



Leyland P76 Owners Club  
Incorporated Queensland



Leyland P76 Anything But Average

---

July 2009

---

# THE QUEENSLAND BULLETIN



*Club outing to Ipswich – beautiful views from the top of the  
water tower showing the cathedral*

**LEYLAND P76 OWNERS CLUB**  
**INCORPORATED QUEENSLAND**  
P.O. Box 343, CARINA 4152, QUEENSLAND  
[www.leylandp76.com](http://www.leylandp76.com)

## Committee

***President***

Carle Gregory  
Ph: 07 3396 0464  
Mob: 0413553173  
Email: [bigcarle60@msn.com](mailto:bigcarle60@msn.com)

***Vice President***

Richard Mallon  
Ph: 07 5510 8186  
Mob:  
Email: [richard\\_mallon@yahoo.com](mailto:richard_mallon@yahoo.com)

***Treasurer***

Warren Ashworth  
Ph: 07 5535 9311  
Mob:  
Email: [ashworth@bigpond.net.au](mailto:ashworth@bigpond.net.au)

***Secretary***

Neville Humphreys  
Ph: 07 5494 5565  
Mob:  
Email: [nastyp76@hotmail.com](mailto:nastyp76@hotmail.com)

***Spare Parts Officer***

Graham Rogerson  
Ph: 07 3888 1345  
Mob:  
Email:

***Assist Spare Parts Officer***

Pat Rogerson  
Ph: 07 3888 1345  
Mob:  
Email:

***Editor***

Ann Mallon  
Ph: 07 5510 8186  
Mob: 0417748579  
Email: [annmallon@people.net.au](mailto:annmallon@people.net.au)

***Web Master***

Adrian Spencer  
Ph: 07 3314 0058  
Mob: 0414383503  
Email: [yowee\\_98@yahoo.com](mailto:yowee_98@yahoo.com)

***Technical Officer***

Garth Morris

***Dating Officer***

Any committee member

## General Information

**AIMS OF THE P76 CLUB**

1. To restore and actively use all model of P76 produced.
2. To provide knowledge, advice and parts on the P76 and its variants.
3. To conduct various activities for the members and their cars.
4. To include any vehicle assembled in the Zetland factory.

Membership of the club will be open to anyone who is interested in pursuing the aims of the club

The Leyland P76 Owners Club Incorporated Queensland has its monthly Meetings on **2<sup>nd</sup> Friday** of each month:

**Venue:** Norman Park Uniting Church  
Cnr Bennetts Rd & McIlwraith Ave  
NORMAN PARK QLD

**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 all

I am glorying in the beautiful day we had for our run to Ipswich at the end of June where we had sun, NO rain and although it did cloud over and got a bit chilly it was pure bliss to spend the day outside. There were so many people lulling around the parks. Kids were running around, playing in the playgrounds and some were kicking a ball in a game of soccer (no rules by the look of it). It was just so good to see. Nowadays all we hear is kids are playing their DS Nintendos, their playstations, or watching DVDs but Sunday proved that it is not all true with so many out enjoying the sun and fresh air in the beautiful parklands Ipswich offers.

Our trip to Ipswich started off with Richard and I meeting Col and Sandra at the BP Coomera. Unfortunately, they were unable to bring their P. It was safely in their shed (although it slid in after the last time it was out) and it is there to stay until it stops raining and the mud dries out which could be some time. We rendezvoused with Adrian and the Dollison's in Ipswich outside the PCYC centre. It was amazing to see all the swallow's nests under the eaves of the PCYC (I had not seen any before and thought maybe wasps nests but they were too large). Luckily Sandra was there and could tell me what they were and point out a couple of swallows flying around near them. Alan was at our meeting place (that is he knew where we were meeting but had given us the name of another Park) so after a few phone calls to him and a U turn which put us in the wrong direction we finally made visual contact at Queens Park. Phew ... finally got there and desperately needed a coffee. After our coffee break we headed off in convoy following Alan to take in the sights of Ipswich. We went to the Water Tower lookout and after climbing the 62 steps to the top (most of us made it – a couple stayed below) we had an amazing 360 degree view over Ipswich and surrounding areas.

