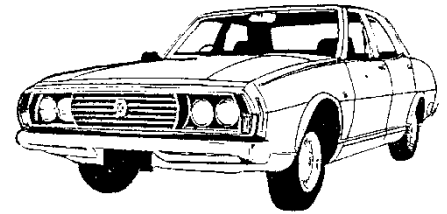




Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

April-May 2015

THE QUEENSLAND BULLETIN



YATALA DRIVE INN

LEYLAND P76 OWNERS CLUB
INCORPORATED QUEENSLAND
P.O. Box 343, CARINA 4152, QUEENSLAND
www.leylandp76.com

Committee

President	Adrian Spencer	07 3314 1056 Mob: 041 438 3503	yowee_98@yahoo.com
Vice President	Richard Mallon	Mob: 042 909 5284	richard_mallon@yahoo.com
Treasurer	Garth Morris	0417 763 376	
Secretary	Perdita Nicolson	0448 951 930	
Spare Parts Officer	Pat Rogerson	07 3888 1345	
Assist Spare Parts	Graham Rogerson	07 3888 1345	
Editor	Carol and Graham Dollisson	Mob: 041 117 1844 or 07 3805 5630	leylandp76clubqld@yahoo.com.au
Web Master	Adrian Spencer	07 3314 1056 Mob: 041 438 3503	yowee_98@yahoo.com
Technical Officer	Neville Humphreys		nastyp76@hotmail.com
Dating Officer	Any Committee Member		
Public Relations	Allan Schutz		

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**

2015 Meeting dates: 12 June, 10 July, 14 August, 11 Sept, 9 Oct, 13 Nov

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,

So, after there being too few people at the April meeting and as such there being no minutes, Presidents report, much going on and everyone being busy.....there was no April Magazine. I'm sure no one noticed anyway. But, that's OK!! We are back.

Since the last mag, there has been the Nationals in South Australia, the Yatala Drive In, Neville and Reg going to some car shows and Adrian out touring and finding out how much fun you can have lying in a pool of coolant, grease, oil and rain. I don't have any reports on the S.A Nationals, so if anyone that went, wants to write one up, please do and email it to me. From a small amount I saw on Facebook, it looked to be a great success.

The Yatala Drive In was another good night out. Not as many hot cars as usual but still worth a look. I followed a two door, matt black coupe (pic on the web site) into the place. It had an air suspension set up, a mean sounding V8 and running so rich that it should have had "NO SMOKING" signs on it!! There was an interesting Range Rover ute and a Lexus V8 powered Hot Rod. It was great catching up with Richard and Ann, Adrian and friend Harry. I haven't seen Ann for ages as she has been away, working in WA. One of my highlights of the night was when the very nice looking Blue Monaro GTS was leaving. He drove straight forward. With a car that low and parked on a mound,(as you have at drive ins) you just don't do it. He ground the undercarriage into the bitumen so hard, he had to have a couple of tries backing off it. The poor car made all sorts of terrible and unspeakable noises (that is apart from the embarrassment) but he eventually made it. I hope it was ok.

On another note, I, would like to be relieved of the Editors position at the next AGM. So if someone is thinking about taking on a committee position, this could be the one for you. I would like to actually spend some of my time working on my cars instead of doing this. We simply need someone that's better at it than me (and faster).

I have included a renewal form, as it is almost that time of the year again. Just remember that if you have a club registered car, you must be a paid up member by 30th June or you are unregistered. For anyone else, if you haven't paid by then, you aren't a member. Simple!

That's all for now, hope to see many of you at Tubeworx.

Graham.D

PRESIDENT'S REPORT

Greetings fellow members.

I have been very busy over the last 2 months. The magazine for last month was a no goer as both Graham, Carol and I have been travelling. A number of other members have been returning from other events too. Over Easter, members of the club were away at the Nationals in South Australia. I am hoping that these members will report with an article on the event.

