



**NEWSLETTER
NUMBER 22**

THE LEYLAND POST



Since 1982

**LEYLAND P76 OWNERS CLUB OF NSW
INC.**

www.p76clubnsw.org

Inside This Issue



P76 Heaven. Brian Hooper has about 40 P76's at his Oberon farm, as well as a shed full of second hand and NOS parts.



Part of the static P76 display at the Powerhouse Museum Discovery Centre open day.

YOUR COMMITTEE FOR 2007-2008

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Marty Stockwell			02 9636 5990

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:
THE LEYLAND P76 OWNERS CLUB OF NSW, INC.
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KINGSWOOD NSW 2747
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the Second Wednesday of EVERY MONTH at the Denistone Sports Club, 59 Chatham Road, West Ryde.

**Next Meeting is the Christmas Party - 2nd December
at Fagan Park. Be there from 9.00am.
Don't forget a \$2 coin to gain entry**

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



Warning smoking is
a health hazard!

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PRESIDENTS REPORT

November-December 2007

Well its magazine time again and time for all the news that's past, present and future. The club has been busy over the last couple of months with a trip to Brian Hooper's Leyland Farm at Oberon and a day out at the Powerhouse Museum Discovery Centre for a P76 Display, presentation by Barry Anderson and back room tour of the museum. Both great days with lots of Leyland stuff to digest. A big welcome to our newest member, Terry James, who has bought an Omega Navy Targa Florio from Victoria. It's a little rough around the edges but has already had new suspension and steering fitted as part of its upgrade so it has found a good home.



The committee has been busy also with the big news that our club is now part of the NSW RTA Historic/Concessional Registration Scheme. Our club Secretary, Shannon, has agreed to take on the position of Club Registrar so he will be looking after the clubs Historic Plates Registry and Log Book. Many Thanks Shannon. Shannon has also been busy organising new Membership Cards, which will become available soon. If you have received this magazine by snail

mail your membership card is inside, if it's by email your card will be posted to you. Which reminds me, please let me know if you want to receive your magazine by mail or email in the future. We would prefer to send it by email as it saves the club money but the choice is yours. We also have a new mailing address. Everyone please amend your address books. The new address is:

P.O. Box 90

Kingswood NSW 2747

Yes I know "Kingswood" but we don't have suburbs called Leyland, P76, Deluxe, Super, Executive and definitely not Targa Florio. We have done this primarily to lighten the load on our club Treasurer, Chris, who is very busy.

The clubs Christmas BBQ this year is to be held at Fagan Park, Galston on Sunday 2nd December any time after 9am. I will be there around 8am to grab us a covered spot. There are electric BBQs available and a Historic farm to check out. Vehicle entry is by \$2 coin, so don't forget yours. After the BBQ we will have another chance to catch up before Christmas on our regular meeting night for an informal dinner get together.

A little project I have been working on for the past few months of course is the Force 7 model kit. Now is the time to let me know if you want to reserve one, as stocks will be extremely limited with only a small number available to each club. Only 76 models will be made with 75 to be spread across the P76 clubs of Australia and New Zealand and 1 to be auctioned at the Geelong Nationals. Many will miss out so don't wait too long.

Well the year is almost at an end so I would like to take this opportunity to wish you all and your families a Merry Christmas and a Happy New Year. Bring On the 2008 Geelong Nationals.

Steve Maher
President

THE LEYLAND POST

Steve Maher

THE EDITORS SAY..

Hi All!

I am starting this the day after the October club meeting at Denistone. I know this is usually a bit early to start on the December edition of the magazine, but I had an interesting night and I want to pass on my thanks to a number of people.

The October meeting was always going to be a little bit different because Hal Moloney came down from Newcastle with me for the first time in many years. We arrived about 7.00pm when there was only one other P76 in the carpark. I parked on the other side of the carpark and got out. Marty Stockwell came straight up to me and suggested that I park next to his car to keep the P's together. I said fine, got in the car and turned the key. There was nothing. Not even a hint that the starter might be thinking about turning.

