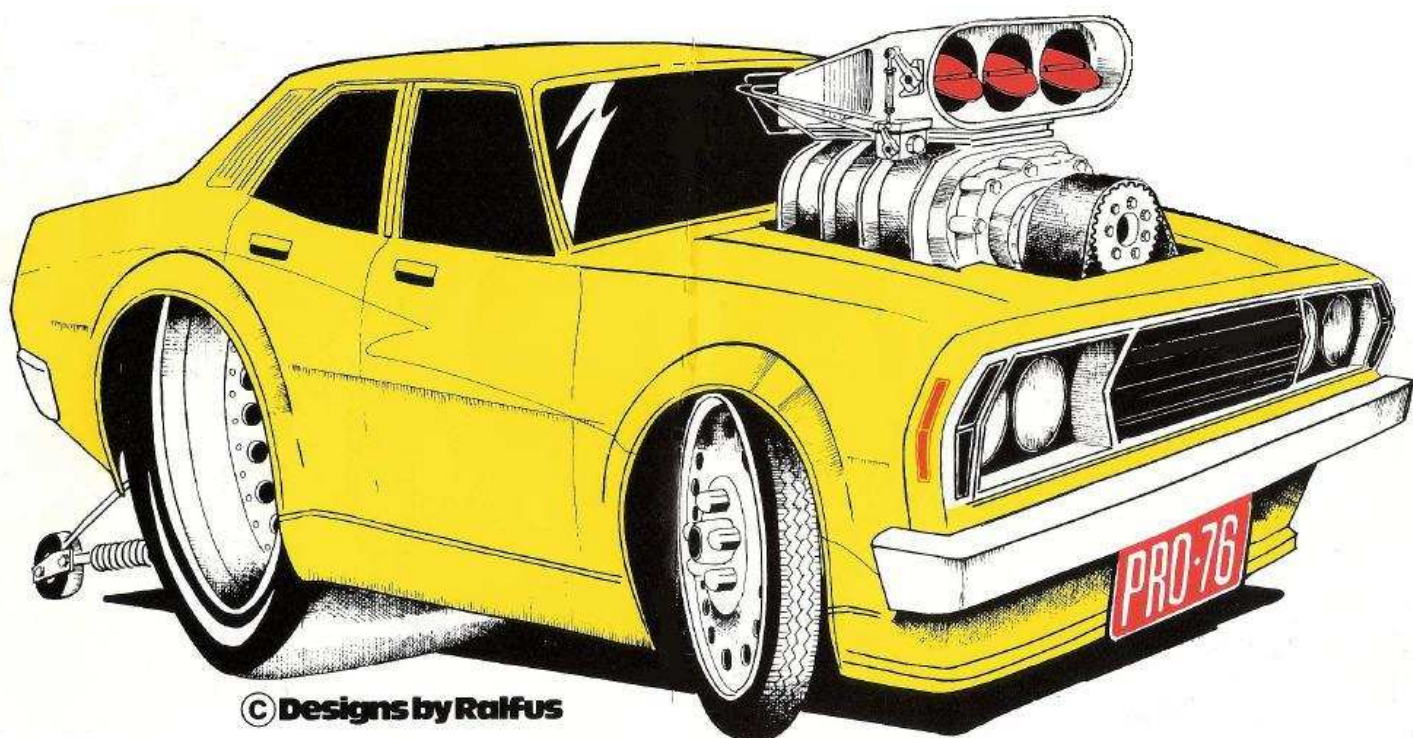


Anything

But

Average



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May 2012
VOL 29 EDITION 9

**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.

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Cover : Art from Poster dug up by Brian Carte

Editorial

Fellow Pnuts

I have hastily cobbled together this month's magazine to get it out to you with plenty of notice and time to book yourselves in for attendance at the AGM. As usual we will be seeking nominations for Committee Positions and it's your turn to think about doing your bit to run our fabulous club. If you think this Magazine has deteriorated to looking more and more like a MAD Magazine then this is your chance to seek nomination for Editor and a vote from your peers.

If on the other hand you think the style of the Mag has changed for the better then come to the AGM and Vote for me.



I will be nominating for Editor Next Membership year as I have enjoyed removing the shackles of cronyism, doing something a little different and hopefully entertaining, while I hope not being too offensive. As they say offence is the best defence.

This month I had no one step up to the plate to be roasted so unfortunately there will be character assassination in this issue (Except for the usual dig at our illustrious President and Spanish Olive P76 Owners. Next issue will feature the Bob Findlay roast.

Have a great Month
Martyn and Silvia

Bulletin Board

2012/2013 Membership Renewals

Well the membership year is coming to a close and its time to start thinking about renewing your membership for the 2012/2013 financial year. Subscriptions are due on the 30th June of each year and in particular if you have a vehicle on the Club Permit Scheme you must remain the member of a club to retain it.

It is very important for members to understand that the Permit Scheme is a privilege and not a right. The Club has agreed and signed a legal document with Vic Roads to abide by the rules of the scheme. If you do not renew your membership by 30th June and you have a vehicle on the Permit Scheme then the Club is required to inform Vic Roads of your lapsed membership status.

A failure to meet our obligations to report a non financial Permit Holder may result in the Club having its privileges removed. Please ensure you attend to your membership prior to the deadline.

A Membership Renewal form accompanies this Magazine. Please complete and return to the registrar regardless of whether you pay by EFT or by Cheque.

ERA Trans America Rally

The E.R.A. Trans-America Rally is now into its closing days Gerry Crown and Matt Bryson's P76 was sitting in

3rd place in their class upon reaching Jackson, Mississippi. Members can follow the action at <http://www.endurorally.com/transam/index.html>

The website contains all details of entrants, route and schedules.