We did not have a quorum last month with 4 people turning up. The meeting this month was well attended. We had a member in hospital on Friday night and we wish Keith a speedy recovery. Sad to hear of the passing of an original founding member of the Leyland P76 movement. Joe Torony. There is a memorial service next weekend for Joe. I am thinking of going so those who can find it possible to attend please look out for me and "Wild Crystal". Garth mentioned the Brisbane Hot Rod Show on the 22-24th May. He was informing the meeting of his involvement in preparing the Ford 1940 Cabriolet. Look out for it. For the last couple of meetings I have found the meeting room locked so have been lucky to get in. The time I was able to talk to Merv and there has been some staff movement at the range so we need to contact the office and inform them that we are needing the room. Nice layout now. At the meeting, Alan and Maryanne supplied some very tasty cakes, and with Pat bringing the coffee and tea.

The club has tried to keep costs down, but membership needs to rise. Insurance and the production of the Magazine has been eating away the membership moneys. Most of the moneys goes to the Insurance and the Parts are supplementing the magazine. So now we are going to produce a magazine every 2 months. Those who have internet and email will receive the minutes every month via the electronic method. Graham (Rogo) has a Parts list for you. This will be supplied with the magazine. AGM is just around the corner and you will see that I am stepping down. All I will be doing is the web. I will not be the publicity officer either. It has come to my attention that we have some great ladies in the club who if asked nicely might take up some of the rolls.

I hear that there is move for a weekend in the Stanthorpe area. I think the idea of an open fire and some great wines in attracting the members. I would like also to thank the members and friends who went to Kenilworth and North Lakes over the past month. Well done. You can see some of these people and cars on the Facebook site.

I have been to Cairns with the boy. Article to follow.

Well please fill in your paperwork and "let's get Ping".

Adrian

Minutes of the Leyland P76 Owners Club Incorporated Qld.
General meeting held on Friday 8th May 2015.
The meeting was opened by the President at 8.00pm.

Vale: - Club members stopped for a sign of respect for Joe Torony who died last week after a fall. Joe was the founding member of the original NSW club

Attendance:

Adrian Spencer, Garth Morris and boys, Alan and Marianne Schutz, Richard and Ann Mallon, Neville Humphries, David Muirhead, John and Beth Wakeman, Graham and Pat Rogerson, Graham Joseph.

Apologies:

Perdita and Keith Nicholson, Stephen and Gareth (Dalby), Graham and Carrol, Ricky

Treasures Report:

The treasurer reported the bank balance as per the current statement.

Moved that the treasurer's report be accepted. Moved by Garth Morris. Seconded by Richard.

Minutes of Previous Meeting:

April meeting was cancelled due to the lack of a quorum. So the minutes of the March meeting were accepted as a true and correct record. Moved by Adrian Spencer. Seconded by Graham

Business arising:-

1/ Graham Joseph reported on the locating of the new container and the meeting delayed it till further notice.

2/ Discussion was brisk with members trying to work out a compromise for the cost of printing, postage of the Magazine, Insurance and membership. The conclusion is the membership will rise to \$50 per year (due before the end of June), Magazines will be sent every 2 months. Intermediate month an email with the club minutes etc. will be forward to members. International members and Associated clubs will be emailed the magazine. Access to the latest and archive magazines will be encouraged. This will be done by visiting the web site at the following address

<http://www.leylandp76.com/mags/index.html>. Enclosed in your magazine will be the username and password to gain access.

Incoming Mail:

1/ Magazine from WA, NZ

2/ Shannon's Catalogue

3/ Letter from the Post Office

Outgoing Mail:-

1/ Garth has paid the Post office for the mail box and also asked to have the renewal sent 2 month in advance.

Incoming Emails:

1/ Invitation to a day at Lakeside from Telstra

2/ Invitation to present an article to the Editor of Qld Mining and Energy Bulletin

I'm putting together the Winter edition of *Queensland Mining and Energy Bulletin* and I was hoping you may be interested in participating in a small 'car club' profile section (plus plugging your club and any events it may have) in our *DOWN TOOLS - Hit the road feature*.

