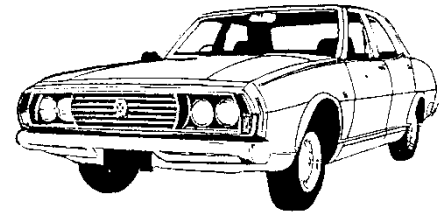




Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

November – December 2016

THE QUEENSLAND BULLETIN



**Merry
Christmas**



Xmas lunch gathering 2016

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

Committee

President

Keith Nicholson
Mob: 0407178948
P76clubkeith@gmail.com

Vice President

Allan Schutz
allanschutz@gmail.com

Treasurer

Garth Morris
force7@bigpond.net.au

Secretary

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

Spare Parts Officer

Pat and Graham Rogerson
Ph: 07 3888 1345

Editor

Perdita Nicholson
perditan@gmail.com

Publicity Officer

Adrian Spencer
Mob: 0414383503
Email: yowee_98@yahoo.com

Web Master

Adrian Spencer
Mob: 0414383503
Email: yowee_98@yahoo.com

Technical Officer

Neville Humphreys
Email: nastyp76@hotmail.com

Dating Officer

Any Committee Member

National Council Reps

Keith Nicholson
Garth Morris

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: Sporting Shooters Assoc. Australia (Brisbane) Madden Range,
292 Mt Petrie Rd, Belmont Qld 4153
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

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 Incorporated Queensland" and the "Author" of that material as the original source is made.



From the Editors Desk

Hi guys,

Wishing all members and their families a very merry Christmas and safe new year.

Thank you to all for helping with submitting articles for the magazine, please keep them coming.

The last few months have been very busy with several outings, and therefore the magazine is filled with great reading. So I will keep my writing to a minimum.

Please keep those articles coming. It would be great to have some club members who have never written or submitted to the magazine, write about their own experiences of owning a P76, and how they got interested in the car.

Safe Driving



President's Report

Hi all.

Re Xmas breakup function on 27th November

What a great day. The location was cool by the sea, as we had been having some very hot weather. Our venue was ideal, Thanks to Truss and Bob Perry for getting there early 0530hrs. With approximately 30 people in attendance, everyone contibuted in supplying the great food, cooking and fun of the event. The men cooked on the club barbeque and the women on the electric barbeque with one man trying to supervise, the young ones enjoyed playing on the park playground. Only small problem was we didn't keep the ice cream cold enough so we enjoyed very very soft served ice creams. The kids thought it was great drinking ice cream

We had an old member turned up in his Edsel just to show it off, but didn't stay for lunch, everyone enjoyed themselves'



Tubeworx visit on 4th December

Adrian organised another visit to tubeworx , 30 odd attendees with some from the Pontiac Club, and Antique Machinery Restoration Society of Queensland, as well as P76 owners, the visit there is always very interesting and educational. We were shown how they scan and produce product using cad equipment and automated bending machinery in action. Apparently the company not only got orders from us but a few orders from other attendees restoring some old tractors. After the tour there was a lot of interest in Alan Schutz's car and his story on how he survived a previous accident in his P. After prizing them away, we went to a park beside Cabbage Tree Creek and enjoyed fish and chips for lunch , even Rogo and co turned up for that.



Our last meeting for the year is gone and everyone turned up with some food for the end of the meeting. Garth turned up with numerous pizza's, and so they didn't go cold the meeting was very short. No I didn't have to use the gaffa tape for the usual club dissidents, came close.

Well its has been quiet an eventfull year for me and I wish all members a very fruitfull Merry Christmas and happy New Year , Drive Safe .

Don't forget the Australia Day events especially at Ormiston State School hosted by the Bayside Vehicle Restorers Club. They put on a great day with free breakfast and a fantastic collection of vehicles , previously more than 400vehicles all makes and models ranging from 1904 to latest including old motorbikes , steam vehicles etc. If you are taking your car please advise me so I can reserve a spot so all club cars are together. After the breakfast there are many rally runs and lunch is at the Alex Hills hotel but you will have to advise the BVRC for that. See <http://baysideclub.org> for details and maps.

