



NEWSLETTER  
NUMBER 38

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW  
INC.

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



Since 1982



Matthew Fallow's Chrystal White Deluxe



Some one had a surprise 50th birthday party recently.  
Check out the cake.

## YOUR COMMITTEE FOR 2009-2010

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:	Brian Hooper	force7pnut@hotmail.com	0433 512 449

### Ordinary Committee Members:

Parts Officer:	Jason Birmingham	ley076@bigpond.com	0412 191 063
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Activities Officer:	Shane Fox		
Website Officer:	Glenn Gray		
Public Officer:	Steve Maher		
Club Registrar:	Scott Wilson		
Technical Officer:	Scott Wilson		
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 90  
KINGSWOOD NSW 2747  
WEBSITE:  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

### GENERAL MEETINGS:

**# The General Meetings are held on the Second Tuesday of EVERY MONTH at the Memorial Bowling Club, 26 Pritchard St West, Wentworthville.**

**Next Meeting - 10th August At 7.30 pm.  
AGM Please come 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 2010

Hi again everyone. Well another couple of months have passed and low and behold it's Annual General Meeting time again. It's hard to believe that it's been nearly twelve months since our last AGM but here we are so it's time to look back on the last year.

The past twelve months have been very important for our club. We have seen strong growth in membership, a strengthening of our financial position but most notably we co hosted the 2010 Leyland P76 Nationals. Arguably the best Nationals ever. Maybe a slightly biased opinion but it is my opinion. Many of our members worked hard to make the Nationals such a memorable event, I have thanked and congratulated you all before and I thank you all again. The Club Committee has generally worked well throughout the year. There were some hiccups along the way but these have been sorted out and the club looks set to race into the next year firing on all cylinders. I would like to thank the Committee for your hard work during the last year. Glenn Gray, my President in charge of Vice, failed dismally to bring in any vice but as my second-in-charge he did an absolutely brilliant job working behind the scenes helping to cure the hiccups. Shannon Wharton as Secretary worked hard looking after the meeting minutes, correspondence and memberships. Thanks to Shannon and his able assistant Kayt. Brian Hooper looked after the Treasury as best he could and I thank you as well Brian. Michael Nugent has again given us a club magazine that other clubs envy. I am constantly amazed at the positive feedback I get from other clubs about our magazine. Thanks Michael, you have done a magnificent job as Editor this year again. Thanks to Shane Fox for organising our last Christmas Party and Scott Wilson for battling through his first year as Historic Registrar. All of us who have Historic Registered cars should have done more to assist Scott in his role during the year. We will improve next year. Thanks Shane and Scott. And ofcourse there is Marty Stockwell. What can one say about Marty. Jack of all trades, master of none and always good for a laugh. Having Marty around makes it a pleasure to be on the Committee. Thanks to all of you for a job well done.

On the membership front, things continue to tick along quire nicely. I am happy to welcome our newest member Matthew Fallow who has recently bought a magnificent example of the P76 Deluxe from Victoria. This Crystal White 6 cylinder, 4 speed I believe is in concours condition and has won trophies to prove it. It will be great to see Matthew and the Deluxe on future runs. The P76 isn't Matthews only classic as he also owns a 1954 VW Beetle.

Our new meeting place continues to be a big hit with increased numbers of members making the meetings every month. We have recently changed the meeting night to the second Tuesday night of the month so make note of the new night. Club membership renewals were due at the end of June so please get your renewals in promptly.

As far as outings go, I took my rally P up to Kempsey for a run as I was doing race commentary at the Wittittrin 200 Off Road Race. The P and I did about 1000 kms over that weekend and the old girl didn't miss a beat. My wife and I joined Tony and Kay De Luca at a Trivia night shortly after to help raise money for a nursing home in Willoughby. We had a great night and although we didn't win we had a ball. Thanks Kay and Tony. Some of the boys had a run to Brians Farm in July helping to get the shed better organised. Not too much recently but coming up we have the MG Classic Rally, Shannons Eastern Creek Classic and the Muscle Car Masters also at Eastern Creek.

