



Anything But Average



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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 : Yellow Executive owned by Roland Stuart Stevens

Editorial

Fellow Pnuts

The year is fast getting away from us and the Silly Season approaches once more.

It has been a tough month for me in balancing the commitments of my new job and keeping up with my responsibility to the membership as a literary scientist.

We have just completed the 2012 concourse in conjunction with the Shannon's Classic Car Show in style. What we can all be particularly proud of is that for the first time the best Aussie Muscle Car for 2012 is not a HK Monaro, XY Ford GT or VJ Charger but a P76 in fact the Middy's Pink P76 with Rick Brain the proud recipient of the Trophy.

The Victorian P76 Owners Club is also the recipient of the Aussie Classic Car Show 2012 Best Club Display Trophy. I think the Committee did a great job in getting to this point however we all have to thank one person in particular. She volunteered to help the club produce promotional material to take us into the cars 40th anniversary year. She completed all the artwork on our motoring DNA brochure produced our promotional posters and arranged for printing; On behalf of the Club a big thankyou goes to Ami Western.

We have a great Member roast this month of none other than our very own President Ken Western. Ken has had an interesting life and has owned an interesting and diverse range of vehicles. Despite this Ken was surprisingly straight meaning there was very little I could hang Taurus Excretus on

In this months issue we also have some interesting member feedback and stories. In the January issue of ABA we will published the BMC Experience Photos and a full club event calendar taking us into the 40th anniversary year

The Leyland P76 has also been receiving a good run in various motoring magazines and columns lately. I have included some details so you can go out and purchase these gems of literature for prosperity. Thanks Carl for keeping and eye out on publications

The next big event after Xmas/New Year will be the 26th Picnic and Hanging Rock Classic Car gathering which is always a big event. Details are contained in this issue so plan to get the P76 out and join in. The grand event to close off this membership year will be the 40th Anniversary gathering in Canberra, a celebration not to be missed.

Finally; so I don't get accused of being bias, discriminatory or politically incorrect here is your token picture of a Spanish Olive P76



Have a great Month
Martyn and Silvia

Papercut's Member Roast

Victim	Ken Western (Il Presedente)
Occupation	Logistician (Retired)
Nick Name	Bigglesworth Pick and Pack or Top Gun Storeman Norman ("I Feel the Need for Stocktaking")



Western is one of many names the Normans brought when they conquered England in 1066.

In English History the Western family name was first found in Staffordshire where the family held a family seat at Weston-Under-Lizard having been granted lands by William the Conqueror.

Weston-Under-Lizard
????? I suppose this explains why Ken is always flat out like a lizard drink'n.

The first recorded spelling of the family name is shown to be that of Geoffrey le Westerne, which was dated circa 1172, in "Documents relating to the Danelaw", Lincolnshire.

Ken Western was born in London on the 9th Jun 1945 to parents Tom and Daphne. At the time of his birth the War in Europe had ended however the Pacific Theater was still in conflict.

Kens father, Tom Western, Warrant Officer First Class, was a career soldier serving in both North Africa and Italy during WWII. In 1949 he was posted to Hamburg Germany as part of the occupation force. Ken tells me that while he learnt to speak German, he was ordered not to on account that his mastery of the language was a kin to Rodney Rude's version of the Kings English.

After Hamburg, and a 2 year posting in Belgium, Tom was posted to Kenya as an anti terrorism advisor with the Kings African Rifles during the Mau Mau uprising in 1952.

During this time the family was attacked at their home by a Mau Mau group and forced to defend themselves. At the age of 13 Ken was handed a Sub Machine gun and tasked with defending one side of the house through a window.

After Kenya, and a 3 year posting in Singapore the Westerns returned to England to live a more sedate life in Shrewbury Shropshire. After Tom retired from Military service in 1964 the family decided to migrate to Australia.

Ken's early upbringing ultimately led him to a career in the Military himself. Before migrating Ken spent some time in the British Army Reserves. In Jan 1965 at the age of 19, Kens number came up in the Conscription ballot.

Ken decided to Join the Royal Australian Airforce which was the beginning of his long military service as an

ADF Logistician. After his initial 3 years of study learning how to count rivets, Ken was commissioned as a Pilot Officer (With Clipped Wings) and staggered through the ranks to Wing Commander. He knocked back a promotion to Group Captain on account that he had resigned and the Airforce had no more rivets to count.

During his career Ken spent 3 years posted to Butterworth in Malaysia before moving to Sacramento California to take up a Logistics Officer post in support of the FIII program (1977). Prior to returning, Ken was given a farewell send off by a 2 star US General. In a speech the General indicated that he was glad that Ken was going because after completing a stock take of the US FIII fleet program they had concluded that they were two whole aircraft missing.

