

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW INC.

www.p76clubnsw.org



Probably the first time this magazine has seen a Valiant on the front cover!

This is Shannon's (Our Esteemed Secretary) CL Valiant Charger. It is a 360 CID (That's 5.9 litres!) V8 4 Speed. What an Awesome looking car! Shannon's done a fantastic job on restoring this car, it looks terrific. I know some of you are thinking "why do we have a Charger on the cover of A P76 magazine?" well, this is a Car Club magazine...& Shannon is a member of this club....& he has done a bloody good job on his car, so why not!

The first time we saw this car was on our "Mystery Parts Run" to upper Colo. We met at Windsor & then traveled up the Putty Road to Hiltons joint. Big Steve had given us strict orders to "Behave ourselves" on the road, & then took the lead to set the pace. Set the pace indeed.... He was in the bloody Rodeo & was gone! I found out at lunch that Steve travels this road quite a bit....Shannon was behind him & I was behind Shannon in the Green Executive. The roads were quite twisty, but well cambered & surfaced. Like I said, Steve drew ahead, but Shannon held back, after all, this was the Chargers first run, the motor was new & a steady pace was what was needed to run it in.....all great in theory....but boys will be boys! I don't know what triggered Shannon off....It might have had something to do with me up his clacker, or my 4 barrel carby roaring it's head off whenever I could, but next thing, Shannon took off! My car is no slouch... 5 litre, 5 speed, extractors, 4 barrel blah blah blah, but I couldn't get him in straight line... That stubby Charger bum, would slowly pull away from me, no matter how hard I tried! Now don't forget, his motor is brand new & in need of "running in" & final tuning, so there's more to come.. Man it will be quick when it frees up! The corners were another matter though, the green rig was all over him. When we finally got to Hilton's place in Upper Colo, Shannon & I were laughing & giggling like school kids, his poor bloody car, smelling hot, clicking & creaking as the engine temp rose after we stopped, he said "That was it", there was no more to give, the big Charger was pretty scary around the corners, no matter what he did, the Leyland was up his arse in the corners! He didn't care, I didn't care we both had fun, & that's what cars like this are about... good fun!

Oh yeah.. We never got close to catching Steve in the Rodeo!

YOUR COMMITTEE FOR 2006-2007

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IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly 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 guidance.

ALL CORRESPONDANCE TO:
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GENERAL MEETINGS:

The General Meetings are held on the FIRST SATURDAY of EVERY MONTH at the CROWN ON McCREDIE HOTEL, CNR. FAIRFIELD & McCREDIE ROADS, GUILFORD NSW 2161. Ph. 9632 1888 at 2.30 pm

**Next Meeting is Wednesday 13th June
At 7.30 pm**

DISCLAIMER: (ALL CARE TAKEN BUT NO RESPONSIBILITY SIDE-STEP THINGY).



Warning smoking is
a health hazard!

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PRESIDENTS REPORT

May/June 2007

Welcome back to another edition of the Post. Another 2 months has past and the big news is we are moving. Well not me personally but our club is changing it's meeting place and time. As the Committee is striving constantly to improve conditions for club meetings as well as raising the value of being a club member we are again on the move. When I rejoined the club back in 2004 we met at Toongabbie Bowling Club on Saturday afternoons bi-monthly where we had no meeting room and had to compete with the PA system while holding a meeting. In 2005 we went to monthly meetings and to the Crown Hotel in Guildford, which gave us a room to meet in and a generally quieter environment. Even though this served us well for the last 2 years we knew that there had to be something better. Nearly 2 years ago I joined the Classic Rally Club, which meets at the Denistone Sports Club and is a nice quiet little bowling club in West Ryde with a great bistro and bar. This seemed perfect so after some negotiations as of our June meeting we will be at the Denistone Sports Club. The club is located at 59 Chatham Rd, West Ryde and our regular meetings will be on the second Wednesday of the month at 7.30pm. There is plenty of off street parking so come a bit early and have a meal with us. Our first meeting there will be 13th June and of course everyone is welcome.

The day out at the Nostalgia Drags at Western Sydney International Dragway was cancelled although Chris Teschke did attend to see a friend compete on the day. Instead we made contact with a fellow named Hilton Pollard who lives at Colo Heights and saw us at the Oakville Bush Fire Brigade Day. Hilton had told us that he had some NOS P76 parts so of course we were on to it. This day became the Mystery Parts Run and you can read about the day elsewhere in this mag.