There is also a large gathering at the Samford Museum, The north side members where some club members attend see <http://www.samfordmuseum.com.au/events.html> for details call Graham Rogerson..

Enough of my ramblings hope to catch up with you at an event soon.

Keith Nicholson

PS Attention Rogo

I still got the gaffa tap for the next meeting in February



General Meeting Minutes

Minutes of the Leyland P76 Club Incorporated Queensland General Meeting held on **Friday 11 November 2016**

The Meeting was opened by the President at 8.00pm.

Attendance: Keith and Perdita Nicholson, Richard and Ann Mallon, Pat and Graham Rogerson, Adrian and Jenny Spencer, John and Beth Wakeman, John Spencer, Warren Ashford, Garth and Guy Morris, Neville Humphries, Allan Schutz

Apologies: Bob and Truus Perry, Steve Edwards and Gee

Treasurers Report: The Treasurer reported the bank balance as per the current statement. Moved the report be accepted. Moved Perdita Nicholson and seconded Warren Ashford. Carried.

Membership Renewal:

Mike McKenzie

Incoming Mail:

Certificate of Currency from Arthur J Gallagher Insurance
Shannons - Sydney Auction 7 November 2016
Qld Historic Motoring Council - September Minutes

Outgoing Mail:

Members Receipts emailed

Minutes of Previous Meeting:

The minutes of the meeting of 14 October 2016 were read and confirmed as a true and correct statement. Moved Garth Morris and seconded Richard Mallon. Carried.

Matters Arising from the Minutes:

Membership Cards:

Garth brought the membership cards to the meeting and distributed them to those present.

Container:

Graham Rogerson is to contact the place we bought the container from and see if they sell lock boxes. It appears that the current cost of boxes is around \$50.00.

Office of Fair Trading

The meeting discussed our assets and liabilities and agreed to the following to be submitted to the Office of Fair Trading: Assets - 2 x Containers \$2,500, Parts \$3,000. The Club has no liabilities.

Windscreens

The five new windscreens have arrived and are currently stored at Burleigh at Warren's workshop. The cost is \$150.00 each. Warren advised he is happy for them to remain there at present due to the risk of breakage during freight and the container is not equipped for storage for them.

Membership Key Rings:

Perdita has the blank key rings.

Membership:

We currently have 41 financial members.

Spare Parts:

There were no sales in the last month.

General Business:

Christmas Lunch:

The Christmas Lunch BBQ will be held on Sunday 27 November from 10.00am. The venue is Pelican Park, 101 Hornibrook Esplanade, Clontarf QLD 4019 (this is opposite Thomas Street). Please advise Ann or Perdita (by phone or email) if you are attending so we have numbers to order the meat and buns. Also, please let us know what salad you will bring. We need to know numbers by Saturday 19 November.

Tubeworx:

Adrian has been in contact with Tubeworx and after discussion it was agreed to Sunday 4 December to visit them. This will be followed by lunch in Shorncliffe. Adrian is to advise the time - check the club facebook for this. Moved Allan Schutz and seconded Warren Ashworth. Carried.

Shock Absorbers:

Adrian advised that Steve Maher is expecting the shock absorbers next week. There was general discussion as to how we would get these freighted or delivered to Queensland.

Hood Linings:

Adrian told the meeting the Marcus Flegg is getting hood linings, C Pillars and front pillars made in parchment colour only. Adrian is to enquire as to the cost.

Website:

Adrian advised he has been forced to create a new Queensland website to due the size of the current website. The Queensland site will no longer be available on the national site, however, there will be a link to it. The Queensland site address is: www.LeylandP76Qld.com

Adrian will capture photos from various people's facebook pages and put them up as a block of photographs on the new site.

Working Bee

Keith thanked all who gave a hand at the working bee last weekend. Although the work wasn't finished quite a substantial amount was done. It was extremely hot in the container so the next working bee to finish it off will be during a cooler month. The date will be discussed at our February 2017 meeting. Graham Rogerson advised there are parts at his place to be moved to the container when it is ready.

