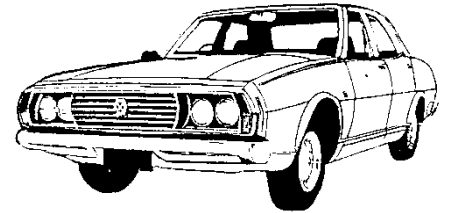




Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

June-July 2022

THE QUEENSLAND BULLETIN



CLUB DISPLAY AT ALL BRITISH DAY 2021

NO AUSTIN: MINI "P"

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

www.leylandp76.com

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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
Or : Members homes as per invites and notices. Normally on a Sunday

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

G'day all members and fellow enthusiasts of all things P76.

I hope everyone has managed to get through COVID without too much difficulty or trauma, I myself caught covid in April and had a pretty bad time of it due to my immune compromised state. I am doing well now and am excited to get back to doing the editors job and finally have plans to have my "P" professionally painted and will then start the full rebuild. Oh and I plan to retire by the end of this year, things are looking up!

A quick reminder to members, please send me as much information and/or photos on any of your car adventures so that we can share some of these exciting stories with fellow club members. I also ask that members send me some photos and info from your early days with the mighty "P" for my segment called "Blast from the past". Thanks Mark for your story for this months Blast from the past.

Please note below my email for all correspondence. Remember as members of the "P" club this magazine is your magazine, so please send in any information you can to my email: davidmuirhead@bigpond.com, thanks to those members that contributed to this edition of the magazine, hope to see you all on the road soon.

Cheers David

Hello fellow P76 Members,

The committee would like you to follow the following procedures with the purchase of club parts.

The preferred way of requesting parts now, is the following method.

Please TEXT (Parts Officer) Garth ONLY on 0417 763 376 with your name, and the part required.

You could indicate in the text how Urgent it is required.

Garth will then check if the club has the part and respond back to you. This may take some time due to his new working conditions.

Alternatively, you could email Garth at force7@bigpond.net.au. This would allow you to describe with photos and sketches the exact part you are requiring.

Garth will no longer be taking phone calls.

The preferred method of paying is via EFT

EFT Bank Details

Leyland P76 Owners Club Queensland Inc.

The BSB is 124014 Acc #. is 20860375

Please show you: - Bank name

Please add your initial and surname as follows:

: - Date transferred

If paying for parts P then your name. Eg ASxxxxxxxP

If paying membership, then M then your name eg ASxxxxxxxM

Please call Adrian on 0414383503 and he will try to find what you are requiring.

Thanking you for your assistants

Adrian Spencer

Secretary

Leyland P76 Owners Club Queensland Inc.



President's Report



President Report

It's hard to believe we are almost in winter. It only seems like a few months ago we were at Garth's house holding our Christmas party. As we enter a post COVID world we hope for clubs like ours to return to normal for regular meetings and events to participate in. To date, the club has a total of 87 members and has ## joined this year. We have held 3 meetings this year and hope to get back on track with monthly meetings.

It has been good to see plenty of activity on the P76 Facebook sites with vehicles and much-needed parts coming up for sale. There has also been a notable rise in prices as demand is high which has a +/- outcome. Clearly higher prices put some vehicles and parts out of reach for some which is unfair to those that have been loyal to the vehicle for decades. On the other hand, higher prices and a new appreciation of the car especially from younger people will ensure the preservation of this unique Australian vehicle. I also want to take this opportunity to appeal to members that have parts that they may not or will not use to sell these through the P76 Facebook sites. If you do not have access to online sites such as Facebook contact Adrian Spencer or myself for assistance.

We have also been trialling "Whatsapp" as a preferred method of quick communication between members. Whatsapp is an easily downloadable app that is very similar to SMS but can easily handle files and video. Please contact Adrian to have your mobile number added and say hello when you have joined.

Further good news is that we have made contact with Damien Haas who was the author of the last parts/suppliers document which is quite old and out of date. Damien has agreed to work with others to update this document. I believe this is one of the most important documents in the P76 movement, the easier we can assist members in preserving the car the better. Surprisingly many parts are still available new such as rotors and many people are replicating parts or refurbishing them across the country with most people unaware of who is doing what. I imagine this document will take some time to compile and update. When a working committee is formed you will be asked for your valuable input.

To mark the car's 49th anniversary we will be holding a technical day and club meeting, look out for the confirmation of the venue. We have gotten in early and booked our 2022 Christmas party been booked for the 26th of November at Boonah Hotel for 30 people. A confirmation will be sent out at a later date. We are also considering a day at David Muirhead's to audit the parts shed. A national committee was formed years ago for the clubs to contribute funds to developing or replicating parts. The Queensland club has funds still in this, at our March meeting, it was agreed to reinvest these funds with Troy Long appointed as the club representative.

