

Anything But Average

LOOK OUT FOR THE CLUB RUN IN MARCH AND MAY
SEE COMING EVENTS/SOCIAL PAGE FOR MORE DETAILS.



**January/February 2017
VOL 34 ISSUE 1**

**Official Publication of the P76 Owners Club
Of Victoria and 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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BANKING DETAILS FOR PAYMENT OF CLUB FEES Etc.

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Front Cover –

*A bit of nostalgia for this edition. Some pics from the World Cup Rally 1974
What a race and what a great read “A Boot Full of Right Arms”. If you have never read it do yourself a favour, beg, borrow or steal a copy (but give it back) and be totally entertained. I think I have read it 3 times.*

Editorial



Fellow Pnuts

Well it's a cracking good new year to you all. If you are reading this, it means YOU have survived the silly season and associated parties and family get togethers that adorn the festive season. I hope Santa stopped by and filled up your stockings and the new year started with a bang!! By the time this issue of ABA gets out January will be over and February will be already rock'in. Hold on to your hats folks cause its only about 9 more weeks till the Tour de Tas.

For those of you who are planning on the Tassie road trip I suggest you start prepping now for the event. If you already have started, that's excellent. If not, don't wait any longer, and leave it to the last minute. Give yourself a bit of time. Whilst we all hope that the event goes off without a hitch, keep a lookout for Murphy. We all know how he likes to put a spanner in the works.



2016 brought with it some unusually different weather patterns. If you look back at one of the early 2016 issues I mentioned the fires and smoke that covered Tassie as it did Victoria. Later in the year we had floods in and around Launceston that almost broke the 1929 record levels. I was going to include a couple of pics back then to give you an idea of the severity of the situation but never got around to it. So here they are now.



Two pictures same viaduct. Now if you know your history you may guess where this is. If you said Longford Viaduct give yourself a pat on the back, spot on. Now you know where it is, what was Longford famous for in the 50's and 60's? Longford hosted races of the World Formula 1 championships. Not bad for a little country town. Some of the original track can still be seen and some of it you can still drive on, such as the famous "Flying Mile".

In the pics above on the left, the south esk river actually peaked at the top of the arch of the viaduct. Rose about another metre or so after taking the picture. The pic on the right shows the river at normal levels, over there somewhere amongst the shrubbery. That's a train line that's runs over the viaduct. You may notice in the pic on the right a road that runs under the viaduct at the left end. This is actually part of the original Formula 1 Grand Prix circuit.

Thus ends your history lesson.

Some light humour sent in by Robert Bothwell



No one moved this



College of planning



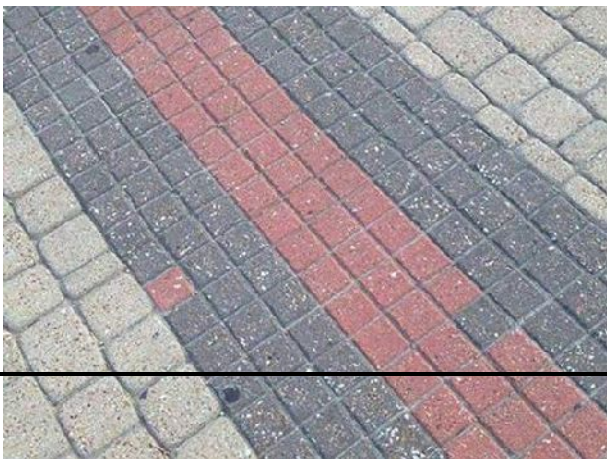
Forgot something



You had one job



This is annoying



Epic Fail



Letters to the Editor

Many thanks to Geoff Hammond for this next article. Firstly, I owe Geoff a huge apology for not putting his article in an earlier issue of ABA. I have been sitting on this for months, way too long. Sorry mate, don't let this stop you from sending more articles. They do make it to publishing, and I really do appreciate your efforts. This article is from Wheels Magazine 1975 about the demise of the Leyland Zetland Factory. Every time I read it, it really does bring a tear to my eye. But then if things happened differently would the P76 be the incredibly unique car history shaped it to be.

Thousands of assembly line hands, tradesmen, designers, engineers and management staff once teamed to make cars in a mini-city now reduced to . . .

THE LEYLAND WASTELAND

By Tony Curtis



YOU DRIVE through the big Leyland plant in Sydney's Zetland along wet, deserted company streets flanked by rows of brightly colored two-door Marinas glistening in the rain, then swing into Middle Way.

There, beside a waiting truck, are six car bodies, each flattened to the width of a man's hand — Force 7V coupes, the vaunted V8-engined hatchback that never graced a showroom or thrilled an eager buyer, en route to Simms scrap metal yard.

Other relics of the stillborn coupe are stacked dismally nearby; seat frames, beginning to rust, side panels, trim

fittings: These didn't even reach the now silent assembly line.

But Force 7V components aren't the only items being junked and sold in the 25 hectare wasteland that was once the fortress of the British motor industry in the South Pacific.

You can buy a forklift truck there now for \$2500, with a lucky bid. Or a motorised lathe for around \$300. At the public auctions held at the plant each month stackable steel storage bins are going for \$24 each, spot welders for \$60 and three-foot steel rules for \$4. The laboratory items attract spirited bidding, and someone paid \$50 for a

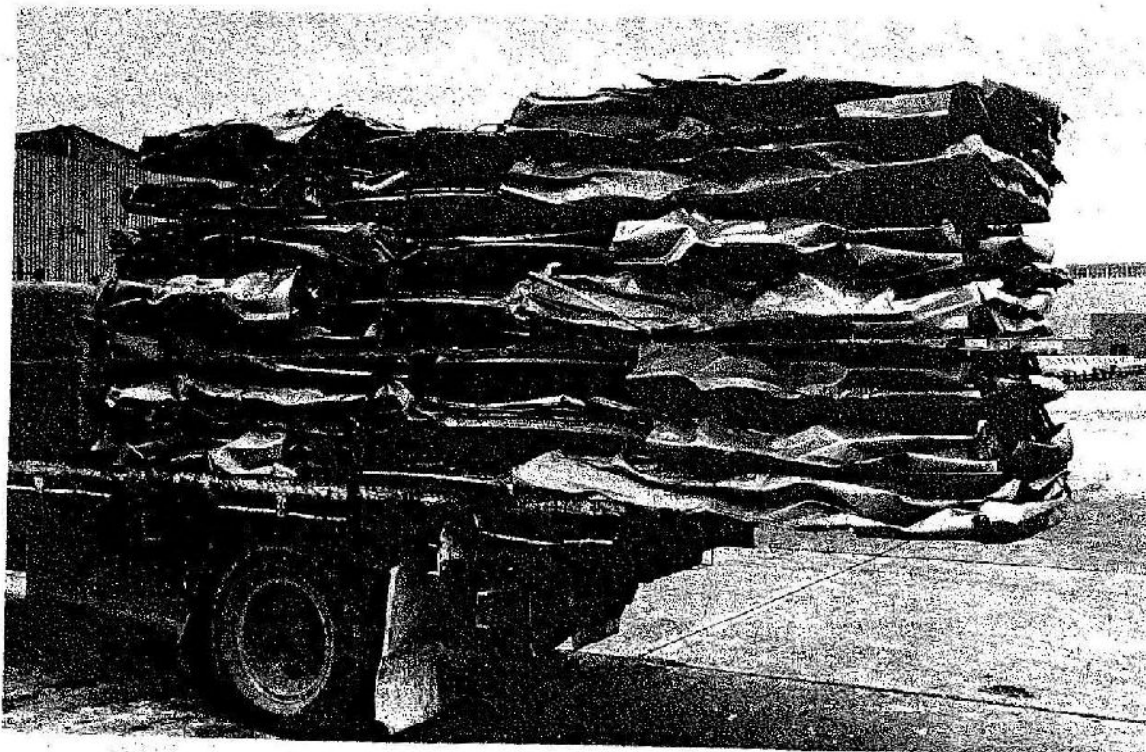
Some of the last of the 56 Force 7V coupes, stripped of their engines, await destruction. Only eight of these cars have been preserved, mainly for museum, show use and promotional stunts for eager dealers.

