



Lest We Forget



CLUB INFORMATION

Committee 2016 – 2017

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Non-Office Bearers	John Armstrong			
	Helen Filmer			
	Jilden Reichardt			

GENERAL MEETING HELD

Bi monthly on the 1st Tuesday of the month at a venue to be notified

2017 – 7 February 4 April 6 June 8 August 3 October 5 December

AGM

Held August at a venue to be decided

THE FINE PRINT

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The opinions expressed on this magazine are not necessary those of the committee, except where stated.

Next Meeting to be held Tuesday 6 June 2017

7.30 pm

Christine Cutting's
21 St Helena Street
Flagstaff Hill SA

FROM THE EDITOR - CHRIS CUTTING

Sorry for the delay for the latest magazine but I have been on a 3 week trip to China where I walked a minute section of the Great Wall and viewed the Terracotta Warriors strolled round Tiananmen Square and cruised some of the Yangtze River through the 3 Gorges Dam with its massive 5 locks to lift you up to the new river level taking 3 hours and visited the Forbidden City. That is just a part of it. China is such a vast country and a lot of time was spent in transit including the Bullet Train at 246 kph. From cities with millions to countryside was such a contrast.

It was a great trip the hotels 5 star but to get back to Australia with “western toilets” and no rice/noodles makes you appreciate what we have in this great Country.



2018 National P76 Meeting information.

You are formally invited to celebrate the 45th Anniversary year of the Leyland P76 at the National P76 Meeting to be held during Easter in 2018. (30th March – 2nd April 2018)

We will be gathering at the Twin Cities of Albury and Wodonga on Friday the 30th of March 2018 to commence celebrations. We are promising a fun filled weekend which will highlight the many great parts of this unique part of Australia.

Straddling the Murray River, the region offers a mix of the history of Australia as well as leading edge new industries. It has a rich natural beauty with the background of the nearby Australian Alps and the rolling red gum river flats.

It is intended to be a fun weekend that will allow you to enjoy the best of what this area has to offer and then some! Roads are great for cruising in a P76 and the area is known for having lovely weather during Easter with daytime temperatures in the mid to high 20's.

Accommodation has been secured at Wodonga's Blazing Stump and our concourse will be hosted at a wonderful facility provided by the Wodonga City Council.

Other activities available in the area:

Winery visits to the famous Rutherglen area
Zetland Trophy Activity to be held at the MTA Motorsport Centre
Tours to historic towns and sites in the region; including Beechworth.
Murray River Cruise and the famous National P76 Dinner and awards night which will be held onsite at the accommodation venue!!!

More information will be forth coming and we seek member's ideas to make this a great event.

***The 40th anniversary at Canberra was a great event.
Let's see if we can make this an epic one!***



CLUB CALENDER

MEETINGS HELD BI-MONTHLY

June 6 General Meeting at 7.30 pm 21 St Helena Street Flagstaff Hill SA

August AGM TBA

October 15 Strathalbyn Swap Meet

Federation of Historic Motor Clubs website for member's club events www.fhmc.or.au including Swap Meets

Matt Crown & Gerry Bryson are on another Rally this time in Japan for the Samurai Challenge the link for to the web site blog for updates on how they are going. is <http://worldrallyp76.blogspot.com.au/>

Footnote to Nigel's article on tyres in the coming pages.

I had a slow leak in the front drivers side tyre decided to get it checked instead of putting air in when I took it out. On close look by the tyre guy, after explaining the make as he had never seen a P76, the front 2 tyres were all fractured and dated 1994. Was an accident waiting to happen.... Chris Cutting