Probably not a bad idea to book accommodation in Parkes for the car's 50th anniversary next Easter to avoid disappointment or high prices.

That's all for now, please keep your stories, videos and photos coming in on drives, trips, repairs, rebuilds etc. This information is of high interest to club members. These can be sent to Adrian.

Regards,
Mark Trembath

Message from Secretary

Good afternoon all,

Thanks to those who came to the meeting at Keith's place at Wamuran, a rainy miserable day but a productive meeting. We had a very good selection of foods for morning tea thanks to those who gave.

Thanks to the team for all the food, and cooking lunch, Keith and John.

Points raised at the meeting included where we should go for a weekend outing.

We are looking at a trip to Leyburn to support Reg Jones and also to Pittsworth for Nev and Reg in August. Nev said he might take the "Am I Blue" six and give it a run, interesting.

Our Christmas Party has been booked for the 26th November at Boonah Hotel for 30 people (more would be terrific). Thanks David. We are in for a great Christmas party. Further information to come on that.

I (Adrian) will be assisting Garth with engine and gearbox mounts on Exchange. To make Garth's job easier, I will be carrying in stock, Club V8 and Six version, so please message Garth with your P76 club details if you are after them. I am taking a set of V8 ones to get refurbished tomorrow. Asking price will be \$30 each plus postage if necessary after receiving old set.

Today Damien has asked on Face book about going to Motofest in June, so please see if you can go, Brisbane Showgrounds. Information from RACQ website and Facebook.

The 49th Anniversary of P76 release date is the 26th of June so our club will be holding a meeting and Tech day. Venue was suggested but not formalised yet. I will be seeking permission, will see how it goes.

VERY IMPORTANT

Just so that you keep up on what is happening in the club, you would be advised to inter-react with Facebook Qld site least twice a week to make sure you see if anything is updated from the club or you the members.

If you are SIV car owner then use it to plan your little visit or outing to a coffee or picnic with fellow friend by posting there. This way you can go feeling free of restrictions.

A reply to this email would be wonderful. If you have read this magazine please check the spam for this email then let us know.

We are also doing messaging via FB Messenger, WhatsApp and Telegram apps. Please let us know which you prefer?

As we come to the end of the financial year I invite you to fill in the membership form, email it back to me and indicate you EFT payment so as to pass onto the Treasurer. Snail mail (PO Box) will still be available, but due to costs and location of mail box (until we arrange to get new one), a response may take time.

On the calendar please look at the coming National for Easter 2023 to be held at Parks NSW. 50th Year of the P76 release.

Thanks for your time and stay safe

Publicity and Secretary

Adrian Spencer

General Meeting Minutes

Minute of the Leyland P76 Club Incorporated Queensland Monthly Meeting held on Sunday 22nd May 2021

The Meeting held at Keith and Perdita's home and opened by the President Mark at 10:30 am.

Attendance:

John and Melinda Gray, Adrian Spencer, Brad Jenkinson, Alan Philips, Keith and Perdita Nicholson, David Muirhead Reg and Celia Jones, Neville Humphreys, Mark Trembath

Apologies:

Bob and Truss Perry, Alan Janice Dorber, Serge Doumergue, Gary Rose, Leonard Spencer, Garth and Christine Morris, Christian Thomas, Ben Muirhead, Troy Long, John McGowen

Treasurers Report:

The financial statement was not presented by the Treasurer. Not presented due to sickness.

Minutes of Previous Meeting:

March 2022. April meeting postpone and combined in May. Previous minutes were read as a true and accurate record.

Moved by Keith and seconded by John - Passed

Matters Arising from the Minutes:

1/ None

Matters Arising from the Agenda:

1/The PO Box was renewed but the one for Sandgate has not been actioned. Adrian and Garth to work it out. Garth indicated that the club would have to own the new Mail box.

2/ Replace document of suppliers, Mark written to Paul Patten and Troy nominated to head the Queensland effort. Damien Haas will be co-ordinating.