Dynamax electric flask shaking machine, no doubt to mix cocktails.

It's a gigantic clearance sale of just about everything but the building shells, paving the way for a formal but probably unceremonious handover to the Australian Government on June 30.

Not everything is being flogged to the public or trucked to the scrap yard. The four and six cylinder engine

THE LEYLAND WASTELAND

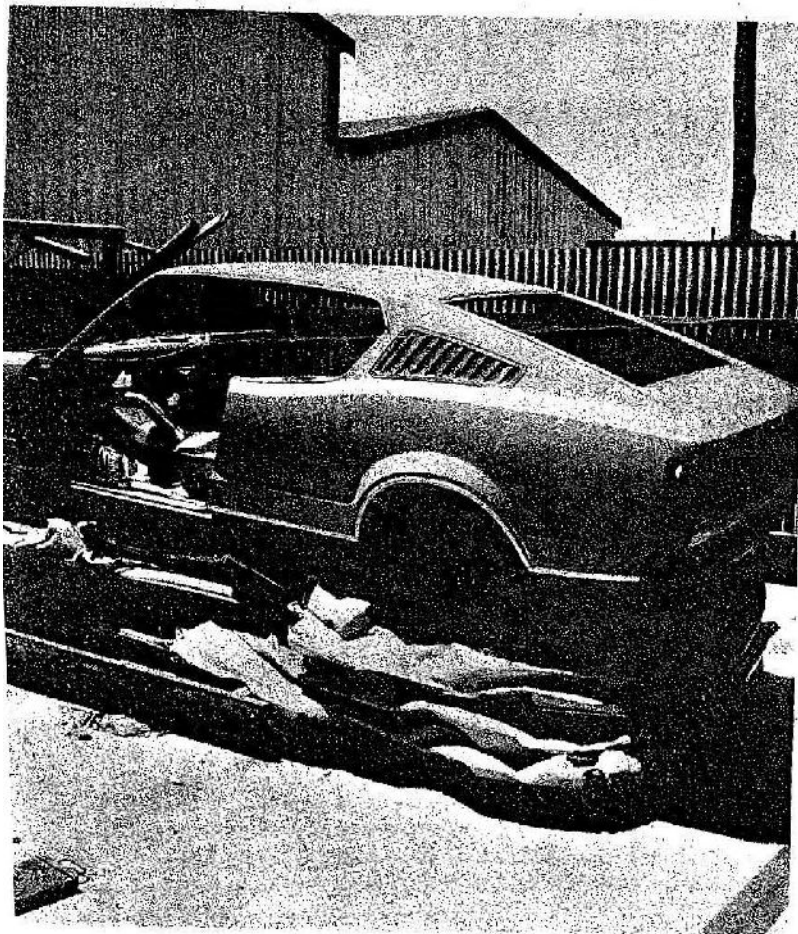


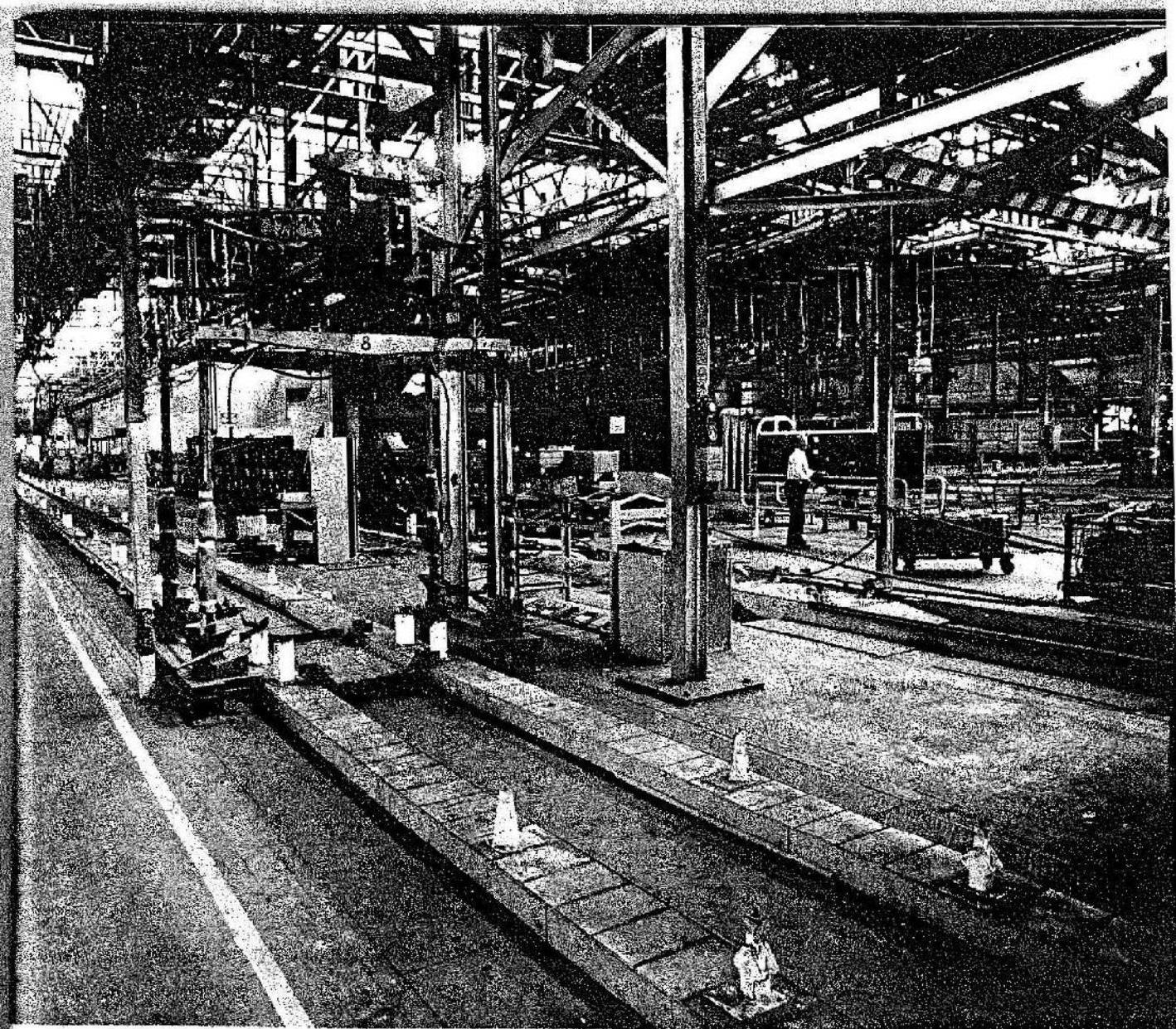
Above:
Seven flattened car bodies headed for the scrap metal yard. Before their short life ended they were to be the pride of the P76 fleet, sporty performers distinguished by their hatchbacks and their roomy interiors. They would have sold at more than \$5500 apiece.

