

Anything

But

Average



Leyland Force 7 V8 coupe, Newcastle, NSW Motors, 1974

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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.

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Cover : Bob Findlays Spanish Olive Executive at the Eskleigh Car Show Tasmania

Editorial

Fellow Pnuts

This months mag has been a bit of a rush on account that I wanted to have it published and distributed before I go to the 2012 Nationals.

For those of you who don't know, I am taking the Bitter Apricot for a bit of a drive to Maroochydore with a co-driver none other than our Illustrious President the dishonourable Kneebone Esq.

Last weekend my Bitter Apricot received a set of reco heads and this weekend it will receive a couple of new front wheel bearings, new rubber boots on the power steering, oil and filter change, a newly refurbished and balanced tailshaft, a gearbox tail cone seal, brake purge and bleed, front suspension caster bar bushes, and a wheel alignment. The car should be comfortably ready for the big trip after that birthday treatment.



In this months magazine we have the usual features, this month roast is out beloved Parts and Tech Officer John Ernst and we have an Interesting look into the history and skeletons in the closet of one of Australia's oldest Auto Retail Dealerships and the man who started it. I hope you enjoy reading it

I have engaged the services of a professional N.A.G. (News Article Gatherer) I have resorted to punitive measures to secure articles from members with cars under restoration for future Magazine Issues.



BE AFRAID..... VERY AFRAID

- Andrew Farrelly
- Peter Van Der Heyden
- Michael Hare
- Carl Oberhauser
- Garry Wilson
- Brian Carte
- Andrew Frith

ALSO ADD

- Warren Ison
- Chris Bardwell
- John Ernst

**OR alternatively just write a damn article!!!
Be warned.....She does house calls!!!!!!**

Have a great Month
Martyn and Silvia

Papercut's Member Roast

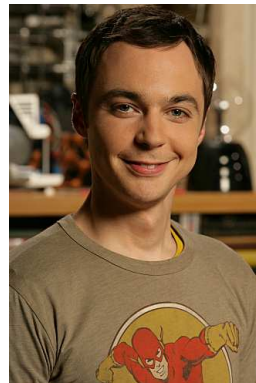


Victim John Ernst (Parts and Tech)
Nick Name "Party Boy"

John Ernst was born 6/6/1961 at the Bethlehem hospital Gardenvale Melbourne Victoria. I will not make a comment about this out of respect for those of us who worship the real son of god. John's parents Johannes and Wilhelmina emigrated from Holland in 1956 and John has a brother (Will) and a sister (Libby).

John was educated at RMIT University and earned a Bachelor of Arts – Youth Affairs and Youth and Community Work. He works tirelessly to support the youth of the Gippsland region through government programs, was a principle in the local scout movement for 12 years and is a local CFA Volunteer Fireman.

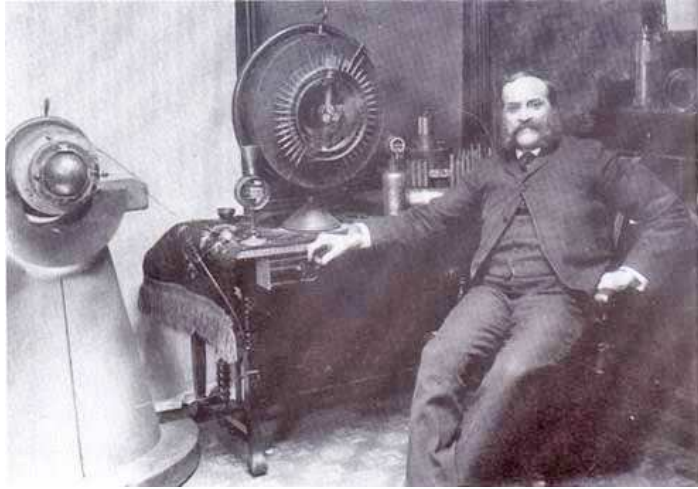
A quick search on Google revealed that a John Ernst invented and perfected a giant vibrator. Our Science Reporter Dr Sheldon Cooper had this to say about the Ernst Vibrator invention



"The Law of Transmissive Vibraic Energy states:

All oscillating and vibrating coherent aggregates create in the media in which they are immersed, outwardly propagated concentric waves of alternate condensation and rarefaction, having a period-frequency identical with the pitch of the aggregate particularly stimulating when engaged for coitus."

To think all most people care about is how long the batteries will last. This also explains why John Ernst immensely enjoyed his teen age part time job selling dry cell batteries door to door.....Some say earning his nickname "Party Boy" and being so popular with the daytime home alone housewives during his bachelor days.



Above John Ernst and his Giant Vibrators

John also tells me that he has immunity to the effects of Alcohol. This can only mean at some stage he came down with a bad case of intoxication and now has alcohol antibodies. John also believes that the way to celebrate St Patricks day is not to drink Guinness, but rather to colour everything Spanish Olive. This upstanding citizen of the community has however not always been Mr Goody-two shoes.

I have managed to dig up a sinister feat that defines the dark cheapskate side of his character. It is alleged that while in his youth (Age 30) he entering a Drive-In theatre (for which the entry fee was already discounted to \$10/Car load), and attempted to defraud the proprietor by entering the said premises with five accomplices seated within his P76 vehicle in full view and 4 packed into the spacious boot. The disappointing thing here is, if he really tried, he could probably have got a couple more in the boot!!!!!!



In 1979 John purchased his first P76; a Spanish Olive 6 Cyl, 4 Speed Manual Super with Black interior which his mum helped him buy and his brother in law helped him write-off.