A friend, Brian Madigan, and myself took part in the Classic Rally Clubs South Coast Classic tarmac rally in Brian's 1973 VW Beetle. It was certainly a weekend of highs and lows. Sadly Jason Birmingham was unable to join us as originally planned but you can read about our exploits in this issue. Speaking of tarmac rallies, the Classic Rally Clubs next event is the Twilight Classic, which is being held on Saturday 16th June from 2.00pm till later that night. The event starts and finishes in Penrith, covers around 300km, includes dinner and the entry fee is only \$50.00. Contact Alan Watson on 9653 1036.

Also coming up on the 7-8 July is the Jaguar Mountain Rally. This is a 2-day event. See the flyer in this issue for details but the big thing is no CAMS licence is required to do the Tour. A great way to get out and drive your P76. Finally the MG Classic Trial is set down for the 11-12 August. For info call Robert Smith on 9023 9448. For something a little different and a great way to settle those claimed horsepower arguments the Classic Rally Club is looking at organising a Dyno Day around September. Stay tuned for this one. (No pun intended).

That should be it for now. See you at the new meeting place. I hope you all have booked in for the 2008 Nationals. I know I have. Catch you all soon.

Steve Maher
President
Leyland P76 Owners Club NSW

THE EDITORS SAY.

Another couple of months have slipped away & I am back at the computer filling you full of more endless dribble! Firstly let me say a big thanks to Steve (El Presidente) & Uncle Phil Crowther, for their help with articles. I was whingeing to them about the whole magazine being about me & my escapades, & straight away, they came along to help. Thanks guys!

As most of you know, I have a mechanical workshop, & occasionally you see some crazy shit, but this one was extra crazy!. My daughters boyfriend just got his licence & had to have the obligatory Rodeo Extra cab. He eyed off this poor old thing with 300,000km that had been lowered to the deck. The thing was sitting on the bump stops, with the springs just cruising along for the ride. Me being an old fart, first thing I did was put the ride height back up a bit...not the whole lot, just a bit. You see they had put 5" (Yes 5 inch) lowering blocks in the back & wound the torsion bar front suspension right off. So I figure I would bring it up 2.5", so it would still be lowered, but at least it would have some suspension travel. Off he went, all smiles, but it seems his mates thought it was way too high! His mum rings a month or so later & asks me to have a look at the Ute... seems its banging in the back & steering all over the place. Good job this... To lower the Ute again, they packed up the 2.5" lowering blocks that I put in with about 20 washers, to drop the back down some more! Now, without a centre bolt to locate it all, the washers all fell out & we had a 4 wheel steer Rodeo! Scary!

The boy copped a big rev from his mum (She paid) & off he went again. Now a Couple of months later, mums on the phone & the boy is ready to set fire to the Ute...seems it keeps blowing fuses. The NRMA tows it in for me to look at...Man, I've never seen anything like it! Seems we've had another go at lowering it, but we didn't mess about this time. I've been told the process is called "Flipping the springs". What you do is pull the leaf springs apart & remove all the extra leaves (There were 8) You leave the 1st leaf in (You have to do that cause that's what the shackles bolt to) then you turn the 2nd spring upside down & clamp it to the 1st, which makes the whole spring flat (not to mention very weak). This made the back so low it was resting on the rear bump stops... yuk! still to high, take the bump stops out... Nah, still too high, it's sitting on the bump stop metal brackets... lets cut them off the chassis... Cool! What this achieves is a look called "Star gazing" where the nose of the Ute is higher than the rear. It also allows the diff to thump up against the Ute tray floor, grinding the wiring harness that runs along the underside of the floor to a pulp, blowing the fuses every couple of seconds! I took some photo's cause no one would believe me!



A shot of the "U Bolts" after the lowering blocks were taken out...Love the washers huh!



The "Flipped Spring" in the front & the nd hand replacement in the back... A little different

JB TO WEE JASPER!

It was a couple of weeks back now, but it was a lovely Sunday morning when I ventured south to downtown Canberra for a run with the Southerners. There were three very good reasons to head to the Nations Capitol... I'll explain. First, the head honcho down there (Alex Shoobridge) had cut a corner off a car many years ago cause it had an excellent battery tray & skirt & stuck it up in his garages roof. Now if you look a little further on in this wonderful magazine, you will see that I am dire need of that very piece. The gods caught wind of it & before you know it, he was offering it to me. Secondly, we have the Motoring appreciation day, where all us old car owners were to take our cars out for a burn, to get in everyone's face so they can see how many of us there are, So the Canberra club organized a club run to a place called "Wee Jasper"... And thirdly, I had sold a grille on Ebay from a MKII Zephyr that I had somehow inherited, & guess what? The guy who bought it lived in Canberra!

