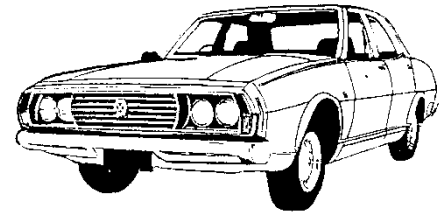




Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

April– May 2018

THE QUEENSLAND BULLETIN



Scott Reynolds

BEST SUPER - ALLAN SCHUTZ QLD



SPECTACULAR MIRROR FINISH NEVILLE HUMPHERYS QLD

2018 NATIONALS SHOW

LEYLAND P76 OWNERS CLUB
INCORPORATED 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: 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 Everyone,

Hope you all had a great Easter. I know some of the members went to Wodonga for the Nationals, others were travelling to Roma for the Easter rally, Keith and myself went to Abington, between Childers and Woodgate, to camp on a friends property 60 acres with our caravan.

When the weather was overcast we drove to Bundy to the distillery for some light refreshments of rum liquere, chocolate and coffee are our favourite. They have several for sale and these can only be purchased from the distillery direct. It is worth a visit just for the products you can't purchase elsewhere.



President's Report

Hi all

Congratulations Alan Schutz and Neville Humpherys for representing the Queensland club and winning prizes at the Nationals, For further viewing see Facebook (for those who can or want to) also congratulations to our web man Adrian for getting his car back to Queensland in one piece just another testament as to how these cars survive.

The AGM is coming up in the month of August, and we need members to start nominating positions for the committee. The Editor, President and Secretary positions will become available. If we do not have someone to fill these positions we will not have a club.

My wife and I will not be available from November this year, we intend to go travelling around Australia with the grey nomads/skin club. Would also like to visit other owners in other places in Oz, as well as points of interest, no time limits, anyone interested please reply. Anyone interested I have a 2year old very intelligent and well trained boxer cross, cut female dog I need to find a new owner for. Upon returning I will start to rebuild my latest P76 acquisition with all the modern bells and whistles/modifications , any information on such would be much appreciated as I am looking for parts already and information can be forwarded to p76clubkeith@gmail.com



General Meeting Minutes

Minutes of the Leyland P76 Club Incorporated Queensland General Meeting held on **Friday 11 May 2018**

The Meeting was held at the Belmont Rifle Range opened by the President at 8.04pm.

Attendance: Adrian Spencer, Perdita and Keith Nicholson, Allan Schutz, , Garth, Chris and Guy Morris, John Spencer, Graham and Pat Rogerson, David Muirhead

Apologies: Bob and Truus Perry, Steve Edwards and Gee, Jenny Spencer, Warren Ashford, Richard and Ann Mallon.

Treasurers Report: The Treasurer reported the bank balance as at today. It was Moved Adrain Spencer and seconded by Graham Rogerson that the Treasurers report be accepted. Carried

Membership Renewal:

David Muirhead, Keith and Perdita Nicholson

Incoming Mail:

Shannons	- Notification of Auction - Melbourne 30 th April 2018
Shannons	- Notification of Auction – Melbourne 27 th May 2018
Australia Post	- Renewal of Post Office Box

Magazines:

Minutes of Previous Meeting: The minutes of the meeting held on 8th March 2018 were read and passed as a true and accurate record. Moved Alan Schutz and seconded Adrian Spencer. Carried

Matters Arising from the Minutes:

Nationals at Wondonga

Adrian gave a presentation on having a data base available to spare parts manager to access financial members names in other states when purchasing spare parts from interstate and was knocked down . The Victoria Club are in control of this ?

Queensland planning to hold nationals in Stanthorpe 2020. Member Gary Ellis has mentioned he has an interest in doing this. Planning to do an over night outing, and Gary to show attending members interesting sights the area has available. New South Wales club to hold 50th Anniversary Nationals.

Ricki Donohue has advised that the property where the 2 containers holding spare parts is being sold. The club now has to decide where we are now going to store these containers. The offer for then to go to Toowoomba on a members property. It was suggested that we put spares into one container and sell the other. The club would have to pay for the transport of the containers. The concern was getting parts to Brisbane. This is only in the pipeline at present as it may take months or years to sell the current site.

Spare Parts:

Garth reported had a good month in sales. More have been ordered and need to be despatched. Garth has ordered 4 steering rod ends.

General Business:

Queensland won 2 trophies at the Wondonga, Nationals. Alan Schutz for Best Super and Neville Humphrey for Best Targa. Congratulations guys.

Alan spoke about troubles travelling to wondonga. The good old water pump issue. On his way home went to the crash site which was 25years ago and climbed the tree to commemorate with an acquired piece of south Australian road works material.