PRESIDENT'S RAMBLINGS

Easter is upon us again and this year we are just chilling out and not doing much of anything. In years gone by Easter was always a P76 Club event of some sort whether just a gathering or a full blown National Meet. We certainly put together a good few road miles to get us around the country. The meeting with the Victorian crowd at Warandyte in 1983 more or less started the tradition with the Morpeth meet the following year being the first official national. This was followed by “get-togethers” and nationals all over the country including Bornhoffen, Swan Hill, Lake Cargellico, Perth (twice), Gold Coast, Canberra, Darwin, Roseworthy, Woodhouse (Adelaide Hills), Daylesford, Stanwell Tops, Rosebud, Caboolture, McLaren Vale, Sunshine Coast, Geelong (twice) and probably a few others. Great and long lasting friendships have been formed and we look forward to the 2018 event in Wodonga



Another topic that has raised a bit of discussion lately is tyre age. With the probability here in SA of Historic Registration being changed to include modified cars over a certain age, this will more than likely bring some P76s out from under tarps and hidden away in sheds to see them on the road again. Your tyres may now have some age to them so please have a good inspection before travelling too far. There is no legal age limit for tyres but some recommendation is to change them out at 5 years and certainly don't let them get over 10 years old. Oddly enough this comes from tyre companies and I think it really depends on how they have been stored. Check for cracks in the rubber, apparently ozone breaks down the rubber composition of the tyre over time. The age of a tyre can be identified by a stamping on the sidewall, usually in an oval shaped depression denoting XYY, XX being for the week of manufacture and YY for the year. This is back to year 2000, prior to that the last 3 digits XXY denoted the week and the last number of the decade, so it may be 1994 or 1984 or who knows. There may be a small triangle or similar shape which denotes the decade but I couldn't find much info on that. Here are a few I have on my cars etc. Not sure I would go too far on the 1994 one, or is it 1984?



Cheers for now.....Nigel

It's an Australian victory — but not for our heroes! . . .

Story by JOHN BRYSON

WELL, it's been tough, this London to Munich World Cup Rally, but Evan Green and I and our "Sun-Herald Total Oil" Leyland P76 are still in the running. We are not sure whether to be annoyed that instructions for the Sahara Desert run were insufficient for a logical correct route to be found, or whether to be happy that the organisers saw fit to alter the rules to allow us to continue after we broke the front suspension crashing over the sand dunes trying to find the way!

THE 1974 UDT World Cup Rally, as it stood at Tunis after the run across the infamous Sahara Desert, looked like being an Australian victory. Unfortunately, the leading crew was not that of Evan Green/John Bryson in the BRUT Leyland P76.

Instead, the leaders — and by up to 20 hours on the road — were the intrepid and resolute trio of Ken Tubman, Andre Welinski and Jim Reddix in their "Sun-Total" Citroen DS23. They had gone into the rally with the firm intention to run carefully and steadily, and concentrate on finishing. This attitude, coupled with excellent pre-planning, vehicle preparation and a survey of most of the African section of the route, looks like paying off.

When the rally began at the Wembley Stadium on May 5, Green/Bryson were number 36 and Tubman/Welinski 46. Both, however, dropped well back, the P76 with fuel problems and the Citroen by not going hard. Punching into the lead over the special stages in Spain was Sobieslaw Zasada in the Porsche, with Hemsley/Skinner next in a Marina V8. Strirling Moss, with Michael Taylor in a Mercedes were fifth, just ahead of Andrew Cowan (Escort) and Shekhar Mehta (Lancia). As the special stages passed, Green began to speed up, and at Gibraltar, ready for the crossing to Morocco, was in 8th overall, with Cowan now second to Zasada, but Tubman still playing it cool and lying 30th. Of the 52 starters in London, 46 remained to continue in North Africa.

Then came the 72-hour nightmare drive south to Tamanrasset and Kano. The rock-strewn roads took a heavy toll and only 19 cars reached Tamanrasset. In fact, the entire field of 36 were posted missing at one stage, being a minimum of 12 hours late and completely *incommunicado* in the desert! Then, of the surviving 19, only seven were able to make it to Kano, this tiny group being led in by — the Citroen! And they got there two hours ahead of the next car, the Lancia of Mehta/Drewns, with two Peugeots close behind, driven by the French woman's team, Christine Dacremont/Yveline Vanoni, and their male compatriots, Robert Neyret/Jacques Terramovsi. Coming along later was yet another women's crew, also in a Peugeot — Claudine Trautmann/Marie Desvignes, followed by the American, Brian Chuchua, in a Jeep Wagoneer.