Coming Events

AGM

ANNUAL GENERAL MEETING

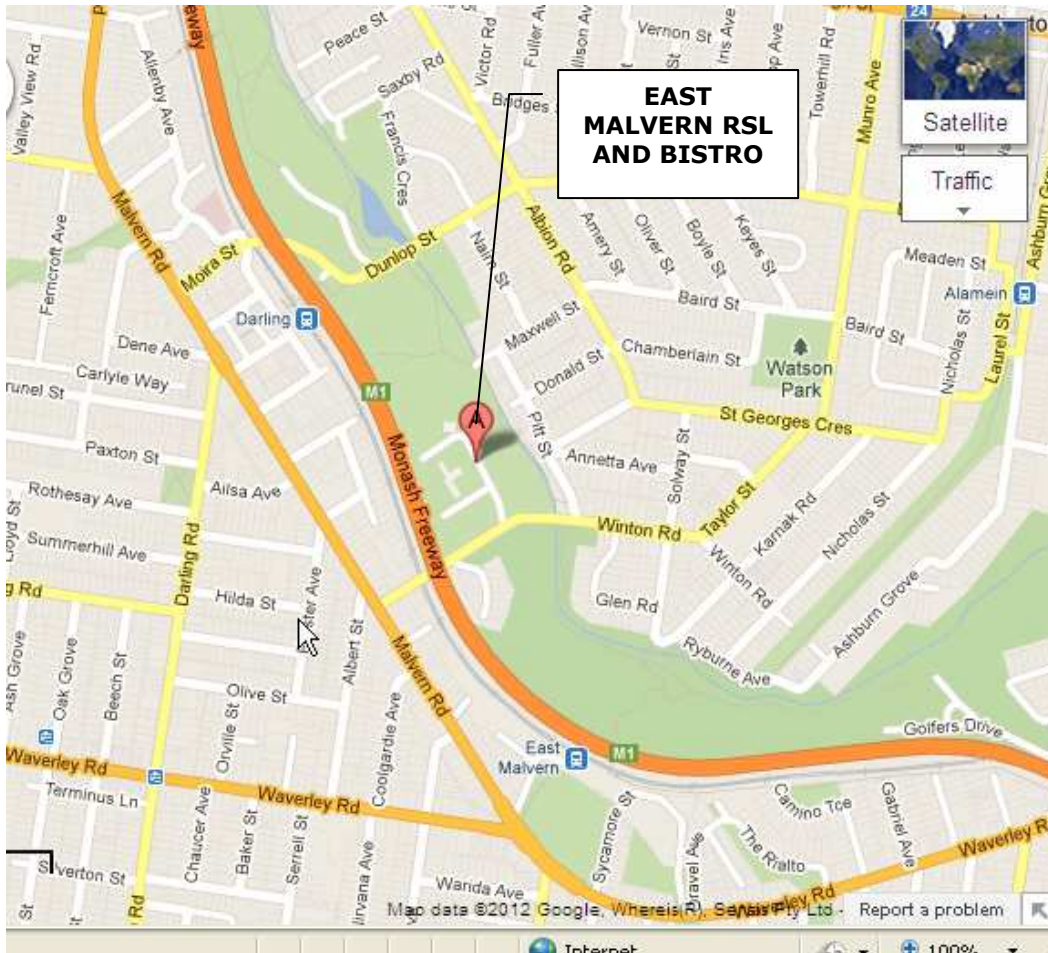
The P76 Owners Club of Victoria Annual General Meeting will soon be upon us!!! This is an important event on the Club calendar, not only is it a statutory requirement for an Incorporated body such as ours, it is an opportunity to get together with your fellow members, have a meal together, take an interest in the health and direction of your club, have your say and to elect a new Committee to take the club where you would like to see it go.

I know you have all been tingling with anticipation for this one so Pencil in the **21st July 2012**

This year we have a new venue-The **East Malvern RSL Club Stanley Grose Drive East Malvern**. **Note:** there is no direct access to Winton Road from the Monash Freeway - See map on following page.

The meeting will be conducted between 2.00pm and 3.30pm. Tea/Coffee (TOC) and dunkin bickies will be provided throughout the afternoon. For those who wish to partake a meal with mates you can enjoy a meal in the Bistro from 12.30.

If you wish to have lunch at the venue please call Katlin O'Donnell on 95712058 to book. Please mention you are with the Leyland P76 Group.



A Committee Position Written Nomination and Proxy Vote Form will accompany this newsletter.

I have included a detailed explanation of the roles and respective responsibilities for the gazetted committee positions in accordance with our constitution

If you wish to nominate yourself or another consenting member for any Committee Position please complete the form and return it to the Secretary (Address is on inside Cover) or bring it with you to the event. You may also enter a proxy vote for any nomination.

If you have an agenda item that you would like to have discussed at the meeting, please inform the Secretary by Friday 13th July so that we can publish the Agenda in the next issue of ABA prior to the meeting.

P76 Archaeology

Dry Red Super V8 4 Speed Manual VIN 076B4S3A442177 Werribee Victoria

This vehicle appeared on Ebay attracted 10 bids and was sold for \$1800. This car was not previously listed on the National Data Base and has been added.



Country Cream Super VIN 076E4S3A4418760 Hobart Tasmania

This vehicle appeared on Ebay and was passed in at \$1000 no bids not having met its reserve



Corinthian Blue V8 T bar Auto Super appeared on Ebay. VIN 076B4S3A44 2184

Quote -Up for auction is an example of our classic Australian motoring history. Admittedly she has seen better days, however with a little motivation and TLC this terrific car could be restored to its former glory as has been insinuated by others. However if you are not as optimistic as I, she could be further deconstructed and used as a donor car.

As far as the mechanics go, she is unfortunately missing the motor and gearbox, front and back end sections of her magnificent body (as seen in photos), However there are four doors and an assortment of other parts piled inside the car.

