



NEWSLETTER
NUMBER 21

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW
INC.

www.p76clubnsw.org



Since 1982



Michael Nugent's two tone silver
and grey Deluxe.



Jason Birmingham's Crystal
White Super as driven by Steve
Maher.



Greg Bryant's custom aqua-
marine V8.



Alex Shoobridge came all the
way from Canberra in his Peel-
Me-A-Grape Executive.



Eric Rudd brought the only
Targa of the day. This photo
must have been taken before
the layer of dust, which soon
coated every car, prevented any
chance of a reflection from the
paintwork



A pod of "P's" plus one charger
belong to Shannon Wharton, our
Club Secretary.

Front page this month is a collection of photos from the Muscle Car Mas-
ters, held at Eastern Creek on Fathers Day. (see Pg 5)

YOUR COMMITTEE FOR 2006-2007

President:	Steve Maher	steve@graffitigo.com.au	0417 435 830
Vice-President:	Glenn Gray	bgcomputers@hotmail.com	02 9671 4595
Secretary:	Shannon Wharton	shannon426@optusnet.com.au	0422 011 215
Treasurer:	Chris Teschke	cpeschke@optusnet.com.au	02 4620 5015

Ordinary Committee Members:

Parts & Technical Officer:	Jason Birmingham	leyoz@bigpond.com	0412 191 063
Editor:	Vacant		
Activities Officer:	Steve Maher		
Website Officer:	Glenn Gray		
Public Officer:	Eddie Hooper		
Brian Hooper			
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.
PO BOX 1005
CAMPBELL TOWN NSW 2560
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 Wednesday 10th October
At 7.30 pm**

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



Warning smoking is
a health hazard!

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PRESIDENTS REPORT

September-October 2007

Welcome back to the new Leyland Post, well it's the same Leyland Post but with a new Editor, at least for this issue. Michael Nugent has put his hand to the task and I'm sure you all agree he has done a great job. You may be aware that at the AGM in August we were not able to fill the Editors position as Jason had decided to step down for a while and nobody jumped out to take it on. An Editorial Committee was formed consisting of Michael Nugent, Glen Gray, Brian Hooper and myself. Hopefully we won't end up with a camel (a horse designed by committee – old joke). Speaking of the AGM many thanks to the outgoing Committee for a job well done and welcome to the new Committee. Due to an error in the AGM minutes the new Committee was listed incorrectly. The 2007-08 Committee is:

President: Steve Maher
Vice President: Glen Gray
Secretary: Shannon Wharton
Treasurer: Chris Teschke
Editorial Committee: Michael Nugent, Glen Gray, Brian Hooper and Steve Maher
Public Officer: Eddie Hooper
Webmaster: Glen Gray
Parts Co-ordinator: Jason Birmingham
Activities Officer: Steve Maher
Ordinary Members: Brian Hooper, Marty Stockwell



On the sporting front Shannon and I competed in the Twilight Classic Tarmac Rally in Shannon's Valiant Ranger wagon. Shannon drove and I navigated. It was Shannon's first rally so it was a steep learning curve. The big Val is a very large rally car; easily the largest car in the field and it was certainly a handful for Shannon. We didn't do as well as we hoped but we didn't come last. The following day was the Australian Muscle Car Masters. Another great day except for the dust – more details later in this mag. A couple of weeks later it was time for the Baulkham Hills Shire Council Orange Blossom Festival Classic Car Show, (what a mouthful). Jason brought down his HL Exec to join Joe Greens

Dry Red Exec at what is always an extremely varied display of classic and vintage cars. Once again there were many nice things said about the P76 by the accumulated crowd.

