



Anything But Average



SEPTEMBER/OCTOBER 2012

VOL 30 EDITION 2

Official Publication of the P76 Owners Club of Victoria Inc.

ANYTHING BUT AVERAGE

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

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

COMMITTEE

PRESIDENT:

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

VICE PRESIDENT:

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

PARTS & TECH:

VACANT

Email: p76parts@gmail.com

REGISTRAR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413243697
Email: rachel.walker@optusnet.com.au

SECRETARY, PUBLIC OFFICER & CLUB REGISTRATION OFFICER:

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

TREASURER:

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

EDITOR:

Martyn Hayes
245 Windermere Rd
Lara Victoria
Ph: 03 5282 3158; Mob: 0438 170 691
Email: gabbler76dictum@dodo.com.au

SOCIAL SECRETARY:

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

DISCLAIMER:

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

Cover : Genesis of a Pink P76

Editorial

Fellow Pnuts

Time to dish up another dose of serious P76 Stuff, frivolity and mirth so I bring you this offering; The September/October issue of Anything but Average

This Mag is a bit later than normal largely due to work commitments so I thought it appropriate to combine the Sept/Oct period in this bumper issue. This is the last mag before the 2012 Concourse so it contains all the details you need. Members have said to me that they were not going because their car was not in concourse condition. Bah Humbug I say to that. This is a premier event on our calendar and your opportunity to join in with your fellow members and promote the virtues of the P76. At classic car events cars are also revered for their originality. A repainted vehicle is not original it is restored. We want this year to be our best effort yet as we will be on show with those other foreign bred Aussie Wannabies Holden, Ford and Valliant and we wish to show them what real Aussie Motoring DNA is made of.

Over the past few weeks I have been doing a bit more research on my ancestry. For those of you who have been bitten by the bug you will know once you start looking it is difficult to put it down and do normal things like sleep on a Saturday night.

I thought I would share with you some of my findings; brace yourself this is me being serious. My great Grandfather (11 generations) was a guy by the name of William Angell Esq. 1565 – 1629. William was Sergeant of His Majesties Achary and Fishmonger. (Translation he minded the Kings Pantry)

William became the Royal Fishmonger to King James the 1st. and fathered 20 Children between two wives, however only 9 survived. Thankfully one of them was John Angell my Great Grandfather (10 Generations) without which you would not be reading this magazine.

After his father's death in 1629, John became Caterer to King James the 1st, then on to Charles the 1st and Charles the 2nd.

He was also Chief Warder of the outer gate of Windsor Castle and Keeper of the Armoury and Ordnance. John also had 20 Children but only 6 survived.

What is interesting about that is that in a previous issue I mentioned that our family was thought to be linked to Oliver Cromwell. I have found out that Oliver's true surname is Williams (My mother's maiden name).

To explain this; Thomas Cromwell 1st Earl of Essex 1485 – 1540 was Chief Minister to Henry the VIII Thomas Cromwell's Sister Katharine married Morgan Williams and their son was christened "Cromwell" rather than "Williams" as a mark of respect to Thomas. This child was the great grandfather of Oliver Cromwell who led the Parliamentarians against the Monarchy in the English Civil War. Oliver signed the order for the execution of King Charles the 1st.

This means I have had relatives on both sides of the English Civil War, one was trying to lop the Kings head off the other trying to stuff it with fish.

In this issue we have a great member roast putting the screws on a "Screw", some news on parts remanufacture

and availability, social events and the usual member stories and titbits.

I also have a quick anecdote that has come to be expected from me regarding Spanish Olive P76.

The odour inside a Spanish Olive P76, owned for 20 years by a metabolically challenged bloke, who smokes cigars, is a prolific garlic eater with poor personal hygiene and who suffers from a terrible case of flatulence. is ten times less likely to make you sick than the colour on the outside of the car.

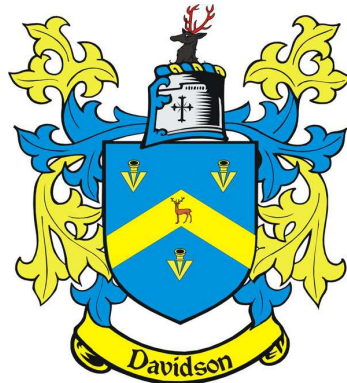


Have a great Month
Martyn and Silvia

Papercut's Member Roast

Victim John Davidson Ballarat
Occupation Prison Officer (Screw)
Nick Name The Dungeon Master

John's interesting Anglo-Scottish surname is a patronymic from the male Hebrew given name David. This crusader name meaning "beloved of god" was borne by the greatest of the early Kings of Israel. This led to its



popularity firstly among Jews and later among the Christians throughout Europe in the Middle Ages. St. David, the 6th Century Bishop of Menevia, became patron saint of Wales, and the name was borne by two Kings of Scotland (David 1st, who reigned from 1124 to 1153, and David 11, who reigned from 1329 to 1371). David Clericus,

recorded in "Documents relating to the Danelaw", Lincolnshire, dated 1150, is one of the earliest recorded bearers of the personal name in England.

