

Anything But Average



"Lest we forget"
Keyland P76 Owner
Club of Victoria

May 2013

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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 : ANZAC Wreath Laid by club at Trentham ANZAC Day

Editorial

Fellow Pnuts

We all know that the name P76 derived from the car's codename The official line was that the P76 was an original Australian designed and built Large Family Car, with no overseas counterpart and that P76 stood for "Project 1976".

Motoring writer Tony Davis suggested that the project number came from the back of Leyland Chief Lord Stokes' watch which he read during a business meeting. *Why the hell would he have P76 written on the back of his Watch?????????*

What I do know is that there was a good deal of science that went into the design of the P76 so I asked our Science Editor Dr Sneldon Snooper to Elaborate.



Cars are built in factories, where semiskilled labourers execute the vision of those who think and dream. Science transforms the Physics of the quantum space around us deriving practical application. Engineers are merely the Oompa Loompas of science. To illustrate my point let me tell you about the discoveries in science that have shaped the modern vehicle.

Einsteins Theory of Relativity – Time is a Continuum and no matter how you look at it Relative to a HQ Holden, XA Ford and VJ Valiant Project 76 was well well ahead of its time.

Newtons fourth Law – No matter how hard you shake it you cant get the last drop off *I think he is referreing to oil leaks*

Faraday's second law of electrolysis

The charge required to deposit or liberate a mass is proportional to the charge of the ion, the mass, and inversely proportional to the relative ionic mass
Translation If the damn Lucas Alternator doesn't charge the battery properly, the bastard wont start and if it don't start it wont move.

I would like to conclude by saying that in 1973/74 you bought one of those other inferior cars I believe the appropriate metaphor here involves a river of excrement and water vessel without any means of propulsion.

May the P76 live long and prosper.

Dr Sneldon Snooper

AGM

ANNUAL GENERAL MEETING

As you will all be aware this time of the year we start pounding you with the guilt's about getting off your butts and coming to the Annual General Meeting. This year is certainly no different.

The Annual General Meeting while sounding boring is an important part of our clubs existence. As members you are in effect share holders and so you need to know and choose who you are going to entrust with the helm and the health of your club. The club is in good shape financially and we have a great Magazine.

We have had lots of fun throughout the year and a growing membership in an era where the P76 is rising to prominence as a truly Australian Classic Car and did I mention we have a great Magazine.

I know you have all been tingling with anticipation for this one so Pencil in Sun 28st July 2013

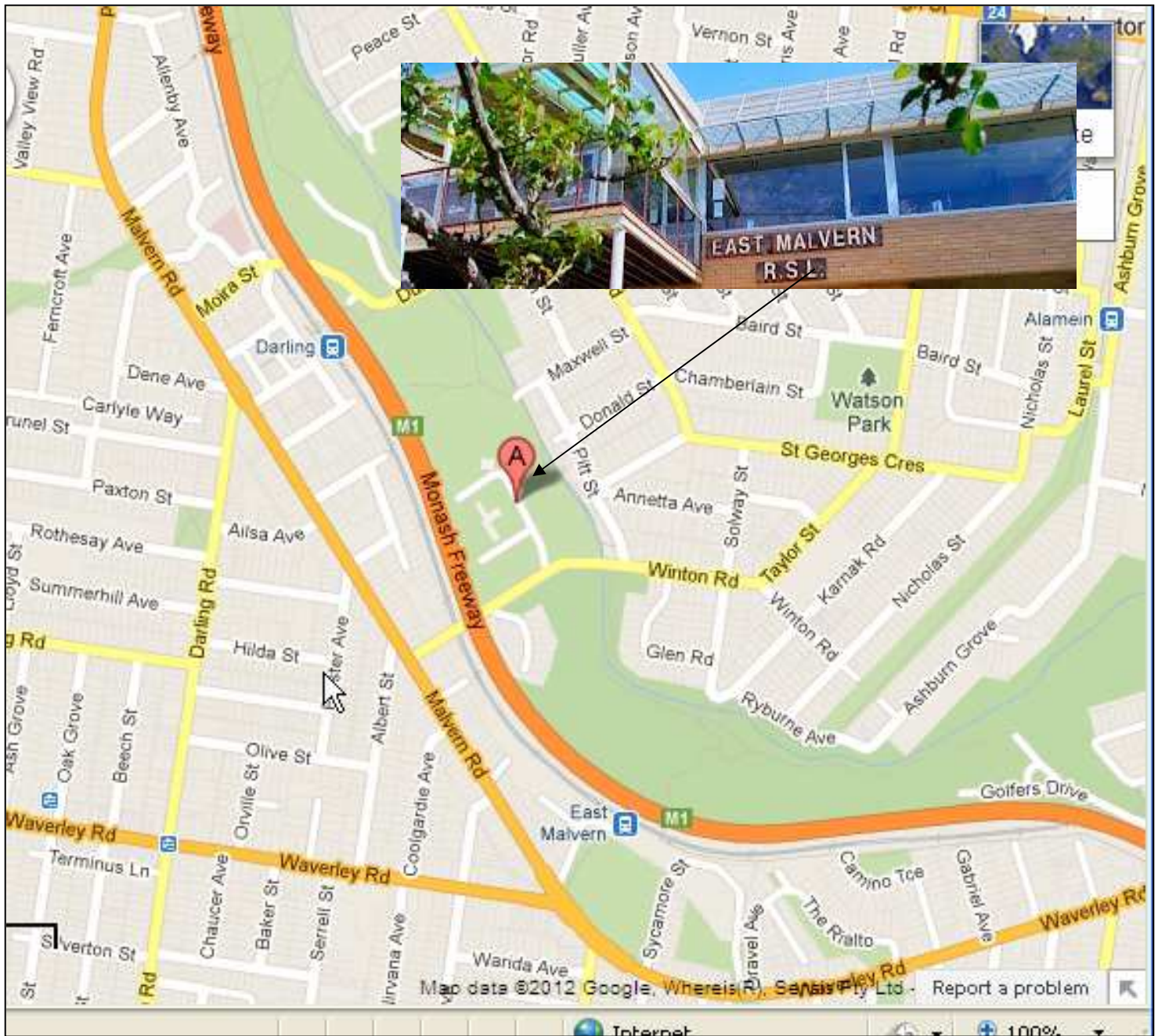
The venue will be the **East Malvern RSL Club Stanley Grose Drive East Malvern**
Note: there is no direct access to Winton Road from the Monash Freeway - See map on following page.