Coming up I will be competing with a friend of mine in his 73 VW bug in the Alpine Classic Rally over 2 days, 800kms from Lithgow to Orange and back. Last year it was our first ever rally and we finished 23rd in our group (not last). We are hoping for a top 10 this year. The week after is the Dyno Day at Milperra. If you are interested drop me a line. The week after that is the day trip to Brian Hooper's Leyland Farm at Oberon. Now that will be an interesting day. And on the 10th November we will be participating in a Powerhouse Museum Discovery Centre Open Day on Australian Innovation. We have been asked to supply 3 P76s for display. Jason Birmingham has put his hand up so we are looking for 2 more. Highlight of the day will be a talk by the P76 designer Barry Anderson. A day not to be missed. With Xmas round the corner, stay tuned for our Xmas outing.

That's all for now. See you at the meetings or on the road.
Steve Maher

THE POSITION VACANT SAY..

Hi All!

As you will see from the minutes of the AGM, which are included later in this edition, the editor's post is currently vacant, with Jason taking a well earned break. As a result, this newsletter will be a collaborative effort between myself (Michael Nugent), Steve Maher, Glenn Gray and Brian Hooper. Jason has still provided his contribution with another edition of Taxi Talk.

I drew the short straw to write the de-facto editors story. As a result, I am going to take the opportunity to talk about myself, which is not something I get the chance to do too often.

I only joined the club earlier this year and since I live in Newcastle, I have not attended too many meetings. As a result, I have not yet had the opportunity to meet all the club members. I hope to meet the rest of you soon.

I own 2 P76's in a roadworthy condition. I have a Spanish Olive Super which is not currently registered but which could be at any time. I also have a two-tone silver and grey Deluxe which is my regular weekend driver. Twelve months ago, I would not have described myself as a P-nut or even really a car nut, although I do regularly drive 50-60,000 km a year. So, how did I come to be the proud owner of my 2 cars?

Well, I do have a connection to the P76. My dad bought a Corinthian Blue deluxe with the 4 speed luxury pack brand new in 1974. This proved to be a great family car and was extremely reliable for a number of years, with the exception of some overheating problems (how unusual) and a ticking noise, which I now know came from a cracked piston skirt. All my older brothers learned to drive in this car and they all still remember it fondly. As for me, I was a little wild in my teenage years so my parents decided to sell the V8 exactly one week before I got my L plates. They bought a four cylinder Japanese car instead. I still managed to do some damage in this car, but the big V8 would have been much more fun.

This still doesn't explain why, some 23 years later, I decided to finally start driving the car I wanted to back in the early eighties.

Now, my wife's family have always had an interest in restoring old cars. At times, they have been working on up to 4 Capris at once. Her father had a mild stroke last year. After he recovered, he bought himself one of the later model Capri sprints to give himself a new interest. I happened to mention to my wife that if I ever bought an old car, it would be a P76. She said "well why don't you go and buy one then", so I did and then I did again and a third time to get a parts machine (which was actually the first one I bought).

That explains why I now spend a large part of each weekend working on body repairs and fixing dodgy electrics, just like the rest of you – and loving every minute of it. *(The wife loves it as it keeps him busy and out of her hair! Wins all round!!!!)*

I read on my desk calendar the other day—"Why not" is the slogan for an interesting life. I couldn't agree more. *Edited by Corrina Nugent.*

2007 MUSCLE CAR MASTERS

As the sun rose on a perfect Fathers Day, I jumped into my immaculate two tone Super P76 and headed down the F3 to meet the other enthusiasts who were heading to the 2007 Muscle Car Masters. I was a little apprehensive as this was the first time the car had driven more than 20km at a time since it was registered in August.

Most of the above is in fact untrue. My car is far from immaculate and it is a Deluxe with a few Super accessories. Also, I am far too lazy to get up at the crack of dawn on a Sunday. I actually drove down on Saturday and stayed with my brother-in-law who live just ten minutes from Eastern Creek, which, as you know, is the venue for the Masters.