Adrian spoke about his travels returning from Wondonga and being pulled over by the police, but were only interested in checking out the car. He also advised that Gwen Livingston had items for sale and he purchased a book which was a dealership product manual, and that he was planning to reproduce for the 50th Anniversary. He also had trouble while returning from the nationals about smoke coming from under his bonnet . He advised that members were chasing power steering racks. To rebuild looking at \$400.

Adrain asked about 90day permits in Victoria comparing to registration in Queensland, Garth explained how it works. If you are interested in having this explained please contact Garth or the President.

Adrian contacting Tubeworx to organise a tour for June. Next general meeting to be held at Adrian and Jenny's place 14 Edith Street Deagon, please ensure that you arrive not before 9.30am and have left by 2.30pm.

The meeting closed at 9.15pm.

Club Meeting dates for 2018

<i>10th June 2018</i>	<i>- General Meeting at 14 Edith Street Deagon (10.00am to 2.30pm)</i>
<i>13th July 2018</i>	<i>- to be advised</i>
<i>10th August 2018</i>	<i>- AGM and Bar-B-Que Dinner Belmont Rifle Range</i>
<i>14th September 2018</i>	<i>-</i>
<i>12th October 2018</i>	<i>-</i>
<i>9th November 2018</i>	<i>-</i>
<i>14th December 2018</i>	<i>-</i>

As most of you are well aware, we are gathering every second or third meeting at a club members house. We are very appreciative to these members opening their homes to us for the meeting and having lunch there. We are mindful that we need to respect their generosity of inviting us into their homes and would like to remind you all that we do not overstay our welcome.

The earliest the members would meet would be 10.00am and we all need to be gone by 2.30pm. It is unfair to assume the owners do not have anything further they need to be doing on a Sunday so it very important that the last club members leave by the allotted time.

We trust that you are all respectful of the support these club members give our club and treat them with respect when you are in their homes.

I Survived – by Allan Schutz (Part 2)

While in the Swan Hill hospital, I was waiting to have my head stitched up when the hospital arranged a phone call to my father whom they had previously notified of the accident. My father was so upset and then he suggested he phone Mary-Anne. I said that would be good but take note of how she reacts because I believe she has already sensed something is wrong. She has this amazing ability to sense things, something I don't understand but respect. It was later discovered that Mary-Anne and the two kids were over at a girlfriends place at Ipswich as she had been invited for the evening meal. During the afternoon Mary-Anne become more unsettled and felt something was wrong so much so that by 6pm she excused herself before the meal was served and raced home to phone my father. She said she did not switch off the engine in the car but raced inside picked up the phone ready to dial but she did not have to dial my father's number because he was already on the phone. Can you imagine the split second timing that my father dialled her number and she picked up the phone before it rang. I was later able to phone Mary-Anne and it was decided not to tell Lewis because he loved this car so much that he would be shattered.

I stayed in hospital overnight and the next morning I was released and hired a taxi to where my car and camper trailer were being held. The car was put on display for all of the world to see, inside the cyclone fence beside the main road into the town. I took everything out of the car that I wanted to keep, including the sheepskin covers and placed them in the camper which I arranged to pick up in two weeks time. The camper only needed a new tow ball coupler bolted on, the electrics reconnected and the axle straightened.

I got a lift to the bus stop in Swan Hill and hopped on the bus to my father's home at Murray Bridge. After five hours on the bus I spent the evening chatting with my father and catching up on the local scene.

The following day I started looking for another P76 to purchase. I found a 6 cylinder automatic deluxe being advertised for sale in Adelaide for \$2,000 . The next morning I hopped on a bus to Adelaide to inspect the P76. It was green with a white roof, it drove well and ideal as it had a towbar which allowed me to go back to Swan Hill to do a minor repair to the camper trailer and continue my journey to Wagga and the National P76 Meeting at Helensburgh just below Sydney.

I purchased the car from a car yard and drove it back to Murray Bridge. During the next two weeks I checked the car over, gave the engine an oil change, new filter, checked the timing and there was really nothing more to do. I caught up with my sister and cousins and visited the Doctor a few times because I was in agony with my left leg. It had blown up and the congealed blood was creating so much pressure, like the pain in a large blood blister. I asked the Doctor to slice the leg to release the pressure. He advised that the wound would get infected but I was prepared to take that risk. He was correct but the pain was partially relieved and the infection took another two weeks to heal.