The car is located on the outskirts of Geelong Victoria. Cash on pickup preferred; buyer to arrange removal at own cost. Any questions or queries feel free to ask.

The listing generated a lot of interest as can be deduced by the number of enquiries. **(Listed Below)**. So enthralled buy the interest, I figured there must be something special about this car, so I have decided to purchase it. The plan is to restore it over the next millennium. I have meticulously collected the rust so that after I have purchased a Blast Furnace and a Rolling mill I can convert the Iron Oxide back into steel keeping the car as original as possible.



Question & Answer		Answered On
Q: Hi, what condition are the doors in?		28-May-12
A: Hi, sorry to say but the doors have rust, dints plus the paint is faded and scratch.		
Q: Do you think i could drive it back to Queensland? Does it come with a road worthy certificate; is there any petrol in it? What's it like on fuel out on the open road, say doing 125klms per hour? Has it won any awards at club meets? regards P76 lovers all over		27-May-12
A: Hi, you may have to bring a few things with you to get her going. Sorry no RWC. I'm unable to comment on any awards due to privacy reasons. I could tell you some stories about how good the P76 is on fuel, but I must go and have my med's now.		
Q: Hi! I it is I who is sorry. I thought for sure you were a friend of mine, who had a run in with some member of the QLD P76 club about compliance plates & privacy.... I was having a dig at him.... But alas it wasn't him. I personally couldn't care less about compliance plates & apologise for wasting your time. Jason		27-May-12
A: Hi Jason, no need to apologise, but I do feel sorry for Martyn he has not been the same since returning from QLD. He came over the other day and stuck yellow stars over the licence and compliance plate on my P. He kept repeating the word "CENSORED, CENSORED, CENSORED. Cheers Brian		
Q: Hi.I see that in photo no.3 that the compliance plate is visible. With today's technology, this photo could be enlarged, the vin disclosed & the previous owner's details revealed. I think you should take more care with the privacy of these vehicle numbers & your actions/photos border on "Scandalous". Shame on you! Martyn		25-May-12
A: Thank you for your question. We had considered this possibility and covered the VIN number with pink paint. Sorry to disappoint, but my name is not Martyn.		
Q: Was this car originally Spanish Olive or was it painted Corinthian Blue to boost its Auction Price. Any NON Spanish Olive Leyland is worth more even in this condition		25-May-12
A: Hi, it's an original Corinthian Blue; maybe I should double the starting price.		
Q: Has this P76 ever been to Queensland? If so could you please not disclose the V.I.N to protect any former owners, passengers or general public?		24-May-12
A: I am unsure whether or not this vehicle has been to Queensland. However, as you can see, extraordinary precautions have been taken to protect any who have come into contact with the car.		

Social Pages Events Calendar

June 2012

Mon 4th **Committee Meeting** - East Malvern RSL Club Stanley Grose Drive East Malvern. Dinner at 6.00PM Meeting from 7.00PM



Sun 24th **Pakenham Swap Meet** Werribee Race Course 8.00am to 3.00pm
[MEL 317 G9] Admission \$5



July 2012

Sun 8th **Mid Winter Cruise**, VIC Conti Hotel, Sorrento
10:30 AM - 3:30 PM \$5 per entry see web link for details



<http://www.lets gocruisin.com.au/cruisin-mid-winter.html>

Sat 21st **Annual General Meeting** - East Malvern RSL Club Stanley Grose Drive East Malvern. 2.00pm to 3.30pm



Sun 22nd **Werribee Swap Meet** Werribee Race Course 8.00am to 3.00pm
[MEL 205 F9] Admission \$5



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

WANTED

Board
Members and
Volunteers

In every persons life
there is one supreme
hour towards which all
earlier experience moves
and from which all future
results may be reckoned.
For every individual PNut
as well as our Clubs
existence that hour is
now striking

The P76 Owners Club of Victoria is a forward thinking, expanding and creative club dedicated to the presentation of the Leyland P76 as an Icon of Australia's motoring history.

For our 2012/13 Membership year we are seeking expressions of Interest from Pnuts for the next generation of Committee.

As you all know most serving committee members have been on the committee for 5+ years (longer than most Prime Ministers) and therefore bordering on cronies (Bob Menzies, John Howard) I rest my case. It is time for some other members to step up and get involved.

Being in a club is meant to be fun and what's really important here is that we know that skills can be learnt and that our tried and tested process of throwing members into the deep end and watching them doggy paddle to Olympic glory actually works.

At the P76 Owners Club of Victoria we value people who are; Bloody Funny (*You will be constantly laughed at*), Grounded (*Not by their mums*) Confident (*FIG JAM*), Accountable (*Just Do it*), Honest (*No BS*)

Friendly and Infectious (*Not contagious*), Committed (*BYO Straight Jackets*), Focused on health and well being (*No weed smoking hippies*) and most importantly members who don't take themselves too seriously; as you can see we don't.

A functional executive committee is vital to the success of the club and the rewards of Volunteering on the Club Committee are numerous. Studies tell us that people enjoy helping others and that no other (material) **reward** is necessary to motivate people.

If you disagree and think that this premise is a croc; wait till you see the salary!

In all seriousness we need Club members to stand up for Committee Positions to continue the work of previous committees in;

- Maintaining a financially viable not for profit organisation with scope to invest in its future growth and well being
- Grow our membership by sustaining the interest of nostalgic (and the just plain tragic) older generations and appealing to new generations of curious and astute (Those who may be too young to remember or to have heard of a P76 but know a good thing when they see it).
- Providing and improving communication and services, to members through the magazine, and website
- To support members to maintain and restore their vehicles, though parts acquisitions/investments, tech tips and advice.
- To plan and organise activities that meet the aims of the club, promote the vehicle to the public, (all new members are born again into the light that is owning a P76) and to engage members in fun and social events enabling them to enjoy their vehicles and the company of their fellow enthusiasts.