Given the distance I had to travel, it wasn't surprising that I was the second car to arrive at the meeting point at the Prospect Hotel. Jason's Crystal White Super was there before me. I wasn't sure who was driving this car and I couldn't tell when I got there because the driver was curled up in the front seat, fast asleep. It wasn't long until Shannon turned up in his Charger. At this time, the driver of the white car popped his head up and turned out to be none other than our President. Soon, Eric Rudd and Jason Birmingham arrived and we headed off in convoy to the Creek and found a parking area on the hill next to the main grandstand. Greg Bryant showed up soon after, followed about an hour later by Alex Shoobridge, who drove up from Canberra on the day.

It was good that we all got to park together in among the Falcons, Mustangs, Monaros, Toranas and Commodores, along with one lone Shelby Cobra. The display of horsepower on the hill was quite impressive and I think we got our fair share of attention amongst the other marques. As Steve said, it was amazing how many P76 experts were there on the day. None of them were shy about sharing their expertise with you.



While the static displays were great, both on the hill where we were and down on the skid pan, we shouldn't forget that there was a bit of racing on the day. We had Group N Historic Touring cars which covered from the 1950's to 1972, Group C Touring cars from 1973 to 1984 and Group A Touring cars from 1985 to 1992 as well as the New Zealand Central Muscle Cars, heritage hot laps and master blasts. The photo below shows just a portion of the field from a Group A and C combined race.



There was everything from Escorts, Corollas, Mustangs, Triumph Dolomites, Toranas, Commodores, Falcons, Skylines and even a Mitsubishi Starion. This class was won convincingly by a Group C VL Commodore each time.

The racing in the Class Nc, over 3 litre capacity was a little closer. Jack Elsegood, the former Manly and Easts rugby league player, won the first two races of the day in his GT-HO Falcon against a horde of XU1 Toranas. Unfortunately for Shannon, the Chargers in this class couldn't quite match the pace. In the third race, with the

Falcon tyres starting to go off, one of the nippy little XU1's was able to take the lead on the second last lap. The sheer grunt of Henry's pride was unable to run the little lion down and the Torana took victory.

The under 3 litre class was also close, but the Ford Capri driven by V8 Supercar driver, Jason Bargwanna, was able to win all three races on the day. The photo shows him leading Max Rogerson's RX2 over the line in the last race. I mentioned in an earlier article that my wife's family are very much into Capri's. Between Owen, my brother-in-law and me, we must have taken thirty pictures of the fleet of racing capris there on the day.



The last photo shows the car involved in one of my most lasting Bathurst memories. I know it is not a great picture of the car. What I didn't realize until I put the pictures on my computer was that I also had a picture of the driver of the car in the background.

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@exemail.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



Taxi Talk

The 20th September marked the “6 months to go” mark, till the Easter National Meeting at Geelong. I really don't know if I will make it in time...there is soooo much work still to do....I find more stuff to repair as I go along. I suppose the best way to look at it is YES, it will be ready & to go like crazy to get it finished, & at least if I don't make it, it will be that much closer than if I just gave up now.



The plenum chamber area was in really good shape, with only a small repair right at the bottom. The hole for the “factory air” was made larger & the correct holes drilled



The engine bay in “high build Zinc Phosphate Primer” This a two pack Epoxy paint that sets like a rock, is difficult to sand, but will keep any missed rust spots from re-occurring



The roof in bare metal. again in pretty good shape with only a few repairs needed. Sealer was stripped out of the gutters & the seams painted with Por 15 rust paint.



The drivers side windscreen pillar had a couple of small rust spots on the outside, near the gutter. This is what I had to cut out to get to good metal!! The pillar has a small divider piece running up the inside. This was sandblasted, treated & painted with rust paint.



I then cut a piece of steel the same size, firstly tacking it in place, then welding it all the way around. I was not looking forward to this job, but it went really easily. Afterwards I drilled a small hole on the inside of the pillar so I could get access to the back of it to rust proof it.



With a bit of bog it will be perfect!. I also welded the join where the front mudguards join the screen pillar to stop the paint from cracking later on.