Top right:
Track six in car assembly building number one. Four hundred people once worked here assembling thousands of P76s and the all-but-stillborn Force Seven. The hoists are to be sold soon to the highest bidder.

Left:
The axles, wheels, glass and dashboard instruments have been removed and the car awaits its nemesis, the metal crusher.

Right:
A flattened grille still bears the Leyland sign, but the crusher has yet to finish its work.





assembly lines in the machine plant are being shipped to a Leyland subsidiary in South Africa. The eight-cylinder line is going to England.

The Landrovers and Minis — car, moke and van — will now be put together around imported engine blocks at Enfield, 10 kms farther west, home of the subsidiary Pressed Metal Corporation and one of the hold-out remnants of the Leyland empire. The others are at Revesby (Sydney) and Footscray (Melbourne) — for truck and bus assembly — and Liverpool (Sydney) for spare parts.

All this "restructuring" means that Leyland's Zetland headquarters building, its flag-bedecked showpiece and the scene of a score of jazzy new car previews, will fade to a two-floor monument to past glory and present failure, unless the Canberra authorities decide to pull it down.

Future success — should Leyland survive the crushing new import quotas with its argument that it's a "special

case" — will be guided from offices on seven leased floors of a highrise above the shops at Bondi Junction. From here Managing Director David Abell and the new administration team he has imported from London will enjoy a view of the surfing beach that every Englishman has heard about. The sight may soothe them during the tough months ahead.

In its loss-cutting effort, Leyland's wasted assets include not only the hardware that's going under the auctioneer's hammer and the scrap metal press, but people, most of them highly skilled and experienced.

At a Sydney Press conference last October — called to announce the abandonment of Leyland manufacturing — David Abell estimated that 2600 people would lose their jobs; but the figure today is more than double that.

Out of a total company workforce of 8000 in Sydney and Melbourne, only 2500 remain. The closure at Zetland, like a rock tossed into the company

THE LEYLAND WASTELAND

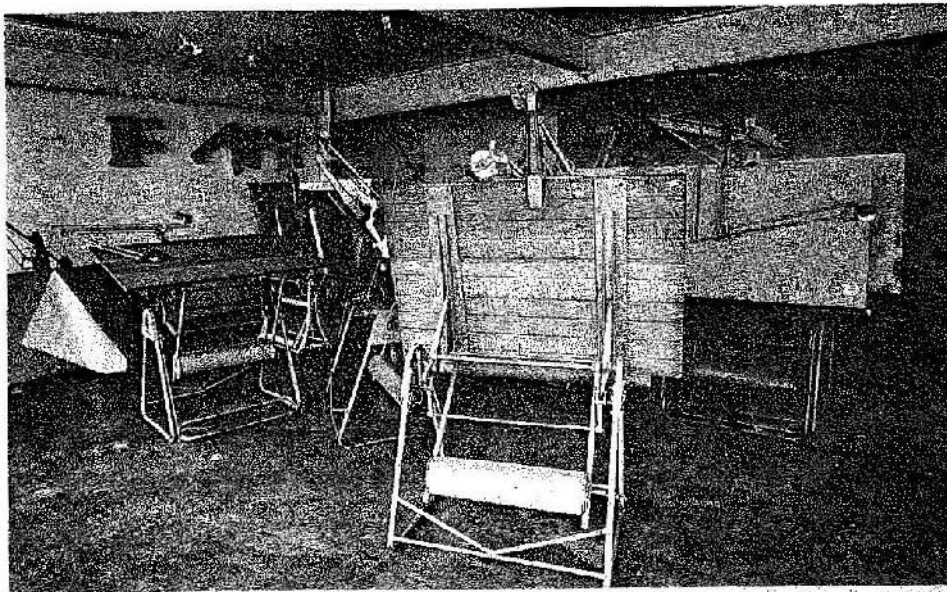
pond, has raised waves at other installations, all of which have been scaled down, although the Enfield plant may add a few hundred more workers to boost its mini-range assembly.

With Roger Foy, an engineer pressed into public relations service (Leyland's PR section has also disappeared) I toured the Zeland wasteland with its vast empty buildings, so silent that you wonder, momentarily, what you're doing there, as though you've been left behind in an evacuation.

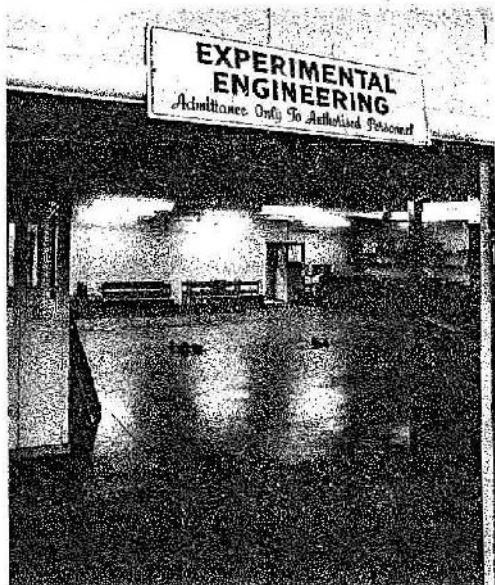
In the car assembly building number

one perhaps 400 people worked in an area 30 by 100 metres long around the assembly tracks, where 16,000 P76s changed from chunks of welded metal into bright new "full sticker" cars, needing only registration plates to join the bustling traffic in nearby South Dowling Street.

In the wheel alignment pit, where crews once worked feverishly on the second last stage of the finished car, all that's left is a rusted muffler and an empty yellow four gallon drum. The pit looks like an empty concrete grave.



The design office in which the Force Seven was meticulously planned. The drawing boards and the men who worked over them held secrets that opposition companies would once have paid a fortune to acquire.



Bare floors, empty offices. Most of the engineers are now either unemployed or in other jobs. The chairs piled in the corner carry stickers for a coming auction.



Dismal Force 7V components. Plush seats still encased in plastic and an automated gearbox housing awaits the industrial scrap heap.

Fifty Force 7V coupes rolled over this pit to the headlight setting bay — last stage on the line — while supervisors and engineers stood by beaming, eyeing the lines and stroking the duco gloss of the cars that were to revolutionise the sporty performance market.

The workers paused by the tracks to cheer their collective effort as the first coupe cleared the line early last year, but the atmosphere of that heady, exciting moment has gone with them — and the cars that lie junked there out in the rain.

