



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

December 2012

THE QUEENSLAND BULLETIN



Neville and Reg with their trophies

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: Mt Petrie Primary School
Mt Gravatt-Capalaba Road
MACKENZIE, QLD (Entry is via Vivaldi Street)
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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From the Editors Desk

Hi all

I am sitting at the table of a cabin in Gunnedah Caravan Park on my way back to Queensland on the final stage of our road trip to Ballarat for Christmas Day. We are driving the Ford XR6 and it has travelled well with good fuel economy of 9.9km/100 litres - best it has done, but this is the first big trip we have taken it on. The roads have been relatively traffic free for the whole trip travelling the Newell Highway down there and back. We have been amazed that there seems to be traffic going in the opposite direction as us but not our way. It has been good driving and the weather has been sunny, windy and hot to say the least. We caved in and had to use the air conditioning. Now, that is the difference with the Targa – no air conditioning, and I have decided any trips this time of the year will be in comfort of air conditioning.

On our way to Ballarat we struck flood waters three times and deepest, was where the water got into the driving lights. We were concerned when we were heading to Gunnedah on our way home with the warnings of two grass fires, less than 20km from where we were heading. Also, there were warnings of severe weather conditions including thunder storms, lightning strikes and hail. They were advising to put cars under cover and this was our concern. There was no cover where we were going. However, before we arrived in Gunnedah the road was wet and there was a lot of water on the verges so we presumed the storm had gone through. When we asked about it, one answer was yes and the other was “what storm, we only had rain”. We were relieved we had missed it and that it wasn’t bad, however, some other places were not that lucky. Another news report was the Pacific Highway at Kempsey where there was a traffic jam about 17km long and most people would have another 75 minutes added to their trip because of this. So, that may have been one of the reasons we had such a great run on the Newell Highway, everyone was on the Pacific Highway.

We had our Club Christmas Lunch at the Centenary Lakes Sports Club in Caboolture with a total turnout of 40 people and 9 cars. We had a private room which was great for the kids to let off some steam and not annoy other diners. Our meal was roast beef or roast ham with vegetables followed by Christmas pudding and pavlova. Christmas crackers were on the table and we had tea and coffee to finish. It was a good meal and most importantly a great crowd of people with their families. The children were all good and we enjoyed a pleasant day. Travis climbed a tree and jumped down twisting his foot on the roots when he hit the ground. He has a fractured bone in his foot and was feeling a bit sorry for himself as he had reason to. We hope you are feeling heaps better Travis and that it didn’t interfere too much with your Christmas present opening.

Reg and Neville showed us the trophies they had won at a recent car show, so the Ps are in there with the top cars. Darryl and Barbi arrived in the newly repainted Peel me Grape which used to be Bitter Apricot. It looked great and it is good to have another colour when we go on our Club runs. Before the last of the cars left, we had a visit from a couple of friendly police who were cruising the area, however, it was a friendly chat about the cars and then they moved on. They are certainly drawing more attention as they age.

This year, 2013, is the 40th anniversary of the P76 and there are plans in place to celebrate this in Canberra in June. At this stage we don’t have a date but we will let you know when it has been confirmed. Adrian is organising a road trip from Queensland to Canberra, so if you want to join this car trip, please contact him to let him know you interested. Adrian is arranging the State of Origin at Easter and the venue this year is Bellingen in NSW south of Coffs Harbour. Anyone who is planning go can contact Adrian for details ie, bookings, dates, entertainment etc.

January 26 is of course the Australia Day Rally at Ormiston for free breakfast and then the Samford Car day for free lunch. By the time you have done with eating at both these places you won’t need to worry about tea. More details later on in the magazine. The Trans America P76 Event Report in this month’s magazine makes an interesting read. This was sourced from The Leyland Post. Thanks to Steve Maher for his article.

I hope you all had a safe and happy Christmas and New Year with family and friends. Whatever your New Year’s resolutions are, I trust you follow through and enjoy a healthy year.