As I said in the previous article, the inside of the firewall (on the inside of the car) was not painted & a light coating of surface rust had developed. Had this car not lived in a hot dry environment, I am sure it would have died with terminal rust long ago



The inside again, now painted with the Por 15 rust paint. This paint soaks into any rust, dries by the absorption of moisture & cures to a glossy rock hard finish. Note the extra holes drilled for the Air cond. hoses



The inside of the roof will need the same treatment. The brown spots you see here is actually dried glue, where the sound proofing stuff was glued to the roof. You tell me this car was "Rota Dipped"!



What you see here is the roof joins on the front & rear pillars. These are normally lead filled, but the effects of sitting in a paddock for 20 years had caused the lead to "crack up", so it had to be removed. The join at the rear ¼ panel is quite neat, but check out how rough the screen pillar join is...I didn't put all those dents in there... they are "Factory Leyland Dents!" All the P76's may be joined like this....You wouldn't know as it is expertly covered up. It makes no difference...It just looks bad when you see it like this!



Now I have turned the car around on the hoist so the bum is poking out & I can start work on the back. It's a bit disappointing...I thought the worst was over with the front stuff finished, but the back end holds plenty of scary stuff....Then there is bugged door hinges, rusty sills & fitting of doors from another car to make life tough! Paint stripper works good though! See ya next issue!

2007 Events Calendar

Date	Event	Info	Contact
16-Sep	Orange Blossom Festival Classic Car Display Baulkham Hills	Info	Steve Maher 0417 435 830
23-Sep	Tour d'Corse Tarmac Rally CANCELLED		Tony Wise 02 9953 7846
10-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
13-14 Oct	Alpine Classic Tarmac Rally	Info	Lui MacLennan 02 9460 6909
21-Oct	Dyno Day Milperra	Info	Steve Maher 0417 485 830
28-Oct	Day Trip To Brian Hoopers Leyland Farm		Steve Maher 0417 435 830
10-Nov	Powerhouse Discovery Centre Open Day P76 Display & talk by Barry Anderson		Steve Maher 0417 435 830
14-Nov	LPOC monthly meeting		Steve Maher 0417 435 830
12-Dec	LPOC monthly meeting		Steve Maher 0417 435 830

2008 Events Calendar

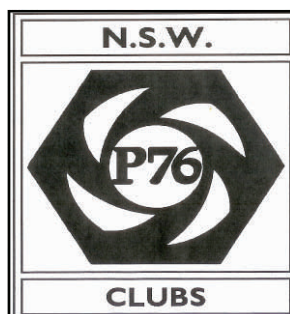
Date	Event	Info	Contact
Easter 2008 21-24 March	Leyland P76 Nationals Geelong Victoria	Info	Ken Western 0417 364 894



Leyland P76.
Anything but average.

MINUTES OF GENERAL MEETING WED 8TH AUGUST 2007

Meeting Opened:	8.20pm
Attendance:	As per the attendance book
Apologies:	Shannon Wharton (Wife had baby!!!)
Minutes of Previous Meeting:	Previous minutes accepted by Glen Gray and seconded by Jason Birmingham
Correspondence In:	P76 Classic club July Magazine, S.A P76 club July magazine, P76 Owners club of Vic. July Magazine, Qld P76 Club July Magazine, P76 club of W.A July Magazine, P76 Country Club Quarterly Magazine, Notification of CAMS NSW Elections & CAMS 2007 State Council Meeting. Advertising brochure from Seemore Motorsport Equipment. Membership form from Mr Terry James, Invitation to & application for Burwood Spring Celebration Classic Car Display. Commonwealth Bank June/July Account Statement. CAMS Winter Magazine.
Treasurer Report:	\$2655.08 + \$40.00 Membership Cheque from Mr Terry James
General Business:	<p>1: General discussion about Muscle Car Masters & Twilight Classic Rally. Steve Maher & Shannon Wharton to attend the twilight classic in Shannon's Valiant.</p> <p>2: General discussion about the BMC/Leyland Australia Heritage day</p> <p>3: Eric Rudd has a friend that needs a running P76 V8 engine & Automatic Transmission</p> <p>4: Old guy from northern NSW has contacted Steve Maher requiring a rebuildable V8 engine as his has died</p> <p>5: Discussion about the club trailer. It is in poor condition needing extensive repairs. All agreed to donate the club trailer to Brian Hooper for his contribution to the club R.E Printer</p> <p>6: Michael Nugent asked about Club registration. It was decided to talk more about it next meeting. Steve Maher to find out more about the procedure</p>
Meeting Closed:	9.05pm