The surname was first recorded in the early half of the 14th Century, whilst John Davidson appears in "a descriptive catalogue of Ancient Deeds", for the county of Warwickshire in 1350. (John's Previous life)

We always thought of John as old; in fact John was born on 27th Feb 1951 at the age of 83., He was born in Carlton to parents William and Kathleen Davidson. John's father was a Postman and he had 2 brothers and a sister. He got his first bike at 83 + 2 years old and he used to ride his bike from Reservoir to St Kilda and Port Melbourne much to his mothers worry.



John developed a fascination with cars from a very early age. In his childhood he used to cut the rooves from old cars with an axe and use them as rafts. Overnight the Postmaster Generals Fleet of Austin's inexplicably became convertibles.

At 16 John formed a rock band called the Bowmen. They were well known for their unique version of "Tie A Yellow Ribbon Around the Old Oak Tree" where John's Drum solo was enough to

reduce many a teenage groupie to tears, uncontrolled convulsions and a need to remove their undergarments and throw them in the stage.



**John
Admiring
his
weapon**

John's music career was short lived after his solo Christmas Album flopped after debut at number 44,653. The public did not take to his Rock version of "Rudolf the Red Nose Reindeer", "Silent Night" and "Santa Claus is coming to town" in which the drum solo played by John in all of these songs seemed remarkably similar to the one he played in Tie a Yellow Ribbon Round the Old Oak Tree. The Groupies also turned 13 and moved on.

Luckily for him he got conscripted into the Australian Army for National Service. He

remained in the Army for two years but after a short time in Civilian Life as a clerk in the PMG, and realising those 2 years was not long enough for people to forget about that infamous Christmas Album, he reenlisted in the Army for a further 12 years.

John's first girlfriend was Gale Moran. On their first date He took her to the Drive in Theatre to see "Goldfinger" which in the sixties we all know what that meant. It did not work out because she insisted on him going to church to confess his sins.

Lucky for John he then met Caroline in 1970. John admits that in seeing Caroline for the first time he had to get his mates to wolf whistle for him because he couldn't.

Caroline admits that she was a sucker for the uniform however their first date nearly went pear shaped To impress the girl who would eventually become his wife, John took her out in his Ford Customline, and while hooning lost control and rolled it.



Johns Customline before he modified the roof

While neither John nor Caroline was hurt, never the less John had some explaining to do. Caroline's grandmother had John pegged as a "good for noth'n" for many years even after they were married.

John has always had a fascination with cars and has had some classic motor vehicles over the years. These included two Customlines a Black Chevy (Caroline's Favourite) and a Studebaker. Problem is he had a habit of writing them off by hooning around.



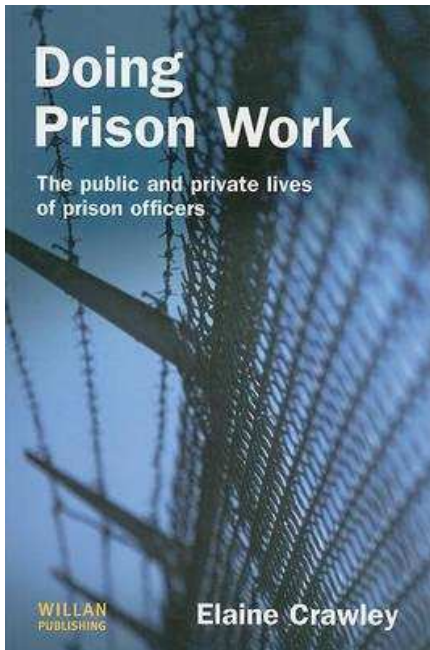
John and Caroline ("Hippies with a Studebaker")

In 1995 John entered the Prison Service and during his career he was once assigned to a Women's Prison. Upon mistakenly referring to himself as a "Penal Officer" he quickly become a pin up boy and the subject of sexual harassment.

In those days for blokes, sexual harassment was regarded as a badge of honour and graded on a scale of one to ten.



After discovering that the Male Warden shared the same fantasies about John it was decided that he should be reassigned back to a male prison. John's escapades reads like a Penthouse forum and have been published (other than in the Penthouse Magazine) in this tell all book.



John still works as a Corrections Officer at a male prison and is still revered by the inmates as a stud. John is constantly asked to pick up the soap while supervising the Prison showers.

John's interest in the P76 started when he was in the Army. Two civilian Doctors he has visiting in Preston owned a Targa Florio and the other a Bitter Apricot Executive. They impressed on John how happy they were

with the cars. John went out and bought a V8 Executive from a friend in 1987.

Although all his mates hung it on him, he loved it.

Johns currently owns the Crystal White V8 4 Speed Manual Super pictured below, which he bought from a farmer in western Victoria. John relishes the attention it gets from the prison inmates and frequently drives the car to work.



Above Johns Crystal White Super at the 2011 Concourse.

