

# **LEYLAND P76 CLASSIC CAR CLUB**

**INCORPORATED**



**NSW**

**June 2002**



## **LEYLAND P76 CLASSIC CAR CLUB INC. NSW**

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If any member has either a vehicle or spare parts for sale, an interesting story about his or her car, whether it is about a rebuild, repair, or one of your trips away on holidays, please do not hesitate to contact the Editor and it will be gratefully received.

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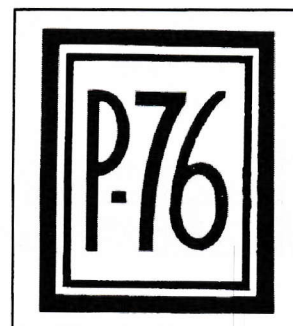
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### **GENERAL MEETINGS**

Venue: Sans Souci Literary Institute  
Address: 107 Ramsgate Road, Ramsgate.  
(cnr Campbell St)  
Time: 8.00pm Wednesday Nights

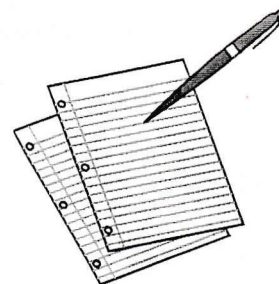
### **MEETING DATES**

June 19 <sup>th</sup>	September 18 <sup>th</sup>
July 17 <sup>th</sup>	October 16 <sup>th</sup>
August 21 <sup>st</sup>	November 19 <sup>th</sup>
	December 11 <sup>th</sup>





## EDITORIAL



Once again thanks to all who are continuing to supply articles for the newsletter, it is most encouraging. Brian and Sally Twemlow are having a great holiday in the UK and we wish them both a safe trip home.

The Trax model of the P76 is well underway and the details that have been achieved in both the exterior and interior is first class. The company will be displaying some of the prototypes of the P76 to the model collectors at a road show to be held next week. The feed back that we have had about this model is all positive and it will be sought after. We have been advised that models will be available for a price just under the \$40 mark and at this stage the colours have not yet been finalised. If any members would like to purchase one through our club, please phone Joe or Sue (02) 9522 6529 (our club will receive a portion of the funds from selling any models through the club to members).

Tony De Luca has been working very hard with the CMC organising areas for the cars at the Eastern Creek Raceway Meeting in August. Don't forget membership fees are due 30<sup>th</sup> June 2002 and we would request they be paid promptly as costs of running any club is very high today, mainly due to the increase in Public Liability costs.

Well that's it for this month, see you at the next meeting.

.....the Editor.

## FUTURE EVENTS

- ◆ Sunday 21<sup>st</sup> July: Liverpool Super Swap Meet
- ◆ Sunday 18<sup>th</sup> August: C.M.C. Eastern Creek Day

## Thanks To:

Brian Naylor for his article.  
 Brian and Sally Twemlow for their article.  
 Alan Simon for his great help and assistance organising various club matters.  
 Sue Green and Vince Rovere for their help in producing this magazine.

## PRÉCIS OF THE ORDINARY MEETING OF THE CMC HELD ON 25 MARCH 2002

- 72 Clubs were represented.
- **New patron for Council is the Commissioner of Police, New South Wales.**
- Any problems with Lead replacement petrol please advise Terry Thompson.
- RTA Concessional registration IS TO START ON 20 MAY 2002
- **PLEASE!!! DO NOT DEAL WITH THE RTA DIRECTLY GO THROUGH THE CMC.**
- Delegates asked to come to the meeting ready to vote on the application for affiliation of the South Coast Holden Owners Club. A vote was taken on the application for affiliation of the Cowra Antique Motor Club and Carried.
- Motorex will be held on 13 and 14 July - details to be posted to all clubs.
- **PRESIDENTS MEETING not to take place in October. All Presidents are invited to attend the Annual General Meeting**
- Swap Meet will be the 5 May at Lot 8 Annangrove Road, Rouse Hill
- Please give Council some feedback in regard to using the upstairs lounge at Eastern Creek for a display, sale, exhibition and demonstrations of arts and crafts during the Shannons Display Day.



