

The Leyland Post

LEYLAND P76 OWNERS CLUB OF NSW INC.

OCTOBER 2002



A FLASHBACK !!!
P76's at Cattia National Park
Christmas B-B-Q!

-TREASURER'S REPORT-

Credit Union Balance at 31.08.02.	\$867.29.
Cash Balance " " " "	\$820.35.
Total	\$1,687.64.

-COMING EVENTS-

Saturday, December 7th, from 10.30 am.

Club Christmas Party and Barbeque at the President's Property, Mozart Road, Oberon.
(See map in this Newsletter for instructions on how to get there).

ALSO!!! Check out the information on the next page about the P 76 Get-Together in
Canberra, next Easter!

-PRESIDENT'S REPORT-

First up, I want to offer my sincere apologies to all members for the big delay in getting our Newsletters out. As you would know by now, Phil has kindly volunteered to take on the Editor's job for a while, or until Dad's computer gets better.

I've had a bit of fun, lately. You know how I've been spending a lot of time and money getting my Black Beast VCC 934 straightened up, and rust removed, etc, in preparation for a proper respray, well, Project Cancelled! Courtesy of an XR 6 Falcon whose driver seemed to think the best way to get through a patch of morning sun-glare, was to plant his right foot. The end result: My poor P 76 is about two feet shorter than before!

On to the good news: I've now purchased another P! It is a Spanish Olive Executive fitted with a four-speed gearbox, and heavy-duty rear suspension. It is booked in with my favourite Panel-Beater next month to receive Dark Metallic green paint, and get any rust found removed.

I hope we'll have a turn-up at the Farm in December, and please remember that everyone is welcome to bring their sleeping bags if they want to stay overnight! Remember, if time permits, we hope to hold a P-bitz Garage Sale/Auction of unique or special P-parts to help boost the Club account.

See you on the 7 th at Oberon!

-YOUR 2001/2002 COMMITTEE-

PRESIDENT: Brian Hooper.....02 9863 8644.
VICE-PRES : Phil Crowther.....02 9628 9121.
SECRETARY: Kerry Dale.....02 9628 9121.
TREASURER: Gordon Crowther.....02 9872 4916.
PUBLIC OFFICER: Horst Riemann.....02 4625 6524.
EDITOR: Phil Crowther(again!)02 9628 9121.

-ORDINARY COMMITTEE MEMBERS-

Eddy Hooper.....02 9863 8644.
Norm Julian.....02 6365 5255.

-IMPORTANT NOTICE-

The General Meetings are held on the FIRST SATURDAY of every SECOND MONTH
(ie Feb, April, June, August, Oct, and Dec) at

TOONGABBIE BOWLING and RECREATION CLUB
12 STATION STREET, TOONGABBIE, at 2.30 p.m.

Submissions to this Newsletter are published mainly unmangled, (sorry, unexpurgated),
and the opinions expressed are not necessarily those of the Editor or the Committee.
Articles submitted for publication may be edited at the discretion of the Editor under
Committee guidelines.

Other P 76 Clubs are welcome to reproduce the original material in this Newsletter.
Mention of our Club, as the source, would be greatly appreciated. Please address all mail
to either:

The Editor,

or The Treasurer,

Phil Crowther
10 Petrie Close,
Bidwill, 2770.

Gordon Cowther
9 Supply Street,
Dundas, 2117.

DISCLAIMER THINGY:

Although all possible care is taken to ensure the accuracy and correctness of information
contained in articles published in this Newsletter, no responsibility can be taken by this
Club, and/or any of its members for any accidents, injury, damages etc, arising from any
attempt to utilise information contained in said articles. In other words, we will publish
P- 76 Handy Hints and Tech Tips, but if things get stuffed up, you've got to wear the
blame yourself!

LEYLAND P76 – 30TH ANNIVERSARY

2003 EASTER P76 NATIONAL GET TOGETHER CANBERRA ACT

The Canberra and District Leyland P76 Owners Club are hosting the 2003 Easter National Get Together, which marks the 30th anniversary of the launch of the P76.

Accommodation: Carotel Motel & Caravan Park, in Watson in the ACT.

