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of Victoria & Tasmania Inc.**

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA

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

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Force 7 with a MessageCover Article Inside

Editorial

Fellow Pnuts

Hi Everyone,

It is a new year and a new set of challenges. After 18 months of unemployment, I was fortunate to pick up a job with TTI Global and assigned to Ford Asia Pacific. The job involves the management of Training across the Australian and New Zealand national dealership network and is a great opportunity for me to immerse myself into a time of immense change in the Australian automotive industry

After 35 years in the aviation industry, the shift to automotive is a welcome change in scenery. I do have to make some adjustments though; In talking to a Ford manager, who was looking for a member of my team, I indicated he was "in the Hangar", I mean Workshop.....**DOH!!!!!!**

In between laughter from the whole office, I told them *"you can take the boy out of Aviation but you can't take the Aviation out of the boy"*.

Working for the blue oval gives me a perspective on what it must have been like working at Leyland. The last Falcon is now in production however, the difference is of course that Ford has a range of new products that will launch in the post Falcon Era.

The bulletin board in our office has a full-page newspaper advertisement from 1973 advertising the XA Falcon. I am sorely tempted to put another advertisement from 1973 along side it but I figured it was best to hold the thought until I had completed my probationary period.



Then there is my P76. Sadly, it does not seem to want to go to the Nationals. Every attempt I have made to get it back on the road has been thwarted by Murphy's Law. My upgrade involved an engine swap, gearbox swap to a 4 Speed and refreshed interior to black.

With only a few weekends to go, it is not looking good at this stage. Do not get me wrong I will be there except that I may be the one driving a Toyota.

During my work on the car, I was pleased to be able to find the lubricant specified by the P76 maintenance manual for the four speed gearbox.;SAE 30/40 grade oil.



I was advised that to use viscous 75W-90 gearbox oil could cause damage to the upper gears and bearings as they rely on splash lubrication.

I searched high and low for the oil; most auto stores just gave me a blank stare. I found a Penrite product at Super Cheap Autos with the correct specification.

The interesting thing is that you wont find it with all the other oils in the lubricants section of the store but rather (If your local store has one) in the lawn mower supplies section. The oil is commonly used in small 4 stroke engines. I believe the oil is also available at your local lawn mower specialist stores.

I recently did a whirlwind trip to Tassie over a weekend. I was fortunate enough to meet with Bob Stennett a former Leyland apprentice who worked in experimental. He had a few stories to tell but notably he worked on the second prototype P76and the V8 Austin 1800

This picture was taken in the Experimental Dept know as the "Truck Shop". With two P76 Station Wagons in



the background from left Peter Hicks, Harry Wessells and Bob Stennett Experimental Technicians. Does anyone know the other guy??? I hope you enjoy this month's issue of Anything but Average

Martyn and Silvia

Cover Article

Well you may be wondering about the etchings on the rear of the Force 7 photographed in 1974 by a former Leyland employee. The BMC Experience Magazine (Issue 16) ran a feature article on Peter North- Former Managing Director of Leyland Australia based on a 2002 Speech and a more recent Interview It is not the intension to rerun the article in ABA but however to add context to the plot it is important to paint the picture

Peter was recruited by Leyland in 1971 to take up the Finance Director position for British Leyland Australia under the then Managing Director John Martin. Peter went on to become Managing Director of Leyland Australia.

The P76 marked the high point in the reorganisation of Leyland Australia, a pathway towards distancing itself from the parent company in terms of product, innovation and thinking.

Like its parent, Leyland Australia has faced the whole gamut of motor industry problems, bad labour relations, bad customer relations because of poor workmanship, bad dealer relations because of a poor supply situation; all problems over which the management theorists would shake their heads and solemnly pronounce 'bad management.'

Under Peter North's leadership, Leyland Australia took hold of its problems and devised solutions.

The first hurdle was product. To quote the BMC Experience article on Peter's opinions of the time; **"The Leyland reality was that its worldwide cash flow was being produced by 'milking the cash cow' – ageing products heavily marketed on past reputation, strong sales and pricing of replacement parts to a large base of past customers, and limited expenditure on engineering future products."**

Most of all, BMC's leadership seemed to think that come what may, British automotive engineering should and would prevail.

Peter backed the development of new designs built to take on the rugged Australian conditions and the rear wheel drive big car market; cars like the P76 and the Force 7. Peter once said about the P76; **"It is the only product made in Australia that hasn't a father or brother or sister in other lands"**



Resolving the product question was not enough. North, a former Ford and McKinsey man, has switched much of the discussion and some decision-making emphasis away from the non-executive Board to an executive 'management committee which met regularly. He changed the whole structure of management services to a corporate level. It evolved a programme that can track any individual car order down to its place in the factory, and project its delivery schedule. This is important in the light of Leyland's change to a system of producing cars as ordered rather than mass manufacture of vehicles and hoping they will sell.

North embraced solutions to improve quality, sales and after sales service through the Buyer Protection Plan Throughout the group, North's aim had been to establish early recognition of problems with a view to turning them into opportunities, but above all, the aim was to make the group viable as a car manufacturer in Australia.

Perhaps the greatest measure of North's success lies in the ever-increasing morale of the middle and lower executive level, and a greater corporate identity among all the workers

To say the least Peter had a battle on his hands with the conservative Brits and although he succeeded in launching, the P76 and developing Force7, suffice to say the battle resulted in his resignation.