Incoming and outgoing Mail:

1/ Magazines from NZ and Heritage Group

Incoming and outgoing email

1/ A email sent to Paul Patten by the president and a reply from Paul

2/ Membership form for QHMC was sent to Garth for Payment, and copy of paperwork to the President of QHMC

3/ Invited David Fox to help with updating Parts book

Membership / Renewals

1/ Ken Colyer

Parts

1/ Russell Nicholson has asked for 2 sets tie rod bushes, they were mailed to him. Garth to issue an account

2/ Leonard Spencer has asked for 2 rust repair panels got only 1 and set of brake flexible hoses. Garth to issue an account

3/ Stephen Fisher require parts

4/ Zac Scott requiring V8 engine mounts and bumper bar, Garth passed this to David with the request

5/ Adrian bought on behalf of the club six, E6 engine mounts and paid \$150. Also, Adrian submitted expenses for breakfast and lunch at March meeting. Waiting on Garth to pay Adrian.

6/ another supplier in Toowoomba has some P76 parts, are we interested in both new and second-hand for club.

Adrian still looking into these parts

General Business:

1/ President Mark Agenda

2/ **Technical** – Adrian is assisting Garth and David to be able to help people with Club engine and gearbox refurbished mounts. **Please contact Adrian 0414383503**

3/ The secretary is trying to contact you all via different mediums. Adrian is using Facebook Messenger, Telegram App, What's App, Signal App, email and Facebook and some snail mail. So, if you are using those messaging systems please make sure you find the club group.

Next Meeting

Meeting will be on the 26th June. Location and outing still in planning. As this is 49th Anniversary of the release of the P76.

Upcoming Events:

1/ RACQ Motorfest Brisbane show grounds, 19th June 2022

2/ Gold Coast Car Show 14th-15th August 2022

3/ Rangebow Festival 10th -13th August Blackall Ranges

4/ John Gray present Brisbane Valley (Brisbane Air show) 2nd & 3rd July

5/ Xmas Party - David has booked Boonah Hotel for lunch on the 26th November.

6/ Leyburn Sprints 20th Aug. (Reg has booked in for the weekend)

7/ Pittsworth Sprint 26-28th Aug. (Reg and Neville will be attending the sprints as well)

8/ Kingaroy Truck Show Sept 16-18th - (Reg also suggested as an outing as well)

The meeting closed at 11:30 am

Blast from the past

My father purchased (I'm the son of an original owner) a brand-new Chrystal white super V8 with brown interior column shift auto from Swing Bridge Motors in Footscray in late 73 or early 74. We have no details and sadly no found photos. It was the family car till the late 80's early 90's the reg was IAF 929. We don't know where it ended up. It had been around the clock about three times with no major faults and all original running gear.

Our family car before the P76 was a Humber Super Snip which was written off.

I do remember my dad having problems with the car that required it to go back to the dealer a few times, we lived in Springvale which was across town (a long way from home) I also remember the car breaking down on the way to the dealer in busy Queens Road which people had to help push the car to the side of the road, I would have been 6 years old. He was once given a Marina as a loan car.

Plenty of good memories as the car did regular trips to a property my family had in the Strzelecki rangers which included 40km of dirt roads towing everything. Apart from the initial bugs I can't remember the car letting us down. My dad eventually fitted a pioneer radio/cassette player which I learned to appreciate ELO, Elton John, Toto etc.

Whenever we saw a Targa Florio, my dad always said I wished I bought one of those.

Now living in Brisbane, in early in 2021 I started investigating P76's with the ambition of potentially owning one. I found the Queensland P76 club and contacted President Keith Nicholson who put me in contact with Adrian Spencer who coincidentally lives a few minutes from me. Adrian was extremely helpful in so many ways and I owe him a lot of gratitude. I came very close in buying a Chrystal white exec from Adam Woodward when Adrian mentioned to me Richard Mallon was selling his Targa. One thing led to another, and I purchased Richard's car which was in Ballarat.

It was a Queensland car first owned by Cedric Thompson purchased new from UK motors in Brisbane 1974.

Adrian agreed to fly down to Melbourne with me (as I'm not a car person) to pick up the car and drive it back to Brisbane during COVID. When we landed the Queensland Govt announced Melbourne was a hot spot and all Queenslanders had to leave Melbourne that night or face quarantine.

A mate picked us up from Tullamarine on Friday around 9am and drove us to Ballarat, we were there for one hour and hightailed up to Hume to escape Victoria and made it to Goulburn around 10pm. We then drove from Goulburn on the Saturday to Brisbane.

My first impressions of driving the car were not good. Firstly, it had a dual 2 ¼ inch dual exhaust that was very noisy inside the car (not the sound I remember) But it sounded like a V8. The washers didn't work, the wipers didn't cancel, the hazard lights didn't work, the indicators didn't cancel, and the steering was atrocious. The car just felt unsafe. We soldered on and lucky the weather was fine.