During Ken's career the Highlights were



Co driving a Mirage Fighter at Mach 2.2 (Twice the speed of sound) to determine if he could outrun the sound of his own voice. Ken also admitted to having that Spanish Olive feeling once or twice.

- Flying DC3 Gooney Birds simply because he outranked the pilot.
- Taking the controls and flying a Hercules from Malaysia to Australia simply because the Pilot was asleep.
- Steering an Oberon Class Submarine while submerged for four hours during a deep sea fishing trip.

In a moment of career limiting oversight Ken told me of a story while he was in Sacramento. His good friend and colleague; was an officer with the Japanese Defence force who turned up one day wearing a flying suit and a headband sporting a Rising Sun and Japanese writing "Banzai". He produced a similar headband asking Ken to put it on and gestured Ken to follow him. The pair went to the Flight Ops Section and asked if they could submit a flight plan to Honolulu. The date was **December 7th**. Oddly the US Officer commanding did not see the funny side of it! I wonder why.....?



Julie, an innocent girl from the Methodist Ladies College met Ken in 1967 whilst on a skiing trip at Falls Creek. In 1972 they married and had two children Thomas and Ami

Before Ken met Julie and settled down he was a briefly married to another. Her name was Barby and they became a box set.

The relationship did not last long after he discovered that she was without genitals and quite plastic and fake.



On account of Kens taste in cars he did not get off to a good start with the ladies. His first car was a 1935 Hillman with no windscreen so you had to wear a crash helmet.

After 6 months of failing to impress a single girl with his machine it was time to move up in the world so he bought a MesserschmittYou Bloody What!!!



This particularly useful chick magnet machine had no redeeming features for first dates. At the Drive-In Theatre it was impractical for getting to first base with your date and in fact she had to sit through the whole movie staring at the back of your head. To add insult to injury the car had no reverse gear so you had to get your girl get out to push the car backwards until you were clear to go forward. Way to go Ken!!!!!!

Ken moved up in the world and bought a 1949 Vanguard.



I know these cars have plenty of room in the back from first hand experience. As an 8 year old I played "You show me yours and I'll show you mine" with the girl next door on the back seat of her fathers car which was a Vanguard. I suspect that even with my inability to comprehend the significance of what could be construed as my first sexual experience that still did better than Ken.

You see Kens car was hand painted two tone green and the starter never worked so you had to park it on a hill, hand crank it or push start it. A girl having to push start 2 tonne Spanish Olive "Look-a-like" on a first date is not exactly a turn on either Ken.

Ken tells me that he couldn't afford much and he and his father had to replace the engine by manhandling it into the engine bay. **It's a wonder you didn't get your girlfriend to do it. Ken!!!.**

When Ken became a Commissioned Officer he learnt to use a knife and fork, sip port and accept a fatter pay packet. With now more money that he knew what to do with, Ken lashed out and bought a Morris Minor.

Ken then became adventurous, bought a Hot Cortina GT before joining the Phillip Island Racing Club. Taking his inspiration from Mao Zedong this "giant leap forward" launched him into a 83.5 Brake Horespower, twin Webber, 4 branch exhaust pipes, full synchro 4 speed box and double reverse overhead cam door handles world. This satisfied the top gun in him "I Feel the Need for Speed" he did not do well as a driver and he did manage to turn a perfectly good car into a wreck.

After being posted to Malaysia Ken got more adventurous with his cars and bought firstly a Vauxhall Velox, followed by an MGTD, after watching too many "Get Smart" episodes a Sunbeam Alpine then a Triumph TR4A

The latter three proved particularly useful in poncing around the tropics in uniform with the top down doing the "tally ho pip pip old chap" routine.



Above MGTD, Sunbeam Alpine & Triumph TR4

In 1971 upon his return to Australia he bought a Mini Cooper and in 1972 a New Toyota Celica. As he now had the kids the Mini had to go. He replaced it with a 2nd Hand Austin Kimberly, a car for which he holds high regard.

Upon being posted to California Ken purchased a Pontiac Sunbird and a larger one for himself. Ken also admits to one owning a Ford Pinto which he purchased from a mate for \$200.

1971 Ford Pinto



They shoot horses, don't they? The Pinto goes on the 50 Worst cars of all time list, but not because it was a particularly bad car — not particularly — but because it had a rather volatile nature. The car tended to erupt in flame in rear-end collisions. Ken thought this feature was akin to a jet fighter with an afterburner or to crash and burn after a dog fight.

The Pinto is at the end of one of autodrom's most notorious paper trails, the Ford Pinto memo, which ruthlessly calculates the cost of reinforcing the rear end (\$121 million) versus the potential payout to victims (\$50 million). Conclusion? Let 'em burn.