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.



With the 30th of June coming up fast If you have a vehicle on Club Plates you must pay your 2014 subscription before the end of the month. We are required to advise Vicroads of any non financial member who hold club plates.

Martyn



Papercut's Member Roast

Victim Philip McCumisky
Occupation School Bus Steering Wheel Attendant
and part time Check Out Chick
Nick Name Stack Hat McCumisky

In analysis members I usually search the net to find information about family names, origins and famous people with nthe same name. In my quest to find out about Philip I was surprised to find that the internet can shed so little light on Stack Hat McCumisky. There is no information on the meaning of his surname, no famous people with the same surname, and any family crest or Heraldry to follow.

There is no record of the primary ethnicity of the name McCumisky. It seems that ancestors are international migrating around different countries all throughout history.

So who is Philip Mc Cumisky and where does he come from? He keeps a low profile by residing in the small Victorian Town of Rochester. He says he was born in South Yarra to parents Philip and Josephene McCumisky but not much else is known about this International Man of Mystery. With a bit of probing we have uncovered the truth.

Phil was born in 1940 and born again as a petrol head from 1959; the life he leads to present day.

We have obtained copies of secret documents which have now been down graded from "Top Secret" to the new ASIO classification of "A Good Yarn"

It seems back in the early 60s at the height of the cold war, Australia was in fear of a evil organisation known as the **Diabolical Enigma of Manic, Evil Narcissistic, Terrorists and Incredible Arseholes. D.E.M.E.N.T.I.A** was an evil organisation led by Dr Despicable and his army of cloned Gnomes. Their evil had no boundaries often blending into Australian Gardens forming sleeper cells and laying low until called upon to execute cunning diabolical Evil on to an unsuspecting nation.



A cloned Evil Garden Gnome giving the Secret D.I.M.E.N.T.I.A Salute

At 18 Philip was recruited as an Agent for the Counter D.I.M.E.N.T.I.A Unit of and commenced his apprenticeship as a Secret Agent. Although the training was realistic, due to budget cuts, agents had to supply their own secret vehicle under the agencies Rent-Try-Buy Plan. His first training mission was to ambush a group of public school radicals at the boat races in Geelong It was well know that the Geelong Boat Races was used as a front for D.I.M.E.N.T.I.A Operatives.

Philips 1933 straight eight Pontiac was fitted up by Q Branch as a launching pad for organic warfare (That is a Flour Bomb attack).



It features included a smoke screen a secret compartment a smoke screen for stealth operations and an Oil slick to ward off would be pursuers. Unfortunately he had no way of switching off the oil slick. Equipped with a Licence to thrill, Phil loaded up the secret compartment at the rear of his Pontiac with flour bombs and his fellow agents would sit in the dickie seat and throw them in to open sports cars as they went past, or into an open bus window of DIMENTIA Supporters.

In completing his apprenticeship Phil decided to ditch the Pontiac and invest in a car more befitting of a Secret Agent.



He purchased an Austin Healey Bug Eye Sprite figuring that at 22 he needed to loose his virginity and the Pontiac was not going to do it for him.

The Sprite was also modified by Q Branch. It was fitted with a supercharged 1100cc "CLIMAX" Motor. **(That was sure to draw in the Chicks)** It became known as the Austin Healey "Fright". The Fright was the perfect cover for his new disguise as a motor racing driver. Phil raced the Fright during 1959/60/61 at most Victorian race tracks and hill climb circuits in pursuit of D.I.M.E.N.T.I.A Agents.

D.I.M.E.N.T.I.A had infiltrated the racing world hell bent on flooding the Australian Auto Industry with East German built Trabants and Agent Phil was on to them.



These vehicles in the hands of Gnomes were no match for the Aussie vehicles so the only way to succeed was to plot the assassination of our best drivers.

After learning of a plot to kill Bob Jane during the 1963 Armstrong 500 race at Mount Panorama (The predecessor to the Bathurst 500) Agent Phil was dispatched to thwart the plot and to protect Bob Jane and his co driver Harry Frith

Q branch had to come up with something to enable Phil to stay in close touch with Bob so it was decided that they should use a car that was so slow that It could be lapped at least every second time around thus staying in touch with Bob at least once every two laps. An FB Holden flying Bathtub was selected based on the budget available. This machine was 2nd hand (3 Yr Old) boasting 35,000 miles on the clock ...and "PINK"



Above the real Phil McCumisky behind the wheel at the Armstrong 500

Philip was the youngest entrant in the race with the oldest car with the most mileage. Phil tells me he got up to 90 Miles an hour down Conrod Straight but had

to start braking half way up so that he could get around hell corner without tipping the FB onto its roof.

Philip finished the race in 9th place in C Class.

Thanks to Phil and an overheated rubber band on the Trabant, Bob Jane survived and went on to ultimately win. If you all think I am making this up I would like to point you to the evidence.

