



**NEWSLETTER  
NUMBER 26**

# **THE LEYLAND POST**

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

[www.p76clubnsw.org](http://www.p76clubnsw.org)



**Since 1982**

The photos below were taken by the Classic Rally Club and sent to us.



**Jason and Kyle Birmingham**



**Greg Bryant and Denise Mort**



**The Nugent family**



**Unfortunately Jason couldn't stay  
for lunch, but the rest of us en-  
joyed it**

## YOUR COMMITTEE FOR 2007-2008

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Activities Officer:	Steve Maher		
Website Officer:	Glenn Gray		
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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:  
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PO BOX 90  
KINGSWOOD NSW 2747  
WEBSITE:  
[www.p76clubnsw.org](http://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 - 13th August At 7.30 pm. This is also the AGM so please attend if possible.**

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



Warning smoking is  
a health hazard!

# Information produced in this Newsletter is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this Newsletter, for any loss, damage, injury, tantrums, etc, incurred and/or suffered by any person as a result, actual or imagined, of attempting to use information contained within this or any other Newsletter. We provide Technical Tips and other articles for your amusement. You are solely responsible for the consequences of any use made of the information within this Newsletter.

# PRESIDENTS REPORT

**July-August 2008**

Hunter Valley Here We Come!!! Yes folks, the big news from NatCom is that we have decided to base the 2010 Leyland P76 Nationals in the Hunter Valley. The Motto Farm Motel to be exact which is just a stones throw from Raymond Terrace on the North end of Newcastle and central to the whole Hunter Valley district. The venue looks great and has pretty much everything we need to run the event from there, including a Maccas down the road for Jason ;-). There shouldn't be any shortage of things to do over that weekend and planning is well under way. I know some of you will be disappointed that we won't be going to Bathurst but there will be another time. Joe and Troy Green and Peter O'Brien put in a lot of work to find this place and they should be commended for a great job.

The other exciting news is that Peter Farquhar, a Sub-Editor of Top Gear Australia Magazine, contacted me and they want to do a story on the P76 so I have organised a run from Camden to Sutton Forest over the Old Hume Hwy – well most of the way – on Sunday the 17<sup>th</sup> August. We will be joining up with some of the Country Club and ACT Club members as well as some Classic Club members. Unfortunately the day coincides with the All British Day at Kings School which some of the Classic Club members are going to – even though the P76 isn't British. Lunch will be at the Sutton Forest Inn and you have the choice of buying your lunch from the excellent Bistro or you can cook your own on a BBQ I have organised. If the weather is great it will be a magic day and a good excuse to catch up with our country cousins. For those of you who wish to come along, and the more the merrier, we are meeting at Curry Reserve, Camden Valley Way, Elderslie (near Camden) at 9am for a 9.30 departure. Peter Farquhar and a photographer should join us for the day. Don't miss it!

I know that everyone who went on the Cowan to Broke Lunch Run with the Classic Rally Club had a beautiful day out and a top drive with good company (I wasn't there due to a commitment I couldn't get out of). Read about their exploits elsewhere in this mag. Coming up we have the Australian Muscle Car Masters at Eastern Creek and the Orange Blossom Festival Classic Car Display at Baulkham Hills. Anyone wanting to be part of these events please contact me ASAP.

Of course the most pressing of issues is our next meeting which is our Annual General Meeting. Anyone who wishes to nominate for a Committee position please let someone know if you can't make it to the meeting. It will be a busy meeting and we will be pushed for time so don't be late as we will be starting on time at 8pm. It's exciting to see that the club is gathering strength and momentum and this has been due to, in no small part, the hard work put in by our Committee this past year. I Thank You All for your input and support during 2007-08. I hope that our new Committee will be just as enthusiastic. Our workload will increase over the next 12 months as the 2010 Nationals gets closer. Memberships were due at the end of June so you will need to be a financial member to hold a Committee position and/or vote. This will also be the last magazine for those who aren't financial. I hope to see many of you at the AGM or on the road.

