



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

August 2010

THE QUEENSLAND BULLETIN



**South Coast Restoration Society
Open Day**

LEYLAND P76 OWNERS CLUB
INCORPORATED QUEENSLAND
P.O. Box 343, CARINA 4152, QUEENSLAND
www.leylandp76.com

Committee

President

Carle Gregory
Ph: 07 3396 0464
Mob: 0413553173
Email: bigcarle60@msn.com

Vice President

Warren Ashworth
Ph: 07 5535 9311
Email: ashworth@bigpond.net.au

Treasurer

Garth Morris

Secretary

Adrian Spencer
Ph: 07 3314 1056
Mob: 0414383503
Email: yowee_98@yahoo.com

Spare Parts Officer

Graham Rogerson
Ph: 07 3888 1345

Assist Spare Parts Officer

Pat Rogerson
Ph: 07 3888 1345

Editor

Ann Mallon
Mob: 0417748579
Email: annmallon2@gmail.com

Web Master

Adrian Spencer
Ph: 07 3314 1056
Mob: 0414383503
Email: yowee_98@yahoo.com

Technical Officer

Neville Humphreys
Email: nastyp76@hotmail.com

Dating Officer

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 **2nd Friday** of each month:

Venue: Mt Petrie Primary School
Mt Gravatt-Capalaba Road
MACKENZIE, QLD (Entry is via Vivaldi Street)

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



From the Editors Desk

Hi all

As I put pen to paper this month I am on a houseboat on the Tweed River with my fishing line in the water waiting patiently for an elusive big fish. Richard hooked him the previous day and after a fight the fish won, snapping the line. So, at 5.30am it was dark, cold, misty and silent but we were ever so hopeful. I am sure many others have waited as we did and are still waiting. We (as in a particular person but no names mentioned) did manage to lose a fishing rod which is now at the bottom of a lake – talk about throwing the line in!!! We also ran our boat onto the sand bank on the first day so had an enforced stay there for 24 hours!!! We learned how to skipper after that.



Onto car business, we had a beautiful day (of course we are in Queensland so not unusual) at the South Coast Restoration open day in July. Rogo, Pat, Richard and myself were there in our respective Omega Navy Targas and had a good day. There were more things to see this year. We went around the circuit a couple of times in one of the old buses. Actually we ended up in the parade on it unintentionally and Rogo taught us to wave like royalty. We displayed our cars alongside other classic and vintage cars and once again received favourable comments and the fact that some people haven't seen a P76 for years and didn't know that there were any around now. I think by attending mixed car activities it is the right place to get the cars out there to be seen and promote interest in them.

The above picture and front cover is of a home made racer powered by a motorcycle engine. The new owner said a couple of farmers had built it from scratch. The tyres that you can see behind the car on the cover page are the original tyres the current owner said. To replace them was going to be about \$300.00 each but with a bit of metalwork on the rims, the owner was able to acquire these motorcycle tyres for free.

The good news of the month for me is I now have my deluxe back and it is going well with no more leaks in the welsh plugs. New head gaskets have sealed the leak in the block so we are back in action. I am a little superstitious and have left the container of water in the boot – just in case.

I was at the Gold Coast Airport earlier this month in the Deluxe and a stranger waiting to cross the road at a corner where I had stopped for traffic commented he hadn't seen a P76 around for years – I always have my window open so had a bit of a chat until the road was free.

We held our annual general meeting on 13 August and had a reasonable turnout. Thanks to Graham Dollinson who chaired the meeting with prompting of what to do and say from Rogo. We look forward to taking the club ahead, planning the 2012 Nationals and keeping our focus of restoring and actively using the cars. Those elected for the 2010–2011 committee:

President: Carle Gregory
Secretary: Adrian Spencer
Webmaster: Adrian Spencer

Vice President: Warren Ashworth
Spare Parts: Graham and Pat Rogerson
Technical Officer: Neville Humphreys

Treasurer: Garth Morris
Editor: Ann Mallon

Combined Council Delegates: Carle Gregory (there is vacancy for another representative for this role as well)
It was a sad sight at our August meeting to see Neville with his right arm in a sling and not being able to take minutes or do anything. He has had it operated on and although the prognosis is good, it will be quite a number of weeks in a sling and then more weeks for recovery after that. He is unable to do anything but watch TV and play games which does not make for a happy Neville at all. He cannot drive, work on his car, go to work or even help with the housework. All the best for a good recovery Neville and thanks to his Dad, John, for chauffeuring him to the meeting.

Our August outing is a run to Kilcoy. We will meet at Rogo and Pat's at Narangba at 9.30am on Sunday 29 August for a cup of tea or coffee. Departure is 10.00am heading to Woodford where we will stop at the Bakery. We have an 11.15am departure from Woodford to meet for lunch at the Fred Gensil Rest Area on the corner of Seib and William Streets, Kilcoy. This is the first park on the left side after crossing the river into Kilcoy. The club will supply the meat for a BBQ lunch. Members are asked to bring a salad.

