

Anything

But

Average



AUGUST 2012
VOL 30 EDITION 1

**Official Publication of
the P76 Owners Club
of Victoria Inc.**

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA (IAN-AO019822)

This publication is not for sale to the general public and is only available through membership.

COMMITTEE

PRESIDENT:

Ken Western
4 Beaumont St
Vermont Vic 3133
Mob; 0417 364 894
Email ken.western@exemail.com.au

VICE PRESIDENT:

Marcus Kneebone
317 O'Neil Rd
Beaconsfield Vic 3807
Mob: 0416 508 005
Email: mkneebone@aanet.com.au

PARTS & TECH:

Trevor Van Der Heyden
10 Walmac Close
Tooradin Vic 3980
Mob: 0414416356
Email: p76parts@gmail.com

REGISTRAR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413243697
Email: Leylandp76@gmail.com

SECRETARY, PUBLIC OFFICER & CLUB REGISTRATION OFFICER:

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409 675 648
Email: davidwalker1977@hotmail.com

TREASURER:

Silvia Hayes
245 Windermere Rd
Lara Vic 3121
Ph: 03 52823158
Email: lilyput@live.com.au

EDITOR:

Martyn Hayes
245 Windermere Rd
Lara Victoria
Ph: 03 5282 3158; Mob: 0438 170 691
Email: gabblers76dictum@dodo.com.au

SOCIAL SECRETARY:

John Ernst
81 Mackey Rd
Churchill Vic 3842
Ph 0351223809; Mob 0429007080
Email: jaernst@gmail.com

DISCLAIMER:

The material contained in this publication is for general information only. It is not intended to be, and should not be treated as, professional advice. Any person who acts, or fails to act, in reliance on material contained in this publication, does so completely at their own risk. The Leyland P76 Owners Club of Victoria Incorporated, its officers, servants, agents, publisher, editor and authors of this publication expressly disclaim all liability for errors or omissions of any kind, whether negligent or otherwise, or for any loss, damage or other consequence which may arise from any person relying on the material in this publication. Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance. Material contained in this publication may be reproduced without permission, provided that the source and author are appropriately acknowledged.

Cover :

Force 7 Drawn by Tassie Member Greg Varveris 1993

Editorial

Fellow Pnuts

Well the AGM is done and dusted and a **"New Old Stock"** Committee has been elected. I am back as Editor for another year; you lucky people. A full exposé on the "Brady Bunch" is featured in this issue.

I personally have had a life changing experience. After 35 years in the Aviation Industry I finally realised that the smell of burnt Kerosene in the morning is no longer the vocational aphrodisiac it used to be.

I have taken up an new role in Managing a Training Centre and now the smell of 2000 smiling apprentices and trainees is my aphrodisiac.

There are still 25 members out there who receive their Magazine as hardcopy rather than electronically. In the past twelve months I have been able to secure some freebee print opportunities enabling me to issue some hardcopy magazines in colour. Unfortunately this resource has disappeared and I will have to resort back to the club printer.

Printing in Colour on our printer is too expensive so all hardcopy issues will have to revert back to Black and White in future. Colour TV did not get going until 1975 in Australia so there is a level of authenticity that goes with a magazine about a car from this period. My first look at colour TV was in Whyalla SA so we only had two stations ABC and GTS4 Port Pirie; all that Colour and nothing but crap to watch I digress.....

In this age of computers we can do wonders in



bringing you this magazine and certainly the best opportunity to enjoy it to its fullest, including clicking on the various links to websites etc. that we can install within it. A Nerd once told me that computers would one day

replace paper, He obviously has not tried wiping his behind with a iPhone. Wonder if I could get an App for the iPhone and what would it be called – **"The Sorbent Experience"**, or **"The DAWN that never breaks"** or the sci-fi version for all the Star Trek fans **"Uranus and the search for Clingons"**

Never the less, unless you don't have a computer, know how to operate one, or you just don't have broadband to enable download of 2 to 4 Mega-what-sit files, then I would suggest that you consider getting your mag electronically. You will receive it in colour, and if you're blind like me you can increase the size on your screen to make it easier to read and save it for future prosperity.

Imagine in a billion years time the advanced inhabitants of this earth digging up the fossilised

remains of your computer and reading a copy of Anything But Average!

Also in this issue of ABA, we have a great tech story from Howard Paraman. David Walker recently discovered some previously unknown information about the P76 vehicle which has dispels a few myths on the availability of parts during the P76 Glory Days.

There is another part of David's research that he has been reluctant to share however ABA has an exclusive report. He has been researching into the crashworthiness of the monocoque body shell construction of the BMC Mini.

To cut a long story short he concluded that the mini was able to withstand a considerable external impact with a high degree of survivability for the occupants.

David then deduced that an impact from the inside out was almost certain to cause instant death for the occupants but no bystanders got hurt. After a healthy serve of Baked Beans for breakfast here are the results of Davids Experiment.



The other news this month that I could not miss the opportunity to comment on was the Tobacco Products Plain Packaging Legislation. The Government knows that in order to make cigarettes unattractive they must be sold in **Olive Drab** (Spanish olive) packets.

The health messages are merely a distraction, the Colour is the principle tool in making people feel ill enough to want to give up smoking.



The Tobacco companies have been challenging the government's Plain Packaging laws in the High court as they too know that Olive colouring will have a detrimental impact on sales.

They should look on the bright side: The Leyland Marketing Department also lost the argument but

there were still plenty of tasteless individuals out there who bought a plain packaged Spanish Olive P76!

Have a great Month **Martyn and Silvia**

Papercut's Member Roast



Victim **George Hammond** Bairnsdale
Nick Name WOOLvarine or George Scissor Hands

The boy from the bush was born in Omeo (He Thinks!) in 1946 a product of post war repopulation. George was a Jumbuck Barber for 40 years travelling the outback living the Waltzing Matilda lifestyle in a Leyland P76! He has lived all his life in the bush where men are men and sheep are nervous



The Hammond name originated with the anglo saxon tribes that once ruled Britain. It was derived from Hamon, and old French personal name brought to England after the Norman Conquest in 1066.



The motto "Pro Rege et Patria" means "For King and Country".

Sheerers are a breed on to themselves. To understand George you firstly need to understand shearers. Shearers developed their own colorful bush vocabulary: the 'ringer' was the fastest shearer; 'drummer', the slowest or laziest; 'gun' the shearer

with a consistently high tally; 'cobbler' or 'snob', the last sheep left in the pen; and 'bell sheep', the one taken just before the bell sounded for the end of the session. These are still used in Australian shearing sheds today.

Shearers slept in their own quarters often in very poor conditions. They elected a spokesman, to act as a go-

between between them and the squatter, and a cook. Many sheds began shearing on a Thursday or Friday to help the shearer get into condition for the forthcoming full week's shearing. By the mid-1880s the shearers worked 6 sessions a day from 6 am until 6 pm stopping for breakfast, 'dinner' (around noon), lunch (mid-afternoon), and "smokos".