The interesting thing now, getting back to the story; I was told by a former Leyland Employee who supplied me with the photograph featured on the front cover. It was suggested that Peter North had this Force 7 painted with the phrase **"Eat your Heart Out"** as a parting shot to British Leyland

Letters to the Editor

From Greg Zeuschner Evandale Tasmania

Greg contacted the Club regarding the location of the engine number on a P76 V8 Engine.

He advised that he was fitting the Engine into a project car. When pressed on the Project he was undertaking he provided the following information.

The project car is a Porsche 914, which in its standard configuration had a rather inadequate 1.7 litre VW engine.

I don't have a photo of the engine bay, but it wouldn't show you much anyway because the opening from the top is only about 300 mm x 1.5 metre. However, I'm



inserting a couple of pics of the car, and one of the engine before it was installed.

The engine is mid-mounted. It has an electric water pump situated in the front "boot" with a crossflow radiator; extractors; a custom 4 barrel manifold fitted with a Holley 390; fully balanced pistons, rods, flywheel and clutch; and the flywheel is a VW Kombi with the P76 centre inserted. The clutch plate and pressure plate are heavy duty Kombi, and the standard Porsche 5 speed transaxle is retained.

Interesting Project!

From Edward Tubman NZ Club Check this out!!

For those of you who thought car rebuilds were expensive. 1955 Aluminum Bodied SL 300, one of only 29 worldwide. Restored up the road 5 year reconstruction from a car collected from a Te Kuiti Farmer

Insurance cost to take it for a Road Test \$ 20,000

Valuation \$6,000,000.00 Yep six zeros



From Addisons Garage – Sheddogg Wyn and the Shedpups

Grand SaleGrand SaleGrand Sale

Hi, I am writing to you to just let you know in case you and your members were unaware that Addison's Garage at Kiama, NSW, Australia.

- Former BMC / Austin / Morris/ Leyland / Leyland Trucks /Range Rover / Landrover/ Rover etc Dealers - are currently cleaning up the sheds - and yes selling some stuff.

We are mainly listing stuff that we are finding and identifying for sale with most items being listed on our Facebook page Addison's Garage "SHED Cleanout" as a heads up list so that you can see what's coming up for sale. The items are usually 'then listed as available for sale via eBay... our sellers name is **Addosshedmaster**. (You can save us as a favourite seller) They are either sold as Auction or Buy it now.

Occasionally there will be offers just made on Facebook or on eBay - so it is best if you are on both to see everything that gets listed by these means for sale.

Visits to the Garage/ Sheds are **NOT WELCOME** without invitation as our staff have no involvement (or knowledge about the parts, memorabilia or equipment etc) except for handing out items that have been arranged to be picked up from there. (I am not there that much and Fred has retired)

Pickup of your won items from eBay is welcome at the Garage but just do not ask for a tour, as this is not feasible, so please do not be offended.

We have decided that this is the best method to allow the most people a fairer chance to get some bits for their cars that they may be hunting for.

It is a slow process cleaning up these sheds and it is being done around renovation work at the service station/garage/newsagency, a full time job away from the garage, and caring for 5 Labradors known as the shedpups.

Identification of many of the parts will be time consuming and difficult as we are no longer set up as we once were in dealership form.

Any correspondence sent to us may take a bit of time to get attended to, please refrain from sending me lists as it is not possible for me alone to deal with them.

We would really welcome you sharing the Facebook - Addison's Garage **"SHED Cleanout"** and our EBay Sellers Name - with your members. Most of our stuff is genuine new old stock.

There is a crazy amount of stuff in the sheds and in offsite storage that we would rather get out into the car world and keep the cars on the road, than to the tip or metal recycling. Please share if possible with all especially the rarer vehicle groups of these manufacturers as there are some amazing bits turning up and I will definitely have missed out on some of the groups for sure as there are so many of you actually out there.

Thanks for reading our email and sharing with your members, friends, other clubs etc.

Regards Wyn

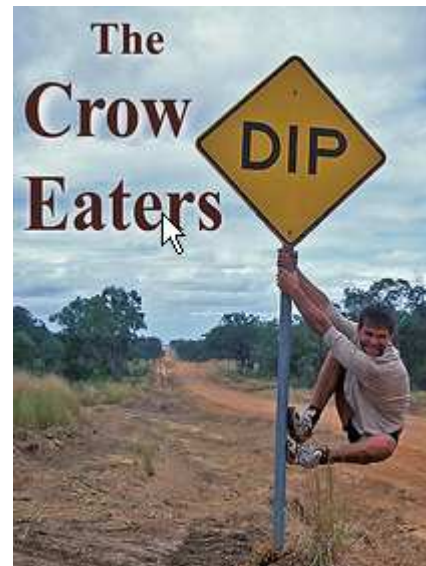
ARE YOU GOING TO THE NATIONALS??

For those of you who are travelling across to South Australia for the nationals and you with to hook up with someone to travel in Convoy.....