<http://www.pccv.org/wp-content/uploads/2013/02/HoldenVholdenBathurst.pdf>

Of course the article is toned down to exclude any reference to the secret aspects of the operation and all reference to D.I.M.E.N.T.I.A has been removed.

In retirement Phil has retained every bit of his love for good cars with his interest in the P76. Phil has owned A Country Cream 4 speed six cylinder, a Country Cream Executive, A Country Cream Four Speed Super and has recently purchased a Crystal White Executive.

Phil also now drives a school bus now but he has never lost his need for speed. His trademark order to the students is to **"sit down, shut up and hold on"**: Philip has added a few refinements to the school bus to improve its performance!



This is what happens to the little horrors when they don't heed Phils warning to hang on.
.....**G Force is a bitch**



Bulletin Board

LETTERS TO THE EDITOR

It will be the pleasure of the Seat of Commonwealth Government to give host to the 40th Anniversary of the P76; Australia's greatest triumph in motoring history.

It just goes to show that Australia can manufacture cars that stand the test of time despite the efforts of my government and its predesseors.

It was my political party that was tenuously in government at the time of the launch of the P76 and ironically were are here in the same position at the time of its 40th Birthday! *"Haw Haw Snort!"*

So where did the P76 get the lemon tag? Is it still the victim of lazy, ill-informed journalism or worse, a scape-goat for one of the nastiest periods in Australian politics. My Parties former PM Whitlam and his Minister Billy Hayden bestowing a "Dud" and "Lemon" tag on the P76 in 1974 which led to the Vilification of a P76 for 40 years, I have enacted a Bill to say "Sorry".

"Sorry" now get over it.

I am proud to announce that we stopped giving those awful rivals tariff protection and two of the "Big Three" have snuffed it already *"Haw Haw Snort!"*

To stimulate the economy I have asked my Ministry of Finance to buy a fleet of P76 for our navy and I am fitting them with the latest technology to stop the boats.

We in the government have a long and distinguished history of buying equipment for our Navy that is not fit for purpose. I thought P76 would be a good name for a submarine.

I do hope you all enjoy your celebration in Canberra and I look forward to viewing your fine machines on my parliamentary lawn just remember no Car Do Do on my lovely Lawns (BYO Drip Trays)

The Hon Julia Bean PM



P76 Archaeology

Our roving Archaeologist Sir Robert Findlay made a remarkable discovery in the inhospitable and enchanted forests of Tasmania.

In a remote region shielded by the dense undergrowth an ancient local tribe of two headed warriors have been experimenting, cloning and cross breeding the P76. The contorted remains of their victims are all that remain, slowly being enveloped by the forest and through electrolysis slowly returning to their original state as Iron Oxide.



In bringing you this story Sir Bob was injured. It appears that while the rest of the tribe had moved on they had left behind a kid who for his own protection against Bad Guys has set up Booby traps throughout the yard. Sadly Bob now has a dickie knee and If you don't believe be when you see Bob in Canberra ask him how he got his dickie Knee.

Bitter Apricot Deluxe 076B4S2C261771 9/73

This car has had some alterations under the hood. The Leyland 6Cyl had been replaced with a 2.3 Litre Diesel.



Also found at the site this was this P76 One Tonne



previously unknown **Oh Fudge Deluxe 3 speed manual was sighted 026A4S2N441160, SN2791N LRM-211.**



This car has an interesting history gleaned from the Service Books found in the glovebox. It was originally owned by a principle of the Brown Murphy Leyland Dealership in Geelong -Mr Arthur Shultz who had it optioned to his liking. The car boasts factory/dealership options including a Trim upgrade on the parchment deluxe interior while retaining the bench seat configuration.



The car has brown carpet and the parchment deluxe door trims have a matching brown infused section in the bottom of the door trim. The car also has a vinyl roof. The car is now owned jointly by Paul Allwood and Simon Guffogg of Bannockburn Victoria. They found the vehicle in a shed where it had been in storage for many years and plan to restore it to its former glory.

MEDIA WATCH

I found this picture on Wikipedia. It seems that Scott Reynolds Bitter Apricot attracted the attention of Julian Assange (Wiki Leaks Founder) who posting a picture of his car on Wikipedia.

The interesting thing is if you look at the caption?????We asked Julian for a comment