I was a bit concerned, but decided that it was best to worry about it later. We went in and had the usual excellent meal while we waited for the others to arrive. After eating and before the meeting started, I gave the ignition another try. Still nothing.

There was still nothing after the meeting and I was starting to consider the train timetables back to Newcastle. Fortunately, I could not have had an electrical problem at a better time or in a better place. Not only had Hal come down, Phil Crowther was attending from his home near Kandos for the first time in 12 months and Brian and Eddie Hooper were also there. I calculated that there was roughly 200 years of P76 experience present at the meeting. Between Phil and Brian, they took about 1 minute to diagnose the problem. It was a bit like going to the doctors. I described the symptoms. They did some quick tests and came up with the correct diagnosis. It took Brian about another fifteen minutes to rig me up a rocker switch, powering up the solenoid directly, in place of my now redundant ignition switch and get me started again. Today I replaced the rocker with a momentary on/off switch. Now I can pretend that I am driving one of the more exotic marques with a push button starter.

I must offer my sincere thanks to Hal Moloney, Phil Crowther and especially to Brian Hooper. Without them I would have been stuffed. If this electrical problem had occurred anywhere else I would have been stranded. This has prompted Phil to reproduce one of his famous Tech Tips for us newcomers. Unfortunately, due to space constraints I can't include it in this issue.

The rest of the meeting was pretty straightforward, as the minutes show. The only downside was that I, despite my resolution not to, succumbed to flattery and agreed to take on the editor's job for twelve months. Now, while I am thanking all the members in attendance at the October meeting for their help, I am also going to ask for more help.

I would love to be able to attend the majority of the club events. Unfortunately, due to family constraints and the fact that I live almost 2 hours north of Sydney, I will not be able to attend too many events. I will be relying on the members who do attend to send me photographs and their thoughts about the day. If you can write a story on an event and send it to me for publication that would be great. If I just get a brief summary of who attended and what happened, along with some photos, I will try and write it up into a story. Either way, with your help, I hope we can continue to produce a newsletter up to Jason's high standards.

2007 Events Calendar

Date	Event	Info	Contact
2-Dec	LPOC Christmas BBQ Fagan Park, Galston		Steve Maher 0417 435 830
12-Dec	Informal Dinner Meeting		Steve Maher 0417 435 830

2008 Events Calendar

Date	Event	Info	Contact
9-Jan	LPOC monthly meeting		Steve Maher 0417 435 830
13-Feb	LPOC monthly meeting		Steve Maher 0417 435 830
12-Mar	LPOC monthly meeting		Steve Maher 0417 435 830
Easter 2008 21-24 March	Leyland P76 Nationals Geelong Victoria	Info	Ken Western 0417 364 894
9-Apr	LPOC monthly meeting		Steve Maher 0417 435 830
14-May	LPOC monthly meeting		Steve Maher 0417 435 830
11-Jun	LPOC monthly meeting		Steve Maher 0417 435 830
9-Jul	LPOC monthly meeting		Steve Maher 0417 435 830
13-Aug	LPOC Annual General Meeting		Steve Maher 0417 435 830
10-Sep	LPOC monthly meeting		Steve Maher 0417 435 830
8-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
12-Nov	LPOC Monthly meeting		Steve Maher 0417 435 830
10-Dec	Informal Dinner Meeting		Steve Maher 0417 435 830



Throughout this magazine, you will see some recent photographs of the Force 7 model. If you want to see more photos, you can join the Yahoo Leyland P76 chat group. All the photos are available amongst this group.

The reason for the photographs is to remind everybody that Steve is producing a model of the Force 7 in very limited numbers. The models will only be available through the nine P76 clubs in Australasia. If you want one you must place an order with your club, the Leyland P76 Owners Club of NSW for us. Please get in early as the models will be sold to people on a first come first served basis. The cost is \$75 and Steve will require a deposit.