While in the States Ken ordered a Mercedes'300D which he brought back to Australia in 1981 and still owns. And also as he was fond of driving big cars, he sent Julie out to find a second car. She came home with a suggestion to buy a yellow Leyland P76. At the time he had never heard of a P76 however he bought the car and still owns what we all now know as "Big Bird".




Bulletin Board

LETTERS TO THE EDITOR

"I wish to Register a Complaint"

Dearest Martyn, See what you have done - all the t about Spanish Olive Leylands and now even the Tassie contingent is not recognising that a Spanish Olive Executive exists in Tasmania.

In Nicks spiel in the last mag he mentions that it will be great to see all the Tasmanian Leyland P76's together at a car show which will include Andrews two Leylands, Ray Tills blue one, his orange one, the NV green one and both of Greg's, and alas not a  mention of our little Spanish Olive machine. Oh, well Jet and I will have to keep "Roaring in the boot" until we get noticed.

With the kindest of regards

Jet & Bob Findlay



Taming the Front Lawn the Leyland Way

Well you know those days when you're just dick'n around in the shed thinking of what to do, and then suddenly you have a thought; "What am I going to do with that old P76 motor sitting there in the corner? Hell, I have an idea, why not mount it to the old mower I never use and take it to Bathurst for the race".

The picture I have attached is a P76 powered mower taken up on top of the mountain on race day Bathurst 2012, and yes it does drive!

Andrew Frith



Hi Martyn.

I recently picked up a P76 motor that has a strange flywheel set-up attached. As you can see, from the photo the flywheel has a static looking assembly attached, which is not a clutch, as I have opened it up. It looks like a type of static drive transfer.



I have removed the frame from the flywheel assembly, which has a mount on either side.



Also the sump has been modified, welded flat to sit the motor on!



Hence, I think this may have been used in a boat or cart or drag car, not sure (Editors Comment "or lawn mower perhaps??"). If anyone can advise exactly what this is please give me a call

The Motor is tight, clean and oil Free. Judging by the Engine Number **4400/2615**, I think this is a late motor out of a column or Floor Shift Auto Super. As all the P76's I have had, up to my Newest (current Executive) which is January 74, have all been Lower Numbered. i.e. 4408/1081, 4404/1896, 4402/2241.

Darren Holt 0415944639

MEDIA WATCH

There has been a number of articles on the P76 appearing in various Magazines lately. All articles are a far cry from the "lemon tag" motoring journalists loved to write derived from ignorant opinion perpetuated by "Chinese whispers" and dressed up as facts. Some so called motoring journalists I suspect are fresh out of Uni and wet behind the ears when it comes to motoring facts so they operate by plagiarising the naive writings of the past.

It all too easy to write driveline by having a go at a tall poppy on the premise that it makes good reading and controversy which translates to magazines sales.

It is great to see that some proper research is going into writing these articles now; all hail the rise of professionalism in motoring journalism. Our resident petrol head Carl Oberhauser keeps me up to date with articles and lately there has been

- **Unique Cars Magazine** Issue 342 October 2012 Magazine – Great article 1973 Showdown a comparison of 1973 coupes; Monaro, Ford GT, Charger and the Force 7
- **Unique Cars Magazine** Issue 343 November 2012 – Flawed Genius - Leyland was unfairly labelled as a Lemon
- **Unique Cars Magazine** Issue 344 Dec 2012 – Great Article about the books written about the P76 and being must have. The mag also Letter from a reader comparison P76 & Commodore
- **Last 3 Issues of BMC Experience** – Have all had articles on the P76
- **Latest Wheel Magazine** – Robbo explains that the P76 deserved to win Car of the Year.

From John Beattie - Hi Martyn, found this article in "The Latrobe Valley Express", with a picture from the Leyland brochure.

It's nice that they are reviewing our cars after all these years, and no derogatory comments either!

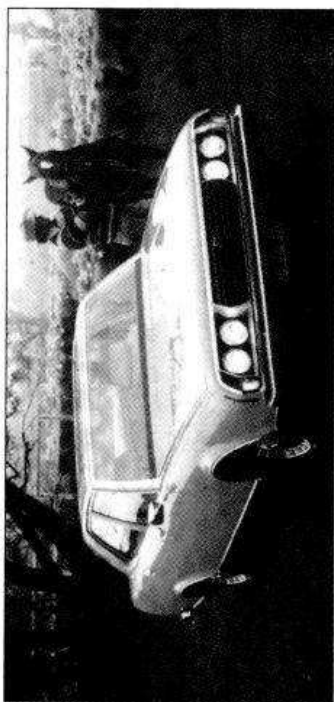
Kind regards
John Beattie

Leyland P76

MARQUE TIME
BY DAVID PIKE

IN June 1973 Leyland Australia, as the British Motor Corporation had become in Australia, launched the P76, a long awaited entry for the family car market. It had been developed over a five-year period at a cost of \$21 million and was described by its makers as the first locally built car in which the parameters and design execution were carried out entirely by an Australian company.