Martyn Hayes will be leaving on Wednesday morning. I am hooking up with Andy Frith, Bob Findlay and Nick Kounelis who are travelling over on the Tassie Ferry .We will travel in convoy to Nyhll and will be staying over night. That afternoon we will be visiting Bob Warwick's Inverness Motors. We will make the journey into Adelaide on Thursday Morning. If anybody else wants to hook up with us call Martyn on 0438170691 to arrange *PS(Bob can bring up the rear with that Spanish Olive)*



Ken Western will be departing on Thursday and staying at the Nhyll Hotel Thursday Night. If anyone want to catch up with Ken for the drive into Adelaide on Thursday call him on 0417 364 894




Beware of the Border Crossing


Coming Events/Social Pages

J

**TRAFALGAR
HOLDEN
MUSEUM**
Inc.




Telling the complete *Holden* story...



From saddles to pedal cars, aero engines to motor vehicles...
discover the incredible journey of Australia's iconic brand!
Come and visit this exciting new Museum in West Gippsland!

**P76 Owners Club Vic/Tas Run
Sunday 15th March 2015**

**Trafalgar Holden Museum,
74 Waterloo Road, Trafalgar, Victoria.**

 Find us on
facebook. [facebook.com/TrafalgarHoldenMuseum](https://www.facebook.com/TrafalgarHoldenMuseum)

CLUB RUN

Join us on a trip to visit the Trafalgar Holden Museum on Sunday the 15th March 2015

This is your chance to get the cobwebs out of the P76 Prior to the Journey to South Australia for the Nationals

We will be meeting up at the BP Service Centre/McDonalds 65 Princess Hwy at Officer (M1 Outbound). Be there by 9.45 for a 10.00am Departure. We will drive the 75 Km to Trafalgar in a pod. (Pod of Pees) Boom Boom!!!



Leyland P76 Owners Club of Victoria & Tasmania 2014/2015 Club Event Schedule

Sunday 15th March 2015	Day Trip Holden Museum Trafalgar	9:00am Depart Melbourne (Location not set yet). 10:30am Arrival at Trafalgar Holden Museum at 69 Waterloo Road Trafalgar. (Awaiting more Information, opening hours & entry fees).
Friday 3rd to Sunday 6th April 2015	Leyland P76 Easter National Meeting	Mclaren Vale South Australia

Other General Interest Events

MARCH 22

Werribee District Collectible Vehicle Club Show n Shine, VIC

MOSSFIEL RESERVE, HEATHS ROAD, HOPPERS CROSSING
9:00 AM - 3:00 PM

The Werribee District Collectible Vehicle Club Show n Shine is on the 22nd March at Mossfiel Reserve. Melways reference 206 F2.

Show car entry \$15 per vehicle, spectators \$2 adults, children under 16 free. Trophy prizes for vintage, veteran, classic, modern, truck, motorcycle, ute, sound system, modified vehicles. Club displays welcome. Market stalls and raffles. Catering on site.

Enquiries phone Kerry 0413 422 248.

Koroit Swap Meet Show n Shine, VIC

VICTORIA PARK, KOROIT
7:00 AM - 3:00 PM

Swap Meet Show & Shine. Organised by the Lions Club of Koroit to be held at Victoria Park, Koroit.

General admission \$5, Show entry free for cars/utes, vintage trucks, motorcycles, swap site fee \$15 all large 6mx9m sites, car boot fee \$10, 200 plus larger sites allocated on the day. Fully catered, no alcohol, 7am start. Show & shine entries close 11am, trophies on day, proceeds to local community groups. Contact Bruce 0435 366 451.

Steel Bumper Sunday, VIC

MANHATTAN HOTEL, CORNER CANTERBURY AND HEATHERDALE ROADS, RINGWOOD
10:00 AM - 3:00 PM

Steel Bumper Sunday is on Sunday 22nd March 2015 at the Manhattan Hotel in Ringwood. All proceeds donated to the CFA.

It's time to shine up those steel bumpers on your custom, classic, hot rod, muscle car, Euro, Japanese, vintage and any ride from the steel bumper era. Cars \$5, spectators gold coin donation.

Trade stands, kids entertainment, food and drinks, raffle and trophy presentation at 1pm. Enquiries Simon 0448 066 000.

Morwell Swap Meet, VIC

TONERS LANE, MORWELL
7:00 AM - 2:00 PM

The Morwell Swap Meet is hosted by the Latrobe Valley Branch of Gippsland Historic Automobile Club Inc and is being held on Sunday 22nd March 2015 at Toners Lane, Morwell.

Car and bike parts, antiques and collectables, tools and equipment. Fully catered, seller sites free with no bookings required. Gates open 7am for stall holders and public. Admission \$5 per person (sellers included), children under 16 free. Contact Val 03 5134 5364 or Ken 03 5126 1414.

Pakenham Swap Meet, VIC

PAKENHAM FOOTBALL GROUND, OLD PRINCES HIGHWAY, PAKENHAM
8:00 AM - 1:00 PM

The Pakenham Swap Meet is on the 22nd March 2015 and caters for all makes and models of vintage and classic vehicles plus motor cycle, 4WD and motor sport performance equipment including all types of memorabilia and cars for sale. MEL 215 J4.

Sites 6m x 4m outdoors \$25 includes admission for two adults. Lookers \$5, free parking. Enquiries (03) 9585 6567 or 0428 394 249.

March 28/29

Bairnsdale Motor Expo, VIC

GIPPSLAND MOTORPLEX, 150 AERODROME ROAD, BAIRNSDALE
9:00 AM - 4:00 PM

We will be running the Motor Expo on the Saturday followed on Sunday by The Rage In The Cage Burnout Competition, where the 2 finalists in each class will simultaneously battle it out on the skid pad at the same time so that the ultimate champion can be decided by the spectators.