**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci  
Literary Institute on Wednesday 15<sup>th</sup> May 2002**

Joe Green opened the meeting at 8.10pm. Members in attendance as per attendance book.

**Apologies:** Trevor Michel, Kevin Ward.

Minutes of the previous meeting were read and accepted. *Moved – Don Chappell. Seconded – Alan Simons.*

**Business arising from The Minutes:**

Joe Green informed the meeting that the Front Suspension Inserts from the S.A. P76 Club are on hold for the present.

**Treasurers Report:**

Statement No. 97 dated 30/04/2002.

Cash At Bank: \$1,485.52

**Income** for April 2002.

Nil.

**Outgoings** for April 2002.

Hall rent:	\$ 27:50
Envelopes & Stamps:	\$ 55.00
Perfection Typing:	\$ 20.00
PO Box fees:	\$ 52.00

Outgoings SubTotal: (\$154.50)

Total Available Funds: \$1,485.52

*Acceptance of the Treasurers Report. Moved – Alan Torrance. Seconded – Ron Frith.*

**Correspondence In:**

1. Letter from Workcover regarding a workers compensation claim for a Leyland employee for an injury occurring on 1<sup>st</sup> February 1975.
2. Letter and questionnaire from the President of the CMC, Terry Thompson, regarding public liability insurance problems.
3. Invitation to attend the 22<sup>nd</sup> British Car Club Display and Swap Meet on Sunday 20<sup>th</sup> October 2002 at the Liverpool Catholic Club Hoxton Park.
4. Letter, correspondence and brochure from Best Western Wonderlight Motor Inn, Mudgee, regarding their facilities and charges.
5. Victorian Leyland P76 Owners Club Magazine, April 2002.
6. West Australian P76 Club Magazine, Westwords, May 2002.
7. South Australian P76 Owners Club Magazine, May 2002.
8. The Leyland Post, Leyland P76 Owners Club NSW magazine, April 2002.

**Correspondence Out:** Nil.

*Acceptance of correspondence. Moved – Sue Green  
Seconded – Valda Chappell.*

**General Business:**

- Joe Green informed the meeting that the Trax Model P76 is almost ready to be marketed.
- The South Australian P76 Club has informed all P76 Clubs that the suspension inserts are not Available from Monros as there is a problem With the tooling.

**The meeting closed at 9:05pm followed by supper.**





## *More Twavells of the Twemlows...*

Well, here we are again. Since last writing we have travelled through France and Italy with friends of ours who flew over from Sydney to join up with us and catch up on their son who is staying in Italy for a while with his girlfriend who is studying there.

The weather improved dramatically as soon as we left the UK, and we had nice warm and sunny days for most of our stay in Italy & France. We hired a vehicle from Hertz which we picked up in Paris. Sally & I travelled over on the Eurostar train and met up with our friends in Paris. The vehicle turned out to be an Opel (read Holden) Zafira diesel with manual transmission. Fully laden as it was, it didn't prove to be much of a power house, but was very economical on fuel and provided the four of us with plenty of space with our luggage.

We had a little difficulty finding our way out of Paris as in the excitement of our departure from the rental car office, which was located in the middle of the city, we neglected to ask for a map to guide us in the direction we wanted to travel (south east). So we spent some considerable time travelling around in circles in the city itself, trying to find road signs which might be helpful to us. We eventually managed to escape the city and made our first overnight stop only approx 200 k's out.

The roads in France are excellent, with a choice of autobahns (on which there is a toll), motorways and minor roads which are free. The motorways are of a very good standard with nice wide shoulders and show you more of the country than you see on the autobahns. The signposting in France is very good. Driving a left-hand drive car on the right side of the road was not too daunting, but required a lot of concentration which we found very tiring by the end of each day. We headed down through Provence to Nice and Monaco before crossing into Italy.

The difference is immediately apparent. The roads deteriorate to narrow, rough and poorly signposted routes. Even the autostradas in Italy are not very good - somewhat reminiscent of our old Pacific Highway. However, the Italian drivers did not live up to their reputation as fast and impatient - we found that in the main they were no different than we have found anywhere else.

contd.....