# THE EDITORS SAY..

AGM time already. That means that Easter 2009 in Gunnedah is rapidly approaching. I have done some research into accommodation for the weekend. The Gunnedah Tourist Caravan Park has 15 cabins, some with ensuite and some which use the shared bathroom facilities. The prices range from \$69 to \$89 for the ensuite cabins and are \$55 for the non-ensuite ones. This is per night. Of course, there are powered and non-powered sites also. There are also many reasonably priced motels in town. There is no minimum stay at Easter, but three nights will probably be the least any of us will want to stay.

We need to start working on a list of things we would like to do over the weekend. There are plenty of attractions such as Waterways Wildlife Park to visit with the koalas. We also need ideas for events in which we can compete with our northern neighbours. There will probably be an observation run and maybe a hill climb. I am open to any suggestions from you as to any other events of a fun and competitive nature that we can squeeze in. They do not have to be car related. We can beat the Queenslanders at tiddly-winks if it will win us more points.

On a different subject, I have included in this magazine a story which has been reproduced from the West Australian magazine Westwords. It was written by Gary Mentiplay a few years ago and the figures date back to 1999. Thanks to Gary and also to James Mentiplay who kindly gave me permission to reproduce the story and associated table.

I would like everyone to have a good look at this article and the table that is included with it. While a few years old, I think the information is still pretty relevant today. I think there are some interesting points in the article which will warrant further discussion, maybe next issue.

## P76 NATIONAL 2010 MEETING NOTICE

The Combined Committee of the Leyland P76 Classic Car Club and Leyland P76 Owners Club of NSW has pleasure in announcing to Members that a venue for the 2010 National Meeting has been selected and booked.

**The venue is the Motto Farm Motel Complex at Raymond Terrace just north of Newcastle.**

A detailed report will follow as more information becomes available.

THE LEYLAND POST

*Michael Nugent*



# The Classic Rally Club and LPOC

## Go for Broke

22 June was the date for the Classic Rally Club's winter lunch run from Cowan to Broke. Steve Maher organized for our club to be invited along as well. Jason Birmingham, Greg Bryant and Michael Nugent accepted the invitation. Steve was also planning to go, but had to pull out at the last minute due to a double booking.

I was one of the last to arrive at the starting point (the old toll booths) at Cowan, near Berowra. We got a briefing from Lui, the president of the rally club, which explained that we were going on a tarmac rally/observation run. Armed with a set of concise instructions and a separate sheet of questions to be answered at various points throughout the run we set off.

The first instruction was to set your tripmeter to zero as you left the carpark. This was Jason's undoing, as his car doesn't have a tripmeter. All the observation questions were based on very precise km readings from the starting point so without a tripmeter, they couldn't even be attempted. He was the 4<sup>th</sup> car to leave on the run, following Lui's Lancia Beta, a Mini and a Mercedes. I was next, about 30 secs behind Jason and Greg followed me.

Soon after leaving the carpark, a very slow MGB pulled out in front of me so Jason got away and Greg caught me up. The MG pulled over at Mooney Mooney to let us pass and we were able to drive at the speed limit again, with Greg still right on my tail. A few km later, the instructions said to exit left to Peats Ridge. The exit came up very suddenly just around a blind curve. Funnily enough, I didn't see Greg's car in my mirror again for quite some time after this exit. It turned out that he missed the exit and had to drive on for a while before turning around.

At about the 60km mark, I saw a hairy lime car parked on the side of the road up ahead. I slowed, thinking he may have broken down, until I saw Jason standing there taking photos of the cars as they passed him. Now I had no-one in sight in front of me or behind me so I could concentrate on having a very enjoyable drive and attempting to answer the observation questions. There were plenty of eyes in the car, with my wife Corrina navigating and my two daughters in the back. As I said, the observation questions were based on precise tripmeter readings. Unfortunately, my tripmeter is not very accurate. It was out by 10km at the end of the 140km run. As a result, I had to estimate what my reading would be when the question said to look for a road sign at the 57.2km mark. I would start looking at about 53km for this. It all added to the challenge.

