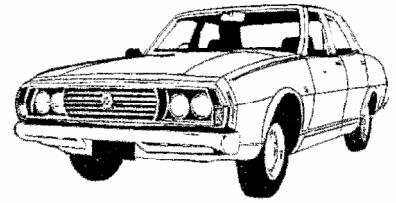




**THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED**



Leyland P76 Anything But Average

February 2008

THE QUEENSLAND BULLETIN



*Adrian's and Neville's cars at Moore Park, Shornecliffe,
on Australia Day*

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CLUB MEMBER OF THE YEAR POINTS ALLOCATED

Attend Meeting = 1 point: Raffle donation = 1 point: Organise Event = 1 point: Win Event = 1 point

General Information	2008
<p>The Queensland P76 Owners Club Inc holds its monthly Meetings on the 2nd Friday of each month at 8.00pm</p> <p>Venue: Norman Park Uniting Church Cnr Bennetts Rd & McIlwraith Ave NORMAN PARK</p> <p>Various activities are organised by Club Members and are generally held on the last Sunday of the month. All venue details are confirmed at the General Meeting and are recorded in the Minutes on the next page.</p>	<p>February 24 Outing to Marburg</p> <p>March 14 Monthly Meeting 15 Drive in at Yatala 21-24 Nationals in Geelong, Victoria</p> <p>April 11 Monthly Meeting 27 Club Display at Repco, Virginia</p> <p>May 9 Monthly Meeting</p>

Leyland, anything but average

From the Editors Desk

Hi all

We are really getting our wet season full on and we are thinking of those who have been affected by the flood waters. There was a good turnout for our monthly meeting with a guest from Repco (more in the President's Report). I must say that the colour photo of the Force 7 model on the cover of the Leyland Post looks great. If you want one of these models you will have to be quick as there are only two left of the ones allocated to our Club. There are further details about these models further on in the mag.

We had a lovely afternoon at Moore Park on Australia Day even the place was crowded. Seems all of Queensland were there making the most of the nice weather. We had a turnout of three Leylands which we could not park all together – photos of Neville's and Adrian's on the front cover. However, when we moved on and met up with Adrian's family later for a fish and chip tea by the sea we parked all the cars together and got some looks and comments. Once again we had another good day out with the club. Richard and I put up with a bit of a ribbing for getting 'fixed' that morning. We are now officially Australian Citizens and also got a bit of a hard time from our families (they are probably just jealous). Of course, as I previously said, I am still loyal to the All Blacks, win or lose.

I bought a couple of P76 related books from Steve Westmacott in Adelaide and after a long conversation about cars and motorbikes he sent me an article and photos about his life with P76s. My thanks to Steve for letting me publish this in our magazine as I am sure a lot of people will find it interesting.

Our planned outing for February is a trip to Marburg. We will meet at the Marburg Hotel on Edmund St Marburg. If anyone is interested in going and driving a convoy to Margburg let me know. At this stage I know we have two cars, one from North of Brisbane and one from the Gold Coast. To those P76 owners out that way it would be nice to catch up with you.

We are getting our Targa ready for Nationals – exhaust no longer rattles, transmission has been checked, a wheel alignment next week and of course the Christmas CD player is now in so I can sing all those Australian songs on the way to Geelong – poor Richard, what he has to put up with. Oh and the drivers window has just fallen down so another job for him to do!!

It is now four weeks till we hit the road to Geelong as I write this magazine. I am already starting to look out my thermals – just in case, however, I have noticed the temps have been rather hot down there so maybe I won't need them.

Happy motoring and safe driving.

Wait Upon the Lord



After starting a new diet, I altered my drive to work to avoid passing my favorite bakery. I accidentally drove by the bakery this morning and, as I approached, there in the window was a host of goodies. I felt this was no accident, so I prayed ... "Lord, it's up to you, if you want me to have any of those delicious goodies, create a parking place for me directly in front of the bakery." And, sure enough, on the eighth time around the block, there it was! God is so Good!"

General Meeting

8 February at 8.00pm

Treasurers Report

January Balance \$5995.49 February balance \$5376.14

Minutes of Previous Meeting

The minutes of the Meeting held on 11 January 2008 were read and are a true and accurate record.