It is a large site with rooms ranging from small Bungalows with room for up to 3 guests from \$74 per night, through to family cabins with kitchenettes and room for 10 people for \$150 per night (\$15 per person), as well as van and camping sites. The total capacity in rooms alone is for 650 guests.

Next Easter, Canberra will also be host city to the Corvette, EH Holden and Jaguar National Meetings, as well as a large Folk Festival. Many places are already fully booked, and accommodation is fast becoming scarce.

BOOK YOUR ACCOMMODATION NOW !!!

Members are requested to contact Carotel direct, and to book through the Marketing Manager Narelle Lambie via: **Telephone: (02) 6241 1377** (between the hours of 8.45 am to 2.45 pm Monday to Friday). **Fax: (02) 6241 6674** (to Narelle's attention).

email: info@carotel.com.au (with "P76 Easter Meeting" in the subject header).

Narelle will make every effort to put all P76ers in the same area.

More information on the accommodation site can be obtained from:

<http://www.carotel.com.au>

Draft Itinerary for the Easter Weekend (subject to change):

Friday: PM Tour

Saturday: 10 am Concours
12 pm Lunch
2 pm Tour of National Museum (possibly with P76- related exhibit)
6 pm Formal Dinner (possibly Lakeside Hotel – 1973 P76 Official Launch venue)

Sunday: Observation Run
Picnic Lunch
Tour Activities (War Memorial, Parliament House, Telstra Tower, or National Science and Technology Centre, etc)
Screening of various P76 video TV and Movie footage at the National Film and Sound Archives.
Dinner

Monday: Farewell Breakfast

General Queries (not accommodation bookings) to:

Alex Shoobridge – President, Canberra & District Leyland P76 Owners Club,
email: p7t6@bigpond.com

REPRINTED FROM WESTWORDS, SEPT 2002.

EDITOR'S REPORT.

First up, I'd like to offer an apology to all Club Members for the big delay in getting our Club's newsletter out to you. Due to circumstances beyond his control, Eddy's computer crashed in a way that made Pearl Harbour look like a Sunday School picnic, and even though we knew he was having major problems, there was not much any of the existing Committee could do to fix his system.

Fortunately, my new computer has just had a new hard drive re-configured after it had a major dummy spit, so my machine should be reliable for quite some time to come, and so I should be able to do the Editor's job for a while, without any computer problems-I hope!

Alright, enough of the excuses-let's get on with the business of being a Car Club! I'll make this a fairly detailed Editor's Report, as I have not yet had a chance to get a proper file of articles organized, so please excuse me while I mention the few items of P-related significance that I do have to hand.

We had an excellent turn-out at the BMC/Leyland Heritage Group's Luncheon at Granville RSL on September 15th. Kerry and I took our Green Targy, Gonky drove his beaut Bold-as-Brass Super, Brian drove GNU, our recently-rescued Span-Olive Super/Exec, and Eddy turned up in his Hot Red Targa. The Williams Clan from Como had their Force Sevens on display, and Tony DeLuca brought along his immaculate Crystal White Executive, so P 76's and Force Sevens were well represented! Warrewyk had a good collection of special interest Leyland photos on display, showing cars under restoration and even a nice convertible P!

One of the photos which caught my eye was a re-scanned copy of an old collage of Instamatic photos I'd taken many years ago, at a certain historical meeting at Lake Parramatta Park! I had taken the series of photos by standing on the bonnet of my old Nutmeg Super, Gonzo. In the near-foreground of the panorama, you could see a bronze XC Falcon sedan, which belonged to Joe Torony, who was the founding President of the Leyland P 76 Owners Club, way back in 1980, I think it was! Has it really been more than twenty years since those crazy days of seemingly-endless P-enthusiasm?

There were also several really nice examples of early BMC vehicles in the carpark on the day of the Luncheon, and one chap even brought along his immaculate Kimberley-they were a six-cylinder front-wheel drive enlarged version of the Austin 1800. Naturally, our cars were of great interest to those present, and they attracted much favourable comment for both their presentation and their standard of preservation.

Some old-time Owners Club members who had made the big move north to greener pastures in recent years had made an overnight dash down to Sydney to attend the dinner

(Greetings to Garth and Dave Collins!), and Luke Vrettos and Norm Julian also turned up to enjoy an afternoon of Leyland Comraderie.