There is no shortage of strangers who want to have a chat about his car and their memories of the P76 so John is in his element according to Caroline; his favourite pastime



Talking Taurus Excretus!!!!

Bulletin Board

New Members

Damien Stien

Please welcome Damien Stien to membership of the Victorian Owners Club.

Damien has a Corinthian Blue V8, 4 on the floor Super with factory power steering. 11/74. Week No 45. It was previously owned by club members Mr Alf Shepard and Michael Chadwick. He has been in contact with Michael who has filled him in on a bit of history of the car.

It was repainted some 10 years ago but has been left to sit in the weather untouched for the last 6 months. This has led to some rust below the rear window allowing water into the boot causing rust behind the driver's side rear wheel in the boot. At present he is repairing these rusted areas.

He tells me generally the rest of the body is in good condition and the paint should come up OK after a cut and polish. The interior is a bit sad but mechanically it all seems to be fine.

Damien says the only thing that he thinks is non standard is a Force 7 steering wheel. He is going to try and keep it this way but with the addition of a set of wheels, some engine work and maybe a twin system exhaust.

We look forward to seeing you and your Corinthian Blue at a future club event.

CONGRATULATIONS

Bruce Howlett Portland Victoria.

Bruce, a member of the Victorian Club is now the proud owner of the John Martin Targa Florio advertised in the classified section of last months Magazine. Bruce tells me he has it running but the gearbox was in need of some attention. He has also needed to fix some rust under the battery tray and is looking forward to getting the car on the road. We look forward to seeing this car at a future Club Event



LETTERS TO THE EDITOR

Tas Wiggins Deluxe

Hi Guys. I had a phone call from John Lobban owner of the Tas Wiggins estate P76 Deluxe that I advertised in the Vic club magazine. He sold it today to a guy who lives in New Norfolk. He is going to restore it for his son. The rego has now been out for over 90 days so it will need a full inspection to pass roadworthy. John ended up selling it for \$300 (about its real value) but worth it for a good 6 cyl motor and auto transmission. If I had known that he wanted that amount as a body it would of been worth considering as the basis of my race car project.

Cheers Nick

Z86 Oil Filters

I emailed RYCO yesterday re availability of Z86 Oil Filters and their response is as follows

Thank you for supporting the Ryco brand. Ken, the Z86 oil filter has not been available for some time. Good news all the problems have been sorted and the filter should be available late October.

Good News - Ken Western

That P38 Wise Crack

Hi Martyn.

We have all heard our beloved P76 being scornfully referred to by uninitiated troglodytes as the P38..... Half the car it was supposed to beHa Bloody Ha

Well here is your rhetorical return fire

The P38 is the **Ilinga**. I believe this is the Actual **P38**, **as it is Half a P76**... and looks similar to the Force 7 a coupe without the usual cramping in the back seat (Note the high roof and large rear windows. It sports the P76 all Alloy V8 Motor and a Borg Warner Gearbox!

[1970s Australian SUPERCAR ILINGA with LEYLAND P76 V8 en...](http://en.wikipedia.org/wiki/Ilinga)

<http://en.wikipedia.org/wiki/Ilinga>

Enjoy.Darren Holt (Hunter Valley Club Member)