Happy motoring and safe driving

Two men were walking through the desert. They were nearly out of water when they saw three tents in the distance. They hurried over to see if they could get some water. In the first tent they were told, "I'm sorry we only have trifle." In the second tent, again, "I'm sorry we only have trifle." They went into the third tent and again asked for water only to be told, "I'm sorry we only sell trifle." As they walked on, one turned to the other and said, "That was a trifle bazaar."



General Meeting Minutes

**Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting
held on Friday 14 December 2014**

The meeting was opened by the President at 8.03pm

Attendance: Richard and Ann Mallon, Garth Morris, Barbi Packham, Alan and Maryanne Schutz, Adrian Spencer, Neville Humphries, Giles Burton, Owen, Graham Joseph

Apologies: Warren Ashworth, Pat and Graham Rogerson, Mark Bailey, Darryl Packham

Treasurers Report:

Garth Morris presented the treasurer's report with the bank balance as per the current statement. Moved by Garth Morris and seconded Ann Mallon by that the treasurer's report be accepted. Carried

Minutes of Previous Meeting:

The minutes of the November meeting were accepted as a true and correct record. Moved by Adrian Spencer and seconded by Barbi Packham. Carried

Business Arising:

Graham negotiated a price on the parts from Lismore.
Container has been bought and delivered. Cost \$2230 and \$150 freight
Adrian requested numbers for Dorrigo

Incoming Mail:

Membership Renewals: John Spencer

New Memberships: David Garlick, Robert Perry, Giles Burton

Magazines: Penzed, South Australia, Hunter Valley, Westwords, Leyland Post, P76 Classic Car Club

Other

- Shannons
- Box Trailer Reg
- Ocean View Estates Brochure
- Sunshine Coast Antique Car Club Rally 50th
- Returned Magazine
- Parts email

Outgoing mail

- No outgoing mail

Spare Parts Report:

- Payment to be sent for parts at Lismore. Some of these have been sold already.

General Business

- A clean-up day is to be planned at Graham and Pats for parts to be taken to the new container. A February date is to be advised. Key holders for the container to be decided. Shelves will need to be put up.
- Discussion on boot mats.

Upcoming Outings

Sunday 26 January – Australia Day Rally
Sunday 26 January – Samford Car Display

The meeting closed at 8.49pm

January Outing

Saturday 26 January 2013– Australia Day free breakfast, tea and coffee, navigational runs through the Redlands. See below flyer for details.



Bayside Vehicle Restorers Club
Australia Day Rally in the Redlands
26/1/2013

Free Free Breakfast for all Redland City Australia Day Rally entrants, from 7.30am Ormiston State School.
(Enter from Wellington Street, or Dundas Street East from 6.30am.)
Free Gates open 6.30am Vehicle Display, Quizzes, Rally
Free Breakfast & Tea and Coffee from 7.30 to 9.00

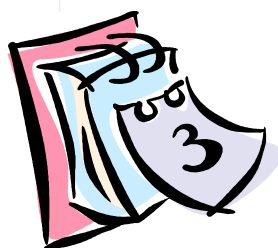
BYO morning tea and enjoy morning tea and the vehicle display until 10.00

At 10.10am start one of the navigational runs through the Redlands
Join us for lunch at the Alexandra Hills Hotel (around \$8.00).

All classic, vintage, veteran and historic vehicles are welcome.