During the course of the dinner, we met and talked to many of the original staff from the Zetland Factory, and it was most interesting to be able to meet people who were actually part of the history of Leyland.

I would certainly recommend these luncheons to any P-nut who would like to gain an insight into the history of Leyland in Oz! Some of the stories those people can tell you, of bungling and wastage, would be enough to make you cry!

Moving along, you have all no doubt heard of Star Trek, the Second Generation?

Well, I am pleased to be able to report that in our very own Club, we have a similar phenomenon (sort of...). Our Second Generation is of course, the sons of P-nutz from the founding years of the Owners Club. For example, we have Club President Brian, son of Eddy, and new member Greg Bryant's father Allen and mother Denise, were founding members of the Owners Club, way back in 1980, or 1981. Likewise, Matt Stockwell's dad Marty, was a keen Owners Club member back in the early '80's, and Matt, having inherited the bug from his dad, has been a true blue P-nut for many years now!

I have no doubt that if the likes of Mr Redhead, Mr Wark, or Mr Nicholson (all were veterans of the early years of P 76 Club motorsport) decide to expose their progeny to the joys of being a P-nut, in a few more years we will see another generation of dedicated P-nutz arise to carry the banner of the mighty P forward into the next decade!

Now, for a mention of how what goes around, comes around!

For most of the time I've been involved with P's, it has always been a pleasure to be able to help fellow enthusiasts procure needed spares, and the 82 P's which Gonky and I (with help from Mr Redhead, Mr Nicholson, and several others) have dismantled over the years have had their donor organs sent as far afield as QLD and SA. This has always been a great way to spread goodwill amongst fellow enthusiasts, and as long as there exists a strong network of Owners Clubs right across Oz, members have the reassurance of knowing that there will always be help available should you suffer a P 76 break-down whilst touring interstate.

Sadly, when a P-nut moves house or retires, it is not always possible for them to lug their entire collection with them, so, unless someone can give their beloved parts collection a new home, it goes to Mr Simms, or the Council tip. Recently, I had phone calls from two long-time P-nutz, both of whom are moving house, and both of whom have sizeable collections of P-treasures which must find new homes.

In the past, I have been able to help both of these gentleman in different ways, and now the wheel turns full circle, and they are unable to drag their large collections away with

them, I shall, in the next few weeks, with help from other P-nutz, rescue their collections of parts, and move said parts to safe storage. It is a sad fact that what a dedicated P-nut would regard as a useful collection of spare parts would be seen by any other person who was not a dedicated P-nut as being merely a collection of so much junk. Sentiments of that kind are most frequently expressed by long-suffering spouses!

Fortunately, we have the option of accepting the very kind offer made to us by El Presidento Brian, who has made available to us space at his Oberon property to store spare parts, so there is now no real excuse for anyone to send P-parts to Mr Simms, or the tip, anymore. Keeping in mind that, as just mentioned, we have a second generation of P-nutz now enjoying the delights of P 76 motoring, it becomes a matter of some necessity that we ensure that quantities of parts are kept in storage against the time when P-parts become genuinely scarce on the open market. It is important to ensure that maintenance and repair of our P's remains an economically viable proposition, because very few Owners Club members have at their disposal the sort of workshop facilities required to do custom fabrication of large panels such as doors and guards, etc.

So the message to our members this month is quite clear: Practically anything that is a P-part is worth saving, because every single part which goes to the tip, is a part which will not be used to help someone repair or restore their P 76. And so, a word of caution is appropriate at this time, as we acknowledge the fact that P-parts are becoming more scarce.

One factor which adds to the difficulty and expense of a P restoration, is the greed factor, wherein someone has amassed a large collection of parts, and either refuses to part with some of them, or else prices them so highly that your average P-nut simply cannot afford to purchase the parts he needs to complete the restoration, rebuild or repair of his vehicle. I have in the past encountered a few of these sad individuals, and Gordon and I have even been fooled by sad tales of woe and poverty, and have either given away parts, or sold them at Garage Sale prices to these people, only to find out later on that these same people have resold the same parts at vastly inflated prices to other, more desperate P-nutz! For example, how would you West Oz lads like to sell a Force Seven steering wheel in mint condition to a "poor struggling P-nut" for about \$30 (1992 price), and then find out about a week or two later that the same P-nut has sold it to someone else for about \$120?