There are some members who have not paid their subs and if you wish to keep informed of what is happening you need to send your payment in. A red dot on the front of this mag is a friendly reminder that we haven't received your 2010-2011 subs and this will be the last magazine you will be sent.

Happy motoring and safe driving



General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 13 August 2010

The meeting was opened by the President at 7.58pm

- Apologies:** Ricky, Stan and Margaret, Allan
- Treasurers Report:** The Treasurer reported we currently have a bank balance of \$8020.00. Moved Warren, seconded John that the report be accepted.
- Minutes of Previous Meeting:** The minutes of the June meeting were accepted as a true and correct record. Moved by Pat Rogerson and seconded by Graham Joseph.
- Business Arising:** 2012 Nationals – this has been moved to General Business to discuss.
Club Shirts – some club shirts were available for collection at the meeting, however, others had been returned to have names or sizes amended.
- Incoming Mail:**
- Subscriptions received from:**
Darren Brent, Neville Humphreys, Darryl and Barbara Packham, Andrew Gibbon, John Humphreys, Carle Gregory, Geoffrey Baldwin.
New member joined: Mark Duiker
- Magazines received from:**
Westwords August 2010, BMC Leyland Heritage Group, South Australia July 2010 and August 2010, Leyland P76 Classic Car Club July 2010, Leylines July 2010, The Leyland Post No. 38.

Outgoing Mail: No outgoing mail

Spare Parts: Rogo has sourced some new thermostat housings for V8s Force 7 and parts for sale – discussion about this
The Club has sold some top strut bushes
There was discussion on the dark brown material that Phil Perkins has for sale.

General Business: Graham Joseph has noticed a P76 in Grieve Road and asked if anyone knew who it belonged to. Nobody did.
Garth is playing with electronic dizzy \$350.00
Michael Nugent put turbo 700 adaptor \$650.00

Upcoming Outings: 29 August – 9.30 meet at Pat and Rogo’s for outing to Kilcoy
19 September – All British Day
3 October – Motor Neurone Disease Association lunch

Meeting closed 8.20 pm



August 2010

29 Sunday **Club Outing**
Run to Kilcoy – meet at Narangba at 9.30am

September 2010

10 Friday **Monthly General Meeting**
8.00pm at Mt Petrie School

19 Sunday **Club Outing**
All British Day at Tennyson

October 2010

3 Sunday **Club Outing**
Queensland Motor Neurone Disease Association Lunch

8 Friday **Monthly General Meeting**
8.00pm at Mt Petrie School

31 Sunday **Club Outing**
To be advised

November 2010

12 Friday **Monthly General Meeting**
8.00pm at Mt Petrie School

28 Sunday **Club Outing**
To be advised

December 2010

10 Friday **Monthly General Meeting**
8.00pm at Mt Petrie School

2010 Swap Meets and Events

August 2010

28 - 29

Festival of Flight at Watts Bridge

September 2010

12

16th GM Day (pre 1980 Authentic General Motors or Holden Bodies Vehicles)
Caboolture Historical Village, Beerburum Rd, Caboolture
Phone Chris (07) 32645040

12

Highway Thunder Run

Convoy of 2000 cars, trucks and bikes with Police escort from Brisbane to Gold Coast Showgrounds. (This is at the end of Child Protection Week and is a family fun day).

19

All British Day

St Josephs College Sports Ground, Vivian St, Tennyson, Brisbane
Phone Richard 0409420904 or Albert 042978980

25-26

Old Truck & Machinery Spectacular

Cleveland Showgrounds, Long Street, Cleveland
Phone Ian 0428758973 or Gary (07) 32064627

November 2010

20-21

Rod and Street Machine Spectacular

Gold Coast Exhibition Centre
Phone 07 33439224

***Many thanks for dates and details of upcoming swap meets supplied by:
Pacific Highway Auto Recyclers of Elliot Drive, Yatala***

FOR SALE

Spare Parts for Sale:

Limited supply of new thermostat housings \$30.00 each

This months special:

Front mudflaps \$10.00 each

Contact Rogo on 07 3888 1345

For Sale:

Targa Floria V8 Motor and Automatic Gearbox
Can be heard running
May be low kms as it has been sitting for a few years
\$600.00

Contact Rogo on 07 3888 1345

Annual General Meeting



Lawnton Show 31 July



South Coast Restoration Open Day 25 July





Above photo: Story Bridge Crane Project – This is the Crane used to erect the Story Bridge over the Brisbane River. The project is to restore and erect the crane.

If anyone has any dates for Swap Meets or Events please let me know and so I can put them in the magazine. At this stage I don't know of anything in October. I will be starting to compile 2011 dates shortly.

*A man and his wife were sitting at a bar.
The man said, "Do you see that elderly couple down the other end of the bar?"
His wife replied, "Yeah, what about them?"
The man said, "That's probably what you and I will look like in about ten years or so." His wife replied, "You do realise that's a mirror at the end of the bar don't you?"*



President's Report

2010 Presidents Report

Well the club has seen some changes this year – hopefully for the better. These include a change of venue for the first time in over 20 years and also the introduction of a new club shirt which I hope will make us more easily recognisable.