It was a great drive along roads which, for the most part, were in good condition, and windy enough to be fun without being dangerous on blind bends. This could easily have been a problem considering the number of motorbikes that were out taking advantage of a spectacular winter's day. Every eating place had literally dozens of bikes parked outside. Some probably had well over a hundred bikes in the carpark.

There was good scenery and historical monuments, such as the convict built culverts off to the side of the road that my daughter made me stop at so that she could get a photograph for a school project.

As we approached Wollombi, some concrete blocks started to appear in the road, providing chicanes, presumably to slow traffic. One of the single lane sections was about 200m long. The leading Lancia and Mini went through just ahead of me. I had to stop to let about a dozen cars and bikes come the other way before I could proceed. As I reached the end of the single lane section, I saw that a Country Cream and a Hairy Lime P76 had entered the section also. From then on, the three of us proceeded in convoy. We soon caught up to the Mini and Lancia and followed them for the last 40km into Broke.

As I said, the roads were generally very good except that they didn't have any speed advisory signs at the start of the curves. This can catch you out when you are unfamiliar with the road. I hit one curve a



little hot and managed to slide a little with accompanying screaming of the tyres. After I re-established grip, the screaming seemed to continue. I guess Greg, who was just behind me, had a few grip issues too.

As we came into Broke, I stopped to get nuggets and chips for the kids. We then proceeded to Margan Winery where the rest of us were to have Mediterranean platters for lunch. The winery was only a few years old and very impressive, particularly with the wide variety of classic cars in the carpark. First, we handed in our completed question sheet to be told that we had them all right, but there was a special bonus question to determine the winner. The question – How many bridges did we cross during the run today? We guessed 10.

Next, it was onto wine tasting, after which we purchased a Merlot to go with lunch. I was a little apprehensive about the lunch (in fact I almost joined the girls with nuggets and chips), but it turned out to be superb. Breads, salads, pasta, mushrooms, chicken and fresh vegetables. Everything was great and there was plenty for all.

The answer to the bridges question – 13. Missed it by that much and we didn't take home the prize. Still we had a great day, good drive, good wine, good food and good company. If the Classic Rally Club invite us again, I will be there in a flash and I would encourage you to all try and come as well.



## VANISHING POINT

Back in 1990, I wrote an article “A Vanishing Era” that was published in the November 1990 edition of Westwords. That article highlighted the decline in the numbers of P76s that were still registered for road use in all States of Australia, and gave the figures in 3 yearly periods up until 1988. The article’s title referred to the vanishing era of Leyland vehicles on Australian roads. Now that we are celebrating the P76’s 30<sup>th</sup> anniversary, it is time to update those figures to include the 1990’s.

The original 1990 article used figures I had researched in Australian Bureau of Statistics (ABS) motor vehicle returns – these figures have been included in the Table at the bottom of this article. We now have the whole picture of P76 numbers from the time they were new to 1999. It should be borne in mind that 1999 was 4 years ago, so the numbers of P76s on the road have probably decreased further in 2003.

The figures for the first five lists (up to 1985) were reasonable straight-forward, albeit time-consuming to research. However, a change in the format of ABS Reports from 1988 onwards resulted in only the National total of P76s being available for 1988, 1991, and 1993. The State figures for 1988, 1991, and 1993 have been calculated using a number of reference factors, and although they are not 100% accurate, they can be regarded as “approximates”. The National *and* State figures for 1996 were not available, and they have been calculated similar to 1988/91/93. The figures for 1999 were obtained from the various State Transport Authorities, and can be considered to be reasonably accurate.