After a rest at Kano the field headed north for Tamanrasset once again, where they were to be rejoined by the remainder of the 19, allowed to restart by a decision of the officials. As they headed north, bound for Tunis and another sea crossing, this time to Sicily for a special stage on the Targa Florio course, the Citroen went further ahead. After 13 days and 7000 miles, the Australians held a lead of just over 20 hours!

We started the rally on a bad note when we had fuel pick-up problems on the special stages in England, and we were quite well down the list when the field set sail for the run down through Portugal, then another sea crossing to North Africa. But this was where the real test started and all of the "hot shoes" were destroying their cars left, right and centre in what we consider to be a foolish effort to put up fast times.

We have planned to pace ourselves and to look after the car. We had the utmost faith in the Leyland P76 — and still have — and it appears that our theories and our plans were all correct. Except, that is, for the new road which had been bulldozed through part of the Sahara between the time the instructions were set and when the event was held (shades of the '72 Southern Cross).

We found later, in fact, that we had actually just taken the outright lead in the event and were pressing on down this road following instructions that said virtually "follow main track". Then it stopped. Nothing. There was nothing ahead but sand dunes. This road had been pushed through so far and that was it. We tried to push on, following some vague wheel tracks and, as

Evan Green (left) and John Bryson (dressed for the occasion in Afghan hat) pose prettily before the start at Wembley Stadium. Their troubles were soon to begin.



TROUBLES GALORE II

night began to fall, we realised that we were all but lost and in real danger of being stranded with insufficient food or water.

The only course was to turn back and we had to really punish that poor P76 in our endeavours to get back over some of the dunes. Only speed and momentum would allow the car to climb them so this meant we had to hurl the car downhill no matter how rough the going, to charge up the other side. Eventually it could take no more and we broke a front suspension strut. In the meantime, we were surprised to find that no-one was behind us on that road. We soon found why. Shekhar Mehta's Lancia and another car were hopelessly bogged in the

sand. They said they had seen others bogged further back. We virtually threw away our chances of getting back into the event on time in order to help the crews of the other two cars. This was tough country and one couldn't survive for too long on the provisions we had at hand.

Once having dug out the other two cars we all proceeded back in convoy, picking up further rally stragglers as we went. Eventually we came across a crew who had seen the Welinski/Tubman/Reddix Citroen and Andrew Cowan's Ford Escort drive off the side off this main road, down an embankment and head off into the desert.

We knew these two had surveyed the

With the huge crowd at the Wembley start in the background, Evan and John make last minute checks on the P76.





With its fuel feed problems overcome, the BRUT 76 charges through Spain, where it set times on special stages fast enough to recover almost 20 places. AAP PHOTO

THE "WORLD CUP"

Sahara route and they had realised earlier than most that the road we were on was not the right one. We followed, using only a compass to guide the way and with our hopes pinned on the fact that, sticking together, we had more chance of survival – even if the going was slower.

Sure enough, a few miles across the dunes, we came upon the right road and at least knew where we were going. But Tamanrasset was as far as we went. The suspension strut was beyond repair and we had to wait for Brian Hope to drive in with one he had flown in from England. By this time the fuel had gone and the only ray of hope was that we knew the route came back

through Tamanrasset again before another crossing of the Sahara on the way to Tunis where another sea voyage would take us to Sicily.

The organisers would have no part of deleting the section which caused all the trouble, but they did make the concession of allowing ourselves and 16 others similarly stranded, but capable of going on with further repairs, back into the event. They almost had to, with only seven cars still running along the full route, and with many of those on their last legs.