*Museum piece discovered by the Twemlows...A Leyland Fire Engine*





Once in Italy, we worked our way over to Florence (or Fiorenza, as they call it), where we stayed for 5 nights in the Youth Hostel (no jokes about us being too old for YHA's, thank you). The Hostel in Florence is a former Villa - a magnificent old building set in very large grounds on the outskirts of Florence with an excellent and (mostly) free bus service to the centre of the city. When I say it's mostly free, I mean that it is free unless you are among the small minority who choose to purchase a ticket. Tickets cannot be purchased on the bus, so you need to go to a Tabacchi store (a tobacconist to us), of which there are plenty and purchase your bus tickets. The tickets all cost the same price, regardless of where you are going. They are valid for one hour of travel from the time you stick them into the machine located on the bus. There is no conductor on the bus and we never saw any ticket inspectors while we were there, so most people simply hop on and go without paying. Great system eh? However, it may be a case of "you get what you pay for" - the buses themselves are fairly ancient and have very few seats on them. So it's a stand up and hang on trip most of the time on a very crowded bus.

Getting back to YHA accommodation, the hostel in Florence was only one of several we stayed in during this trip. The standard varied a fair bit between hostels, but in the main we found them clean, quiet (with a couple of exceptions) and comfortable. The hostel in Perugia was better than some motels we've stayed in in Australia. In about half the hostels we were able to get private, en-suite accommodation and in others we had to share a room with our travelling companions. We drew the line at dormitory accommodation and where that was all that was available, we stopped in a hotel instead. The main attraction of YHA's of course is that they are extremely inexpensive - you can do about 4 nights in a YHA for the price of one night in a two-star hotel. Hostels in Italy provide you with bed linen and breakfast. The larger hostels, such as the one in Florence, also provide evening meals at a very competitive price. We found that there were plenty of other "mature" travellers using the hostels and it was good to have a fair sprinkling of younger people, mostly back-packers, to observe going about their business of socializing and networking.

An excellent alternative to hostels in France and some other countries (not Italy though) is Formula 1 hotels. You may be familiar with these if you live in Sydney, where there are three of them in the western suburbs. They are all over the place in France where they originated. They are used mainly by commercial travellers and long distance truckies. For less than \$A40 per night, you get a 3-bed room with hand basin, meal table and TV. You share the showers and toilets with other guests. However they are cleverly designed so that they are automatically cleaned after each use. There is a light on the outside of each facility to show you whether or not it is available for use and they are plentiful. At no time did we have to wait for a shower or toilet to become available.

Anyway, enough on the accommodation side. Travelling around in Italy was a real adventure, as the narrow roads took us through charming little villages where the road became even narrower. The countryside was very pretty except for a high level of smog which results from farmers burning off in preparation for the new planting season. All in all, we found the Italians very friendly and willing to persevere with our lack of Italian language. We travelled no further south than Perugia, where we also visited Assisi and then headed north east to Ravenna (a hell hole to be avoided), Bologna, Verona and Lake Como (very pretty) and crossed back into France through the alps bordering Switzerland - fantastic scenery for kilometer on end. We concluded our trip back in Paris 3 weeks to the day after we left there.

Well, that'll do for this instalment. We hope you are all well and will write more soon.

Keep on P'ing.



## Oh Those Ignorant Commentators.

.....by Ron Naylor

How many of us have had comments passed about the "lemonness" of a P76 by those who haven't bothered to find out about the virtues of a P76 before making their criticisms. They waffle on about those who drive a P76 have only half a car etc. My answer is "Well, as the P38 was a useful machine in its day, a P76 gives twice the value and flying pleasure."

Well may I add another Victory Salute to our brand of touring vehicle.