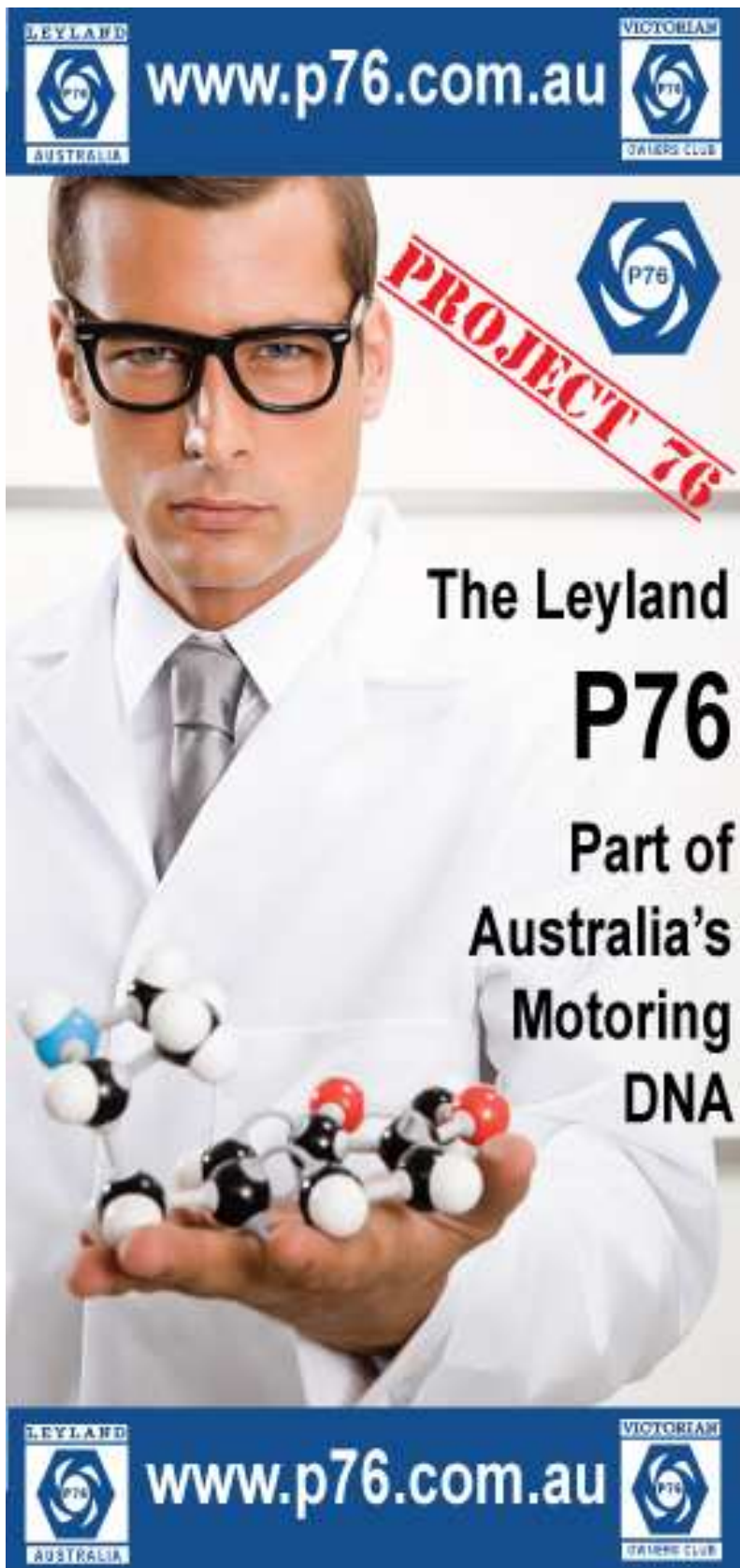
MEDIA WATCH

Go out and get yourself a copy of the October issue of Unique Cars Magazine. There is an article on P64 entitled 1973 Showdown. The article compares the 1973 coupes HQ Monaro GTS, VH E55 Valiant Charger and the XA Falcon GT Hardtop and the Leyland Force 7

Finally recognition "Big Three" has become the "Big Four"

LEYLAND P76 OWNERS CLUB OF VICTORIA CONCOURSE

Sunday 25th November 2012



LEYLAND AUSTRALIA

www.p76.com.au

VICTORIAN OWNERS CLUB

PROJECT 76

The Leyland
P76
Part of
Australia's
Motoring
DNA

LEYLAND AUSTRALIA

www.p76.com.au

VICTORIAN OWNERS CLUB

As you probably read in the last issue of our club magazine, this year we are going to piggy back our annual concourse in conjunction with the Shannon's Classic Car event to be conducted at Calder Park Thunderdome on Sun 25th November 2012.

At this event and in the lead up to the 40th Anniversary of the Leyland P76 we are planning a publicity assault. We have prepared some "themed" publicity brochures (Australia's Motoring DNA) and Information posters which we will display in a Marquee staffed by a couple of Grid Girls. YesReal Grid Girls; not Marcus and David in Drag, much to their disappointment.

We would like to ensure that we make this year our best yet with plenty of cars in attendance and having some crowd drawing examples amongst them. To this end we the Middy's Street Machine will be in attendance and we are hoping to get a Force 7 at the show

Shannon's have recognized that the "Big Three" in the 1970's is in actual fact the "Big Four" (Holden Ford Valliant + Leyland) given the impact Leyland made on the motoring scene in the period. With this recognition Shannon's will be introducing a Specific Trophy for Leyland Vehicles.

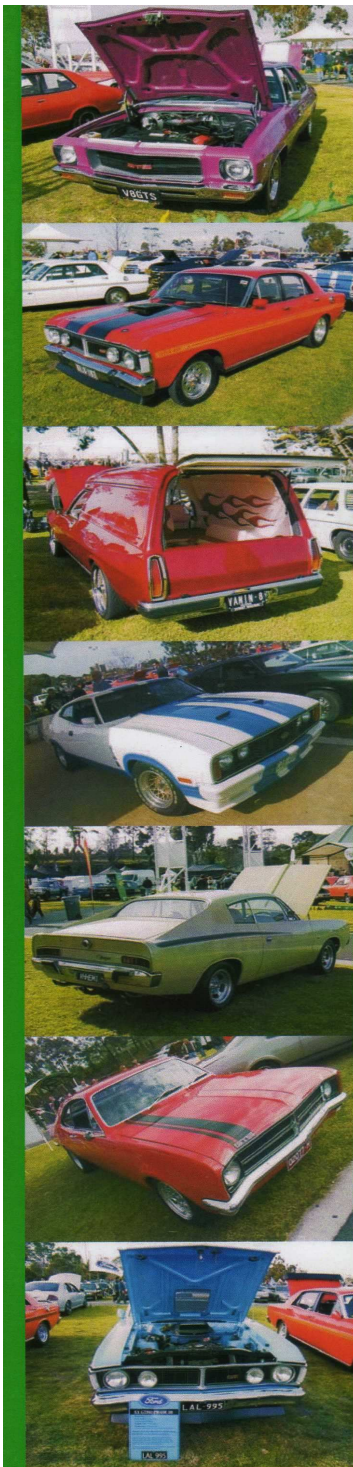
It is extremely important to get as many of our vehicles to Calder this year.

