



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

October 2012

THE QUEENSLAND BULLETIN



*Rob Kerr's finished project
1974 Omega Navy Targa*

Leyland P76 Owners Club

Incorporated Queensland

P.O. Box 343, CARINA 4152, Queensland

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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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From the Editors Desk

Hi all

It seems to have been an ongoing month for the Queensland Club. Firstly, our September outing to the RACQ Batteries All British Day attracted three Ps (two club cars and Bob's car, friends of Pat and Rogo's). We also had other members arrive and spend the day in the P76 corner of the grounds. It was notable that there were fewer cars overall at the event than in previous years. Last year this event was cancelled due to the grounds going under water at the time of the Brisbane Floods. The grounds were not ready to use so the event did not happen. However, it was good to see the facilities have been refurbished and painted. The RACQ helicopter hovered and landed at the venue which gave everyone a chance to talk with the crew and look over the machine. For those interested, there were also a few vehicles for sale. Our display banners and Pat and Rogo's gazebo ensured the cars were seen and there were a lot of people coming up and looking at the Ps. Some of our regulars didn't get to the RACQ Batteries All British Day as they made the trip down to Sydney for the annual luncheon with the people who worked at Zetland.



Our next day out at the end of the month was a trip to Mapleton Tavern for lunch. This could have been called "The Targa Run" in which there were four Omega Navy Targas and also Reg in his Oh Fudge Super Racing Car. I know our kiwi groups would be green eyed to see these Targas on a day's outing.

We had a total of 19 people meet for lunch and the food at the Mapleton Tavern was good. Service for most of us was pretty good but for those who thought they would get in first and order before everyone else it was not to be. They ended up getting their meals last. However, we are not sure whether they were forgotten about or were not nice to the staff and it was karma!!

Thanks to Rob Kerr for taking the time to write his story and send in photos. You can read his article 'The Targa Saga' later in this magazine.

This coming weekend, 28 October, is a day out at the Go Karts at Kingston Park. For those attending, we will meet there at 11.00am. Remember you can buy lunch there or eat your own in the car park. Also, if you plan to have a go in the Go Karts, you will need to be there earlier to book your race as they get pretty busy. It is a popular place.

This is your last reminder for our end of year Christmas Lunch being held on Sunday 25 November at Centenary Lakes Sports Club in Caboolture meeting at 11.30am. Please let Pat or I know by **9 November** if you are attending as we need to give them numbers. At this stage we have 9 people confirmed as going. We will operate the same payment system as last year. I will take your payment (cash only) and mark you as paid on a list which I will then hand in one lump sum to the Sports Club.

I am not sure whether Richard and I will make the Go Karts this weekend as we have another function on that day. We may however, give the car a run and go for a short time.

Happy motoring and safe driving

**EMAIL GAG OF THE WEEK – this was given to me by a neighbour who read it in the Sunday paper
Read it out to your friends or family and change the names – a good laugh.**

Ed and Nancy meet while on a singles cruise and the two fall head over heels for each other. After an idyllic fortnight, they return to their home city of LA and continue courting, right to the point that Ed soon takes Nancy to a fine restaurant and lays it on the line. “Nancy,” he says, “I guess you can tell I’m very much in love with you. But I’d like a little serious talk before our relationship continues to the next stage. It’s only fair to warn you, I’m a total golf nut. I eat, sleep and breathe golf. If that’s going to be a problem for us, you’d better say so now.” Nancy takes a deep breath and responds: “Ed, that certainly won’t be a problem. I really love golf, too. But, since we’re being totally honest with each other, you need to know that for the last five years I’ve been a hooker.” Ed replies: “That’s not a problem for me! I bet it’s because you’re not keeping your wrists straight when you hit the ball!!”



General Meeting Minutes

*Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting
held on Friday 12 October 2012*

The meeting was opened by the Vice President at 8.03pm

Attendance: Carle Gregory, Garth Morris, Neville Humphries, Keith and Perdita Nicholson, Darryl and Barbi Packham, Alan Shutz, Graham Dollinson, Warren Ashworth, Brian Muirhead, Graham Joseph, Neville Humphries, Mike Mackenzie +3 others, John Markovich (guest)

Apologies: Darren Brent, Adrian Spencer, Ann & Richard Mallon, Rogo and Pat Rogerson

Treasurers Report:

Garth Morris presented the treasurer’s report with the bank balance as per the current statement. Moved by Keith Nicholson and seconded by Barbi Packham that the treasurer’s report be accepted. Carried

Minutes of Previous Meeting:

