



Leyland P76 Owners Club  
Incorporated Queensland



Leyland P76 Anything But Average

August 2013

# THE QUEENSLAND BULLETIN



**Kep Enderby, Minister for the ACT,  
unveiling the P76 on 26 June 1973**

# Leyland P76 Owners Club

Incorporated Queensland

P.O. Box 343, CARINA 4152, Queensland

[www.leylandp76.com](http://www.leylandp76.com)

## Committee

<b>President</b>	Richard Mallon	Mob: 042 909 5284	<a href="mailto:richard_mallon@yahoo.com">richard_mallon@yahoo.com</a>
<b>Vice President</b>	Warren Ashworth		
<b>Treasurer</b>	Garth Morris		
<b>Secretary</b>	Perdita Nicolson		
<b>Spare Parts Officer</b>	Pat Rogerson	07 3888 1345	
<b>Assist Spare Parts</b>	Graham Rogerson	07 3888 1345	
<b>Editor</b>	Carol and Graham Dollison	Mob: 041 117 1844 or 07 3805 5630	<a href="mailto:leylandp76clubqld@yahoo.com.au">leylandp76clubqld@yahoo.com.au</a>
<b>Web Master</b>	Adrian Spencer	07 3314 1056 Mob: 041 438 3503	<a href="mailto:yowee_98@yahoo.com">yowee_98@yahoo.com</a>
<b>Technical Officer</b>	Neville Humphreys		<a href="mailto:nastyp76@hotmail.com">nastyp76@hotmail.com</a>
<b>Dating Officer</b>	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 and Club outings on the last Sunday of each month:

**Meeting Venue:** Sporting Shooters Assoc. Australia (Brisbane)  
Madden Range, 292 Mt Petrie Rd, Belmont Qld 4153  
**Time:** 8.00pm

**2013 Meeting dates:** 13 September, 11 October, 8 November, 13 December

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

### **IMPORTANT NOTICE - ALL MATERIAL IN THIS MAGAZINE IS COPYRIGHT**

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## From the Editors Desk

Hi all

This is my last magazine before I pass this job over to our new Editors. The last six years have gone pretty quick when I look back over my time as Editor with the Club. Thank you to those who have helped with articles, photos and dates of swap meets etc. In particular a special thank you to Richard, who has spent many a month helping with stapling, folding, enveloping and stamping to get the magazines out. With working full time, I would not have been able to do this without his support. I would like to wish Carol and Graham Dollison all the best as they take up this role with the Club. Thank you guys, I really appreciate you doing this and letting me move on.

We had a BBQ before our Annual General Meeting last week and we had quite a number of members there. Luckily we had a beautiful sunny day so it wasn't too cold eating outside. Many thanks to Adrian for organising the meats and bread and to Ricky and Graham for providing the dessert. Following on from our tea, we went inside and held the Annual General Meeting. You will see on the second page of the magazine there are a couple of changes to the committee. Welcome to Perdita Nicolson as our new Secretary and Carol and Graham Dollison our new Editors.

*Happy motoring and safe driving*

### ***Tap on the Shoulder***

*Recently a passenger in a taxi heading for the station leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention.*

*The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate window.*

*For a few moments everything was silent in the cab. Then, the shaking driver said "are you ok? I am so sorry, but you scared the daylight out of me."*

*The badly shaken passenger apologised to the driver and said "I didn't realise that a mere tap on the shoulder would startle someone so badly.*

*The driver replied "No, no, I am the one who is sorry. It's entirely my fault. Today is my very first day driving a cab. I have been driving a hearse for 25 years.*

## August Outing

***Sunday 25 August 2013 - Fernvale - meet at MacDonalds, St Ives Shopping Centre, Smith Road Goodna. Departing MacDonalds at 9.15am to arrive Fernvale for morning tea.***

**MINUTES OF THE ANNUAL GENERAL MEETING**  
Friday 9 August at the Sporting Shooters Assoc. Australia (Brisbane)  
Madden Range, 292 Mt Petrie Rd, Belmont Qld 4153

The meeting was opened by the President at 8.26pm

Apologies: David Garlick, Darryl and Barbi Packham, Mark Bailey, John Salkeld, Mike McKenzie, Stephen Edwards

Treasurer's Report: Moved Adrian Spencer and seconded Warren Ashworth that the Annual audited Treasurers Report be accepted. Carried.

President's Report: Moved Colin Warnock and seconded Keith Nicolson that the Presidents report be accepted. Carried.

**Alan Schutz took over the chair for the election of the new committee.**

Alan thanked Ann Mallon for her contribution over the years as Editor of the Club.