I hope to see many of you at the AGM. Remember this club is your club and not any single individuals. Take ownership of it and participate in how it runs.

Steve Maher

**THE LEYLAND POST**

**Steve Maher**



## THE EDITORS SAY..

Well, the Peel-me-a-grape is progressing. I have finished the front and rear suspension. Thanks to Brian Hooper for letting me raid his farm last weekend. I now have the majority of bits I need to finish the project. Of course it was a typical Oberon winter's day. I started off working in shirt sleeves. Then the clouds came in and we had a brief hail storm. By the time I got back to the mountains I had also driven through sleet. Maybe that's why I forgot a few bits. Brian if you read this before the next meeting, I forgot the brackets for the sway bar and the bit the boot lock on the car body that the boot locks on to.



I have included a couple more photos of Matthew Fallows new purchase on this page because I don't have a lot of room elsewhere in the mag this month.



Check out the interior. It looks in immaculate condition. I know Jason has had the car at his workshop and he says it is a very original car in fantastic condition for its age.

Shannon has been working on his deluxe model. The colour looks familiar doesn't it Jason.

Thanks to Steve and Kay De Luca for their contributions to this mag. Steve supplied the SLC rally car article but I guess I need to credit Greg Yates for the story.





# Wittittrin 200

Early in June I decide to take the freebie car to Kempsey for a club run to put some miles on it and see if there were any faults that might pop up on a rally later on. I was going to Kempsey to do the event commentary at the Wittittrin 200 Off Road Race, a major race on the NSW Off Road Championship Calender.

The round trip was approx 1000 kilometres including running around up there. The Wittittrin race course is about 20 kms out of town on a rather large property. Each lap of the course was just over 16kms and this they had to do 12 times over the course of the weekend. A gruelling event and one of the toughest in NSW.

I am happy to say the old girl went like a train with no hiccups at all. At highway speeds she cruised comfortably at 60 miles an hour and loved the 5 or so kms of dirt road into and out of the property the event was held on. The only cause for concern was the fact that the engine consumed about a litre of oil over the trip, but it is an old engine with who knows how many ks on it.

All in all, a great weekend away at the races.

Steve Maher



# The Mercedes-Benz 5-Litre SLC Rally Cars

Researched by Greg Yates.

From the mid 1950s to the mid 1960s Mercedes-Benz cars were seen in rally competition, initially as the legendary 300SL, then the 220SE, the 230SL and finally the 300SE. A period of around twelve years then elapsed before Mercedes-Benz cars were again seen in rallies.

In 1977 a crew comprising Andrew Cowan, Colin Malkin and Mike Broad were victorious in a W123 series 280E in the 18,000km London to Sydney Rally and a similar 280E of Fowkes and O'Gorman came in second. The following year the 280E of Zasada and Krupa finished sixth in the African Safari Rally.

Daimler-Benz realised that their cars had the necessary durability for rallies and that with more power they could achieve further success. While other manufacturers were rallying small to medium sized cars, Daimler-Benz decided that following their experiences with the 280E, the coupe version of their 107 series was the car to use. The "SL" in SLC was supposed to stand for "sports-light" but this was not an accurate description of the long and heavy SLC coupe, at the time the flagship of the Mercedes-Benz range aimed at the upper end of the luxury market. With V8 engines it was however a fast tourer. The fixed roof of the SLC added to the body rigidity of the SL and the superb handling, together with the comfort of the long wheelbase coupe, meant that crews would suffer the minimum of fatigue over long rallies.



The 107 series had been released in 1971 with the 200 horsepower (147kW) 3.5-litre M116 V8 initially as the 350SL 2-seat roadster and then as the 350SLC 5-seat coupe. Subsequently the 225hp (165kW) 4.5-litre M117 V8 was added to the range in the 450SL and 450SLC with the 185hp (136kW) 2.8-litre twin-cam M110 six-cylinder from the 280E added later still. In 1978 a new all-alloy 240 horsepower (177kW) V8 engine of 5,025cc was developed specifically for the rally version of the SLC. Previously all 107 models used engines with alloy cylinder heads on cast iron cylinder blocks. Together with a lightweight aluminium bonnet and boot lid, the new engine also assisted in reducing the substantial weight of the big coupe and the resulting car became known as the 450SLC-5.0. Despite the light alloy block, the 5-litre engine retained the M117 designation and the remainder of the rally version of the 450SLC-5.0 differed little from the standard 450SLC, including the 3-speed torque converter automatic transmission.