After driving back from visiting a girlfriend in Shepparton a loud bang from the engine caused John to stop and investigate. With the engine still running he noticed a con rod oscillating in and out of the side of the engine. Despite the oscillating protrusion (Which started him thinking about The Law of Transmissive Vibratic Energy all over again) it still ran on five cylinders. John hopped back in and drove the car home to Croyden. The car received a V8 transplant and whilst being driven by John's brother-in-law, the car absorbed another vehicle in its side and subsequently was retired from road use in 1984.

John Married the lovely Heather in 1984 and has four children, Jessica, Tim, Sean and Anthony

John joined the Vic Club at its inception in 1983 and has held numerous committee positions including President, Vice President, Social Secretary, Editor and Parts and Tech. Heather has also been involved with the club and

has previously taken on the Treasurers role. Johns Brother Will is also a long standing member of the club and has also held a variety of Committee positions including President and Editor

According to records John has owned 20+ P76 vehicles over the years but there are a couple of standouts worthy of a mention.....

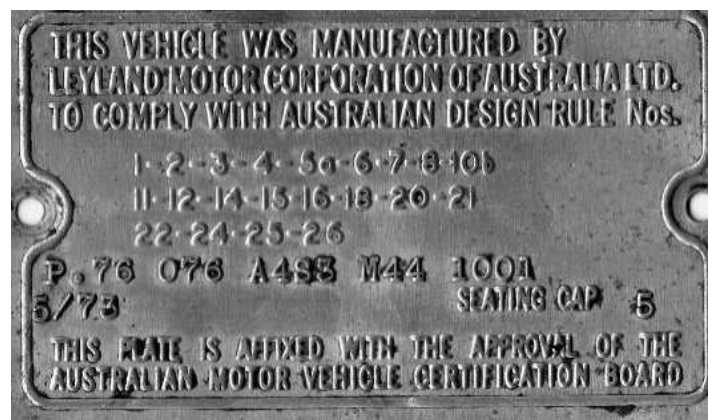
In 1992 John bought an Aspen Green Targa Florio **VIN 076E4S3A4418332**. He purchased the car from Mal Thom, member of the NSW Club. In 1995, whilst John was travelling at 110Km/Hr he ignored a warning sign and a wombat working out on the side of the road power lifted the car and subsequently flipped it onto its roof. John still has his Targa and intends to restore it and get it back on the road sometime within the next Millennium.



Above Wombat=1 /Ernst =0

John also owns the first V8 4 Speed Super off the production line. The car was purchased new by a person at Paynesville Victoria and traded at the local dealer in 1990 . It so happened that this Dealer was the former Leyland Dealer who had sold the car to the 1st owner in 1973.

The dealer rang John and offered the car for trade-in cost \$800. John bought the car with two cross ply's on the rear and two radial on the front and had two flat tyres on the short drive home (No sorry, it was the radials that blew). At the time John did not know the cars VIN status and only discovered it after washing the engine bay when he got it home.



This car is also under restoration and John hopes to have it on the road in the next 6 months.

John is an avid Rally Driver inspired by Evan Green during the London to Sydney Rally. Evan spoke to John and convinced him the best car to rally was a P76. John is currently building a P76 rally car for classic rallying.

John and his son also rally a Hyundai Excel in which he came second in the Victorian Rally Championship P2 class on his first year of entry. He has also completed an Alpine Rally where just completing is a tremendous feat.

So in summary John is an "Old Boy" of the P76 fraternity with an aversion to exercising Wombats and a pillar of the Local Community, a family man and extremely difficult to poke fun at so that's the best I leave the story at that.

Bulletin Board

Coming Events

COUNTDOWN TO THE 2012 NATIONALS

Hi All,

Only days to go. The QLD Club committee and friends have been working on the final touches for "the Leyland P76 Nationals" at Easter.

For the people who have made the commitment, (nearly 70 adults) thanks very much, but if you are going to come and want to go to the "Bowden Own" Car Museum, it is invitation only so you need to book. Now we feel that there are those who think "can or do I need to be there" then it is still NOT TOO LATE..... YES you need to be there.

Fill in the form from the web site <http://www.leylandp76nationals.com/index.htm> and post it to us, then follow up with an email to say you are coming. Accommodation is still available at the weekend venue. Activities are still only \$76 (as shown on the national web site).

Don't miss out on the biggest and greatest P76 show in Australia for many years. We have about 40+ cars or more for the weekend and a great spot to show them off; the [Ettamogah Pub - Aussie World](#), Easter



Sunday 9am to 1130am. An area will be set aside just for us. If we try hard, I believe that there is a lot of daily runner out there wanting to be seen. (Note:- No entry fee for non show cars at the Pub).

Over the weekend we would like to see more than 60 P76 and Marinas on the Coast.

You will be partaking in some interesting activities that are found on the Sunshine Coast including a visit to the Ginger Factory, Qld Nut factory after the Observation run and Go-Kart track for the fast movers.

On arrival I know you are going to get one of the most interesting giveaway bag for attending.

We have a very substantial collection of raffle Prizes, large collection of items at the auctions, and sell your own stock and items from the boot of your car.

I am looking forward to the Presentation Dinner dance on Sunday night (you must try to come dress in the 70s). There will be prizes for the best dress male and female.

Some of the sponsors are Fiji Film Australia, Bowdens Own, Shannons Insurance, Trax (Topgear), Motor Neurone Disease Association of Qld, Maroochydore Taxi Council, Trade Store in Maroochydore and private individuals.

Be well dressed in the event caps and shirts. Use the coasters to keep the bottles and cans cool while reading the National magazine.

I look forward to seeing you there

Adrian Spencer QLD Club



Fri 25, Sat 26 & Sun 27 May 2012

36th Historic Winton, Winton Motor Raceway, Benalla, Vic, Australia www.historicwinton.org
Conducted by the Austin 7 Club with assistance from the Historic Motorcycle Racing Association Vic.