Alan pointed out a few of the local spots for us and also the Amberley Air base and told us a couple of interesting stories about his time working there. He also informed us that the runway is an emergency landing strip for the space shuttle. From there we travelled through Ipswich with Alan taking us past the Railway Museum (this might be a good place for another outing for the club). Then Alan left us to make our way to Colleges Crossing while he made the return trip home due to prior commitments.

We set up our lunch and food. However, luckily Adrian being the good boy scout he is, had a gas BBQ in the boot of his car as the public one was not heating the best and we were all pretty hungry by that stage. We dined on a good feast, shared salads, drank tea and coffee and chatted. Thanks to Carol and Adrian, our chefs of the day. By this time the clouds had covered the sun so it was time to disband and head home. Col and Sandra followed us (lucky we had the Sat Nav or they would have been following us the wrong way) back to Coomera where we tooted them goodbye and turned off home. It was good to see them come up for the days run.

We have missed not having Rogo and Pat at our last couple of outings and meetings. Rogo is not too good due to a lot of pain in his hip. He has seen a specialist recently and hopefully there is good news on the horizon to get it fixed and get him mobile again. We know it isn't easy for you Pat but Rogo will owe you plenty of brownie points after this. We're looking forward to seeing you guys soon.

Our next outing is the Gold Coast Restoration Day at Pimpama on 26 July. Last year a few of us went and it was a great day. There we not enough time to see everything there, with working displays of steam engines, model trains, sawmill, free bus rides, craft stalls and much more. Entry is \$5.00 per vehicle if

you want to display your car (we had a few displayed last year) otherwise it costs \$8.00 per adult and children under 13 are free. Take Exit 49 off the M1.

The year has come around to the Annual General Meeting time again on Friday 14 August. We will have the monthly meeting at an earlier time of 7.30pm followed by the AGM at 8.30pm. Please bring a plate (with food treats) for supper and your nomination forms to elect your 2009-2010 committee. Hope to see many people there to support the club. Nomination forms are attached to the back of the magazine.

*Happy motoring and safe driving*

*A little boy went up to his father and asked: 'Dad, where did my intelligence come from?'  
The father replied. 'Well, son, you must have got it from your mother, cause I still have mine.'*



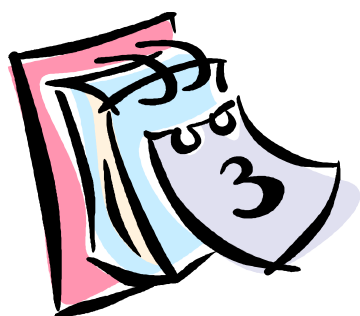
## General Meeting Minutes

### **Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 10 July 2009**

The meeting was opened by the President at 8.00pm

- Apologies:** Rogo and Pat, Graham Dollinson
- Treasurers Report:** Warren reported we have \$903.66 in the bank. Still waiting on refund of funds from the ATO
- Minutes of Previous Meeting:** The minutes of the June meeting were accepted as a true and correct record. Moved Richard seconded Ricki.
- Business Arising:** Letter sent to 2010 National committee regarding cost of deposit for accommodation.
- Incoming Mail:** Magazines received from:  
WA P76 Club, Classic P76 Club, NZ Club Magazine, Leyland Post, SA Club  
Membership renewals received from:  
Len Wegemund, Ron and Helen Hallard, Richard Riedel, R Buchanan, Jim Vickers, Pedro & Jude Hodgeson, John Wakeman  
Account for trailer registration  
Public Liability insurance account  
Account for Hall Rental
- Outgoing Mail:** Letter to Steve Maher re 2010 accommodation deposit

- Spare Parts:** There have been a lot of enquiries for parts
- General Business:** Discussion on car values and insurance costs and values  
Adrian gave the treasurer some bills for money owing  
Discussion on moving meeting dates over December and January - see events calendar for updated events and meetings  
The Christmas party will be on 6 December 2009. Adrian is looking into the venue.  
Discussion on cars for sale
- Upcoming Outings:** 26 July – Gold Coast Restoration Day  
29 – 30 August - Trip to Watts Bridge Airfield for Festival of Flight  
30 August – BBQ lunch at Santa Barbara on the Gold Coast at Richard and Ann’s
- Meeting closed:** 8.40pm