Don't forget that Aerodrome Rd is now fully sealed so no more dust and dirt over your pride and joy. Cars, motorbikes, trucks, boats, stationary engines, model cars and planes and special interest vehicles.

To keep everyone entertained there will be jumping castles and rides, competitions, live music and entertainment, raffles, gate prizes and trophies. Further information Col 0418 146 126.

Motor Show and Market Day, VIC

SHEPPARTON SHOWGROUNDS, HIGH STREET, MIDLAND HIGHWAY, SHEPPARTON
8:00 AM - 2:30 PM

The Rotary Club of Shepparton are holding Motor Show and Market Day on Sunday 29th March 2015 at the Shepparton Showground. Vintage, veteran, classic, custom cars, motor bikes and trucks all welcome.

Prizes will be awarded for the best presented vehicles. Market stalls, children's entertainment, food and drink, vehicle accessories and trade displays. No alcohol permitted on grounds.

Gates open 8am with the presentations at 2pm. Book your site now! Motor Show enquiries Angie Talarico 0408 312 559 or Ian Watt 0418 562 250. Market Stalls 0408 598 200.



Longford
REVIVAL
FESTIVAL

Tickets on sale now!

WITNESS THE STREETS OF LONGFORD COME ALIVE AGAIN!

MARCH 20th—21st 2015

EXPERIENCE THE SIGHTS, SOUNDS, SMELLS AND SPEED AS MOTOR RACING RETURNS TO THE STREETS OF LONGFORD...

Marvel at speed demonstrations and gaze upon car displays. Browse food, wine and market stalls. There'll be entertainment for the whole family!

Visit www.longfordrevival.com.au for more details + tickets.

THE VILLAGE GREEN WELLINGTON ST, LONGFORD TASMANIA

Tickets on sale now - don't miss out!	
Friday Festival	\$10.00
Saturday Festival	\$25.00
Weekend Festival	\$30.00
Saturday Pub Corner (Country Club Hotel Union St Longford - includes weekend access to festival)	\$62.00
Saturday Legends Club (Corporate Marquee - includes weekend access to festival)	\$82.50

Logos: opcon, Tasmanian Government, Longford Council, australiabikes, buckbymotors, erofast, Taswater



Sunday 22nd March **Roundhouse Park Devonport**

DEVONPORT MOTOR SHOW 2015

9am to 3pm

Rotary Club of Devonport North

The event is open to presenters of all appropriate vehicles, including Hot Rods, Vintage, Classic, Modern, Modified & Motor Bikes

View Website for Details



AUSTRALIAN MOTORING FESTIVAL

March 26 - 29 2015 Melbourne Showgrounds

Tickets on Sale Now!

ENTRY 1, ENTRY 2, ENTRY 3

RETAIL HUB, FAMILY FUN ZONE, HISTORY HALL, RACE CARS, TEST TRACK

A joint initiative by **VACC RACV**

La página de Presidentes



2015/2016 Committee

On the topic of Committee membership, I understand there is likely to be a number of vacancies come the AGM, and I would like all our members to consider taking up a role on the committee. All the current committee have served for many years, and I believe have achieved much for the club. The club is financially sound, is administratively up to date with Government and AOMC requirements, and has a good communication ability via the magazine; the website, and more lately the club facebook page. There is a terrific stock of spare parts that is managed most professionally, and the club has and will continue to source new manufacture for parts that are generally unavailable. As you know last year our club purchased the main engine bearings for the V8 as the manufacture ACL was going out of business. The club still has some of these in stock in both 10 and 20 thou oversize.

Boot Mats

The club has had a mould made of the P76 boot mat, and is currently having a batch made, with delivery to the club expected in a matter of days. The club now owns the mould so further quantities can easily be manufactured. These are perfect replicas of the original boot mat, but made of a superior material that will better resist tearing and other damage. The club is making them available to our club members for \$170.00 plus any delivery cost. You can shortly pick them up from Martyn Hayes spare parts store; and we will be taking a fair number to the Nationals meeting in South Australia where you could also take delivery at no cost. The committee has authorised payment of \$1358.00 to cover the cost of the mould and for the prototype; and then a further \$5940.00 to pay for the first batch of the boot mats.

Door Mirrors

The next major parts project being undertaken by the club is the manufacture and purchase of door mirrors. Work on this project is well underway, and we will keep you up-to-date with the status as the project progresses. We are currently discussing the manufacture and supply with a manufacturer in China who has stated that they can be made exactly to the original drawings and specifications. We are currently waiting on a quote and estimated time for manufacture.

Trip to Car Museum in Trafalgar.

We are planning a trip to the new car museum in Trafalgar on Sunday 15th March. We would like to see a bunch of P's turn out for this as we haven't been able to organise a drive in our cars for some time. Should be fun. Details are shown in the magazine.

National Meet in South Australia 3-6 April 2015

This event is only a few weeks away, so I do hope you have all registered and booked your accommodation. I will be leaving Melbourne (Vermont) on Thursday 2 April at about 10.00am, and will overnight in Nhill. I think I will be staying at the Union Hotel in Nhill. I will then drive Nhill to McClaren Vale on the morning of 3 April, hopefully in time for lunch with all the other P76 owners. If anyone wants to travel in convoy on either day give me a call and we can arrange a meet up time and place.