President:	Richard Mallon - Nominated by Garth Morris, seconded by Warren Ashworth
Vice President:	Warren Ashworth - Nominated by Garth Morris, seconded by Graham Rogerson
Secretary:	Perdita Nicolson - Nominated by Ann, seconded by Alan Schutz
Treasurer:	Garth Morris - Nominated by Alan Schutz, seconded by Graham Dollison
Editors:	Carol & Graham Dollisson - Nominated by Alan Schutz, seconded by Ann Mallon
Parts Manager:	Pat Rogerson - Nominated by Ann Mallon, seconded by Keith Nicolson
Technical Officer:	Neville Humphries - Nominated by Alan Schutz, seconded by Graham Dollison
Webmaster Public Relations:	Adrian Spencer - Nominated by Garth Morris, seconded by Richard Mallon

The following motion was put to the committee and discussion held:

That the AGM would be in July as the majority of our renewals for public liability and others, expire on 31st of July each year. An AGM in July would make it easier to renew all our club policies. Moved Garth Morris, seconded Keith Nicolson. Carried

**Parts Report**

- Neville raised concerns as ACL is shutting down. Garth indicated that we have ordered 10 sets of bearings.
- Graham is looking into getting more gaskets, strut and tie rod bushes.
- Neville advised that door rubbers are being supplied by Fletch Rubber Melbourne
- Keith Nicolson was nominated as our representative to Qld Historical Motoring Council
- Membership renewal is being paid to the Qld Historical Motoring Council

Meeting Closed 9:14 pm

*The Carburettor*

*"The car won't start," said a wife to her husband. "I think there is water in the carburettor."*

*"How do you know? You don't even know what the carburettor is." said the husband scornfully.*

*"I'm telling you," repeated the wife, "I'm sure there's water in the carburettor."*

*"We'll see," mocked the husband. "Where is the car?"*

*"In the swimming pool." the wife said.*



# President's Report

Hi all

I would like to say thank you to the outgoing committee members who have done a great job over the last year. And, also the members who turn up for meetings, outings and working bees, thank you. Without you this club would not operate.

The Club has had a few changes over the last 12 months with our new meeting venue which seems to be working out really well.

The Club also purchased a container for the storage of parts. This container is located at Graham Joseph's property at Yatala. There is still quite a bit of work to be done on this project which hopefully can be completed in the next year.

The State of Origin event for this year was held at Bellingen, NSW. A great time was had by all who attended and I would like to thank Adrian for the time and effort he put in to organising it.

The big event for the year of course was the 40<sup>th</sup> celebration in Canberra where we had a good representation of members and cars. From the feedback I have had, a great weekend was had by all.

I would also like to thank Ann for producing the Club newsletter over the last six years and is now stepping down this this role.

I would like to wish the incoming committee all the best as we head into a new Club year.

Regards Richard

## **40<sup>th</sup> Anniversary Leyland P76 – Canberra June 2013**

**By John Salked**

Well, I never thought I'd see it!...the road in front of me on the western side of Canberra stretched out for kilometres and all the cars in sight ahead were Leyland P76's!!..then there was the P76 traffic jam in the middle of Canberra when we all had to stop after losing the lead group of cars....or the road gang at roadworks near Maryborough who turned sharply and gave the P76 a cheery thumbs up...or the guy in Coonabarabran who nearly knocked his mate over getting his attention to point out a P76 driving along the their main street..

My journey to Canberra from Hervey Bay started early that Wednesday morning, heading inland to Murgon, Dalby and west to Moonie...this was country that I'd never seen before let alone tackled in a P76..the car seemed to be loving this adventure although the terrible road surface that was like a torture track from Dalby to Moonie had me and the P flustered. Road Train after Road Train surging towards us had me wondering about the safety of my windscreen and the security of those windscreen moulds...got me thinking 'why didn't I take the Coast road??'..but we continued to Goondawindi, eventually making it to Moree for the first night after some 650 k's . This was the longest drive I'd ever had in a P76 out of the five I've owned.

The Thursday morn saw me start early through the cotton country of Narrabri, Coonabarabran and to Gilgandra where the weather turned ugly. This tested the wipers that had rarely been used for years...after leaning back and forward so many times to turn the wiper switch on and off and marveling at the wipers self parking design, I wondered why those Leyland Engineers didn't opt to fit the excellent Marina/Triumph column stalks for the wipers and indicators...too late now!. My destination for that day

was Orange, a Central West town I was very familiar with as I grew up and worked there early in my working life..yes, my first job was at the then Leyland/JRA/Toyota dealer, McCarron Motors, in their Parts dept. This is where I was able to get the parts for my first P76 I bought in 1981, a Country Cream Executive. So, after the bad days weather, I was pleased to book into my hotel. I had a walk past the old Leyland dealers site, now an apartment block. I later learned that Alan Schultz driving from QLD had also stayed in Orange that night...spooky!!