The recording systems were not perfect in the 1970s / 1980s (they still aren’t in the 21<sup>st</sup> Century), resulting in some minor anomalies such as the figures for WA (1979 to 1976), TAS (1979 to 1976 to New), and the ACT (1979 to 1976). Part of the reason for these may have been the transfer interstate of a number of second hand P76s by motor dealers, as well as the normal movement of people interstate. Nevertheless, the overall picture of Table 1 is not affected.

For those who are not really inclined to look at statistics, even a quick glance at the Table below will be enough to fully realize what was always going to be inevitable – the decline in the number of P76s still on the roads. It was never going to be any different, the decline in 1970’s cars has been general. How many base-model HQ Holdens, XA Falcons or VJ Valiants do you still see on the roads ? The decline has probably been more pronounced for most imported cars from the same era.

The thrust of this article is not to send people on a guilt trip – no one was at fault, and no one is to blame. This story has achieved its purpose if it highlights just how few P76s are still in regular use.

How many P76s have been stored under cover, unlicensed, for a few years, waiting for their owners to restore them to mobile condition again ? I am not referring to “spares cars” here, but the ones that require relatively little work to bring them back, and have been kept by some P76 enthusiast for just that reason. Are there 100 such cars around Australia, or 200 ? We will never really know, of course - the P76 Clubs have never collected this information. It is a hard fact of life that the longer a vehicle is off-the-road, the greater the chances are that it will never return.

Club Concessional Licence is perhaps our greatest opportunity to reverse the declining numbers. The system varies from State to State, of course, however I urge all P76 Clubs to get involved in their own State’s Club Licence schemes. This will allow for a greater number of members to have multiple ownership of P76s that are still being used on a fairly regular basis – at a greatly reduced cost compared to having all of the cars on full road licence. There are no hordes of P76s in the USA, Britain or Japan that can be imported to fill the need of new members

and enthusiasts. We do not have the same opportunity as some other marque clubs like Mustang, Corvette, MG, Austin-Healey, etc, etc. What we have now is all we are ever going to have.

With hindsight, there were some mistakes made in the 1980's, with perhaps too many base model P76s being sacrificed to keep a "bunky" Super or Executive (that had already had a hard life) on the road with body parts. Typically that base model was a 6 cylinder, which had a blown motor (but was otherwise in very good condition) and had been de-licenced before being picked up as a spares car by some P76 owner. The sad part is that most of those "bunky" cars kept alive by such means have now gone off the road permanently anyway - and the once-good body shell of the spares car went to the crusher long before. Another factor in the declining numbers has been the cars purchased by people solely for the V8 motor, with the shell being left outside for years or being carted to the crusher. The 4WD brigade have been major players in this game.

Just in case the figures in the Table don't hit you, just consider the following.

In 1999, in NSW there were just 3.7% left of the original number of new P76s;

In 1999, in VIC there were just 1.4% left of the original number of new P76s;

In 1999, in QLD there were just 2.4% left of the original number of new P76s;

In 1999, in SA there were just 2.4% left of the original number of new P76s;

In 1999, in WA there were just 3.1% left of the original number of new P76s;

In 1999, in TAS there were just 3.7% left of the original number of new P76s;

In 1999, in ACT there were just 4.2% left of the original number of new P76s;

In 1999, in NT there were just 4.4% left of the original number of new P76s;

**And around Australia, in 1999 there were just 2.7% left of the original number of new P76s.**

The Vanishing Era is almost complete – how far away now is the Vanishing Point ?