Do not be discouraged from attending if you don't think your car is concourse conditionWHY???? You Ask

Answer - There will be Spanish Olive P76 in attendance so comparatively speaking any other car, even if not in concourse condition, will look good.

We need to show the public that the Marque is alive and well and that there are plenty of enthusiasts who love them;.....even the Spanish Olive ones





SHANNONS Aussie Classic Car Show



Sunday 25th November 2012
CALDER PARK THUNDERDOME

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

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

✓ Refreshments
✓ Band
✓ Kids entertainment
✓ Trade Displays

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

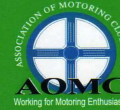
Gates open: Display cars 9.30 am
Public 10.00 am

Admission display cars: \$15.00 (two passengers)

Spectators: \$10.00 - Children free

Enquiries 9890 0524

Check our new website
www.aussiecarshow.com.au



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

SHANNONS AUSTRALIAN CLASSIC CAR SHOW 2012 AWARDS LIST

Best Early Holden FX - FE
Best 60's Holden EK - EH
Best 70's Holden
Best 80's Holden
Best 90's to current Holden
Best Torana

Best Early Falcon XM - XP
Best 70's Falcon or Fairlane
Best 80's Falcon or Fairlane
Best 90's to current Ford
Best Falcon Coupe

Best Valiant
Best Charger

Best Australian Muscle Car

Shannons Award for an outstanding vehicle not manufactured by the big three

Shannons Award for the Best Leyland Australia Vehicle Award

Best Aussie Kit Car

Best Aussie Commercial

Best Australian built Ford for Aussie built vehicles other than Falcons

Best Club Display



Please also don't forget BEYOND THUNDERDOME

The GRAND DAY OUT BMC Experience Event

At the risk of sounding repetitive please It is very important that we show our support in making this a premier event on our calendar and getting as many of our cars to the show as possible. Once again this is an opportunity to put the P76 on Centre Stage in the lead up to the 40th Anniversary Year. The Middy's Street Machine will be in attendance



Grand Day Out - 2012

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

All BMC & Leyland cars welcome



Cooper's Settlement

HISTORIC HOMESTEAD



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



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

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

FREE ENTRY

Loads of FREE prizes all day!

Sunday 9 December 2012

Bundoora Park, Plenty Rd. Bundoora (Melbourne)

10am to 3pm

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

JUST CARS

GEELONG REVIVAL

2012



Lex Davison takes the Ferrari 200 up for a spin at the 1969 Geelong Speed Trials.
Photo: www.geelongrevival.com.au



BRINGING SPRINTS BACK TO THE GEELONG WATERFRONT

A UNIQUE FESTIVAL OF FOOD, WINE, FASHION,
LIVE MUSIC, CLASSIC MOTORSHOW & MOTORSPORT

1-2 DECEMBER 2012

RITCHIE BLVD, WATERFRONT GEELONG, VICTORIA

*"It played host to Sir Jack Brabham, Stirling Moss, Norm Beechey,
Johnny Herbert, Alan Jones, Dick Johnson & Craig Lowndes"*


www.geelongrevival.com.au

**CALL
FOR
ENTRIES**




**TURN OVER
TO APPLY**

Social Pages Events Calendar

OCTOBER 2012

Fri-Sun	26 to 28 Oct	RACV Motorclassica Royal Exhibition Buildings Melbourne 9.00am to 5.00pm each day. More than 100 rare and classic cars on display. Tribute to Jack Brabham and 100 anniversary of the Victorian Motor Show. Highlight is an Auction of cars on the last day of the program.	
----------------	---------------------	---	---

NOVEMBER 2012

Sun	4th	Shannons Show and Glow Car Show, VIC Wendouree Parade Lake Wendoree Ballarat 9.30-3.00pm	
Sat-Sun	17th-18th	Bendigo National Swap Meet, VIC Prince of Wales Showground Holmes Rd Bendigo 6.00am to 1.00pm	
Sun	25th	P76 Owners Club of Victoria – Concourse d' Elegance 2012 at the Thunderdome This event is the Premier Club event of the Year, Be there !!! to muscle up to those other 'so called' Aussie Classics and show them what Aussie motoring DNA is really made of !!!!!!!!!!!!!!! Gates open for Display cars at 9.30 and as this is a Shannons Event, an admission fee is payable. \$15.00 Incl 2 Adult passengers.	