This should be a great event with many cars from WA attending who have previously found it difficult to attend because of the distance and time. I expect to catch up with friends from all the other clubs including all the Kiwis.

As well as the boot mats, we will be taking some stock of parts with us so that we can share them (sell to) other clubs and their members.

Safe Driving

Ken

Member Articles

ENGINE HEAT DISSIPATION.

The above subject is usually achieved by either using water, air and an efficient exhaust system and any combination of these is utilized, depending on the type of engine.

The way the engine is set up through construction, modifications and tuning can effect how quickly heat dissipation is achieved.

The use of LPG as a single or dual fuel greatly affects the heat generated by an engine in operation and better and more efficient cooling is achieved by ensuring that the aids employed by that particular type of engine to arrive at the cooling required are given the best chance to do just that.

Regular checks are the way to ensure that you have the best items at your disposal to assist the cooling system to be efficient. Items such as radiator cap, thermostat, hoses, a clean radiator, the correct type of coolant, clean water and a well tuned engine and correct timing, and an efficient exhaust system are among those items that determine the cooling efficiency of any engine.

Choosing the correct type of coolant additive for an engine depends on the construction of the engine. There are different types of coolants for cast iron, or aluminium metal engines as there are for engines that have a mixed metal construction. Using the wrong coolant additive can do irreparable damage, and usually at the most inconvenient time. If you have any doubts about your choice of engine coolant additive, consult an engine builder for good advice.....they usually are the first to see the bad effects of using the wrong coolant additive.

There is a school of thought that a good quality water inhibitor changed on a seasonal basis is the preferred way to achieve correct engine cooling. Care of the engine's internal cooling residual needs as also important.

Changing the thermostat to suit the general weather conditions in which you are driving will also greatly assist the engine's ability to keep the temperature within normal bounds. Other benefits from this include better economy, heat dissipation and warmer and quicker cabin temperature and demisting.

Improvements can also be made to the exhaust system to make it much more efficient. The original systems designed by manufacturers are usually a compromise, quiet....but largely inefficient. It does not mean though that an exhaust has to be noisy to be efficient.

A more open exhaust is usually more efficient as it allows for either minimal or no backpressure. Getting rid of heat and gases from the engine more quickly and more efficiently assists in better performance, economy, and a cooler running engine.

Most exhaust systems would benefit from a larger engine pipe, more open muffler and increased size of the tail pipe so the whole system is the same size from engine to atmosphere. Most of you will know that a more efficient exhaust system can add up to thirty more usable horsepower from the engine.

One does not really need an extractor exhaust system on a run around every day car, but this type of system is probably the most efficient any vehicle can have. The choice is up to the user as extractor exhausts are the most expensive.

Another way to "cheat heat" is to fit a Valve Saver Oil System. These systems work in conjunction with the



carburettor; each time you open the throttle a measured amount of lubricant is induced with the fuel delivery, which lubricates the valve seats.

Valve seats are among the hottest parts of any engine and the Valve Saver lubrication aid tends to cool the valve seat face and margin, and reduce the amount of valve seat recession that occurs in engines resulting from wear and tear in operation. The mixture temperature is also reduced by the addition of this lubricant and this helps in a better combustion spark due to lower temperature on combustion.

Some of you will remember that in the 'fifties and 'sixties all service stations used to sell a product loosely known as upper cylinder lubricant....eg Redex, Firezone, etc, these products were the same type of additive. In later years when the product disappeared from Service Station forecourts users of the those products replaced them with either ten grade motor oil or auto transmission fluid, either way the result is the same, heat dissipation is the main gain.

Heat is a necessary evil for us to have in order to assist in the required task of an engine's performance at it's considered best....but heat is also an engine's worst enemy..... exiting heat AFTER it has helped perform it's required duty is a primary requirement and thus requires whatever aid we can introduce to achieve this aim.

Philip McCumisky- P76 Owners Club Victoria.

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GETTING ORGANISED FOR THE NATIONALS

Over Christmas, I decided to do some maintenance to my orange P76 for its trip to Adelaide. I bought another steering column from a friend that had the centre shaft turned down with a sleeve inserted in the lower nylon bush.

My car had been fitted with another ignition switch, which looked odd in the inside. I took my best ignition lock to a locksmith to have the steering lock professionally removed and the barrels serviced. I painted the outer covers, honey pot as my circlip (at the top roller bearing) never held on, and used to produce rack rattle. I reassembled it working out the ignition wiring to put it back to standard.

When assembled, the centre still had movement. I added a third nylon bush in the centre near the steering lock to fix this and had to cut a piece out of the side.

I also decided to put a CD player in the car, which had no radio from factory (Ironically, it did have Air conditioning a \$435 option!). I bought a Kenwood CD player with blue tooth, and hooked up the speaker under the driver's pillar. I bought Fusion speakers with tweeters and not wanting to cut up any parts of the car, put the tweeters under the dash on brackets so the speakers face down towards the floor.

The speakers at the back all worked out and I managed to thread the rear wiring under the centre console area to get them through coming up near the floor dipper switch. (Without having to pull the front seats out)

I tried to colour code all the wiring involved with the stereo installation and other than hooking into the wrong accessories power feed it all worked first time; Happy Days! As I did not want to wreck my non-radio facia, I reconditioned another factory radio facia but I had to get the edges shortened by my plastic welder. I earlier tried to open up a premier facia surround but as the new radios are DIN sized the Kenwood bezel would of made the Leyland surround too weak and floppy when installed.