I did a bit of research and expected to replace the tyres and found a place in SW Sydney selling 225/60/14 tyres for \$110 ea. We stopped in and got the five tyres replaced, when the wheels were off Adrian grabbed a rotor and found it was loose with fuse wire as a split pin. We tighten up both rotors and with new tyres the car felt much better but far from good. Adrian also checked the intermediate steering shaft and said it was in poor condition.

We made it back home about 9pm Saturday, the car was averaging about 15l/100km sitting on 100-110km/h. Having been our family car I was amazed how many people on the Hume and Pacific Hwy would give us a toot or thumbs up. On the Sunday Adrian asked me to come around to replace the intermediate shaft. The difference in the steering was amazing and was one the largest improvements made to the car. It was responsive and felt much safer.

Over the next few months, we replaced the wiper switch, the indicator switch, headlight adjustment screws, the transmission was rebuilt as a BW 40 as it was whiney, some front bushes. Completely overhauled the front callipers, new rotors, bearing, pads, replaced the three flexible brake lines, wheel cylinders, oil change, air filter, had the Holley 465 serviced, radiator fluid, diff oil, rear brake lines. Fixed a ton of electrical issues and earthing problems. I have also had it on a hoist at Keith Nicholson place where we have thoroughly examined the car and have found no rust. (It's been expertly previously been cut out out)

I then tackled the interior. Brand new seats, Dashwood, parcel shelf, carpet, roof lining, door cards, seat belts, fitted a Force 7 Tacho. The paint work is mostly ok but needs a respray which is scheduled to be done in April.

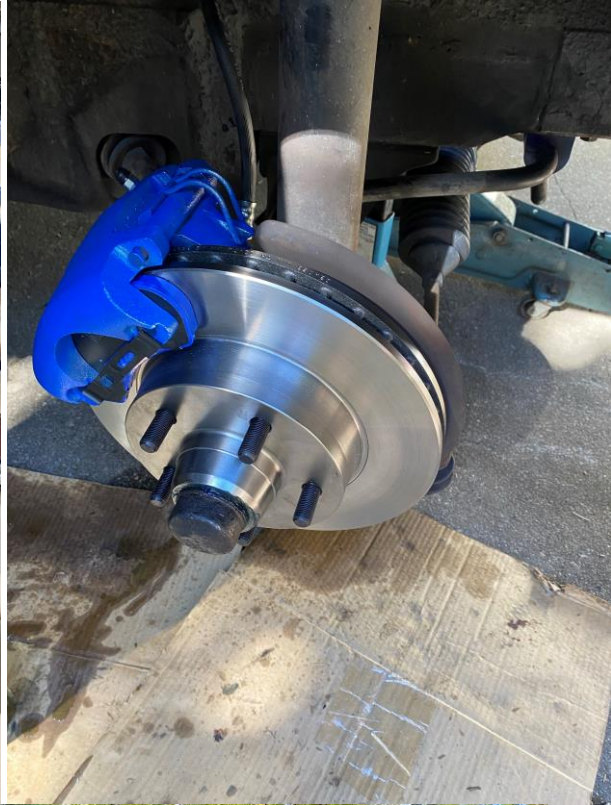
The car not only looks great but drives very well. Very throaty in the exhaust, although it could do with extractors, which I may do down the track.

My Dad who has vascular dementia is not well and about to turn 80 and lives in Victoria has not yet seen the car, I hope to drive it to Victoria latter this year with Adrian being my co-pilot. I have a lot of trust and faith in my Targa and I'm very fortunate to own such a vehicle.

There have been so many other small things I've done to the car to make it reliable and authentic. My aspiration is to make the car look and drive like the day it left the showroom.

I have so many people in the club and P76 movement to thank as a non-car person especially Adrian Spencer. Doing my bit to preserve a piece of my family's attachment to the car and the preservation of this truly unique Australian vehicle.

Mark Trembath



Tech Talk with Garth

Waterpump Overhaul.

I've been asked to do a quick story on how to overhaul the P76 V8 water pump.

While I will explain how I overhaul the pumps, I do emphasise that unless you have the correct equipment, I would not attempt to do this. If you break the pump housing, it will almost certainly mean that the pump is now unusable and you will need to find a genie in a bottle and wish for a new pump.

Phil "Filthy" Crowther and the late Tony Deluca are about the only two other people that I know that can overhaul the pumps safely.

I've been doing these pumps for around 30 years or so now and I've had to make a lot of custom jigs to be able to safely pull the pumps apart and assembly them again.. Do this at you own risk, otherwise leave it to the people with experience.

Depending on how bad your pump is, you will at the very least need a bearing and seal kit. Fig 1. I am starting out with a badly corroded pump (Fig 2). Most people would throw out a pump this bad, but with dwindling pump supplies around, every pump is now worth saving. As you can see it will need the bottom hose outlet piece replaced. It's way too bad for just a seal kit to fix.