George started his Shearing career as a 22-23 year old having completed his National Service in 1968. He started out with a Austin 1800 which he admits to totalling on a fence post after travelling too fast on a gravel road. He was in a hurry because he left the spuds on the stove cooking while he nipped out to get something (30 Min round trip to Ensay). Consequently the spud got burnt.

George bought his first P76 new in 1974 The Country Cream V8 Four Speed Deluxe VIN 076D4S2M4418177 was purchased from Kellow Falkiner Leyland for the princely sum of \$3,400. He admits that through the years he once left the radiator cap off and nearly cooked it and also once broke the tailshaft while travelling in a funeral procession.

George tells me that as a shearing contractor he drove the car all around Outback Victoria going from job to job. Some say the Aussie Classic Movie Sunday too far Away is loosely based on George's life. There was only one aussie actor that could possibly take off Georges character an his rugged handsome looks and that of course was Jack Thompson.

I asked George about driving his Leyland all around Australia and he spoke very highly of its comfort and reliability. He told me once going up to Longreach in Queensland he had to stop and dig all the mud out of the wheel arched so the wheels could turn. The soil is black clay and stuck to the underside of the Leyland like the proverbial to a blanket.. He talked about the narrow bush tracks and when I asked if he could make a U-Turn (Ewe Turn) he said "no but I can make its eyes bulge"

I was told a story by his shearing mates; three of them were working on an outback station when George's mate Bluey had a fatal run in with an amorous ram and sadly died.

George says to his other Cobber, digger buddy - Slim, 'Well, bugger me, someone's gotta go and tell Blueys wife. George says, 'OK, I'm pretty good at that sensitive stuff, so I'll do it.' Two hours later, he comes back carrying a carton of beer.

Slim says, 'Where'd you get the grog, George?' Bluey's wife gave it to me,' George replies. 'That's unbelievable, you told the Missus her husband was dead and she gave you a carton of beer?' 'Well, not exactly', George says. 'When she answered the door, I said to her, "you must be Bluey's widow." She said, 'You must be mistaken. I'm not a widow. 'Then George said, 'I'll betcha a carton of beer you are.'

George is also said to have been credited with the invention of Velcro Trousers. This invention keeps the sheep firmly attached until you are good and ready to let them go. This of course gave a whole new meaning to Sheep Husbandry and invigorated the cloning debate.



This sheep was born recently raising some interesting ethical questions George has now settled and runs a Sheep farm with his wife whom he married in 1999 (I dont think she is Bluey's Widow) but one does wonder.

George still owns his 4spd Deluxe a Targa Florio 076E4S3A4418106 which he purchased from club member John Beattie some years back, and a Spanish Olive Super 076B4S3A442492



Bulletin Board

New Members

We have a few new members this month so on behalf of the committee and the membership I would like to welcome

Brenda and Ian Davis of Buninyong Victoria returning to club membership. Brenda and Ian were founding members of the club and have a collection of five P76 vehicles.

Robert Russell of Clayton South Victoria. Robert owns a Twin Carb Six Cyl Country Cream Super with Casino Blue Interior. The car is interesting as it has an experimental VIN 076X4S3C261626. It would be interesting to find some history on the vehicle.

Andrew Hofler of Langwarrin Victoria

Last Months Competition

CAPTION



In response to last months competition we received the following caption entries.....

No wonder they call Bob a Tosser!! – Georgette (Bobs Better Half)

Hootsmon!!! me wee willie!!!

Martyn Hayes

I wish I had gone before this!!!

George Hammond

The winner is Georegette for her wit and her weakness for handsome burly firemen with poor taste in duco.

Letters to the Editor

Hi Martyn

Thank you for another excellent newsletter. I am really impressed by the information and friendly banter that accompanies each issue. Glad I joined!!!

Interestingly the Force 7 cars always seem to stir up fierce debate. There are only the ones that your magazine has mentioned, end of story.

I believe common sense has prevailed with the inclusion of F7/11 (Tassie in primer) as an existing Force 7. I would say that even if I did not own it.

I don't think I would call my F7 a kit car though; a CKD car ...well maybe. Ferrari's are hand built as are a number of other "super cars". People don't call them kit cars. My understanding of a kit car and I know a few guys that have built them, is a replica of a vehicle or other design based on any existing chassis or floor pan of another car using panels manufactured from sources outside of the original company something to that effect. Apart from the side windows, rear lights, some interior covering and other minor requirements my F7 is all F7/P76. Let's face it the F7 and P76 sedan do share a lot of parts. You cannot call the F7 floor pan/chassis from the rear seats forward special to the F7 only. Clearly the company was trying to save a buck when they used the P76 floor pan across both models. F7/11 does use F7 panels from rear seat back. No it was not put together on the production line, but any idiot can see it's a F7, hell it uses genuine Leyland parts. Again, refer to the method some super cars are put together.

Interestingly my P76 street machine car I am working on at the moment, although modified will still be a P76 at the end of the day, yet it will have parts in it that were not made by Leyland.

Here's a question. Imagine, one of the F7's that were auctioned got involved in an accident and the side glass was broken and a panel or two written off. New glass had to be made and new panels hand built. Would it then still be called a F7, of cause it would.

So really its just a play on words at the end of the day. I think most people would call it a Force7, only those that wished they had it would argue otherwise.

My aim is not to try and build another F7 as they appeared at auction. You would never hear the end of it from the purists. You can never please them anyway.

The aim of this project is to build a F7 that given the opportunity Leyland would have raced at Bathurst in 1975.

This I believe gives me some degree of flexibility, a licence you might say as to what it may have looked like. i.e different tail lights for 1975 if you understand where I am coming from. Who knows for sure what the next model F7 would have looked like?

Anyway just thought I would put my 2 bobs worth in.

Keep up the good work with the magazine. It is most entertaining.

Oh and here is the chassis info you require from the F7/11

076 B4 S3 A44 2167 12/73 It was a NUTMEG colour.

Cheers for now and again great work with the mag and a great club (vic)

Andrew Frith

Coming Events

LEYLAND P76 OWNERS CLUB OF VICTORIA CONCOURSE

Sunday 25th November 2012

This year we have decided to piggy back on an existing event of which there were three to choose from. Two of these events are of significant importance in terms of ensuring that the P76 is well represented and will draw large crowds of motoring enthusiasts. It has been a difficult choice however there can be only one Concourse. We have chosen to conduct the Concourse at the

Shannon's AUSSIE CLASSIC CAR SHOW

This event will give us good coverage and an opportunity to show the public that the Holden Ford and Valiant Trio are not the only Australian Classic Cars; that is the "big three" is actually the "Big Four" If we can get 20 vehicles to the event we can really sock it to them. I have spoken to the organisers who are excited about the prospect of having us there. They will be presenting a classification in the Shannon's awards associated with this event for BMC/Leyland Australia Vehicles.

There is recognition that Australia has the **BIG FOUR** Manufacturers and not just the **BIG THREE**. we need to get a Force 7 at the event so Rod Warrick in reading this; Mate, Pal, Cobber Digger Buddy, please keep the weekend free and the battery charged we would love to see you there in force (Pardon the pun).