The month-long 30,000km 1978 Vuelta America del Sud (Tour of South America) was chosen as the debut event for the SLC rally car. A 450SLC-5.0 crewed by Andrew Cowan and Colin Malkin won the rally with second place going to Zasada and Zembruski also in an SLC, third to Fowkes and Kaiser in a 280E and fourth to Mäkinen in the remaining SLC. Only about one third of all the entered cars survived the gruelling rally, however all four SLC and three of the four 280E Mercedes entered completed the event.

For 1979 the 450SLC-5.0 was homologated as a Group 4 rally car with power being increased to around 300hp (220kW) and further weight reductions resulted from stripped-out interiors. Three-speed automatic transmission was retained as it was considered the only Daimler-Benz unit capable of withstanding the torque of the V8. Massive factory support under the leadership of Eric Waxenberger backed the effort behind several entries in the 1979 World Rally Championship. Three each 450SLCs and 280Es were entered in the African Safari Rally and SLCs driven by Bjorn Waldegard and Hannu Mikkola led for much of the event. Mikkola and Hertz finished a close second with Cowan and Syer in a 280E in fourth and Waldegard sixth. Greater success was achieved with a clean sweep of the 5,500km Bandama (Ivory Coast) Rally with four 450SLC-5.0s driven by Mikkola, Waldegard, Cowan and Preston taking positions 1, 2, 3 and 4 respectively.

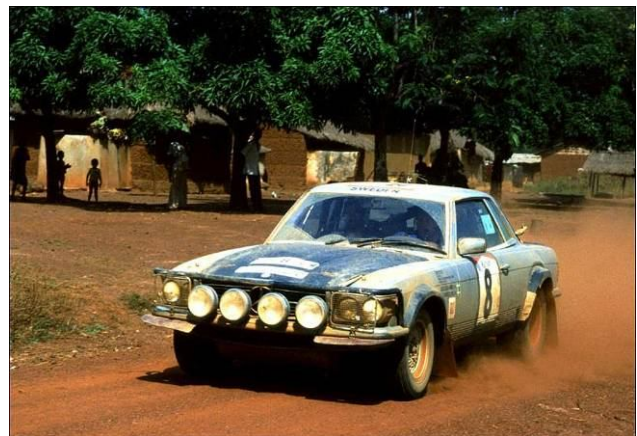
Following the 1978 and 1979 successes, an even greater effort went into the 1980 season. The Portugal Rally resulted in a best of only fourth place for Waldegard and Thorszelius and it was becoming obvious the big SLC was not so suited to the shorter and tighter European rallies. In the 5,300km Safari Rally where success was expected, rear suspension failures saw a best of third place to Vic Preston Junior in a 450SLC-5.0 using the newly introduced four-speed automatic transmission. In the Acropolis Rally the power of the 5 litre SLCs resulted in shredded tyres on the rocky roads with the highest placing again going to Preston this time down in fourteenth place.



For the Rally of Argentina engine output increased to 340hp (250kW) despite a slight reduction in displacement to 4,975cc. The cars became known as a 500SLC and were now homologated as Group 2. Mikkola and Hertz managed second place however two other 500SLCs suffered broken drive shafts. In the Rally of New Zealand Mikkola finished third and Waldegard fifth. In the same event Cowan suffered rear brake problems. Following a call over the radio, a helicopter was soon seen flying with an entire replacement rear axle assembly slung underneath, such was the level of factory support. The final event contested for 1980 was the Ivory Coast Rally better suited to the big fast SLC. The rate of attrition across all entrants was huge including Cowan who crashed. A total of just eleven cars finished with first to Bjorn Waldegard, second to Jorge Recalde and fifth to Vic Preston, all in 500SLCs.