I followed up the facebook link for the dash wood grain but the stuff wasn't right (great if you do the whole instruments), and I was trying it to match my new old stock glove box lid. I ended up buying 3 square metres of the wood grain used on XY GT door trims which match P76 door trim wood grain and looks better than the polyweld door trims being sold on eBay.

This wood grain was the same "*stick on with trim adhesive*" as the original, and had the rolling imprinted on the edge. It was less glossy than the other stuff. I cut out many templates to get the size right and it took plenty of time to get all the trim adhesive off the edges. You use a wet rag soaked in water to clean while the trim adhesive is curing.

I also added an eBay special accessory mirror to the glove box lid while I was in there.



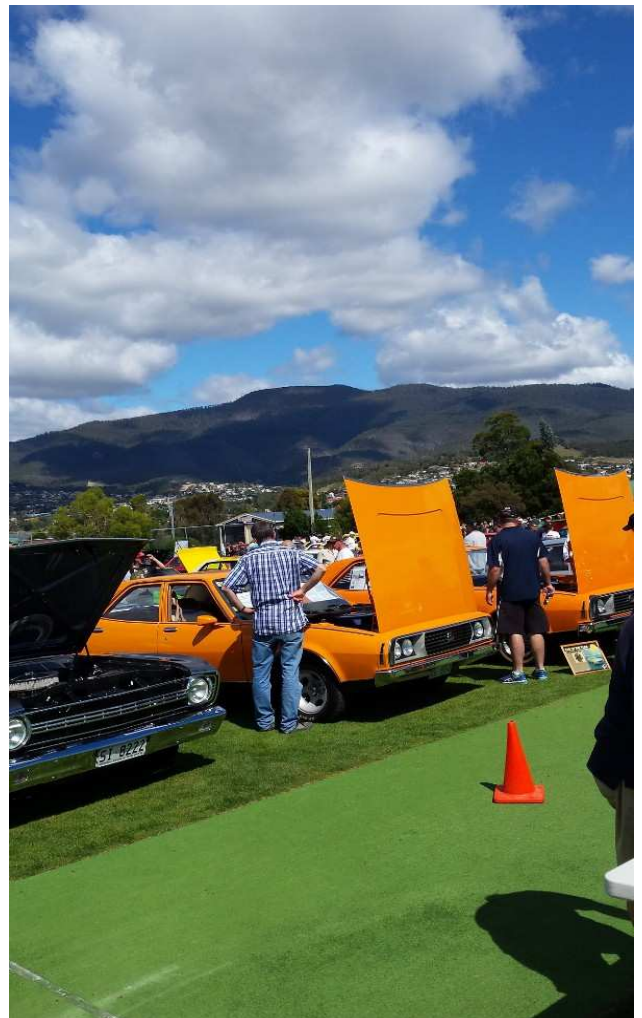
As I was finishing the dash Greg V emailed me to say there was a car show on in Old Beach so I spent all of Saturday, 7th of February reinstalling the dash.

Try to buy a blown globe for the wiper switch on a Saturday afternoon. Repco did not have them nor did my own Narva globe cabinet that I have at my business workshop. I went to my spares and pulled 2 intact globes out of a wiring harness that I have stored since 1990!

Off course, I had to take the honey pot all off again as the headlight switch; wiper switch surround was ready to crack. It was a new old stock part fitted back in 2005. The black plastic globe holder for the wiper switch snapped off twice both times the plastic tube had to be located and popped back in!

As I write this the Speedo cable will not stay in but the CD radio (with hidden Ariel stuck under the dash facia), works well, It needed a separate power source but this must boost the reception some how!

I met Greg on the 8th and we lined up the pigeon pair Home on the Orange Supers next to each other.



RACE AGAINST TIME

Like all shows of late, I nearly lost my voice for all the interested people looking and wanting to talk about the cars all day. Greg had to show a young guy visible proof that a P76 was an all Australian car!

We met up with a chap named Brian who has a Plymouth 1948 hot rod ute in which he had a P76 4 speed, dash instruments, door locks, internal door handles, door lock snipers, whole P76 pedal box, ignition, steering column and instruments. The clock still ticks!

He wrecked a rusty exec back in the mid eighties but really did not waste the parts as they were used on his hot rod. Even a pair of twin P76 horns with the purple traced wires fitted as well!

We had arranged to meet 2 prospective club members at the show Allan from Snug, in southern Tasmania who is restoring an Am Eye Blue Super V8 4 speed and Bob Stennant ex BMC road proving technician who I had met in 2005. He was visiting Allan who had just painted his Home on the range 2M44 chassis 1001 or 1002. Bob lives in Albury Wodonga and has bought down another P76; an Am Eye Blue Deluxe for Alan to paint. The car has been in storage since 1985 and Bobs pics have been shown in the BMC experience magazine and in Hals book. It was great for Greg and myself to meet Bob and Allan who owned an O Fudge Super column V8 Auto (bought by Kerry Quinn in 1987) Back in the late 70s had a Plum Loco V8 4speed Super!