SHANNONS
Aussie
Classic
Car Show

Sunday 25th November 2012
CALDER PARK THUNDERDOME

The show for all the great Australian makes
Holden, Falcon, Valiant and all other Aussie made vehicles

Standard — Custom
Modified — Race cars
Muscle cars — Specials
Commercials

- ✓ Refreshments
- ✓ Band
- ✓ Kids entertainment
- ✓ Trade Displays

Trophies for outstanding vehicles, to be judged vehicles must be entered.
Special trophy for the best Aussie Muscle Car
Award for the best Club display on the day

Gates open: Display cars 9.30 am
Public 10.00 am

Admission display cars: \$15.00 (two passengers)
Spectators: \$10.00 - Children free

Enquiries 9890 0524
Check our new website
www.aussiecarshow.com.au

Presented by the Association of Motoring Clubs in conjunction with the Vintage Drivers Club

Club Christmas Get Together

For those of you who have been following the BMC Experience Magazine, the P76 has been getting good article coverage though the efforts of David Walker, Steve Maher NSW and Neville Humphries (QLD). Craig Watson the Magazine and event organiser is trying to bring together all of the BMC/Leyland owners clubs which is supported by the Victorian Club. We have decided to run our Christmas Get-together in conjunction with this event. It is also very important that we in turn show our support in making this a premier event on our calendar and getting as many of our cars to the show as possible

The
B.M.C.
Experience

Grand Day Out - 2012

Proudly presented by the Victorian Mini Club Inc.
 (Definitely not resented!)

All BMC & Leyland cars welcome




Cooper's Settlement

HISTORIC HOMESTEAD




Rocker Cover Racing Championship
 Any BMC rocker cover - some size restrictions

Show cars, daily drivers, race cars, specials, trade stands.
 Hot food and cold drinks available at the venue.

Any BMC-Leyland brand, any age, any condition.

FREE ENTRY
 Loads of FREE prizes all day!

Sunday 9 December 2012
Bundoora Park, Plenty Rd. Bundoora (Melbourne)
10am to 3pm

No trophies (except Director's Choice), no stress, no pressure...
 Just great BMC cars, great people and a great day out!

Last of the Chrome Bumpers

This event is one that we have in previous years attended as a Gazetted Club event and held by the Cora Lynn sporting Clubs and supported by the RACV. Due to the busy club calendar we have decided this year not to make it an official Club event however we would encourage members to consider attending as it is a great event to be involved with. Website <http://shownshine.info/chrombump.htm> . The site has changed, is easier to get in or out of and better in bad weather as there is enough undercover parking for at least 500 cars. 2000 cars are expected to attend.

The Last of The Chrome Bumpers
Lardner Park, 155 Burnt Store Road, Lardner

7th October
6am - 3pm

Display Car & Driver 5.00 - General Public 5.00 Entry - Children under 12 Free

Lardner Park has undercover areas for our trade alley patrons, grassed areas for picnickers, plenty of display areas for all vehicles to be located on one site. On display we will have the Vintage Caravans, Hot Rods and Custom cars, Classic and Vintage cars, Classic Trucks, plus Chrome Super Trucks, Vintage Traction Engines & Farm Machinery

Tractor Pull Display Vehicles On Show



This year in one of the pavilions we will have a display of vehicles celebrating motoring throughout the years. The swap meet patrons will have a special area allocated to them as this has been growing bigger and better each year. Entertainment for the children.

RACV Federation Vehicle Display

This event as with every year is held on Australia Day Sat 26th Jan 2013 in the Domain Melbourne. If you would like to attend this event with your vehicle you must register before 15th Nov . Entry forms can be obtained through the following link.








<http://www.federation.asn.au/Federation%20Events/2013/120207.14%20Australia%20Day%20Car%20Entry%20Form%2012.pdf>

Events Calendar

September 2012

Mon	4th	Committee Meeting - East Malvern RSL Club Stanley Grose Drive East Malvern. Dinner at 6.00PM Meeting from 7.00PM	
Sun	9th	Shepparton Swap Meet – Showgrounds Midland Hwy 7.30am to 3.00pm	
Sun	16th	Burwood Spring Festival Show and Shine – Burwood Park Burwood 8.00am to 9.00pm	
Sun	23rd	Spring 2012 Swap Meet (TAS) Willis St Council Car park Launceston 9.00am to 3.00pm	
Sun	23rd	Wallen Vintage Car Collectables Swap Meet and Car Show – Wallen Recreational Reserve - Duke St Wallen 6.00am to 2.00pm	
Sun	23rd	Pakenham Swap Meet – Pakenham Racecourse 8.00am to 3.00pm	

October 2012

Sat	6th	Committee Meeting – Martyn's House 245 Windermere Rd Lara	
Sat	6th	Dimboola Swap Meet and Show and Shine 8.00am to 2.00pm	
Sun	7th	Australian National Show and Shine Euroa Secondary College 8.00am to 2.00pm	
Sun	7th	Last of the Chrome Bumpers – Vintage and Classic Cars, Trucks Farm Machinery and swap meet. Lardner Park 155 Burnt Store Rd Lardner 6.00am to 3.00pm	
Sun	21st	Cranbourne Swap Meet – Cranbourne Racecourse 8.00am to 3.00pm	
Fri-Sun	26-28th	RACV Motorclassica – Royal Exhibition Bldg Melbourne –9.00am to 5.00pm Dayly Highlight is a Classic Car Auction on Sunday the 28th. More info vist www.motorclassica.com.au	
Sun	28th	Benella Cruise and Shine Winton Motor Raceway 9.00am to 4.00pm For info info@cruiseandshine.com	

Membership points are awarded for attendance to:

- Management Meetings (1 point)
- Club Functions (2 points)
- Star Club Functions (2 points)



Attendance to "Of Interest Events" does not count towards membership points but are listed so that members with vehicles on the Club Permit Scheme can take their cars.

Do you know of something happening in your area that may be of interest to other P-nuts? Please send the details to the Editor

Committee Reports

New Old Stock Committee

As mentioned following on from our AGM we have an elected a new bunch of office bearers, well New Old office bearers. In order of most significant to least significant changes;