It was a good trip down too, lots of old cars on the road & the Green Rig getting plenty of thumbs up. I was sitting at the lights on Pennant Hills Rd, waiting to turn on to the M2, when beep, beep beep, there goes another P76, the driver waving madly.. I think it was Tony De-Luca from the Classic club! Further south on the F6, I was catching up to another familiar looking car...A Bitter Apricot Executive! It was Brian Madaford from the Country club. (He took the Mittagong Exit). I pulled up beside him & blew the horn... I scared shit out of him I think, cause he nearly crashed! There were also countless old Holdens heading south for some turn out, they all waved as I went past!. I got lost in Canberra due to some wonderful directions from Alex & arrived late (some things never change!) but we soon headed off to Wee Jasper (Who gave it that Bloody name?) Bryce French from the Canberra club had the Satellite Navigation so he took the lead, which soon had us heading up a dirt road....And then on to a road that the signs says was closed to through traffic... Looked like a 4wd track! Umm best we turn around & go where the road signs tell us!. Speaking of the roads... magic! They were a lot like Cootamundra roads, but with a few more corners thrown in. I had to shoot off to Yass to re-fuel while the others went on to Wee Jasper, & I gave the Executive a BIG stick...Great fun! The Leyland's suspension is all standard, (new but standard) but gee these cars handle & steer well. The only thing I wish I could change would be to give the power steering more weight & feel., but I can see why Big Steve wants to play Tarmac Rallies with his car.

There is a little take away/bar/petrol station at Wee Jasper that made good food, so we ordered stuff & took it to a lovely park/picnic area where we talked cars for the afternoon. Around 3.00pm we packed up & headed home. The trip home was relatively uneventful....Save for a toilet stop at the Merulan Twin servo's where there were a dozen or more EJ/EH Holden's parked . When I came back to the car they were all standing around the P76, pointing & peering inside....It was a little embarrassing....but they only had good things to say about the car. A little later I got a text message from my friend Neville Humphries in QLD to say his Targa won best 1970-79 in a big car show on the Sunshine Coast...A big deal when you think about all the competition from Holden Ford & Chrysler! Yes, the tide is definitely turning for our P76!



MYSTERY PARTS RUN

THE TRIP TO HILTONS TREASURE ISLAND

Sunday morning, 29th April dawned a beautiful sunny day, a great day for a club run. This run was a little unusual in that we had a destination but really didn't know what we would find once we got there. In for the run this day was Glenn Gray, Jason Birmingham and Brian Hooper in their Ps, Shannon Wharton in his recently restored Valiant CL Charger 360 V8 (a truly fine example and an excellent restoration), Michael Nugent in his Honda Accord (his Ps alternator died the night before so couldn't make the trip) and myself in the Rodeo ute. The group met at Macquarie Park, Windsor by the river and after a brisk drive up the Putty Road arrived at the home of our host, Hilton Pollard who had seen us at the Oakville Bush Fire Brigade car show back in March.

Hilton Pollard has lived at Colo Heights for many years running a mechanical workshop and service station. These days Hilton is retired. The service station closed down in the late 60s and the workshop a few years ago when Hilton decided to take it easy. Hilton is a Land Rover enthusiast mainly but all things BMC have been an interest for him. His stock of Land Rover/Range Rover parts both new and second hand could put a dealer to shame, in fact Hilton has bought a number of BMC/Leyland dealer/parts stockists inventories from across Australia over the years. He has some interesting oddities including the complete chassis and running gear of an ex British Army Land Rover 90 that saw service in the first Gulf War and his pride and joy is a chassis up fully restored 1950s Land Rover SWB in Australian Army Korean War livery, an excellent restoration.

On the parts front around 40 or 50 boxes of BMC/Leyland parts confronted us. After unstacking all these boxes we systematically went through the lot specifically looking for P76 parts but whilst an interesting exercise it proved to present us with slim pickings. Our inventory consisted of the following NOS parts:

- 2 sets of rear coil springs

- 1 RHR tail light lens

- 20 Leyland badges for the centre of the steering wheel horn pad

- 20 V8 engine accelerator linkage ball joints.

As I said, slim pickings, but the club bought the lot and they are available to club members. The tail light lens is already sold, (me), but the rest is up for grabs. Club members only will have first bite before offering them to other P76 clubs. They will not be sold on Ebay. Prices are as follows:

- Coil springs \$50.00 Pair

- Horn Pad Badges \$5.00 each

- Accelerator Linkages \$5.00 each

Contact Jason Birmingham our Parts Officer if you wish to purchase any.

After packing up and leaving Hilton to his own devices most of us continued up to Colo Heights Service Station/Café for a beaut lunch and the obligatory P76 discussion. From there we all headed home. The only hiccup all day was when Brian Hooper's P failed to proceed just outside Wilberforce on the way home. Jason performed an excellent diagnosis with a failed rotor button the offending part. I drove Brian home where he borrowed the rotor button from Eddies Targa (his Dad) and took him back to the where it started first kick. All in all, a very nice day out.