But reminders that people once sweated and laughed and talked beneath the empty hoists and beside the vacant tracks linger faintly. A wry sign on the assembly tally blackboard chalks the last day's production with a single slash — one car — and the accident report for the last shift, recorded under a green company crest, is marked negative.

The cigarette machine outside the executive office still spews out a packet for a 70 cent input, but the office itself is bare except for telephones on the floor and a single framed photograph of 32 men, grouped like a football team over a BMC rosette and a sign which says: CABI, Quality Control, December, 1966.

We walk to the nearby CAB 2, where equipment is being marshalled for the next sale, and a clerk from the auctioneering firm bars the way for Foy, a Leyland employee for 17 years. Foy doesn't bother to introduce himself. The people he knew have gone but he knows every corner of that 25 hectares like the back of his hand, and he feels no need to acknowledge any authority in the newcomers who are selling the place to the highest bidders.

I ask the clerk how much the forklifts are fetching. "Oh, between \$2500 up to \$4000," he says, adding "but they're pretty clapped out." The first sale, spread over two days, grossed \$160,000 with nothing passed in, but the reserves are high and they're hoping for bigger returns next time.

Nowhere, it seems, can we escape the heavy air of depression that hangs over the plant. Nothing exists except relics of fine achievement rendered futile, and the few people spotted in the distant corner of an empty building or for a fleeting moment in an otherwise deserted street are concerned only, in one way or another, with cut-price salvage.

Last time I left the Leyland plant it was past a showfloor of polished Targa Florio into a chauffeur-driven "courtesy car" provided for the trip back to town.

But the Targas have gone now and this time I waited beside a few show Minis among furniture with auction labels on it while they called a taxi. It was a Holden, inevitably, and driven by a bloke who thought all Leyland cars were bombs, anyway. *

Next Letter to the Editor is from John Beattie who also writes

"I thought you might like this for the magazine. From page 19 in the Melbourne Age no less! And all positive comments too! I wonder if they also ran the story in any other Fairfax papers? Isn't it great that so many people still remember a 44 year old car, when so few can remember last year's models. What was a Hyundai ix30?"

Thanks John for the article. Nice way they tie the P76 into the article.

Rise of robots is killing true welfare



That Centrelink recipients are victims to none-too-bright robots is scandalous.

PETER MARTIN

These days the Leyland P76 is the butt of jokes, but it started out as a good car. The only one specifically designed for Australia, it had a roomy interior, good stability, excellent fuel economy for a car of its size and excellent prospects. In 1973 *Wheels* magazine named it car of the year.

In part that was because of the fanatical devotion of its quality control team. Nothing left the yard unless it was perfect. But then its parent, British Leyland, ran into financial troubles. It sent over a new Australian chief who overruled the quality control team and released a flood of cars with faults. British Leyland got the cash, destroyed the car's reputation, and wound up the entire operation, costing 5000 jobs.

The Centrelink robo-debt debacle won't cost as many jobs, but its impact will be worse. It'll dwarf the bungled census, for which the Prime Minister declared heads would roll.

In the lead-up to Christmas tens of thousands of Australians received notes embossed with the Centrelink logo telling them the income their employer had reported to the Tax Office was different to the income they had reported to Centrelink. Unless they explained why within 14 to 21 days, they would have an assessment made against them and be hit by a 10 per cent recovery fee.

Some of the letters dealt with Newstart, sickness and other payments going back six years, beyond when most

people keep records, and way beyond the six months the Centrelink website asks people to keep payslips.

If they could get on to the right part of my.gov.au (which was difficult in the lead-up to Christmas) and if they entered the correct information, they were often still told they owed money, and sometimes told to pay it even if they disputed it in order to avoid debt collection.

In a reversal of the usual onus of proof, they were guilty and sentenced until later proven innocent.

Many are entirely innocent. An internal Centrelink check is said to have found that only 20 out of hundreds of cases reviewed are genuine debts. Social Services Minister Christian Porter uses a different metric to say that eight in every 10 letters has uncovered a legitimate debt. But they've done it by the equivalent of spamming, by sending out thousands of obviously wrong assessments in the hope of getting money while they are contested. They are assessments that never would have

got past quality control had humans been in charge of the process, as they used to be until Centrelink put it in the hands of robots mid last year.

One of their stupidest mistakes is to calculate fortnightly income by dividing annual income by 26. If the figure is too high the robots say someone wasn't entitled to benefits during the weeks they received them, even if during those weeks the person earned nothing. In other words, they misapply the law. Another is they are not too bright. If the name of an employer is spelt one way by the Tax Office and another way by Centrelink, the robots assume it's a different employer and that it's undeclared income. In other words, they shouldn't have been let loose.

How they came to be let loose, how they were allowed to shake down vulnerable people in the lead-up to Christmas, will doubtless be the subject of a Senate inquiry and probably an Audit Office inquiry.

There were clues on the Tuesday before the election. That's when Porter and Treasurer Scott Morrison said they had found billions to pay for their promises. Through "the smarter use of technology" they were going to "improve the capability for the identification and recovery of debt owed to taxpayers".

Automated compliance systems would "minimise red tape, and avoid mistakes that may adversely affect a recipient's payments".

It was a worthwhile aim. None of us should want either overpayments or underpayments. But the delivery was appalling. Morrison and Porter had promised all the P76 promised and somehow delivered what the P76 delivered.

One of the wilder theories is that they intended to. By inflicting a faulty debt recovery system on the public, they wanted to persuade ignorant, scared and busy people to hand over money they didn't owe and dissuade others from ever applying for benefits again.

A more likely explanation is that they didn't know what they were doing. Asked about the letters sent out by his department threatening a 10 per cent recovery fee, a surprised Human Services Minister Alan Tudge told the ABC: "A 10 per cent recovery fee is new to me, and I don't believe that does occur".

But they might not have reckoned on the extent to which people can fight back.

Many of those wrongly hit up have in the intervening years qualified as lawyers. They are talking about a class action. They are going to use the freedom of information process to document how robo-debt was set up and to get the medical and other records that the department already had but chose not to share with robo-debt.

Tudge, Morrison and Porter could do worse than look beyond our shores to Michigan in the US. It backed down after sending out tens of thousands of robo-debt notices in error and decreed that all future assessments be overseen by human beings.

Peter Martin is economics editor of *The Age*.



Coming Events/Social Pages

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

CLUB RUN COMING UP MEMBERS TO ATTEND!!!

A Mystery Club Run will be held on the 26th March 2017. Members to meet at BP Calder Nth bound to leave at 10am. Lunch will be at a small country town somewhere?