I'm pleased to be able to report that our President, Brian has on many occasions given away P-parts to other P owners, some of whom are not even Club members. This kind of generosity serves as good publicity for our Club. This current Committee is dedicated to the objectives and goals of seeking to aid, advise and assist all of its members to obtain the maximum amount of enjoyment and pleasure from their P 76's, in an atmosphere of friendly P 76 fellowship. After all, isn't the whole point of having a Car Club to share our common interest in the P 76 in a comfortable social atmosphere?

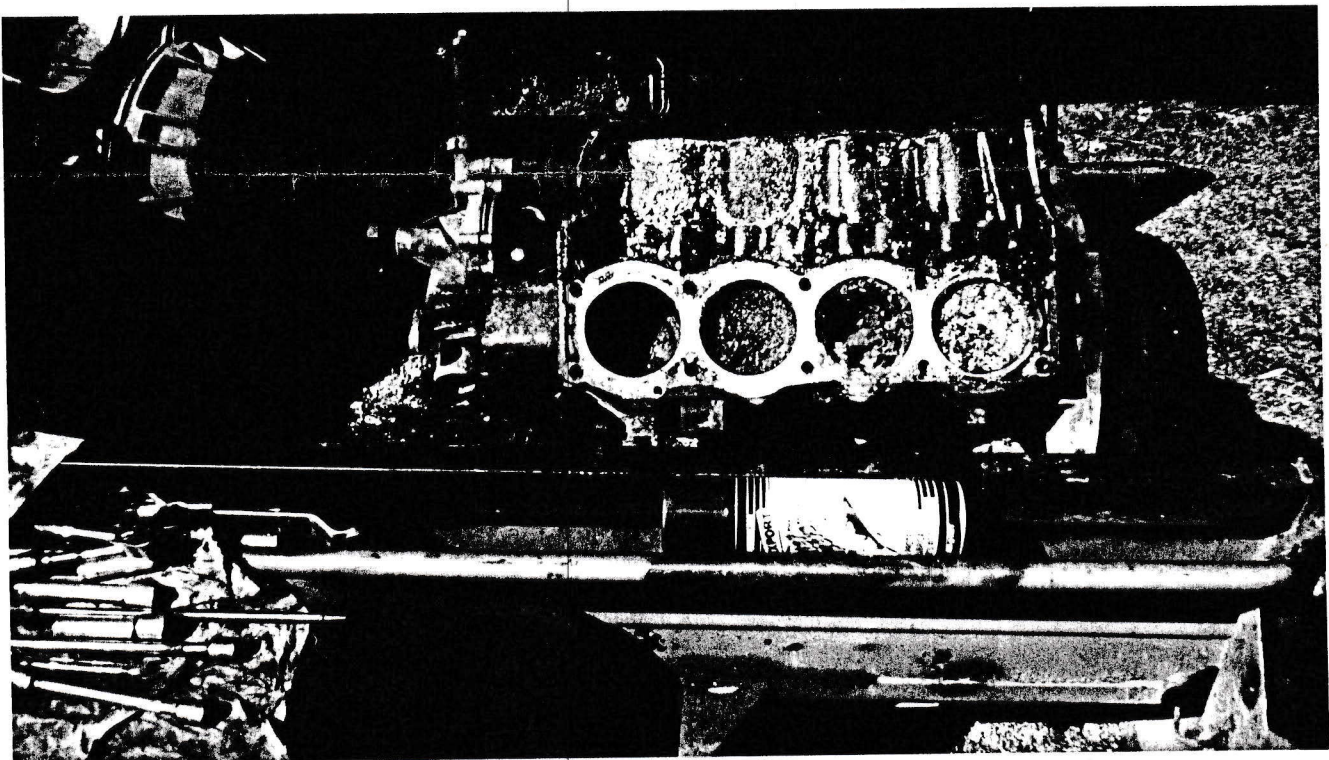
One last item to mention: The pricing policy for Club spares will always be to cover the purchase costs, and add on a dollar or two to ensure that the Club makes a small profit so as to maintain the Club accounts at a reasonable level, so that future purchases can be made. In the event of collections of spare parts being donated to the Club, as is currently the case, those spares are made available to Club members at COST price, which is usually just sufficient to cover the cost of preservation treatments, etc. The fuel costs incurred by members transporting these spares to the storage facility, are paid by us out of our own pockets-the Club does not re-imburse us for our expenses in this regard.