It was released in three model derivatives as the 'Deluxe', the 'Super' and the most expensive 'Executive'. Standard equipment on all P76 models included hidden windscreen wipers, power-assisted ventilated front disc brakes, front



anti-roll bar, six-inch wheels and low profile high speed tyres, flow through ventilation with both face and foot level vents, locking glovebox, hazard warning lights, forward opening bonnet, water temperature gauge, sewn seat trim with full foam

padding, underseal, collapsible wood-grained dashboard, side impact bars in all four doors, full width screen demisters and tool tray. The Super and Executive models had twin headlights. Both the Deluxe and Super models came fitted

with a six-cylinder, 2.6-litre engine while the Executive came with an all-aluminium pushrod V8 of 4.4 litres. This latter engine could also be optioned on the Deluxe and Super models. Transmissions available were a three-speed column manual and four-speed floor mounted manual, and three speed automatic either floor or column mounted. Various engine/transmission combinations were used in each model or could be optioned.

Suspension at the front was by MacPherson struts and coil springs, plus an anti-roll bar: rear suspension was by coils and four-link rear axle with separate dampers. The hand brake was on the right side of the driver's seat and folded down after application to assist entry and exit.

The P76 was introduced as having a bold new European styled body crafted by Michelotti. Critic and consumer alike were quite vocal on their opinion of this styling with very few positive responses. The bulky tail treatment reduced rearward visibility to a level equivalent to the worst of its opposition but with a boot 50 per cent larger than its competitors and large enough to carry a 44-gallon drum. The under-bonnet area was the biggest, widest and roomiest of any cars around at that time.

Unfortunately for Leyland the P76 was beset with quality problems from the outset, this, coupled with the fact Australia was in an inflationary phase and an energy crisis, impacted heavily on sales and Leyland finally withdrew from the market.

What a great way to advertise a Great Car (Found on Ebay recently)

A base model V8 with no other options, **NO** power steering, **NO** A/C, **NO** carpets **NOT** even a radio....**No** ugly holes in the dash **NO** aerial....nothing. With the wonderful noise emanating from the dual exhaust when driving with the windows down, you would never turn it on, even if it did have one. I like to think of it as a lightweight Bathurst pack.....but I don't think anyone else does.

As a base model car, from the light weight era of "**Less is More**" it does not have any electronics in it. Not even a clock, and certainly. **No** computers, **No** turn by turn satellite navigation, **No** electric windows, **No** bluetooth connectivity. **No** MP3 compatibility, **No** radar cruise control, **No** stability control, **No** hill decent control, **No** self parking, **No** Flux capacitor, **No** airbags, **No** rear DVD players, **No** subwoofers, **No** Automatic wipers, **No** central locking, **No** alarm, **No** ipod connectivity, **No** drinks cooler, **No** auto dimming mirror, **No** active suspension control, **No** reversing camera....you get the idea.

I have found this to be a distinct advantage for a 'sometimes' car. When the car is **off**....it is **off**. Nothing to drain the battery, if you don't drive it for 3 months it does not matter. Just get in turn the key and off you go.The car sold for \$4030

GOOD AS NEW P76

IT'S NOW BEEN MANY YEARS
SINCE THE LAST RHYME THAT I WROTE
I'M NOW A 76 YEAR OLD
GREY HAIRD BLOKE

SO NOW WHEN I LOOK AROUND
IT'S NOT HARD FOR ME TO SEE
THAT MY OLD DRY RED DELUXE V8
LOOKS HEAPS BETTER THAN ME

SURE I'VE HAD HER MOTOR DONE UP
AND THE TRANNIE TOO
BUT IF YOU KNEW WHAT I'VE HAD DONE TO
ME
I KNOW YOU WOULD SAY 'OOH'

MY EYESIGHT IT IS NOT THE BEST
AND MY HEARINGS FADING TOO
WHILE OLD DRY RED'S LIGHTS AND BODY
ARE STILL AS GOOD AS NEW

SO IF YOU'RE LOOKING FOR A DIFFERENT
CAR
THAT'S GREAT TO DRIVE AND FIX
WHY NOT LOOK AROUND MY FRIENDS
FOR A LEYLAND P76

FRANK WAGHORN Stilt (AUGUST 2010)
Thank you for contribution Frank

Social Pages

Events Calendar

9th December



BMC Experience Grand Day Out – Bundoora Park Plenty Rd Bundoora Free Entry 10.00am to 3.00pm

Geelong Swap Meet, VIC Beckley Park, Corio, Geelong [MEL 432 G4] 9:00 AM - 5:00 PM

This event will cater for all makes and models of vintage, veteran and classic vehicles plus new and used performance equipment, new and used tools and equipment and all types of automotive memorabilia. Selling sites indoor \$35 must be pre- booked or outdoor \$25 available at the gate on the day from 7am. Organised by former national drag racing identity Graham Rose. Please note early bird entry before 8am is \$10 after \$5.