**Gary Mentiplay**

**TABLE 1: P76s on Licence Registers : From New to 1999**

State	Total	1976	1979	1982	1985	1988	1991	1993	1996	1999	Survival Ratio
											from New
NSW	6162	5389	5038	3619	2008	<i>1242</i>	<i>795</i>	<i>633</i>	<i>438</i>	228	3.70%
VIC	4365	4286	3946	3022	1885	<i>1167</i>	<i>584</i>	<i>421</i>	<i>236</i>	64	1.40%
QLD	2784	2747	2361	1603	829	<i>511</i>	<i>286</i>	<i>232</i>	<i>152</i>	69	2.40%
SA	1317	1299	1182	959	638	<i>393</i>	<i>221</i>	<i>174</i>	<i>101</i>	32	2.40%
WA	1514	1436	1441	1102	698	<i>431</i>	<i>261</i>	<i>205</i>	<i>122</i>	48	3.10%
TAS	534	542	552	440	249	<i>153</i>	<i>97</i>	<i>76</i>	<i>47</i>	20	3.70%
ACT	280	248	258	193	111	<i>68</i>	<i>42</i>	<i>33</i>	<i>20</i>	12	4.20%
NT	89	78	42	18	13	<i>12</i>	<i>9</i>	<i>8</i>	<i>6</i>	4	4.40%
National	17045	16025	14820	10956	6431	3977	2295	1782	1122	477	2.70%
Survival											
Ratio -		94%	87%	64%	38%	23%	13%	10%	6.50%	2.70%	2.70%

**Notes:**

1. Figures in "Arial" Font are from ABS Reports (except 1999).
2. 1999 figures sourced from State Transport Authorities.
3. Figures in italics are not official - they are approximates only.

Thanks again to Gary and James Mentiplay from the West Australian Club for allowing me to reproduce this article. I apologise for having to modify the table slightly to make it fit into the required space. I can assure you that none of the data has been changed from the original.



## MINUTES OF GENERAL MEETING WEDNESDAY 11 JUNE 2008

<b>Meeting Opened:</b>	8.10pm
<b>Attendance:</b>	As per the attendance book
<b>Apologies:</b>	Eric Rudd, Eddie Hooper, Jason Birmingham
<b>Minutes of Previous Meeting:</b>	Previous minutes accepted by Brian Hooper and seconded by Greg Bryant
<b>Correspondence In:</b>	Country P76 Club Magazine for April; P76 Club of New Zealand Magazine for May; Victorian P76 Club Magazine for April; Classic Car Magazine for May 2008; South Australian P76 Club Magazine for May 2008
<b>Treasurer Report:</b>	As of 23 May 2008 - \$1735.38
<b>Issues Arising from Previous Minutes:</b>	
<b>Club Register</b>	Please update club register as it still has not been done
<b>General Business:</b>	
<b>New Member</b>	Welcome to Scott Wilson who is becoming a member tonight
<b>Club Membership</b>	Last month for club membership, all members with cars on club registration must pay there fees by next month
<b>Council of Motor Clubs</b>	Steve wished to know if the club would like join the Council of Motor Clubs, which is an association for car clubs (Historic nature) which could give us more outing opportunities. It was agreed by members to join the club.
<b>P76 State of Origin</b>	Michael sought interest in the P76 State of Origin which is a gathering of P fanatics from NSW and Queensland. It is being arranged at the moment and the meeting place will be Gunnedah.
<b>Rescued P76s</b>	Brian rescued three P76s from Blacktown; a green targa, white exec and a six cylinder all in poor condition
<b>Shannons P76s</b>	Shannon has bought a white V8 Super from a man in Winmalee. The car is in poor condition, but Shannon will remove the V8 engine to put into his six cylinder deluxe
<b>Pennant Hills P76</b>	Shannon to get in contact with the man in Pennant Hills who has a P76 to be stripped, although there is not much left. Brian might also be interested in taking the remains of the car out to Oberon
<b>Wedding Hire</b>	Greg used his mother country cream P76 for a wedding at Leura a month ago. It was a good day with a lot of good comments about the car.
<b>Meeting Closed:</b>	9.10pm

### FOR SALE

Jim Farmer is selling his Bold as Brass Super plus a shed load of parts. The car is dual fuel, with factory air (not currently working) and cloth seats. It is a 4 speed manual. Jim has owned it for over 30 years but rarely gets to drive it anymore. It is registered until October. The car is in Newcastle. He is looking for \$3000. If you are interested, please contact Michael Nugent as per the editors details on page 2 and he will put you in touch with Jim.