The minutes of the August meeting were accepted as a true and correct record. Moved by Carle Gregory and seconded by Garth Morris. Carried

Business Arising:

Nil

Incoming Mail:

Membersip Renewals: Geoff Baldwin, John Judd

New Membersip: Damien Pearce

Magazines: Classics X2

Other: Shannons X 2

Outgoing mail - nil

Spare Parts Report:

- Front Struts - It was decided that the club will keep up to 4 pair in stock

General Business

2 delegates are needed for the National body of P76
2 nominees put forward Garth Morris and after much, much deliberation Neville Humphries
Both moved by Garth, Garth 2nd Darryl Packham Neville 2nd Barb Packham
Report on All British day given by Carle
Darryl Packham reported on the run to Maleny
Graham Joseph reported on the Eliminators day at Beenleigh and the excellent time he had

Upcoming Outings

28th October Kingston Karts meet at 11am
25th November Xmas party at Centenary Lakes, numbers needed

The meeting closed at 9.08 pm

October Outing

Sunday 28 October 2012 – Go Karts at the Kingston Park Raceway, Kingston meeting there at 11.00am for karting and lunch



2012 Club Events Calendar

October 2012

28 Sunday

Kingston Park Raceway - Go Karts

November 2012

9 Friday

8.00pm at Mt Petrie School – monthly meeting

25 Sunday

Christmas lunch at Centenary Lakes Sports Club in Caboolture 11.30am

December 2012

14 Friday

8.00pm at Mt Petrie School – monthly meeting

2012 Queensland Swap Meets and Events

October 2012

28

21st Morris Minor Display Day

30

Goodna RSL Show'n'Shine (but NO Swap Meet at Evan Marginson Park, Woogaroo St Goodna
Phone 07 3288 3916

November 2012

5

Hervey Bay HS P&C Swap Meet at Hervey Bay High School Ovals, entry via Old Maryborough
Road, Pialba. Phone Kylie 07 4194 3759 (7am-3pm) or Rob 0408 455 447 or pcurr6@eq.edu.au

12

Kenilworth Swap Meet at Bellbird Creek Tea House, 3409 Maleny-Kenilworth Road, 4km south of
Kenilworth. Phone Pete 07 5446 0211 or pete@bellbirdcreek.com or www.bellbirdcreek.com

25

Beaudesert Little Athletics Swap Meet (Formerly Tamborine Swap Meet) at Beaudesert
Showgrounds, Beaudesert. Phone 0409 488 912 or 0419 981 940



President's Report

Hi all

It was a very busy month for the Club in September. The RACQ Batteries All British Day on 23 September and a club run to Mapleton on 30 September were two of the events. Also it was the annual Zetland Factory Luncheon in Sydney on 23 September.

We had three Ps at the RACQ Batteries All British Day this year with Rogo's and our Targa's and Bob (from the Brisbane Northside Antique Auto Club) with his Nutmeg Executive. The Brisbane Northside Antique Auto Club also had a couple of MGS and an Austin A30 displayed alongside us and they shared their cakes with the P members. There was quite a bit of interest in the Leyland's on the day.

The following Sunday it was off to Rogo and Pat's place for morning tea before our run to Mapleton. Barbi, Darryl and their two visitors as well as John and Beth, Ann and I and Adrian met there for a chin wag, muffins and coffee. Then it was off to Neville's to pick up the rest of the crew for the trip to Mapleton; Neville and family, Rob Kerr and family and Reg Jones. Adrian bailed out (he was off to work on his P). We had a total of 19 meeting at Mapleton Tavern which was a good effort. It was a great drive up to Mapleton and what a sight for those others on the road with four Omega Navy Targa's and Reg Jone's racing P76. We noticed quite a few looks and double takes on the journey.

The lunch was great and it was good to catch up with a few members we haven't seen in a while. Unfortunately we couldn't call in at any craft shops as it was grand final day and we had to get home to watch the NRL on TV. We did stop at a shopping centre on the way home for nibbles to eat during the grand final and I heard a male driver in a Honda CRV that was slowly passing us in the car park say "Oh a P76, ugliest car in the world". I think he must have read the people magazine - he did think the Maserati we were parked beside was a great looking car though.

It's good to see members sending their stories to be published in the magazine. It is interesting reading and I for one am enjoying them. If you would like to get your car on the front cover, send in your story and a few pictures.

There is a good article in this month's Unique Cars magazine about what could have been in 1973 with the Force 7 up against the other Big Three Coupes. It makes for good reading.

We were on holiday with family and our grandson from New Zealand recently so didn't get to the October meeting. The club is going to purchase some new front struts that the Council are having remanufactured to have in stock.