Contact: Steve 0411 516 122 or Peter 0408 031 221

Redland CITY COUNCIL Sponsored by the Redland City
Supported by the RACQ



2013 Club Events Calendar

February 2013

8 Friday

8.00pm at Mt Petrie School – monthly meeting

24 Sunday

Monthly outing - to be advised

March 2013

8 Friday

8.00pm at Mt Petrie School – monthly meeting

29-1 Fri to Monday

Easter at Bellingen, NSW

April 2013

12 Friday

8.00pm at Mt Petrie School – monthly meeting

28 Sunday

Monthly outing - to be advised

May 2013

10 Friday

8.00pm outing - to be advised

25 Sunday

Monthly outing - to be advised

June 2013

14 Friday

8.00pm at Mt Petrie School – monthly meeting

30 Sunday

Monthly outing - to be advised

July 2013

12 Friday

8.00pm at Mt Petrie School – monthly meeting

28 Sunday

Monthly outing - to be advised

August 2013

9 Friday

8.00pm at Mt Petrie School – monthly meeting

25 Sunday

Monthly outing - to be advised

September 2013

13 Friday

8.00pm at Mt Petrie School – monthly meeting

29 Sunday

Monthly outing - to be advised

27 October 2013

11 Friday

8.00pm at Mt Petrie School – monthly meeting

27 Sunday

Monthly outing - to be advised

November 2013

8 Friday

8.00pm at Mt Petrie School – monthly meeting

24 Sunday

Christmas lunch – venue to be advised

December 2013

13 Friday

8.00pm at Mt Petrie School – monthly meeting

2013 Queensland

Swap Meets and Events

27 January 2013

Queensland Chevrolet Car Club all Makes Swap Meet, Eight Mile Primary School, Cnr Logan Rd and Underwood Rd, Queensland, starting 6.00am, contact president@chevclubqld.com Website: www.chevclubqld.com

3 – 4 February 2013

Toowoomba Swap Meet, Toowoomba Showgrounds, end of Glenvale Rd, Toowoomba, Queensland, gates open 6am each day. For general information phone David 0400 200 090 or email manager@toowoombaswap.com

9 February 2013

Southside Show & Shine, Rocklea Show Grounds Brisbane, QLD, starting 6.00am, Bike, Car & Truck Show, Swap Meet, Live Entertainment, Contact: 0403585950 Email: uberalles.bris@gmail.com

3 March 2013

Fair Dinkum Aussie Day, lakeside Park, Kurwongbah, Queensland, Show n shine, 9.00am – 4.00pm, call on 1800 RACERS or email to events@qldraceways.com.au or Web: www.qldraceways.com.au

14 April 2013

Shannons Queensland Autospectacular, Willowbank Raceway Willowbank, Queensland, combined car & bike show & swap meet starts 7.00am, Contact Brian Hall Phone 0403 960 584

A priest, a rabbi and a minister are fishing in a canoe on a lake. The priest says "I'm gonna get some beer", steps out of the canoe on to the water and walks to shore. A short time later he walks back, with a 6 pack. The minister cannot believe his eyes.

After some beer, the rabbi says "I need to take go to the bathroom". He stands up, steps onto the water and walks to shore, uses the bathroom by the docks, and walks back. The minister is mad with curiosity, but doesn't want the others to know that he's not holy enough to walk on the water.

Well, the minister decides to try it himself. He announces "I'm going to get some sandwiches!", and steps off the boat. SPLASH!!!

The priest turns to the rabbi and says: "I guess we should have told him about those stepping-stones!"



President's Report

Hi all

I know this issue of the magazine won't reach you before Christmas as Ann is very busy at work. I hope you all had a safe and happy festive season. They seem to come around rather fast these days.

Our Christmas lunch was held on 25 November at the Centenary lakes Sports Club. We had 40 people attend this outing and an impressive line-up of Leylands in various colours. How good is it to have a Peel me Grape in amongst them? Darryl has been working on his car since the Nationals and the colour had been kept top secret until it was revealed at the Christmas Lunch. Nice job Darryl.

A raffle was held on the day and the first prize was a copy of Gavin Farmers book which was won by Bob Perry. Bob has just joined the club and Pat being the saleswoman she is, had sold him some raffle tickets when he paid his membership as he was unable to attend our lunch. Second prize was a set of hand crafted leather Leyland drink coasters made by and given to the Club by Erina Baldwin. This was won by Reg Jones. Congratulations to Bob and Reg and thank you to Erina. Also, welcome to the Club Bob and Truse.

Our last meeting of the year was held on 14 December. Unfortunately the room where we normally have our meeting had been packed up for the year and there were no chairs. We ended up having our meeting in the play area after getting together a few picnic tables and benches. We had a reasonable turnout of members and new member Giles attended as well. Giles has been involved with the Club years ago so welcome back.