Remember that this model is a 1:43 scale model kit. The purchasers will be able to paint their model in any colour that they want.



Our club day at Oberon

Hi All

I have been asked to do a couple of articles for our mag over the next few months but I am new to writing stories so I hope you get some enjoyment out of reading it.

On Sunday 28th October a few members of our club met up at the Caltex service station on the M4 for a day out at Brian Hooper's property out near Oberon. Now for those of you who know Brian, you have probably heard stories of all the cars he has out at his property, well for us members who went to his place for the first time on, we were all stunned at the amount of P76s sitting in his paddock.

All the guys who turned up at the M4 service station left at about 8.00 for the 2 and a half hour journey through the Blue Mountains. Steve Maher picked me up at the Penrith exit and away we went. Steve was in his trusty Rodeo. Jason, Glen and Michael were in their Ps. The 3 of them kept going when Steve picked me up so it wasn't until we reached Katoomba that we finally caught up to them. We kept cruising until we reached the end of Victoria Pass and stopped at a lolly shop on the side of the road to get out and have a stretch and a chat.



As usual I was drooling over Jason's Hairy Lime P and decided I would much rather go with Jason in his car for the rest of the trip (sorry Steve), so I asked if he wouldn't mind me tagging along. Jason said not a problem and handed over the keys. I nearly fell over, I would have been happy to just be the passenger in his awesome car, but I wasn't going to say no to a drive of a P, as it had been a while for me.

Anyway, away we went with Michael and Glen and me leading the way with Steve at the rear.

To say I was impressed with the way Jason's car drove is an understatement, WOW WOW WOW, what an awesome car to drive on country roads, and with the 5 speed manual, it just felt great to be driving a manual P76 (Thanks heaps Jason).

About half an hour later we turned off to a dirt road where Brian's farm was about 1km down the road, and it wasn't hard to miss, we looked to our left to see rows of cars about 100 meters off the road. We were getting excited now. I just cruised through the gate and as we went through all I saw behind me was a cloud of dust.

Just past the gate there is a big hill so from there you can't see the jungle of cars. We went up to the top of the hill and stopped to take some photos I was getting a bit impatient so I politely told Jason to hurry up and get in the car, we had Ps to look at.



As we got closer we couldn't believe how many cars he had, There would had to be at least forty of them, We also noticed that there wasn't just P76s but a fair few other sorts of cars from Fords to Datsuns to some very old trucks, He also had a good collection of Leyland Marinas and Wolseley.



After pulling up we were greeted by Phil Crowther and Brian. We stood around talking for a while but it didn't take long before we were all over the cars. We all took off in different directions taking photos of all the cars and looking over each one we passed. Steve and Jason were lifting every bonnet they could to take photos of all the VIN numbers. Brian had all the different sorts of cars, Deluxes, Supers and Executives. We also spotted a couple of Targas but Brian later told me there were a couple more that had been repainted. There were not only cars everywhere, but there were also parts all over the place. Brian had nearly everything you could imagine lying around. There were stacks upon stacks of rear bumper bars, rows of doors, rows of bonnets, rows of boot lids and other various parts. I finally caught up with Brian after looking all around the place and asked if he could spare a couple of Deluxe headlights and a decent rear bar. He said, how many do you want? Just one rear bar mate and a couple of headlights thanks, but he insisted I take about several headlights just in case a couple didn't work as they had been sitting around for a while in the elements of Oberon weather. Speaking of weather, we had all the four seasons in one day out there, it was windy when we got there, then it became overcast and finally started raining, if you could call it that, it was just enough to wet the grass, then it turned cold and then to top it off the sun came out and it was hot, so I walked out of there sunburnt.



Now as I said, Brian had parts and cars all over the place. But on the property is a massive shed, which we hadn't ventured into yet. I walked in there and my eyes nearly fell out. There were more parts everywhere, engines and gearboxes lined up, seats stacked up, the list goes on and on. All of us ventured into our own little areas to check out what was around. Jason found some new old stock door trims for his taxi, I found a console for my car and put my name down for a manual gearbox, so we were very happy.