The meeting closed at 8.55pm

**Minutes of the Leyland P76 Club Incorporated Queensland General Meeting
held on **Friday 9 December 2016****

The Meeting was opened by the President at 8.00pm.

Attendance: Keith and Perdita Nicholson, Richard and Ann Mallon, Pat and Graham Rogerson, Adrian Spencer, John and Beth Wakeman, John Spencer, Garth Morris, Neville Humphreys, Allan Schutz, Roger White

Apologies: Bob and Truus Perry, Steve Edwards and Gee, Graham Joseph, Ricky Donahue, Warren Ashworth

Treasurers Report: The Treasurer advised there was no report this month

New Membership: Diane Burton

Incoming Mail:

Arthur J Gallagher Insurance - cheque for \$16.48

Office of Fair Trading - letter regarding Statement of Assets and Liabilities

Magazines:

Penzed - November 2016

BMC Leyland Australia Heritage Group Inc. - Issue No. 63

Outgoing Mail:

Letter sent to Office of Fair Trading re Assets and Liabilities

Minutes of Previous Meeting:

The minutes of the meeting of 11 November 2016 were not available to read and approve.

Matters Arising from the Minutes: None

Spare Parts:

We have had an order from NSW Club and need to order in more stock.

Garth advised the struts are not ready.

Adrian advised that Steve Maher is getting delivery of the shock absorbers to his place. Garth will organise pick up of these.

General Business:

Tubeworx: The visit to Tubeworx was a successful turnout with over 30 attending.

Adrian advised the following:

- Pontiac Club have invited our club to Warwick in 2017
- Victoria/Tasmania Club are hosting an Easter meeting in Tasmania in 2017

Upcoming Events:

- Saturday 21 January 2017 - Rosewood Charity Show and Shine - Rosewood Showgrounds, 1 Railway Street, Rosewood. 5.00am to 1.00pm

Australia Day - Thursday 26 January 2017

- Bayside Vehicle Restorers Club-Ormiston State School, Wellington St, Ormiston, 7.30am
- Samford Museum Australia Day - John Scott Park, Samford - right next to the Museum

The meeting closed at 8.20pm

The next General Monthly Meeting is Friday 10 February 2017

Mr J Wakeman submitted this interesting piece of history

I was fascinated when I first heard the announcement that Leyland was going to enter the big car market and challenge the big 3. Information on its progress was sketchy for me but I liked the end result and the engineering.

In December 1980 I bought a Jaguar S Type as a hobby car. It was cheap and a bit sad but that was what my finances could run to. However the darn thing kept overheating and foiled all my attempts to remedy the problem. My thought turned to the P76 motor. A measure up of the engine bay and a trip to the wreckers looked as if the P76 motor and auto would fit in nicely. At that point in time it was cheaper to buy a going car than a motor and gearbox. So late in 1984 my first P76 entered the carport. \$350 was paid for a bold as brass 1973 V8 auto, it had 2 months rego and I drove it back from Ipswich. My kids weren't very complimentary about the colour. They seemed to think it reminded them of something found in babies' nappies. I told them it was bold as brass but that didn't impress them either. Driving the car around for 2 months on the remaining rego I could not believe the performance and handling. It had a few quirks like running out of fuel when the gauge was reading $\frac{1}{4}$ of a tank. If the motor was running a bit hot this could be cured by turning on the headlights. Just a few gauge problems nothing to worry about. The Jag project got shelved as I lost my job and money was a bit short. My next job was down the coast working on the construction of Sanctuary Cove. I bogged up the rust; patched up the paint with some yellow paint I found in the shed, and re registered the P76. It did grand service transporting me to work each day. By now I was a P76 supporter. This was my first P76 and I was really pleased with it. A cousin on holiday from England nick named it the ballistic banana. I think this was brought about by its ability to quietly leave much more expensive cars wallowing in its wake at traffic lights. The Jag never did get the V8 motor. It got a Mk 10 motor and gearbox from a person trying to reduce his stock. While the motor was out of the Jag I was able to remove various bits and have a better look for the overheating problem. It was not a cracked head or anything really nasty as I had feared. The Jaguar had a special thermostat that shuts off the bypass as the motor gets hotter. Corrosion had eaten the inside of the manifold away and allowed maximum radiator bypass no fancy thermostat would be going to fix that. After about a year the firm gave me a ute so the P76 was not required. Rego ran out and it was parked up the back. A few years later at the end of 1990 restructuring was the name of the game and I was out of work again and had no transport. My next job was on the construction of the Marriot Hotel down the coast. After a bit more bog and paint the P76 was once again reregistered. I think it was the beginning of 1991 this job coincided with the first Indy race. Quite a lot of us went to work for no pay that weekend. Once again it transported me to the coast each day for the duration of the construction. The P76 had run faultlessly. There were no repairs only regular servicing, tyres, exhaust, alternator and batteries. The following year the restructured company wanted me back but with no ute but I did have a big boot. I retired her a few years later she was using a bit of oil over 90kph by now. So that was my introduction to the P76. It would have to be one of the most reliable cars I have owned. It was defiantly the cheapest dollar per mile.