Not entering every event for the 1980 season resulted in Mercedes finishing fourth overall in the championship. Mercedes recruited winning driver Walter Rohl who had been driving for Fiat in preparation for the following year. With the realisation that the SLC was just too big for the European rallies, plans were to use the similar but shorter 500SL for 1981. This was never to eventuate and the 1980 champion was left without a drive for 1981. Daimler-Benz again had a break from motor sport for a few years until the introduction of the W201 series 190E 2.3-16 destined for circuit racing, but that is another story.

The 350 and 450SLC (like the 350 and 450SL) had been discontinued in 1980 with the introduction of the 380 and 500SLC. The 280, 380 and 500SLC were discontinued in 1981 with the introduction of the 126 series 380 and 500SEC coupes. A total of 62,888 SLCs had been manufactured over a ten year period of which just 1,636 were the 450SLC-5.0 and 1,133 were the 500SLC. Both these models are sought by collectors today. Unfortunately they were not sold in Australia. The SLC remains the only fixed roof Mercedes-Benz coupe based on a roadster rather than a sedan. Even today, an SLC in good mechanical condition still gives a mix of good performance, superb handling, comfort and safety, making it is easy to realise why they were a successful rally car. Following the discontinuation of the SLC, the 107 series continued initially as the 280, 380 and 500SL and then finally as the 300, 420, 500 and 560SL until 1989. This eighteen-year run makes the 107 series the longest running series produced by Daimler-Benz.





## SIR JACK BRABHAM AT THE AUSTRALIAN MOTORLIFE MUSEUM

On Sunday 20<sup>th</sup> June 2010 Tony and I drove down to Kembla Grange, just south of Wollongong for a very special day at the Australian Motorlife Museum.

The purpose of the day was a Motoring Expo along with the official opening of the Brabham Room at the Museum and Sir Jack Brabham was present to do the honours. He arrived, driven by good friend and writer Pedr Davis and we were right there to welcome the great man.



I was lucky enough to speak with him and mentioned my first recollection of seeing him race at the Mt Druitt track in the mid-1950's (I was just a kid). He remembered those days very well and it was good to talk to the World Champion Racing Driver, who later autographed a Jack Brabham book, which I had purchased on the day. His good mate Ron Tauranac also signed the book for me.

Sir Jack spoke to the big crowd in attendance and reminisced about his racing days before officially opening the Brabham Room. The Australian Motorlife Museum is a wonderful venue where you can see some very special vehicles along with an interesting collection of other memorabilia including cameras, typewriters etc.

The day drew a wide variety of classic cars, which made a spectacular display in the grounds surrounding the Museum and everyone enjoyed the wonderful hospitality of the Museum's volunteer attendants.



At the end of the day spontaneous applause erupted when Sir Jack was leaving – a very special moment for everyone who made the effort to come along and meet a Champion.

The Australian Motorlife Museum started life as the Illawarra Motoring Museum in a building erected by the Members working as volunteers and opened to the public in 1992. A search for an alternative site for a new larger building began in 1996. The site at Kembla Grange is under a Licence Agreement with Wollongong City Council, who purchased the area in 2004 for a Regional Park. Well worth a visit for a Club Run.

Kay De Luca





# LEYLAND AUSTRALIA HERITAGE GROUP

## 2010 REUNION

- DATE:** *Sunday 19th September 2010*
- VENUE:** *Ryde-Eastwood Leagues Club, Ryedale Rd, West Ryde  
1st Floor Function Centre*
- TIME:** *10.30am Classic Car Display – Club Car Park  
Contact Roger Foy 9449 1524 if you wish to bring your BMC vehicle.*
- LUNCH:** *12.00 noon for 12.30pm start*
- GUEST SPEAKER:** *This year we are pleased to have Craig Watson as our Guest Speaker.  
Craig is the Editor of “The Mini Experience”, Australia's only National Magazine  
dedicated to all things Mini, old and new.*
- COST:** *\$35.00 per head including full buffet (carvery & hot dishes), desserts, tea/coffee &  
mints etc.*

**If you would like to join us, please complete the slip below & return to me with  
your payment either by cheque or money order.**

Please tear off this slip and forward with your payment:

### PAYMENT FOR BMC LEYLAND AUST HERITAGE GROUP 2010 REUNION

Please forward this section with your payment of **\$35.00 per person** to:

Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (Phone 02 8812 2479 or 0410 688886)

**RSVP: 3/09/2010**

**(Cheques payable to BMC Leyland Aust Heritage Group)**

Please give your preferred first name for nametags.