The Qld P76 club do sell these bearing/seal kits for \$100 plus postage. We managed to buy the last 50 or so bearings out of Poland. Yes Poland. These are the long case style bearing, not the short ones that some people use. The problem with using the short case bearings is that the outer casing has less area to spread the load over. I would strongly suggest avoid using these bearings as you can cause damage to the pump housing.

Firstly, you have to pull the pump apart without breaking or cracking any of the reusable parts, which includes the housing, impeller and front pulley adaptor. You can use a simple 2 jaw bearing puller to remove the front pulley adaptor. I prefer a 4 jaw as it spreads the load over the entire adaptor. I then use the special jig that I made up to support the whole pump. I then preheat the housing and firmly press the centre bearing out using a 20 tonne press. I then use another jig to press the impeller off the bearing shaft.

Once the pump is apart, I clean it and then bead blast it. I can then inspect it for corrosion. If it's too bad I will machine up hose ends out of aluminium and weld them on. Any small holes or major divots I use the t.i.g welder to fill them in and then sand flat. With the pump cleaned and repaired if necessary, I then tap the top heater hose outlet to 1/2 BSP so that a right angle hose fitting can be inserted to drop the heater hose down to a 5/8 standard heater hose size. Fig 3. This can be done later if the original 1" heater hose ever fails.

Next on the list is to fix the outlet pipe. I machine up a piece of aluminium and insert it into the housing; I then TIG weld it in. The housing cast alloy is not the best for welding, but with patience and care you can achieve a good weld. You can also notice that the wall thickness of the original housing has thinned out due to corrosion. Fig 4. This is repaired with the insert to give it a more solid structure. Once welded, I can smooth off any excess weld and check for pin holes. Fig 5.



Fig 1



Fig 2

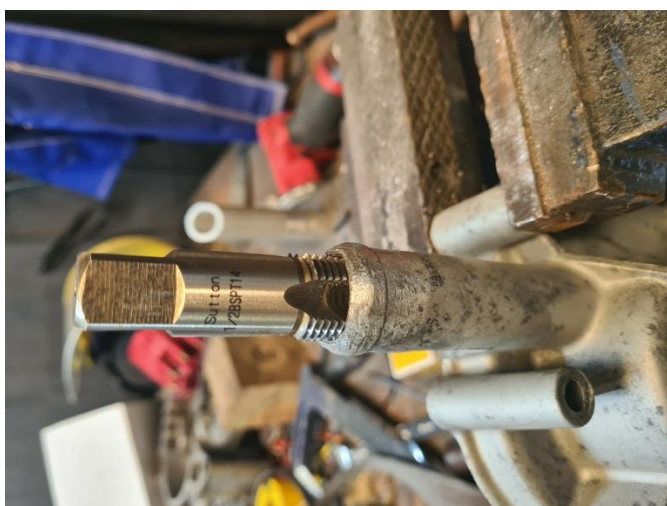


Fig 3

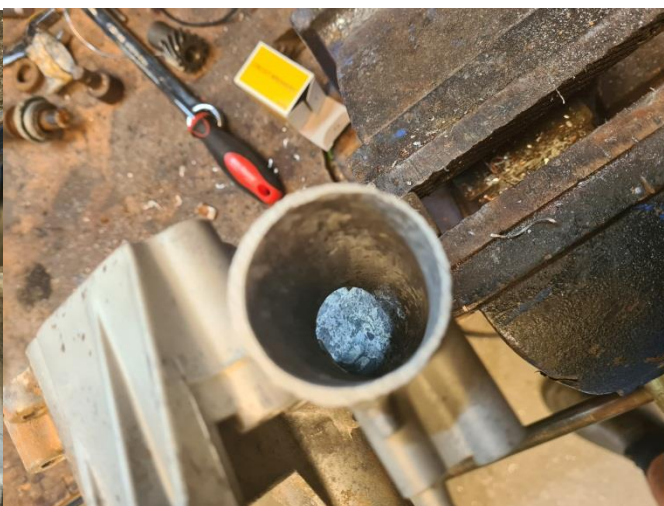


Fig 4

With the pump repaired and cleaned (Fig 6) I can test it for leaks. If I've done any welding to the housing I put a dummy mechanical seal in first so I can pressure test the housing before assembly. As seen in (Fig 8) and (Fig 9), I have machined up a test jig with a reusable rubber seal, so that the pump housing and finished

product can be pressure tested. Once the pump has passed its welding pressure test I can assemble the pump. To help stop even more corrosion I give the pump a generous layer of primer and then a coat of aluminium coloured paint. Anything to help stop corrosion.



