



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

May 2010

THE QUEENSLAND BULLETIN



BBQ chefs at Coffee Camp in NSW – how good is that Windex for cooking steak?

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: 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

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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 have been counting down the time when Richard and I head off to New Zealand to meet our new (and only) grandchild and it is now only a few days away. The bags are packed with baby stuff and our passports are ready. Our last trip at Christmas time saw us leave our passports at home. After a quick trip from Brisbane to the Gold Coast to collect them and back to Brisbane airport, we had half an hour to spare to catch our flight. We were so lucky to strike an amiable young man on the checkout who rushed us through so we could spend Christmas with the family in New Zealand. We had also been slowed down by an accident on the M1 (a common occurrence in the morning with drivers commuting to work). This time, I have doubled checked that the passports are with the cases and we are leaving the night before to avoid any delays with road works or accidents..

Last month we had a great day out for our monthly run on ANZAC Day to Col and Sandra's place at Coffee Camp in New South Wales. We met at Reedy Creek and had a chat and coffee at the Servo before heading off. The day was sunny and warm as we left in convoy following Garth and Christine through the back roads. The countryside was beautiful as we cruised along with two Ps and four modern vehicles. Rogo and Pat had their Targa packed and ready to go the previous evening, started the car and it was running well. However, when they were ready to leave the next day that 'old classic' would not start despite Rogo's best efforts. They then unloaded the Targa, reloaded it all into the Musso and were subsequently late meeting us all. We didn't mind as there was no rush. Col and Sandra were expecting us at lunchtime and we had the food and chefs in our convoy.

We changed convoy leader so Rogo and Pat could the lead the way from Murwillumbah to Coffee Camp. We stopped at Uki (my favourite café is here) and bought onions and some veges for a salad. We all took along desserts and salads but no one thought to bring onions, tomatoes and a lettuce salad - the basics of a BBQ. We met with a local couple outside the shops who were out for a run in their orange Valiant Charger, a really nice looking car (I am sure there is a Chrysler paint name for this colour - it was very similar to Adrian's). They had just put a new water pump into the car and were giving it a test run. We chatted cars for a short time until Rogo pulled me away to carry on (I am a valiant fan so was keen to talk with them).

We arrived at Col and Sandra's around midday ready for the girls to prepare the salads and the boys to cook the BBQ. John and Sandra from Lismore were there as well as friends of Adrian's who lived locally. It wasn't long before the BBQ was fired up and the food was ready. Garth's speciality on the BBQ was Windex and I don't know how that works but the food tasted great. However, I don't know if that Windex improved my vision or not.

After an excellent lunch followed by a mix of desserts (those men didn't leave room for dessert but had some anyway and complained that they had over eaten) the guys took a wander over to Col's shed to check out his treasures and mobile home which is a work in progress. Us women cleaned up and then sat around chatting. We had a great day out in the peaceful quiet countryside and the weather stayed warm all day. We were fortunate enough to enjoy more hospitality as we stayed overnight along with Pat and Rogo. We had a great fun listening to Rogo and Col's stories. Thanks to Col and Sandra for a great outing and I heard many say they would love to do this trip again.

Of course, I must remind you all again that subs are due at the end of June.

We only have one more meeting at Norman Park so be ready to go to the new meeting venue at Mt Petrie School on 9 July. We will put a map in our next magazine to guide you there.

On Sunday 30 May we are heading off to view Ricky and Graham's boat which is their "work in progress project" at the moment. We will meet at the Brisbane Swap Meet at Capalaba State College, School Road, Capalaba. The departure from there will be 11.00am. Please bring your own food and drinks for lunch. It is a beautiful drive around this area. Richard and I will be away spoiling our grandson and will not make the run. It would be good if someone did an article about the trip and sent it to me for the June magazine.

Happy motoring and safe driving

Bet you never thought of this... New Treatment For Sunburn -

A guy fell asleep on the beach for several hours and got horrible sunburn, specifically to his upper legs. He went to the hospital, and was promptly admitted after being diagnosed with second-degree burns. With his skin already starting to blister, and the severe pain he was in, the doctor prescribed continuous intravenous feeding with saline, electrolytes, a sedative and a Viagra pill every four hours.