DECEMBER 2012

Sat-Sun	1st-2nd	Geelong Revival & Classic Motor Show Richie BLVD Waterfront Geelong Victoria	
Sun	9th	BMC Experience Grand Day Out – Bundoora Park Plenty Rd Bundoora Free Entry 10.00am to 3.00pm	
Sun	9th	Geelong Swap Meet – Beckley Park Corio 9.00am to 5.00pm	

Membership points are awarded for attendance to:

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



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

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

Committee Reports

President's Page

We have had quite a good couple of months since the AGM. We have joined the Council of Leyland P76 Car Clubs which is going to be a peak body at which the various clubs around Australia, and the New Zealand club can express their views on the future of the P76 movement, and more importantly can jointly arrange the purchase of rare items for the restoration and running of our cars. The first major item the Council has arranged to purchase are the front struts. The Council is the only point of contact with Pedder's who will manufacture a special manufacturing run of the struts at a reasonable cost. Your delegates at this Council will always be the President and Vice President of the Club, so that is I and our VP Marcus. Meetings will all be electronic as we obviously can't meet face to face regularly. We will keep you informed about how this all works out, but we believe it is a good step forward and will improve communication between the clubs.

I have made inquiries at a couple of places about the re-manufacture of the door arm rests, and the dashboard "wood-grain" with a couple of suppliers. Unfortunately both quotes for this process were far too expensive, so we will probably refer these to the Council. I am attempting to refurbish the dash wood grain in my car and I am in the process of manufacturing decent templates. I have found a material which I think will work out well. I'll keep you informed on progress.

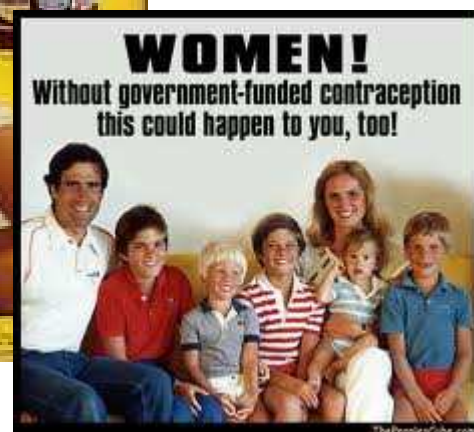
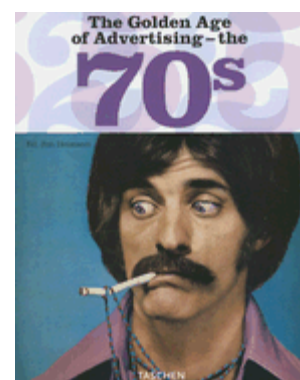
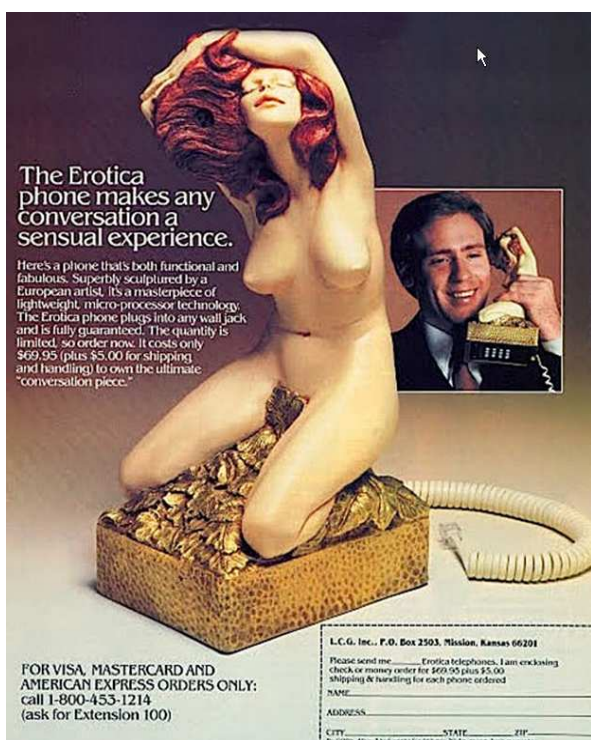
Good news about the Z86 oil filters. I have contacted Ryco, and they have advised that they will be re-manufacturing this filter and all going well they should be available in their distributors by end of October / early November.

Don't forget the club concourse in November which will be held in conjunction with the Shannon's event Classic Car Show at the Thunderdome. We would like as many members as possible to attend. Get out the polish and tyre paint and clean up the P and get it to this event. As we approach the 40th anniversary we want to highlight our cars to the general public, so we need your participation, to show what we can do with our cars. I have written to the Australian newspaper and asked if they would be prepared to reprint the June 1973 insert to the paper celebrating the release of the car – no response yet – I will keep you all advised.

That's all for this month
Safe Driving

Ken

Caution Politically Incorrect



Parts and Tech Report

SITUATION VACANT

Due to work and a new family our current Parts and Tech Officer has become concerned that he is not able to dedicate any appreciable time to the portfolio and has decided to stand aside to enable someone who can provide the time needed to move forward on the Committee's parts program. We thank Trevor for his contribution and look forward to his return to the committee once circumstances permit.

