



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

July 2013

THE QUEENSLAND BULLETIN



**40th Anniversary of the
Leyland P76
Canberra June 2013**

Leyland P76 Owners Club

Incorporated Queensland

P.O. Box 343, CARINA 4152, Queensland

www.leylandp76.com

Committee

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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 **2nd Friday** of each month and Club outings on the last Sunday of each month:

Meeting Venue: Sporting Shooters Assoc. Australia (Brisbane)
Madden Range, 292 Mt Petrie Rd, Belmont Qld 4153

Time: 8.00pm

2013 Meeting dates: 12 April, 10 May, 14 June, 12 July, 9 August, 13 September, 11 October, 8 November, 13 December

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

This is our last newsletter before the Annual General Meeting next month, Friday 9 August 2013. We will NOT be having the usual General Meeting, but instead, will have a BBQ at the meeting venue followed by the Annual General Meeting. You are all asked to bring your happy and fun sides and join in for laughter, chats and a good get together.

I have had some response to the cover picture on last month's magazine of the wedding cars. At this stage it doesn't sound too good for our old Dry Red 1976 Deluxe, however, it does look better for my brother's 1975 Super. I will let you know details as they come to hand. Thanks for those who responded to my query and I look forward to hearing more details.

What a great weekend the 40th Anniversary was from reading reports in other club magazines, emails and of course, our own members' reports in this magazine. To those of us who didn't make the trip, we certainly missed out on something special. At the dinner, all the attendees were advised that the Leyland P76 had won the 2013 Peking to Paris Rally which really made the anniversary something very special. Well done guys for putting the P76 up there ahead of all the other makes and models. We all know how good the P76 is and now so does everyone else who participated, watched or followed the Peking to Paris Rally.

Richard, myself, Pat, Rogo, Bob, Truus and Alan all attended the RACQ Motorfest in Brisbane this month with our P76s – four models and four different colours. It was the 50th anniversary of the Aston Martin so these cars were also on display as well as vintage, classic, Australian made, British, Japanese etc. What a great show. It was miserable initially but the sun did eventually shine and warmed us up. There were craft stalls, food stalls with a variety of food types to suit everyone, vegetable and fruit stalls and of course, coffee to warm us up at the start of the day. Yes, it was a good day and thanks to Rogo and Pat's Brisbane Northside Antique Car Club for letting us join in with them.

This month's run is to the Heritage Park Annual Rally and Working Weekend hosted by the South Coast Restoration Society on Sunday 28 July 2013. Bring your P and we will meet you there.

I look forward to seeing lots of members at our BBQ and AGM.

Until next month

Happy motoring and safe driving



General Meeting Minutes

**Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting
held on Friday 12 July 2013 at 8.20pm**

Attendance: Mike McKenzie, Graham Joseph, Ricky Donohue, Alan Schutz, Neville Humphreys, Adrian Spencer, Richard and Ann Mallon, Geoff Jones

Apologies: Darryl and Barbi Packham, Warren Ashworth, Garth Morris, Graham and Pat Rogerson, Mark Bailey, David Muirhead

Treasurers Report: There was no Treasurer's report

Minutes of Previous Meeting:

The minutes of the May meeting were accepted as a true and correct record. Moved Neville Humphreys and seconded Alan Schutz. Carried

Business Arising:

- Amendment to minutes – Keith Nicolson subs paid last meeting
- Don and Geoff were at an auction of two P76s

Incoming Mail:

Postal

- New Memberships: Stephen Edwards,
- Membership Renewals: Adrian Spencer, Neville Humphreys, John Humphreys, Geoff Jones, Mike McKenzie, Tex Tomlinson, Stuart Donohue, Rob Kerr, Russell Cuerel, Andrew Gibbon, David Cook, John Wakeman, Walter Keid, Dave Eadon
- Magazines:
- Shannon Auction News
- OAMPS letter and insurance renewal
- Renewal Qld Historic Motoring Council

Email

- From Rick Percel regarding Shitbox Rally information

Spare Parts Report:

Part sold at Canberra

Discussion re bushes

General Business

National Body:

- Main bearing ordered and it is believed our club has ordered 10 sets
- Grommet on Speedo Cable

Adrian is to write a letter to Carle requesting the mailbox key to be returned to the club.