It will be great to see Allan's am eye blue which he is finalising for his daughters wedding next Month and Bob is bringing down car 1001 for the bridal party so I will try to get down there again to get some photos.

As Andy Frith well knows the Easter Nationals is only Weeks away. The pressure is on to get the "Governator" finished and on the road. I dropped in on Andy last week while I was visiting Tassie. The car is progressing well.

Andy and his mate were preparing the rebuilt motor and gearbox for reinstallation into the freshly painted body. There are no pictures of the car as Andy wants to launch is at the Nationals so you will just have to be content with his smiling face.



NEW CLUB PERMIT REQUIREMENTS

As of the 31st of Jan 2015 the club is required to follow new rules regarding first time Club Permit Applications

New requirements commencing 31 January 2015:

- When signing new club permit applications, club safety officers/scrutineers will be required to complete a Vehicle Eligibility and Standards Declaration form declaring that the vehicle is safe for use on the road and that it meets the applicable requirements for the category of vehicle for which the club permit is sought. The form and a listing of requirements for each club permit vehicle category is attached.
- Initial club permit applications (not renewals) for vehicles manufactured after 31 December 1948 will need to be accompanied by a current certificate of roadworthiness.
- For pre-1949 vehicles, clubs will continue to conduct their own safety inspection.
- The modification guidelines specified in VSI 33 apply.
- If an initial club permit application is submitted for a vehicle that is modified outside of the appropriate modification guidelines, a Vehicle Assessment Signatory Scheme (VASS) approval certificate covering the modifications must be provided with the permit application. An "M" club permit plate will be issued to identify these as modified vehicles.
- Clubs are required to maintain photographs of vehicles entering the club permit scheme in accordance with the club permit agreement.

When submitting your Club Permit Application form to our scrutineer David Walker you will be required to provide photographs of your vehicle. The club is required by Vic Roads to maintain a photographic record of the cars. You will need 6 Photos at follows;

- Photograph of both sides of the vehicle
- Photograph of Front of the Vehicle
- Photograph of the Rear of the Vehicle
- Photograph of the Engine Bay and Compliance Plate

Existing and ongoing requirements to be noted

There are two important existing, ongoing requirements that I would like to draw your club's attention to:

- Motor vehicles manufactured outside of Australia after 31 December 1968 (30 June 1975 in the case of motorcycles) which do not have a previous Australian registration history, must have a VASS approval certificate to demonstrate that the vehicle meets the Australian Design Rules that applied at the time the vehicle was manufactured.
- Club permit vehicles must comply with the Vehicle Standards, appropriate to the date the vehicle was manufactured, contained in Schedule 2 of the *Road Safety (Vehicles) Regulations 2009*. A copy of the regulations is available on VicRoads' website.

All vehicle standards and modification guidelines are available through VicRoads' website at:

www.vicroads.vic.gov.au/safety-and-road-rules/vehicle-safety/vehicle-standards-information

Vehicle Eligibility and Standards Declaration form

Commencing 31 January 2015, the revised Club Permit Application form must also be accompanied by a Vehicle Eligibility and Standards Declaration for Club Permit Vehicles form declaring that the vehicle is eligible, safe for use on the road and meets the requirements of the scheme (sample copy attached). This form must be signed by a nominated safety officer/scrutineer.

Club permit applications will not be accepted unless a completed Vehicle Eligibility and Standards Declaration for Club Permit Vehicles form is provided.

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BOOT MATS NOW AVAILABLE



The P76 Owners Club of Victoria and Tasmania are pleased to announce that we have remanufactured P76 boot mat's which are now available. The mats are made from superior Urethane rubber with the correct factory surface finish.

Vic/Tas Club Member Price \$170 ea

Other Club Members \$180ea.

Vic/Tas club members please contact Brian Carte on 0407400468. We will make arrangements with individual members for receipt of the ordered goods

In order to avoid/minimise postage and packing hassles and charges we will be taking orders via your clubs Parts Officers. Members of interstate clubs are invited to contact their respective Parts and Tech Officers to advise them of their needs who will advise us of the numbers required. We will be taking the mats to the Nationals and will deliver to individuals attending or delegates of your respective clubs to bring back to your state.

Payments can be made to Bendigo Bank Acc Name Leyland P76 Owners Club of Victoria Inc BSB 633000 AccNo. 129542155 Please ensure that you indicate you're Name in the Payment Description.

CLASSIFIEDS

Parts Trader

Parts for Sale

Windscreens -The Victorian Club has new Laminated Windscreens in stock priced at \$185 Ea. **Please contact Brian Carte (Parts and Tech).**

Z295 V8 Air Filter Cartridges – We have a stock of original fit airfilters for sale at \$35 each. These are no longer being manufactured by RYCO **Please contact Brian Carte (Parts and Tech).**

V8 Ignition Points- The club has recently managed to procure the a number of P76 V8 Points. There is mixture of Echlin CS217V, Repco L20, Bosch GL27 contact sets. These are available to Members Only. If you want a set **Please contact Brian Carte (Parts and Tech).**

P76 V8 Engine Main Bearing Sets . With the closure of ACL the Club has made a last ditch purchase of engine



bearing sets for the P76 V8 Engine.

Bearings are available in .010 and .020 oversize at \$130 per set **Please contact Brian Carte Parts and Tech**

Byer Protection Plan Decals

I have just received a new run of 30 odd buyer protection plan decals. This is the last run than can be done on the printed negatives. only 30 were possible before the negatives were scrap. The price is \$30 each with free packing and postage.