The nurse, who was rather astounded, asked, 'What good will Viagra do for him, Doctor'?

The doctor replied, 'It won't do anything for his condition, but it'll keep the sheets off his legs.'



General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 14 May 2010

The meeting was opened by the President at 8.00pm

- Apologies:** Graham and Pat Rogerson
- Treasurers Report:** Warren reported the bank balance to date is \$9,596.27
- Minutes of Previous Meeting:** The minutes of the April meeting were accepted as a true and correct record. Moved by Richard Riedel and seconded by Garth Morris
- Business Arising:** Garth spoke on the delegates meeting at Nationals
- Incoming Mail:**
- Subscriptions received from:**
K Nicolson, A Lynham, E Lucht
 - Magazines received from:**
WA P76 Club, Classic P76 Club, Penzed (New Zealand), Heritage Group, SA Club
 - Email:**
Targa for sale at Miles
Car for sale at Narangba
- Outgoing Mail:** None
- Spare Parts:** Garth found a source for V8 water pump bearings. The club will order 10 with seals.
Adrian has a source for new speedo cables
- General Business:** Garth thanked Col and Sandra Warnock for their hospitality on ANZAC Day
Carle to look into container prices for our spare parts
Deluxe models – payment is now due to the club as we need to send a cheque for them. Prices are \$75.00 flat pack, \$140 assembled
TC Marina available a Koralbin
- Upcoming Outings:** Sunday 30 May – Run to Jacobs Well
- Meeting closed** 9.30 pm



2010 Club Events Calendar

May 2010

30 Sunday

Club Outing

Meet 11.00am Brisbane Swap Meet Capalaba State College, School Road, Capalaba for run to Jacobs Well.

June 2010

11 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

27 Sunday

Club Outing

To be advised

July 2010

9 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

25 Sunday

Club Outing

To be advised

August 2010

13 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

29 Sunday

Club Outing

To be advised

September 2010

10 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

19 Sunday

Club Outing – All British Day

October 2010

3 Sunday

Club Outing – (This replaces the September Club Outing)

Queensland Motor Neurone Disease Association Lunch

8 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

31 Sunday

Club Outing

To be advised

November 2010

12 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

28 Sunday

Club Outing

To be advised

December 2010

10 Friday

Monthly General Meeting

8.00pm at Mt Petrie School

NEW MEETING VENUE

As from Friday 9 July 2010 the venue for the monthly meetings will be at Mt Petrie School Mt Gravatt-Capalaba Road, 300 metres east from the Gateway near the intersection with Grieve Road. Entry is via Vivaldi Street

2010 Swap Meets and Events

May 2010

30

Brisbane Swap Meet

Capalaba State College, School Rd, Capalaba – 6.00am
Phone 0412076846

July 2010

11

Original Gold Coast Swap Meet

Mudgeeraba Showgrounds, cnr Mudgeeraba & Worongary Rds – 6.00am
Phone 0427264732

11

RACQ Motorfest

Eagle Farm Racecourse, Brisbane 10.00am – 3.00pm
Phone 38728696 or www.racq.com/motorfest

10 & 11

The Town & Country Heritage Fair – The Antique Machinery Restoration Society Qld., Inc. in conjunction with The Caboolture Historical Society
Gate 4 Caboolture Historical Village Beerburum Rd., Caboolture
Phone Robert 38857757

August 2010

8

39th All Parts Swap Meet

Rocklea Showgrounds, Goburra Street, Rocklea – 5.30am
Phone Kevin 0412183804 or Noel (07) 33415441

12

Highway Thunder Run

Convoy of 2000 cars, trucks and bikes with Police escort from Brisbane to Gold Coast Showgrounds. (This is at the end of Child Protection Week). Registration forms available from

September 2010

12

16th GM Day (pre 1980 Authentic General Motors or Holden Bodies Vehicles)
Caboolture Historical Village, Beerburum Rd, Caboolture
Phone Chris (07) 32645040

19

All British Day

St Josephs College Sports Ground, Vivian St, Tennyson, Brisbane
Phone Richard 0409420904 or Albert 042978980

25-26

Old Truck & Machinery Spectacular

Cleveland Showgrounds, Long Street, Cleveland
Phone Ian 0428758973 or Gary (07) 32064627

Many thanks to:

Pacific Highway Auto Recyclers of Elliot Drive, Yatala
For providing the club with dates and details of the swap meets

Coffee Camp BBQ





President's Report

Hello fellow Leylandites

I have not been doing much at home car wise as my son shared his head cold with the wife and I. Therefore I have not been on deck properly for nearly a week. Mind you, that still didn't stop the wife on her spending spree but it did slow her up a bit.