Adrian talked about the internet and the information it holds

The 2013 Annual General Meeting will be held on Friday 9 August. This will be held at the Club meeting room and commence with a BBQ at 7.00pm followed by the AGM at 8.30pm. The Club will supply the food, Adrian is to get the meat, Ann will do onions and Ricky is on dessert. There will be no August General Meeting.

The Nomination forms for committee positions are to be included in the July magazine.

Neville reported 480 cars at Muscle on the Mountain, great turnout for gold coin donation.

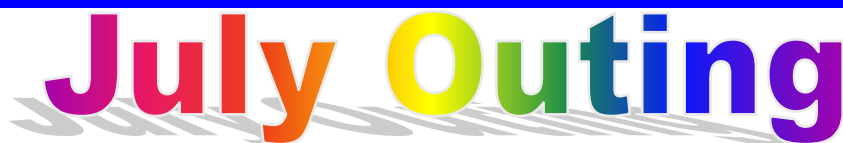
The 2015 Nationals will be held in South Australia.

Upcoming Outings

Sunday 28 July - South Coast Restoration Society Heritage Park Annual Rally and Working Weekend

Check Facebook for other upcoming outings

The meeting closed at 9.40pm



Sunday 28 July 2013 – South Coast Restoration Society Heritage Park Annual Rally and Working Weekend Heritage Park, 193 Rifle Range Road, Pimpama, 4209, QLD, Australia – Meet inside the Park



President's Report

Hi all

Here we are at the end of another club year when all positions on the committee become vacant so step up and make a name for yourself.

Our Annual General Meeting is being held on 9 August at 8.30pm. We are going to have a BBQ beforehand at 7.00pm so come along and get a position on the committee and enjoy the club environment.

We had a few events recently; the main one being the 40th celebration in Canberra. It sounds from all accounts, like this was a great event. There are a couple of reports further on in the magazine from members who attended. While most of our regular members were attending the Canberra event, Ann and I met up with Darryl and Barbie for a trip to the Queensland Transport Museum at Gatton. This was a very relaxing day out. The facilities are really good with a restaurant where we had morning tea, a look through the museum and then lunch. The museum has a great display of trucks and a bit of history of trucking in the area. There was also a great display of models on show as well. The four of us toasted the 40th anniversary of the P76 so although we weren't in Canberra we were with everyone in spirit.

On 14 July we joined with Rogo and Pat's other club, Brisbane Northside Antique Car Club and travelled to the RACQ Motofest where there were about 800 cars on display. We had four P76s – Rogo's Targa, Alan's Super, Bobs Executive and my deluxe, four models and four different colours. If you haven't been to this event before, get along to it next year and maybe we can have our own section with the Aussie Car display.

It was great to hear that Gerry Brown and Matt Bryson in the P76 won the Peking to Paris rally. This was a really great achievement and a good timing to coincide with the 40th anniversary celebrations.

Don't forget to get along to the AGM to meet the new committee.

Regards Richard

40th Anniversary Leyland P76 – Canberra June 2013

By Allan Schutz

It was Wednesday 26 June 2013 that I left our home in Brisbane to pick up the Leyland at Ipswich for the trip South to Canberra. I stopped off at the shopping centre in North Ipswich to pick up a free RACQ map of NSW and ACT. However, the office did not open until 9.00am so I slipped in for a coffee and cake. Walking back to the car with my maps I was confronted by 2 fellows admiring the car and after a long chat and a look over, it was 10.15am when I got on the road.

I headed through Toowoomba for the first time and on to Goondiwindi where there was a lot of road works with many hold-ups. I had tuned into my portable DVD player as I had about a dozen discs to listen to by Roy McDonald – an interesting fellow who owns 69 companies and I had just spent \$2,400 to attend one of his courses at the Gold Coast in the near future. This kept me alert for the whole trip to Canberra and back, as well as gaining knowledge to do with property and shares. But I am particularly interested in the accountancy – one of his companies and how they specialise in tax returns relating to my interests. I stopped off at Goondiwindi for a coffee and noticed a number of people walk over to my car for a look and then a woman asked me what was happening as an Orange Leyland had travelled through an hour earlier.