If you want one please call Nick on 0418882043.

Under Bonnet and Front End Decal Set. The Vic club has reproduced the underbonnet Decals ideal for that restoration of the engine bay where invariably the original decals are damaged or destroyed on removal. The decals are printed on Metallic Silver and include;

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label
- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



Due to the reflective surface the Decals are difficult to photograph and appear blurred. Sold Items are good quality.

\$20 per set If you want a set **Please contact Brian Carte Parts and Tech.**

For Sale two Leyland 4 Speed Gearbox

Both gearboxes are condition unknown and therefore suitable for reco. One gearbox comes with 6 cyl Bell Housing (\$250) the other without Bellhousing(\$150). **Contact Brian Carte (Parts and Tech)**

V8 VRS Gasket Sets Come Complete with Valley Cover gasket and rubber seals Limited Stock **\$250 Contact Brian Carte (Parts and Tech)**

VRS Gasket Set Conversion (Rover to P76) **60\$ Contact Brian Carte (Parts and Tech)**

Now Available at Mentiplay Leyland

Urethane Steering Couplings: \$40 plus \$5 postage and packaging

Rebuilt Urethane Gearbox Mounts: \$170 plus \$10 postage (exchange basis only)

Contact James Mentiplay

Mentiplay Leyland

Phone: 0408 918 127

Email: leylandp76@westnet.com.au

Anything But Expensive



Parts Wanted

WANTED Original Leyland 8 track tape player

Please contact David 0409 675 648

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

WANTED Leyland P76 Executive Boot Carpet New or S/H **Please contact Bob 0409 160 116**

WANTED Leyland P76 Super/Deluxe Boot Mat – Used but in good condition for age.

Please contact Ray Ikin 03 51766086

WANTED-

- (1) Set of GC P76 Window Seals Inner @ Outer.
- (2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.
- (3) W/Screen Trim Front Top Section only x1 GC
- (4) Original Boot Rubber Mat in GC

Contact Michael Hare Mob- 0401092265

WANTED ACCESSORIES

Wire Headlight Accessory Guards for a Super Force 7 Steering Wheel

Contact Philip McCumisky 0408 842 800

WANTED DASH PAD

Top dash pad in excellent to mint condition. Will pay top dollar for quality item **Phone Steph on 0457844222**

WANTED V8 4 SPEED MANUAL TAIL SHAFT

I am partway through converting the General Lee to a 4 speed manual, I have the box, the bell housing, the pedals, but no tail shaft my phone number is **0410424695** if anyone can help out. Thanks. 😞

Vehicle Trader

Vehicle Wanted

I'm looking for a V8 executive or preferably a Targa, either transmission I don't mind. I would prefer a completed restored car, but would also consider a refurb **Contact Rob Calvert Newcount 0419 885 189**

Vehicle for Sale

076E4S3A4418106 Omega Navy Targa Florio (1974) V8 Auto Factory Air, Pwr Str, LSD PNK-988

This car is in good condition with the usual Targa Refinements Pwr Steering, T bar Auto, LSD. The Parchment Interior is in excellent condition; it was replaced with new seat squabs and door trims in 1990..

This car was used in a Channel Nine car show and proved that the Targa could match the 1/4 mile times published in the Wheels Car of the Year assessment in 1974. **\$16,000 ono**

Phone George "Scissor hands" Hammond 0351523953

Spanish Olive 1973 Leyland P76 Super T-bar auto V8

Genuine one owner from new, LPG, new tyres, new radiator, new battery, registered until 21st of August 2015.





The car is very reliable, but we have three cars and we need to get down to one I have half a garage full of parts purchased over the years but never needed Located in Bayswater Victoria Best offer

Contact Bob 03 97294027.

Omega Navy Targa Florio V8

\$1000 The car is at Rye Victoria

Contact Mike on 0412494489

Free to a good Home

I have a 6 cyl engine to give away. I have driven it to Canberra and back, it used no oil and is mechanically quiet. I am currently swapping over to my V8 engine as was the plan and so it is up for grabs. If there is no interest it will be a tip job.

Please contact Laurie Grogan 0414289489

HAVE YOU EVER ASKED YOURSELF WHY?

WHY DO CHEMISTS MAKE THE SICK WALK ALL THE WAY TO THE BACK OF THE STORE TO GET THEIR PRESCRIPTIONS WHILE HEALTHY PEOPLE CAN BUY CIGARETTES AT THE FRONT OF SUPERMARKETS?

Why do people order double cheeseburgers, large fries, and a diet coke?

Why do banks leave vault doors open and then chain the pens to the counters?

Why do we leave cars worth thousands of dollars in our driveways and put our useless junk in the garage?

EVER WONDER...

Why the sun lightens our hair, but darkens our skin?

Why can't women put on mascara with their mouth the man who invests all your money called a broker?

Why is the time of day with the slowest traffic called rush hour?

Why isn't there mouse-flavoured cat food?

Why didn't Noah swat those two mosquitoes?

Why do they sterilize the needle for lethal injections?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?

Why don't sheep shrink when it rains?

Why are they called apartments when they are all stuck together?

If flying is so safe, WHY DO THEY CALL THE AIRPORT THE TERMINAL?

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