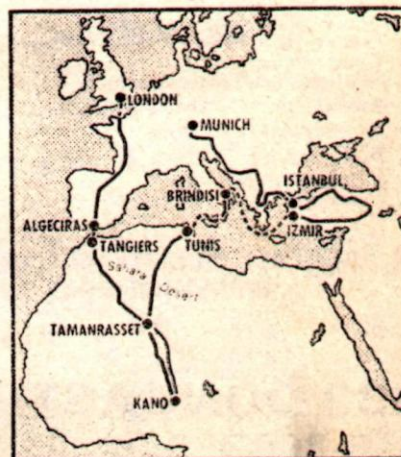
It was pleasing to see, however, that the only other Australian crew in the rally are now out in front. They have an enormous

lead and we know that Shekhar Mehta's Lancia is almost broken. He won't last long enough to catch them. Next up came the two all-lady French crews in Peugeots and, good as they are (at driving), they won't catch the Citroen either. Long distance expert, Robert Neyret, in yet another Peugeot 504, is still going in fourth place, and if anyone can keep it going, he can.

For ourselves, we calculate that we will be about 14th or 15th when we get going again. Our primary aim will be to finish – and that's no problem. The P76 is as good as new again with the strut replaced, and everything else has stood the pounding perfectly. Our secondary aim will be to get into the top 10. There will be more retirements we know, and a good steady run should give us this result at least.

How about another run back across the Sahara to round it all off? We could well pull right through to first now that we know where to go!

Being the first appearance in London of the Australian built Leyland P76, the Green/Bryson car drew many curious onlookers.



LEYLAND P76 OWNERS CLUB (S.A.) INC. SPARES LIST			
Member Price			
<u>V8</u>		<u>Gearbox</u>	
V8 throttle link ball joints	\$1.00	4 speed g/box gasket set	\$12.00
V8 retainer spark plug cables	\$12.00	4 speed g/box shifter saddles	\$5.00
V8 rotor button	\$20.00	4 speed g/box reversing switch	\$10.00
V8 distributor cap	\$45.00	4 speed g/box gear shift lever pivot	\$20.00
V8 points	\$15.00	<u>6 cyl</u>	
V8 distributor shaft	\$30.00	6 cyl choke cable	\$5.00
V8 manifold bypass hose	\$3.00	Rear Seal refer V8 listing	
V8 radiator hose, top	\$15.00	6 Cyl ignition leads	\$45.00
V8 radiator hose, bottom	\$20.00	Water Pump reconditioned	\$130.00
V8 long heater hose (VT Commodore LPG)	\$40.00	<u>Electrical</u>	
V8 short heater hose	\$10.00	Distributor Condensor	\$8.00
V8 thermostat housing	\$50.00	Lucas starter motor bushes, per pair	\$10.00
Z86 Oil Filter	\$25.00	Headlamp suit super	\$5.00
V8 front seal	\$36.00	Indicator switch cam assembly	\$36.00
V8 & 6 cyl rear seal	\$28.00	<u>General Mechanical</u>	
V8 Engine Bearings .010	\$195.00	Rear brake cylinders	\$30.00
V8 head gasket	\$40.00	Long handbrake cable	\$10.00
V8 VRS gasket set	\$250.00	<u>Interior</u>	
V8 rocker gaskets (rubber)	\$15.00	Horn rim rubber grommets	\$5.00
V8 timing cover gasket	\$12.00	Deluxe window winder handles	\$5.00
V8 sump gasket	\$16.00	Rear parcel tray clips only brown packet	\$10.00
V8 sump & timing gasket set	\$60.00	Console lid cover Imperial leather	\$10.00
V8 sump,timing gaskets with front & rear seals	\$105.00	Glovebox locks and keys	\$6.00
V8 carb. Jet	\$5.00	<u>Exterior</u>	
Fan belt V8	\$15.00	Front indicator lens, non-painted, single	\$30.00
Power Steering Belt	\$10.00	Tinted Laminated Windscreens	\$130.00
Airconditioner Belt	\$15.00	Window scraper rubbers, repro, each	POA
Power steering pulley	\$10.00	Lower guard repair panel, each	\$40.00
V8 Water pump kits seal gasket & bearing	\$80.00	Upper & lower grill mould clips set 10	\$2.00
V8 Extractor gaskets Pair (2)	\$15.00	Number Plate Lenses	\$45.00
V8 oil pressure switches	\$12.00	Targa Caps set of five	\$120.00
<u>Suspension/steering</u>		<u>General</u>	\$10.00
Rack boots, p/steer and R.H. manual	\$25.00	A3 Posters ex Vic	\$1.00
Rack boots, L.H. manual rack,	\$30.00	Roseworthy Easter Meet Badges	\$1.00
Rack mount rubber p/s	\$5.00	Signed Hal Moloney Leyland P76 books	\$50.00
Power steer control valve spacer bush	\$5.00		
Power steer valve upper seal	\$12.00		
Power steer valve lower seal	\$12.00		
Tie bar bushes - <i>rubber</i> set 4	\$33.00		
Power steering rack re-con (exchange only)	\$750.00		
Power steer pinion adjusting shims	\$1.00		