In May 2001, I was invited to visit Tottenham to speak with the local Lions Club members on a particular topic of mutual interest. For those who are not sure where Tottenham is, it is the geographical centre of New South Wales. The town is out past Parkes and as some might say, right at the end of the line, railway line that is. There was a copper mine there quite some years ago and the line was put in to bring in the goods for the growing area and take out the processed copper and wheat from the surrounding farm lands. There are still some remnants of the old ore crushing machinery lying in the scrub on the outskirts of the town area. An old local sent a soil sample to Sydney for analysis some years ago and never received a reply. It is rumoured that a new gold mine will commence operations some time in the future which will put a very large hole in the center of NSW. The new mine is thought to be based on the findings of that sample. Of course the old local has since passed on so will not gain any benefit from his find.

I was taken to the site of this geographical centre in a 4 x 4 landcruiser, which, I'm told, is the only real motor vehicle suitable for such conditions. That may be so in the wet season, but during my visit, the sky was that beautiful blue which gives no hint of rain, so as the photo shows, I made a second trip the next day to get the picture. The Cairn, shown in the picture is about 30 kms out of Tottenham and 25 kms after the bitumen ends. It is made out of rocks and pieces of slag from the old copper mine and all cemented together into a very long lasting solid construction. There are two plaques on the cairn. The top one reads, "This Cairn is constructed from slag from the Mount Royal Copper Mine and the Bogan River Copper Mine. The discovery of the former led to the birth of the present town of Tottenham. Material donated by Mr. A.E. Hudson of Tottenham."

The second plaque reads, "This cairn was erected by the Bogan Shire Council during the 1988 Bicentennial Year to mark the geographical center of New South Wales as determined by the Central Mapping Authority of NSW by Graphical Digitisation." So that proves it. There is a dead center of New South Wales.



Being a bit of a fan of older style buildings, I had to get a picture of the hotel in Tottenham. It has its birth date as AD 1930. We had a very nice chinese meal (cooked by a chinese chef) in the original dining room. The present owner of the hotel has done a magnificent piece of work in restoring the building inside and out.

contd.....



## TAILPIECE



**A short on this month due to the space requirement for Ron's article. P76's gain serious street 'cred' with a write up in Street Machine Magazine and a couple of our readers get a little excited over my article from last month.....**

### *Leyland Brothers....*

Grabbed the latest issue of Street Machine Magazine the other day after a friend said they saw a P76 article in the index. Well of course I couldn't resist and went straight out and bought the magazine. Not a bad article on the Easter National Meet in Perth, with lots of good pics, although it only covers 3 pages and an emphasis on the warmed over examples that attended (as you would expect in Street Machine). Its great to see a national motoring magazine supporting the clubs and the marque in such a way...grab a copy and check it out.

### *Taking' the Brett.....*

Ok, Ok, I know I said in my article last month that I was offered \$5,000 for the Exec (which did actually happen), however, this months sudden influx of cars for sale (*see separate sheet inc with this issue*) and their....shall we say...premium pricing, has to make you wonder just a little about how people value their cars. In my conversations with Brett I did happen to mention that for \$5,000 he would need to be looking at a vehicle that was in exceptional condition (something my executive at this time certainly is not). My further advice was to aim for the \$2,000 to \$3,000 range as any car he bought would always need some sort of work doing to it, which he was prepared to do. Next time...just maybe....I will keep my mouth shut.

....by Vince Rovere

### *Oh those Ignorant Commentators contd from previous page... ..*

The wheels of the "P" show a reddish tinge from all the red dust which trailed behind the "P" as it skimmed along at a comfortable 80kph. At this speed it went over the bumps, not through them. The inside of the car took some months to clean out. The dust got into all the tinniest places where even a piece of rag could not be pushed into. The next day after the visit to the center, I made another trip off the bitumen, and it had rained during the night. I still had no trouble in my travels on the wet red stuff. The only difficulty was when I arrived home and visited a local "Carlovers", and even the high pressure water could not remove some of the red stuff from the under body and mudguards.

We can be justifiably proud of our P38s, they are built like one, travel like one and fly like one when necessary, but twice as comfortable. Next time we hear those ignorant comments about, "Does the lemon run on lemon juice?" we can ask the ignorant one, "Come and have a ride" and then we can talk sense.

Come on members, send in some more travel accounts with your P76

Ron Naylor