A week and a half had passed when Mary-Anne phoned in desperation as I had sent a photo and story to the local Ipswich newspaper. She had left the newspaper on the bed and Lewis discovered the photo of the crashed car. As we expected, he fell apart and I had to phone him every day to console him and let him know that I was OK and that I have bought another car. Lewis and I had an amazing relationship.

Two weeks passed quickly and it was time to leave. I travelled for around five hours when I stopped at the tree which I had run into two weeks earlier. I stepped it out again from the guide post that first woke me up when I hit it and yes it was 70 Meters. As I walked around the area I tried to move the tree that had broken from the whiplash and crashed to the ground. It was so heavy I could not move it and thought if it had fallen on the car my story may have been different. All the time wondering why I never applied the brakes because the car may have just buried itself in the sand before I hit the tree or at least markedly reduce the impact.

I set off for Swan Hill, wondering when I would pass this site again. I arrived in the afternoon and went to repair the trailer with the coupler I had already purchased. I stayed the night in a motel and next morning 3 guys helped to straighten the axle when I went to pick up the camper trailer. I said goodbye to my beautiful car expecting to catch up with it soon and headed to Wagga.

In the mean time I think all of Australia had heard about the accident and the loss of my car. The Green family offered to put my family up during the National P76 meeting. I am so grateful for Joe and Sue who opened their home for us and so it was arranged that Mary-Anne and the two kids would fly down to Sydney but I can't remember how we picked them up at the Airport.

My trip to Wagga was not uneventful, as the back right hand tyre threw off the retread at 110kph. I was unaware the back tyres had retreads however the car was manageable until I came to a stop and changed the wheel with the spare. I arrived at Wagga towards evening and set up my camper in the caravan park for a few nights. During my stay in Wagga the insurance had come through for my car and as there was an office in Wagga I went to collect the cheque. - \$10,000 less \$600 to buy back the wreck. Interestingly the woman who handed me the cheque said that it was the only time that they had never questioned the cover amount from all of their claims received. I also arranged to have the wreck transported to Sydney so it would still arrive at the National meeting.

It was an RAAF apprentice reunion that I was attending in Wagga. Having spent two and a half years at the RAAF base doing my training as an engine fitter at age sixteen to eighteen years of age.

It was the best training that every young person should experience. There were some 4,600 apprentices over forty six apprentice intakes in as many years and I was on the seventeenth intake. We were taught basic electrical, woodwork, filing metal models to one thousand of an inch, sheet metal work, fitter and turning, arc welding, oxy welding. The first engine that we overhauled was a 4 cylinder tiger moth engine (Gipsy Major). Single and double row radial engines and later, jet engines which was to become my career. There were about 20 out of the 135 from our intake that returned for the reunion and included a tour of the RAAF base and the 2 story brick blocks that were our homes during our training.

My next journey was to Sydney for the National meeting and so after arriving at the Green's and catching up with Mary-Anne and the kids it was time to pick up the wreck. It was a day or so later that Troy green had arranged a car trailer from the Sydney club and we travelled across the suburbs to collect my car at 3am in the morning. I can remember the car high up on the semi trailer when it arrived and the fork lift used to get my car down onto the car trailer. It was not balanced very well as the forks went under my car and it wobbled so much that I thought to myself "don't drop my car".

We were back home by 7.30 am where the Channel 9 morning show had been previously arranged by Joe to do a segment on the P76 and although my wreck was present among about a dozen cars, they only concentrated on one original white P76 belonging to Tony DeLuca.

Lewis was more settled now that he had seen me and the new car but he would not go near the wrecked car. I was able to tow the wreck to the national display and after the National Meeting Andrew Lee from the Adelaide Club offered to tow my wreck back to Ipswich on the Car Trailer that the Sydney club had lent us. Andrew and his family were heading to Glen Innes for a week and Ipswich was only another 6 hours further. Travelling up the freeway near Gosford, Andrew was travelling at 115kph with my car on the trailer and I could not keep up with my 6 cylinder. Unfortunately he was pulled up by the police and received a fine for speeding.

The next day we left the women and kids in the caravan park at Glen Innes and headed for Ipswich. We blew a tyre on the car trailer and had to change it using the spare. We unloaded the wreck into my shed and not wasting any time, headed back to Glen Innes to be with our families. The next day Mary-Anne the kids and I headed back home to Ipswich and a week later Andrew returned the trailer back to Sydney. It was fortunate that during the whole time from the day of the accident that it had not rained and so the wreck has never been wet and therefore no rust particularly on the front of the car where bare metal is exposed.

And so the car had arrived home in the garage at Ipswich where it still sits untouched after 25 years and while this is not the end of its history there will be more to follow. In the mean time Lewis had become very disobedient. I took him to my home for 3 days (Mary-Anne lived down the road at this time) and I realised he was grieving over the loss of the car so we decided not to scold him but try to do the best we could.