For Club Spare Parts Contact Christine Cutting
gcutting@chariot.net.au or 08 82703799

GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB SA Inc.				
	Held at Armstrong's, 6 Panorama Drive , Athelstone			
OPENED	7.55pm		DATE	April 4 2017
PRESENT	Diand Nigel Bray, Jilden Reichardt, Keith Lewis, John Armstrong			
APOLOGIES	Chris Cutting , Loretta Stoeger, Jim and Lynn Nicholson			
PREVIOUS MINUTES	READ	Nigel		
	AMMENDMENTS	Chris added to attendees		
	CONFIRMED	John		
	SECONDED	Jilden		
	ADOPTED	Yes		
BUSINESS ARISING FROM THE PREVIOUS MINUTES				
	None			
CORRESPONDENCE IN	Insurance paperwork via Jilden. FHMC paid			
	Bank statements hardcopy via Jilden			
CORRESPONDENCE OUT				
TREASURERS REPORT	CLUB ACCOUNT		refer Chris	
	CLUB PETTY CASH			
	SPARES AND EVENTS ACCOUNT			
	SPARES PETTY CASH			
SPARE PARTS REPORT	refer Chris			
COMING EVENTS		see FHMC site		
		Easter 2018 Wododnga, Victoria (March 30 - April 2)		
GENERAL BUSINESS	FYI Our Club is 35 years old this year			
	Discussed Club visit to Desal Plant. To be organised			
NEXT MEETING	June 6 at Chris's. 21 St Helena Street, Flagstaff Hill. If OK, Keith's first reserve			
MEETING CLOSED	8.45pm followed by coffee and scones thanks Janet			

HISTORIC MOTOR VEHICLES CLUB
34th ANNUAL

STRATHALBYN SWAP MEET

Strathalbyn Harness Racing Club
(Milne Road 500 metres from West Tce/South Tce roundabout)



SUNDAY OCTOBER 15th, 2017

Gates Open 5.30 am SELLERS
6.30 am BUYERS



Catering for motoring enthusiasts of all ages with
automobilia, spare parts, books, collectibles and much more.

Sellers Site Fee \$15, includes entry for 2 people (Site area a car and
trailer length – larger area costs extra).

Extra Adult \$5, Children Free.

Camping Site \$5 extra (Gates open for camping
2 pm to 9 pm)

Undercover Sites \$25, Prepaid Bookings, Dean 85521042

BUYERS ADMISSION \$5, CHILDREN FREE

Car parking free in complex plus street parking,
Show and Shine, Parts Pick up available, P/A system for buy, sell,
swap, Food and drinks—fully catered.

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