One idea which recently surfaced, was to hold a P-bitz parts Garage Sale, at the Club Christmas Party/Barbeque at Brian's Property, on Saturday, December 7th. The suggestion was that if members needed to off-load a few P-bitz to make more space in their garages, they could bring along a few items to the barbeque "Garage Sale". If there are any really special P-bitz in these collections we're picking up soon, we might try to "auction" them off at the Christmas Party to raise more funds for the Club account.

That way, members may pick up a special part at a bargain price, and in doing so, they're helping the Club finances remain strong so that the Club is less likely to miss out on future parts bargains.

Well, I think that's more than enough Editor's ravings for one month! I'd better get on with printing up the rest of this Newsletter! Alright, time for another photo-

This one is supposed to show what the inside of a P V-8 looks like after the engine has been left out in the weather for a year or two without protection. Some cylinders were filled with mouse poop, and others were filled with rusty sludge and muck! Wouldn't you think that someone could at least take the time to pour a bit of sump oil down into the inlet manifold and then cover the engine over with a plastic garden garbage bag, or something similar?



A TALE OF THREE P'S, OR, HOW TO TEACH AN OLD P GNU TRICKS. By Phil, with help from Gordon and Brian.

This is the story of how three brave P-nutz rescued three sad P's from a fate worse than Datsun death. A wicked and cruel rev-head had imprisoned the three poor P's in his back yard, and every now and then, when the mood took him, he would take GNU, the most registered of the three, out for a quarter mile thrash, seeking to break the elusive 13 second barrier. When something broke, as things sometimes do, he would return to his lair, and viciously remove parts from the other two P's to keep poor GNU going. After only a short time, the other two P's were confined to his back yard and garage on a semi-permanent basis, and there they languished, unloved and unmoving, seemingly destined to never turn another wheel.

One day, a nearly-handsome prince named Sir Dougy of Toongabbie happened to see the rev-head thrashing poor GNU along the street, and Sir Dougy, touched by the sad sight of a noble P suffering the burden of a chronic lack of appreciation, decided to speak to the rev-head, and perhaps try to negotiate terms to free GNU from his cruel master. Upon hearing that two other P's were being held captive by this depraved fiend, Sir Dougy immediately resolved to alert charitable and noble friends of his to their plight, and so in due course Sir Marty, and his dragon-slaying son, Sir Matt, (no relation to Door Matt, or his cousin Bath Matt) were made aware of the suffering of the poor P's.

In turn, the valiant and noble Sirs Mart and Matt contacted the brothers, Philby and Gonky of Leyland, and they, with their trusty protege Young Prince Brian, (son of Edith, the Scribe, or Scribbler, of higher Toongabbie), soon devised a cunning plan to free the three P's from the clutches of the evil tyrant.

And so it came to pass that the Leyland Bros and young Sir Brian were able to secure the release of the three P's, and there was much rejoicing in the land, but not much cash left after the ransom had been paid. The three P's had suffered greatly at the hands of the tyrant, and their spirits were sore and weary, but the Bros Leyland and young Sir Brian determined that, although all three P's were indeed sorely neglected, all would be candidates for eventual restoration.

GNU was a SpanOl Exec, converted to four-speed manual, fairly straight and tidy except for a small ding on the front of each front guard. He had a few spots of Factory-standard rust along the bottom edge of his back window, and some other beauty spots which would need attention later on.

Of the other two P's, one was once a Peel-me-a-Grape Super, with a four-speed gearbox and a terrible coating of grey primer. This P had been fitted with a sporty engine with all sorts of go-faster bits tacked on, but he had donated some of his vital parts to GNU to keep him going, and so this "Grey Ghost" was not in a driveable condition, and he needed much T.L.C. to get him going again. In fact, it was decided that this P would be an ideal

car for a Club Project, but that would have to wait until the Bros Leyland and young Sir Brian had financially recovered from the cost of paying the ransom to free these three P's.