As part of 2012 Historic Winton weekend activities, invitations are extended to join in the **Benalla & District Classic Car & Motorbike Tour** assembling 9am on Friday 25 May at the Benalla Art Gallery. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display outside the Benalla Civic Centre from 3-5pm. Further information, please phone David Lidgerwood on 03 5764 4291 or email historicwinton@hotmail.com. Proudly supported by the RACV, Benalla Rural City Council and The Austin 7 Club, organisers of Historic Winton.

Historic Winton, Australia's largest and most popular all-historic motor race meeting, presents a weekend of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s.

Celebrations in 2012 include plenty of birthdays:

- 110 years of Cadillac.
- 90 years of Austin Seven, Lancia Lambda, Austin 12/4.
- 85 years of A Model Ford.
- 80 years of Austin 10 and Hillman Minx.
- 75 years of Volvo, Cadillac LaSalle.
- 60 years for the Austin Healey 100, Renault 8, Austin Champ.
- 50 years of Ford Cortina, AC Cobra, Austin Freeway, Triumph Spitfire, Morris 1100, Lotus Elan, MGB, Chrysler Valiant.

Historic Winton **highlights** are:

- The ever-expanding **Shannons Classic Car Park** featuring car and bike club displays, including Pre-War sporting Rileys.
- Spectator access to the **Competition Paddock** where all the fabulous old racing machines are on open display.
- If you have a classic or **special-interest car or bike**, you're welcome to join the spectator car park display on the Saturday or Sunday.

Raceway entry fees: Sat \$20, Sun \$30, competition paddock \$5, children 14 and under n/c. Public enquiries: Noel Wilcox ph 03 5428 2689 email noelwilcox@rocketmail.com

Sunday 27 May 2012

Invitations are extended to join in a special display on **Sunday 27th May** incorporating:

P76 Archaeology

Last month we featured a P76 in this segment that was to be Auctioned off in NSW. The Gem find of the month was a Omega Navy Targa Florio . **VIN 076E4S3A44 18082**



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 car that was described as immaculate was sold at the auction for \$13,000 to Dennis Connoley and Christine Lambert of Barongarook Victoria. Dennis and Christine will be joining us at the Victorian Owners Club.

VIN 076A4S3M441360 Super -Spanish Olive V8 - 4



Speed Manual. This car located in Griffith NSW appeared on ebay and sold for \$5,600

VIN 076A4S2M2615263 Deluxe - Bitter Apricot L6 Four Speed Manual (Luxury Pack interior). This car located in Warrick QLD appeared on ebay and was passed in at Auction. This is a pitty really as it is a fairly low build configuration (516)



It was not previously listed and has been added to the National Data Base.

VIN 076A4S3A441353 Super – Hairy Lime V8 T-Bar Auto. This car located in NSW appeared on Ebay and sold for \$4,000. It was not previously listed and has been added to the National Data Base



P76 Media

Publicity Under Down Under

Our Tassie members have been out and about showing their cars to the public which included the Devonport Car Show. The well organised event was conducted on the on the foreshore of the Mersey River and attracted 416 vehicles of all makes.

I received a call on Sunday night from a very excited Bob Findlay informing me that he and his good lady wife Jett had been awarded a trophy. Their car had been selected by the judges in the Category "Top Ten Award All Vehicles" The judges were able to see through the fog of Spanish Olive to see the inner beauty of the vehicle within.



Congratulations Bob and Jett your car is a testament to the enthusiasm and the TLC that you have put into it. Bob tells me that he and the GLW will be celebrating tonight;

If the cars a rock'n don't come knock'non the boot lid. (If that too cryptic to understand read last months Magazine)



Also at the event was Rod & Robyn Ling of Smithton in their well presented 1974 "Targa Floria" (**Pictured Below**) and Andrew Farrelly, (**Who owns me a story on his cars for the Magazinenot meaning to sound like I am Nagging or anything.**)



Bob also tells me that two former workers from the Zetland Factory, Sydney approached them and spoke about their experiences at the site. One of the gentleman was sent from England to oversee the 4.4 V8 engines and has remained in Australia ever since and the other gentleman was at Zetland when they destroyed the Force Sevens (**Probably now suffers post traumatic syndrome**)

WIVES.

Look this ad over carefully. Circle the items you want for Christmas. Show it to your husband. If he does not go to the store immediately, cry a little. Not a lot. Just a little. He'll go, he'll go.

CIRCLE ALL THE QUALITY DORMEYER APPLIANCES YOU WANT!

Husbands:
Look this ad over carefully. Pick out what you wife wants. Go buy it. Before she starts to cry.

Dormeyer
©1984, National General, White Plains, NY

POSTED AT theCHIVE.com



COCAINE TOOTHACHE DROPS

Instantaneous Cure!
PRICE 15 CENTS.
Prepared by the
LLOYD MANUFACTURING CO.
219 HUDSON AVE., ALBANY, N. Y.
For sale by all Druggists.
(Registered March 1885.) See other side.

Social Pages

Events Calendar

1st April -

Motor show and Market Day Shepparton Showgrounds 8.00-2.00

Castlemaine Swap Meet Camp Reserve Castlemaine

American Motor Show Flemington Racecourse Carpark

6-10th April -

2012 Easter Nationals Maroochydore QLD

20th May

RACV-AOMC National Motoring Heritage Day cavalcade to Yarra Glen, Yarra Glen Race Course. Stay tuned for more details

INTEREST

Picnic at Ross (Tasmania) A very special Tasmanian motoring event. A days outing for all classic cars and motor bikes from veteran to 1990 including a display in Ross. Organised by the Post Vintage Car Club of Tasmania Inc. You are invited to "Picnic at Ross" - an autumn all weather event. 250+ classics attended in 2011, come along and be part of it in 2012. No entry form, no entry fee, just turn up from 10am. It's a picnic, bring your own or buy locally. Clubs should arrive together to display as a group. Further information contact the club on 0408 977 590.