Also, it was recently agreed that we take on the 2012 Nationals to which we will have to work very hard to make a success due to a shorter time frame that we would usually have. This is due to the fact that no other P76 club put their hand up to do it.

A government department, in their own time, finally gave us back the money they had taken which will be very welcome considering the coming year plus to Nationals.

Member numbers at the meetings seem to be fairly stable and hopefully slightly increasing due to in part the new venue being easier to get to. The monthly runs seem to be hitting the right formula, as well; the number of cars is encouraging.

All this in the face of the current economic times that impact on household budgets and the flow-on to hobbies is pretty good news.

I thank the outgoing committee for their work and time commitments to the jobs they took on and also the help and guidance given to those in need, especially myself. Thank you.

Many thanks from me go to Ann with her great work on the magazine as well as support in other areas which is much appreciated. Also many thanks to Richard Mallon for being a dab hand at the BBQ, Pat and Rogo for keeping our spares in order, Neville for giving his own style of opinion on issues that give me a more complete picture into them and Warren for going through a lot with the incorporation and the money debacle afterwards and being able to see it through.

We can say we certainly have had an ‘anything but average’ year and are heading to be the new driving force.

Carle
President

Memories of the First P76

Editor: The following article has been sourced from the B.M.C Leyland Australia Heritage Group July 2010 Newsletter. David sent the following message: *“Please feel free to use my article, and this goes for any other Aussie Leyland group. As an active member of the Geelong MGCC with an MGB built in Sydney I am keen to see the history of Leyland Australia kept alive.”* We thank David Hoskins his permission to publish this.

Memories of the First P76

MIRA, the Motor Industry Research Association in the UK, was set up by the car and component manufacturers as a jointly funded test and technology centre. The MIRA Proving Ground and Laboratories are at Lindley, just NW of Coventry in the UK. I was an engineer working in the Handling Department of MIRA from 1970-73, before migrating to Australia to work for Ford in Geelong, again in Product Development for 27 years.

The P76 was designed largely by Leyland Australia engineers, obviously with lots of assistance from Longbridge as it used many Leyland components and used some of the suspension concepts developed by Rover for the car which ultimately became the SD1. The first P76 Full

Engineering Prototype FEP 514, i.e. the first car with representative bodywork and trim, was actually built in Abingdon. This car was scheduled to be shipped to Sydney over the new year of 1971-72 but, for two weeks or so before shipping, it was put through the full range of tests available at MIRA. These included performance, braking, cooling, dust sealing, emissions, weights, inertias, and handling measurements. At MIRA the car was accompanied by Ross Webber, who worked in Engineering in Sydney, and later worked for Ford Australia.

The photo shows the MIRA Tethered Test Rig, a slow speed simulation of steady state handling in which the P76 is attached to an old Leyland (appropriately!) Octopus by an instrumented sting on an arm attached at the car's centre of gravity. This test simulates steady state handling, representing the case where the car would be driven round a circle at fixed speed, but in a situation where instrumented measurements of various steering and suspension measurements can be made. Remember that this was in the early 70's, before the advent of miniaturised electronic measurement gear and laptop computers.

The truck is ballasted to 23 tons and trundles along at 5 mph while the car 'corners' against it, the equivalent cornering lateral acceleration being measured by load cells on the sting. The tethered test allowed us to measure many parameters under controlled conditions and, in fact, you could roll the whole rig to a halt and the



cars suspension components would still be deflected in the 'cornering' state so we could look underneath and see what was happening.

Before miniaturised electronics, MIRA had made digital signal processing equipment which produced a punched paper tape in the caravan. This was fed into a room-sized computer back in the office block, and plots of quantities such as understeer versus lateral acceleration produced – all very high tech for the early 70's. These days, with modern electronic transducers feeding into a laptop computer in the car, many more measurements can easily be made on the road and transient handling can be quantified, so the old Octopus was scrapped long ago.

I vividly remember testing the car as it was just before our winter holiday, on a very bleak Christmas Eve, and I had to have the mechanics sweep the snow off the track before doing our test runs. We had no option but to press on as the car was due to be shipped out to Australia over the New Year break. The car caused quite a stir amongst the MIRA staff as, of course, it was very big and powerful when seen in the context of the Warwickshire countryside.

Ironically I arrived to a Development position in Ford Australia just in time to see Ford carry out the P76 crash test for Leyland, under contract. Not long before I joined Ford, I was also involved at MIRA in tethered testing the 6 cylinder Marina, YDO 28 I think it was.

The P76 was typical of many British Leyland products at the time, it so nearly made it but was spoilt for a bit of finessing and development. I now have a very nice MGB, which would have been built at Zetland shortly before the P76 went into production, and I am the Assistant Editor of the Geelong MG Car Club magazine, G-Torque.

David Hoskins, Barwon Heads, 3227, Australia 15 April 2010

Editor: Barry Anderson had discussions with David and made a correction to his second paragraph and also wrote an article relating to this. At this stage I have not had a reply back from Barry seeking his permission to publish his article. I am hoping to hear back from him in time to publish it in the September magazine.