I continued on in no rush and decided to stop over at Narrabri as it was about 5.30pm and I did not wish to travel at night due to animals and insects. The car went well with slight oil usage and after a good night's sleep I set off at

8.00am for breakfast at the next town. The weather had turned to showers and rain and it was the first time my car had been really wet for years. I never wash my car with water so that it does not rust – how do I keep my car clean? Well, I use a product that does not require water, having learned this when I used to show my red Leyland back in the late 80's.

When I arrived at Coonabarabran, to my dismay, No MacDonald's! So I continued on to Gilgandra and then Dubbo before I stopped at MacDonald's, but it was too late for the breakfast menu so I settled for a sandwich and coffee. I continued on to Orange where I stayed the night at my wife (Mary-Anne) sister's place. Her sister Tina and family run a retirement village and I had a unit to myself. While Tina was in Sydney I was able to chat to her partner Dave and her daughter. In so doing, I had consumed a number of beers, resulting in a heavy head the next morning.

Dave and Reg from the Sunshine Coast had been travelling ahead of me and stayed at Blaney, a half hour drive further on. Dave phoned to say if I could meet them at 9.00am with Norm Julian, we could all drive the last leg to Canberra together. This worked out well and having arrived at Blaney, our 4 cars were lined up in the main street. Dave's brother was the new the local P76 dealer and he came to look at the cars. Next, a woman from the local newspaper came and took photos and names and said this will appear in the Blaney Chronical. We spent the rest of the day travelling to Canberra, stopping for coffee and filling up with petrol.

On arrival late afternoon, we all went in different directions and I drove to my destination at the Ridges Lakeside. I did however miss the turn to the hotel and finished up travelling across the lake and up to Parliament House before turning back. There was a lot of traffic in the city at about 5.00pm and I noticed a lot more buildings from when I last visited Canberra. On arrival at the hotel I pulled up outside the entrance and hopped out only to hear my name being repeatedly called out. Now being a bit deaf I didn't know if I was hearing things until I looked up and realised Neville was yelling out from the 14th floor. I checked in at the desk and then parked my car underneath for an extra \$12.00 per night. By then it was time to head to the football club for the evening get together and while I had still not gone to my room I accepted a ride to the club.

After the National meeting we had dinner and I was able to catch up with many of the great friends I have met from all States over the years from the late 80's. It was very fresh when I walked outside to catch my ride back to the hotel where I finally unloaded my car and checked into my room on the 8th floor.

A good night's sleep, check over the car which consumed a litre of oil and drove out to a large car park across the



road from the hotel. Everyone met here before the historic drive which was rather magnificent. Nigel and Geoff from Adelaide came with me as we followed the leading cars through the countryside. Climbing the mountains was very taxing on my car as it had no go and we were slowing up the cars behind us. At the first stop on top of the mountain my car would not start and it was considered the fuel had vaporised – a common problem with the early 6 cylinders. Finally we continued on to the Radio Telescopes where there was a great lookout

and most people had a coffee before the final leg of the journey back to Canberra. It was about 4.00pm when we arrived back at the hotel and I decided to clean my car as I had a spare hour or so before the main evening event.

I rolled up at 7.30pm on the 1st floor to be greeted with an array of drinks. Later we all moved into a large area with 16 round tables, seating 10 at each table. Our places had already been chosen, mainly seated with members from the same State. Queensland attendees were spread over 3 tables. The meal was great, and drinks were served as required and during this time our guest speakers told us about the operations during the manufacture of the Leyland P76.

Sunday I awoke to a beautiful sunny day which could not have been any better for our car display so I chose to have a good breakfast in the dining room on the ground floor. I thought I was deserving of this as it was my birthday. I did not eat a lot before I headed off, over the lake to a park near the old Parliament House. All 80 cars were V8's except for 6 that were 6 cylinders, the only wagon, 3 Force 7's, a ute and a highly modified P76 as well as other modified vehicles. NRMA also had a stand and the guy was very keen for Reg and I to insure our cars with them. We do intend to follow this up. We could not have wished for a better day and by late afternoon most people were headed off back to their destinations. It was rather a lonely feeling after the great companionship and atmosphere and then everyone is gone.