19th December

Wandin Custom Car and Bike Show, VIC Wandin East Recreation Reserve, Monbulk - Seville Road, Wandin East (Melways 121 K9) 6:00 PM - 9:00 PM

The Wandin Custom Car and Bike Show will be running from October to March on the third Wednesday of each month from 6-9pm. Gold coin donation with all proceeds to the Royal Childrens Hospital Good Friday Appeal. CFA BBQ, wood fired pizza, refreshments. Open to all pre 1985 cars and all bikes.

6th January

Bellarine Peninsula Classic Car Show and Swap Meet, VIC Drysdale Recreation Reserve, Duke Street, Drysdale 10:00 AM - 3:00 PM (Melways ref. 456 G11)

Come along and check out the classic cars, hot rods, muscle cars and bikes and be entertained by live music and plenty of fun activities for the kids. Swap meet sites available. Car show from 10am. BBQ lunch, canteen, full bar available. Free jumping castle. For more information contact michael.brislane@bigpond.com or 0439 282 964.

12th January

Phillip Island Swap Meet, VIC 225 Settlement Road, Cowes, Phillip Island 6:00 AM - 1:00 PM

Sellers from 6am on the day, buyers from 8am. Set up from Friday. Free sites and you pay only \$3 entry to grounds. All enquiries Geoff 0422 749 964 or 03 5952 2894 begin_of_the_skype_highlighting 03 5952 2894

13th January

Korumburra Swap Meet, VIC Korumburra Showgrounds, South Gippsland Highway, Korumburra 6:00 AM - 2:00 PM

Hosted by the Gippsland Historic Automobile Club Inc. Gates open 6.00am, buyers \$5, site holders \$10 includes admission. NO DOGS. Food available on site. For information contact 03 5127 4397 03 5127 4397

19th January

Wrest Point South East Rally, TAS Picturesque roads of southern Tasmania 9:00 AM - 5:00 PM

The Wrest Point South East Rally is an annual event held every January, organized by the PVCC. The premier yearly event of the PVCC, this rally is a time trial held over one day on the picturesque roads of Southern Tasmania. The event is open to all types of classic and vintage cars and is not restricted to PVCC members. There are two separate average speed classes, so all types and ages of cars are catered for. During the week leading up to the rally there are car displays at Parliament House and Mawson Place, giving the public a taste of what they will see on rally day. Everyone who has an interest in classic and vintage cars should make time to head down to the displays and check out the cars. After a day of touring the rally ends with a delicious meal. Entry forms available from the club website - your entry fee includes a specially designed commemorative grille badge. Check our website for more detail and any updates.

Membership points are awarded for attendance to:

* Management Meetings (1 point)

* Club Functions (2 points)

* Star Club Functions (2 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

Picnic at Hanging Rock 2013

The Annual Picnic at Hanging rock event will be held in 2013 on the 10th of February. This as always will be a premier event on the clubs social calendar. Last year the event attracted over 2800 classic cars motor cycles and commercial vehicles and remains one of the largest one day displays of classic motoring in the state of Victoria



26TH PICNIC AT HANGING ROCK

SUNDAY, FEBRUARY 10, 2013

The Macedon Ranges and District Motor Club's 26th Annual "Picnic at Hanging Rock", will be held on Sunday 10th February 2013 at the Hanging Rock Reserve near Woodend, Victoria.

The "2012 Picnic" attracted a display of vehicles in excess of 2,800 and attracted a similar number of spectator's vehicles. As a day for "classics", entry to the Display areas is limited to vehicles 25 years and older. **Display parking opens at 7:30pm - general parking areas from 8am**

There will be entertainment for children, displays from sponsors, as well as motoring celebrities and trade stands.

ENTRY IS \$20 PER VEHICLE WITH PEDESTRIANS \$5

Bring your own picnic or purchase food from the onsite stands

WWW.PICNICATHANGINGROCK.COM.AU



UNIQUECARS



2012 Concours D' Elegance



This years Concours was conducted in conjunction with the Shannon's Aussie Classic Car Show held at the Calder Park Thunderdome. The event proved to be a great day for the Victorian P76 Club. Other than the Concourse prizes our club and vehicles were also entered into the Event Competition. We had planned for and deliberately set out to take out the best club display prize. In the lead up to the 40th Anniversary of the car the Victorian Club is making an all out effort to raise its profile in the Classic Car fraternity by educating the public and other car clubs on the truth about the P76.