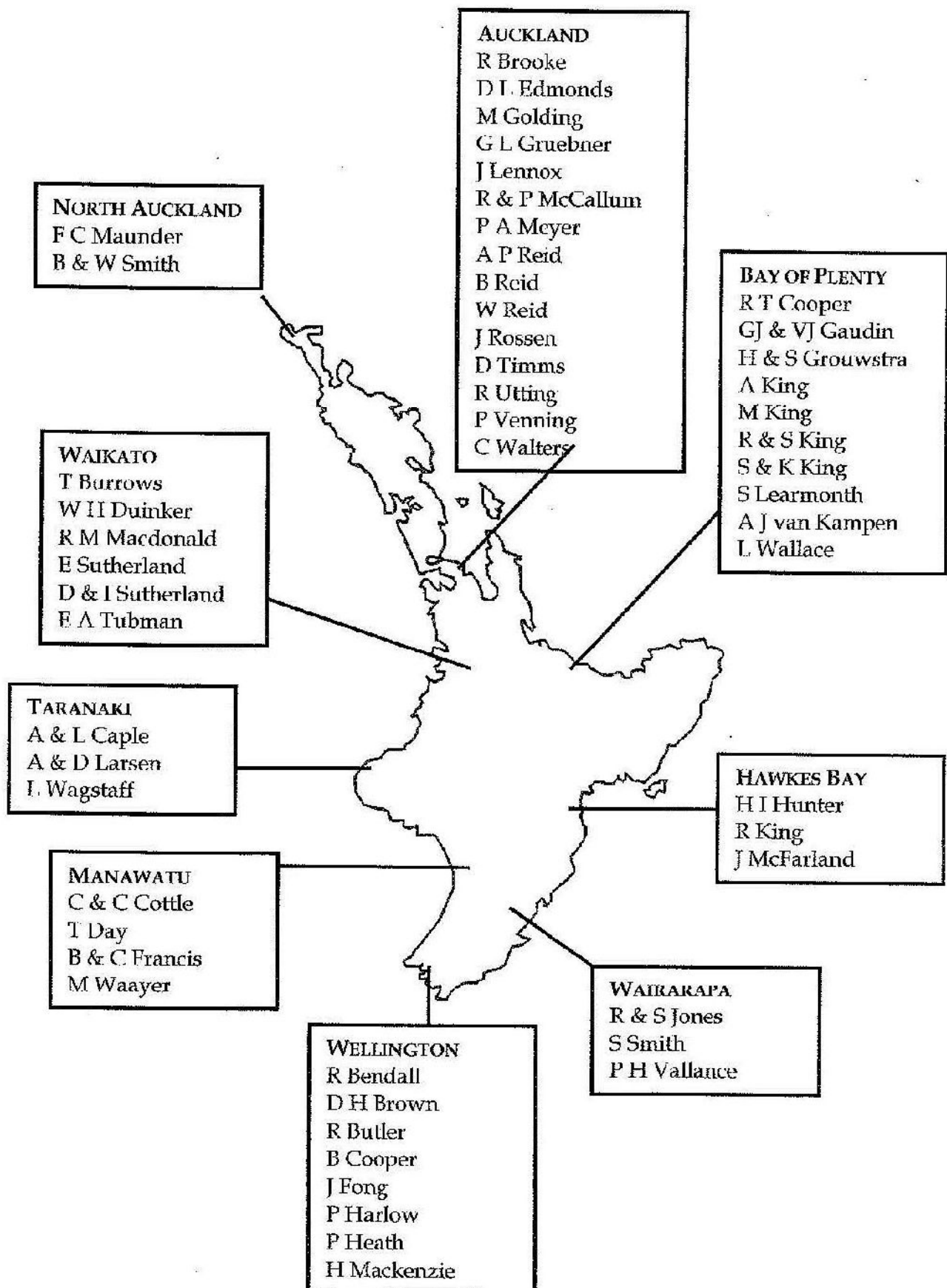
Club Run to Phillip Island in May. Date to be advised.

19 Feb	VIC	American show and man cave alley	Gembrook sports ground from 8am
19 Feb	VIC	Annual show and shine	Wyndham civic centre from 9am
19 Feb	VIC	Minyip show and shine	Main st Minyip 10am -3pm
19 Feb	VIC	RACV classic showcase	Flemington racecourse nursery park from 9am
5 March	VIC	NCC on the bay charity car show	Seaworks 82 nelson place 10am – 3pm
5 March	VIC	Shannons American show	Flemington racecourse nursery park from 9am
12 March	VIC	Yarra Glen swap meet	Armstrong avenue Yarra Glen show & shine 8am -10am
26 March	VIC	Nathalia Show & Shine & Swap	Nathalia Rec Reserve 8am till 3pm
9 April	VIC	Rosebud Rock n Rods	Eastbourne Primary school 10am till 5pm
30 April	VIC	Sandown 240 regularity relay	Sandown International Motor raceway 7am till 6pm
7 May	VIC	Keilor rotary Club Car & Bike S	Keilor Hotel Cnr Calder Hwy & Arabin St 9am till 1.30pm
26-28 May	VIC	41 st Historic Winton	Winton motor raceway

19Feb	TAS	Wings and things family fun day	George town airport 10am – 3pm
VCCA	TAS	Swap meet	Longford village green 9am – 3pm
26 March	TAS	Devonport Motor Show	Mersey Foreshore 9am till 3pm
9 April	TAS	Shannons car & bike expo	Charles hand park from 8am
21 May	TAS	Picnic at Ross	Ross memorial Oval 10am to 3pm

If people have any ideas for future runs or places of interest please let Trevor know
Contact details on second page of ABA

Talk about things socially, thought you may like to see the spread of members around our neighbours over the ditch. Information courtesy of the NZ Leyland P76 Owners Club Inc. Many thanks.



N.Z. LEYLAND P76 OWNERS CLUB INCORPORATED
LIST OF MEMBERS
AS AT 30 November 2016

OVERSEAS

MEMBERS

R & A Mallon
A & J Frith

MARLBOROUGH

M Bown
R & L Goulding
S Harris
K'I McKenzie
S White

WESTLAND

B E Brown
F R Waghorn

CANTERBURY

D Alexander
J F Biddick
R A Blowers
P & R Buchanan
A Clifton-Mogg
E Connor
A Crequer
P & B Faulkner
J T Flannigan
S Gane
M & C Hammond
A & J Matthews
A Philpott
D A Prouting
J B Roberts
C & C Sweetman
J P Warren
C H Weigel
A & F Young

**OTAGO &
SOUTHLAND**

B & B Bamford
D S Buchan
E Dunnage
J Keen
D & J McConnell
V & G Milne
B Morris
G T Storer

La página de Presidentes



In the Driver's (Captains) Seat.

Since I last reported I have been working to prepare our car for the Tour de Tassie over Easter. The car we are taking will be required to have a road worthy check in order to gain our club permits. An initial check showed a few areas of concern but also highlighted the fact that many mechanics still don't get how a P76 works. For example it was pinged for not having the wiper washer working. The fact he didn't know where the button was, left me scratching my head, and when it was pointed out he still said "fix it"..... what the? Needless to say we went to another tester.

During the test we found the power steer leaking (now changed to manual rack), the strut top bushes worn out, the tie-bar rubbers worn out, a muffler with a hole in it and a few very minor things which we hope to have fixed within the next couple of weeks. We have also taken the opportunity to take the last of the LPG system out. This reduced the weight over the back wheels by some 60kg as we had been driving around with a full gas tank and no connection to the motor.