## 2009 Club Events Calendar

### July 2009

**26 Sunday** **Club Outing**  
Gold Coast Restoration Day

### August 2009

**14 Friday** **Monthly General Meeting**  
7.30pm at Norman Park Uniting Church, Norman Park

**Annual General Meeting**  
8.30pm at Norman Park Uniting Church, Norman Park

**30 Sunday** **Club Outing**  
BBQ lunch at Santa Barbara on Gold Coast  
Festival of Flight – Watts Bridge Airfield

### September 2009

**6 Sunday** **Club Outing**  
Bribie Island for lunch

**11 Friday** **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park

**20 Sunday** **Club Outing**  
All British Day at Tennyson

### October 2009

**9 Friday** **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park

**25 Sunday** **Club Outing**  
MNDA Qld - Sandgate

### November 2009

**10 Friday** **Monthly General Meeting**  
8.00pm at Norman Park Uniting Church, Norman Park

## December 2009

6 Sunday      **Club Outing**  
                    Christmas Lunch

11 Friday      **Monthly General Meeting**  
                    8.00pm at Norman Park Uniting Church, Norman Park

# Swap Meets and Events

## July 2009

22 – 26 **Sun Coast Classic** Sunshine Coast Hinterland

25      **21<sup>st</sup> Annual and Original Sunshine Coast Antique Car Club Swap**, Nambour Showground.

## August 2009

9      **Rocklea swap**, Rocklea Showgrounds

22-23 **Historic Commercial Vehicle Show and Swap**, Cleveland Showgrounds

30      **4<sup>th</sup> Motoring Jamboree**, Youth Avenue, Nambour Qld. If rained out, the rescheduled event will be held on Sunday 13 September. Free entry for display vehicles.

30      **Macleans Bridge, Jimboomba Car Show and Swap**

## September 2009

5 – 7      **Speed on Tweed** Murwillumbah

12      **Gympie Swap**, Gympie Showgrounds

13      **Beaudesert Swap**, Beaudesert Showgrounds

20      **Eliminators Hot Rod, Car & Bike Show, Swap**, Beenleigh Showgrounds

20      **All Ford Day and Swap**, Kedron Sporting Field

27      **Nanango Swap Meet and Auto Spectacular**, Nanango Showgrounds

## October 2009

4      **Chrysler Expo**, Mt Gravatt Showgrounds

25      **Morris Minor Day** Ormiston

## November 2009

14-15 **Historic Noosa Hill Climb**, Noosa

29      **Tambourine Swap**, Beaudesert Showgrounds

*Many thanks to:*

**Pacific Highway Auto Recyclers of Elliot Drive, Yatala**

**The Rubber Shop, 148 South Road, Enoggera**

*for providing the club with dates and details of the 2009 swap meets*

*Ipswich and Colleges Crossing BBQ day*

*Alan, Adrian,  
Richard and Col on  
top of the water  
tower lookout*



*The Ps that made the  
Ipswich journey – Alan’s  
Corinthian Blue, Adrian’s  
Crystal White, Richard’s  
Omega Navy*

*Graham and Stephen  
taking the climb to the  
top of the water tower*



*Carol persevered with the public BBQ and cooked up some tasty food – it's a bottle of ginger beer beside the butter. Our chefs are sober when they are cooking for the health of the P Club*



*Looking from the water tower out at The Grampians made up of Mt Goolman, Mt Flinders and Ivory Rock*



*Col taking the plunge to trying Chef Adrian's lunch*





## President's Report

Hi classic car people

Well this month seeing as the NOMAD had made its debut it was time to delve into the MARINA to see why it was fumigating the district every now and again. After the strip down I found that I hadn't put the expander rings in the piston properly, oh no ... (overlapped instead of butting together) so double checked and made sure it was right now with my glasses on to see more clearly. I didn't adjust the valve clearances enough last time either so I did them again (same huge job as 6cyl P but with fewer valves) which took me most of an afternoon. While I am writing this I am putting the finishing pieces back on the rebuild and hopefully it will be running this afternoon if Murphy's Law doesn't crop up.