From this perspective we certainly achieved our goals.;

- For the first time the Major prize of the Best Aussie Muscle Car was taken out by a P76
- For the first time the Leyland P76 Owners Club of Victoria took out the prize for the best club display
- And for the second year Shannon's have included a category for Australian made BMC/Leyland Vehicles so it's not just a Ford Holden Valiant show any more. The Big 3 is now the Big 4
- Channel 31 Rev Heads film crew was on hand and have produced a segment to be aired in March 2013.

We had some help also which should also be acknowledged. We had two lovely ladies Kristy and Tegan who acted as Club Hostess assisting us with the promotion of the vehicles. You will see them in all the photos helping the club become the envy of all the other clubs they escorted our prize winners to the podium to collect the prizes. You will also see them in the Channel 31 Rev Head segment sensually fondling a P76. I know the Club President has thanked the Girls for their participation but I would like to go on record through this piece of literary eloquence on behalf of all those present, Kristy and Tegan thank you so much for your contribution to what was a great day for the Club.

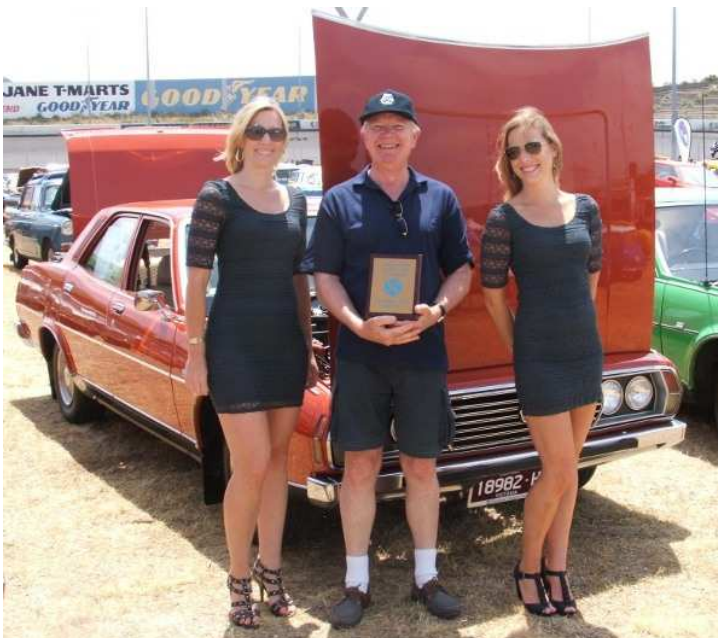
Club Prizes

Top Left Best Modified – Rick Brain

Middle Left Best Six and Peoples Choice – Kevin Smith

Bottom Left Best V8 John Beattie

Below Presidents Award – Bob and Sheena Hutcheon



Shannons Aussie Classic Car Show Prizes

Best Leyland Vehicle – Kevin Smith

Best Club Display – The Leyland P76 Owners Club of Victoria accepted by President Ken Western



Best Aussie Muscle Car – Rick Brain





Above Top Row Middy's Plum Loco,

Above Middle Row Davids Marina

Above Lower Row – Yours truly Bitter Aprcot Super

Below – Mike Chadwick's Spanish Olive

Mark Atwells Crystal Wite Executive

Mike Wayth Country Cream (Ish) Super

Joe Blitz's N.V. Green Executive

Kevin Smith Country Cream Super

Scott Reynolds Bitter Apricot

Super.



Committee Reports

President's Report

The Club Concourse, held in conjunction with the Shannons/AOMC Australian Cars show, was a great success with 13 P76's; a Marina and the Holden Ute with the P76 engine being all much admired. Martyn will have written quite a bit about the concourse with a bunch of photo's I'm sure, but my thanks to the committee for all the hard work that goes on behind the scenes. Our new Marquee looks terrific. The club and members took out 3 prizes of the event prizes including the "The Best Club Display"; "The Best Muscle Car at Show" and "The Best Leyland Vehicle at Show". I think we surprised quite a number of Holden, Ford and Valiant people. Congratulations to those Club Members that won prizes in our Concourse as well.

Club Projects.

The purchase of the front struts is progressing very well with the National P76 Council placing an order with Pedders for more than 150 units. Our club on behalf of the national body is now starting to look at a similar program for new boot carpets and rubber mats. Early stages yet.