COMMITTEE POSITIONS

PRESIDENT

Responsibilities - The President of the Club is responsible for the general running of the Club. The Clubs affairs are normally managed through the remaining positions of the Management committee, while being overviewed by the President. The President is charged with the task of ensuring that the affairs of the Club are managed in the best interests of the Clubs members.

Presidential Key attributes include;

- *A passion for the vehicle*
- *An ability to manage committee meetings while detecting and deflecting bull %\$#T with a blink of an eye*

- *An ability to suffer fools just long enough to allow them to finish what they are saying*
- *An ability to talk in other people's sleep*
- *A mordacious ability to call people who know what they're doing and ask them what they're doing*
- *Skills as a Hostage Negotiator will be an advantage*

VICE PRESIDENT

Responsibilities - Assist the President with his duties and may stand in for the President when required. The President may delegate some of his tasks and authorities to the Vice President as required.

Vice Presidential attributes include;

- *A passion for the vehicle*
- *An ability to manage committee meetings while detecting and deflecting bull %\$#T with a blink of an eye, when delegated*
- *An ability to suffer fools just long enough to allow them to finish what they are saying, when delegated*
- *An ability to sleep while the Presidents talking unless the President delegates the requirement to do the talking in other people's sleep*
- *To know what your doing unless the President asks you to mordaciously call people who know what they're doing and ask them what they're doing*

TREASURER

Responsibilities - Collect and receive all monies due to the club, and control the banking thereof, make all payments authorized by the Management Committee, maintain accurate books of account showing full details of all receipts and expenditures connected with the activities of the Club and make available to members for inspection. The treasurer will also record and maintain an inventory/register of all of the Clubs assets, prepare financial reports of the Clubs accounts for meetings, Coordinate and present an annual audit of all of the Clubs accounts to the membership at the Annual General Meeting.

Treasurer key attributes include;

- *A passion for the vehicle*
- *Fiscal fortitude; ability to count to 20 remembering you also have ten toes*
- *Boffin with banking and an interest in interest*
- *Graduate of the Chopper Reid School of Debt Collection*

SECRETARY

Responsibilities - The Secretary shall keep minutes of all meetings, record the names of those present compile and circulate as required, meeting agendas and notices, ccoordinate and record all incoming and outgoing correspondence, act upon resolutions passed by the Management Committee or Membership as

directed, coordinate enquiries from any persons seeking information about the Club and be custodian of the Clubs records and historical items as per the ACT and item 9.5 of the constitution.

Secretary Key attributes include;

- *A passion for the vehicle*
- *Ability to turn red tape into fun*
- *Be well organised to maintain paperwork for statutory obligations on a "Just In time" Principle*
- *Ability to summarise epic novels into a short sharp Minutes of Meetings*

SOCIAL SECRETARY

Responsibilities - The Social affairs and Publicity secretary shall, in consultation with the Management Committee be responsible for the organization and coordination of the Club's social activities and publicity of the Club and the marques of Leyland in general.

Social Secretary key attributes include;

- *A passion for the vehicle*
- *A John Singleton approach to seizing a promotional opportunity with more front than Warrick Cappa in bringing it off*
- *Bob Katter School of spruiking any dribble with authority and believability*
- *A proactive thinker in new and innovative ways to entertain and engage the membership and their cars in fun activities*

PARTS AND TECH

Responsibilities - The Parts & tech officer is responsible for the coordination or supply of accurate advice on technical matters relating to Leyland. The Parts & tech officer may, in consultation with the Management Committee arrange availability of spare parts for the membership and others as necessary, maintain an accurate inventory of all Club parts and capital items owned or held by the club in accordance with the ACT and section 9.4 of this constitution. Said inventory and any "parts" movements to be presented to the Treasurer at all applicable meetings. The Parts & tech officer will control the storage and supply of all Club spare parts to members and others in accordance with the ACT and as required and deposit all monies received for such spare parts with the Treasurer.

Parts and Tech key attributes include;

- *A passion for the vehicle*
- *Ability to recognize the difference between a 6 and an 8 Cylinder engine*
- *Write pearls of technical Wisdom for the Magazine Readership*
- *Ferret out opportunities for part acquisitions and research procurement*

EDITOR

Responsibilities - The editor will compile, publish and distribute the Club magazine at intervals determined by the Management Committee, shall gain approval of any publications from the Management Committee before distribution to the membership and shall to the best of their ability - regulate the content of the Club magazine to represent the intentions, aims and bylaws of the Club.

Editor key attributes include;

- *A passion for the vehicle*
- *Ability to read and write coagulate dribble into literary art*
- *Working knowledge on the removal of liquid paper from the surface of a computer screen*
- *Ability to sniff out a scoop and make the Paparazzi look like a bunch of Scrap Bookers*
- *Ability to prevent the facts from getting in the way of a good story*

REGISTRAR

Responsibilities - The Registrar shall keep a current register of all members, containing their names, addresses, contact details, member type and year of first known registration. The Registrar shall keep a current register of all members' vehicles, including type, configuration and both registration and chassis numbers and any other information as deemed required by the Management committee. Make available only on authorized request to any member, only the information allowed under this constitution and the Club Rules.

Registrar key attributes include;

- *Track record of success in PNut mustering and branding*
- *Working knowledge of the Privacy Act and good at keeping sordid member secrets and protecting the rights of the guilty*
- *Archaeologist specialising in hidden treasure (Discovery of Lost P76)*

Ahh Yass, New South Wales.....An unfortunate place to advertise a McDonalds store. At least they are regular no constipation here!!!!