Ken Western – Has been recycled as President

Marcus Kneebone – Has been recycled as Vice President

John Ernst has been recycled as Social Secretary

Trevor Vander Heyden has been recycled as Parts and Tech

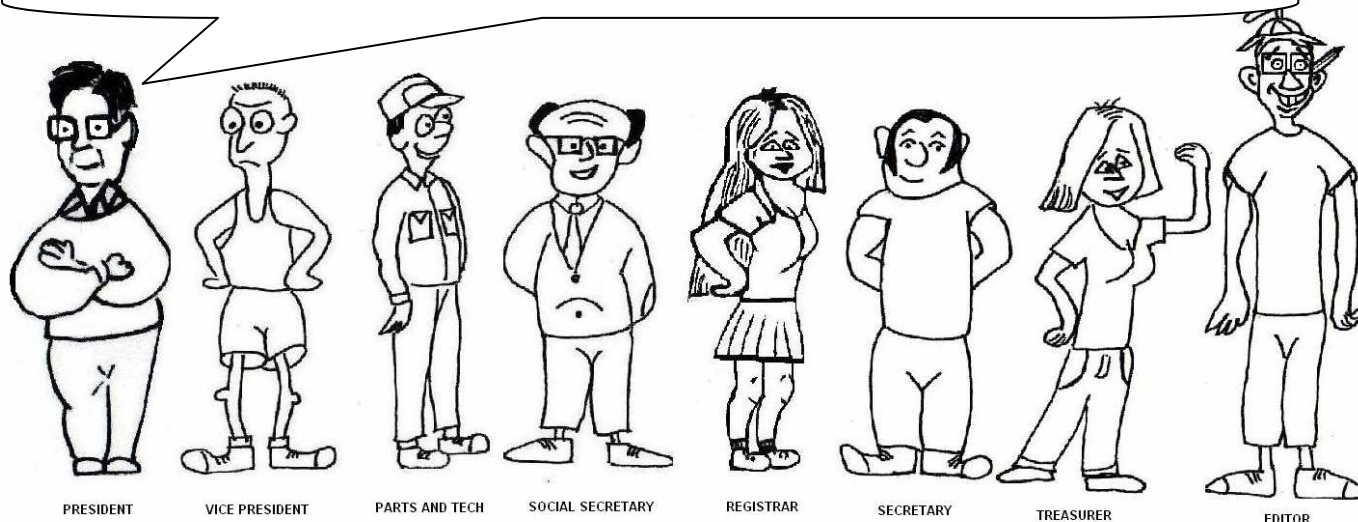
Rachel Walker has be reinvented to take up the Registrar role

David Walker is still Secretary

Silvia Hayes is still Treasurer

and last and most definitely least. **Martyn Hayes** is still the Editor but now focused on that after having successfully passed the Registrar hat on to Rachel. I have updated the contact details on the second page of the MAG so please ensure that you direct your enquiries to the right office bearer.

HIWe are your Committee and we are here to help !!!!



A Word from the President

The AGM was held as planned, and it was again disappointing in that we only just made a quorum. My thanks to the outgoing committee ably led by Marcus for a great job done in the past 12 months. I have once again been elected as President and I am very happy to be working once again with this great team on behalf of the members.

However, a note of warning; While we will all try to do a good job in the next 12 months, there will come a time when these long standing committee members will no longer wish to continue, and the club will need some new blood to continue the great work they have done over the past 5 -6 years. At the AGM there were no new volunteers. After all the great things we have achieved over the past few years, it would be a great shame to see it all go down the drain because the club members wouldn't step up to the plate and do a bit of work to maintain the Victorian P76 club as one of the best car clubs around for its size. The work is not onerous and doesn't take too much time; just a bit of dedication to improve things for our unique car and the members of the club. Think about it for next year. See it as an opportunity to become a part of P76 history.

Parts and Tech

We have tasked our new Parts and Tech member with a pretty tough project. We have asked him to source or have re-manufactured some of the parts we are having difficulty with. Each member of the committee has given Trevor a list of the parts we feel fall into this category, and Trevor will let us know which ones he will concentrate his efforts on over the next 12 months. If he asks for your help, please give him as much assistance as you can. In the interim here is a list of parts currently available from the South Australian Club

Spare parts for sale contact Geoff Cutting phone 08 82703799 - email gcutting@chariot.net.au

V8	
8 throttle link ball joints	\$1.00
V8 throttle link bushes	\$1.50
6 Cyl ignition leads	\$45.00
V8 plug leads stainless steel Bosch	\$70.00
V8 retainer spark plug cables	\$12.00
V8 spark plugs	\$1.50
V8 distributor cap	\$43.00
V8 distributor shaft	\$30.00
Second hand V8 distributor	\$50.00
V8 manifold bypass hose	\$3.00
V8 radiator hose, top	\$15.00
V8 radiator hose, bottom	\$20.00
V8 short heater hose	\$10.00
V8 thermostat housing	\$50.00
Z86 Oil Filter	\$20.00
V8 front seal, CR 19777	\$36.00
V8 Engine Bearing Set 5M2227 - STD	\$120.00
V8 Engine Bearing Set 5M2227 - 20th	\$100.00
V8 & 6 engine mounts	\$30.00
V8 head gasket	\$40.00
V8 rocker gaskets (rubber)	\$14.00
V8 timing cover gasket	\$12.00
V8 sump gasket	\$16.00
V8 sump & timing gasket set	\$55.00
V8 fuel pump kit	\$48.00
V8 carb. Jet	\$5.00
Genuine fan belt, V8	\$8.00
Genuine P. Steer Belt	\$5.00
Power steering pulley	\$10.00
V8 Water pump gaskets	\$2.50
V8 Extractor gaskets	\$15.00
V8 exhaust pipe rings (non-asbestos)	\$5.00
V8 - 6 cyl engine mounts	\$30.00
GL27V (V8) points	\$15.00
V8 oil pressure switches	\$8.00
V8 thrust washers, Pair	\$10.00
Suspension/steering	
Rack boots, p/steer and R.H. manual	\$25.00
Rack boots, L.H. manual rack,	\$30.00
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 - rubber set 4	\$33.00
Tie bar bushes - urethane set 4	\$55.00
Front strut inserts (Pedders) per pair	\$320.00
Power steering rack re-con (exchange only)	\$750.00
Power steer pinion adjusting shims	\$1.00

Gearbox	
4 speed g/box gasket set	\$12.00
4 speed g/box shifter saddles	\$5.00
4 speed g/box reversing switch	\$10.00
4 speed g/box gear shift lever pivot	\$20.00
6 cyl	
6 cyl choke cable	\$5.00
Electrical	
Distributor Condenser	\$8.00
Lucas starter motor bushes, per pair	\$10.00
Headlamp suit super	\$5.00
Wiper delay relays, Ford	\$10.00
Wiper switches	\$30.00
Indicator switch cam assembly	\$36.00
Re - Cond Lucas Alternator	\$100.00
General mechanical	
Master Cylinder kit	\$32.00
Rear brake cylinders	\$30.00
Front disc pads (standard) CDP 1045	\$24.00
Radiator recovery system cap 13psi	\$4.00
Long handbrake cable	\$10.00
Interior	
Horn rim rubber grommets	\$5.00
Deluxe window winder handles	\$5.00
T-bar selector handles	\$5.00
rear parcel tray clips only brown packet of 10	\$10.00
Console lid cover parchment	\$10.00
Console lid cover Imperial leather	\$10.00
Boot/Bonnet bump stops set 2	\$11.00
Glove box locks and keys	\$6.00
Exterior	
Front indicator lens, non-painted, single RHS	\$30.00
Ford number plate lenses, pair	\$15.00
Tinted Laminated Windscreens	\$130.00
Windscreen trim clips set (33)	\$10.00
Window scraper rubbers, repro, each	\$38.00
Lower guard repair panel, each	\$40.00
Badge and Vent blind plugs	\$1.00
Chrome mould clips set 10 (pink)	\$3.00
Chrome mould clips set 10 (green)	\$3.00
Grill Mould clips set 10	\$2.00
Targa Caps set of five	\$120.00
Targa Cap Badge	\$10.00
General	
A3 Posters ex Vic	\$10.00
National Magazines 2006	\$20.00
Roseworthy Easter Meet Badges	\$1.00
Signed Hal Malony Leyland P76 books	\$50.00

Social Program.