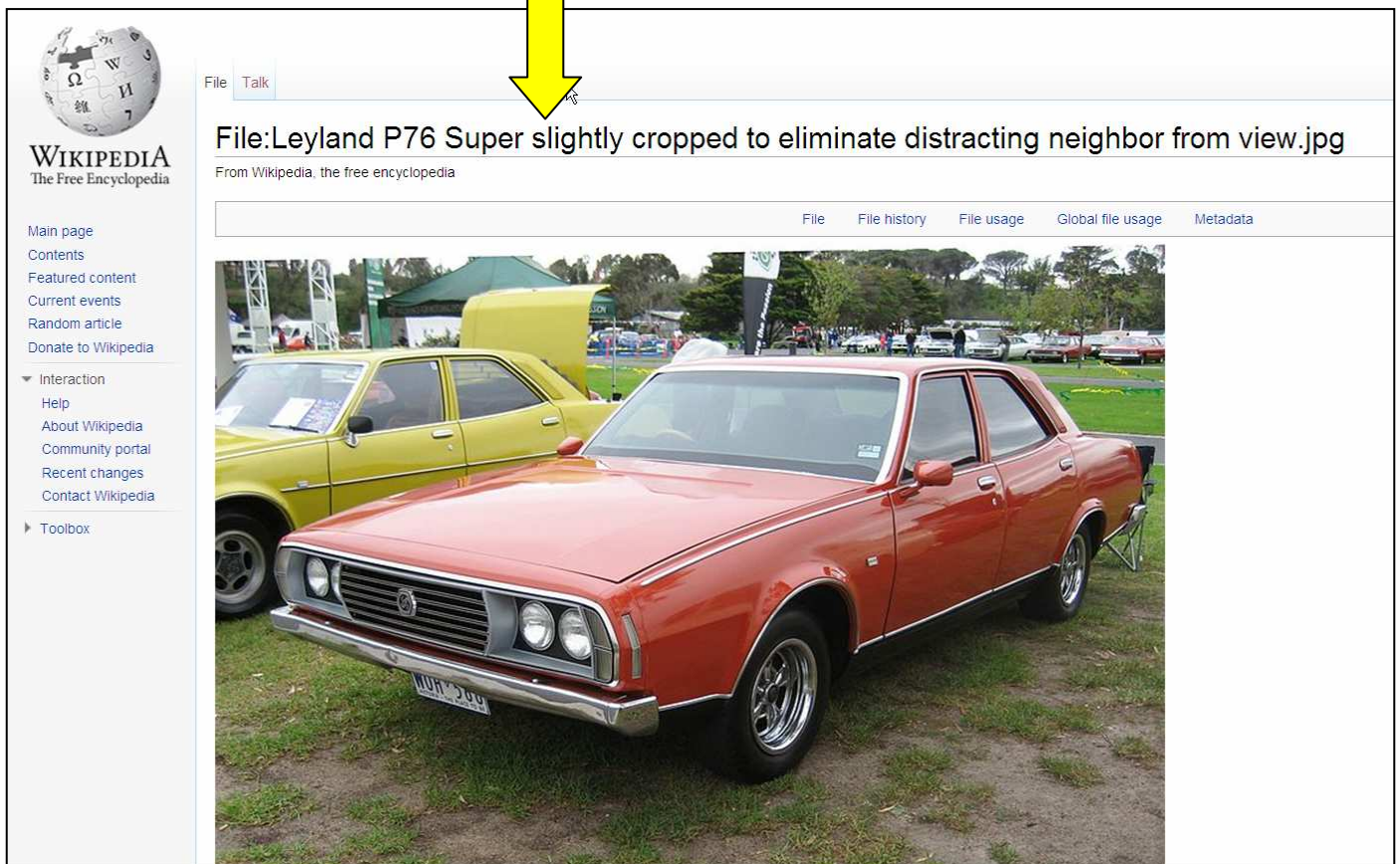
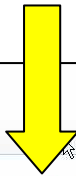


*"It was a horrible
Spanish Olive
coloured Car....."*



It seems Spanish olive is too controversial even for Julian!

Julian passes on his best wishes for the up and coming 40th Anniversary Celebration of the Launch of the P76 but regrets unfortunately he will not be able to join us due to prior diplomatic engagements.



This months Royal Auto has a good article about owning old cars Click the Link Below

<http://www.racv.com.au/wps/wcm/connect/Internet/auxiliary/news+ +events/royalauto/motoring/articles/classic+cars>

Social Pages

This year we visited the beautiful Daylesford region. Trevor Brown, who lives at Bullarto, worked with John Ernst to ensure we had somewhere to stay and that we experienced the best this region has to offer.

We left on Thursday morning, meeting the rest of the attendees (Ken, the Ernst family and the Carte family) in Trentham just in time for the ANZAC memorial service. The service was a lot larger than we usually attend. It was very well organised and there were some inspirational speakers, including children from the local primary school. Travis, Chelsea and Elliott laid the wreath on behalf of the Club. It was really wonderful to see the next generation being so involved in the ANZAC service.

Following the service we decided to have an early lunch at the Trentham Hotel which was delicious! After lunch we returned to our cars to head back to Trevor's and have a look at his collection. Unfortunately, this didn't quite go according to plan...

The starter motor on the Marina decided to break leaving us sitting in the back streets of Trentham waiting (not so patiently) for the RACV.

After talking to Trevor, David decided to cancel the RACV call, tow the car back to the farm and have a go at fixing the Marina. The master mechanic managed to make miracles happen but had somehow lost all faith in the car and drove it back to Melbourne and traded it for the much more reliable Patrol. While all of this was happening, the Carte's went shopping and organised a lovely BBQ for dinner.

The house we had for the weekend was wonderful. It was a strange design but the configuration seemed to be perfectly suited to us. There was no TV but lots of toys and games for the kids to amuse themselves; limited phone reception, but good conversation and lots of wine!

On Friday the men folk gravitated back to Trevor's side of the road and spent most of the morning looking at the collection and taking rides in Trevor's father's Model T Ford. For lunch we went into Daylesford for a spot of lunch. I don't know where the others ended up but Ken joined the Walker family for some beautiful soup and focaccia at the chocolate shop. It turns out Austin is quite the gourmet and managed to devour most of my smoked salmon. Needless to say, I kept the chocolates out of sight.