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

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

Parts Weekend Report 17-18 March



The parts working Bee weekend was conducted over the weekend and by all accounts a raging success due to the fantastic turnout of members. On behalf of the committee and membership I would like to thank Marcus and Mini-Knee (Alex) Kneebone, Trevor and Peter Vander Heyden, John Beattie, Brian and Travis Carte, Michael Hare, Robert Hutcheon, David, Rachel, Elliot and Austin Walker, John and Anthony Ernst, Trevor Brown, Callum Lee and in particular Silvia and Rachel who took care of the all-important logistics (Keeping the crews fed and refreshed).

Left - the Whelan's A Team dismantling the parts car VIN 076B4S3A442184

Right The Part Shipping container decked out with its shelving and being stocked by the "Two Johnnies"

We fitted the container with shelving to maximize storage space, sorted, catalogued and counted our inventory and packed it into the container, and dismantled a donated biodegradable P76 (More rust than the Titanic). The towbar was the only structural





member holding the rear end on.

The added bonus from my perspective was that it all came out of my garage creating more space and less clutter.

From now going forward I am only able to blame myself for clutter and not the club.

Work is Fascinating!!!
I can sit and watch it
all day

Other than the business end of the reasons for the weekend, it was a great opportunity to get together, swap yarns about our common interest, and generally have a good time. On all accounts all objectives were achieved.

Committee Reports

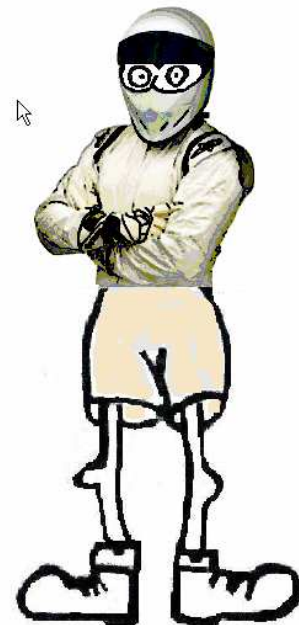
President Kneebone's Report

SOME SAY

He produces greenhouse gas at a rate that even the government cant keep up with counting the carbon tax liability.....

and some say that he festidiously keeps his chrome tip polished.....

All we know is that we call him **President Kneebone**.



I AM
THE STIG

Hello Members,

No much to say this month except to thank all those who participated in the Part Weekend. It was a busy two days, we achieved a lot in organising and stock taking our parts inventory and best of all we all had a great time. Our thanks to our hosts Martyn and Silvia and especially Silvia who hovered around making sure we were well fed and hydrated and keeping the kids entertained.

I am looking forward to the Nationals over Easter weekend. Martyn and I will be heading off in the Bitter Apricot on Wednesday morning and planning to travel via the Newell Highway. We will be taking the Hume as far as Albury and turn off through Wagga to join the Newell through Dubbo. We have booked to Onite at Room 7 at Three Ways Motel 2 Willie St Gilgandra NSW. We will depart early on Thursday morning to complete the home run to Maroochydore. Our Contact Phone number on the road will be 0438170691. If you are planning on traveling up along the way we hope you can use these details to catch up and join us.

President Marcus Kneebone

Parts and Tech Report

Door Trim Maintenance

For those of you who have removed door trim you would know that getting them off without damage to the door card is a delicate operation. The original plastic retaining clips are difficult to remove at the best of times and often break requiring replacement. New clips are getting harder to obtain and so an alternative method of door trim attachment is at hand.

You can use part of the original clip in conjunction with a relatively cheap plastic insert and readily available from most Auto Accessories Shops like Super Cheap Auto or Autobarn.



Old used clips that have lost the black retaining ring are usually discarded but using this method can now be recycled and reused.

Firstly you will need to purchase some plastic inserts from your nearest Auto Accessory shop. These are the type typically used on 60's and 70's era Holden cars in conjunction with metal retaining clips. All you need is the inserts. (Due to the offset method of attachment of the Holden metal clips they will not align with the holes in the door on the P76)

After removing the door card from the door you need to prepare the door and card as follows.



- Where the clip has come away leaving the black locking rings in the attachment holes in the door, remove the Locking Rings and discard. **(Shown Left)**
- Where the clips have come out retaining the black locking ring; carefully remove the clip from the door card and with a sharp Stanley knife/box cutter split the locking ring and remove it from the clip. **(Shown Below)**



The door card should be prepared for replacement by inserting the original clips minus their locking rings into the card. Where the hole is damaged due to repeated removal of the door card with the original retaining clips, I insert the modified clips after first filling the hole with 5 minute Araldite and allowing to set before installing the door card.

Insert the plastic inserts ring into the retaining holes in the door. **(Shown Above)**

You then simply offer the door card up align and press the old P76 retaining clips into the inserts on the door

Using this method the retention of the door card is every bit as good if not better. The original clips are often difficult to engage but with this mod you will have no trouble and only light pressure is required to push the clips into the inserts

A Further benefit is that the door card can be removed easily with a greatly reduced risk of damage to the door card.

Members Articles

From Andrew Frith – Launceston Tasmania



In a previous issue is a pic of my black P with Mick Le-Cocq standing next to it. You may not have noticed the Federation number plate I had on it at the time. So I have attached a pic showing a close up.