Incoming Magazines

1. NSW Leyland Heritage 2008
2. Westwords Feb 2008
3. PenZed 2008
4. Leyland Post Dec 2007

Incoming Mail

1. Membership renewal – Lisha Kayrooz
2. Shannons catalogue
3. Letter from Qld Government Sport and Recreation
4. Letter from John A Robinson talking about auction at Toowoomba swap meet (too late) P76 Dealer plates went for \$110 <http://www.gdlauctions.com/portal/news.php>

Spare Parts

1. Graham sold parts all over Queensland
2. Representative from Repco advised us of a product called Loctite. This is a 'freeze and release' to release rusty bolts and nuts

Supply of new parts are available by contacting Graham on (07) 38881345

General Business

Discussion on a car display at Repco Virginia

Force 7 Models ordered and paid for

2 Force 7 Models still available for sale

Discussion on Easter Trip

Outings for the coming months

- | | |
|-------------|------------------------------|
| 24 February | Marburg for lunch |
| 15 March | Drive In (50's – 60's night) |
| 27 April | Repco Virginia |

Meeting closed 9.25pm

Swap Meets 2008

- | | |
|-------------|--|
| 24 February | Automania on the Downs. CarShow, Trade displays. Toowoomba Showgrounds. 0746350966 |
| 9 March | Inverell Antique Motor Club Swap Meet. Inverell Showgrounds |
| 30 March | Bayside Swap. Ormiston School, Ormiston. Ph 32073733 |

Coming Outings for February & March 2008

- | | |
|-------------|---|
| 24 February | Drive to Marburg, meeting at the Marburg Hotel on Edmund St Marburg. |
| 15 March | Yatala Drive-In (Back to the 50s Classic Night) 2.00pm start \$15 Adults \$7 Children – |

President's Report

Motorkana

Last month I wrote of my idea to take the P76 out of my shed and use it at a Motorkhana event at Willowbank. Well that P76 stayed in the shed but my white P76 which has been my daily driver got used.

To start the day I picked up Kelvin, who then drove us out to Willowbank via the Gateway in the rain. We joined the Holden Sporting Car club who had setup the Motorkhana track at the back of the Drag strip. Kelvin was introduced to a number of the club members and signed the appropriate forms to for the club and also signed up for a CAMS licence.



The Motorkhana involved driving around obstacles against the clock. To show Kelvin what can be done, he was taken as a passenger in a modified Datsun 1200 coupe. The owner of the coupe had just won the trophy for last years for the HSCC as the best driver. Kelvin was ecstatic and invigorate by the experience

The P was given the number 36, with up to about 50 vehicles there for the day. Kelvin took the wheel and the P76 went out on the tarmac and I was a passenger. I think the P was one of the slowest cars there which I was grateful for. Others were laying rubber or pushing their cars hard. We did the course twice before changing and doing another course at the other end of the paddock.



At lunch Kelvin and I went to a large car park behind the drag way grandstand, where Kelvin honed his driving skills, doing figure eights loops and reversing around plastic bottles. He also started to learn about breaking hard and turning which he need to use after lunch. In the session after lunch Kelvin went out on his own and did very well. I was very please to be able to offer the car to help Kelvin learn to drive. Kelvin drove back from Willowbank to Brighton.

I am looking forward to next month outing on the 3rd March. Try making it there yourself. They run a canteen.

Club Happenings

At the meeting we had a guest visitor from Repco Virginia (Garth) who has invited the club to put a display on the 27 April. We hope you will make the effort to attend with your cars starting about 9 am. I hope to run a sausage sizzle in conjunction with the Motor Neurone Disease Association during the morning, with the equipment supplied by Repco.

The National meeting is going to be held in Geelong on the long weekend. Some of the club members got together at Shorncliffe at Moora Park for late lunch /tea. I had miscalculated in that the Australia Day ceremonies were being held there. We picked a spot but had to move because of the pigeons. For tea we moved on to the park next to the Sandgate Pool to get a fish tea. We worked out our route to Geelong. Long way to go!!

A great morning was had at Ormiston when I went out to the breakfast and rally that the Southside Restorers Club put together. Thanks to Carle for the invitation. Lots of cars present. Pat and Graham went out to Dayboro where they showed their car.

That's it for me so I look forward meeting up with you soon

Adrian
President

FOR SALE

May 1974 Nutmeg Excutive – V8, Power Steering, Factory Air, one owner ex Queensland Club member. The boot is rusty and also the top and bottom of the back window and around the fuel cap. Deceased estate, offers.
Contact: Judy after 3.00pm on 07 3284 3654 or Graham



Force 7 Models for Sale

The Queensland Club has two Force 7 models for sale. Colours are:

1. Envy Green with a black interior
2. White with a black interior

If you are interested in purchasing one of the last two the club has left please contact Adrian or Neville.