Committee Reports

President Kneebone's Report

SOME SAY He has seen Pracilla, Queen of the Desert 54 times and is quite bitchy that the films wardrobe Dept stole his designs for an absolutely fabulous summer collection
AND SOME SAY

He believes that speed has never killed anyone..... Its the "suddenly becoming Stationary" that will get you

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

Hello Members,

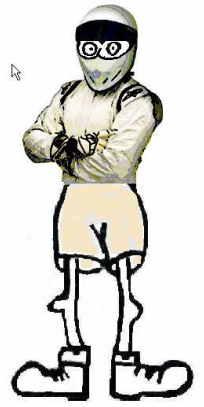
This membership year is fast coming to a close with the AGM just around the corner. Please make the time to come down and participate in what is an important event in our calendar and bound by corporate law/ rules regarding agenda and corium. This year we have moved our official Committee meeting place due to the attitude of the South Oakley Club and the financially unsustainable position they presented to us. We have been welcomed by the East Malvern RSL Club which is also the venue for other car club meetings. They provide the rooms free to us but ultimately gain our clientele in drinks and meals, a factor which the old venue has overlooked; now they have neither. The members of the committee in attending the monthly meeting generally partake in a meal in the Bistro and a couple of Sherbets prior to commencing the official part of the evening. At the last committee meeting we checked out the EM RSL for the first time and gave it resounding thumbs up. The meals in the Bistro are superb and reasonably priced. As mentioned prior to the AGM we will be dining in the Bistro for anyone that wants to come along from 12.30. Please ring and book as indicated in the AGM Bulletin. The AGM will be held in the downstairs function room to the right as you approach the building from the car park.

I also want to take the opportunity with this column to get on the soapbox a little to highlight the need for support from the membership in running the club. Over the past few years the committee have been made up of the same people albeit a couple of portfolio swaps and with the only new member to the committee being Trevor Vanderheyden. This year we have been without a Social Secretary and have struggled to maintain an adequate Social Agenda for the year. This work has fallen back on other members of the committee some already holding down 2 portfolios.

It is time for other members of the club to step up and give some support. I acknowledge that in today's busy world that there is the demanding job, the long hours, shiftwork, looking after the families interests/supporting the kids activities, and fighting allegations of Union Credit card misuse at massage parlour's. I am no exception but I still find time for myself, my passion for the Leyland P76 and belonging to and supporting the club. A lack of management, strategic direction and policy can be destructive to even the most financially viable and membership subscribed clubs. Success doesn't just happen; it results from the deeds of people. Many of the clubs membership are retired and so I would encourage them to donate a small amount of time doing something for the organisation to which they belong.

We are a strong club and a great club to be a member of so please let's secure the future by managing it well. There is a lot of information in this issue regarding the various portfolio on the committee so please consider nominating to do your bit; Ask not what can the Club do for you, but what you can do for the Club. Do this and the former will follow.

Marcus Kneebone



Parts and Tech Report

Crane Optical Ignition for P76 V8 by Darryl Packham - Qld Club

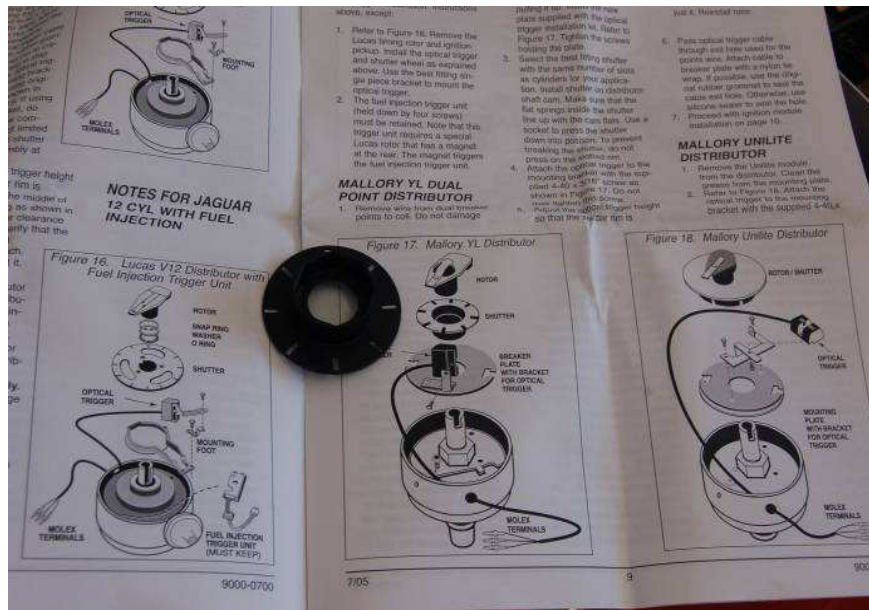


Sick of the original points system on the P76 V8 needing maintenance, want to replace it and then forget it? The Crane XR700, points conversion ignition system is one option.

It uses a plastic disc with 8 slots and an Optical transmitter/receiver that straddles a rotating slotted disc running at the distributor shaft speed. As the disc rotates with the shaft of the distributor it sends a message to the XR700 control unit which fires the single original coil as per what the old points system did. There is no rubbing block, no points arcing, in short simply no wear. If you hunt around it should only cost in the region of \$160 for the kit.

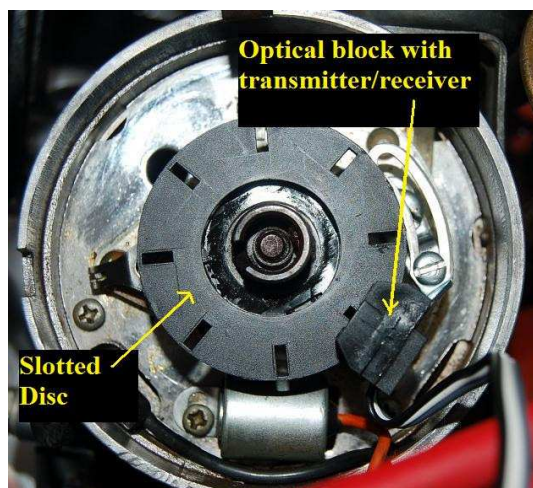
Mine was purchased a long time ago when the Aussie dollar was not strong for about \$200 and has been on the car for 5 years without one

indication of a problem or hiccup. I don't even look under the cap anymore, it is just set and forget technology.