So it has a full size boot again and several holes that need filling up. Given before the weight reduction it was returning a little more than 10 litres to the 100 km I can see it dipping below 10lts/100km now. The mods that have been carried out include a fresh set of rings and good heads, also running a properly jetted Holley 350 and electronic ignition. Before we go we are hoping to get some extractors and a new exhaust system fitted.

It seems I can't put a comment up on the P76 Facebook page without attracting a lot of "free advice for nothing". Wears a bit thin really. I've been working on P76 Cars since they came out, in fact my first drive in a P76 was as a 13 year old two weeks before they came out as the dealers starting getting the cars. As far as tie-bar rubbers are concerned I have lost count of how many I have changed. When the service bulletin came out about extending the crush tube I was under my dads new car and modified his on the day the bulletin was released. The other thing I kept an eye on was the rubbers themselves and when Geoff White identified that Leyland were simply re-packaging the Ford rubbers and calling them their own I quickly started replacing P76 branded rubbers with the Ford product. Despite what you may read on Facebook and the fact the NSW club have decided to manufacture their own new compound rubbers there is nothing wrong with the XA/XB Falcon rubbers as a suitable substitute on a road going car. While they have always appeared to small for the job the reality they crush to fill the space and also are part of the compliance of the suspension. For this reason replacing them with harder compounds will negatively affect ride quality and in the case of nolathane premature failure.

I must admit I will probably use the NSW ones on my rally car but for everyday driving I would suggest pocketing the \$60 you'll otherwise have to fork out and spend it on 98+ Petrol!

Anyway I am looking forward to Tassie and then full on into preparing for next years Nationals.

Call for expressions of Interest to be part of a Steering Committee for the P76 National Meet 2018.

Easter 2018 will be the Leyland P76 National Meeting; incorporating the 45th Anniversary of the P76. Already a lot of behind the scenes work has been done for this meet which will be held from Thursday the 29th March till Monday the 2nd of April at Wodonga Victoria. We have some locals from the area that have already volunteered to be part of the steering group (thanks Scotty and Kev) as well as some members of the committee.

The idea will be to get our “to do” list worked out as soon as possible and then set some timelines around these.

We are starting with a blank sheet in terms of activities, however, the possibilities that this part of Victoria provides us are enormous and to fit everything into an Easter weekend will be impossible. So we may even look at pre-tour and/or post-tour options.

We are looking for people with the following skills or even enthusiasm to learn:

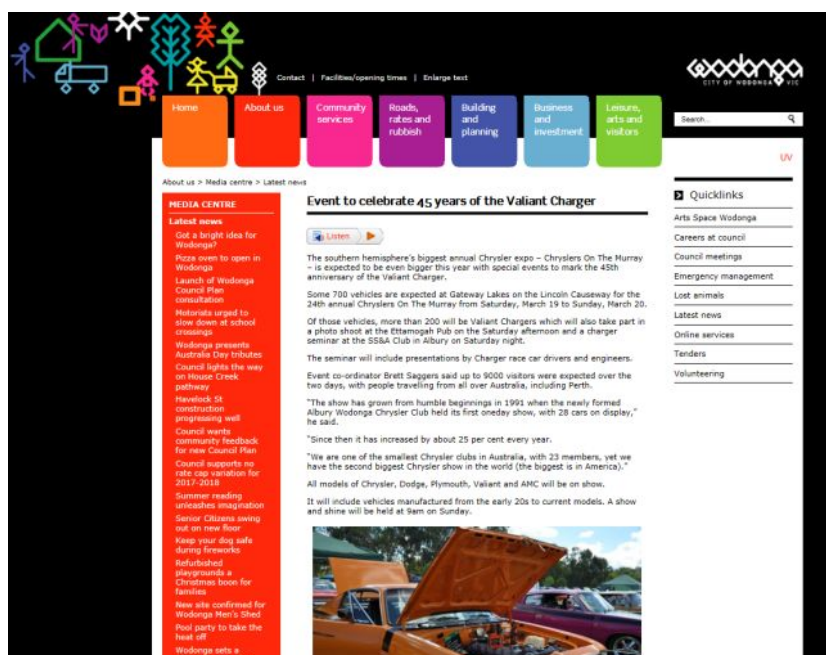
- Marketing
- Publicity
- Sponsorship
- Motorsport
- Webpages – Social Media
- Editor and production National Magazine
- Planned activities for older people
- Planned activities for families and young people
- Organising car boot sales
- Interested helpers – enthusiastic helpers

If you are interested please be aware we can run meetings via tele-conferencing as well as face to face. Obviously site visits will be necessary but even these can be fun social events.

If you are keen and committed to be part of organising and running fun activities please get involved.

All expressions of interest can be sent to John Ernst (Club President- see contact details in the front of this magazine).

Interest from interstate clubs would be welcome. Us next year.....



Member Articles

Post Vintage Car Club of Tasmania South East Rally....January 2017. Article by Nick Kounelis.

On the 15th of January Andy Frith and myself competed in the 33 rd. annual south East car rally. With Andy's vast experience in multiple Targa Tasmania car rally's as an astute navigator and my past experience as a Repco sales Rep where i drove on most back roads in Southern Tasmania we decided to team up in Gov 1 (black P76 executive entry number 61) and do the rally in comfort and style.

Andy came down on the Friday night and stayed at my place in order to make a fresh start as the briefing notes were at 9.00 at Wrest Point casino who were a sponsor. After a hearty egg and bacon roll made by my wife Nicki we set off in gloomy skies to the event.



As always the post vintage car club goes to great expense and organization with about 30 people set up with "show bags" a full on commemorative grille badge, donated lucky door prizes ...car 61 our entry, won a pair of brand new "blunstone boots" worth about \$120 !



Allan Penny's beautiful blue super, next to Herbie



I wonder if the Morris has an overheating problem?

We started off at 10 am with Andy doing the steering at an average speed we had nominated at 35 mph average. one could choose between 30, 35 and 40 mph. We negotiated the Tasman bridge , grasstree hill (Targa Tasmania stage) , Richmond, and went up the Penna road ending up in Sorell for a toilet break. we went down to Dodges Ferry, crossed the Carlton River and drove about 6 kms on a gravel road at much reduced speed.



Yep, not happy Jan!

Andy and the guys in the Ferrari 265 GT4, E types, my friend Graham Sargison in a Mark 2 Jensen Interceptor, a 4 foot high Malaysian lady driving a 20 foot Chevrolet caprice coupe all did as well. We arrived in our pre-arranged lunch stop at the Dunalley golf club which was catered for with sausages, salads, all the coffee and tea, Monte Carlo biscuits one could eat.



Earlier we had passed a "prince of darkness" Jaguar 340 saloon from the early 60s that had stopped and was needing a tow back to Longley and another Jag which had a failed fuel pump. There was an RACT patrol car that followed the entire field of cars so you had assistance right the way through, even if you were not a member of the break down service.



Allan Penny and his wife were driving his blue P76 as he did last year and he seemed to enjoy himself stopping at Coles for snacks, stopping for a morning tea at Richmond, and at the 90 minute lunch break. Allan painted my Hairy lime deluxe and did a great job.

In the afternoon, I took over the driving and we turned on to the Boomer bay road which turned to dirt again and we continued to Marion Bay past where they have the "Falls Festival", onto Copping and down the other side of the Carlton river and onto the finish at Forcett town hall. We had another cup of tea/coffee and it was good to see there were no other retirements and we all ended the day on with a high.