Steve Maher

THE UPS AND DOWNS OF THE NSW SOUTH COAST

Saturday the 19th May had what the locals on the NSW Southern Highlands would call a brisk morning but for Brian Madigan, myself and the 31 other crews, not to mention the officials, it was just damn cold, windy and cold, but also importantly sunny and dry. 32 crews had entered the inaugural NSW South Coast Classic Rally in 3 divisions. Brian and I were 1 of 11 crews attempting the Tour Division in Brian's 1973 VW Beetle 1600. The cool, crisp, clean air of Moss Vale helped to clear the cobwebs from the brain after a 6 o'clock departure from Sydney to make breakfast and competitor briefing at 7.30.



Already we had struck trouble as on the trip down the Hume Highway some road debris flicked up off the front wheel and damaged the probe sensor for our electronic trip meter, so we will have to do the event using the standard VW odometer only to keep us on track. This was to be a handicap but meant the navigator -me- would have to work twice as hard to stop us getting lost. At 10 minutes past 9 we were on our way, Section 1 about 140km before lunch.

The event took us around some great roads in the Southern Highlands through Robertson and into Kangaroo Valley where a very hearty lunch was had at Kangaroo Valley Golf and Country Resort. The Bug seemed happy cruising along these roads with not too many up-hills - the bug doesn't like ups.

After lunch another 180km Section took us down through Kangaroo Valley to Nowra and on to Batemans Bay for the overnight stop. Again the bug was cruising well with no apparent problems and Brian and I were working well despite the lack of tripmeter. The finish at the Batemans Bay Bowling Club, which was also the venue for that night's dinner, was a welcome sight with only a tiebreaker to come. The tiebreaker was simply a test of how close the driver could place the centre of his front wheel to a white line on the road. The closest in our division was 3cm, ours was 30cm, and clearly Brian has something to work on. Only one competitor got it spot on and the worst was 110cm (God knows where he was looking). That's when it all went to pot. The bug was dying.

As we left Control the Oil Pressure warning light came on. We stopped immediately and checked the oil level, which was down a bit so it was topped up and the engine restarted. The warning light didn't go out so a short drive up the street to a service station was as far as the bug would go under its own steam. The problem was terminal. A total lack of oil pressure. Our rally was over.

On the way to dinner we joked with a couple of other competitors that it would be funny if we had clean sheeted, that is no loss of points, only to go out with engine failure. Well the results after dinner showed car 10, the Madigan/Maher VW with no loss of points. Talk about de ja vu.

Our rally was over but we still had to get home and the car needed to be fixed or shipped back to Sydney. Luckily a friend of mine, Wayne Horsfall, who has a mechanical workshop in Ulladulla and is a VW specialist, offered to come down and retrieve the bug. Its now in his workshop where a sheered oil pump drive was diagnosed and a new engine is being built. Many Thanks Wayne and Daneen. Fellow rally competitors, Ian Packard and Phil McFarlane in their 1978 Peugeot 504 offered to take us back to Sydney via the rally route as they were of course still competing in the rally.



And so from Batemans Bay on Sunday morning Section 3 took us 280km up the Kings Highway through Braidwood to Bungendore for lunch at Bungendore Bowling Club put on by the local Rotary Club. After lunch and into Section 4 for a 170km run back to Sutton Forest and the Finish. On the way some creative navigating skills were required to work out where to go. We, and a number of others waited till the rally leaders came through and we followed them. Not particularly ingenious but effective.

So that was our South Coast Classic. We weren't the only ones to DNF as Rosa and Anthony Votano also retired their beautiful TVR Chimeron with overheating problems. Many Thanks to Ian Packard and Phil McFarlane for getting us home. Well be back next year. Hopefully I will be in my P76.

Taxi Talk

Well we are started on the big Taxi....& things are moving ahead. The Deluxe is isn on the hoist & I have removed the front end/crossmember, struts, rack & all the stuff on the front. The first job I tackled was the rust in the LH chassis rail. As is always the case with rust, things are worse than they seem, & I eventually cut 400mm out of the rail, both on the bottom & outside. Where the crossmember bolts up to the rail, there is another section inside, along with two tubes to stop the rail collapsing when the crossmember bolts up. I replaced all of this. There is a bus Depot opposite my work & they have a body shop with a guillotine & folder, so this made things a little easier, even though, all the curves & shapes made it a challenge.