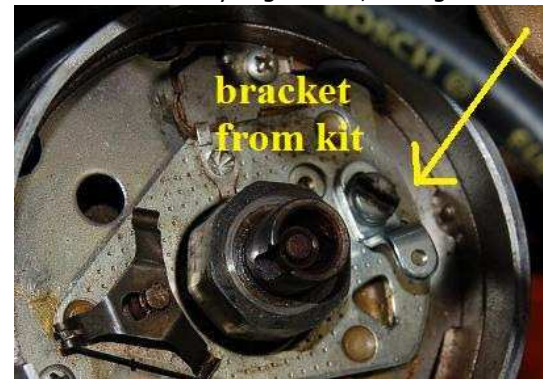


The supplied instructions are good, if not a little generic for all car types, including other than 8 cylinders. First strip the distributor of unwanted components, remove the rotor (keep), remove the original points (and keep the locating screw). Finally, remove the capacitor (not needed). In the kit is a small right angled bracket, mount it as shown Below in the distributor using the retained screw from mounting the points. Note vacuum advance stays operational. The small kit supplied bracket will hold the optical transmitter / receiver. The slotted disc will pass through a slot in the optical transmitted / received block which should be mounted so as NOT to rub on the disc in any situation, yet still allow the disc slots to break the optical beam. Make sure the locating screw for the small right angled bracket is securely tightened, using Loctite

would be prudent. One thing for sure if anything is loose or poorly positioned the distributor shaft will continue to rotate regardless of what happens to components flopping around on a plastic disc. Destruction of the plastic disc would have you searching for a replacement from the USA. This system can be installed easily within one day...

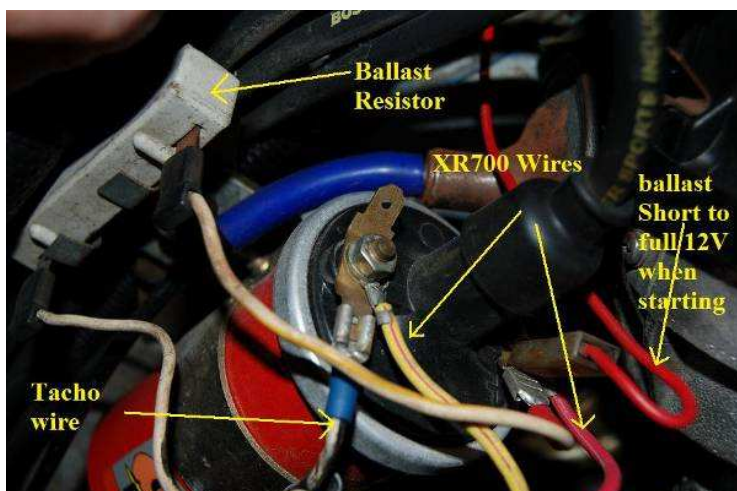


The plastic slotted disc fits perfectly over the distributor shaft cam lobes and should be securely seated as low as it will go on the shaft. The optical block fits onto the top of the small right angled bracket previously installed, again make sure all is very tight. The original rotor button goes back into it's original place to also act as a locator for the plastic disc. Notice that my optical block is located very close to the place where the vacuum advance lever attaches to the platform on which we have now mounted the optical block.



Now work out where to mount the control unit. The wires could be lengthened and the unit hidden out of sight if desired, however, mine was placed on the driver's side strut tower, away from the engine heat as much as practical. Always use masking tape to help mark and drill those holes and of course protect your lovely paint work.

So we have the disc and optical block mounted in their final positions, and the control unit where we want it.



Now the wiring which is easy; the XR700 grey, white and black go to the optical block inside the distributor through the same hole used by OEM wiring. The XR700 yellow and red go across the coil still using the ballast resistor and ballast short wiring for starting, even the tacho (if fitted can stay in the same place on the coil). The only wiring removed from the coil is the original wire from the distributor points to the coil. Then simply add the XR700 yellow with red stripe to the side of the coil from which

you removed the wire originally connected to the distributor points.

This provides the coil current break from the XR700 control unit at the correct moment for each cylinder. Add the XR700 red with white stripe wire to the positive 12 volt side of the coil (this is where the XR700 will get its power from). That's it! Obviously the whole unit now has to be timed to give you your normal advance setting. There is a little LED light on the control unit to assist with this, and then when close you should fire up the engine and always use a timing light to get the final adjustment. The timing adjustment is made the same way as you have been doing with the normal point system, rotate the distributor body till the timing light shows the correct advance. Almost set and forget now, trouble free motoring.

Members Articles

Historic Winton Event – David Walker

I have just arrived home from the annual Historic Winton race meeting held at the Winton motor raceway, just near Benalla.