My first car was a special made from a 1934 Singer Le Mans. The car was purchased for 20 pounds from a wrecker near Bristol, England. That was in 1958. The build took about three years. It was put on the road in 1960. This gave me an interest in the Le Mans 24 hr race and therefore Jaguar. Towards the end of my apprenticeship a workmate with an Austin 7 special took me to Silverstone. While on one of our two visits one of the photos I took a photo of a D-Type Jaguar. As time went by I often wondered about the history of that racer.

The research I have done leads me to believe the D-Type in the photo belonged to Duncan Hamilton and it was XKD 510 registered 2 CPG at the time. I have not been able to connect the registration number 2 CPG with 510. With various other bits of info mainly from jaguar National Magazine by Les Hughes I have put together the following about XKD 510. If the car in the photo was 510 it had belonged to

Duncan Hamilton at one time. In 1959 the car was owned by Gerald Ashmore and already wearing a different tub possibly from a 604

501 was the second production D-Type sold to a non factory racing team. The first owner was Richard Wilkins stockbroker of Bishops Cleeve. He purchased 510 through Coombes registering it YPC 614 in September 1955. He did not race it and sold it to Duncan Hamilton, Jaguars 1953 Le Mans winner with only 250 road miles.

Duncan owned and raced his 1954 Le Mans works D-type XKC 402. A car also recognised as OKV 1. 510 was prepared and leased for 2 races. The first was the 1956 Dakar GP in Senegal West Africa. It took place on 3rd March 1956 it was over 2 hours. Duncan retired and Graham Whitehead took the car to 5th place on a very high speed track. Graham Whitehead was Peter Whitehead's step brother Peter had won the 1951 Le Mans race. The end of that month saw 510 back in England and ready to be driven by Tony Dennis. 501 had been entered in the Goodwood Easter meeting on 2nd April. Tony was a successful racer but Tony had a terrible accident at the same place as Bert Rogers both drivers did not survive their crashes. The wreckage was sold to Gerald Ashmore

Gerald Ashmore found the repair a bit too much for him. However he was able to purchase a recycled tub from Jaguar which was cheaper and easier than repairing the original. The badly damaged original tub was stored in his garage in West Bromwich. 510 reappeared in Silverstone in 1957. Near to 18 months after the accident. At this point in time the 510 may have become the car that the recycled tub came from. It was another 12 months before it raced again. By 1959 it raced regularly but was sold in 1960 to Neville Taylor of Sheffield.

Neville Taylor painted it light blue and converted it to an XKSS. Taylor raced it twice early on and Ashmore raced it once. The aging Jaguar was crashed at Shelly Welsh hill climb. After the repairs had been done it was sold to the Cycle and Carriage Co in Singapore they were the Jaguar dealers there. When it arrived it was pale yellow with three stripes. The SS bumpers still attached, also side screens and small front and rear lights. It arrived early August 1963. The car was for Young Nam Kee a local champion race driver from a very wealthy Chinese family. His nick name was fatso. Nam Kee was his Christian name.