Our next event and the last for this year will be the B.M.C. Grand Day Out. This is a social get together with other B.M.C./Leyland car owners. I will be there and am really looking forward to meeting club members from the other marques.

Next year looks pretty busy with the approach of the P76's 40th anniversary. John's social calendar is looking full of very good events. Unfortunately I can't attend all of them partly because David Walker will be rebuilding Big Bird's engine with the intent of making it a bit zoomier, but also to fix what I think is a broken piston skirt. Its the first time the engine has been out of the car since new – over 300,000KM on the clock – just goes to show how good these engines are.

40th Anniversary – June 2013

No response yet from The Australian – a reminder sent yesterday. While the attendance at the concourse was OK, we had hoped to get a few more P76's, at the show. It was acknowledged by the organisers that the venue was not the best in terms of access and its deteriorating state however there were some notable absences from members who normally attend all of these events. Approaching the 40th Anniversary the car is achieving significant publicity and respect so I encourage all of our members with a P in the shed to get them out over the next few months and onto the road. If necessary get a roadworthy on the car and put it onto the Club Permit System. This method is so much cheaper than full registration, and if you only drive the car for club events etc it is certainly the cheapest and best way of getting the car on the road. The club carries a fair amount of spares if required at very reasonable prices. Lets get more P's back on the road in 2013 for our 40th Birthday.

That's all for this month

Safe Driving

Ken

Parts and Tech Report

Power Steering Units Overhauls

Britton's Power Steering Services

Rear 161 Picnic Point Road

Picnic Point NSW

(02) 9772 1030

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EFT for payment. (Pay first before getting rack returned) Approx. \$450 for reconditioned rack and modified for todays use. You will have to add freight to the cost

Members Articles

Intermediate Steering Shaft – Mike Chadwick

Yesterday was the occasion of the Victorian Club's Concours d'Elegance at the Shannon's Aussie Classic Car Show, Calder Raceway. The P76 was lined up in company with Fords, Holdens, Valiants, etc. as an Australian car. A P76 won the Special Trophy for the best Aussi Muscle Car [It had a Chevy engine in it.] I think that's correct – but it certainly won something! But that's not my main reason for writing.

I took a friend, Fred with me who is an engineer, as well as being a scrutineer for vehicles entered into different types of motor sport. He observed a change in my driving as the intermediate steering shaft [as he found while we were at the Concours was deteriorating. Both the universal and the rubber of the shaft coupling at the bottom are giving rise to steering wheel slop and imprecision in driving.

My friend went around as many of the other P76s present as he could, and found that most P76s are running on worn intermediate steering shafts. The unit on my car was not the worst one he found at the Concours! He is concerned that I should raise the matter with the Club for safety reasons. My car is an 'everyday' car which is still in use as such, though it should not be on the road until the steering maintenance is done. After all, it's forty years old!! I think this is another case of vital parts that are not available.

Two days ago, I took the ISS off the car and examined it. I had noticed that when assembled and in place, the rubber bottom was able to move as far as the stops on the bolts allowed, and the holes in the rubber are elongated, even though the bolts were originally fully tightened onto the nuts. I re-assembled the ISS onto the car, but I placed those funny shaped washers underneath the rubber as well as those on top of the rubber to take up the slack on the bolts. It was successful in securing [clamping] the rubber once again, and the steering is much, much better – actually quite precise. My car felt once again how it was when still quite new. It seems that it is the bottom rubber that creates most of the problem, and replacing that overcomes at least 90% [according to James Mentiplay] of major steering problems, if not more. But this is obviously only temporary. I must replace the ISS shortly, and I am taking steps with this.

In sorting through my garage I have found a 'near-new' NOS item that I've had in my parts collection since about 1976! and a second serviceable Manual Steering ISS. Having found the second one, I have decided to have this one shortened so as not to spoil the NOS Manual ISS. My friend Fred is an expert welder so he will modify this for me. That will solve the problem for me. It would seem that lack of lubrication of the universal joint accelerates its demise. I think that most of us tend to forget it so long as we can turn the steering wheel without a lot of fuss. I know I have, and now I pay the price.

I'll keep you in touch with the outcome when I have trialled the shortened item, which should feel almost like new.

Regards,

Mike

For those intermediate shafts that are stiff, it is suggested you soak shafts universal joint in warm oil for 30 minutes. Care must be taken when warming the oil

KIMBERLEYS AND BACK – Robert Hutcheon

Just a short story about my August trip to the Kimberley Region to entertain you P76 owners. Always having been keen to start my holidays quickly we hit the road about 6pm from Werribee after a workday and headed to the Western Hwy, Adelaide bound.