Rail with outer skin stripped away



Rail with rust cut out (Note Tubes)



Making inner rail member

The rail turned out very good, When I proof Cote it you wont be able to pick that's it ever been repaired. Next task was the battery tray/skirt area. The leaking battery that caused all this rail damage had also rusted the Battery tray & skirt area behind the headlight. I chopped the battery tray out 1st, then appraised where the good metal starts, drew a line around it & got the air hacksaw into it.... Leaving me with a rather large hole. The plan was to get another battery tray folded up across the road & make up the skirt from flat sheet steel, but talking to Alex Shoobridge from ACT revealed he had just the thing for me,,, A whole

Corner off a car he wrecked many years earlier. Anyway, the battery tray/skirt repair will wait until I finish the nose /front of car repair.



Rusty Battery Tray



Section Cut Out



New Repair Section

The next job turned into a bloody headache. When I picked the car up from Coota, the bonnet wasn't fitted, so when I got it back to work I fitted & lined the bonnet up to check the gaps...Yeah well the gaps were shit! The main concern centered around the LHF corner of the bonnet which was about 5mm too high. I knocked it around with a block of timber & a hammer (Great tools for adjusting the gaps!) but it wasn't going anywhere much. On closer examination, it wasn't the bonnet that was too high, but the nose & LHF guard that was too low. You see it has had a little hit in the front & Dodgy Brothers had repaired it. The front 2" of the LHF guard were bent down, Either they hadn't picked it up or couldn't be bothered, & when they welded the new nose in place, they lined it up with that. Comes time to put the bonnet on & guess what? It doesn't fit! I can hear the words" Who cares... It's only a Fu#\$%ing P76"

The front of a P76 is very straight & angular, & irregular gaps & lines stick out like dogs Balls & it's also a pet hate of mine, so there was no easy way out. First thing was to cut the welded nose back off the front of the car.. Originally this was spot welded to the bonnet plate, but our boys had mig welded it from the top meaning I couldn't drill out the spot welds. What I had to do was open up the gap between the spot welds & cut through the welds with an air hacksaw. Yes it took ages, but I got the nose off in surprisingly good shape. When I got the nose off, I was tidying up the front of the bonnet plate where it welds on to, & was looking at all these bits of metal still on the bonnet plate, spot welded there.....It then dawned on me ... The bloody pricks before me were too lazy to grind off the leftovers of the 1st nose....they just left it there & welded the new nose on top of it! The headlight panels on both sides were rooted as well as the headlights had been punched back through tem, so they had to go...at least I could drill out the spot welds here though.



Front Stripped off



Bits of the 1st nose left on!



Front tidied up ready to re-assemble

Now that that was apart, I can go back to lining stuff up. I had to repair the front edge of the guard that was too low (you can see in the picture on the next page how they left that!) , stick the bonnet on & line that up with the guard. The "Eyes" on the bonnet hinge on that side had somehow opened up, allowing it to move around a lot, so I cut the hinge off the bonnet, closed the eyes up & welded it back on. Happy at last with the fit of the bonnet & guard, it was simply a matter of welding the nose back on in the correct position. Not having access to a spot welder, I drilled 8mm holes through the bonnet plate & "pool welded" the two together so as to achieve a similar finish to a spot weld. Came up good.

Next job was to make the die cast corners fit the front guards correctly. In a perfect world, you would just "Bolt them on"....Yeah right! The leading edge of both front guards were damaged enough to make this part a joke, Much welding, heating, adjusting (read hitting with hammer) & lastly, a skim of bog, got the corners fitting ok. You see I had to have the corners fitting correctly for the next job, which is fitting in new headlight panels. I got the new panels from James Mentiplay in WA & they will make the end result terrific. Getting these in correctly is all important. Have a think about the front end of these cars... Everything bolts on to these headlight panels. The indicators, headlight rims & grille all run off these panels, so if they weld in crooked, the front will look crooked. So....I "Self Tappered" them in place, with large enough holes so I can move them about. Next I assembled the front together, that is indicators, headlight rims, & grille, so I can set it up correctly. A fiddly bloody job... put it together....look at the gaps.....pull it apart & adjust the headlight panel position. Then put it back together again... & so on & so on! Eventually I got it pretty well straight, then was simple just to weld it all together. That's the end of that part now...I can go back to the battery tray & get a go at that!



"P-Part" Treasure Hunt

Phil Crowther

Just like many of these adventures do, this one started because Brian does not know how to say "NO" when someone offers him a hoard of P-parts, so this time we were off to Dung-hog, er, make that Dungog, in the foothills of the beautiful Barrington Ranges, just a few scenic kms north of the Hunter River.

After a bit of confusion as to whether the sale of a Nutmeg Targa and "some parts" was to proceed, Brian arranged to meet me at Dungog on the Saturday afternoon at 11 am. Departure from Charbon saw me arriving at the round-a-bout in the main street of Dungog at about 3 :30 on an overcast afternoon just in time to follow Brian out of town to the other P-nut's place.