Next morning saw me head towards Canowindra via Cargo, passing the farm my Parents once owned and my first school where I still vividly remember seeing my first P76 in the flesh!. I peered out the

window of the school bus to see (I discovered later) an Oh Fudge Deluxe Six column Manual being driven on a trade plate....very exciting! A few days later, at the age of 11 mind you, I made my way to the dealer where salesman Cliff Sharp gave me a pre-release preview!!...shhhh!... 7 years later, I worked with Cliff who was a huge P76 fan and I wonder if Cliff or his family still have the Super that he bought in November '73, a Bold as Brass V8 Column Auto, reg number GNQ 200...how's that for a memory??..some NSW guys may know? It was then about a two hour drive via Cowra to Yass where I stopped for Maccas. McDonalds must have done well out of all of us on that weekend! Canberra was now only an hour away. I arrived at the hotel about noon and I think I was the first to arrive after 1,470 's from home. Sometime later, I went down to the carpark and was stopped in my tracks!!..there it was...the first Force 7 I've seen in the flesh!...it really was a thrill and I stood there for ages giving it long admiring glances. Driving on the original Press Route on the Saturday was fantastic showing the great variety of roads to test all aspects of the car. We commented how much fun the journos would have had jumping into a well-balanced, good handling and steering large Aussie car that was actually fun to drive. It would have been a revelation for them. A great day was had by all.

The Sunday was a perfect Canberra winters day..the P76 Gods were shining on us. Alan Schultz and I moved our cars across from the hotel to an open carpark to clean them. To our surprise,a group of Mustang Club owners starting gathering there as well. Some came over to look at our cars and the comments were great, most saying how underrated the P76 was. They were obviously car enthusiasts who appreciated the P76 for what it was. Some hoped to attend the display later. Alan and I followed one another to the Old Parliament House display and who should be behind me at the first set of lights but MC from the previous night's dinner, Will Hagon, in one of Holden's press cars, a VF Commodore

SSV. What a great car!..Holden really appear to have got it 'right' with the VF so let's hope they can sell as many as possible and try to keep manufacturing in AUS! Will followed us into the display and parked some distance away...after all, this day was all about the Leyland P76!!

It was fantastic to speak with so many interested people, in particular the guy visiting from Sydney, keen to buy a P in the future, with his 10 yo son taking pics and loving the cars. Let's hope he's one of the next generation who can keep the P76 alive. Thanks to Joe Green for selling me a pair of front seat belts as my driver's inertia belt had locked up on the



Saturday drive... Joe just happened to have a set in Black in the hatch of his Force 7!! You wouldn't read about it although I half expected Rogo to pop out of the hatch shouting 'What can I sell You???' My trip back home started on the Monday, staying with my Parents in Sydney before driving the Pacific Highway to Ballina, then another 5 hour drive through Brisbane to Hervey Bay the following day. After 3,217 k's and \$590 in petrol, I have new found respect and confidence in my car. What a great experience! Many thanks to all the organising committee of the ACT and NSW Clubs for such a wonderful weekend...one that I will never forget!

### By Adrian Spencer – Part 2

Well after leaving the Tracking station David and I headed to Gunadoo as that was where we were going to have lunch. Needing fuel we needed to turn back into Canberra first. Arriving at Gundaroo the P76s were parked both sides of the street.

I think we impressed the town's people with the number of P76s that turned up and also for us supporting the local bush fire brigade. I really enjoyed the great lunch that they offered us.

Leaving there, I dropped David back to his family and I headed back to the Hotel for the evening activities. The club signs were built and displayed at the entrance to the function room. Inside the finishing touches were being completed by Damien, Tony and Kaye and the team.

The evening went well with passionate and interesting guest speakers and to finish the evening with Will Hagen letting us know that the "Peking to Paris Rally" was completed with the P76 overall winner. What a great moment "tears in our eyes", "shouts of joy" and to be at such a gathering. I have some video of this but I had some major problems with the cameras.



Next morning most of the cars were taken to the cleaners and we headed off to the Parliamentary grounds where the cars were shown to the public.

What a collection, not one car was better than the other, we were celebrating the 40<sup>th</sup> birthday. Thanks to those who could make it, only colour missing I believe was a "Peel me grape". I know that there was one in Canberra, but Alex was overseas. I heard someone say that we had 80 cars at the weekend.

Leaving mid-afternoon Reg, David, Nev and I headed north with Graham and Alan hanging around and heading next day to the west. We travelled back through Sydney this time not getting lost and ended up at Morisset for the night.



The next morning onto Raymond Terrace for breakfast and refuelling. We headed north again pulling into Kew to spend some time at Will Hagen's shop. That was the local BMC dealer. Nev bought a Marina number plate and I bought the Marina place mat used at the release of the Marina in Australia.

Our next official stop was at Maclean NSW to meet the owner of the previous Leyland dealership there. David grabbed a for sale sign off the car yard dealer and placed it on his car. I face booked the photo and someone asked if the car was for sale.



We were right behind the rain heading back to Brisbane. The road back to Brisbane was wet and as darkness was upon us, Nev and I lost David and Reg in traffic on the Gaven way, terrible conditions, road works and car grid all the way from the boarder to the Motorway.

I am so pleased that I was able to attend the event in Canberra, disappointed in that I did not go in my own car, but thanks a lot to Nev and his family for the privilege to be able to take one of his Targa's to Canberra. I ended up with the car which used the most fuel. Nev might like to explain this in coming newsletters.

Check out the 40<sup>th</sup> Anniversary by going to the web <http://www.leylandp76nationals.com/index.html> and <http://www.leylandp76nationals.com/40thcanberra/40thindex.html>