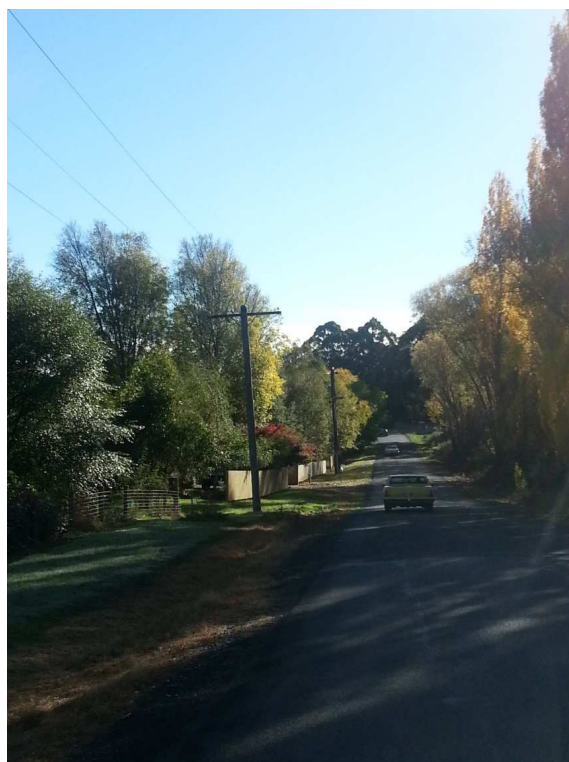
From lunch we went and checked out the Mill Market. It was nowhere near as good as it was when we went about five years ago; lots of stuff but nothing super special and quite pricey. Trevor then took us to Clunes via the back-roads through quite flat, cleared farming land. It was amazing how different the countryside was to the area around Trentham which is quite bushy.



Clunes is a lovely little town made famous for the making of the Mad Max film. David was super excited to wander around, remembering parts of the movie (which he insisted we watch as soon as we got home). He even went into the pub to have a chat with the hotelier (and a sneaky beer). Unfortunately, I was stuck the car looking after the sleeping children. I did manage to score myself an ice-cream though... Liquorice. YUM! On the way back to Daylesford, we had to stop and inspect the bridge where the movie was filmed.

We returned to the house for a glass of wine while we discussed what we might do for dinner. Just for something different, we decided to return to the Trentham Hotel for parma night. It would have been the third day in a row for Ken who also dined there on Wednesday night but unfortunately, they couldn't squeeze us in. Plan B was to head down the road to the Cosmopolitan Hotel which turned out to be not as 'country' as the Trentham. Much more

refined meals at a higher price and not a parma in sight! Delicious though.



On Saturday we convoyed to Kyneton to visit a private car collection. By the time we arrived in Kyneton, Austin was asleep so I had to wait in the car again while the others wandered through the collection. Vicky and Chelsea did a little window shopping. We joined them when Austin awoke, enjoyed a cup of coffee and slowly made our way to the car collection, via a few more shops and a garage sale of course.

I have been to so many car shows and museums that it's lost some appeal, and I must admit, I wasn't super excited to visit this one. However, I was pleasantly surprised at this impressive collection.

We came in at the tail end of the tour so we had missed all of the history of the cars (and the farming machinery) but



the number, condition and variety of vehicles was amazing. There were lots of Valiants (including the first and last), big old Rolls Royces, a Jeep, an International Scout, a Triumph Herald and lots more. What made it even more incredible was the attitude of the owner Ivan. They wanted everyone to enjoy the cars as much as they do. They allowed the children to climb into the cars as they took great pleasure watching everyone experiencing the vehicles. Austin even sat in the back of the "Last Barstard" (sic) even though it was fenced off. They were so used to their own grand-children and great grand-children climbing through the cars that nothing fazed them. I was especially impressed because many of the cars are registered and they actually take them out to car shows and swap meets. What's the point of owning such beautiful machines, if you can't enjoy them?

Once we had seen everything we went back to the Kyneton Bakery for lunch and returned to the house to collect our belongings, do a spot of cleaning and say our goodbyes. On the way we stopped in at the Daylesford Cidery. David had been asking every time we drove past the sign and we finally conceded. Surprise... surprise... Austin was asleep again! But this time David stayed in the car while I went and tasted the local fare. I was nice and bought him some so he could have his own private tasting at home.

As always, they ANZAC weekend was a fun time away with good food and fantastic company.

I'd like to formally thank John and Trevor for organising the weekend. They put in a lot of work to make sure we were all catered for. We all had a wonderful time and look forward to next year's ANZAC tour. Also, thank you to Trevor for the potatoes. We've almost finished them. Perhaps you can bring us another bag when you come down for the AGM?! ☺

Dad and Dave (Alias Brian and Trav)



Billy Elliot and Austin Powers





Committee Reports

President's Report

Things have been busy on the P76 front over the last few weeks. David Walker and Marcus Kneebone finished putting my rebuilt engine back in the car, and after the Anzac weekend to Daylesford, and the weekend away to Winton recently, Big Bird has now "run the engine in". It is like driving a new car – so much power and the engine is smooth. More development later in the year.

Unfortunately our esteemed Social Secretary John Ernst felt it necessary to resign from the committee. John was finding that his increasing work commitments and family life meant he could no longer give the time to the committee. Also living in Churchill in East Gippsland meant travelling long distances to attend committee meetings. We will sadly miss John as a committee member, and on behalf of all our current committee and all members of the Club, I thank John and his family for their commitment over the past few years.

Those who attended the Historic racing event at Winton at the end of May enjoyed an outstanding weekend of classic racing, and a great display of historic and classic cars. The organisers did a great job, and it was a great honour to have the P76's 40th anniversary celebrated in this way. We had 11 P76's attend (two non members). The weather was kind on both days I attended, and we received many congratulatory comments and admiration for the P76. We were given a prime spot in the display which meant almost every one had to pass our cars to get to the racetrack. The day was highlighted by all the historic and classic cars performing a 2 lap drive around the racetrack. More on this event in the next magazine.

I'm looking forward to the next event – the 40th Anniversary celebrations in Canberra. As at last count I believe there are 151 people registered for the event and 70 P76's and 3 Force 7's attending. It will be outstanding. It will also be a great chance to meet our club members from Tasmania, who are very active in the P76 movement in that State.

The Annual General Meeting.