I went back to the hotel and had drinks with Nigel and Dianne Bray, Geoff and Chris Cutting from South Australia, before Nigel and Dianne were taken to the Airport. I headed back to the lift not knowing what to do next when I run into David and his partner from NZ, waiting at the lift. They were going to dinner at the football club and invited me along. We had a great evening and finally retired at the Ridges for the last time before heading back to Queensland.

Monday morning I looked out of the window to see fog and realised how lucky we were to have had a perfect day for our car display. This fog lasted half way back to Orange but in the meantime, Norm Julian phoned to say he would be another half hour as we had arranged to travel back to Orange together. Having said goodbye to Geoff and Chris Cutting who were heading off to Cairns, I decided to go say goodbye to Julia. I drove across the lake and up to Parliament House and actually circled it as people were going to work. There were no cars travelling in front of the main entrance but a lot of school children were waiting outside as I decided to stop for a photo shoot.



I met Norm at the Yass roadhouse on the main highway where we filled up with petrol and continued our journey stopping off for coffee at Cowra. A couple of women passed and stopped to ask if our cars were a Valiant or Chrysler! I had to drop off a key at the village in Orange while Norm went on to his home some 16km further on. I was to visit Norm and Maria on my way through to Dubbo but when I went to start my car it would not start. I pulled off the fuel line to the carburettor to discover plenty of fuel and it was not even warm. This led me to check the ignition, namely the points. There was no gap and therefore no spark. I set the gap to a good 15 thou and the car went like a rocket ever since.



I arrived at Norm's place around 5.00pm for a coffee, met the family and then had a look at his interest with our vehicles. I don't think anyone has set up a workshop like this. He showed me the car which was a shell on jacks which he intends to have ready for Adelaide in 2015. It was dark when I left for Dubbo – normally a 1.5 hour drive. I was travelling at 110km with my eyes glued for bright eyes or movement. I saw neither but I did see this huge grey mass in the middle of the road as I hit the brakes and locked the wheels. The squealing tyres caused the Roo to turn his head to look at me, probably thinking what the hell I was doing when he casually hopped to the right side of the road as I went flying past. He was a monster, the biggest I have seen in the wild and must have brains to hop out of my way. I slowed up after that and pulled in to MacDonald's for the evening meal at a place called Wellington. After a feed and a read of the local paper I walked out to my car only to be pursued by a couple who were interested in my car. We talked for over half an hour and the fellow knew Hal Maloney years ago when Hal used to run the rallies. It was 9.00pm when I left for Dubbo and found a motel to settle in for the night.

Tuesday morning I set off after a healthy breakfast at MacDonalds and a refuel. I decided to go via Tamworth for a more scenic route. During the return trip while I was listening to my DVD's, I realised that I would not like to travel this route at night as there are numerous trees along the road and lots of dead Kangaroos. I did see a couple of smaller ones jumping near the road at one stage. I refuelled at Armidale where it was a freezing cold breeze and

had a quick bite to eat at Hungry's – ie. Hungry Jacks. By late afternoon I was still some 4 hours from Brisbane so decided to stop over at Tenterfield.

Wednesday morning was a sunny day as I set off to Warwick for breakfast as I was aware of MacDonalds in the town. I rang the chief (Mary-Anne) to see if she knew where a friend of hers owned a shop. I walked the long length of Warwick to no avail but was surprised with the range of familiar names of big business. Once over the range the temperature was noticeably warmer as I travelled back to Ipswich, stopping off near the Amberley Air base to see a mate and then parking my P76 at my house and travelling back to Brisbane in my van.

By Adrian Spencer

I was so excited to be able to attend the 40th Anniversary in Canberra. It was nearly 40 years to the day from when I was working in the fields of Tuggeranong in Canberra. Like most things Canberra it is now 3 to 4 times bigger but the Lakeside Hotel still had a prominent position on the edge of Lake Burleigh Griffin. The weather was very kind to us over the weekend. The better half had bought me a lot of warm clothes but I never really needed them.