Remember, the Club run this weekend to the Kingston Park Go Karts. It's a good day racing or just chilling back and enjoying watching others do the track.

Safe motoring - Richard

40th Annivesary – by Adrian Spencer

Hi all - Just a short note to talk about navel gazing.

A bit of history

I had just finished my apprenticeship, a member of the workforce, not in Leyland when Leyland produced the Marina and then the P76. Our family were Morris people and when I was a little lad my father had a Isis and mum bought a new Mini K. The mould was cast in that I wanted a Morris. But I was limited with income so I had to go hat in hand with my parents backing me to the banks for a loan to buy my first new car, a Morris Marina. Just after this I had a visit to the recruiting desk at Zetland when PM Gough decided to cut defence jobs which would let me

leave my indented job. I was told not to think of coming to Leyland. I ended up not worrying about a Leyland or the P76 for another 23 years.

My wife and I were at a car yard in Deagon when a Nutmeg Super pulled up and we were also looking to buy something different as well. I got Jenny to leave them a note and some weeks later I got the call to see if I was interested in the car.

Past history now.

When I noticed the photos of the 25th anniversary club outing at Noosa where I had my not so beautiful car surrounded by banners and foam cut-out, it now stirred me into writing about my passion.

Since then I have been active in the Queensland club promoting the Clubs and the virtues of the P76. Some of the members of the club must wonder about my zeal and I know that it has not waned since I bought my first P76 from a local in Taigam. This now brings me to my next dream or bucket list item and that will be involved in celebrating the 40th anniversary of the "Anything but Average" car.

My last outing was the luncheon with the people who worked at Zetland which required a visit to Sydney. I was privileged to be able to drive Jason's Plum Loco V8 deluxe. Then as we drove onto the roof of the venue it was another of those bucket list items in seeing the only Leyland P76 station wagon. As an enthusiast, this gladdened my heart. I took the first Facebook photos and videos. Asking, I sat in the back seat, as the front was the same as other P76s. I hope that I might even get a chance to drive it in Canberra if Joe and Susan Green would let me next year.

Anyway, back to the future, the Canberra Club will be holding an event on the weekend before or after the release date. I have already booked into the Rydges Lakeside Hotel to have my special event, even going to take the pleasure of driving up to the Hotel in a P76. Looking at buying some bottles of champers, putting on party hats and then going to go and celebrate and toast those Australian's who worked on making these cars.

So to fulfil and make a dream come true I would like to invite you to join me there. ie 26th June, 2013

MAPLETON TAVERN



**It was really, really that high – no kidding ...
Don't you believe me? Can you guess what it was?**

RACQ BATTERIES ALL BRITISH DAY



The Targa Saga - by Rob Kerr

My P76 story starts when I was aged 17 in 1986. My dad, being a car salesman, was on the lookout for my first car. One day he brought home a trade in, a blue, Leyland P76 Targa Florio. I think my first reaction was, "Yuk." (It had to be a Ford/Holden or nothing). But after a bit of persuasion, which include a twin system and an \$800 price tag I wanted it. It sounded hot and drove excellent. Being a standard car it looked too tame for me so after joining the P76 club in 1987 and seeing some nice modified cars I got the Inspiration and motivation to do something with mine. So on went the big wheels, tinted windows and modified interior. The car turned many heads including the boys in blue (police) who after a few fines etc. managed to get the Targa off the road. So unfortunately, it had to go and was subsequently bought by a devoted P76 fan Andrew Gibbon in 1989 who still owns it today. He has made it into a true show street machine much to his credit. I am hoping to see the old girl again to bring back some fond memories.

After getting married, several houses, 3 kids, all sorts of animals and some 20 years later, I happened to come across another blue Targa advertised in the trading post online. My brain was going 100 miles per hour thinking of how I could talk my beautiful wife into letting me have it. I mentioned to her about all of the good times we had in it (if you know what I mean, sorry Andrew) and how it would be a great investment and fun car to drive (even though she is yet to drive it). So I got the ok and jumped in my car and drove to the car yard in Yatala to have a look. The car yard was selling it on consignment for ex P76 club member Peter Ravnik who had it for many years. The car looked ok with not much rust and pretty original. I couldn't start the car as it was getting a new water pump fitted, so back home I went to have a chat with Peter who gave me a full rundown on the car. We negotiated a fair price so back down to the car yard, the following week, with a car trailer to pick her up. I couldn't believe I had another blue Targa in my possession and I had no idea what to do next. Should I fix her up as is and register it? Repaint and clean up or restore completely? I phoned my old mate Reg Jones to come and have a look to get a better idea and a heads up on the club and spare parts. Reg also put me into Neville and Adrian who were fantastic with their knowledge and help with spare parts.