As we approach the 40th anniversary of the release of the P76 John will be putting together a comprehensive program of events, leading up to a trip to Canberra to celebrate the anniversary. Additionally we hope to foster close ties with the other Leyland marques especially the mini starting with a BMC/Leyland event in December. Don't forget the club concourse in November which will be held in conjunction with the Shannon's event in November. As with Trevor's role, John may call on you to assist with an event, particularly if it is to be held in your local area. Please give him all the support you can.

As we approach the 40th anniversary we want to highlight our cars to the general public, so we need your participation, to show what we can do with our cars. We will up date the Social Calendar with details as the events draw nearer however here is an outline of the major events on our Calendar to date;

Oct 2012	6th or 7th October (TBC) Committee Meeting and Wreck-a-thon
Nov 2012	SUN 24th November Annual Concourse in conjunction with Shannon's Classic Aussie Car Show
Dec 2012	SUN 9th Dec Club Christmas get together in conjunction with the BMC Grand Day Out
Jan 2013	SAT 26th Jan RACV Federation Vehicle Display
Feb 2013	SUN 10th Feb Picnic at Hanging Rock Car Display
March 2013	Easter weekend annual club rally
April 2013	Anzac Day Rally Western Victoria (Daylesford, Bendigo area)
May 2013	Winton Raceway Featuring the Leyland P76 in its Anniversary year
June 2013	Leyland 40th Birthday Celebrations Canberra

That's all for this month

Safe Driving

Ken

Members Articles

V8 4 Speed Resto – Michael Hare

Just a quick update on my car & some news for all members.

THE Beasty is back from the shop & has returned reborn with an awesome paint job in a spectacular colour. Am still waiting for a few items to return to finish off, so tidying up the Engine bay whilst waiting. Headers to be installed in the next 2-3 mths & chasing new 225/60/14 boots for the front, which is proving difficult as is not a common size.

A big thank you for the member's article on updating door skin trim with the push in Holden plastic plugs. I have done all 4 doors, including new insulation & the result is excellent. The trims secure easily & remove far easier than before & the whole thing just sits better.

Now re the news- I have been advised that RYCO has officially secured a new deal with a different supplier & the P76 Z86 Oil Filter will be back in the Auto Stores in the next 3-4 mths as soon as testing has finished. It will still be coded Z86 & be available to all outlets who deal with RYCO. Good news as I didn't fancy tampering to try to accommodate the Z9 filter.

Good luck to all of you who are undergoing some sort of restoration project.

Regards, **Michael**

<p>Editors Comment; Love it when a resto comes together. Michael is keeping the colour a secret for the time being. We know the paint job is Awsome on account that it's not Spanish Olive! Sounds great we will all look forward to its unveiling it at the 2012 Concourse</p>
--

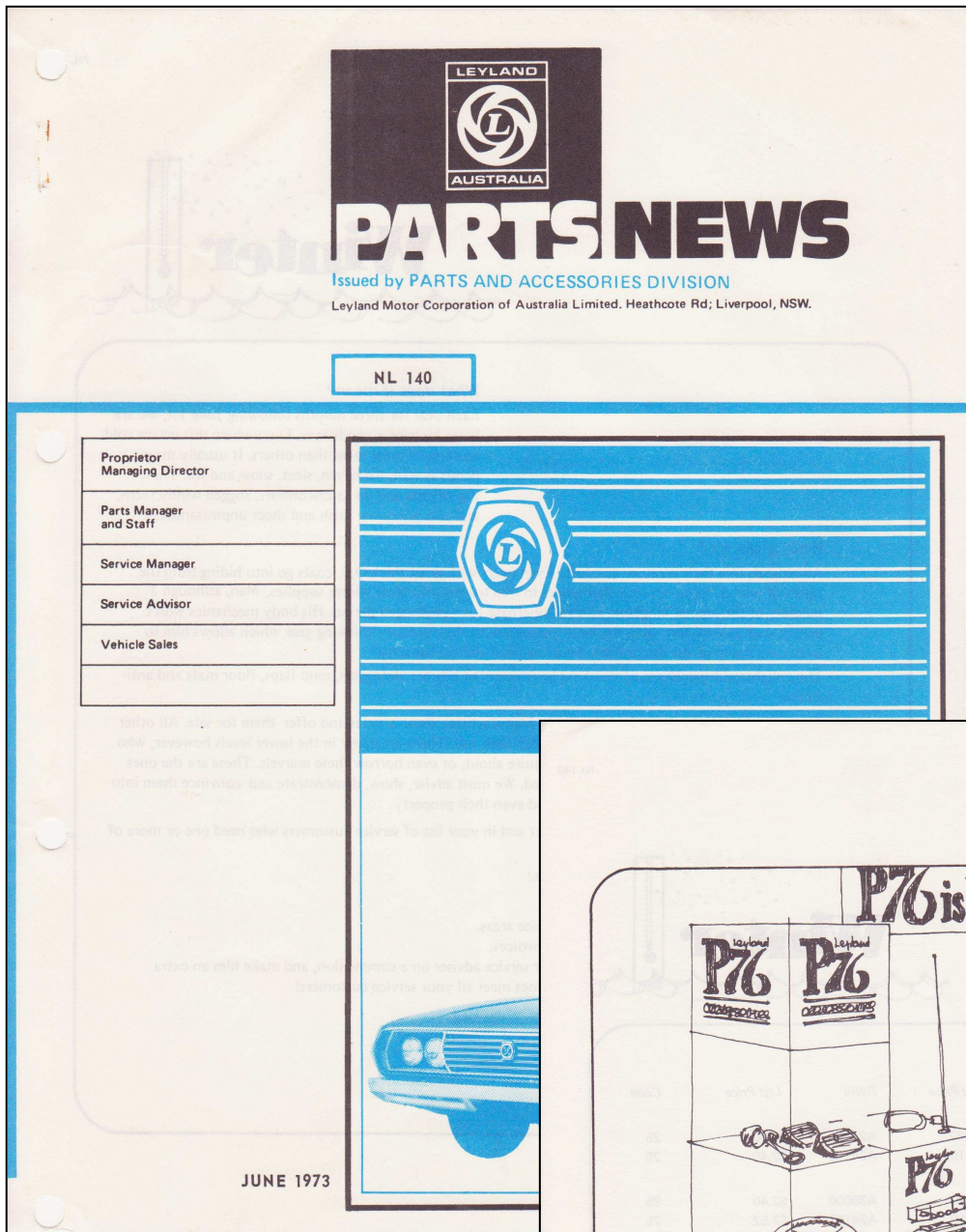
Leyland P76 Memorabilia – David Walker

Hello all,

I have recently been providing a number of my old BMC/Leyland publications to a friend of mine who has been compiling a huge collection of books/Tech bulletins/manuals/newsletters etc. He has copies of just about everything ever printed and has slowly been scanning all this stuff for a future book he is going to produce.