See photos on next page.

## MINUTES OF GENERAL MEETING WEDNESDAY 9 JULY 2008

<b>Meeting Opened:</b>	8.10pm
<b>Attendance:</b>	As per the attendance book
<b>Apologies:</b>	Jason Birmingham; Eddie Hooper; Steve Foldhazy; Mark Ellery; Tony Delvea
<b>Minutes of Previous Meeting:</b>	Previous minutes accepted by Brian Hooper and seconded by Greg Bryant
<b>Correspondence In:</b>	Classic Club Magazine for June 2008; Queensland Magazine; Victorian Magazine for May 2008; Barossa Motor Lodge
<b>Treasurer Report:</b>	No report
<b>Issues Arising from Previous Minutes:</b>	
<b>Club Register</b>	Still have not joined Council of Motor Sport Club as Steve has been unable to contact the Treasurer for a club check
<b>General Business:</b>	
<b>P76 State of Origin</b>	Michael has contacted Gunnedah Tourist Park about booking for the State of Origin. They have 15 cabins available form \$55 to \$90 a night and there are many other hotels available.
<b>New Member</b>	Have a new member joining from England
<b>Top Gear Magazine</b>	Steve has been contacted by Australian Top Gear Magazine who are interested in doing a story on the P76. They would like to go on a run August 16-17.
<b>Orange Blossom Festival</b>	Anyone wishing to go to the Orange Blossom Festival is to inform Steve.
<b>Muscle Car Masters</b>	Need names of members who are taking their cars to Muscle Car Masters. It is \$35 per car.
<b>Run to Hunter Valley</b>	The Greens from the Classic Club who are on the National Committee went for a run up to the Hunter Valley to check out some sites. It looks like a good place.
<b>Meeting Closed:</b>	9.10pm



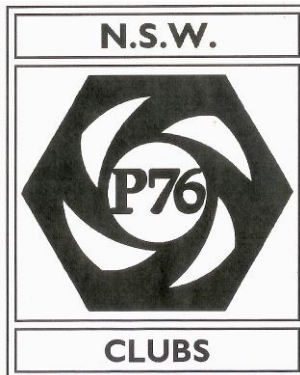
2008 Events Calendar			
Date	Event	Info	Contact
22-Jun	Classic Rally Club Winter Lunch Run Cowan to Broke	<a href="#">Info</a>	<a href="#">Steve Maher</a> 0417 435 830
8-Jul	2010 Nationals Organising Committee Meeting		
9-Jul	LPOC monthly meeting		<a href="#">Steve Maher</a> 0417 435 830
13-Aug	LPOC Annual General Meeting		<a href="#">Steve Maher</a> 0417 435 830
17-Aug	Top Gear Australia Magazine Lunch Run Camden to Sutton Forest		<a href="#">Steve Maher</a> 0417 435 830
7-Sep	Australian Muscle Car Masters Eastern Creek	<a href="#">Info</a>	<a href="#">Steve Maher</a> 0417 435 830
14-Sep	Orange Blossom Festival Classic Car Display Bull & Bush Hotel, Baulkham Hills		
10-Sep	LPOC monthly meeting		<a href="#">Steve Maher</a> 0417 435 830
8-Oct	LPOC monthly meeting		<a href="#">Steve Maher</a> 0417 435 830
12-Nov	LPOC monthly meeting		<a href="#">Steve Maher</a> 0417 435 830
10-Dec	LPOC monthly meeting		<a href="#">Steve Maher</a> 0417 435 830
2010 Events Calendar			
1 Apr/5 Apr Easter	Leyland P76 Nationals Hunter Valley, NSW		





This Aspen Green Targa has seen better days. I tried to photograph the compliance plate by sticking the camera through one of the holes in the bonnet, but I couldn't get a clear shot.

Leyland P76 Owners Club Of  
NSW



**Leyland.**  
**The new driving force.**

**Return Address: P.O Box 90 Kingswood NSW 2747**