After some lunch we headed back out to look once again at all the cars just in case we had missed something.



Glen's son Matt had a couple of old Fords for paddock bashers so a few of the blokes had a thrash around the property in them, that was fun, I would have been happy to stay out there driving for the rest of the afternoon but I was giving the car a bit of a hiding so I reluctantly brought the car back to its rightful owner. Soon as I was out the car it was out again getting a thrashing once again.



By this time the day was getting on so Michael and Jason decided to head home.

Not long after I put all my goodies in Steve's car and we headed home. So after a great day had by all who attended, we would once again like to thank Brian Hooper for his hospitality and I hope we can all get out there again sometime soon.

Shannon Wharton



The Powerhouse Discovery Centre Open Day

November 10 was the date for the Powerhouse Discovery Centre Open Day with a particular focus on the P76. I'm sure we've all seen the photographs of the P76 car and production mock-up, which is really a master for all the sheet metal work, that are at the Powerhouse's Castle Hill site. During this open day, there was much more P76 to see.

First, there was the P76 static display, which consisted of 7 cars from both the P76 Owners Club and the Classic Car Club of NSW. There were 2 Omega Navy Targas from Eric Rudd and Angelos Frangopolous. There was Jason's Hairy Lime, Tony De Lucas Chrystal White Executive, Peter O'Brien's Country Cream Deluxe and Marty's Corinthian Blue Deluxe. Also there and proving quite a crowd pleaser, was Joe Green's Home on th' Orange Force 7. Also attending, without their cars, were Steve, Shannon and Michael. It was also great to meet up with one of our newest members Terry James with his recently acquired Omega Navy Targa.

Once you ventured inside, you got to see the Aspen Green Super and pre-production master for the sedan amongst the many other excellent exhibits at this museum. You could have spent hours looking at all the exhibits, but we didn't. We were there for Leylands and Leylands we got.

At 11.30, we were shown into the lecture theatre for a presentation from Barry Anderson on "The Leyland P76: The End of an Era". His 30-minute presentation was excellent, covering the history of Victoria Park from a racetrack and sometimes airfield, to the housing estate, with some strangely familiar sounding street names, which it is today.



Of course, the most interesting period to us was from 1949 to 1975, when this site was a fascinating assembly line for some great cars. The site was established by Lord Nuffield, who was William Morris as an assembly and later a manufacturing plant for his cars. Austin A40, Lancer A110, Morris 1100, 1500, Nomad, Major, Minor, Oxford, Mini inc Cooper S, Clubman and Moke as well as Marinas and of course the P76.

To see some of the photographs inside the factory was incredible. From the 1950's they were using assembly lines where all movement along the line was fully automated. The overhead conveyors carrying shells from one line to another and carrying parts to exactly the right place at the right time was amazing technology for the time.

The facility not only manufactured 95% of components and assembled cars; it also worked on upcoming designs. The culmination of this was the totally Australian designed and manufactured P76. Pre-production work started as early as 1968 and the car was manufactured from 1973 to 1974.

After the audio-visual presentation, we were given a brief rundown on the wooden pattern for the body panel press tools and how it was created.



Barry Anderson with the wooden pattern for the body panel press tools for the Leyland P76 sedan.

Finally, we were ushered to the climate controlled and generally off limits to the public storehouse where we were able to admire several million dollars worth of automotive history. Richard Pike did an excellent job showing us a range of cars, bikes and horse drawn carriages, including a Sheffield Simplex, a Stanley Steamer, a Model T Ford, an Australian Six, several Rolls Royces and, everybody's favourite, the Lightburn Zeta. If you are a car enthusiast, then I would recommend that you try to attend the behind the scenes car collection tour at one of these open days. It is certainly something that you will always remember.

Also in the collection were the wooden parts which turn the P76 sedan pattern into the station wagon. In fact, Richard told us that the pattern was set up for the station wagon when it was acquired by the museum.