The third P rescued was another SpanOl Super, a V-8 T-bar auto, fairly straight but suffering from being treated as a parts donor. It had even suffered the indignity of being made to wear Ford rims, and other Bodgie Bros parts. This P was transported up to young Sir Brian's Oberon Sanatorium, where it would have a chance to rest and recuperate until such times as the Bros Leyland and young Sir Brian could begin a restoration.

Also rescued from the tyrant were a couple of sad engines, filled either with rusty water or mice poop, and a few other mechanical spares, all in dire need of preservative treatment. There were a few gaskets and engine parts, and these were given a clean-up before being stored away to await the time when they will be used to help get one or more of these three P's back on the road.

Following a short period of intense work, GNU passed his registration exam with flying colours, and after a meticulous detailing by Sir Gonky, young Sir Brian drove GNU to the B.M.C./Leyland Heritage Day Meeting and Dinner at the Granville R.S.L. on Sunday 15th September. Sir Philby drove his Aspen (That's spelt a-s-p-E-n, the same as the township in Colarado, U.S.A.) Green Targa to the meeting, where it was put on display next to a couple of Force 7's belonging to the House of Williams, and there were several other almost vintage vehicles on display.

Although in the grander scheme of things GNU was not a particularly exceptional vehicle, never the less he looked really good, sitting in the carpark next to Sir Gonky's Bold-as-Brass Executive, and Edith the Scribe's bright Red Super. Also present was an exceptionally tidy Crystal White Executive belonging to Tony DeLuca, who was one of the original P 76 Owners Club people.

GNU's restoration has been an intense period of using our combined knowledge and talents to undo the damage wreaked by a cruel tyrant who was seriously ignorant of the most basic needs and desires of a P. There was evidence of mechanical abuse, and much of GNU's wiring was crispy and fried, but our combined stores of spare parts allowed us to repair or replace all of GNU's broken bits, and restore him to a state of grace. Even some of Mongrel's parts were donated to the effort to get GNU healthy again. Our original plan was to offer GNU for sale to allow us to recover the money spent on the ransom for GNU and his brothers, but even in this, cruel fate sought to thwart our plans.

One fine morning, young Sir Brian was riding his mighty black (and yellow, and red, and blue, etc, etc) beast to work, when he stopped at a red traffic light. Without warning, there came a mighty impact, as loud as an AU Falcon sedan, burying its nose into the rear of Sir Brian's trusty steed, which as you all know has been undergoing a long and expensive process of restoration. The mighty impact pushed the nose of Sir Brian's steed under the rear of the ute in front, causing much grinding and gnashing of eyebrow panels, blinkers and bonnet panels, grilles, and teeth.

