any car assembled in the Zetland factory from 1968 which is when the go ahead for the P76 concept was first given
- c. this means any car assembled in the factory after the Leyland name began to appear on the cars (could also be 1971)
- d. this means any car with an engine based on a P76 engine. So for the P76 6cyl engine you would include the following cars: marina, tasman, kimberly, maxi, nomad, 1500 and the wolsely 6.
For the V8 engine you would include the light trucks that used the boxer engine.
Also do we look at any thing with a 3.5 rover V8 and upwards



Leyland P76 Owners Club
Incorporated Queensland



Membership Application or Renewal

I hereby request full membership of the Leyland P76 Owners Club Inc. I understand that there is a once off joining fee of \$10.00 for a new member and an annual membership fee of \$40.00.

Signed

Contact Details

Name:		Home Phone:	
Address:		Mobile:	
Suburb:		Town:	
State:		Postcode:	
Email:	@		

I would like to receive my Magazine by (please tick preference) Mail Email

Please find enclosed a cheque made out to: The Leyland P76 Owners Club for \$ This entitles me to a monthly magazines (except December), Club functions and access to buying Club parts. Members are invited to be on the committee.

Suggestions for Outings: (ie would you like us to arrange an outing near where you live)

1.
2.
3.

Car Information – Car 1

Vehicle Identification No. 076	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)
Engine Capacity	Engine No.	Paint Colour	Trim Colour	Manual <input type="checkbox"/> Column Shift <input type="checkbox"/>	Automatic <input type="checkbox"/> Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____		