Word Puzzle

Thanks to The Leyland Post issue #20

H O M E O N T H E O R A N G E Z A I U W S O H I B N J E U O
P C X T U K A R S O P C X T U K L M R D V F T N G U F U N B
R A I N W S P O H I Q Y Z A I B I L M A N V G R E E N D P E
O E E N I L M L B I T T E R A P R I C O T A P O D E L J E U
A U R S M R D V U F T N G E Q Y Z A I U W S O H I B N J E U
E L O P C X T U K M A R S O P C X T U K L M R D V F T N G U
V B F U N B R A I N L W S H A I R Y L I M E N O H I Q Y Z A
I E O Y V A N A G E M O I B I L M A D P E O U E N I L M A P
L Y H O D E L J E U A R C S M R D V F T N G T E Q Y Z A I U
O E F W S O H I B N J E U O O P C X T U K A M R S O P C X T
H M U U E K L M R D V F T N G U C F U N B R E A I N W S O H
S A D C I P Q Y Z A I B C I L M A O D S P E G O E N I L M A
I P G O O D A E L J E U H N A R S M R R S D V F T N G E Q Y
N Z E U A I U R W S O H R I E B N J E I U A O P C X T U K A
A R S N O P C X G T U K Y L M E R D V F N T R N G U F U N B
P R A T I N W S O A H I S Q Y Z R A I B I T L B M A D P E O
S E N R I L M A P O E D T N E L J G E U A R H S S M R D V F
T N G Y E Q Y Z A I U M A W E S O H N I B N J I E A U O P C
X T U C K A R S O P C X L T U E K L M E R D V F A T D N G U
F U N R B R A I N W S O W E H I R Q Y Z P A I B I N L L M A
D P E E O E N I L M A P H O E D E G L J E S U A R S B M O R
D V F A T N G E Q Y Z A I I U P W S A O H I A B N J E L U B
O P C M X T U K A R S O T P C X T U K N L M R D V F T N U G
U F U N B R A I N W S D E R Y R D O H I A Q Y Z A I B I L E
M A D P E O E N I L M A P O D E L J E U A E R S M R D V F T
N G E Q Y Z A I U W S O H I B N J E U O P C C X T U K A R S
O P C X T U K L M R D V F T N G U F U N B R A O I N W S O H
I Q Y Z A I B I L M A D P E O E N I L M A P O D E L J E U A
R S M R D V F T N G E Q Y Z A I U W S O H I B N J E U O P C
X T U K A R S O P C X T U K L M R D V F T N G U F U N B R A

LEYLAND COLOURS

OMEGANAVY
PEELMEAGRAPE
CHRYSTALWHITE
HAIRYLIME
PLUMLOCO
SPANISHOLIVE
BITTERAPRICOT
HOMEONTHEORANGE
BOLDASBRASS

CORINTHIANBLUE
AMEYEBLUE
DRYRED
NVGREEN
ASPENGREEN
OHFUDGE
NUTMEG
COUNTRYCREAM
OCEANAGREEN

Article written by Steve Westmacott

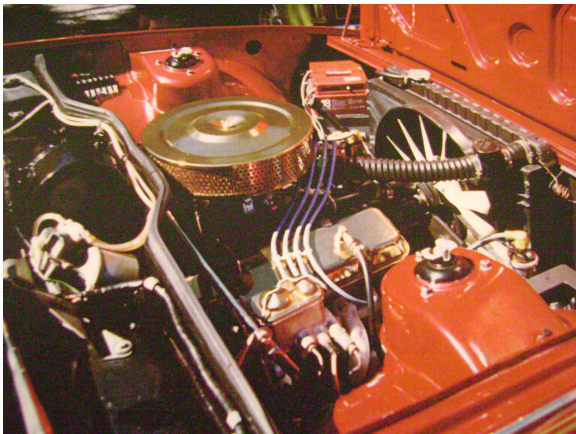
I bought the Home on the o'range P76 V8 T-bar Super in 1982. It had the brown interior, reclining bucket seats.

I fitted Dragway Splatt 5 spoke wheels and lowered it. Also had the engine rebuilt with Rover pistons, some head work, tuned extractors made, etc., engine was done by West Torrens Dyno in Adelaide who still build some of Australia's top drag motors.

Best e.t. at drags was 14.1 – bloody quick for the mid 1980s – faster than a GTHO down the quarters. Could have gone faster as the speed over the line (low 90s mph from memory) was a sure sign the old girl simply wasn't getting enough fuel at the top end.



As you can see, I also detailed the engine bay and boot – also had a highly polished 44 gallon drum (painted in orange too of course) for some car shows.



It looks ridiculously amateurish these days but my display with the wheels off, suspension detailed in blue, brakes in silver, really was something in the mid 1980s – won me a boot load of trophies at a variety of car shows if nothing else. How silly do those original brakes look too, compared with today's monsters.

If you notice the wonderful P76 bar mirror in one of the pics – a couple of us in Adelaide had a run of these made – sorry, I sold mine years ago now.