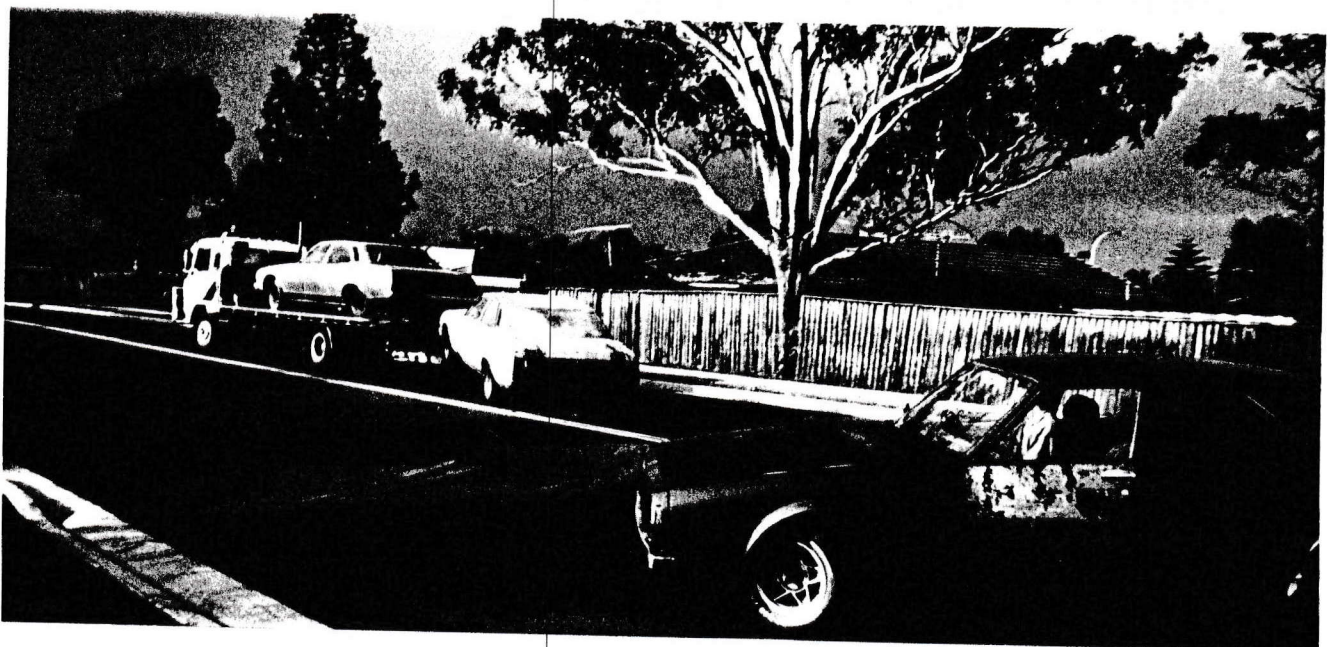
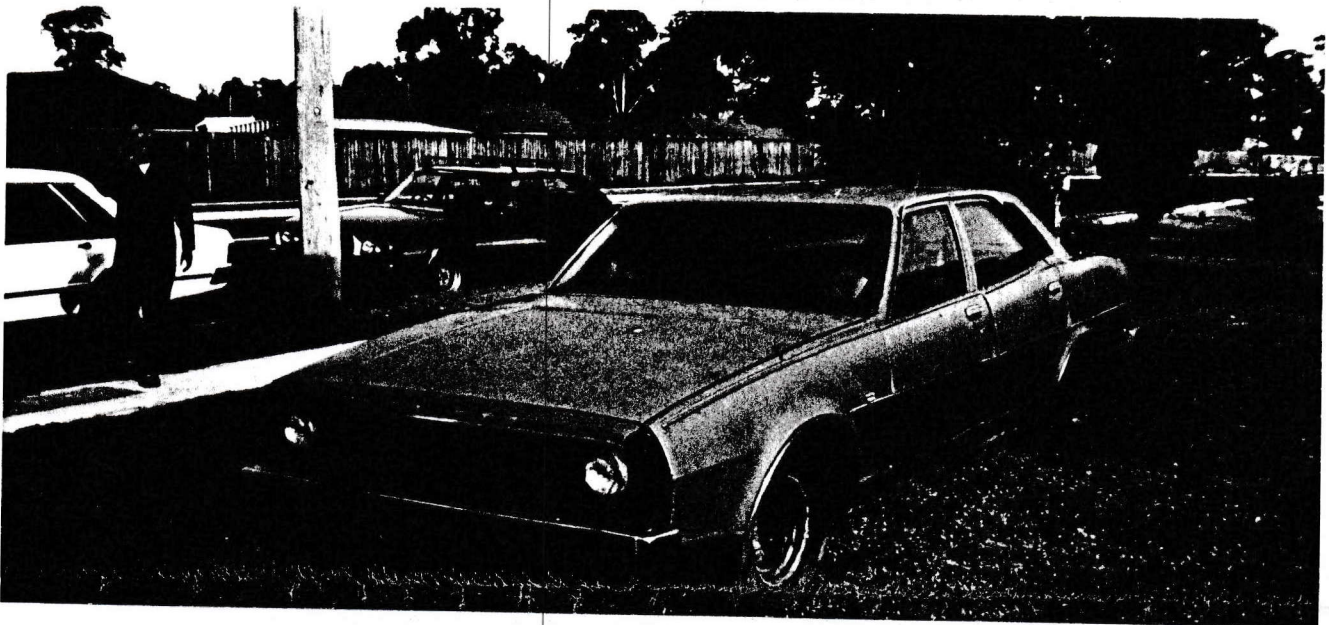
Fortunately, young Sir Brian was only slightly mangled and bruised, but his trusty steed was now considerably shorter, and it was bulging in places where most P's simply do not bulge. Naturally, Sir Brian was mightily agrieved, for his steed had served him long and true, and it was a sad thing to see a handsome P twisted into a shape resembling a demented Daihatsu.