I would encourage all members to attend this meeting. It is important to the club, as it is the time when the current committee reports on the past year and you, the members, get to elect a new committee. Please note that you must be a financial member to vote at the AGM, so if you attend and want to vote I'm sure our current Treasurer will accept your membership fees before the meeting. Membership expires on 30 Jun 2013.

If you are unable to attend the AGM and still want to vote, then ensure you are a financial member and send your proxy vote to our club secretary.

Most importantly I emphasise the need for club members with cars on the Club Permit Scheme that the membership fees must be paid no later than 30 June 2013, otherwise you could be driving an unregistered vehicle even if your sticker is current. One of the conditions of the CPS is that owners are financial members of the club. The Club has a responsibility to advise VIC ROADS of any car which is on CPS where the member is not financial.

Peking to Paris event 2013.

Have a look at the BLOG on <http://peking2parisp76.blogspot.com.au> to keep up to date with the progress of the P76 in this wonderful rally. As of the last BLOG, the P76 was doing very well and was in 3rd place. Our best wished to the P76 team currently travelling through Mongolia.

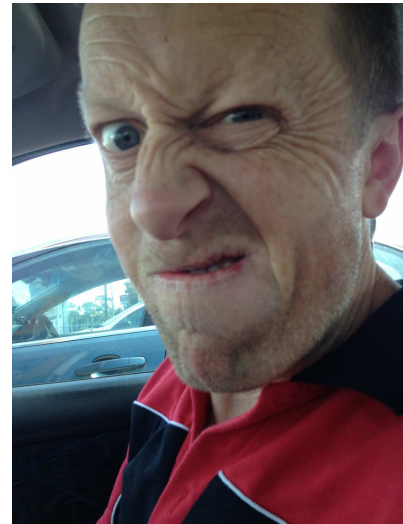
Safe Driving to all our members and I look forward to seeing you at the AGM.

Ken

Vice Presidents Report

Fellow Members

**SOMETIMES
I PRETEND TO BE
NORMAL.
BUT IT GETS BORING...
SO I GO BACK TO BEING ME.**



Marcus

Registrars Report

2013-14 Membership

Please be aware that your current membership will expire on June 30. You should soon receive a renewal letter in the mail for you to return as soon as practical.

If you currently have a vehicle registered on the Club Permit Scheme, you **MUST** renew by the end of June. As a club, we are obligated to inform Vic Roads of any registrations that have allowed their membership to lapse.

As a financial member, you will continue to receive:

- Access to the Club Permit Vehicle Registration Scheme
- Technical support with access to club stock parts at member prices
- Future editions of the club magazine
- Voting rights at the upcoming AGM

On behalf of the Committee, I'd like to thank you for your past commitment to the Club and invite you to renew your subscription.

Rachel

Members Articles

The Great Australian Road Trip 2013

It all began in January, when we were invited to take our P76 to a photo session for the first Great Australian Road Trip (GART). The organizer, Nick, wanted an iconic pre 1983 Australian car to feature in all the GART advertising for a 5 day charity trip. The trip, which is the culmination to a period of fundraising by the trip teams for the Ilhan Food Allergy Foundation, is *"about winding back the clock to the halcyon days of the 1970's family holiday: no air conditioning, AM radio, scalding hot car seats, and quaint country motels offering colour television"*. The Ilhan Food Allergy Foundation, started by "Crazy" John and Patricia Ilhan, has raised over 3 million dollars over the last 6 years, which the Alfred Hospital has used to almost develop a vaccine for peanut and other food allergies, which 10% of Victorian children are born with.

The car was photographed at Patricia Ilhan's Brighton home, and Patricia was photographed in and around the car by a Herald-Sun photographer for publicity shots. (She loved the car, and was impressed when she sat in it.), One shot was used in the Herald-Sun on February 20th (see last P76 magazine).

Although our only contact with food allergy is Linda's allergy to prawns, after the extremely friendly way we were treated during the photo session, and seeing the wonderful opportunity Nick was giving us to expose the P76 cars to a huge audience, we decided to enter the GART. We were team number 6.

On 28th February, the official launch of the GART was held, again at Patricia's home, where about 60 people attended, and they all had to enter past our P76 and Nick's Valiant in the driveway, with all the GART stickers on them. The stickers were a magnetic GART name with a P76, on each front guard. Also a large racing type white circle sticker, with a purple 1970's style team number in the middle, on each front door. A further 12cm wide white sticker with *"Great Australian Road Trip.com.au"*, also in 1970's style purple, was across the top of the windscreen. I spent the early part of the evening just showing off the P to visitors, who were all impressed, and all wanted to see the famous boot! Now we could all begin serious fundraising.

Linda and I had trouble raising funds as fast as the other teams, because as a married couple we have fewer contacts than 2 separate people, as all the other teams were. However, some good friends supported us and were very generous, for which we are extremely grateful. But we were embarrassed that the official logo car only raised \$662. The other 5 cars were Nick's 1968 Valiant, a 1983 Toyota Cressida, a 1981 Nissan 280ZX, a 1971 BMW 2002, and our "buddy car" a 1979 Volvo. Every one of the other 5 cars was bought by their driver just to be in the event! None had been bought earlier than January, and some only 2 weeks before the event!

So their reliability was questionable, even after some had already been "fixed up". It was interesting that all 6 cars were the luxury models of their make – I have a theory about this. All the cars can still be seen under DONATE on the GART website.