I have been attending Historic Winton for around 20 years now and for the last 10 years I have been the "pit crew" for my good friend Phil and his group Nb Mini. Last year Phil had a unavoidable accident smashing into a fellow Mini racer Len Reid while it was in mid roll after losing control. Both cars were badly damaged and required reshellng, our car was damaged enough to warrant building a new car so Phil purchased another painted rolling Mini body a few months ago and proceeded to have a new roll cage, some new stripes and other work done to get it ready. I had the task to build new front & rear subframes for it, rebuild the gearbox and make a new custom wiring loom up. Now naturally Phil didn't get all this organised until a week ago so I have been flat out leading up to the race getting it all done! We finally got the car back together and running on Monday night and Phil has been doing the finishing touches all the way up to

leaving on Friday morning. I travelled up on the Thursday night and we met at the track on Friday morning, the weather was horrible with rain & around 6°C, lots of mud and generally everything wet. We stood around for what seemed like forever in the morning to have the car scrutineered and after we passed with no problems Phil took the car out for the practice session. Phil then found it to be quite a handful, excessive understeer was causing quite a hairy ride around the corners and more than one spin!

Saturday morning I did some mods to the rear suspension get the car to handle better, this took a while and lying around on the cold wet ground wasn't my idea of fun. The weather started to dry out in the afternoon for our first race and my work seemed to pay off as Phil was much happier with the handling. He was running around 13th out of 40 cars but more importantly was doing good times so I was happy with the results considering it was a "new" untested car. The rest of the day was spent walking around looking at all the great old cars and bikes on display. Winton Historic's has most of Australia's best Historic race cars on display and a number of classic car clubs attend to show their cars as well. I go each year to keep our Mini happy but I spend the rest of the time walking around looking at millions of dollars' worth of classic cars. As the Winton track is only small there is plenty of viewing areas that you can see the whole track while still walking around the classic cars on display. There are a number of trade stalls as well to entice you to spend your money on memorabilia, books & badges etc.



The Sunday at Historic Winton brings hundreds more Classic cars to the racetrack as more and more clubs come along to show their cars off. I believe next year we have been invited to show our P76s off for the 40th birthday and this will involve a display lap of the circuit. I can't wait to see that! I hope we can get as many P76s out on the track as possible.

We had mixed results with our car on the Sunday. Phil had some great racing with fellow Minis and we had no further handling problems with our car. Watching old Holden's, Mustang's, Minis, Cortina's, Austin's etc out on the track is great fun, most people owned these cars years ago as family sedans so seeing them out on the track at their limit is great to watch, and brings back great memories. There is a great atmosphere at the meeting and more and more people are making the effort to dress in period clothing to add to the experience. We will see Winton Historic as good as the Goodwood Historic meeting in the UK in years to come. The final 8 lap race on Sunday for the Historic touring cars was a brilliant race with Minis taking out 1st, 2nd and 4th positions. Phil had a great start and was going well until a mechanical problem caused him to pull out 6 laps in. I watched the end of the race and went to see him back in the pits where he told me he thinks the crankshaft in the engine is broken! I didn't even bother to try and start the engine to have a listen, we just put the car on the trailer and packed up and come home. I will pull the engine out soon and have a look inside to see what the damage is and start the rebuild process again. That's motor racing.

Request from the US – Martyn Hayes

I recently received an enquiry via our web site from the USA. Mark Loupis is interested in purchasing a Leyland V8 crankshaft for a project he is currently undertaking. I asked him for some details and his **reply Quote** ***I am interested in building an engine for a Pontiac Fiero. and I know these cranks have a 3.5 stroke. If i put that in a 4.6 block I can get it to a 5.0 or more. I understand that a few mods may be needed to the crank and block. The heads I will use will be Buick 300 heads as their flow is best other than some racing heads that T&A Performance have.***

Having never heard of a Pontiac Fiero I did a bit of a Google Research. The Pontiac Fiero is a mid-engine sports car that was built by the Pontiac division of General Motors from 1984 to 1988. The Fiero—meaning "proud" in Italian and "wild", "fierce", or "ferocious" in Spanish—was designed by George Milidrag and Hulki Aldikacti as a Pontiac sports car. The Fiero was the first two-seater Pontiac since the 1926 to 1938 coupes, and also the first and only mass-produced mid-engine sports car by a U.S. manufacturer. Many technologies incorporated in the Fiero design such as plastic body panels were radical for its time. Alternative names considered for the car were Sprint, P3000, Pegasus, Fiamma, Sunfire, and Firebird XP. The Fiero 2M4 (two-seat, Mid-engine, four-cylinder) was on [Car and Driver](#) magazine's [Ten Best list](#) for 1984. The 1984 Fiero was the Official Pace Car of the Indianapolis 500 in 1984, beating out the new 1984 Chevrolet Corvette for the honor.

370,168 Fieros were produced over the relatively short production run of five years; by comparison, 163,000 Toyota MR2s were sold in its first five years. At the time, its reputation suffered from criticisms over performance, reliability and safety issues. Today, however, compared to less adventurous attempts at two-seaters such as the Ford EXP, the unique style of the Fiero compared to other American cars has left it a cult following as a collectible car.

Below is an example of a 1986 **Pontiac Fiero GT**. Only 17,655 were produced and of these approximately 6003 were Bright Red. **(In our case only 18007 P76 were produced and Too many of them were Spanish Olive!!!).**



Pontiac Fiero – 2.8L V6 Engine



The Fiero remains a popular chassis for rebodies and electric conversions. I found these interesting pictures of Fiero used to create Ferrari replica vehicles..... You can actually buy body kits to convert them!



**Pontiac Fiero –
Ferrari 550 Replica**



**Pontiac Fiero –
Ferrari 360 Modena Replica**



**Pontiac Fiero
Ferrari 328 GTB**

Applying the same principle to the highly collectable Leyland P76 I have spoken to several manufactures of body kits and come up with the following possible variants



P76 Sherman M4 Tank Replica



P76 Tiger Tank Replica



P76 Kenworth SAR Replica

**Contact John Ernst - Parts and Tech for
a Kit Order Form**

***Ordinance and Ammunition is not included in the Kit Price
but can be purchased for a nominal extra charge. For the
Kenworth Kit a heavy duty tow pack is also recommended.***



FORCE 7/11 The Andy Frith Collection - Nick Kounelis



As stated last month part of my Longford trip was to catch up with club members Andy and Judy Frith near Launceston. After saying goodbye to Bob and my other car Friends at Longford, I travelled to Andy's house and went straight to the shed where he was working on an air box for a customers modified Renault, (after making from scratch twin inlet manifolds for its webber carbs and extractors) Andy has been busy on his P76 projects so I will summarise what he has been up to.