Fig 5



Fig 6

Having done all the repairs and painting the housing, I can finally start assembly. (Fig 7)

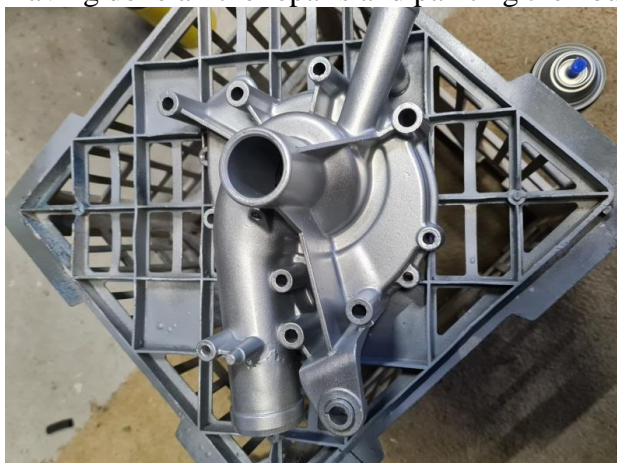


Fig 7



Fig 8

Assembly starts with putting the bearing in first. It must be pressed in from the top and with the housing fully supported. Use of the jig is essential. Now I press the outer case of the bearing into the housing until it's about 1mm past flush with the top of the housing. Next is the impeller seal. This is also pressed in. I use Loctite 515 to seal the mechanical cup into the housing. This stops any fluid getting past the pressed in casing which is made of brass or tin, then the rubber cup and ceramic washer is placed into the impeller making sure that the new ceramic washer is seated level in the impeller. The impeller is now ready to be pressed onto the bearing shaft. It's very important not to have any marks or dust on the two surfaces. They must be absolutely clean so that a water tight seal is made. It must be pressed on supporting the inner shaft from the pulley end. Then I use a spare timing case cover to make sure that the impeller doesn't hit on the timing case cover. You really want it as close to the timing case cover as possible without rubbing on it. Lastly is the water pulley flange. This has to be pressed on the same as the impeller, but in reverse. The impeller end is supported and the flange is pressed down until it sits 5mm from the top of the bearing shaft. This is critical as to get the water pulley to run true with the crankshaft pulley and the alternator. With the water pump back together, it can be bolted onto my water test jig and filled with pressured water. I run the gauge to 25 psi to be safe. See (Fig 10). I give the pump a spin to make sure no water is forcing its way past the seal and out the relief hole (Fig 11). If it does happen to leak, I usually find tapping the pump with rubber mallet seats the ceramic seal and stops it from leaking.