I pulled up at a set of traffic lights in Launceston once with the black P. I looked at the guy behind me in the rear view mirror. He looked very serious at my number plate, and then burst out laughing. He got the joke.

Andy Frith

Nick Kounelis Hobart Tasmania

I had planned to get to the Shannon's expo on the first weekend in March. The rain woke me up at about 3pm and it was heavy well into first light. I rang the local state manager of Shannon's at 8am and the event was cancelled until further notice so I posted the news on the new Shannon's Forum to which I contribute to.

I mentioned on a previous issue my White P76 Door Skin. The re-skin cost me much more than I expected as the NOS skin had a few surface rust pits and I had the inner and skin blasted and 2 pack etch primed. The glue to stick the frame together also cost \$65! This was supposed to be the easy door so the others with welding to be done will take longer but the whole job took me and Kerry Quinn my panel beater friend about 6 hours!



On the subject of my White car I have always liked **Simmons V5 (Upper Left)** or **B45's (Lower Left)** so when a single V5 came up on Ebay I bought it. Later a set of very rare B45 in the 127mm PCD came up in 15x7.5. With out any real opposition in the bidding I bought a set which will only fit my Jensen Interceptor. I paid Approx \$100 per wheel plus freight.



The single V5 style for the ford was delivered first so I was quick to whip the wheel off the white car to try them out. Unfortunately even though the stud pattern and wheel offset are correct the Simmons has a very small hub diameter or the Leyland discs have a boss at the bottom which would need turning down to fit.

I had to move all my P76 parts from a mates lock up to another relative's industrial warehouse and it gave me a chance to get more stuff for the white car into that cars boot. I found a set of new discs that could easily be turned down to suit the Simmons wheel but another item came to my attention.

I found a set of Adaptors/Spacers from the US, whereby the inner part bolts flush to the existing wheel studs then there is a new outer set of studs that move the track out. There is a massive range of adaptors available so I bought a set to bring the outer existing 16x7 wheels which have a flat lip edge and a star pattern like a Bathurst globe. These wheels originally had a big hex nut and a hub cap that covered the wheel nuts. If you leave off the hub cap they look very much like a flat lip globe that you cannot buy in 16 inch and looks good on the car. I think I will restore the existing wheels for the race car. These wheels are actually exactly the same as the VL Polaris Director Commodores but made in a Ford stud pattern. With the spacers and the 16 inch size they should cover the bigger brakes very



easily and fill out the wheel arches, hopefully improve the track and the Tyres should be available in a bigger range for race conditions. If I tire of these wheels I can buy for around \$200 a set, hub adaptors to convert the Rover/Jensen B45 Simmons to the Ford/P76 stud pattern.

The B45s arrived and needed restoring so over the weekend I unbolted the split rims and found that the steel hex nuts had slightly corroded to the alloy centres and wheel outer. These wheels have 20 nuts and bolts on each wheel so changing them to stainless etc will add to the cost as you need 80 sets. I might look into stripping the existing ones and having them cad plated as it might be a cheaper option. After spending 4 or 5 hours grinding and polishing just one wheel, I rang my local engineer and he said to finish the centres, bolt them back together and he would put it in a lathe to machine a tiny bit off, true them and polish, which should make a better job.

In the second part of the month I decided to get my orange P76 out of storage. This proved difficult as there was a Holden Ute parked behind it with flat tyres and no keys to it. With the tyres inflated and jacked up in 2 parts it was able to be pushed aside. The P76 started ok, (I can't believe that it still has the same battery that I put in it new for the Cootamundra national meeting in 2006) and drove it mechanical workshop business.

I have never been entirely happy with the performance of this car even though it is extremely economical (has done 572 klms on one tank of fuel) but not much oomph over 100km/hr. The Motor Gnome (Jason Birmingham) Alias "The Hobbit" and I had a bit of a race around Cootamundra and we both achieved about the same top speed as the P76 achieved new. I suppose I am getting fussy in my older age but my white car although much more modified and not too good in the body, handles, brakes, and goes better.

The other cars in my collection are much bigger, capacity wise, (the Ford and the Jensen are in another league) I perhaps I expect too much. About a year ago I pulled the timing cover of the orange car to change the cover as it had a stripped dizzy bolt. As the car has Air Cond the job was a pain in the bum. I had to do it 3 times as the front I used had been previously de restricted to the lifter gallery for a solid cam engine and made my lifters not prime. I ended up advancing the cam timing about 3 or 4 degrees and had the original timing cover fitted with a stud and nut like a rover v8 set up. My car was much better in low down torque but not so much at 100 kph plus. While I had the car in the workshop I looked for other options. I found a Bendix Stromberg book that gave every car that was fitted with a WW and the idle tube size, power valve and jet sizes. The 186 Holden X2 or GTR Torana had the biggest jets with 53's, the A1 P76 manual 1973 carby was the next higher with 52's, the autos 51's, and the A5 and A6 mid 1974 carbs fitted to Targa's and Execs were 50s' (same as the 253 Holden) and the 302 Ford was smaller than the A1 manual 1973 Leyland Carb.