He has all the parts for his Peel Me a Grape which is currently on the rotisserie that he built (clever man). He is working on the car from back to front and has just completed the boot floor. This car will be a street machine and has a Subaru Liberty steering column with adjustable height and stalk controls. The car also will have TE to TL magna power electric mirrors requiring rework of the doors to mount them in the correct position. It has extensive work to the firewall and will have the Subaru HVAC system which will fit under the dash area

The Subaru steering wheel has been used with a Force 7 Leyland badge in the centre.



Andy has the short motor back from the Engine Reconditioners, chrome plated the harmonic balancer, and many suspension parts and brackets and has a set of new VD0 instruments. The car has a rebuilt and completed disc brake lsd diff ready to go into the car, a completed interior, and a 5 speed supra gearbox conversion for which I donated the Dellows bellhousing for the cause. Andy also has the wheels and rims for this car which are 15x8 and 16x10 Bathurst Globes with black centres. There is a lot of work going into this restoration.

In early 2011 Andy was fortunate to purchase the Force 7 that was assembled outside of the factory after it closed (number 11). Andy also bought the entire parts collection that came with the car, which is spread between his vast garage and a shipping container on his property. This includes gearboxes, engines, trim, 3 Force 7 rear seat set ups, steering racks etc; he has enough parts to keep all the Tassie P76s currently on the road for another 40 years. We wheeled the S2 out into the open and it is so interesting just to look at the inner roof and interior panels that are so different to sedan parts and you can see where the \$3 million dollars of tooling and development costs went to.



Luckily the coupe has the correct lower apron panels, the noryl (plastic composite) nose cone assembly, the rear bumper bar, spare tailgate hatches and other unique Force 7 panels including

Left -Andy with his Force 7/11



the fuel tank and rear boot spare wheel covers to make this car more authentic than one might think. Plans for the restoration of this car are detailed and for now a secret but it will emerge a very unique car when done.

Andy also has plans to fully restore a Bitter Apricot 6 cylinder 4 speed "luxury pack" that I found for him and was with him when he bought it. Andrew also owns a black P76 Executive formerly owned by the Tasmanian Government and was used in the Queens visit to Tasmania in 1976.

It was built as a crystal white/Imperial leather interior and at the factory was repainted black with Berger stickers still attached. It was also fitted with chrome strips in the middle of the bonnet and "spears" on the top of the guards. The bonnet possibly had an attachment for the Governor's flag or crest. The car also has a beige vinyl roof for which I have helped to source some new material for its replacement. As these restorations progress we will cover the work in detail in future articles



Andrew has other cars including; 2 Subaru Vortex's (both 4x4 turbo) and a Bug Eye Sprite. The Subaru Vortex are for sale (know any buyer's), as the funds will help in P76/F7 restoration. The Sprite is at the end of his restoration list and might occur after he has retired.

I'm sure that this collection of cars will be very impressive and eye catching when completed and as Andy is a welder/fabricator by trade, most work he does himself up to and including primer stage. He has the contacts within the panel beating industry for those extra tricky bits and for final painting. I am sure the final work will be of the best standard and that it will help inspire us to get our own projects sorted out.

Nick Kounelis

Hi Fellow PNUTS,

My wife is an artist and she produced some P76 Designs. These can be viewed and are available from

<http://www.cafepress.com/Spotfish>

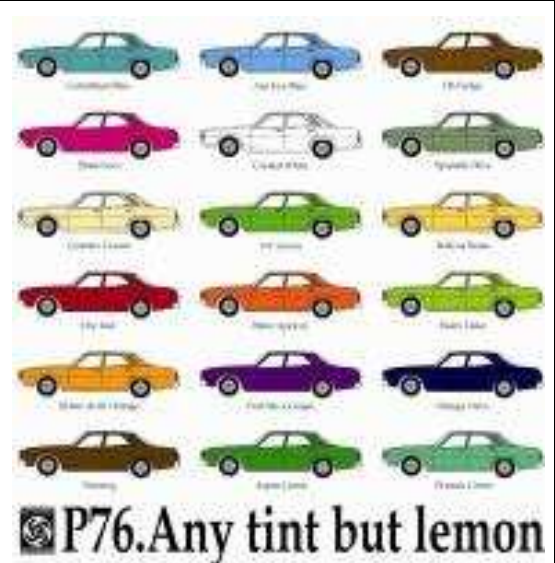
You can get t-shirts, doonah covers, shower curtains anything you want printed to order. If you want a specific design for anything for the Victorian or National clubs then just ask me and I will get her to do it.

Chris Renehan

Moonbeam Design

89 475411

0409893873



CLASSIFIEDS

Parts Trader

Parts for Sale

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

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

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.

This is a rare vehicle with only 719 produced in the Super L6 Four Speed Manual configuration between May 1973 and Nov 1974. The four speed version of the six cylinder range was really the only way to experience what potential a sensible modified, good 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

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**



VIN 076B4S2C441361 V8 Column Auto Deluxe with Super seats, door trim and grill, Still has the original Deluxe Rubber Mats \$3,000 **Contact Rod Warrick on 0428 861 695**



VIN 076A4S2N441838 Deluxe with Super seats, door trim and Grill/Lights Config. Was originally a 3 Spd Column Shift Manual now a 4 speed floor shift Dual Fuel Restored 10 years ago
\$6,000 Contact Rod Warrick on 0428 861 695



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