Fig 9

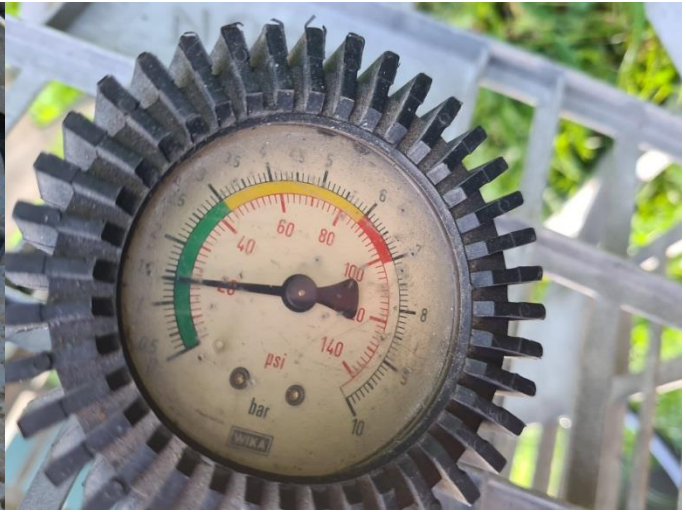


Fig 10

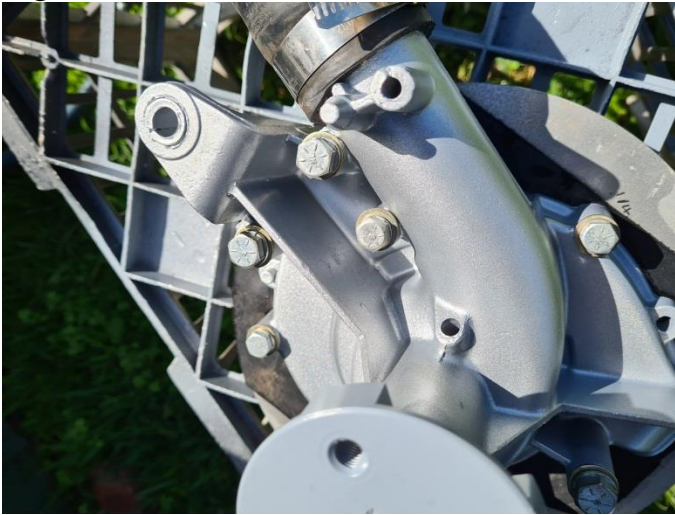


Fig 11



Fig 12

Over the years I have repaired a lot of water pumps and every now and then I have to laugh at the attempts people have made to stop them from leaking. More than 70% usually break the pump housing when they attempt to dismantle them. Of the ones that do turn up, I do have a good laugh at the attempts to stop the coolant from leaking. Most common has been blocking the bypass hole up with silicon, devcon or in rare instances a bolt or screw. I've even seen a brass tube pressed into the relief hole at the front of the water pump and a hose siliconed in to it running up to an overflow bottle mounted up in the plenum chamber with no cap on it. These are just a few of the things I have seen that owners or mechanics have done to try and fix a leaking water pump. In the end it still hasn't fixed the original problem which is a leaking front seal in the pump. Just remember; if you block the bypass or relief hole, the water or coolant under pressure will try to escape from somewhere. 99.9% of the time it will go through the bearing, thus destroying it and usually seizing the bearing. If the bearing is unlucky enough to seize, then the force of the fan belt will usually overpower the water pump and turn the outer casing of the now seized bearing and destroy the water pump housing. Just something to think about before you attempt a dodgy repair. Water pumps are getting scarce and if you can find one that is salvageable, then it's your best interest to get it repaired right the first time.

I had an elderly gentleman who had a leaking pump on P76 motor in a bus. He removed the pump and attempted to dismantle it. After a few hours of trying to figure out how to pull it apart he ended up cracking the pump almost in half. He then found my number and called to ask if I could repair it. I told him to send it to me and I would give it a go. I couldn't promise anything, but would try my hardest for him. I heard nothing for 3 weeks; then I had a call from him out've the blue. He had bought another pump for \$400. It was 2nd hand and apparently in good condition. Problem solved I thought. After fitting it to the motor he noticed it too was leaking. Then this gentleman must have thought, if the 1st attempt didn't work, why not have another go? Yes, he tried to pull it apart and yes, he cracked that pump housing as well. Needless to say; he never sent the pumps to me. I think he was a too embarrassed in the end.

Garth Morris

UPCOMING EVENTS:



Pittsworth Sprints

The Annual Pittsworth Sprints will return again in 2022, being held (NEW DATE) 26th to 28th August, with further details to be released soon... Entry forms for racing and burnout competition to be released in early June – check back for updates soon.

Christmas Party

Don't forget to put aside Saturday 26th November for our club Christmas Party
More information will follow later in the year, pencil this date in and get ready for a great day!





Vehicles on display last year.

A large crowd attended MotorFest 2021.

Kia's EV6 electric vehicle.

RACQ MOTORFEST 2022

WHERE: Brisbane Showgrounds, 600 Gregory Terrace, Bowen Hills.

WHEN: Sunday 19 June

HOURS: 10am–3pm

Entry via \$2 gold coin, contributed to the RACQ Foundation.

For more information and display vehicle registration visit racq.com/motorfest.

COVID-SAFE EVENT

At the time of publishing, the Queensland Government mandate is that all patrons attending events must be fully vaccinated. Patrons will be required to show proof of vaccination upon entry, as well as signing in using the Check In Qld app. This is subject to change and will be as per advice from the Queensland Government. More information regarding the Check In Qld app and your virtual vaccination certificate can be found on covid19.qld.gov.au.



The Vintage Car Club of Queensland display will be a highlight of MotorFest 2022, with vehicles like this Alvis Speed 25.

SOMETHING OLD, SOMETHING NEW

MOTORFEST WILL AGAIN this year feature an eclectic array of vintage, veteran and classic cars, along with the latest in battery electric, plug-in hybrid electric and hydrogen fuel cell electric vehicles.

One of the larger and more intriguing displays will be that of the Vintage Car Club of Queensland (VCCQ).

RACQ's Tamara Van Der Walt said the club was a regular participant and exhibitor at MotorFest over the years and some of the vehicles were so rare and unusual that people were unlikely to see them anywhere else.

Among the many interesting VCCQ vehicles on display will be Gavin Mutton's 1909 Economy Motor Buggy – Model C, also known as the "litigation model".