Steve's collection of P-parts was typical of what we've come to expect over the years, with every P-part from old seat belts to unknown chrome parts scattered around an old cow shed in joyous disorder. A collection of old seats, radiators, bumpers, interior parts, and enough bits to build about three more P-76's meant that the Nutmeg Targa was filled with some of the spares, and Brian's Ford wagon was also filled to the roof with various treasures.

My big box trailer was filled with some of the heavier spares, such as old transmissions and gearboxes, hundreds(!) of rear axles and suspension bits, and dozens of brake calipers, disc rotors, boxes of bolts, and of course, enough doors, bonnets and boots to keep a room full of welding apprentices busy for a month of Sundays. There were also some interesting six-cylinder engine parts, including a couple of cylinder heads, and assorted brake boosters, pipes and linings.

To keep the back of the Ute as light as possible, we only loaded the "lighter" spares such as interior bits and dashboard parts, while a big range of the heavier metal parts was stacked on the front end of the Ute's tray. After about two hours' worth of serious activity, Brian's off-sider, Sir Eddith of Toony, was most anxious to be on his way, so we departed Steve's place, with the big trailer waddling along behind the Ford, and the Targa and Brian following behind.

About five kms out of Dunnygog, Brian flagged me down, saying that he had seen smoke coming from my trailer's tyres. Sure enough, the left Tear mudguard had been making grooves in the left rear tyre, because the left rear leaf spring

had broken its rear bracket, and the spring had popped out from under the trailer body, allowing the mudguard to drop onto the tyre!

Bravely, we sent Sir Eddith on his way, since he may have been anxious to meet his hot date for that evening back in Sydney, and then Brian and I jacked up the trailer, kicked the axle until it was (nearly) straight, and then tied the rear of the spring into place under the trailer frame with a piece of rope. With the wheel alignment almost correct, we then proceeded to head for Maitland, to refuel ourselves and the cars" and then we headed west into the gathering gloom, intending to stop off at Charbon to perform emergency metal surgery on the trailer's spring bracket.

Having come through from Bylong that afternoon, I knew that the Bylong Road was in very poor condition after some recent heavy rain, and I didn't think that the trailer would survive a trip along the Bylong Road, so we opted instead to travel the "long way around" via Merriwa, Ulan and Mudgee, which was a much longer route, but at least it was a sealed road all the way, and there were no car-swallowing pot-holes to worry about. About 11 pm we drove into Mudgee, expecting the local 24-hour service station to be open, but of course, it had shut at 10 pm, so we then decided to continue on to Lithgow to refuel. We reached Lithgow at about 1:15 am, and grabbed some fuel for the cars and munchies for ourselves, and then we headed west along the Great Western Goat-Track, finally arriving at Brian's farm, near Oberon at about half-past God-knows when. I think we finally sacked out at about 4 am, and a very rude chorus of magpies or some other dumb birds finally stirred us awake at about 9 am. After brekky, which was some wonderful cardboard cereal things, we started the big unpacking thingy, which involved stacking parts in places which were already impossibly full of parts already, and some time around 3 pm, I finally said "bye-bye" to Brian and I headed for home

On Monday, I retraced my route to Dungog, with the trailer bouncing merrily along behind the Ford ute. I arrived at Steve's farm about 4 pm, just in time to get caught in a lovely afternoon rainstorm, which continued for the whole time I was there, attempting to load the rest of the spares into the ute or the trailer. This time it was seats and trim bits into the tray of the ute, and axles, tail-shafts, bumpers, heaters. brake boosters, and heaps of chrome pieces into the trailer. Plus fuel tanks, filler spouts, brake lines, and lots more general junk or treasures. Before I left the farm, I tied a length of sturdy rope around the right-rear spring and tied the rope off against the left-side tie-rail, because the right-hand side spring bracket had dropped off somewhere, and I had a better chance of getting home in one piece if the trailer springs stayed attached to the trailer. Approaching Denman, I decided to take my chances on the "Bylong Goat Track", and so I headed up through the back roads which run around the north-western fringe of the Wollemi National Park, and took advantage of the fact that these roads provide a motorist with a short-cut which saves about an hour of traveling time. Of course, when I hit the Bylong Road the bumps were so bad that I could only do about 15 to 20 kph_ and so it was about 1 am when I finally arrived at Charbon. So much for the time-saving short-cut! Then, over the next few days, while the trailer was parked next to the house waiting for Brian to come and get it, we had a couple of thunderstorms blow over dumping about 150 mm of heavy rain on the local area and thoroughly soaking everything in the trailer. I love the smell of mouldy upholstery! took advantage of a rare spell of fine weather to fabricate a containment shackle for the trailer springs, and I bolted it to the frame of the trailer on the Friday afternoon, so that the trailer would be ready for Brian to call by to drag it and its precious cargo down to Oberon. With the cost of fuel the way it is, and the wear and tear on the trailer and our personal vehicles, you may wonder why we do this sort of thing; salvaging P-parts which will almost certainly never be sold for any sort of profit Well, the answer is simply that the number of road-registered P's is diminishing daily, and not all of the cars which get deregistered end up with Historic vehicle Rego's so they can come out to play on Club Outing days. There are many other factors behind the drop in "visible P-76 numbers, but the final equation has a lot to do with convenience. For most P-owners, their everyday car now is some other brand of vehicle, usually a much younger and more reliable car. One factor which does contribute to the declining number of road-registered P's is the perceived scarcity of parts, which often serves to discourage a potential P-owner or collector from purchasing one or more p's for future restoration.