10 Club members and a couple of other owners from Queensland made the trip. Alan, Reg and David went on the Wednesday and so did John from up the coast. My group was Nev and Graham. Dave Muirhead took the family and spent the school holidays at Canberra and the snow as a caravan trip. Mike McKenzie flew into Canberra as did the three others from Townsville and Dalby. Our trip was via the coast road, while Alan's group went down the centre as they were staying in Blaney and Orange.

Nev started at 4.00am, we left Brisbane about 5.00am and picked up Graham. The first break was for a pit stop at Wardell NSW. Breakfast was a little way further on then onto Woolgoolga. We stopped for a cuppa with Rex and Pamela (ex Leyland Zetland workers). It was a very nice fruit cake Pamela. Leaving Rex and Pamela we travelled into Coffs Harbour and filled up and then it was on to Taree for another fuel stop. Graham's car used about 2 to 3 litres of oil per tank full. Nev mentioned that Reg had the day before used similar in his car. Leaving Taree we headed on to Jason in Gosford for the night. Jason, family and three of us all went to tea and then back to play around in Jason's workshop till Graham and I headed to the Gosford Ibis Hotel. (What an experience that was - motel with small rooms, good enough accommodation for travellers).



The next morning Nev, Graham and I headed off towards Sydney and stopped at the Hawkesbury bridge Mooney while we waited for Jason and his son Kyle to catch up. As they approached us we headed off to meet Dave in the Force but with the traffic through Pandal Hills we were separated and when I found out that I needed to cross the road and pass them. I did a u-turn and drove around the block only to find out that I was now a lone duckling in the Sydney traffic. With no way to catch up, down the Melbourne road I went. I had a chat to Nev to find out where they were and even though they were travelling at 80km I could not catch up.

They pulled in to Pheasant Hill Road House and when got near the turn off, but I could not turn in due to trucks beside me. I pulled up at the Road House exit and tried to back into the service station but was blocked by exiting

traffic and a parked truck. I rang Nev, told him where I was and then headed into Mittagong to fill up. When I went back onto the highway it was only to find they were 5km ahead heading into Goulburn.



Goulburn was the next stop and we were to have photos taken by the local newspaper at the McDonalds.

About 15 or more cars were waiting there as I drove in but no sign of Joe's group. Dave's car was blessed by the magpie who could not believe it and who flew in for a look at the iconic car. I caught up



with a farming friend from Goulburn and had a bite of lunch before we all headed to Canberra. I was lucky for I had an overseas visitor wanting to drive the Targa so I took over the passenger seat while a fellow P76er, Rob Jones (Kiwi) drove into Canberra. On the way in we went past Lake George and looked at the wind turbines on the hills across the lake.

Friday afternoon we again met up with Alan, Reg and David, booking in at the same time. Others were also arriving and it was a great time to get to know the other outer towners. After going to our rooms we then headed off to the Ainslie Sports Club for the evening. The Delegates Meeting was interesting and then we had dinner (mmmm the meal was nice, pork

roast). May I say I was a little embarrassed when I locked myself in an outside area and I was unable to get back in. A couple noticed this and figuratively threw bananas at me before some kind lad opened the door. After dinner we went to a conference room above and listened to a number of speakers. It was very interesting and informative.

Saturday morning the cars gathered in the car park in front of Lakeside. Looking down from our room it was a grand site. Gathering our drivers, we were handed the directions and headed off, to end up at Gundaroo for Lunch. The first part of the drive was to the location in the hills south of Canberra where the American Apollo Space program was monitored, Honey Suckle Creek. Dave brought out a finishing flag to wave those who made it to the site. Again the hoard of cars (about 60) headed to the Deep Space Tracking Centre. We had a traffic jam on the way down where the station wagon had stopped on the way up. The only incident for us was on the way into the tracking station, where we nearly collected a wallaby.

To be continued

REMEMBER ANNUAL GENERAL MEETING

FRIDAY 9 AUGUST 2013

**NOMINATION FORMS FOR COMMITTEE POSITIONS ARE
ATTACHED**

NOMINATION FORM

I Hereby nominate

To the position of

President

Vice President

Secretary

Treasurer

Editor

Spare Parts

Web Master

Technical Officer

Signed Candidate

Signed 1st Member

Signed 2nd Member

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