One night after work I pulled the Carby off the Orange P76 and remembered that it was fitted with a NOS carburettor. When I fitted it I had to change the throttle shaft on as it had no mixture adjustments. I recall putting all the A1 stuff into this carb, jets, idle tubes that are bigger than the A5 Targa Florio carby. The carby was in great condition internally (I suppose it should be with only about 5000klms on it) but after the storage I thought it might be full of pink krud like I found in the 780 Holley on my XA. All the tubes and jets were the correct size and the squirters were 72 's which are bigger and correct for the A1 carb which is the most aggressive of the WW's fitted to the P76s. I went through all our old carby stuff and found quite few WW stromberg jets but they seemed like 64's 65's etc which never seemed to be fitted to any WW's in production. I later checked the single barrel Holden/Ford jets and they were all bigger so kept on looking. I finally found some 58's and put them in to my P76 Carby. I also checked the timing of the car as when I did the timing cover swap I didn't have the timing light adjusted. I noticed that the car was getting up to temp pretty quick and would kick back on the starter motor some times. You guessed it the timing on the dizzy was about 25 degrees advanced which would account for the good pick up to 100 then not much after that. I reset it back to the 9 or 12 degree advanced position and the car started much easier and after tuning seemed to rev much better at 4000 rpm upwards.

I also found another problem with this car that was making the accelerator pedal only go to about 75 % throttle. I put a new heater hose in the car when I restored it installing a joiner, so you dont have to undo the heater hose at the heater inside the car. The turn in the join was just touching the accelerator linkage at that point so a few cable ties to attach the heater hose lower to the brake pipe pulled the hose lower to clear it and give it more throttle travel. As I had entered the car in the Historic Longford car show it would give me a chance to test the performance and economy on a long trip after all the adjustments I had made.



Since I was in a industrius mood I decided also to add the power steering set up I had bought from Greg Vaverias. I pulled the rack out and disconnected the pump and pipes so that i could rub it down and paint it. Greg said that the rack had been fitted in his Targa and somewhere along the line he had pulled it out and had it reconditioned. I could see that it had replacement boots, hose clamps on the big ends and new tie rod ends and blue paint on the bolts. I noticed that one of the boots was split and went home to check my spares. I found 2 sets but both were too small and even a new Jensen set I had that are the Adwest rack like a Jag still were too small. I went online and the Volvo 244 245 and even one of the v40s have a 60mm boot. I went to Pedders and in a dusty bag found one which fitted. To fit the small end I

immersed it in boiling water. I cleaned all the brackets on the wire wheel and rubbed the pump and rack and painted it with black engine enamel (hopefully to be able to degrease easier if it has any leaks and a bit more robust to scratching. While the paint was drying I took the P76 out for a run to see if the timing and jets had made a difference. As soon as I pulled out of the driveway and down the road I put it in second at about 20 kph and floored it and the back wheels let out a chirp, finally some decent performance from this car! With a few other cars in the collection you tend to put some of these things off and it has taken 2 years to get the timing cover sorted and now the jetting and timing.



I drove it back to the workshop and raised it on the hoist. The old rack came out easily but the power one was heavy to lift into position by myself so I held it on by the tie rod ends. I found some new nuts in my bucket of bolts nuts washers but it was hard to line up the intermediate steering shaft. After a bit of manoeuvring and some scratches in my new paint work the rack and shaft were in! Luckily the extractors fitted to the car didn't need any bending as std manifold cars need (I spent some time, adjusting my old white v8 auto making to stop the shaft hitting anything.

As the Pwr Str belt is the closest to the motor on the pulley in the AC and Alt belts needed to be removed which was fortuitous as I had previously fitted the AC adjustment rod when I installed the replacement timing cover (for the 3rd time last year). The pump bracket needs some new bolts to the side and I needed a new

bolt for the upper timing case pump brackets

I ordered the correct power steering belt but it did not fit. I had to pull all the brackets off to get the belt to fit. I started the car and went from lock to lock after filling with fluid to bleed the system which I overfilled but it "burped" out the tube. I had cable tied the hoses to the speedo cable on the test drive the speedo must of fell out when I was making sure the hoses weren't hanging too low.

To my dismay the steering wheel was upside down so the shaft was incorrectly installed caused by not having the second person to line up the shaft when i put it on. It was easy to unbolt the steering wheel and put it the right way. I fixed the speedo cable and luckily when I pulled it around it was rubbing on the passenger side extractors so that was put right with some new cable ties. During the following week I had a wheel alignment carried out as the car was slightly pulling to one side.

Next month the trip to Longford and a visit to Andy Frith's and Bobs. Stay tuned!

Nick Kounelis

A recent study found that the average Aussie walks about 900 miles a year.

Another study found that Aussies drink, on average, 22 gallons of alcohol a year.

Conclusion,

On average, Aussies get about 41 miles/gallon

(6.89 L/100Km for all you Metri-Sexual Poindexters out there).



Auto Pioneering History, Leyland Cars, Sex and Murder

The story of one of Victoria's Oldest Dealers - Kellow-Falkiner

I have been researching information on Leyland dealerships and I came across a Dealer with a long and interesting history and with a few skeletons in the closet worthy of an article in Anything but Average. Kellow-Falkiner is one of the oldest names in the motor retail business in Australia. Its founder Charles B. Kellow became one of the first motorists in Australia and retailed the first motor car ever sold in Australia, a single-cylinder De Dion, in 1903. This made Charles Kellow a pioneer both as a motorist and a car salesman.

Henry Brown (Charles) Kellow (1871-1943), was born on 24 October 1871 at Sutton Grange, Victoria, son of Joseph Kellow, grazier, and his wife Elizabeth, née Patterson. He changed his name to Charles by deed poll. Educated at Kings' College, Clifton Hill, Melbourne, he went on to clerical work for a time, in the real estate firm of his uncle (Sir) James Patterson, before exploiting the bicycle boom of the 1890s as a racing cyclist and salesman. A dashing performer on the new safety-bicycle, in 1896 he won the Austral Wheel Race (the 'Melbourne Cup' of cycling) and some £800 in prize-money in 1897. In business, he and his partner W. H. H. Lewis prospered in their Swanston Street bicycle shop. In 1898 he assumed sole ownership of the bicycle shop, began thinking about branching out into motor cars. At the time Motor Cars were cranky and commercially unpromising contraptions.