This is why the work that Brian does salvaging these collections of old P-parts is so important. Most potential P-collectors are wary of how parts for "old" or collectable cars can be prohibitively expensive, and the cost of restoring an older car must always be budgeted as a loss, because the chances of selling a fully restored P-76, after years of effort, at a profit are so slim as to be negligible, so a potential P-restorer, faced with a profiteering P-parts vendor, is likely to become seriously discouraged, very quickly.

On the other hand, if a potential P-collector is lucky enough to get in touch with Brian, there's a good chance that Brian will be able to supply him (or her) with almost all of the parts needed to begin the transformation of a dilapidated rust-bucket into a collectable classic, at a price which will not break anyone's budget. There are also many P-parts available to P-Club members which have been reconditioned to a high standard by specialists in suspension, upholstery and general mechanical work, so the technical expertise already exists to help the would-be collector or restorer get their P-76 restoration project up and running.

(Continued On Back Page)

P76 NATIONALS GEELONG 2008

Dear P76 Owners and Families

Well we are underway with the planning for the 2008 P76 Nationals to be held in Victoria at Easter in 2008, over the long weekend starting on Good Friday 21 March 2008 and finishing on Monday 24 March 2008. We are putting together what we think will be an interesting program of events of which we will forward more information as we get closer and the details are finalized. This letter is to advise you and your club members of one of the most important issues - the accommodation. Our committee has decided that the 2008 Nationals will be staged in Geelong, the 2d largest city outside of Melbourne. Geelong is about a 90-minute drive from Melbourne, and one of the oldest cities in Victoria. It is a major port, the home of Ford manufacturing, and has some interesting tourist centres. It is not far from the Great Ocean Road or from Ballarat - both major tourist attractions.

One of the objectives set by our committee is to maximize the exposure of our great car to the general public. We have been doing this within our club with great results - our membership is increasing and the standard of our cars is steadily improving. We want to continue this process of public exposure at our National get together. So Geelong makes a good choice we believe.

On behalf of all the clubs, our club has made a booking for a number of cabins in a campground in Geelong called the "Riverglen Holiday Park". It is a good quality campground on the outskirts of Geelong, and close to shops and other accommodation should members wish to stay elsewhere. I have enclosed a couple of brochures for your committee to see. The cost for one of the cabins we have booked is \$90 per night with a minimum of 4 nights over the Easter period - this can be the Thursday to the Sunday nights; or Friday through Monday nights. This price is consistent with most campgrounds in Victoria over the Easter period as is the 4-day minimum booking. These are luxury cabins and will sleep six. The \$90 is for two people, with extras costing \$10 each per night.

We will need to finalise and confirm the bookings as early as possible as accommodation is at a premium over Easter. We also have to pay a deposit when confirming.. Should members wish to arrange their own accommodation that is fine, but we do suggest they get in quickly, no matter where they want to stay. If members want to stay in the Riverglen, but want to camp - again let us know as we can add it to the bookings we have made. A \$50 deposit will also be required for these campgrounds. Cost of a powered campsite is \$29 per day again with a minimum of 4 days. We need to confirm our arrangements at Riverglen by no later than Easter this year, so we would require anyone who wants to stay at the Riverglen to send us a \$50 deposit before then - no later than 25 March 2007.

One of the benefits of all staying at the one venue will be that the P76 talking and comparing cars can go on till late over a few beers without worrying about Booze Buses!! Riverglen will be the Nationals Headquarters, and all of our committee will be staying there. There are large parks opposite the campground with some good children's play equipment. We want to encourage family participation, and there is plenty for the family to do in Geelong.

As we finalise events and things such as club souvenirs and the final dinner etc., we will let all clubs know what the final costs for the 2008 nationals will be. We will keep them to a minimum, and make most things and costs optional.