Today he brought over a CD of just a taste of what he is up to and it is unbelievable. Naturally there is a ton of P76 & Marina stuff so I'll pass it on to the Editor so he can stick some of it in the Magazine every now and then.

Here are a couple of examples of what he has.



Interesting NL141 says, Optional LSD units can be used to replace a standard differential. This was in August 1973, well before previously thought.

David Walker

NL140

P76 is here P76 is here

P76

ACCESSORIES DISPLAY STAND

For those Dealers who did not avail themselves of a Display Stand complete with Accessories for \$175, there is still an opportunity to take advantage of this generous offer. There is a limited number of these available, so they will be shipped out on the first in, first served basis. Don't be the one who misses out ... get your order in quickly to your Servicing Distributor.

This offer cannot last – nor be repeated.

P76

PART NUMBER CORRECTION

In Partsnews 139 on the page containing a list of radios and accessories, HYL4553 was accidentally printed twice. Long-range lockdown Aerial should be Part No. HYL4543 – NOT HYL4553. HYL4553 remains as Twin Speaker Kit "S". Numbers should read:

	Rec.	List	Code
HYL4543 – Universal – Long range lockdown Aerial	\$6.37		00
HYL4553 – Universal – Twin Speaker Kit "S"	\$15.28		00

P76 Special



PARTS NEWS

Issued by PARTS AND ACCESSORIES DIVISION

Leyland Motor Corporation of Australia, Limited, Heathcote Rd, Liverpool, NSW

A MESSAGE TO ALL DEALER PRINCIPALS

We at Leyland, our Distributors and Dealers have more going for us than any other Australian car manufacturer with the release of the Leyland **P76** range.

Are you ready for it? Are you up and dressed?

This Partsnews tells just how we have been dressing ourselves for the advent of the **P76**

It sets out details of the **P76** tailored accessories which can supplement the dealer's profit at 'Car-Sale' time ... any later and this profitable business can be lost to you forever.

SO

- Stock your Parts shelves,
- Prepare accessory displays for the Sales and Service areas
- Get your people trained and ready.

Then go to it and your results will be as is the Leyland -

P76 • Anything but average.

P76 Gasolene – John Beattie

Hi guys

On a recent trip to the US I discovered that not only does California have Silicon Valley, but also **"76 Quality PROclean Gasoline."**



Wow, they must be smart over there!

I saw 3 "76" outlets around San Francisco, this one near Fishermans Wharf. I only wish I had our P76 there to try it out. I wanted to bring some home so we could all try it, especially in John's and Ryan's rally cars, but I thought the US Customs might have something to say about that.

But it does make one wonder how it would go in our cars, eh?

Cheers

John Beattie

P-76 EXCHANGE ASSEMBLIES

All necessary details have been finalised and we are now in a position to advise on the availability of P-76 exchange transmission and rear axle assemblies. Set out below are the details concerning part numbers, pricing and deposits. Procedures for the ordering, handling and return of displaced products will be the same as that in practice for other rebuilt products. As required, place orders on your Servicing Distributor.

LEYLAND P-76

Recommended Prices						
Part No.	Model	Description	Dealer	Trade	Retail	Deposit
364116	P-76	V8 Automatic	\$192.00	\$216.00	\$240.00	\$200.00
364122	P-76	6 Cylinder Automatic	192.00	216.00	240.00	200.00
364117	P-76	Manual 4 Speed V8	150.00	168.75	187.50	100.00
364118	P-76	V8 - 3 Speed fully synchro	132.00	148.50	165.00	25.00
364119	P-76	6 Cylinder 3 Speed synchro	132.00	148.50	165.00	25.00
321221	P-76	3.89 : 1 Rear Axle 6 cylinder	115.00	129.60	144.00	50.00
321222	P-76	2.92 : 1 Rear Axle V8	115.20	129.60	144.00	50.00
*321223	P-76	2.92 : 1 Rear Axle LSD	129.60	145.80	162.00	50.00
326555	P-76	Torque Converter V8	31.20	35.10	39.00	25.00
326556	P-76	Torque Converter 6 cylinder	31.20	35.10	39.00	25.00

1. All prices are inclusive of Sales Tax and subject to change without notice.
2. All units exchanged on a "type for type" basis.
3. Any assembled complete "like type" unit will be accepted for a full deposit.
4. Optional LSD units can be used to replace a standard differential (* 321223).

ATTITUDES

Anyone who thinks a lot of customers are stupid, and never know just what they want, is bound to create a problem sooner or later. Probably sooner. Think of all customers as human beings, because that's exactly what they are, and treat them the same way you expect to be treated yourself. Never ignore them or be superior or discourteous. Simply be tactful and treat them with respect, and you will go up in their estimation, and so will their opinion of your dealership.

Targa Resto Trevor Van Der Heyden



Peter Van der Heyden sent me some pictures of his Targa Project. Peter has owned his Targa since 1974. Peter bought it new for the princely sum of \$5,200 from Little Hales Motors Warragul Victoria. Peter took the car off the road in 1994 and has been slowly giving it a restoration. The car **VIN 076E4S3A4418102**, is currently undergoing a repaint over the next three weeks. Peter tells me that it is now in primer and will be painted shortly; firstly 2 coats of black, followed by four coats of Omega Navy. The car will then sit for 2 weeks before being blocked back and then 2 coats of Clear.

Peter has had the engine and gearbox reconditioned ready for final fit after the paintjob but is sceptical on his chances in finishing it before the 2012 Concourse.

News From Tassie – Nick Kounelis

Recently I decided to take the family to the footy at Launceston. On the Sunday morning before the game I went to visit Andy Frith to check out the progress on his cars. The Force 7/11 still had the donor P76 nose cone on it so Andy had unpicked the front radiator support panel from this car and was going to graft it back onto another project car a Peel Me a Grape Super. On the day I visited the entire front of the car was off which must have taken some time as each spot weld was drilled through weld by weld.



In the **photo left** you can see the difference in the Guard Shape which makes it a big project to install Force 7 Nose cones on P76 Vehicles. The headlight brackets attach to the plastic nose cone and the support panel had elongated slots to enable the wiring to poke through. Andy has also brought his other two P76 Projects into the shed one of which is a Bitter Apricot Deluxe 6Cyl 4 Speed, that I found for him near Cygnet 5 years ago. **Pictured Right**

I had time constraints that morning so I will send more pictures and resto stories from Andy's projects for future mag issues.



On Saturday the 19 of August I had a free day as my sons soccer was cancelled. I went over to see Graham Adir who moved over from Queensland about 5 years ago bringing his 4 Leyland vehicles over with him. He has an NV green Exec that he has owned since 1967, a 1970's Leyland bus (green and silver) that he lives in, a shortened p76 race car that has a Lexus v8 turbo motor and is also green (I get the impression he likes the colour green!), and a white Triumph TR8 that has a EFI rover V8 and P76 BW 35 transmission.