Charles imported and demonstrated a Darracq early in 1901 and captured headlines with spectacular advertising and sporting stunts in the improved cars of later years. During the railway strike of 1903 he delivered Melbourne newspapers to country towns and in 1905, with Harry James, set a 24-hour endurance record of 556 miles (895 km) in a 12 horsepower Humber. They made a record-breaking Melbourne to Sydney run of 25 hours 40 minutes in 1908, driving a 15 horsepower Talbot.

By 1910 the Kellow Motor Co., established in Exhibition Street Melbourne, was importing a large range of both popular and expensive vehicles from England, Europe and the United States of America, selling them to Melbourne's developing truck and taxi services and to a rapidly growing motoring public. At the first Melbourne Motor Show in 1912 the Kellow stand was among the most prominent, with a display in which lesser breeds like Wolseley, Minerva, Albion (lorry) and Renault (van) paid court to the regal splendour of a Rolls-Royce.

Kellow was energetic, personally popular and commercially audacious to the point of illegality. In 1910 he was fined £1980 by the High Court of Australia for manipulating invoices to evade customs duty.



Above: Photo of St Kilda Road Showroom early 30's

Charles Kellow opened Melbourne's first prestige car showroom in 1928 which still stands today at 379 St Kilda Road. The architect for the glamorous two storey building was Harry A Norris. Constructed of structural steel, brick and concrete, the showrooms are finished with terra cotta piers, frieze, lintels, window trim and machicolations. They feature large glass display windows.



Right: The cavernous show room floor

The showrooms were used by Kellow Falkiner until WW2, when they were altered internally to accommodate the air force as part of the Defence Forces grouping along St Kilda Road. In 1952 the building was occupied by the State Electricity Commission and in the 1970s by the Department of Civil Aviation. The building is now part of the Royce Melbourne's heritage-listed, five-star boutique hotel extended from the building next door.



Above and Left - The Former Kellows Showroom Today

Kellows were famous for their dealership of prestige cars over the years and have had numerous showrooms and service centres located across Melbourne over the years including City (Exhibition St, Collins St, Elizabeth St, Russell St) South Melbourne, Prahran, South Yarra, and more recently Southbank. In the 80's they were big Rover and British prestige (Please note that I did Mention Rover separately to "Prestige" Thank god they never came out in Spanish Olive as well!!!!!!)

I recall when I first arrived in Melbourne in 1977 to start my career as a first year apprentice, I did, as all apprentices do after receiving their first pay packet; buying a new car.

During a lunch time outing while attending trade school I stumbled across Leyland CentralKellows Falkiner showroom on 206 Russel St Melbourne. I immediately began shooting the breeze with a salesman who was attempting to get me into a new Mini Clubman Sunshine.

The dream subsided as reality set in....(\$54 per week, half of which was taken up with rent was not going to get me a new car).....so I had to settle for a \$1,500 2nd hand HK Holden

Kellow Falkiner have located show rooms all over Melbourne at various times keeping pace with the outbreak of affluence in the outer suburbs and proliferation of slums in the inner suburbs, however Kellows BMC/Leyland vehicles were predominantly sold out of the Russell St Showroom.

While my visit to Russell St was in the period following the New P76 sales era, it is my understanding that due to the links with the prestige car retail sector, mostly the Targa and Executive models were on display in the showrooms.



206-218 Russell St Circa 1948

Well the story now brings us to the intriguing part. In the late 90's Eccentric Millionaire Peter Shellard took control of Kellow-Falkiner Motors, dealing in new and used Rolls-Royce and Bentley. His de facto Shelly Withers was a bookkeeper of sorts and took care of Shellard's company and property accounts, and became a signatory on his Kellow-Falkiner Motors business cheque accounts. She eventually fleeced them of nearly \$1 million. At the time of his death Peter Shellard had an estimated wealth between \$10-15 million,"

He had a collection of cars including a 1951 Rolls-Royce Silver Dawn saloon, a 1923 Rolls and a classic Mercedes-Benz 450SL convertible. A hoarder, the bi-polar sufferer also collected antiques, tools and all manner of junk.

In early April 2005, Shellard told bank staff he wanted Withers removed as his Kellow-Falkiner Motors account signatory and cancelled a cheque book she was using. "He was extremely upset that Withers had ripped him off, and was going to sell her house in East Bentleigh to recoup his losses. Shellard was found Murdered shortly after and it was discovered by police that Withers played a hands-on role in Shellard's death, along with a couple of drug-addicted accomplices. She was in fact caught out in an undercover police sting while trying to organise the murder of her accomplices to tie up loose ends.

According to friends, Shellard did not drink or smoke, but he did dabble in bondage and sado-masochism. Friend Christine Smith told police: "He had told me that he had gone to the Hellfire (bondage) Club with a friend. "He said they would dress up in a full range of leather outfits and had belts with studs. He said that there was whipping. "He told me initially his pain threshold was low and after a number of visits his tolerance for pain increased to the point where he really liked what was occurring. "He found it very erotic."

Well this fetish ultimately led to his downfall Shellard's naked body, covered in blood and partly covered by a towel, was on his bedroom floor. He was trussed with dog leads, ropes and electrical cord. He'd been gagged with rope, his ankles were handcuffed and he had cuts to his head, a black eye and bruising and cuts to all parts of his body. Toxicological tests revealed Shellard, had been injected with heroin just before he died. While checking Shellard's computer hard drive, detectives found two wills.

The first, dated 2002, listed Shellard's three daughters as main beneficiaries.

The second, dated 2004, named the main beneficiary as Shirley Withers.