Fuel economy was shocking and at one stage rolled into the Ararat fuel stop in neutral. I was driving a duel fuel 94 range rover 3.9l V8 and a week previously got the car back after an auto gearbox rebuild. I noticed that the rpm was up about 150 on the Hwy @ 100kmh and was worried that the viscous coupling in the transfer case was slipping.

We carried on passing through Adelaide at 2am, a brief sleep, then to Port Augusta 7am, Coober Pedy etc, a beer at Kulgera NT(& LPG @ \$1.20/l) and then stopped for a night's sleep off the road side about 11pm – a total of 2050km.

The next day we drove to Glen Helen and camped on the Fink River for a bit of swimming and fishing. Then it was back over to Alice Springs for gas and fuel top up to tank and jerries. Fuel economy was still not good so we meandered down the Tanami Track doing only 80 km/h and after 120km had used 32 litres of petrol – this was bad –

we weren't going to make it so we headed back to Alice and Glen Helen accepting that we would spend the rest of the holiday there.



At the camp I had a good look under the bonnet. The wiring harness to the mass air flow meter was completely disconnected plus some LPG backfire had blown a hole in the intake hose. It was actually amazing that the engine was running as well as it was. Having fixed these we hit the Tanami Track again.

This was a non-scenic track with good sections and some bad parts having large pointy stones causing our first puncture. We did 880km before refuelling at Hall's Creek. Just our luck though, the LPG was out of order so it was filling the jerries again. Next stop Fitzroy Crossing with LPG @ \$115.9/l. Then to Broome, Cape Leveque (stunning coastal scenery), Derby (stunning 5 rivers lookout) etc – LPG prices fluctuated and it seemed to be more economical to run on petrol.

At Derby we replaced 2 tyres and continued east to the Gibb River Road to start our main reason for coming, i.e. to explore the Kimberley region gorges. We were

enthralled by all the beautiful rivers and gorges and had many camps, swims and good fishing. The weather was perfect, no flies, minimum mosquitoes, not many ants.

The road was reasonable –you don't really need 4wd just good suspension and tyres. (A P76 would make it easy). You've got to watch out for Europeans tourists that hire 4wd's – they are in a hurry and will suddenly pass you doing over 100 km/h on a track and shower you with flying rocks. We absolutely shredded a tyre on one of the gorge tracks and got it replaced at a remote little mission – the guy was cursing and swearing as he didn't like range rovers – this was Toyota country.



We emerged from the Gibb River Road, crossing the mighty Pascoe River and continued to Wyndham, Kununurra etc, taking in the beautiful lake scenery, thence through Timber Creek, across the Buntine Hwy back to the Stuart Hwy to continue south. After Alice Springs we headed to a remote part of the Fink River near Hermansburg Mission to camp and rest up for 3 days with swimming and fishing before heading home. From there it was 2 days back to Melbourne. Total for the trip 10,520km.

I went back to the auto gearbox specialist and queried the higher revving. He informed me that during the rebuild the 'lock-up' system was removed as it was damaged and claimed they are a problem. (The lock-up is a feature that feels like another gear change as it activates and actually limits auto clutches slipping). Anyway it was a great trip and the rover V8 engine being remotely similar to the P76 V8 got me home with no hitches.

CLASSIFIEDS

Parts Trader

Parts for Sale

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

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

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

NOS Rear Seat Imperial Leather Executive

This seat is available through the Club Parts. It is still packed in a box and is absolutely brand new. This is a rare find and is being sold for \$300 Contact Martyn on 0438346609



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

Home on the Orange V8 Auto Super 09/73

This car is in very good condition. With just 60,575 miles (96,920 Km) the car is a 1 Owner and has original books and number plates with 6 Months Reg.



The car has a parchment interior in very good condition and has a good body and paintwork except RH Mirror needs replacing. This car has always been garaged

Contact Lyn 0394391223 lynatleisure@gmail.com

P76 Ute Replica 076B4S4A441870

I have this ute which I will never get around to restoring in my lifetime so I have decided to sell. The car was originally an Executive and is still a V8 T Bar Auto. The car runs well and is believed to have low Km.





The work done in creating this replica is professional so now it needs someone to finish it off. There is some rust to be repaired in the front skirt and under the

battery tray however the rear is rust free. With a bit of TLC and a paint this car will come up great. I would like \$2000.00 ono for this, the Targa mags are included with this deal.

Contact Rod Warrick 0428861695 or 0353899287

1974 Bold and Brass Super V8 Column Auto

This car had been stored in a shed. It has rust in the boot and under the rear windscreen but the rest of the car is relatively rust free. The interior is in fairly good condition and is Imperial Leather.

The car comes with two spare bodies (Both Originally 6 Cylinder) and a spare V8 Motor.

The lot \$2000 ono

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