This is a very important portfolio and therefore the Club is now seeking nominations for secondment for the balance of this year. You don't have to be a P76 Expert to take in on, what is needed is someone with some time to follow up opportunities for parts donations, purchases, facilitate orders and talk to suppliers with respect to parts remanufacture. If you can help out we urgently need your assistance. Please call Ken Western to discuss.

Remanufacture of P76 Strut Inserts

The Council of Leyland P76 Clubs has been in discussions with Pedder's Suspension to have the Leyland P76 Front Strut Gas inserts (Part No. 8730) remanufactured. Pedder's have deleted this part number from their current stock list and have ceased manufacturing.

As a once only gesture, Pedder's have agreed to manufacture a limited number of the inserts on the condition that the entire production run is bought by the P76 Clubs. **The parts will not be warranted as no further replacements will be manufactured at the end of the production run.** In order to proceed we need a minimum order of 50 units.



The Council will only take orders from the clubs so individual orders need to be placed with the clubs. Victorian Owners club Members who wish to order are required to register their quantity and pay for them prior to 31st Oct. These are being supplied at a discounted rate of \$320/pair.

This is a one off opportunity so make sure you place your order before the deadline. Beyond this the only options you will have is an expensive rebuild so don't miss out place an order now.

The price includes transportation to a single point which will be Marcus Kneebone. You

will need to either collect your orders from Marcus on Receipt or pay for the postage from Marcus to you.

To order –

- **Send an email to gabbl76dictum@dodo.com.au or phone Martyn Hayes 0438346609 stating quantity required.**
- **Make your payment to Acc Name Martyn & Silvia Hayes BSB 063523 Acc 00192500 to confirm your order. (Ensure that you put your name in the payment details to help us identify to whom the payment belongs).**

The Club has some capacity to purchase sets for stock to ensure that the minimum production run numbers are met however this should not be relied upon. If you need struts order them now even if you hold them in stock.

Please Remember - The most common reason for strut failure is incorrect storage so when you get your order please ensure that they are stored upright to ensure that the seals remain covered in oil inside the strut.

NL148

METERING NEEDLES

▼

In order to minimize the number of repair kits to three, the metering needle has been excluded from each kit, therefore, whenever a kit is sold the corresponding metering needle must be sold with it. The following is a list of metering needles relevant to the models covered by the three repair kits:

Mini	– All 848cc	AUD1149
	– Cooper 997cc	AUD1473
	– Minor & Deluxe 998cc	AUD1227
	– Minimatic 998cc	AUD1034
	– Cooper 998cc	AUD1468
	– all 1098cc	AUD1478
	– all 1275cc	AUD1261
Moke	– 998cc	AUD1227
	– 1098cc	AUD1478
	– 1275cc	CUD1006
Morris	– 1100	AUD1478
	– 1100 ‘S’	AUD1528
	– 1100 Auto	AUD1522
Morris	– 1300	AUD1528
	– 1500	AUD1346
Marina	– 1500	CUD1004
	– 1750	CUD1112
	– 1750 TC	AUD1471
		CUD1103
	Six	CUD1148
P76	– 6 cylinder	CUD1148
Austin	– 1800 Mk I	AUD1362
	Mk II	AUD1490
Austin X6	– Tasman	AUD1583
	– Kimberly Mk I	AUD1357
	Mk II	AUD1583
Austin Healey	– Sprite Mk II	AUD1411
	Mk IIA	AUD1468
	Mk III	AUD1478
M.G.B.	– Mk I	AUD1483
	– Mk II	AUD1530
	– ‘L’	CUD1018

WE RECOMMEND THAT THIS PAGE IS PHOTOSTATED
AND COPIES PLACED FOR EASY REFERENCE BY
YOUR PARTS COUNTER STAFF

8

Proprietor
Managing Director

Parts Manager
and Staff

Service Manager

Service Advisor

Vehicle Sales



Issued by PARTS AND ACCESSORIES DIVISION

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

NLI48

JULY 1974

**TO: ALL PERSONNEL CONNECTED WITH
LEYLAND PARTS OPERATIONS**

Leyland Australia is obviously going through a critical period and it would be naive to assume that the I.A.C. Report and the recent resignation of Mr. North will not produce some changes. However, let no one doubt that Leyland will continue selling cars in Australia and the Parts Operations - yours and ours - will continue to be a vital activity.

The theme of our Distributor Conference in November last year was "CHANGE". We anticipated 1974 would produce several changes in our environment and it is important we react positively to them. However, change produces opportunities as well as problems and it is our firm intention to capitalise on the opportunities and not to be overcome with the problems.

The supply and availability position from Liverpool is rapidly improving and we have some exciting plans ahead. Some may be delayed or modified in the light of events but we are here to stay and we have a big job to do. Let's get on with it.