This month's meeting was another good roll-up with slightly less chilly weather. The Rogerson's were absent as Rogo's hip trouble is playing up and the latest news is he is lined up to get some new ball joints for his hips (hope they don't forget to get a wheel alignment after). Joking aside, we all hope he will recover rapidly and safely.

Don't forget the South Coast Restoration Society on the 26 July at Rifle Range Road in Pimpama. It is a great day for the family to relive some nostalgia, hint; bring the classic vehicle and park inside.

After this event is the AGM in which you have a say on who goes on the committee or if you think you have the skills put your name forward.

For the aeroplane buffs there is an event on the calendar for the festival of flight at Watts Bridge, Brisbane valley on the 30 August.

Keep your eye on the events calendar to see if there are any changes as we are trying to get a wide variety of outings to interest people in different areas; north, south and west and yes will go east, if we can do it without getting too wet.

Hopefully I will see you at the next run as I haven't been there for a while due to no classic car; if not I will see you at some other meeting or event.

Anything but average

Carle Gregory  
President

The graveside service just barely finished, when there was massive clap of thunder, followed by a tremendous bolt of lightning, accompanied by even more thunder rumbling in the distance. The little old man looked at the pastor and calmly said, 'Well, looks like she's there.'



# Adrian's Adventures



## Door handles – you got to lower yourself

Well it came to my attention on the weekend that I could not open the driver's door due to a slight slope and the outside door handle having not enough movement to complete the task. That is, moving the mechanism to open the door. This has been a job waiting to be done as I had noticed that the handle was lifting well beyond an acceptable distance. Strange that I had a conversation with a club member a couple of weeks earlier and he was saying "how much trouble it was to get the door handles into the doors and setting up the rods".

The book is an interesting read, saying that you need to have the window pane out and all the rails removed to do it properly. It forgot to tell you that you also need a twisted arm and to have the door removed from the car as well. To be able to view the mechanism that the outside door handle connects to, you need to do the following:

Have the window wound up the remove the following components:

1. window winder
2. arm rest
3. inside door handle metal indent (or what's its name again) maybe the lamp too
4. door card
5. paper covering the holes.



I suggest the use of a bright light to assist – one that can be placed inside the door cavity. This done then you find out what has made its home inside the door; usually pieces of plastic and lots of gunk and possibly RUST (I will come back to this). The first impression is 'look where the door handle is and its associated parts'.

Looking up you notice there are some rods and a spring and couple of shiny horn like things (you are on your knees by now with the door is swung open 'wobbling' as you try to grab and lift the handle to see what moves). Very little to nothing moves at the top but the locking system has levers going this way and that. I couldn't make out what to do so I got my trusty Kodak digital camera out and took some photos and then slipped them into the computer. It took a couple of trips back and forth to get the right angles.



The old saying “a picture is worth a thousand words”, came true here with being able to see what is going on. As I noted earlier, everything now has to be done by touch with little visibility and a bended arm.

Rotate the plastic clip to the right (you might need the assistance of a small flat blade screw driver to force the clip) and pull out the rod. Then wind the rod clockwise for two turns (ie remember that this is for my requirements). If you go too far you might not be able to open the latch once the door is closed without getting into the car, removing the rod and pulling up the flat bar that the rod is mounted in. I took the time also to oil all the moving parts. Maybe you should use a lubricant that dust does not bind with.

All you do after testing is put it back together in the reverse order. Having the bottom of the door open I scraped out the dust, dirt, rust and foreign material then sprayed the bottom of the door with tectrol - especially the seam areas to try and cut down the rusting at the bottom of the door skins.

Cheers  
Adrian

*Two guys were discussing popular family trends on sex, marriage, and family values. Stu said, 'I didn't sleep with my wife before we got married, did you?' Leroy replied, 'I'm not sure, what was her maiden name?'*

# Club Member Car

Vickers



My involvement with P-76s

I had watched the development of the Leyland P76 with strong interest, but could not afford a new car when they were released. This did not stop me from annoying my wife by zeroing in on and salivating over any example I encountered in shopping centre car parks etc. It was 1977 before I found an “oh Fudge” brown Super automatic that I could maybe afford. Owning and driving this car delighted me beyond my expectations; I loved its handling, relished its performance, and luxuriated in its comfort. Because I enjoyed the flexibility of a manual gearbox, an early malfunction of the auto encouraged me to source a Leyland four speed and clutch from a wrecker and install it. That was even better for handling and my fuel economy jumped to 28 MGP on trips. Earlier practical research had indicated no discernable difference in power or in fuel economy for super versus standard (unleaded) fuels, and I remembered the sales pitch that the alloy V8 was built for low emission standard fuel so I always ran that in my P.