I should also mention, for those of you who are familiar with my in-laws car preferences from our last magazine, that we also saw a left hand drive Ford Mercury, which is the export version of the ill-fated 1980's Capri.

MINUTES OF GENERAL MEETING WEDNESDAY 10 OCTOBER 2007

Meeting Opened: 8.10pm

Attendance: As per the attendance book

Apologies: Jason Birmingham, Steve Foldhazy, Eric Rudd

Minutes of Previous Meeting:

Correspondence In: CAMS notification of new committee members; CAMS expression of interest in Advisory Panel membership; Classic magazine for September

Treasurer Report:

General Business:

- 1 Printer Now own new printer, had two runs through and is working great.
- 2 Positions Editors' position was filled by Michael Nugent, as long as articles come his way.
- 3 Carmakers DVD Steve has received the Carmakers DVDs, but forgot to bring them.
- 4 Powerhouse Museum Discussed Powerhouse Museum – need 3 cars on the day. The date is 10 November 2007.
- 5 Dyno Day Steve needs to know if anyone is interested for Dyno Day.
- 6 Hal Moloney Welcomed Hal who talked about his P76 rally car and old rally days.
- 7 Constitution Update on constitution – Steve asked to put forward, amendment passed. Michael Nugent asked for a change to how many meeting =s a member must attend each year from eight to three, was agreed by all. Constitution can now be put through to the RTA for the Club Registration.
- 8 Oberon trip Discussion about Oberon trip. Meeting at 7.30am for 8.00am departure at the Caltex Petrol station on M4 motorway at Blacktown.
- 9 Shannon's new car Shannon has just bought a bold as brass P76 Deluxe 6 cylinder. Pick up on Saturday.
- 10 PO Box Discussion about change of Post Office Box, Shannon to organise.
- 11 Membership cards Talk of change to Membership cards, need to design our own.
- 12 Christmas Party Discussion about Christmas Party. It was agreed to have at Fagan Park at Galston on 2 December for BBQ.
- 13 Club Registration Shannon has agreed to be the Registrar for Club Registration.
- 14 Force 7 Model Discussion about the Force 7 Model.

Meeting Closed: 9.20pm

MINUTES OF GENERAL MEETING WEDNESDAY 14 NOVEMBER 2007

Meeting Opened: 8.25pm

Attendance: As per the attendance book

Apologies: Chris Teske, Glen Gray

Minutes of Previous Meeting:

Correspondence In: QLD Newsletter; Victorian Newsletter; CAMS minutes for October; CAMS Thankyou for support letter; CAMS application for Affiliation 2008; CAMS Council Bearers letter; CAMS letter for NSW Awards night; CAMS online manual CD for October to December; SA Newsletter; Classic Newsletter; Country Newsletter; Historic Registration Papers.

Treasurer Report: \$2316.53 plus \$120.00 for membership

General Business:

- 1 Oberon Trip Day out at Brian Hooper's farm was a success, lots of photos taken of ID plates.
- 2 Powerhouse Museum Discovery Centre day a big success. Talk by Barry Anderson was very informative.
- 3 Club Registration Now registered with the RTA for Club Registration.
- 4 Membership Cards Shannon has had new membership cards.
- 5 PO Box Shannon has organised a new Post Office Box for the Club.

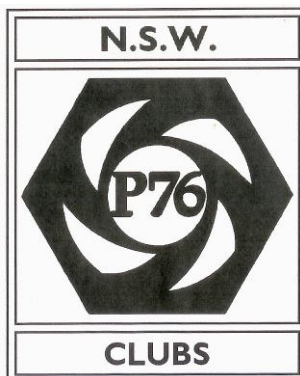
Meeting Closed: 9.25pm





Jason's Hairy Lime Executive and Joe Greens Dry Red Executive at the Baulkham Hills Orange Blossom Festival.

Leyland P76 Owners Club Of
NSW



Leyland.
The new driving force.

Return Address: P.O Box 90 Kingswood NSW 2747