Minutes of The AGM for The P76 Owners Club Of NSW

Meeting opened at 9.05 PM. All positions declared Vacant.

Nominations for Committee positions called for & positions filled as follows.

President: Steve Maher...Nominated by himself, 2nd by all present

Vice President: Glenn Gray...Nominated by himself, 2nd by all present

Treasurer: Shannon Wharton...Nominated by himself, 2nd by Steve Maher

Editor: No Nominations, position Vacant

Public Officer: Eddie Hooper...Nominated by Brian Hooper, 2nd by Jason Birmingham

Computer & IT Contact: Glenn Gray...Nominated by himself, 2nd by Steve Maher

Club Parts co-ordinator:... Jason Birmingham... Nominated by himself, 2nd by Steve Maher

Club Activities Officer:... Steve Maher...Nominated by Jason Birmingham, 2nd by Marty Stockwell

Ordinary Committee Members: Brian Hooper & Martyn Stockwell. Nominated by themselves, 2nd by all present

Meeting closed at 9.15pm (Power failure)

MINUTES OF GENERAL MEETING WEDNESDAY 12 SEPTEMBER 2007

Meeting Opened: 8.45pm

Attendance: As per the attendance book

Apologies: Jason Birmingham

Minutes of Previous Meeting:

Correspondence In: NSW Rally Series Organiser Conditions 2008; CAMS Nomination Forms; CAMS Notification of NSW Elections; CAMS Online Manual of Motorsport Quarter 3/2007 CD; CAMS National Club Development Committee; letter from Powerhouse Museum.

Correspondence Out: Department of Fair Trading: Notification of New Clubs Public Officer

Treasurer Report: \$2898.08 in Bank plus 2 cheques for membership

General Business:

- 1 Printer Printer still needs replacing. Glen has got pricing on a new printer. Agreed to buy new printer priced at \$639.00
- 2 Positions Correct positions need to be in place as the results printed out were incorrect
- 3 Engine Steve's friend has found an engine
- 4 Magazine Editor Discussion about finding a new magazine editor, no volunteers for the job.
- 5 Carmakers DVD Jason still has not brought in the Carmakers DVD.
- 6 Subscription Steve handed out a 20% off subscription for Australian Classic Car Magazine
- 7 Historic Registration Discussion about Historic Registration
- 8 Classic Rally Club Classic Rally Club has organised a Dyno Day in October. Cost is \$55.00 for 2 runs.

Meeting Closed: 9.55pm



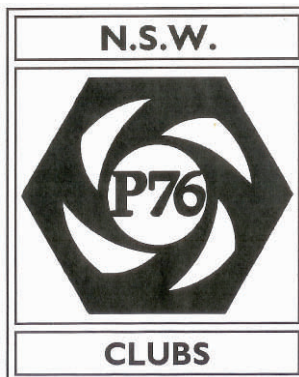
Don't forget that Steve has managed to get his friend working on a Force 7 model. If you want one, you will need to let Steve know as soon as possible, as numbers are going to be strictly limited.

The master for the mould looks like it is coming along very well.



The above photo shows our President Steve Maher and our Secretary Shannon Wharton as they prepared to set out for the Twilight Classic Rally on the evening before the Muscle Car Masters.

Leyland P76 Owners Club Of NSW



Leyland.
The new driving force.

Return Address: P.O Box 1005 Campbelltown NSW 2560