Somewhere around 1979 I repainted my P in “Walnut Glow”, a ford colour, as the glaze coating on the original paint was flaking a peeling and was looking shabby. I did the work myself and after four coats of clear over the colour, thought it was pretty shmick. Several years later my amateur efforts had deteriorated on the upper surfaces to something akin to dry cracked mud. Such is life!

In 1980 the engine had a re-build as a result of lending it to a friend who didn't see the temperature gauge hammering at its extreme right when a radiator hose split, but by and large I had few problems with the old girl. Oh yes! The little cable under the handbrake lever failed me a couple of times but I solved that with a bit of stainless steel rod which is still in service. The same stainless steel rod treatment ensured that the clutch cable never again gave trouble.

However 1987 saw our family move into another house on which we planned major renovations which we would do ourselves. There were some repairs or maintenance due on the P and the rear oil seal on the gearbox began leaking. Not wanting to ruin the four speed and yet not ready to put time into the car, we decided to park it in the yard until the house was finished, and bought an automatic Austin 1800 in the meantime. You guessed it! The Austin, affectionately known by us as “the Little Red Toad”, served so well and the house took so long (we still haven’t finished) that the P weathered and rusted over the years to the point of no return. Added to the mix, I was knocked over y Chronic Fatigue syndrome, which ky-boshed any activities that consumed energy or money (I was unable to work and put on a pension).

I think it was early 1996 my brother noticed a car for sale in Canberra and, knowing how much I missed my previous P, let me know the details. I was a white Executive, with power steering and after-market air conditioning and with only 95,000km. The Austin was getting tired of me and I was getting tired of replacing suspension bags and rubber universal joints but \$4,000j was too hard to come by on a pension. My wife’s parents, battlers themselves, generously offered to finance the P if it was indeed in good order, reasoning with us that they, carless in their old age, were dependent on us for transport needs anyhow. An NRMA mechanical inspection showed up the problem areas all right! The report showed that the speedo was erratic, the windscreen had a small crack in it, and there were one or two minor dents in the body where the previous elderly owner had misjudged his parking bay. The car was purchased and a few weeks later we managed a trip to Canberra by bus to bring it home.

Of course, this was our daily transport, with the “Toad” being passed onto a brother in the throes of bankruptcy due to a divorce. Very quickly, this P was fitted with gas, again courtesy of my in-laws, and the cost of travelling became a joke, even if the power dropped to that of a six. I later discovered that on a given trio, my fuel expenses were no more than my son’s - and he drove a Datsun 120Y!

Today the Executive has done nearly 230,000kms. It bears the battle scars of my wife’s car park encounters, my son’s schoolies week reversing misjudgement and my lapses of intelligence during low speed manoeuvring. The carpet has worn through, the upholstery has split and torn, the paint on the turret and upper body has rust developing where the paint blistered after I left it for six mid summer weeks wrapped in a tarp in my Dad’s backyard in Brizzy while we went to Melbourne (“It’ll protect it from the scorching sun”, says I!). It still burns a clean exhaust pipe, but leaves a pool of engine oil whenever I park it. The clunking in the front end can easily be solved with a new set of ball joints; the air conditioning isn’t so bad as long as the windows are down. The auto works alright as long as I lift my foot off the accelerator to give it time to change up and as long as I ignore the thump it gives changing back to first as I pull up at the lights. What a shame I haven’t been able to cure that irritating gnashing of starter versus ring gear that occasionally shatters the happy anticipation of the characteristic roar and burble that usually accompanies turning the key. The power steering probably wouldn’t groan so much either if I could keep the oil on the inside of the pump. But the rust along the bottom of the back window looks ominous.

She that must be obeyed has put her foot down with a firm hand “I’m not leaving Dalby in that car in that condition! Something must be done!” Ever wonder why the car only breaks down/fails to start/blows up when the wife is driving on her own?