Remarkably, it is the only known surviving example of the Model C and was despatched from the Economy Motor Buggy Company's Joliet, Illinois, factory just before the company folded in the face of a design patent royalty dispute.

The Model C was notable for being able to use its own motor, or be drawn by a horse, with the horse shafts (shaves) carried underneath the vehicle ready to be strapped to the turntable steering and used if the motor gave trouble.

In fact, Gavin's original and unrestored Model C still carries a whip holder showing wear signs from where the original whip was stored.

Another fascinating machine is Wolf Grodd's 1925 Lorraine-Dietrich B 3-6 Tourer, designed by the legendary Ettore Bugatti, who later established the eponymous marque that bears his name.

The latter is best known these days for the ultra-rare and expensive Bugatti Veyron and Chiron supercars.

The Lorraine was something of a supercar in its day, too, with examples of Wolf's 3.4-litre 15CV B3-6 entering the history books for having won the third and fourth Le Mans 24-Hour race in 1925 and 1926, interrupting British marque Bentley's run of successes in the famous French endurance race.

"This car was restored over several decades with the help of other Lorraine-Dietrich owners in Australia," Wolf said.

"The wood frame was skinned in alloy by Automotive Craftsmen in Brisbane, followed by the paint and leather at restoration specialists Sleeping Beauties."



All British Day Brisbane 2021

41st Year
Sunday 19th September

8:30am - 2:00pm.
Gates Open at 7:00am



SHARE THE PASSION

St Josephs College Sports Grounds
Vivian Street, Tennyson, Brisbane

Featuring Classic
British Cars, Motorcycles & Commercial Vehicles

Display Vehicles \$20.00
(includes commemorative metal badge)

Walk in spectators \$2:00 Car Parking \$5:00

Food and drinks available on site

Proceeds to charity
Supported by MG Car Club Qld Inc
& St Josephs College

Trade sites available

Web: www.allbritishdaybrisbane.org.au

Contact: Max Johnson 0419784680

Email: allbritishday@gmail.com



6 APR 2023 AT 12:00 - 10 APR 2023 AT 12:00

18th Leyland P76 50th Anniversary Nationals

Parkes Town

About Discussion

Going Invite Share More

Details

79 people responded

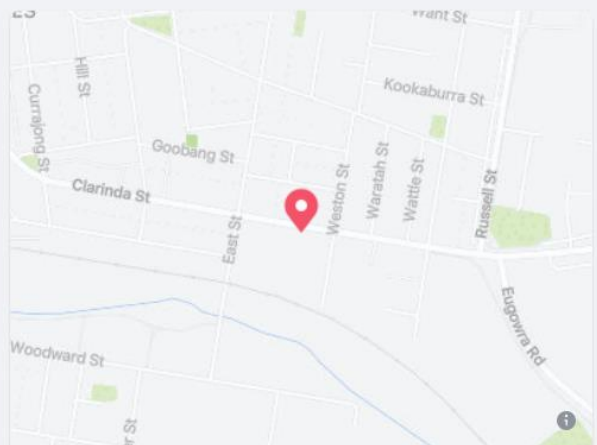


Event by 18th Leyland P76 50th Anniversary Nationals

Parkes Town

Public - Anyone on or off Facebook

This event celebrating the 50th anniversary of the release of the Leyland P76 will be epic



Parkes Town
Parkes, NSW

Meet your host



18th Leyland P76 50th Anniversary Nationals

Guests

See All

35
GOING

44
INTERESTED



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 Date / 202.....

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 pay by one of the following methods: Cheque made out to: Leyland P76 Owners Club of Queensland Inc
EFT Bank Transfer: Details Leyland P76 Owners Club Queensland Inc. The BSB is 124014 Acc #. 20860375
 Please show your: Bank name and add your initial and surname as follows: Date transferred
 If paying for parts then after your name add P. Eg ASxxxxxxxP
 If paying membership then after your name add M eg ASxxxxxxxM

This entitles me to a bi monthly magazines (except December), Club functions and access to buying Club parts. Members are invited to be on the committee.

Due to the new law on divulging Personal Details, do you give the club permission to pass on your details to other clubs and place this information on the "National Register" database?

Yes No (please cross out the one you don't want)

Suggestions for Outings: (ie would you like us to arrange an outing near where you live)

-
-

Replies to : P.O.Box 343, CARINA 4152, QLD

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"/>		Rear Arm Rest <input type="checkbox"/> Towbar <input type="checkbox"/> Mudflaps <input type="checkbox"/> Original Cassette <input type="checkbox"/> Original Radio <input type="checkbox"/>
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____			