Graham was a BMC trained mechanic and worked at United Motors in Brisbane when the P76 was launched. When he set up his own business he purchased a new Peel Me a Grape Super V8. A year later he wanted a fully optioned P76 with AC so he placed and add in the local paper. He found a one

owner NV green Exec with PS and AC so traded his "lowly Grape" plus \$2,000.

The chassis number of this car is 5/74 week 21 VIN E4S4A416496 that I did not have on file. Over the last 39 years he has modified the car and used it in hill climbs, drag, circuit sprints etc before he built up the green shortened race car. This car warrants a separate story in the future.

The Exec has de-chromed bumpers and Graham spent a lot of time sourcing mint or NOS windscreen trim that he carefully rubbed back, primed and satin blacked before sikaflexing them on. He built wooden sticks that he arranged on angles from this garage rood to hold the trim in position while the Sikaflex went off. He used little rubber buffers to prevent the mouldings from being scratched. He recently had the Tbar console powder coated black and it looks good, The "L" symbol on the console has been hand painted... green of course!



*... It is not easy
being green...*

About a year ago I helped him source and install the motor parts when he installed the Lexus motor. Graham was very particular when he bought the car. He pulled all the door trims off and completely fish oiled the car. He made up a spray nozzle to spray the sills and box sections and let the car sit for over a week. When the car was resorted the only rust the



car had was some pin holes under the back window. Unfortunately he used clear over the last coats and now there are bubbles under the paint where it has sweated out.

Graham did not bring the car to Tassie when he moved over initially he left it with a friend and was stored under cover. The concrete garage rood cracked and there are some dents where the crumbling roof fell on the car which graham has stuck some stickers over. When Graham restored the car he decided to remove all chrome strips which he claims cause rust.

Inside the car is pretty interesting. The day he bought it he changed the steering wheel to a SAAS which even had the Leyland logo (From a mini perhaps). The 1975 he bought a Force 7 Tacho for about \$20. He was offered complete new P76 V8 engines with Carbies and distributors fitted for \$300 each that he tuned down. He didn't like the way the doors rattled when closing so he removed all of the side intrusion bars except for the Drivers door. There are no window winder mechanisms and the windows have been glued in the Up position! Remember that the car has working AC fitted stilled fitted with R12 gas!

He had new door trims made so that the trims come off easily and don't leave the pints or insets in the door! He didn't like the arm rests so had wooden ones made which were padded and trimmed in brown vinyl which actually look very good. The car has brown velour headlining which has been done very well, but the paisley dotted Exec fabric has been changed to brown velour flower pattern. My mother had the exact the same material (but in 70's purple) on her bed spread! The engine bay has not been restored but he has satin black fibreglass bonnet fitted and the engine has an early MSD, head studs, Buick 300 heads, roller rockers and rover rocker covers.

I mentioned to him that I had have had suffered failures of P76 auto gearbox in the past and in all the time he had his, he only did up the box once. This was quite incredible as in early days the hill climbs the car was only left in 1st gear and the car does 110kph in this gear. He said that was all of which was required in the Mt Cooton hill climb and his best time was 48 seconds compared to his shorted p76 cars best at 40.1 secs. At times the race car won from 2 to 5 litre class outright out of 150 cars!



Graham told me that he had overheating problems with this car almost from day one and his solution to the problem with this car is a 3 row HQ style radiator a big flex fan and much more recently had the shroud extended so the edge of the fan was cover up by about 2 inches. He says the funnel and blow effect is has can now be felt from the rear of the car!

The extractors on this car were also on the P76 motor in the race car and were custom made. They needed to be changed to fit into the road car as the race motor was flitted a few inches further back. Graham plans to try this road car on the track so I will have some competition when I get around to sorting my white

car out. He also has a Datsun 120Y coupe race car that he was working on when I visited. This car is fitted with a SR20 Nissan motor which also is painted Kermit green!

Cheers Nick

P76 V8 Static Timing – Howard Paraman

I was employed as an Engineer by Leyland in 1973 after the launch of the p76 and was involved with the investigation of early driveability problems associated with the Stromberg WW Carburettor and Distributor timing. If I talk about the Stromberg carby in general there were a number of manufactured faults that needed to be overcome resulting from the shortening of the carby to accommodate the modern V8's. (The original Stromberg WW was 2" Taller). The Throttle plates were too close to the venturi, the signal to airflow portion got worse and the main jets had not started to discharge,

Most of these problems were sorted out and GMH had already paid for this development however while Leyland had benefited from this they still had some problems to iron out. The car would stall on an incline with low speed instability and idle overheating. Much of this problem was related to the Static Timing.

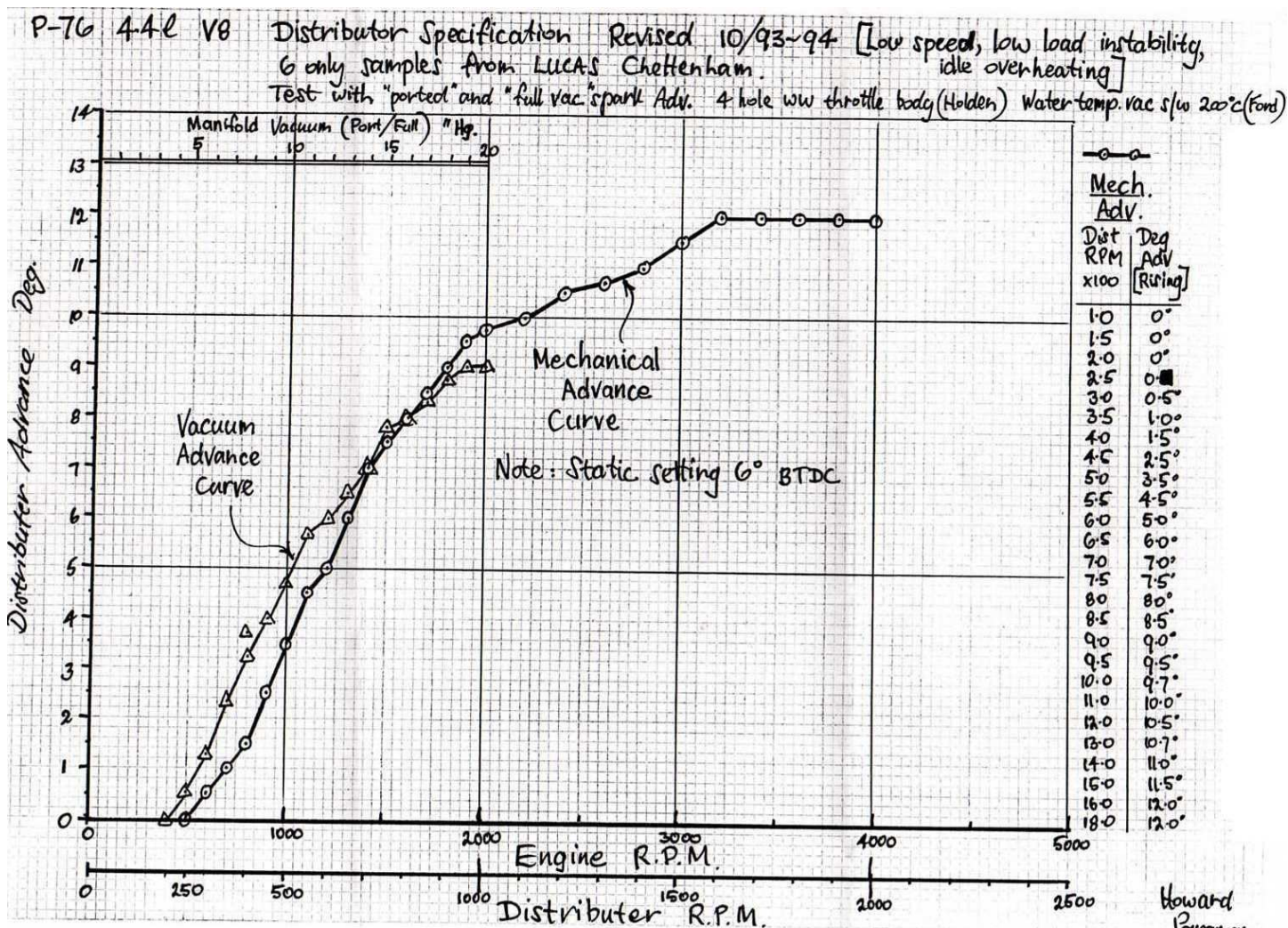
If you refer to the Leyland Manuals they indicate that the Static Timing is 0Deg BTDC. The zero static setting was sold to Leyland by Bendix Technico. Tests showed that at 20-30mph the advance was still at 0Deg based on the original test curve. We got Lucas and Cheltenham to build 6 distributors to an improved driveability and economy Spec. **(See Diagram Right)**