3/ Received information about the invitation to attend a memorial service for Joe

From Joe Toronys partner, Lynn Dickson,

There will be a small Memorial Gathering for Joe Torony at Joe's farm, 170 Mt Beppo Road, Toogoolawah, Qld, on Sunday, 17th May 2015 from 10 am onwards. Hope to see a few people here for a chat about the old days.

Many thanks,

Lynn

Membership Renewals:

None

Spare Parts Report:

1/ Fairly large order was taken from a member, but otherwise a quiet month.

2/ Rusted shell that was stored at Yatla was disposed of. Graham J had seek the President and Parts manager to dispose of it.

3/ Spare parts list available – attached with current magazine.

4/ Radius arm bushes. Rogo is trying to order another 10 sets.

National Body Report

1/ None

National Meeting in SA

1/ Members attending was Graham and Pat, Col and Sandra, David and Roselyn (drove there) and Alan and Marrianne

At the delegates meeting, they were asked to consider 2 or 3 year meeting as a National meeting. The members attending decided to go for every 2 years and the 50th to be held in Canberra. The members also considered support for the Canberra group.

General Business:

1/ The club is investigating the remanufacture of the Leyland P76 piping, hoses & tubes by the company Tubeworx. Adrian has collected and presented a number of pipes and hoses to Tubeworx for scanning. They have come back with a cost of \$300 for scanning them all. Tubeworx is going to do estimation of a cost per item. The parts can be ordered through the club system. Club members at the meeting accepted the scanning cost quote.

2/ Discussion about the AGM. President Adrian indicated that due to his new work contract, he will not be seeking any committee position in the coming period. Membership and Committee position forms will be included with the magazine.

3/ Trailer is not registered and is located with the Parts manager.

4/ Garth has asked if members could make it to the premium Hot Rod Show in Brisbane on 22 to 24 May. Garth and Warren were involved with wiring one of the top Hot Rods

Upcoming Outings

31st May—Visit to Tubeworx factory. 9am start. This will only go ahead if Adrian has 10 people (Families = 1 person) attending (names and numbers by 25th May).

31st May -The May outing will be after visit to Tubeworx with lunch at Baxter's Jetty Shorncliffe. Fish and chip shop available or bring your own. Another fishing comp too!

17th May - Maclean's Bridge Classic Car Festival, Logan Campus Griffith Uni

20th September - All British Day 35th Year

22 to 24th May – Brisbane Hot Rod Show

Additional outings on Face Book <https://www.facebook.com/LeylandP76OwnersClubQueensland>

Next Meeting Friday 12th June 2015

The meeting closed at 9.30 pm.

Yowee's wanderings and Tech happenings.

As I said before, I was in Cairns for a couple of days back when I accompanied my son to his work site. We travelled in a Renault Van which was loaded with drums of floor coating, sanders and other unmentionables. Took one and half days with an overnight stop at Rocky. 1700+ kms for one and half tanks of fuel. Average 8 ltrs/100klms. That was a great show. Well, on the way up, talked to some fellow P76 members and owners. Missed out in seeing Lisha in Townsville, but caught up with Steve at McDonalds in Ingham and when in Cairns visited with Shauna, Bob and Byron. Shauna took me up to Kuranda for a late breakfast lunch. While on Wednesday afternoon Bryon went out of his way to show me the large collection of interesting vehicles. That evening, Bob picked me up and took me up to their home where Bob and Shauna's P76 lives under the house and it is going to be a very interesting car when it's finished.

On arriving back from Cairns the next day, we needed to go to Sunny Coast for a job. After the job, we called in on Dixie. Had noticed on my calendar that Reg was having a birthday. So on my way to Dixie's, I had a conversation with Reg. Reg was too busy working at Maleny moving soil to go out for lunch. I hear there was a small surprise party that evening for him. Anyway Dixie and I went to Rick's Garage at Palmwoods. We both had the small breakfast burgers. Very nice with a drop of Ale. Dixie let me drive the P76 home. So much fun sitting in the driving seat of his 5 speed P76. Thanks Dixie it was great. At that time Wild Crystal was sitting in the drive way with no starter motor. Problem with having automatics, can't push them to start. I couldn't get the NVGreen out as I had the drive way blocked by the trailer load of wood and Wild Crystal blocking me in.