The Club has purchased a 20ft container and this has been delivered to Graham Joseph's premises. In the New Year we will start to sort out the gear at Rogo's place and begin shifting parts to the container. This I think will be a major exercise so we will be looking for plenty of volunteers.

After our meeting we were going to have tea and coffee but as Rogo and Pat had another function on that same night, no one thought to bring the refreshments. However, we did eat the Christmas supper bought along by members which was really enjoyable and packed full of calories, cream and all that wonderful food we all love that is bad for us.

A few of the guys were talking custom gauges after the meeting and Neville has a link to this site on the Queensland Facebook page.

Our next meeting is not until 8 February. We do have a January outing on 26 which is the Australia Day Rally at Ormiston starting at 6.30am for free breakfast and tea and coffee. Then we can attend the Australia Day celebrations at Samford.

I hope to catch up with you in the New Year.

Richard

Christmas Lunch – November 2012

Centenary Lakes Sports Club









THE TRANS AMERICA P76 EVENT REPORT

By Steve Maher

Fifty one crews from all across Europe and the US and Australia/New Zealand, along with their cars had accepted the challenge that was to be the 2012 Trans America. Forty three of them found themselves in Newark, New Jersey on the 7th May 2012. The Trans America was in fact 3 different events in one. The main game started in Newark and was due to finish some 31 days later in Anchorage, Alaska. Two smaller events were held in conjunction with the main event, 1 from Newark to Vancouver, Canada and the second from Vancouver to Anchorage. The Official Start for forty three crews was set for the following day so there was little time to fix or finish anything that wasn't quite right before leaving. Scanning the field there were some interesting entries. In the Vintageant Class for pre 1941 cars there were no less than 4 Bentleys. The Classic Class for pre 1975 cars was by far the largest with no less than 7 Mercedes Benz, 7 Jaguars, 6 Volvos, 4 Porsche and 4 Mustangs including a rare 1966 Shelby GT350. Oh and of course 1 lone Leyland P76. The Gerry Crown / Matt Bryson P76 was shipped from Port Melbourne along with another Australian entry, Terry Ward and Geoff Nicholls 1974 Mercedes Benz 450SEL. Apart from the Jags other BMC entries included 2 British crews in a 67 MGB GT and a 68 Triumph TR250. The stage was set for a battle royale over 13,500 kms and 31 days, 25 of which were spent on the road.

Days 1 – 5 Newark, New Jersey to Memphis, Tennessee.

2256 kms inc 1 rest day

The first day was all transport before starting the timed sections on day 2. This included a run around Virginia International Raceway. Almost entirely all the roads used on the rally are back roads so it was no highway cruise. It was on Day 4 that the first and most serious accident occurred. The all girl German crew of Claudia and Sonja Schaefer in their #1 1924 Bentley 3-4 ½ were t-boned by a local car while travelling through a town on a transport stage. The force of the impact was so strong that it rolled the Bentley, writing it off and putting the girls in a Knoxville hospital in serious condition. Both girls spent most of the rally in hospital before flying home. They will recover but it may take a while. Gerry and Matt slotted the P76 into an early 4th position losing a total of 1m 16s. Leading the event at the first rest day in Memphis was British crew Phil Garratt and Keiron Brown in their 1970 E Type Jaguar with a total loss of 24s.

Days 6 – 11 Memphis, Tennessee to Page, Arizona.

3015 kms inc 1 rest day

Day 6 saw event the event leaders crash off the road whilst trying to get back on the right road after getting lost. Garratt and brown managed to get the end of the day in the battered Jag but they had lost their lead. The lead now passed to another British crew, Paul and Sandra Merryweather in their 1974 Mercedes Benz 450SL. The Worts/



Shackleton 1961 Jaguar Mk11, who is to figure more prominently later, broke their diff housing but managed to strap it together to get to the end of the day and effect repairs. The highlight on Day 8 was supposed to be a run up Pikes Peak but alas when the field arrived it was closed. This dampener was soon forgotten as on Day 10 it was Gerry's 80th birthday and a day later Matts 31st. There wouldn't be many 80 year olds still competing at the pointy end of a motor sport event. At the Page rest day the Merryweather Merc led with a loss of 47s. Crown/Bryson and P76 were now 3rd on 1m 53s.