YOUR NAME:.....

PARTNER/FRIENDS NAMES:.....

YOUR ADDRESS:.....P/CODE:.....

PHONE:.....EMAIL:.....

*Please advise if you have a Special Dietary Requirement:.....*

# 2010 LEYLAND P76 NATIONALS OFFICIAL MERCHANDISE SALE

Were you at the Nationals and missed out on getting that item of Official Merchandise that you wanted or did you miss out on coming but would like to have your own piece of the Nationals?

Well this is your chance!

The NSW Owners Club have a limited stock of Official Merchandise to sell.

## T-Shirts



Available in White, Light Blue, Grey  
and Navy Blue.  
Mens and Ladies.  
Not all sizes and cuts available in all  
colours

**\$25 ea**

## Caps & Stubby Holders



Caps  
**\$16 ea**

**Stubby Holders**  
**\$9 ea**

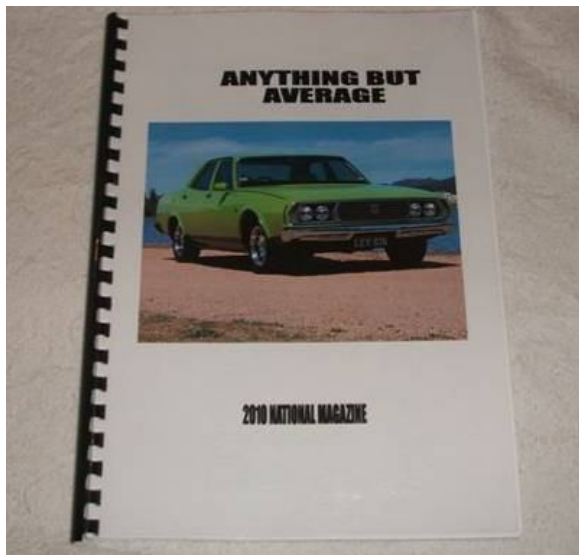


## Pins & Key Rings



Pins  
\$5 ea  
Key Rings  
\$7 ea

## National Magazine



National  
Magazine  
“Anything  
But  
Average”  
\$20

## Official Red & White Wine



“Dry Red”  
Merlot  
\$10 ea

“Crystal White”  
Chardonnay  
\$10 ea

Also available as a mixed  
Bakers Dozen

## MINUTES OF GENERAL MEETING WEDNESDAY 9<sup>TH</sup> JUNE 2010

<b>Meeting Opened:</b>	8.03 PM
<b>Attendance:</b>	As per the attendance book
<b>Apologies:</b>	Chris Teschke, Paul van Look, Marty Stockwell, Mat Gray
<b>Minutes of Previous Meeting:</b>	Accepted by Brain Hooper, seconded Shane Fox
<b>Correspondence In:</b>	Entry forms for Muscle Car Masters; Classic Magazine for May 2010; Westwords for June 2010; South
<b>Treasurer Report:</b>	As per Bank Statement
<b>Business Arising</b>	<ul style="list-style-type: none"><li>•1 Voted by all members present to move the meeting to the second Tuesday of the month, starting next month</li><li>•2 Steve is still waiting for orders for the Ralleye Car, please see Steve ASAP if you would like one</li><li>•3 Letter from Newcastle Council has been received for payment, also received the invoice for Tony and Kay</li></ul>
<b>Activities Report</b>	<ul style="list-style-type: none"><li>•4 Steve attended South Coast Classic</li><li>•5 National Motor Heritage Day. All members who attended had a great day. Ticket number 37 was the raffle winner and receives National Meeting Merchandise.</li><li>•6 Steve attended another run at the Wittittrin 200 at Kempsey. Steve commented</li></ul>
<b>General Business:</b>	<ul style="list-style-type: none"><li>•8 Memberships are due as of the end of June. They must be paid by August to be able to vote at AGM</li><li>•9 Payment needs to be paid for one P76 Wagon to the maker</li></ul>
<b>Meeting Closed:</b>	9.50 pm