The whole event was very impressively organized. Apart from the great website, the wonderful official launch, and the clever stylized magnets and stick-ons on the cars, the teams were well taken care of. Each car was paired up with a "buddy car" so no one would be stranded if they broke down, even out of cell phone range. There was a lead Support car, a modern Subaru AWD, called "S1" who checked the road ahead, and handled meal and accommodation bookings. (It was forbidden to get ahead of him.) There was also "S2", a big Nissan Pathfinder who followed everyone. He had a mechanic on board to maybe fix breakdowns, but also had a car trailer to take unfixable cars to the next town or safe storage. As the drive would be around 500 kms each day, it was comforting to have this support.



We assembled at Princes Park, Carlton, at 8AM on Monday 22nd April. This excellent central location provided asphalt parking, toilets, and a coffee shop. Linda was the only female, but this didn't get her any free drinks that week! All the cars were badged, and every person received a big bag with a GART peak cap, stubby holder, GART shirt, spare windscreen banner, and an impressive detailed 33 page Participant Handbook. After our first morning briefing, we set off at 9:15 for the 572km drive to Wentworth. We all enjoyed a non-eventful drive, stopping at Wycheproof for lunch. We missed out on our vanilla slices at Ouyen because a tourist coach got there just ahead of us! The Willow Bend Caravan Park at Wentworth is right on the junction of the Murray and Darling rivers, where the tents were set up. Linda and I don't have camping equipment, so we had a cabin next to the tents. Everyone walked to the huge RSL Club for dinner – fish or chicken and chips for only \$3,

salads for only \$2.50 extra! The whole menu is so cheap, and we all shared one long table in the big restaurant.

Tuesday morning, after the 8AM briefing, the group set off without Linda and I because "our cars don't do dirt roads", and half the 240km drive to Menindee is dirt. So S1 escorted us up the main sealed road to Broken Hill, where the others would come through later. We then drove west to Silverton, where we were all staying at the wonderful 30 hectare Penrose Park. 377kms today (via Menindee). Some people stayed at the Park to finish off the lovely wine left over from the Official Launch, while others explored the museums and art galleries in the famous old town, and Umberumberka Dam. We all gathered at the lookout to watch the sunset over Mundi Mundi Plains, then had a lovely outdoor bar-b-que at the wonderful 1886 Silverton Hotel. Bill, from our "Buddy car" found 8 photos in a hotel photo album of 2 P76's being filmed locally for Olympic Tyres. Maybe they were where Mad Max and Priscilla, Queen Of The Desert were later filmed! Mad Max was played on the tv in the fascinating hotel bar after dinner. Linda and I had a cabin, with the others camped again at Penrose Park.



Wednesday morning, after the 8AM briefing, some teams revisited Silverton, while the rest returned to Broken Hill to take the 512km trip west across the plains into the Mt Lofty Ranges, and down to the Barossa Valley and the Eden Valley Caravan Park. An interesting trip, but many dead kangaroos and black skid marks everywhere! After setting up camp, and Linda and I in a little motel, we visited the huge old 1836 Yallumba Winery complex. We learnt how they make their own barrels (the last winery in Australia to do so), toured through their vast wine museum, had a tasting of 12 delicious wines with aperitifs, and enjoyed a fabulous dinner in a huge converted concrete wine tank, with more wine! A fabulous night.

Thursday, after the morning briefing, we drove 499kms through

the Adelaide Hills, Murray Bridge and down the lovely Coorong, stopping at Robe for lunch. Then on through Mt Gambier, down to Nelson and the lovely Kywong Caravan Park near the Glenelg River. Sadly, when Linda and I stopped at the office for our cabin key, our car wouldn't start. So while everyone went off to the local hotel for dinner, we waited for the RACV. After he proved the fuel pump was not pumping, we called S1 to take us to the hotel. After a big dinner, we all moved to a room where the teams competed in a Trivia game, specially prepared by a trivia expert who had traveled from Melbourne, with the CEO of the Ilhan Food Allergy Foundation, to join us on our last night. A prize was given for the best fund raising team, and the P76 won the secret ballot for the Best Car in the Trip – after the judge said he didn't know if reliability should be considered or not! How embarrassing, and the iconic car!

Friday, Linda and I said goodbye as the other teams departed for lunch at Camperdown, before going home, some to NSW and Queensland. We waited for a tow truck to take us 460kms home. The problem was the fuel pump had a new kit put in 6 months before when it was removed just to fix a minor oil leak. One of the 2 small valves had now come loose. In having it fixed, we paid to have an electric fuel pump installed.

It was a great trip, and there would have been more cars if the lead up time had been longer. The route and details for the next Great Australian Road Trip for the Ilhan Food Allergy Foundation will be on the website in September.

Linda & John Beattie



Now a word from our sponsors



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CHECK THE DIETS YOU WANT AND SEND FOR PROMPT DELIVERY. ENCLOSE COIN, MONEY ORDER or CHECK. Any FIVE mailed to you for only \$1, postpaid. Any TEN mailed to you for only \$2, postpaid. No orders under \$1.

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GIVEN: Weight and Height Chart PLUS Measurement Chart!

RUTH PFAHLER, Dept. 6401, Decatur, Illinois.

I am enclosing If I have checked FIVE items, please send them to me for \$1.00.
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Name.....
Address.....

CLASSIFIEDS

Parts Trader

Parts for Sale

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

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 Martyn (Parts and Tech Lackie)

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 Martyn (Parts and Tech Lackie).