Matt looks pretty proud

further back.

Days 21-26 Vancouver, British Columbia to Whitehorse, Yukon. 2714 kms inc 1 rest day

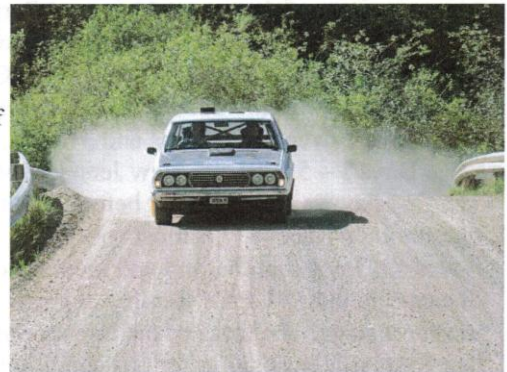
This section of the rally included the longest day. 855kms across the Yukon Territories on day 26. Garry and Matt fought hard up through Canada to hold on to their slender lead. As they reached Whitehorse the boys in the P76 held a 10s lead over the Worts/Shackleton Jag. Garratt and Brown in the E Type were a further 32s back and closing fast. The British Datsun 240Z of Roy Stephenson and Peter Robinson were also closing in only 10s behind the E Type. The run across the western end of Canada was one of the highest in altitude and through some of the most spectacular alpine countryside. Not that the competitors had much of a chance to admire the scenery. Many of the cars were caught wheezing and puffing as they battled the thin air but the P76 cruised past many of them in 3rd a 4th gear while they struggled in 2nd.

Days 27-31 Whitehorse, Yukon to Anchorage, Alaska 1977 kms inc 1 rest day

The run from Whitehorse up through Fairbanks brought the field close to the Arctic Circle before heading south again to finish in



Anchorage. It was in this section that things didn't quite go according to plan. Unfortunately the P76 crew had a couple of bad days losing time to the closely following Jaguars. The Worts/Shackleton Mk11 slipped into the lead. A position they were to hold to the finish. The Garratt/Brown E Type fought back to equal second with Crown and



Bryson in the P76. The winning margin was 38s. Not to be outdone the 4th placed Stephenson/Robinson 240Z finished a slim 7s further back.

So there we have it. 13,500kms from the East Coast of the US to what may seem to be the end of the Earth in Anchorage, Alaska. The only Australian crew in an Australian car in their first Regularity event finished equal second in Jaguar sandwich. Full marks to the Richard Worts and Nicola Shackleton Jaguar Mk11. They worked hard right from the beginning of the event to continually patch up the Jag and keep it competitive, thoroughly deserving their win. They lost 3m 21s over that incredible distance. The P76 and the Garratt/Brown E Type Jag both lost 3m 59s. Full marks also to the boys in the E Type. They battled hard right through the event after their early crash, never losing sight of the finish and were well rewarded for their efforts. But for all the BMC/Leyland enthusiasts around the world, the second placing for Gerry Crown and Matt Bryson in their Leyland P76 was truly the highlight. It was 38 years ago that a P76 last graced the international rallying stage in 1974 when Matt Bryson's father John partnered Evan Green in the World Cup Rally and Green/Bryson damn well nearly won that one. Congratulations to Gerry Crown, Matt Bryson and the hard working crew who worked on the car. Their sponsors APV-S Safety Products, Crown and Andrews Board Games and Fire and General Insurance should be well pleased with their results and I'm sure the team would like to thank Australian rally legend, Dave Johnson, who supplied them with very helpful average speed charts and the members of the Leyland P76 Owners Clubs of NSW and Qld for all their help. The P76



drove flawlessly over the entire distance and was by far the most popular car with everyone, particularly the Americans who thought it was "pretty and awesome". The Leyland P76 has once again proved to be one of the best long distance rally cars in the world.