The testing proved that the correct setting was 6 Deg BTDC

The new spec also improved the idle time to boil from 10-15 mins to 1hr -1 hr 10 mins.

While the Stromberg WW carby is commonly used on GMH, Chrysler and Leyland Vehicles it is important to note that you cannot use a GMH/Chrysler WW on a P76

Howard



CLASSIFIEDS

Parts Trader

Parts for Sale

Windscreens - The Victorian Club now has 10 new Laminated Windscreens in stock priced at \$185 Ea. Please contact John Ernst (Parts and Tech).

Starter Motors - Reconditioned Starter Motors are available for the very reasonable price of \$135. The starters come with a 6 month replacement guarantee and are sold on a changeover basis. If you would like a starter please contact John Ernst (Parts and Tech)

Z295 V8 Air Filter Cartridges - We have a stock of 30 for sale at \$35 each. These original fit filters are no longer being manufactured by RYCO so be quick Please contact John Ernst (Parts and Tech).

Parts Wanted

Leyland P76/Force 7 Tachometer
 Original Leyland 8 track tape player
Please contact David 0409 675 648

RHF Door Seal Wanted

Please contact Mark Atwell 0408 527 405

Leyland P76 Executive Carpet Ginger Brown
 New or Good S/H

Leyland P76 Executive Boot Carpet New or S/H
Please contact Bob 0409 160 116

Set of Targa Florio Wheels

Please contact Carl 0439900835

Vehicle Trader

Vehicle for Sale

Country Cream Super L6 Four Speed Manual 12/73

VIN 076A4S3M264755 Engine No. 26031543

A former Concourse Winner, this car is in excellent example of a Six Cyl Super and is on offer to club members.

The car has travelled a genuine 98,000 mile from new and runs like a swiss watch. The vehicle comes with an equally low mileage spare six cylinder engine, all

original Service and Owners Guide books, Workshop Manual, Factory Stickers and many NOS and S/H Parts, I had intended to rework the spare engine to a higher performance however as I have decided to sell to make room for another project, the performance components already purchased will also be included in the sale (You will need your trailer to pick everything up).

The car has the original Imperial Leather Super trim in very good condition and a few period accessories such as a rear venetian and drivers door wind deflector shield.

Since owning the car I have had the duco touched up to remove stone chips, the underbody cleaned and professionally coated with pro15 body sealing paint. This paint will never crack or stone chip, is an excellent all weather under body sealant. The car has new heavy duty front and rear stabilizer bars, a brand new set of Steel Radial tyres and handles superbly.



Six Cyl powered P76 could deliver.

The car is currently registered on the Club permit Scheme which is not transferrable however it comes complete with Victorian Roadworthy Certificate and a set of reserved period 1973 Black and White Victorian number plates with the letters it was first registered with and tripple zero numerals



The car will be on sale to club members for 2 months at **\$10,750 FIRM**. If not sold by 31st July the car will be advertised publically for a higher price. The car is located in Rochester Victoria

Contact Phil McCumisky 03 54842020

The left front guard has been previously damaged and repaired however needs some further attention. The car has 75000 on the odometer and the interior needs a freshen up.



The car comes with 6 minths registration and is priced at \$1950 ono **Contact John Lobban On 0362486006.**

VIN 076E4S3A44 18082 Omega Navy Targa Florio The car has been stored in a shed for many years and was first owned by the Leyland Motor Corporation, and driven by a Leyland Senior Executive – John Martin. The current owners bought the car at auction earlier this year however circumstances have changed and they are now looking to sell the vehicle.



The car is in excellent condition, has all books and comes with a spare motor (The original V8 Engine No. 44121513

At this stage the car is not advertised elsewhere as the owner would like club members to have the first option on acquiring this unique vehicle.

The owner is contactable on 0352338266 and inspection is welcome at most times by arrangement. Price \$14,500. The vehicle is located at Barangarook Victoria

Code a f Order No.
1-4 56 7-12
SA0590

These particulars to be included in the Selling Dealer

OWNER/REGISTRATION DETAILS
LEYLAND MOTOR CORPORATION
OF AUSTRALIA LIMITED
893 South Dowling Street, POSTCODE
WATERLOO 2017.

OWNER'S NAME
ADDRESS
SUBURB/TOWN
TELEPHONE (04)
MAKE
MODEL
SERIAL/CHASSIS NO.
ENGINE NO.
DATE OF PURCHASE (FIRST REGISTRATION)
Owner's Signature

ALL ENTRIES MUST BE TYPED OR PRINTED

PRICE LABOUR TIMES—HOURS	Hour	1.3	4.4	4.5
Disposal/Jaguar	1.5	4.4	4.7	

For a normal Service as detailed in the cost of oil and greases used. The cost of oil and greases used additional work that may be found on contained by the dealer before Selling Dealer

You can advertise your vehicle IN HERE for free
Please contact Editor at leylandp76@gmail.com and provide a short description including the VIN or engine number and photos for your entry
Items will be advertised for three months. Contact the Editor to extend your advertisement or to remove it if sold.