The guys in the club had suggested to show the car at British Car Day in Sep93 some 6 months later. It took a while to drag the car onto the trailer and then I parked it on the footpath in front of the house. A number of people stopped to have a look and it was while I was talking to a taxi driver who had stopped to look, that Lewis came over and after all this time not wanting to go near the car, asked me if he could sit in it.

I knew this was a big moment as I watched him sit behind the steering wheel as he often did in the past. He looked all around as he sat there and after some minutes asked me to lift him out. This was the turning point as he was no longer disobedient from then on.

Interestingly I had received ribbons and trophies for every year for the previous 7 years except one. There were around 2 to 300 cars ranging from Morris Minor's to Rolls Royce's and only a half dozen prizes were given out each year. The car had been to 2 car shows in the crashed condition where 2 other clubs ask me to take it to their car displays. I was paid to take it to the Brisbane Street Machine and Hotrod show in 1996 where it was one of two entries that stole the show with people continually lined up to view my display.

I first revisited the tree 15 years later where it was a dead stump standing 2 meters high with new branches reformed at the base. Now again 25 years later the dead stump has disintegrated and new branches grown to some 8 meters high. This time I have taped a red flag some 5 meters up, being extra careful not to fall. When you think about it what kind of a bloody idiot climbs trees at 72 years old to mark the spot! So if anyone is passing by, you will know my tree. It is exactly 5Kms past the town of Piangil and heading towards Ouyen. There is a high water tower on the right and the tree with the red flag is a further 100 meters. This is my spot.

I am so grateful and thankyou to all of the members in the South Australian and Sydney Clubs and now in the past month, the Victorian club for their help and support when it was needed. This is a great thing when club members support one another.

24May18 Allan Schutz.



Adrian's Ramblings

Today in Darwin I met up with 2 P76 owners. Pleasure gents.

I would like to thank Chris for taking time off. Chris hobby's are a P76 car , "thunderbird are go" models, railway signal equipment.

Nice also to meet Chris's wife Dawn and to view her very own art display over lunch.

Had a look over Chris's car. We discussed everything under the bonnet to the boot.

Such a fascinating group of wild life enjoying the P76 experience.

Chris also took us out of town to meet Paul at his factory/office to see his two cars.

After that we went to a Pub for an ale and waffled on about the P76 an associated things, before he dropped me at the airport.

Thanks very much.

I would also like to thank the P76 people who assisted in making contacts with the owners in Darwin



Club Outings and Other Events

Sunday 10th June – General meeting to be held at 14 Edith Street, Deagon

Sunday 24th June – Tubeworx factory tour

Saturday July - weekend trip to Stanthorpe staying overnight TBA

Sunday 15th July - RACQ motorfest, Eagle Farm Racecourse, Lancaster Road, Ascot

Saturday 28th July – Nambour Swap meet. 6am – noon. Adults \$5.

Macleans Bridge at Belmont 2018

Sunday, May 27, 2018 , 9:30 am - 1:00 pm

Category: Car Show.

Added by: QMSC Calendar Master

The Macs Bridge Sports and Classic Car Festival is on May 27th 2018 at the Belmont Rifle Range. The Website at www.macleansbridge.com has now been updated with the 2018 information including entry forms. Display car setup from 7.30am, public from 9.30am, trophies 12 noon, end 1pm.

Entry fee Display car plus Driver and 1 Passenger – \$15

Extra Passenger - \$10 each

Visitors (including parking) \$10 per vehicle **Location:** Belmont Rifle Range, 1485 Old Cleveland Road

URL: <https://www.facebook.com/events/1641920815838817/>

Admission: Display cars \$15

Contact: Geoff 0413 734 977

Leyland P76 Club Incorporated Queensland

2017 Annual General Meeting Nomination Form

I nominate the following financial member/s for the positions stated below

<i>Position</i>	<i>Name of Nominated Person</i>
President	
Vice President	
Secretary	
Treasurer	
Editor	
Parts Manager	
Assistant Parts Manager	
Dating Officer	
Publicity Officer	

Nominated By _____ Club No: _____

Seconded By _____ Club No: _____



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 \$50.00

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

Vehicle Identification No.	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)
076					
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				Rear Arm Rest <input type="checkbox"/>	Towbar <input type="checkbox"/>
				Mudflaps <input type="checkbox"/>	Original Cassette <input type="checkbox"/>
				Original Radio <input type="checkbox"/>	
Year Purchased _____				Original Owner <input type="checkbox"/>	
Purchased From (If Known) _____					