We are looking forward to making this a great event for all clubs and their members,

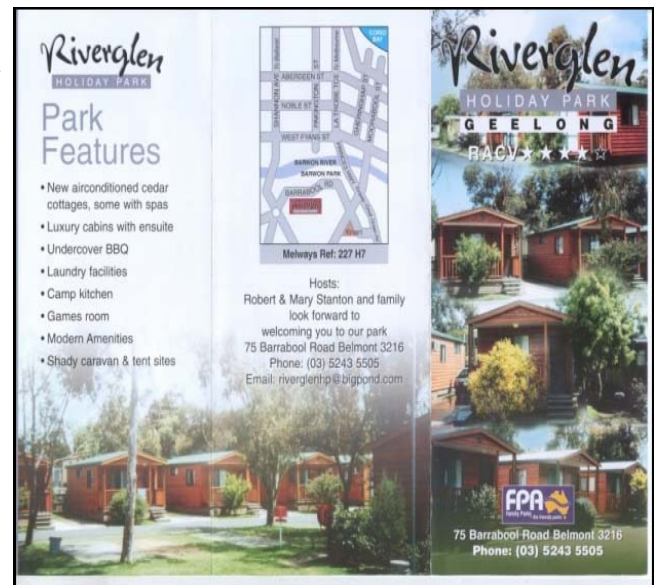
If you have any queries please drop me an email on

Ken.Westem@exemall.com.au or give me a call on 03 9873 5581 or my mobile number below.

Best regards,

Ken Western Vice President Coordinating Committee - 2008 P76 Nationals

0417 364 894



MINUTES OF GENERAL MEETING SATURDAY 7 APRIL 2007

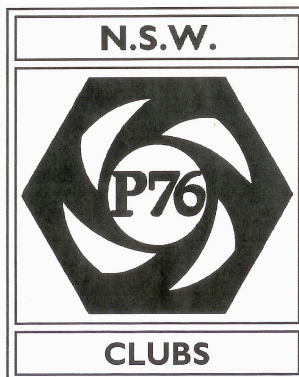
Meeting Opened:	3.30pm
Attendance:	As per the attendance book
Apologies:	Glen Gray, Brian Hooper and Eddie Hooper
Minutes of Previous Meeting:	Previous minutes seconded by Steve Maher. CAMS Supersprint Championship newsletter; CAMS minutes for February meeting; CAMS 2007 Official Training Calendar; Other various CAMS Newsletters; P76 Penzed Newsletter; West Words Newsletter; Victorian Newsletter; Classic Car Club Newsletter for February and March; SA Newsletter; Country Club Newsletter; Queensland Bulletin Newsletter; RTA letter about Anniversary Number Plates; Thank You Card from the Livingstone family; Leyland Australia Heritage Group Letter; Centro Roselands letter about Car Show; Imperial Hotel letter; NSW State Council of CAMS Agenda for April.
Correspondence In:	
Treasurer Report:	\$3111.52 in Bank
Issues Arising from Previous Minutes:	
April Run	April run has been cancelled due to Norm Julian in Orange being in hospital although he would be happy to have us at another time in the future. A Get Well Card will be sent on behalf of the Club
Post Office Box	It was agreed by Steve, Shannon and Chris to leave the PO Box where it stands at the same place.
General Business:	
April Run	It was suggested by Chris that instead of our weekend away in late April, that we head to the Nostalgia Drags at Eastern Creek next weekend.
Pitt Town Car Show	Shannon, Jason and Steve turned up at the Pitt Town Car Show where Steve talked to a man with NOS Leyland parts and wondered if we were interested. Steve is getting in contact with the man to see if we can come see his parts collection at a time convenient for him. Hopefully on the 29 April 2007.
General Meeting	Steve discussed changing the time and place of monthly meeting.
Meeting Closed:	5.00pm

Of course, if large collections of P-parts went to the dump every time someone had to move house, or get divorced, Of they simply lost interest, it would not be long before there was a serious shortage of P-parts, and then there would be a good chance that some amount of profiteering would take place when certain unscrupulous vendors would attempt to cash-in on the scarcity value of their hoarded P-parts. If that scenario became a reality, there would be no new enthusiasts joining the Clubs to share their enthusiasm and interest with other P-nutz.

Obviously then, we must commend the efforts of Brian, and others like him who sometimes dedicate their entire weekends and incur great personal expense to salvage collections of P-parts which would otherwise be dumped and thus lost forever. Sometime in the not-too-distant future, P-76 enthusiasts will appreciate the work done by Brian and those nameless others to preserve stocks of parts for the sake of the future survival of the P-76.

In recognition of his unselfishness and generosity of spirit, ill cast my vote that Brian receives Life Membership in the Owners Club for his good work.

**Leyland P76 Owners Club Of
NSW**



Leyland.
The new driving force.

Return Address: P.O Box 1005 Campbelltown NSW