Overall, we finished up 46th out of 86 cars perhaps we nominated a too slow average speed, although Andy seems to think he just drove way too slow. Now he might just get the nick name "Captain Slow".

We ended up 17th in our "modern classic" 1970 to 1979 class and the Jensen marque did better than me last year as I retired in mine with 5th outright in this class.

A couple of P76 owners that i have known for many years actually not driving P76s did far better than us, Tony Gray in a Jowitt Javelin came 2nd outright and Errol Quinn brother of Kerry (who still owns 10 - P76's), driving a ford Zephyr came 3rd outright.

Andy and myself did a little better than Allan Penny but he sure enjoyed himself with even his wife getting behind the wheel of his Super v8 4 speed.

In our opinion this event is on the "to do list" every year and with some new club members coming in down here we may need to have our own clubs P76 team prize for the highest placed P76...bring it on!

Christmas maintenance for a poor old deluxe 6 cylinder article by the editor.

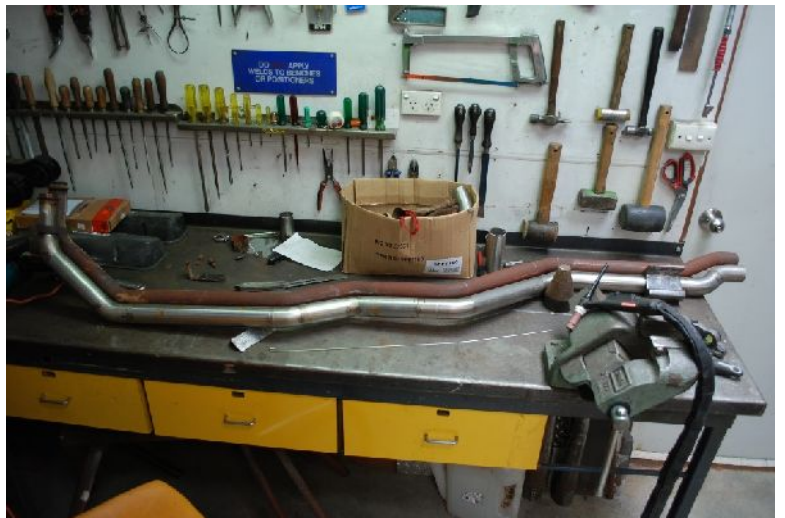
There comes a time when you have to ask yourself, am I one of these people that just keeps saying I'm gunna do this one day and never does or, just pull your finger out and do it! I was contemplating this last Christmas 2015 when I bought a stainless-steel muffler for my old deluxe 6 cylinder. I had all good intentions to build a nice stainless steel exhaust system for it then.... never happened. This Christmas 2016 I pulled my finger out and hey presto, completed the job.

I bought the deluxe a few years ago and the only part of the exhaust it had was the engine pipe. Been like that for how long....mmmmm. So, already had the muffler, all I needed to do was build a nice 2" stainless system to match up to it. Its not what you know but who you know, the old saying. I managed to acquire some stainless-steel tubing and 90 degree bends from the local brewery. That would-be **James Boags** of cause. They were throwing a heap of old lines out as they can them, so I grabbed what I needed to build a few systems.

Original engine pipe.
In surprisingly good nick.
Just a bit of surface rust.
Clean it up, give it a lick
of paint and put it aside.



A few bends curtesy of Boags Brewery. Using the original pipe as a template it was pretty straight forward to duplicate it in stainless. Seen here on my work bench



Once the engine pipe was done it was time to fit that up and suspend it before tackling the tail pipe. No template for that bit. Tail pipe wasn't that hard, plenty of room under there for it, even with the increase in size. After a bit of crawling around under the car and more than a few put it in, pull it out, put it back in again, bibity bobby boo, Hey presto one stainless steel 2" exhaust, with a nice note. Now the neighbours can sleep at night. That was a sports Stainless muffler, offset in, centre out. You can see through it.

Member Cars

Welcome to another look into our member's cars. This issue I am happy to show case Mark Atwells Crystal White Executive. This is a very sharp looking P. Mark writes:

"I bought my P in 2010 from what I believe to be the third owner in Sydney. I bought it because of its advanced engineering for a car of its time, love the sharp steering and because it looks a bit different. My 17 year old son also enjoys driving it.

It has had a few changes done to it because of overheating issues, so now it has twin thermos fans and an electric water pump. I have also changed to a sports steering wheel.

I really enjoy driving my car. I drove it to Canberra for the P76 40th anniversary in 2013 and I have driven it in Adelaide's Bay to Birdwood Rally twice. Since purchase I have driven 30,000 km".



Parts / Tech Review



Welcome to another Parts/tech Review.

This issue I have revisited the tech notes with information on oil starvation and possible solution.

OIL STARVATION P76-V8

Oil starvation under heavy braking has been encountered in a small number of vehicles.

This problem can be rectified by the manufacture and fitting of a reservoir baffle as shown in the attached drawing. In addition, vehicles having engines prior to the numbers listed below, should be fitted with oil pickup assembly Part No. AYD 0253 .