The Corinthian blue car I bought from, of all things, a retired Chrysler engineer. He had bought it brand spanking new even before the official release date of the P76 through internal contacts within the industry. But, he got told by Chrysler head honchos (so he told me), not to drive it – anyway, when I stumbled over the guy in the mid 1980s he was just retired, living in a very expensive eastern Adelaide suburb and had the car pushed to the back of his garage behind his and his wife's two Mercedes. I bought it for \$1000 and it was like new. Another V8 t-bar with buckets.



In those days I didn't have cover for three cars though and a "friend" pestered and pestered me for the car. . I was worried it would deteriorate in the weather so sold it to him for the same as I paid - \$1000. What a fool, as he immediately turned around and sold it to his brother for \$2000. His brother had three small kids and used it as their only everyday family car – within 12 months it was a battered, trashed wreck couple of years after that, when the engine died, it was pushed into a field and left to rot as it was too abused to be worth restoring. All these years later I STILL feel bad about that – it was a good lesson though, I never did anything like that again.

A year or so later I heard about a guy in a tiny little town in the northern Flinders Ranges who also had a one owner P76 for sale – drove all the way up there, about six hours and just about where the bitumen ends – only to find this filthy hideously brown "thing" sitting under six inches of dirt in the most dilapidated 100 year old wood barn that looked like it would fall down any moment – yep a barn-find.

I offered the guy \$200 for it. He told me to go off to the pub for lunch and let him think about it. On return after lunch he took my \$200.

I started the car, a mate drove it home while I followed in my orange P, tow rope ready if needed – the car didn't miss a beat.



Got home, gave it a cut and polish – it's the chocolate brown car in the pics – turned out to be an absolute gem – parchment interior – V8 T-bar, buckets. My plan was to put gold Targa stripes on it and Simmons wheels, lower just a shade – then leave it stock. Only trouble was another mate (a good one this time) fell in love with the thing – came to my house unannounced early one Saturday morning – said "Steve, I know you paid \$200 for that car, I want it, here.", and he slapped a bundle of brand new fifty dollar bills into my hand – I started counting, it came to \$3000. What could I do?

Tragically, about two years later a lawyer who was a friend of my friend, bought the car off him to go rallying in – their main sponsor was Brut 33 so that deep rich perfect brown paint got sprayed over in Brut 33 colours and then, about two weeks after turning this dear sweet car into a rally car – they wrote it off in WA – another tragic story that brings tears to my eyes.

As for my Orange car – in 1988 I went to America to buy a Harley. Turned out I had too much fun on the trip, didn't even look at a bike but got hooked on Cadillacs. I finally bought a 1961 Cadillac coupe in 1992 and, not without much angst, decided to sell the orange car I'd had so much fun in.

By this time I had also picked up yet another one owner P76 gem, this time a Deluxe, white, blue interior, V8 but bench seat, column shift – my plan here was to build a bit of a street-racer sleeper, striped down, light weight, hot motor – yes sadly I was somewhat of a hoon back then.

When I decided to sell my orange car I was approached by a doctor, who appeared to have lots of money – who offered to buy my orange car, my white car, all my parts.



I had some tricked up manifolds, spare extractors, many Force 7 parts, tachos, steering wheels, and he offered to buy the lot – what he offered was near enough what my Cadillac had cost – how could I refuse – plus he told me he had grand plans to restore both the cars into mega dollar show cars (and he seemed to have the resources to do it). I sold him the whole encilada.

I never kept in touch with the doctor, but I heard, maybe 7-8 years later from a member of the P76 club in SA, that both cars had been simply driven into his back garden, not under any sort of cover, and had been allowed to rot!

My story here, which is just one story of one person, probably explains why there are so few good, original, P76s left on the road today.

I hope this brief account of my wonderful time spent owning, driving, showing and even racing (at Mallala Raceway) my terrific P76s, particularly the fantastic orange V8, isn't found to be too disturbing to current P76 enthusiasts as I realise this story actually tells of the demise of four quite wonderful cars that sadly, no long exist today.

Steve Westmacott – 2008

Editors note: In the October 2007 edition of Cruzin – Issue 84 – pages 14, 15 and 16, is a write up and photos of Steve and Helen with their Cadillacs (Lola and Lucy) for all those who appreciate big cars.

Sick Leave

I urgently needed a few days off work, but I knew the Boss would not allow me to take a leave. I thought that maybe if I acted "CRAZY" then he would tell me to take a few days off. So I hung upside down from the ceiling and made funny noises.

My coworker (who's blonde) asked me what I was doing? I told her that I was pretending to be a light bulb so that the Boss would think I was "CRAZY" and give me a few days off. A few minutes later the Boss came into the office and asked "What are you doing ?" I told him I was a light ulb.

He said "You are clearly stressed out. Go home and recuperate for a couple of days." I jumped down and walked out of the office. When my coworker (the blonde) followed me, the Boss said to her, "And where do you think you're going?"

She said, "I'm going home too, I can't work in the dark