Before I left for Cairns, I had been working on "Wild Crystal". It had a number of problems but have worked through them. I have been sharing these problem on the Facebook Technical area. Starter motor, welch plugs and bushes. This Friday night meeting I was so please to be driving the P76 again. I can now turn the key and start the engine and I don't have water appearing on the ground. Actually it was the water falling on my glasses that made me aware of the problem. In between this we have had flooding from the very heavy rain.

It all started over a year or more back, let say the Targa 40th when I was given permission to use the vehicle, the car was having difficulty in starting with the starter not turning the engine over. Robert, the previous owner, had set up a bypass relay button which we used up to my return from seeing Norm in Coffs. Went out to the car to go somewhere, that night to take the trailer of wood scraps to the tip. It would not start. Not even turn over etc.

So I had to bite the bullet and do something about it. I moved it up onto the concrete beside the house in the car port where I set about trying to get to the starter motor. Not easy, grease everywhere. So, down off the ramps and pushed it out, so as to clean under there. Tried hard to do this but not very successful. Back up to the pad again chocked it lifted it placed stand under the car to maximum height then started to pull out the starter motor. Not easy let me say. Many moments later and some choice words was able to show off with a beautiful photo of my new coloured hands and arms and a starter motor to work on . Over the coming day I learnt about solenoids and starter motor and their electric circuits.

I deducted that the solenoid was the problem. So out with the tools and disassembled the starter motor solenoid and in the process destroyed the solenoid coil. Did not see the other solder joint, pulled the wires completely out of the device. Not very much information on what you find in the top of the solenoid. Anyway once I pulled it apart it was apparent that the contacts were not pulling in. After many more pull down of my spare solenoids the problem may have been the muck on the metal slug device that is pulled in by the solenoid. Dirt and oil/grease. Thanks for the info Keith.

So having rebuilt the starter motor, I did a few tests with external battery and it seemed to work partially so put it all back together and into the car it went. So more choice words etc got to the stage of turning the key. Low and behold it did a little turn of the motor. So I got the additional batteries connected and still no go. I walked away with depression. Back under the car again checking this and that. This is when the drops of green fluid appeared. I was intrigued now and in that the starter motor was coming out I would find out about the water. Had the sneaky impression it was the welch plug hidden behind the starter motor. So getting better I was able to remove the starter motor and to find a weeping plug. This time I am going to have to clean this engine better. More engine degreaser and then then after doing this moved the car back onto the cement pad. You realised that this did not get done till the flooding etc in the area was over, the sun was out and my mind was refreshed from playing in the rain for most of the Friday. The Wild Crystal sat in the rain the whole time and my little Daewoo sitting out on the street filled up with water. I got a bucket and half from the floor carpets. Still no wiser how it got there, but suspect the rain pushed the water over the door rubber and rain down inside the behind the plastic trim moulds. Not a drop in the P76.

So after relaxing over the weekend, I got to Tuesday and decided to degrease the car engine. Actually twice and you still can't eat off it. Proceeded to remove and replace the welch plug. Interesting puncturing the welch plug with a large screwdriver, having water still come out over you as you are stuck under the car, pushing and gouging the plug remains. Ended up with a 3 sided file to cut the ring of the remaining plug sufficient to bash the edge into the hole so as to rotate the ring to pull out. I was not in a hurry, so posted photos on the Facebook technical area and asked about how to replace the welch plug. Some very straight forward and interesting helpful comments. You need to read them.

With hammer, socket to fit inside the welch plug and an extension bar (to bash the socket/welch plug) and black gasket compound proceeded to bash in the plug. Did not seem that much metal thickness to push into on the engine block. Though it looked secure took some photos and was told needed to be push in further.