So now Sir Brian, (The slightly hunch-backed) is riding GNU, his "new" steed, until such times as the royal houses of XXXX Fleet Rentals and their Insurers decided to pay for the damage and heartache caused by their servant's cruel negligence. Meanwhile, the Bros Leyland and Sir Brian are preparing to venture bravely out, and rescue more P's which are at risk of being abandoned and left unloved.

Is there a moral to this tale?

No.

The photos below show Sir Brian and the Bros Leyland, and Sir Steve, of Towing, rescuing the three P's from the abode of the evil tyrant.





Re: Policy Number: SPL2108461

Leyland P76 Owners Club NSW Inc Expiry Date 9/10/2002

Your policy for \$5,000,000.00 Public Liability is due to expire on the 9/10/2002

We wish to advise that Shannons Insurance will no longer be able to offer you Public Liability cover.

After reviewing our options, we have decided to withdraw from the writing of Public Liability Insurance.

This decision for Shannons was not taken lightly and came about due to the changes occurring within the Insurance Industry as a whole.

The decision not to offer renewal of this policy is not based on individual underwriting consideration.

If you have any queries, please do not hesitate in contacting me.

Yours sincerely

Anthony O'Donnell
State Manager
Shannons Insurance

~~BODGIE BROS MAP~~

~~AFTER HARTLEY VILLAGE,
TURN LEFT ONTO ROAD TO
JENOLAN CAVES~~

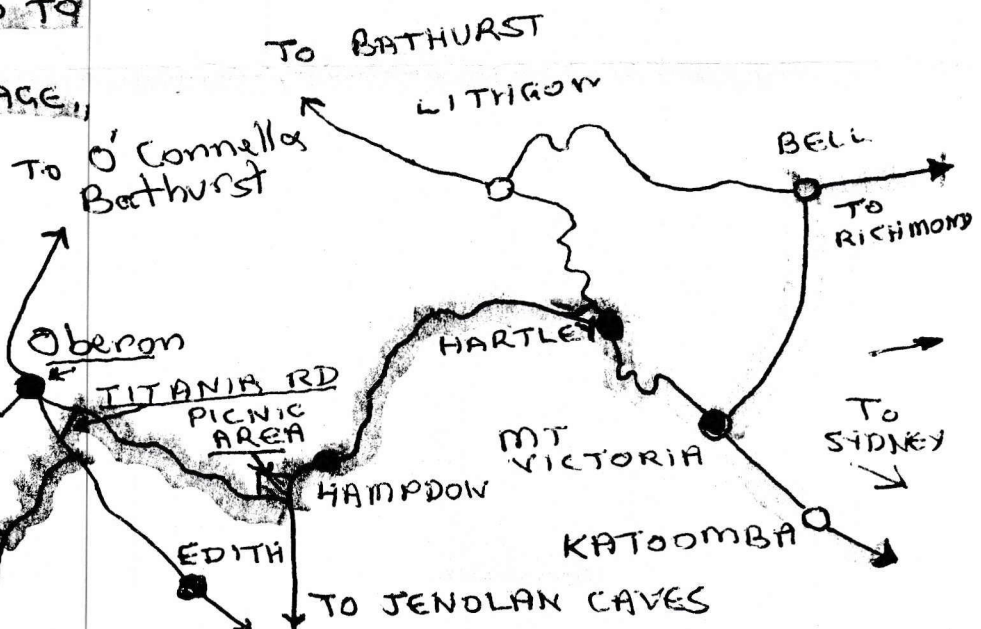
~~AFTER HAMPDON VILLAGE,
TURN RIGHT TOWARDS
OBERON~~

~~AFTER TITANIA RD,
LOOK FOR FIRE MARKS~~

MOZART RD/
(UNSEALED)

BRIAN'S
PDC
FARM

BLACK
SPRINGS



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