The Nomad is sitting in the front yard with a flat tyre on the back and the right hand suspension down on the driver's side as well as the proportioning valve needs cleaning/renewing. The new toy, the Land Rover Discovery, has had simple work done until I can devote more time for the bigger jobs that have to be done.

We had a good turn out to the May meeting despite the chill in the air over the last couple of nights. Apparently there was a good turnout on ANZAC Day in Coffee Camp NSW. Many thanks to Col and Sandra for hosting the club outing.

Coming up on the 30 May is the Brisbane Swap at Capalaba and for us, there will be a run starting there at 11am. You can have a look around for that bargain and then go and see Graham and Ricky's house boat and the progress their hard work has achieved.

I have only written a short word this month until I can "get on the spanners again".

Until then
All the best
Carle



Dash Wood Grain

Over 4 years have passed since I renewed the dreaded wood grain on the P's dash and it hasn't lifted, curled, shrunk, fallen off, faded or anything else that the original wood grain was notorious for.

I've seen some rather interesting alternatives for the dash wood grain from stripping it and not replacing it, to replacing it with marine ply with holes cut in it loosely matching up with the instruments and warning lights and held on with a few big self tapping screws!

I first attempted to re-stick the original material. I ironed the piece from the left of the glove box between 2 sheets of brown paper then sat it on glass under two heavy books for a week until it became flat again, but it had shrunk too much to re-use. I had to think of an alternative product.

My first idea was to use a good quality 'sign writing' vinyl in a similar wood grain finish however there was only one wood grain pattern available and that had no texture to it and the colour was way off. I didn't want to settle for household contact, I knew that just wouldn't last, so my search continued.

I recalled a visit from a Rep who came into my shop quite some time ago. She was selling a self adhesive vinyl, claiming it was much better than contact. Now where did I file that information???

I searched to no avail. I must have binned it – after all this was in my pre-P days. I did remember the name of the product she was selling and managed to find it at the local hardware store. They had a range of about 12 colours in stock but in wood grain they only had pine and walnut I think. I had my ironed sample with me (which had re-curved from sitting in the centre console of the car) and flicking through the brochure, I found a colour really close to original with a very similar texture. It is considerably thinner than the original wood grain but I can live with that. The product I used was called Alkor and the colour was reddish oak, they have a few different types of vinyl, I can't remember the product code of the item I used. The main benefit of this product over any others that I know of is its initial low adhesion which allows for any repositioning before the full adhesion takes place in about an hours time.

How much to get? Two metres at 450mm wide sounded about right, allowing for failure on first attempt. Slight problem, they couldn't order just two metres, it had to be the full 15 metre roll. What would I do with that much of it? Fortunately I know the manager of their paint department and he ordered the full roll in, sold me my two metres, and put the rest into stock. He later told me that he had blown his monthly budget on getting the roll! Oh well, it was for a good cause. That Mitre 10 then became a Bunnings and product was not on their 'to keep' list, so I have no idea what happened to the remaining 13 metres.

Now the fun part! With the instrument cluster, glove box door, radio fascia panel, switches and heater knobs out of the car it was time to remove all traces of the original wood grain and any residual adhesive. A product called 'Tardis' is great for removing contact adhesive and worked brilliantly (My panel beater calls it Dr. Who). White spirits will do a similar job.