I did the sums. As long as I do the work, upholstery about \$500; ball joints, oil leaks and other mechanical incidentals - \$1,000; straighten and repaint probably a thou, new carpet – gosh, may \$330; then service and adjustment at the Automatic specialist would take probably \$500, and a quote on the air conditional (yes, dear, I won’t forget the air con!) at just under \$2,000 doesn’t seem that bad. Let’s see ... by my optimistic and elastic calculations, that’s barely a little over four grand!. The old girl is well worth that much!

Don’t you love well meaning friends who find solutions for you? Late last year, one of these dear souls offered us their beautifully maintained, almost flawless, whisper quiet, only 190,000ms (choke)

Mitsubishi Verada (forgive my foul mouth). “I could probably get more for it but because you are good friends you can have it for \$3,000. Why don’t you use it for a couple of days to see if you like it?”

Of course, I didn’t like it! I didn’t like the front wheel driving handling; I didn’t like the seats; I felt claustrophobic in that cabin; the windscreen pillars block my vision; the rear vision mirror sits too low; it costs more in fuel than the P; something must be wrong with the engine ... I can’t hear it; its so stuffy with the windows up all the time; and of course, the coup de grass, I won’t be able to work on all that new technology – we’ll have to pay a mechanic every time something goes wrong!

We now own a Japanese designed, sewing machine powered, tincan on wheels! “Now, I don’t want you to sell the P dear. Won’t you keep it on club rego? I know how you love that car”. But we now owe the bank \$4,500 (including on road costs) and I can’t see how I can find the cash to keep the P going, let alone restore her. Still, while I can turn the key and hear her rumble, while I can take her out for an occasional spin, the dream lives on.

∞ ∞ ∞ ∞ ∞ ∞ ∞ ∞ ∞ ∞

*'Mr. Clark, I have reviewed this case very carefully,' the divorce Court Judge said, 'And I've decided to give your wife \$775 a week.'*  
*'That's very fair, your Honour,' the husband said. 'And every now and then I'll try to send her a few bucks myself.'*

~~~~~

*A blonde calls Delta Airlines and asks, 'Can you tell me how long it'll take to fly from San Francisco to New York City ?'*  
*The agent replies, 'Just a minute.'*  
*'O K thank you,' the blonde says, and hangs up*

~~~~~

*A man is recovering from surgery when the Surgical Nurse appears and asks him how he is feeling.*  
*'I'm O.K. but I didn't like the four letter-words the doctor used in surgery,' he answered.*  
*'What did he say,' asked the nurse.*  
*The man answered 'Oops!'*



# Leyland P76 Owners Club

Incorporated Queensland  
PO Box 343, CARINA 4152, QLD



**Leyland P76 Anything But Average**

---

## AGM Nominations

- 1. President \_\_\_\_\_
- 2. Vice President \_\_\_\_\_
- 3. Secretary \_\_\_\_\_
- 4. Treasurer \_\_\_\_\_
- 5. Parts Manager \_\_\_\_\_
- 6. Assistant Parts Manager \_\_\_\_\_
- 7. Dating Officer \_\_\_\_\_
- 8. Publicity Officer \_\_\_\_\_
- 9. Editor \_\_\_\_\_

Nominated By \_\_\_\_\_

Club Number \_\_\_\_\_

Seconded By \_\_\_\_\_

Club Number \_\_\_\_\_



# Leyland P76 Owners Club

Incorporated Queensland  
PO Box 343, CARINA 4152, QLD



**Leyland P76 Anything But Average**

---

## AGM Nominations

- 1. President \_\_\_\_\_
- 2. Vice President \_\_\_\_\_
- 3. Secretary \_\_\_\_\_
- 4. Treasurer \_\_\_\_\_
- 5. Parts Manager \_\_\_\_\_
- 6. Assistant Parts Manager \_\_\_\_\_
- 7. Dating Officer \_\_\_\_\_
- 8. Publicity Officer \_\_\_\_\_
- 9. Editor \_\_\_\_\_

Nominated By \_\_\_\_\_

Club Number \_\_\_\_\_

Seconded By \_\_\_\_\_

Club Number \_\_\_\_\_