Well any way, back to the starter. Put my rebuilt solenoid onto the starter and this time took it up to the shed and attached it to a spare V8 motor that has been sitting there for many, many years. The starter motor effortlessly turns over the motor. A surprise and a feeling of near success. Back to the car with the starter motor and then again under the car put it into position. Off the stand dropped the jack and then back to replacing the water hoses, battery terminals etc went to start the car, surprise same problem no go. Well I thought it could be the battery was flat, grabbed to battery pack still no go. I said to one self. "Why me". Thought about it again so up the car went. Added the battery pack to the starter motor and

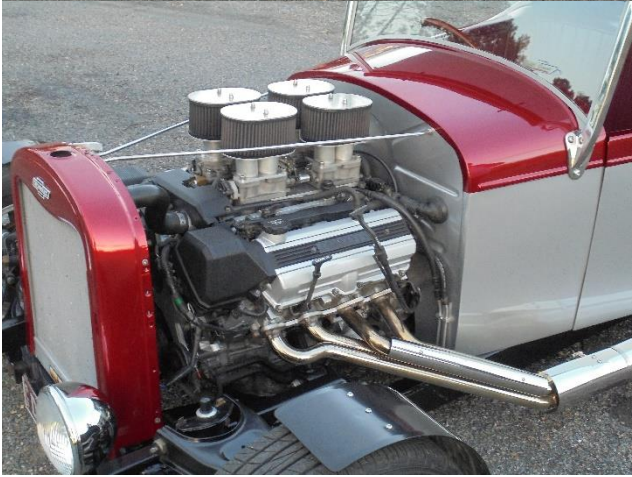
Behold, the motor turned over. Took it off and nothing works. This meant it was electrical. The battery had lots of terminal connections. One being the isolator terminal on the negative pole, so removed it to normal configuration. Then working through the wiring,” low and behold” the engine earth wire was not connected (I have to think it could have been off for a while as I was having alternator problems the previous month). So checking everything again I dropped the car to the ground and proceeded to start the car. The terminals was a little reluctant to make contact but then it started. Great joy filled my mind. It has worked well ever since and getting better all the time. Even went out the next morning reached in and turned to the key and away it went.

Please read this part “Safety Issue”

I would like to say there was an incident near the end that was really quite dangerous. The car was chocked, off the stands, handbrake was on and when I went to start the car I turn the key but the motor did not turn over. So I reached down through the window and used the button. The car starter so I thought the key switch may be fault. I went around the car while it was idling checked the water on the left side, reached over and moved the accelerator connection on the carbie and the car jumped forward. The movement of the car shocked me, how is that possible. I rush around to the ignition and turn it off. I found out what had happened was the T bar had moved to drive somehow and I bypassed the safety switches with remote starting switch. So you must be careful that when you add things to the electrics you don’t set it up for someone to be hurt! You ask “why it was in Neutral instead of Park”?? The answer is that the Park sometimes drops into reverse when revving the motor. Any way still got a couple of more things to do to the suspension and I will be pleased. How nice it is to be back in my P76.

Adrian





Kenilworth and North Lakes Car Shows



BAD JOKES

Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, his face is cut, and bruised, and he's walking with a limp. 'What happened to you?' asks Sean, the bartender. 'Michael O'Connor and me had a fight,' says Paddy. 'That little O'Connor,' says Sean, 'He couldn't do that to you, he must have had something in his hand.' 'That he did,' says Paddy, 'a shovel is what he had, and a terrible lickin' he gave me with it.' 'Well,' says Sean, 'you should have defended yourself. Didn't you have something in your hand?' That I did,' said Paddy, 'Mrs. O'Connor's breast, and a thing of beauty it was; but useless in a fight.'

A drunk staggers into a Catholic Church, enters a confessional booth, sits down, but says nothing. The Priest coughs a few times to get his attention, but the drunk continues to sit there. Finally, the Priest pounds three times on the wall. The drunk mumbles, 'Ain't no use knockin', there's no paper on this side either.'