He had raced motor cycles and cars in 1963 he bought an E-Type and won several races. His first and only race was the Johor GP September 3rd 1963. It was a dangerous and undulating track on public roads. The lead alternated between Nam and Poon. On lap 58 there was confusion between lapped Mini Cooper and an Austin Healey while breaking for Zoo corner. 510 was hit at around 120 MPH slammed sideways into a light pole then a tree which broke it in half at the door. There was no chance for Nam. The pieces were collected and sold to Tan Ha Bee. He put the engine and gearbox in his Ban Sing Special. The rest of the Jaguar was stored in his shed.

John Hallihan from Sydney and stationed at RAAF Butterworth made a successful offer for the untouched 510 in 1967 and shipped it to Sydney.

7 years later in 1974 it was sold to Ian Cummings. Ian used a tub manufactured by Autocraft. They used an original D-Type for a pattern they made 3 tubs at that time. Ian's restoration is said to be the world's most pristine. However it now seems to be a replica of 501. Ian sold it to Bip Stillwell. He took it to the USA passing it on to Bob Baker. Bob sold it back to Ian in partnership with Chris Haige. It was then returned to Sydney.

The last owner of 510 was a jazz musician, Warren Daly but in 2013 it was for sale at the Paris Retromobile. It was sold to an unknown buyer; also it is at an unknown location.

However the story of 510 does not end there.

The original tub was painted maroon in an attempt to repair it. It was then sold to Littlewoods Pools department store heir the late Nigel Moors. He owned many D-Types including some remains of the 1957 Le Mans winner XKD 606. Moors used the 510 first body tub and fitted suspension parts from 606 to make one car from two and claimed it to be genuine. The parts had been taken to Holland and fitted the shell of 510 is believed to be still there.

The replacement body tub used by Gerald Ashmore in 1957 was from a car the factory dismantled. Chris Haigh believes it may have been the crashed works 1956 racer XKD 604. This car crashed on the first corner of its first and only race. It was scrapped in May 1956, A D Type claiming to be 604 was recently offered in a USA auction but it was withdrawn.



Club Outings and Other Events

January 2017

Australia Day events at Ormiston State School and Samford Museum

Rosewood Charity Show and Shine

Rosewood Showgrounds, 1 Railway Street
Rosewood

21 January, 2017 (5:00 AM - 1:00 PM)

The Rosewood Charity Show and Shine is being held on the 21st January 2017 at Rosewood Showgrounds. Gates open 5am and all entries to be in by 10am with trophy presentation at noon.

Public entry by gold coin donation, cars \$10, bikes \$10, non powered vehicles \$10, swap site \$10, market stalls \$10 and trade stalls \$50. Money raised to support ongoing work at orphanage.

Get your team ready. Holden v Ford tug of war 6 in a team. Trophy for winning team \$10.00 to enter your team

For more info call Barbara 0412-140-239 or visit <https://www.facebook.com/Southern-Cross-Charities-Show-and-Shine> 575440652519867



31st Annual - 2017

Ormiston
Swap Meet

Sunday 26th March 6.00am to 2.00pm

Swap Sites

Cars, Utes, Trailers,
Trucks
6M x 3M Outside \$10
Antique, Collectables
Tables bookings only
6M x 3M Under Cover
\$35



Ormiston School

Entry from Dundas St or Wellington Rd
gates open 6am

Car Parts - Automobilia, Memorabilia,
Model Cars, Books, Collectables



ANTIQUES, COLLECTABLES, MEMORABILIA, BOOKS,

JEWELRY AND MODEL CARS IN THE HALL

Details Phone

Steve 0411 516 122

Food, Drinks, Tea/Coffee - provided exclusively
by the Ormiston State School P.&C.

No dogs or smoking allowed on school grounds

Spare Parts Information

Garths new Starter and Distributer

Notice that these Starter motors are come with the spaces to fit both types (Triangle or Standard)



Distributor can also come with coil pack and are electronic ignition. Need to fit your own cog.



Contact Garth Morris
Business hours 07 55359311
Starter Motor \$330
Distributor only \$350
Distributor and coil \$400