I decided to start from the left side of the car and tackle the instrument cluster last. I was dreading the thought of it! I cut a small piece of the new vinyl and started experimenting. It was working nicely so time to put some on. I started with the small panel to the left of the glove box - not too difficult a piece to begin with. After measuring everything twice and then re-measuring twice, I intentionally cut the first piece over length by about 20mm. Using the small lip that is against the glove box opening as a starting point, I began sticking the vinyl on, working it

towards the other end where I had left it oversize, pressing it firmly down and working it into the rounded corners so that the excess was sticking straight out. Looking good already!

With a fresh 9mm snap blade knife I carefully and slowly cut the vinyl using the angles of the dash as a guide for the blade and removed the excess. Wow, that was easy! Next was the panel that the radio mounts through (not the radio fascia panel). Same principal as my first piece, I worked from the edge against the glove box towards the instrument cluster keeping the bottom edge nice and straight. With no radio in the way all was going well until I got to the top right corner of the panel... it kept on creasing. Grrrrrrrr! Needless to say I screwed that piece up and when I finally got it unstuck from my fingers, hurled it somewhere across the shed. I tried again with a fresh cut of vinyl with the same result, except it took me longer to get it off my fingers. Starting again, this time from the instruments end and working towards the glove box, the same happened, creasing in the top left! Another piece screwed up and thrown to the floor! Eventually I was able to stretch a piece into that top right corner fairly effectively.

I have since redone this section as the vinyl had returned to its pre-stretched size. I resolved this by cutting the vinyl at the top right of the radio opening and overlapping the edges.

The glove box door was fairly easy being a big rectangle although it didn't help that the 'super' badge on ours is slightly out of alignment with its base. I overcame this problem fairly quickly without any more bits ending up on the shed floor. The radio fascia, switches and heater control knobs were all easy.

All that's left now is the instrument cluster. I tried using a low tack spray mask vinyl to make a template, that ended up somewhere near the other pieces of screwed up vinyl. It was time to rethink...



All that's left now is the instrument cluster. I tried using a 'low tack' spray mask vinyl to make a template, that ended up somewhere near the other pieces of screwed up vinyl. It was time to rethink...

I thought about using the damaged original vinyl from my spare housing as a template to cut the replacement from, but then thought some more and decided that would be too hard to align, and too hard to replicate where some pieces were missing...

With plenty of the new wood grain at hand, I had a brainwave and made a start. I cleared some more room on the bench, adjusted my swivel chair, a fresh end on my knife, and a strong coffee I began experimenting with success.

With the instrument cluster devoid of all its original material and its aftermarket adhesives, I cut a piece of vinyl that completely covered it, allowing an overlap on all sides. Starting at the top of the cluster I began to stick the full sheet of wood grain to it, working it down over the entire housing ensuring that it was well stuck to the edges of the instrument openings and warning lights, time to make the first incision. With blade in hand I made the first cut around a warning light, stopping part way through the cut on a few occasions to re-position the housing, ensuring the blade followed the outer edge of the lip, until I had gone all around it, then using the corner of my blade I lifted the cut-out piece off the top, pressed the wood grain firmly down around the lip and moved to the next. The remainder of the housing was done the same way, snapping the blade to a fresh one as soon as it started to show the slightest sign of dragging. With all the cuts done on the housing all I needed to do was trim up the edges, sides first then top and bottom, put the gauges back in and re-install into the car.



In the hospital the relatives gathered in the waiting room, where their family member lay gravely ill. Finally, the doctor came in looking tired and sombre.

"I'm afraid I'm the bearer of bad news," he said as he surveyed the worried faces. "The only hope left for your loved one at this time is a brain transplant. It's an experimental procedure, very risky but it is the only hope. Insurance will cover the procedure, but you will have to pay for the brain yourselves."

The family members sat silently as they absorbed the news. After a great length of time, someone asked, "Well, how much does a brain cost?"

The doctor quickly responded, "\$5,000 for a male brain, and \$200 for a female brain..."

The moment turned awkward. Men in the room tried not to smile, avoiding eye contact with the women, but some actually smirked. A man unable to control his curiosity, blurted out the question everyone wanted to ask, "Why is the male brain so much more?"

The doctor smiled at the childish innocence and explained to the entire group, "It's just standard pricing procedure. We have to mark down the price of the female brains, because they've actually been used."



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 \$40.00.

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"/> | |
| | | | 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) _____ | | |