Assorted Parts for Sale - V8 Diff and 6 Diff been outside for a few years, 6 cyl diff 90,000 miles FREE. Assorted doors boots bonnets rear window \$5 each, Targa wheel nuts SH \$3 each, Deluxe Grille (On Badge) \$10, 3 speed manual box good working condition \$50, strut tops need re bushing \$5 each, front springs \$5 each **Ring Mick 03 97294005**

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**

Oil supply pipe power steering unit. This is the long metal one that screws in at both ends. Mick 97294005

Car Wanted

William Bake call 5627 5777 Would prefer a V8 Executive

Vehicle Trader

Vehicle for Sale

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 is 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

Car is located in Mansfield Victoria please call **John Reid after 7.00 pm on 0357762219**

**Country Cream V8 Four Speed Super
076A4S3M441109 Engine No 44011174 DOM
08/73**

This vehicle is in mint condition with only 135,000KM (Believed Genuine). Straight, never been in an accident, no rust however has been repainted in two pack in its original colour and has an Imperial Leather Interior. The books are in the car and indicate there were no extras fitted when the car was delivered over and above standard equipment.



There is no factory radio or floor console. These do come with the car should the new owner choose to fit them.

I bought the car in May 2009. As the third owner I have had is through a thorough under body inspection clean and coating with PRO-15.

The second owner bought the car in 1990 after it was painted. The car was stored on blocks with a carpeted floor under it for 18 years with monthly engine starts to keep things lubricated.

The car has some electrical mods to improve reliability including a Bosch Alternator, H4 Headlights, and safety switched electric fuel pump.

The car comes with new road tyres and twin spares, dual fuel, dual exhaust with large diam tailpipes, valve saver kit, rear window Venetian, dual ext mirrors, factory grill bug screen, Force 7 Steering wheel and rev counter, original Black and White Vic Number Plates, various NOS Items, gaskets two new laminated Windscreens and mudflaps all round.

I have a 4 barrell Manifold and new 460CFM carby not currently fitted but come with the car, complete disassembled V8 ready for recon, two cylinder heads, cleaned, crack tested/ fully reco intended for spares.

The car is offered to P76 Club Members for two months after which I will advertise elsewhere for a higher price. I am happy to discuss car and parts details with club members Price \$35,000 FIRM

Contact Philip McCumisky Ph 0354842020

Crystal White 6Cyl Auto Deluxe

My Mother is keen to find a buyer for her husband's 1973 P76, six cylinder, white, automatic. It has been not driven for 5 years. The Registration no is EKL 011 and is registered until November.



The Interior is the upgraded Deluxe bucket seat option in casino blue. The front passenger and rear seats are in good condition however the driver's seat is split in several places.



There is no rust that we can see on the exterior body and there is damage to the passenger front corner.

The car is not currently driveable as it has no brake fluid. I hope this answers most of your questions. The car is currently in Sunbury. **Price \$3000ono**

Contact Robyn 0419874898

Omega Navy V8 Auto Executive
076B4S4A442551

The car has original mirrors, radio and electric aerial. It has been sitting in the garage since 1997 (last registered). Only serious rust is in the boot (spare wheel) wheel well, and the RHS front wing at the base near the front door. There is a small dent in the drivers door, needs a repaint and interior fair with all original seat covers. This car is crying out for restoration by an enthusiast.



Car is fitted with an electric radiator fan, tow bar and the under bonnet insulation is very good. The grill and some other spares are in the boot. \$3000

Contact Cedric 98990371 Box Hill Victoria

Leyland 4.4L V8

In good running condition comes complete with a 4 speed manual gearbox and radiator; asking \$3,600 ONO.

Phone Stephen 57831144 or Mob 0410639100

graemeb@netbay.com.au

Description

Saturday 6 July, 2013 - Commencing at 11am

Collectable Antique Truck & Car Auction

"Lochaver" Burren Junction

A/c KO & MG Hardy

Trucks: Thornycroft truck; Thornycroft Trustee truck & crane; Leyland Hippo Austin 338N truck, fully reconditioned engine; Austin 338N truck, no engine; 1937 Bedford truck; 1948 Bedford truck; 1948 Bedford bus, 29,000 miles; Bedford J1 truck, 26,000 miles; Chev 4 1 tonne truck; 1950s Chev truck; Dodge 30 cwt truck, slant 6 motor; Dodge 690 truck; 2x 1943/45 Ford Jailbar trucks; Commer Karrier truck; 1950s GMC truck; Ford Thames Sputnik, diesel; Ford Thames, diesel; International 1310 truck; Leyland Comet; International dual cab body; International Acco V8 petrol truck; 1954 Ford truck cab & engine;

Visit the link below to view the cars for sale

<http://www.landmarkharcourts.com.au/ClearingSales/View/386>

You can advertise your vehicle IN HERE for free

Please contact Editor at gabbler76dictum@dodo.com.au and provide a short description

Please Include 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.



Proxy Voting Form

2013/2014

Leyland P76 Owners Club
of Victoria



I, _____ residing
at _____

being a current financial member for the
Leyland P76 Owners Club of Victoria,
hereby appoint:

To vote for me on my behalf as a member
of the Leyland P76 Owners Club of Victoria
at the Annual General Meeting on the 28th
of July, 2013 in the election for the
members of the committee of management
of the Leyland P76 Club of Victoria.

This day the _____ day
of _____ 2013

Signed: _____

Printed
Name: _____

Please return proxy voting forms to The Secretary,
David Walker, 91 Stockdale Av, Bentleigh East, VIC
3165
before July 26, 2013

Nomination Form for the Committee of Management of the Leyland P76 Owners Club of Victoria 2013/2014

For the position of:

President
Vice President
Secretary
Treasurer
Registrar
Parts & Tech
Social Secretary
Editor

Nominee: _____

Nominees Signature: _____

Nominator: _____

Nominator's Signature: _____

Secunder: _____

Secunder's Signature: _____

**ALL VOTERS AND CANDIDATES MUST BE CURRENT
(2013/14) FINANCIAL MEMBERS**

Please return written nominations to The Secretary,
David Walker, 91 Stockdale Av, Bentleigh East, VIC
3165
before July 26, 2013