I decided to do a bare metal respray and restoration to suit my budget. I didn't want a car that I was scared to drive and get scratched plus having 3 kids meant no concourse finish (You know what I mean hey Nev?) I also wanted a car tailored to my liking e.g. lowered, big wheels and stereo but I didn't want to do any major mods so as to keep it as original as possible.

The first stage was to strip the car completely all except for the dash wiring and keep it as a roller. Next stage was paint stripping inside and out including engine bay. It's only after stripping paint back that you find the full history of the cars life e.g. dents, accidents, repairs, rust etc. Rust wasn't an issue but the dents were as they were filled deep with bog and not repaired properly. The RHF guard was badly damaged and needed replacing also the boot lid was only average so a quick call to Reg and Neville saw me buying 2 new doors a RHF guard and a good 2nd hand boot lid. The RHF guard was the hardest part of the body being welded on and all. I was lucky to have a fair bit of experience in the panel/paint side of things to save money as I had quotes for body area work and paint in the 15-20 thousand dollars and that's not even including disassembly and assemble of the car's engine bay, interior etc. All the time, while working on the car, I had been looking and buying good second hand parts and NOS parts from Ebay.

After a while I was getting annoyed with the cost of these and losing Ebay auctions on parts that I thought were way over priced so I decided to lookout for another donor car instead. Soon one came up for auction on Ebay which I had seen previously a year beforehand. I remembered it had a shagged body and the owner wanted way too much for it back then and I knew it would be in worse condition by now as it was living outside. Anyway the auction came and went and I ended up with the winning bid at a lot less than the original price. The parts on the car were still great but the body wasn't repairable so I didn't feel too bad about wrecking it. I believe buying a complete donor car was the best thing as it more than paid for itself in good used parts but also found it very handy when reassembling the Targa to find exactly where things are meant to go e.g. wiring of dash parts and components in the engine bay. Another handy hint would be to take heaps of close up pictures or video of these area's before disassembly.

After much panel work, welding, etching, priming, sanding and more priming and sanding and even more priming and sanding the car was ready for colour coating of the engine bay, under bonnet, boot, doors and door jams. I decided to do this myself in the omega navy 2 pak as I had all of the gear and enough knowledge. However I did

decide not to do the final outside coat as I didn't have a spray booth or enough car painting experience. So off to the spray painter for the final colour, after a short while the car was ready for pickup.

I was pleasantly surprised with my panel preparation and the paint colour was excellent. The car was brought home to the shed for the gruelling task of reassembly. At this stage it was October 2011 and I was thinking heaps of time to finish before the 2012 Easter Nationals at Maroochydore. Boy, was I wrong! I couldn't believe how much more work was left to finish the restoration e.g. Installing al chrome trims, dash, wiring, interior, lights, doors, glass, engine, trans, exhausts etc. I was lucky the engine had a full rebuild before I bought the car so it was just a matter of cleaning it up before installation. Only 2 weeks before the nationals and it was time to start the engine. The motor fired up easily after being out of the car for 2 years, but after a few minutes it started to run weirdly and belch smoke, At this stage after trying everything, I'd had enough and resigned myself to accept the fact that the Easter Nationals is not going to happen and to forget it. Even if I rectified the problem, I still had the stereo, suspension, carpet, hood lining, windscreens, seats etc. to finish and that was without getting a roadworthy and rego.

Disappointed in the whole thing I stopped the long hours and started to take my time, this is when I noticed that some spilt fuel in the manifold wasn't evaporating after a day or so. This made me check the fuel from the tank and, you guessed it, it was diesel!!! To this day I still don't know how the hell it got in there. Anyway new fuel went in and the engine cranked up perfectly so it was on again. I decide to take a week off work to finish it. The car was finally finished and regoed (less the Targa stripes) one day before the start of the 2012 Nationals. The car performed well over the weekend and was a great event.

I now reflect on the past few years and have respect for those guys who do a full nut and bolt rotisserie restoration on their cars. The time and cost would be crazy-I often get asked by mates would I have been better off buying one already done and why a P76. To answer this I say it would be cheaper to buy one already finished but the satisfaction of restoring one yourself is irreplaceable and restoring an Australian 70's V8 that's rarer than a GT falcon or Monaro is very special.

That's the short story on my pride and joy which I hope to do more work on in the future to make it even better. Thanks to the P76 club for their help in keeping the P76 alive and hope you enjoyed my story.