According to the police summary Withers informed the covert operative that she knew that the two junkies were responsible for the murder. She further expressed her desire to have them both killed. Withers had wanted Shellard tied up because he had forced her to do bondage with him and that Shellard had frozen all her accounts and was trying to sell her house behind her back.

Investigators have established that between October 31, 2003 and May 3, 2005, Withers wrote out 195 cheques on the Kellow-Falkiner accounts," the police summary says. "These cheques were all made for cash and as a result bank staff handed Withers \$913,895 cash. Investigators believe that the majority of the \$913,895 received in cash has been used for her own business and personal use.

Withers two accomplices pleaded guilty to the manslaughter of Shellard and were both sentenced to six years' jail with three year and six-month minimum terms. Withers pleaded guilty in the Supreme Court to incitement to murder the accomplices, but pleaded not guilty to murdering Shellard however the Jury found her Guilty.

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Soon after Kellows closed some of the iconic dealership sites around Melbourne opening a state of the art showroom at 80 City Road in the Eureka Building in 2007. Kellows Faulkiner became part of the Trivett Classic Group Australia's largest prestige automotive group operating dealerships in Parramatta, Blacktown, Alexandria, East Sydney and Melbourne. Their range of marques include Aston Martin, Rolls-Royce, BMW, Bentley, Porsche, Harley-Davidson, Land Rover and Jaguar dealerships plus many more.

SEE THE COMPLETE LEYLAND AUSTRALIA RANGE ON STANDS 9 & 10, MANUFACTURERS HALL.



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See the full range from the new driving force, 21 cars, from the versatile Mini to the magnificent Jaguar XJ12. And of course in gold of plate, the car that's anything but average, the Leyland P76. See you on Stands 9 and 10.



Leyland.
The new driving force.

The Kellow Faulkiner brand may seem to have faded into obscurity however the history lives on and the BMC/Leyland era has certainly been a large part of that history.

CLASSIFIEDS

Parts Trader

New Fitted Carpet Chocolate Brown made by Tru Fit Carpets new and surplus to requirements.
Please contact Bob 0409 160 116

Club Parts

Windscreens - \$185 Ea.

Reconditioned Starter Motors \$135ea. The starters come with a 6 month replacement guarantee and are sold on a changeover basis.

Please contact John Ernst (Parts and Tech).

Parts Wanted

Leyland P76/Force 7 Tachometer
Original Leyland 8 track tape player
Twin carburettor set to suit Morris Marina TC
Please contact David 0409 675 648

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

Leyland P76 Factory Air Conditioning under dash unit
Set of Targa Florio Wheels
Please contact Carl 0439900835

Vehicle Trader

Spanish Olive Leyland P76 Super V8 Column Auto VIN 076B4S3C442086 VGC, RWC, Reg Jan-11, B&W plates, VG interior very good, comes with recliner buckets and original



imperial leather fixed buckets, interior parcel tray re trimmed and top of back seat re trimmed in original vinyl. New kmh

speedo, working clock, new light and wiper switches, dash top excellent condition, door trims excellent cond. Exterior: honest, original paint excellent for its age having been garaged most of her life very straight, no rust. New grill, bumpers very good. Tow bar. Remanufactured heated and tinted rear screen. Running gear brakes suspension: new old stock rear shocks, refurbished front struts, re-bushed strut tops, new old stock lower control arms with 60k on them, new old stock front discs never been skimmed, new rear brake cylinders, new shoes, kits through master cylinder and calipers. Engine low k pulls very well, auto sound, ice cold under dash aircon with all new hoses and condenser. Straight gas impco system 80 litre tank 2 years old electronic ignition, new old stock distributor. **\$8,000 ono contact Mick Clarke 03 9729 4005**

Country cream super VIN 076D4S3M2615974 Eng No. 2603/1954 Four speed 6 cylinder. Under dash air con, excellent Imperial Leather interior believed to be very low km car (38,000km) no reg or rwc suit restoration. some rust, paint fair, body work needs attention excellent running gear needs new clutch and may have blown head gasket. Drove really well when I brought her over from S.A. couple of years ago went up hills like a train but some overheating probs due to lack of use by previous elderly owner. **\$1800 Contact Mick Clarke 03 97294005**

Leyland P76 Super Six T-bar Auto. VIN 076B4S3A261253 Resprayed in original colour, any rust cut out and repaired, new windscreen, tinted rear screen, new door rubbers, new waist seals, new grill, new indicators and surrounds, new wheel arch trim, new old stock petrol tank. New old stock wiper washer motor, heater core reconditioned. New old stock exhaust tail pipe. New rear brake cylinders.

Suspension all good, reconditioned auto box, motor needs



work lost all its oil out of the breather thats the only reason I stopped driving it!

Interior: parchment, black carpet, parcel tray re-upholstered, drivers seat very low k no sag, new old stock speedo, fuel gauge, temp gauge and wiper/headlight switches. Prize winner for best six at club concourse, car was at national meet Cootamundra drove up beautifully sad the engine went a year later, and i am letting her go as I have to rationalise my collection.No reg or RWC but little to do for that. **\$3,000 Contact Mick Clarke 03 9729 4005**

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VIN 076B4S4A441302 Corinthian Blue Executive T Bar V8 Auto Black Interior, Factory Air Cond. Car is in good restorable condition and has been shedded for many years. Car is relatively rust free except for the bottom of the spare wheel and the transmission is suspect.



The vehicle comes with a parts car; Bitter Apricot Super **VIN076B4S3A441480** complete with a Terrier motor, a reconditioned auto transmission and many other spares. The cars are located near Stawell in country Victoria \$3,000 the lot, **Please call Andrew Stewart (03) 5359 8233 or 0428 382 494**