V. B. Drew

V. B. Drew,
General Manager,
Parts and Accessories Division

RANTINGS OF A P NUT

The Secretary's Report

Hello everyone,

Not much P76 going on here at the moment. All I seem to be doing is going to work and spending all my weekends away from home helping people. As I am never here none of my projects are getting finished.



I recently traveled to Adelaide to pick up an old Volkswagen Kombi panel van. I have owned two Kombis over the years and my restored 58 Panel van was one of my most favorite cars. I have been reminiscing about it with my work colleague Chris and he decided he would like to buy an early "Splitty". We both started looking on ebay/carsales/gumtree etc and Chris spotted a van in the background of a photo ad for spare parts. He enquired about the van and was told it was for sale so he caught a flight to Adelaide and checked it out. Old Kombis have become extremely collectable and valuable these days so he made an offer and purchased the van. I offered to go and pick it up with him so we hooked the trailer on and off we went.

The old van was in great condition and we had an easy drive home, Chris is now fixing all the roadworthy items and will have it back on the road soon. Early split screen Kombis are very hard to find in good condition and this ones a great find. Old cars are still hidden away in peoples garages and if you look hard enough sometimes you can find a gem. I wonder how many P76s are still locked away out there?



I have been restoring a genuine BMC Hydrolastic suspension pump recently. I have repaired and restored a few over the years and parts and knowledge for these old machines are almost non existent these days so I am now going to collect as many as I can, restore them and make them available for sale. I have had some parts reproduced and I am making Hydrolastic fluid to the original recipe and I will make these items available soon. If anyone has or knows of a Hydro pump that if for sale please let me know.

Our annual Concourse is coming up so please make an effort and bring your P76 or BMC car along. I hope to see you there.

Regards David.

Members Articles

Stretch's Limo's

Andrew "stretch" Farrelly has been busy restoring his Crystal White V8 Super V8 Column Auto. Stretch bought the car from a lady owner who only really used it for trips to Hobart or Launceston. This car spent nearly all of its time inland based at Oatlands and was always garaged

Reportedly the car is in good condition and only has 56,000 on the clock. Andrew commented that the cadmium plating was still intact on the diff bolts when he pulled it all part a few weeks ago. The previous owner also had 2 Deluxe that were used as the Oatlands taxi Service.





The car had rust in a lower guard and the boot side member Andrew has repaired the rust with sections from a donor vehicle.

There are plans on the final specification of the car; Andrew intends to run an ex Formula 5000 block and a single turbo. Andrew has already sourced American racing wheels and a new suspension set up including new Kmac sway bars

Looks like it will be a drag race to see if Andy Firths peel me a grape car or Andrews Crystal White will be finished first but both cars will be ready to go about next March...bring it on! I have been waiting for this type of activity for Local P76's for over 20 years and the standards for workmanship from both Andrews looks to be 1st rate.

Nothing will make me happier than to see these two cars, one of mine, Greg Vaveris's Blue or Home on the Orange and Ray Tills Blue Car...plus the NV Green Exec featured last month all at a show together! The local street machine guys or muscle car type people will be speechless!

Cheers Nick Kounelis



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



BMC AUSTIN/MORRIS/ROVER/MG CHURCHILL Service Tools ID Plate

These ID plates were fitted to hundreds of Churchill service tools throughout the 1960s, including the BMC Hydrolastic Suspension Pump (pictured)

The ID plates are reproductions to the original style/colour/size. They are an authentic reproduction and are not stamped with a part number to enable them to be used on any of the Churchill branded service tools.

A must have item to finish off the restoration of your Hydrolastic pump or other Churchill service tool.

\$15.00ea. Free postage & handling.

Regards David.



Parts Wanted

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

RHF Door Seal Wanted
Please contact Mark Atwell 0408 527 405

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

Set of Targa Florio Wheels
Please contact Carl 0439900835

Vehicle Trader

Vehicle for Sale

Country Cream Super L6 Four Speed Manual 12/73
VIN 076A4S3M264755 Engine No. 26031543

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

The car has travelled a genuine 98,000 mile from new and runs like a swiss watch. The vehicle comes with an equally low mileage spare six cylinder engine, all original Service and Owners Guide books, Workshop Manual, Factory Stickers and many NOS and S/H Parts, I had intended to rework the spare engine to a higher performance however as I have decided to sell to make room for another project, the performance components already purchased will also be included in

the sale (You will need your trailer to pick everything up).

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

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



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 076E4S2C26 ???? Bitter Apricot Deluxe 6 Cylinder Column Auto Luxury Pack Trim (Antique Parchment front bucket seats, brown carpet) The car is located in Tasmania and has had only two owners from new.



The body is fairly straight with minimal rust. There are a couple of easy repairs to the front chassis rail and the spare wheel well. The boot floor is rust free.

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

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

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



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

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

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

You can advertise your vehicle IN HERE for free

Please contact Editor at leylandp76@gmail.com and provide a short description including the VIN or engine number and photos for your entry

Items will be advertised for three months. Contact the Editor to extend your advertisement or to remove it if sold.