4400-2905

4406-1003

4401-1178

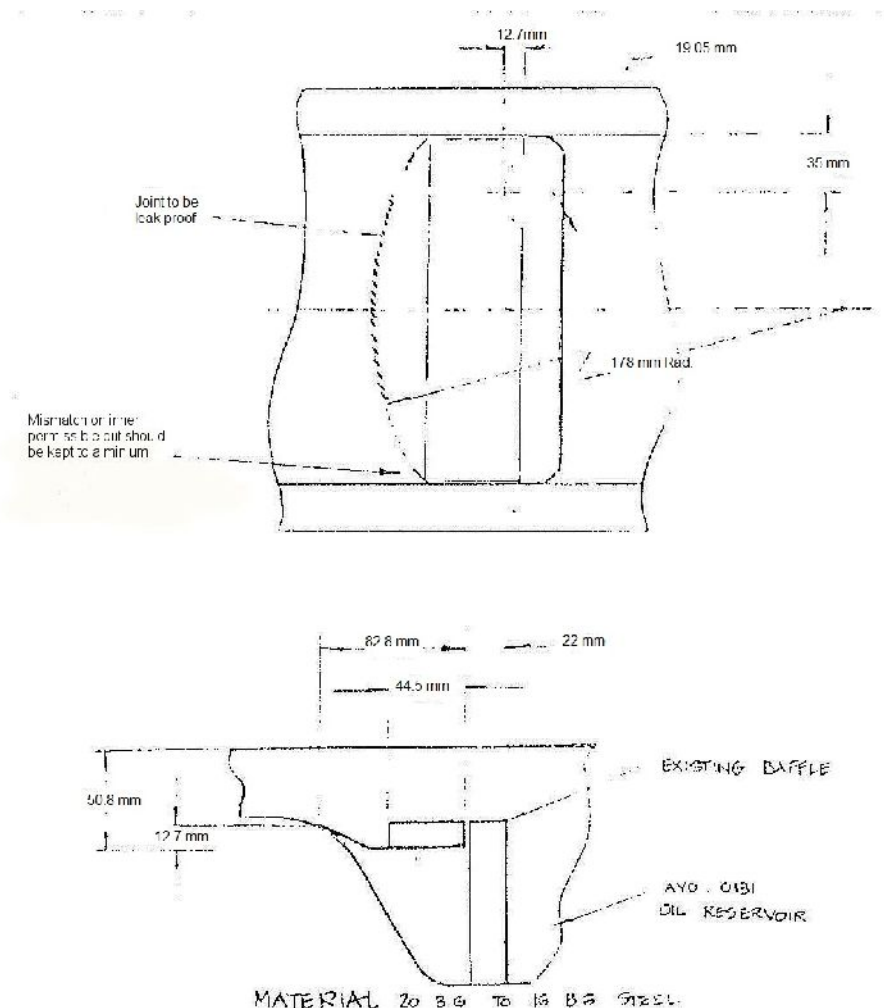
4408-1023

4402-1440

4412-1049

4404-1592

Others 1001 ON



To see a full size picture of Baffle visit the Tech Notes on our website.

TRUT PIVOT - STRUT TOP BUSHES.

Your Club now has New Strut Top Bushes for sale made from Engineered Nylon Compound suited to high pressure low speed application in dirty environments. The Bushes also come with New Stainless Steel Crush Tubes.

\$40.00 per set (Members Only Price)



GENERAL FITTING GUIDE

Please use these hints and tips along with any professional advice when fitting the bushes.

1. Clean all paint, rust and rubber deposits from the bore of the Strut Top.
2. Inspect for damage, pitted or worn Strut Top.
3. After fitting the bush if required resize the bush bore by removing some material so that the tube can be pushed into the bush by hand.
4. Use a PTFE BASED lubricant.
5. COAT all bush surfaces designed to pivot such as the flange face and internal bore of the bush.
6. Tighten all bolts and nuts as per Leyland specifications whilst the vehicle is at normal ride height.

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.

To place your order please contact Brian Carte on 0407400468. It is preferred that Greater Melb Metro members pick up their purchases, as these are very difficult to pack and freight. For country interstate and across the "dutch" club members, Postage/Freight will be advised depending on destination location however you should allow \$20 to \$30

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

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**



P76 Restoration Decals

Due to demand from a number of P76 enthusiasts, I have re made some of the Leyland restoration decals that complement the Engine Bay Decals offered by the Vic/Tas Clubs. Windscreen decals have been re manufactured with extra UV resistant materials to the Original Design.

- To Club Members the prices are as follows
- Quality OK panel and Paint \$5.00
- "I'm Driving the Car of the Year" internal reversed decal \$20.00
- Leyland Part number decal (a new one) where you can write in the part number you are displaying \$5.00
- Leyland Australia 2 sided Service decal (with use Castrol oil) on the inside (a new one) \$10.00
- Radiator inhibitor decal (Rolls Royce). Limited stock \$15.00
- Leyland Part number on a 1.25 metre roll. The "L" symbol in the Leyland logo is missing. This can be used as bunting or cut down to do part numbers (on NOS parts that the labels have fallen off!) \$10.00

Postage on all these is \$1.00 per each on individual orders (bubble wrapped and cardboard outers). On large orders, say 5 total I will pack and post for free.

Please email me directly with your name and address and my CBA bank account details are 7000 00685400. Contact **Nick Kounelis 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 (Crank Case Overhaul) 60\$ Contact Brian Carte (Parts and Tech)

Mentiplay Leyland

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the **only** aftermarket extractor developed specifically for the P76 V8. The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains. On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning. These extractors are available now exclusively through Mentiplay Leyland. **Mild Steel: \$600.00** **Stainless Steel: \$800.00**



Urethane Steering Couplings:

\$40 plus \$5 postage and packaging.



Gearbox Urethane Gearbox Mounts

\$170 plus \$10 postage and packaging

Contact James Mentiplay

Mentiplay Leyland

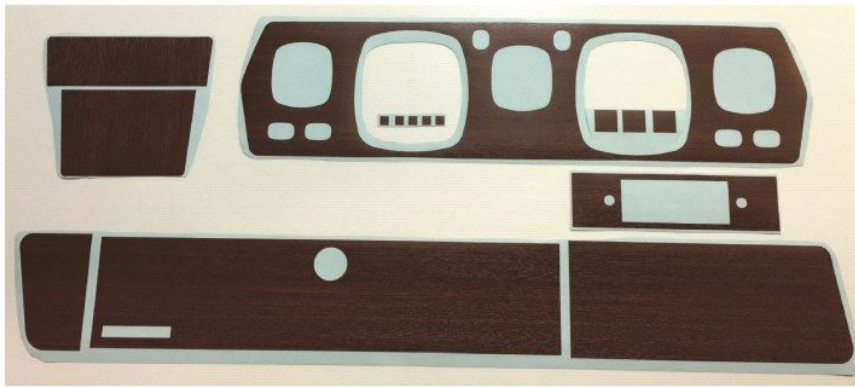
Phone: 0408 918 127

Email: leylandp76@westnet.com.au

Anything But expensive

Brand New Dash Woodgrain - Exact Reproduction

Only **\$100**
Including Postage



- Exact fit and reproduction of original woodgrain
- Includes all 15 pieces shown
- Exact Match to original materials, finish, colour with grain matched cutting

- **Optional** - We can cut these in other coloured vinyls including carbon fibre etc
- Have a look at the website or give me a call about our other items too like headlight covers & Targa stripes



Call Stuart Brown on 0400 995 515
or visit www.ausclassics.com



Need a new speedo cable?

Then try the guys at Flexible Drive Hobart or at Kensington Victoria. Just send them your old speedo cable and they will build you a new one to the same length or different length if required. Everything brand new, but you do need to supply the orange gear. Once made both your new cable and the old one will be posted back to you.



Contact them on/at:

Flexible Drive
15 Chesterman St.
Moonah
Tasmania 7009

Ph. (03) 6273 3490
Email tassales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Flexible Drive
86 Stubbs St.
Kensington
Victoria 3031

Ph. (03) 9381 9222
Email vic-sales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Parts Wanted

WANTED Chasing brown deluxe interior trim. Especially front bench and rear upper seat.
Long shot but also rubber interior matting. Any three speed stuff such as column and gear linkages.
Reasonable prices will be paid.
Call Will 0428 111 991 or wernst76@gmail.com

WANTED Standard Petrol Cap (non locking)
Please call Les Kobylinski on 0411 046 586 or leskoby@gmail.com

WANTED Original Leyland 8 track tape player
Please contact David 0409 675 648

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 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 job **Contact Rob Calvert Newcount 0419 885 189**

Vehicle for Sale

Omega Navy Targa Florio V8
\$1000 The car is at Rye Victoria
Contact Mike on 0412494489

Omega Navy Targa Florio V8
Power Steering, Factory air, Unreg.\$4000.
Contact Bill Robson 0412 429 714. Located in Nowra NSW

You can advertise your vehicle IN HERE for free

Please contact Editor at andyfrith@netspace.net.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.**

That's all



FOLKS