## MINUTES OF GENERAL MEETING TUESDAY 13<sup>TH</sup> JULY 2010

<b>Meeting Opened:</b>	8.03 PM
<b>Attendance:</b>	As per the attendance book
<b>Apologies:</b>	Michael Nugent, Mathew Fallon, Scott Wilson
<b>Minutes of Previous Meeting:</b>	Accepted by Shane Fox, seconded by Greg Bryant
<b>Correspondence In:</b>	Money order from Western Australia Club for Deluxe Models,; four posted memberships; Western Australia Magazine for July 2010; letter from CAMS for their Carnival Australia's first National Car Club Motoring Festival; New Zealand Magazine for July 2010; Classic Magazine for June 2010
<b>Treasurer Report:</b>	As per Bank Statement
<b>Business Arising</b>	<ul style="list-style-type: none"><li>•1 Rallye models are still at 10 orders, Steve might just go ahead with what he has as no one else has shown any interest</li><li>•2 Some members attended trivia night</li></ul>
<b>Activities Report</b>	<ul style="list-style-type: none"><li>•3 Oberon farm night on 14 August 2010, bring warm clothes</li><li>•4 Shannon Display – four members are going, one spot still available</li></ul>
<b>General Business:</b>	<ul style="list-style-type: none"><li>•5 Membership renewals are now due, AGM is next month</li><li>•6 Our club is to pay \$75 to Newcastle Council for P76 Nationals to use the Newcastle Foreshore</li><li>•7 Brian and Glen have been working hard to get all finances up to date for the Department of Fair Trading</li><li>•8 Graeme Rutledge from the Fiat Club has a P76 long motor for sale for \$350. Contact him on 0427 960 334</li><li>•9 Glen Gray has found a gearbox specialist who can rebuild a 4 speed for \$370</li></ul>
<b>Meeting Closed:</b>	9.37 pm



2010 Events Calendar			
Date	Event	Info	Contact
10-Aug	Club Meeting Annual General Meeting		
14/15-Aug	MG Classic Rally	<a href="#">Info</a>	<a href="#">Jim Richardson</a> 0418 644 284
22-Aug	Shannons Eastern Creek Classic		Tony De Luca 8812 2479
5-Sep	Muscle Car Masters Eastern Creek		
12-Sep	Hills Fest Classic Car Display Baulkham Hills		
14-Sep	Club Meeting		
19-Sep	BMC/Leyland Australia Heritage Group Lunch		Kay De Luca
25/26-Sep	Alpine Classic Rally		Lui MacLennan 0418 645 623
12-Oct	Club Meeting		
17-Oct	Penrith Pas de Deux Classic Rally		Jeff West 0427 263 757
9-Nov	Club Meeting		
14-Dec	Club Meeting		
2011 Events Calendar			
11-Jan	Club Meeting		
8-Feb	Club Meeting		

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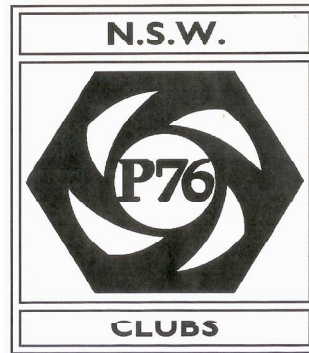
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# Membership Application/Renewal



Leyland P76 Owners Club of NSW  
P.O. Box 90  
KINGSWOOD NSW 2747  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

Family Name:

.....

Membership No.

First Name:

.....

Family Members:

.....

.....

.....

.....

Home Address:

.....

Postal Address:

.....

Phone (Home):

.....

Phone (Mob):

.....

Email Address:

.....

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed:

.....

Date:

.....

Office Use

Date Paid:

Payment Type: