

Anything But Average



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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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Front Cover -

Classic's at Sandy Bay Hobart. A once a month get together. Greg took his HOT, I took my Black Gov 1 and Nick took his Jenson Interceptor.

ANYTHING BUT AVERAGE, PRESIDENTS REPORT

Presidents Message

Hello All,

I hope that under the present conditions all our members are keeping safe. At the present time Victoria is in the middle of stage 4 restrictions while our Tasmanian friends are a little luckier with the state basically COVID-19 free. The committee continues to meet on a monthly basis via Zoom.

As the lock down situation has brought all club activities to a halt, I hope members are continuing to do those minor and major jobs to their beloved P76 vehicle that will ensure they are in tip top condition ready for the Victorians to once again hit the road. Those of you in Tasmania are luckier and can get out and about. The weather though may be a demotivating factor, so I hope our Tasmanian members are also doing those jobs that classic car's need to keep them on the road.

With any luck, by early next year members of both states will be freely moving about and able to meet up for a "club run" whether it be in Victoria or Tasmania.

Great words of encouragement from our club president. I couldn't agree more and also look forward to a time in the not too distant future when we can all have a P76 get together. As David has indicated, use this time to tend to those jobs that may need doing on your P. let's be prepared when the time comes to get together.....(editor).

For those of you that may have forgotten, your membership is due. Please make the effort to sign up again as a club member.

Due to Covid19, the date of our Annual General Meeting (AGM) has had to be pushed back to later in the year.

**THE LEYLAND P76 OWNERS
CLUB OF VICTORIA & TASMANIA**

Annual General Meeting

May well be held via a zoom on line meeting in October

More details about the AGM including times and place will be forth coming.

Editorial



Fellow Pnuts

Welcome to another issue of ABA. It seems things are still in a state of Covid flux. 2020 will be a year we'll never forget, but not just for Covid19 reasons. Down here in Launceston where I live, we just had a once in a hundred-year event weather wise. It snowed on our city. Here's a picture or two of snow at home.



Now for my usual sermon. This issue my topic is membership and how to maintain it.

So, what's the point of a club like ours, and what are the benefits to people. P76 clubs like ours are unique. We are preserving a distinctive, irreplaceable part of Australian motoring history. I like to think that through our very nature, the history we are conserving is interactive, informative, interesting and alive. A minimum requirement to capture the public interest, let alone members.

Membership, what advantages are there for our club and being part of it?

1. Future proofing the club in an age of declining club membership.
2. Access to parts, NOS and good second ones all at discounted prices.
3. Outings where members can experience the thrill of driving or being driven in the P76.
4. National get togethers of like-minded people.
5. Access to knowledge and advice on restoring the P76.
6. Being connected to one of the most unique and interesting vehicles made in Australia.
7. Increased opportunities for friendships and knowledge sharing.
8. Keeping annual membership fees competitively low.
9. Increased pool of volunteers to assist in running the club, take on other club activities not yet being suggested or done.
10. Tracking the whereabouts of unknown P76's either mobile, wrecked or stagnant.
11. Keeping the P76 name alive.....This is so very important particularly as it is the last of the truly Australian built and designed cars.

Our club was first formed back in 1983 (can you remember what you were doing back then?). Adds in the local paper encouraging interested people to come along to the first meeting.



Thank you Brian Cocker for sending these adds to me....editor

Since its start our club has had a fluctuating membership. Feedback I have had from other P76 clubs, tells me they are in a similar situation. Some even losing up to 80% or more of their members over the years. So how can our clubs, or any other for that matter, retain or grow its membership. As I said, I believe our clubs are unique. Gaining new members in a car club whose main club car was a limited build, scorned by many, accepted and loved by the chosen few and with little hope of gaining new younger members.....no mean feat. I have listed previously the benefits to our club of strong membership.

With that in mind though, it seems our membership may be aging. Some of our members, if they bought a new P76 in '73, '74 when they were either in their late thirties or forties are now fully qualified pensioners (!!), and as such their health may be compromised, may not even own a P76 any longer. The thing is they may have surrendered their membership because they don't own a P76 any more, thinking that's part of being in the club. However, they still have a healthy interest in the car. Here is a demographic of people we could encourage to come back to the club for various reasons.

Send them an invitation, a nice letter, and ask them to re-join, even if they only receive the ABA, at least they can still stay in touch and maintain an interest with something of their past that meant something to them, and may still hold an interest even though they may not still have the car anymore. They can still keep an eye on how the club is going, maybe get fired up enough to take on a committee position. Maybe an ex owner/user membership or pensioner membership could be offered for/at a reduced subscription to enable them to stay in touch. They may even contribute to the ABA on their experience with the P76, how they overcame or substituted parts when they had to and could not get the right bits, etc etc. there would be wealth of knowledge out there with some of the older p76 owners. They would have many experiences that would be a good lesson to current and future younger owners.

So much for older/retired members, what about attracting young members. I reckon that's a lot harder. Perhaps lower subs fee for younger members who might like to join and carry on the P76 following. Younger relatives of current and ex members could be a target here? Not having a Leyland product would not stop them being a member, just a curiosity in maintaining the interest in a low volume Australian built car that is an icon of Australian motoring history. Owning the car would come later as older members unload their car(s) with the first priority going to their sibling or club member.... this keeps the car in the club.

Here is an out there thought. What if a club had something like a P76 re-building scheme? The club could acquire a "donor" car. Maybe a current member who would have one and is at an age where he/she will not begin the project never mind finish it. It could be a re-building scheme for younger members who don't have a P76, rebuild it as a club project with senior members help and knowledge. Then devise a way that one of them can own it. Lots of pros and cons with that idea, but without ideas we can't move forward.

Clubs need to generate new ideas for members to be involved in, assist in organizing, be pro-active across the board in order to generate and maintain club interest and wellbeing with continued membership benefits.

So, there are some thoughts on membership. Its not an easy fix. What we need to be is proactive, get some ideas out there no matter what they are. Without ideas we have nothing and I fear the P76 would eventually go the way of the dodo. The only place to see one, in a museum. That day ultimately will come. Its up to our clubs to put that day off for as long a time as possible.

On a final note most our P76 club memberships cost no more then a \$1 per week. Compare that to your Golf green fees/membership.




Note: The opinions expressed in this editorial do not necessarily represent the views of the management!



Regalia Officer Wanted

We're looking for a **Regalia Officer** to manage our club merchandise.

Would you like to:

-  Work closely with our committee (through email and teleconferences) to choose items of club regalia (clothing, hats, mugs etc.)?
-  Place regalia orders, manage stock holdings and arrange distribution?
-  Promote regalia sales to our members through club events and the club magazine?

Full committee support provided

For more information or to express interest contact:

Robert Bothwell – Secretary
0431 782 684 / robbie_51@spin.net.au

Messages from the AOMC



editor@p76.com.au

ANDY FRITH

LEYLAND P76 OWNERS CLUB OF VICTORIA AND
TASMANIA

Club Permit Scheme Proposed changes to regulations Explanatory Notes 9th July 2020

Vehicle Safety

There is **no** plan to introduce further inspection regimes for the scheme.

The document recently forwarded to clubs discusses proposed strengthening of regulations concerning the club scrutineer checking of vehicles for safety where pre 1949 built vehicles are not required to have a Road Worthy Certificate.

The Associations view is that club appointed scrutineers carrying out safety checks should have appropriate qualifications!

The responsibility for suitability of a vehicle for use on the road requiring a Road worthy certificate rests with the Road Worthy Certificate supplier not the club!
There is no change to this arrangement.

Requirement for appointment for application to the scheme.

This has been suggested for **administrative** purposes. It has been found that the process is causing delays at the Vic Roads service centre's counters. The appointment system will ensure an operator with the appropriate knowledge processes the application and time is saved. The proposed fee is in line with other specialized registration arrangements.

Fee increase

The proposed pro rata payment for permits is based on the permit fee only not the TAC payment!

Iain Ross

The Victorian Department of Transport is in the process of making interim regulations for commencement in October 2020.

Background

Interim regulations are being made for 12 months from October 2020 due to Covid-19 and an inability to conduct a full and formal consultation process including the release of a regulatory impact statement. These regulations will be remade in 2021.

On this basis, an exemption has been received from the Premier to delay the remaking of the 2009 regulations for a further 12 months. It is re-iterated that these are proposed regulatory changes only and no decision has been made on their final form.

Changes are proposed that would increase accessibility and clarity of the regulations

- ☐ Consistency of terminology
- ☐ Consistency for references to time periods to provide certainty as to due dates
- ☐ Clarification to be explicit about when a fee is Payable

Examples include:

Time period descriptions: All references to time periods have been aligned for consistency. Time periods have also been updated where appropriate to allow tangible date for requirements (e.g. 28 days from the date of the notice as opposed to 28 days from the date the person receives the notice).

Terminology: Introduction of new terminology to ensure that information required about registered operators and vehicles is consistent across all relevant regulations.

Club membership requirements:

In order to be issued with a club permit, a person will only be required to be a member of an approved car club

Conditions for approved clubs:

VicRoads now has the ability to apply individual requirements or conditions on an approved club.

VicRoads appointments for the issue of a club permit:

Pre-booked paid appointments will be required for all new club permit applications.

Club permit general conditions:

A vehicle issued with a club permit can only be used for social, domestic or pleasure purposes (not commercial purposes)

• Membership requirements:

Regulations currently state that persons must be a “financial” member of a club.

The proposed regulations stipulate persons only need to be a member of a club to be issued with a club permit (clubs can define what this means e.g. Financial or not).

• Conditions for approved clubs:

The current regulations do not permit the application of specific conditions to individual clubs. The proposed regulations will permit conditions to be imposed on individual clubs.

Conditions may be imposed where clubs are found not to be operating in line with the certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is intention of the club permit scheme. VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

- **Appointments for the issue of a club permit**

There is currently no option to make an appointment for this specific transaction. Persons are required to attend a customer service centre and wait in a queue. Under the proposed regulations persons are required to make an appointment, with a fee payable of (\$19) as it is a specialised transaction. This provides efficiency for both the customer and VicRoads.

- **Club permit general conditions**

The current regulations do not specifically define use. The proposed regulations define their use as for social, domestic and pleasure purposes and will not permit the use of permitted vehicles for commercial purposes.

Club Permits

Permanent and temporary operating conditions does not comply with standards.

Requirement to advise of change of details Permit holders must advise of any change of details within 14 days

Offence for not completing logbook

A new offence has been introduced for when a permit holder has not completed a logbook entry for each journey

- **Permanent and temporary operating conditions:**

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme. It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate

- **Requirement to advise of change of details:**

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

- **Offence for not completing logbook:**

It is not currently an offence to not complete the logbook however Victoria Police has the power to issue an unregistered vehicle infringement fine (\$900). The proposed regulations introduce a specific offence for not completing the logbook (at the start of a journey) and offenders will be issued with a "Failed to complete logbook" fine (approx. \$165).

Rationale for introduction is that club permit holders must use the permit within its conditions, but it is not as serious offence as driving an unregistered vehicle.

Suspension of Club Permit:

A club permit can also be suspended if the permit holder fails to present the vehicle for a required inspection

Club permit number plates

The issue of a standard club permit number plate will now incur a fee.

Introduction of a slimline club permit number plate.

Reassignment of club permit for deceased estate

Reassignment of a club plate. A club permit can be reassigned to the spouse/ domestic partner when the permit holder is deceased

Rationale

Suspension of club permits

Currently VicRoads cannot suspend a permit for the reason of not presenting their vehicle. The proposed regulations permit suspension for this reason.

In this instance, suspension occurs as the car may be illegally modified and it is now a safety risk e.g. Inserted an inappropriate engine (size), lights are not adequate, vehicle is outside standards

Club permit plates

Introduction of a fee for supply of club plates.

Standard Permit Plates: Proposed change to the regulations aligns with the issue of standard number plates for registration and the principle of cost recovery. These plates have been free to date. Applies to new plates only (\$38). This is based on cost recovery and aligns with the cost of standard number plates for registration.

The fees for permits are proposed to change to be aligned with a pro rata of standard registration fees for a light vehicle. A 45-day permit is proposed to be \$38.70, and a 90 day permit proposed to be \$77.40.

Slimline: Proposed change to the regulations provides for the introduction of a new product that has been requested by the club permit holders for some time. Cost for these plates aligns with the cost of a slimline black number plate. (\$150)

- Reassignment of permit: This is not possible under the current regulations. The benefit of the proposed amendment is that a spouse/domestic partner can now be reassigned the permit but will need to meet criteria such as being a member of a club.

Note; These proposed changes remain subject of Ministerial approval.

The final Interim regulations will come into effect in October 2020.

In early 2021 a full and formal consultation process will be conducted including the release of a Regulatory impact Statement.

To clubs as addressed

Please see information below and attached provided by VicRoads, concerning the ability to pay club permit renewals online. This feature will be available from 31st July.

Note renewal notices will be posted to permit holders as normal. Changes of permit details cannot be made online. For changes call the VicRoads contact centre.

Regards

Iain Ross

President AOMC

Paying your permit renewal online

This additional option for renewal will be available through the myVicRoads portal account from 31 July 2020. The link to set up your myVicRoads account is

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

However, the club permit vehicle will only be displayed in a customer's myVicRoads account if the vehicle is associated with a client id (licence/client number). If any of the club members want to use the online renewal option and do not see the club permit vehicle in their account at the time of their renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked.

As previously mentioned, the other options of renewing at a Customer Service Centre or via mail, will continue to be available. However, some of the services at the Customer Service Centres may be currently disrupted due to the COVID-19 pandemic.

Also attached the club permit endorsement form which can be used by the clubs to endorse a vehicle requiring renewal. The authorised club representative will need to fill this form and forward it to the customer to attach it with their online renewal application. This form will also be available on our website.



editor@p76.com.au

ANDY FRITH

LEYLAND P76 OWNERS CLUB OF VICTORIA AND
TASMANIA

Questions and Answers

Electronic Payment of Club Permit Renewals

To Clubs as addressed,

Here is supplementary information provided by VicRoads in response to many enquiries received from our Clubs.

1. Q. Although the instructions say that both the applicant AND the Club Authorising officer must sign the form, there is only one space for a signature - I assume this must be for the authorising officer?
A. The Club Endorsement Form is solely for the club authorised officer to confirm that the member requesting the renewal is a financial member of the club and the vehicle for which the renewal is sought is registered to the club. This form was developed keeping the current Pandemic situation in mind to assist the clubs endorse a renewal request with minimal to zero contact. Where the Club chooses to use this form instead of signing the applicant's renewal form, the applicant must attach both the forms- where the renewal is completed and signed by the applicant and the endorsement form is signed and completed by the club.
2. Q. The editable PDF is set up so that the signature can only be added manually, so I would have to print it off, sign it THEN scan it to a PDF before emailing it back to the member AFTER I print a copy to put in the hard copy files AS WELL as updating the spreadsheet to show the permit has been renewed! IN addition, many members will simply send the form to me without filling in all the vehicle details - engine/chassis numbers etc - do I send it back and ask them to fill this info in before I authorise it, or do I fill in those details after referring back to my records? This is turning into a FULL TIME JOB!
A. The Club endorsement form is not a must and is to be used as an alternative method to endorse the permit renewal with minimal contact, as this was developed keeping the safety of the members in mind and to ensure a simpler process that would also assist the members in regional areas. The completed form can be forwarded by the authorised officer as a photo or a pdf to the club member, as the online system has been designed to accept both. The signature field is non editable as VicRoads requires the signature of the authorised officer to verify the application and the signature against the records held. VicRoads would appreciate if the club can fill in the vehicle details based on the information held by the club and acknowledges the additional time required to fill in this form. However, the club can continue to choose the earlier process and request the members to forward the renewal form to sign and endorse the permit renewal request.
- 3.Q. The current renewal DOES NOT list the model - this is a NEW FIELD????
A. VicRoads does not currently record model details on its club permit database, as such this field can be left blank in the Club Endorsement form.
- 4.Q. To see how the system works, I set up a myVICROADS account online. All good EXCEPT when you log into your account, every vehicle you have registered with Vic Roads is shown EXCEPT any permit vehicles, and there is no way to add a vehicle to your account?????????
A. As advised to the AOMC and the Federation, club permit vehicles will appear in the myVicRoads account only if the club permit vehicle was previously linked to a customer id (licence or customer number). If any member wishes to proceed with the online renewal and at the time of the renewal does not see the club permit vehicle in their account, they must contact VicRoads call centre on 13 11 71 to have it linked. Please Note: This should be done when the permit renewal is due.



Bulletin

Industry Division

Reference No. Blitz/jk-5-20

Victoria Police Blitz on illegally modified vehicles

Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

What's Happened? Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/ VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their P's.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a roadworthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the roadworthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the roadworthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the roadworthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to provide evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

Road Safety (Vehicles) Regulations 2009 - Chapter 2 regulation 21 (3)

- (3) person who modifies, or adds components to, a vehicle must ensure that –
 - (a) If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
 - (b) For a heavy vehicle –
 - (i) The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
 - (c) For a light vehicle-
 - (i) The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No.14; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

Chapter 6 regulation 233

It is an offence to substitute equipment on a tested vehicle.

If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle. Penalty: 5 penalty units

I am aware of multiple instances where a vehicle has been altered after a roadworthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defence should you be investigated.

John Khoury
Industry Divisions & Policy Advisor
ARD, AED, ERD, GD, SVA, Auto Trans, ATRA, LVT
VACC

More VicRoads News

State of Disaster Stage 4 restrictions are in place for metropolitan Melbourne. Stage 3 Stay at Home restrictions will be in place from 11:59pm on Wednesday 5 August for Regional Victoria. All licence and computer-based tests in Regional Victoria will be postponed and we are contacting all customers directly. Please avoid visiting a Customer Service Centre unless your matter is urgent.

Our Customer Service Centres remain open for essential services. Otherwise we encourage you to complete your matter online or by phone.

Please note: Our Geelong Customer Service Centre is closed until further notice. All customers with existing appointments are being contacted to have their appointments postponed. See below for services that can be completed online.

You can call 13 11 71 to get information about how we're supporting those in essential services or customers with hardship requests. We're confident we can help you to complete your transaction online or over the phone.

Pay for your registration or licence renewal online or over the phone: You can pay for your registration online or by calling 1300 086 314. Go to '*Renew your registration*' on our website to learn more.

You don't need a new photo, you can pay for your licence with BPAY (if shown on your renewal notice) or by calling **1300 554 853**. Go to '*How to renew your licence*' on our website to learn more.

Mandatory face coverings: Customers visiting any of our Customer Service Centres must wear a face covering, unless an exemption applies. Visit the DHHS website for more information on wearing face coverings.

If you do visit, you should attend your closest Customer Service Centre wherever possible. To protect the health and wellbeing of all customers and staff, strict hygiene protocols will be in place for both drive test vehicles and at our Customer Service Centres.

We have implemented additional safety measures, including temperature checks and recording customer details for contact tracing at all our metropolitan Customer Service Centres and Seymour Customer Service Centre. For more information go to '*Safety operating procedures for licence testing*'.

Short-term registration. Right now, short-term registration gives everyone the option to pay their vehicle registration at three or six month registration periods, providing more flexibility while helping to relieve financial pressure. Login to your *myVicRoads account* to update your registration.

Seasonal registration for heavy vehicles: Seasonal registration means you can nominate parts of the year your heavy vehicle is in use and only pay for the months it's being used. All heavy vehicles (vehicles with a GVM over 4.5 tonnes) can use seasonal registration.

Medical Review driving tests: Based on the latest medical advice, VicRoads is postponing all Medical Review drive tests across Victoria (as practitioners typically move frequently between metropolitan and regional areas).

Based on a case-by-case assessment of road safety risk, you may be provided with a 'conditional licence' with restrictions, while you are waiting for your on-road assessment.

If you have previously been issued with a conditional licence with restrictions, these conditions will remain until you undertake and pass your test or assessment, following the easing of restrictions.

AOMC News August 2020

Words from your club Registrar

Hi Members and Families, trust that you are all as safe as can be expected and helping us all to stay safe. The email from VicRoads is being placed in the ABA for the benefit of all P76 club members in Victoria to be aware of even though most do not subscribe to the CPS, the situation may arise where some members may wish to take advantage of the VicRoads CPS scheme at some time in the future hence all members will have the knowledge in their club magazine which I would think would be considered a part of their libraries at home for reference by them on club matters.

Andy Frith, your ABA Editor, inserts into the magazine, on a periodical basis, a listing that informs members of what is needed to be done in a step by step form on how to place a vehicle on the VicRoads CPS, that instruction is a good companion to the attached VicRoads advice in this edition of the ABA.

There would be some readers who do not either have a VicRoads personal account.... or don't know what one is..... it might be a wise thing to go to their website and become familiar with what is on offer in that regard. Briefly, a VicRoads account enable one to place all their vehicles, license details into a 'bundle' account with VicRoads where all details concerning what is on your account are filed. When the time comes to renew either any registrations or license requirements are due you receive a reminder email letter from VicRoads advising you of this fact which you can then diarise into the appropriate date and this ensures that you will renew what is due either ahead of time or at the death knock, and be able to do it all on line. You will also be able to take advantage of a choice of registration periods for your vehicles/motor bikes etc. if you have numerous vehicles then you can spread the financial load by selecting appropriate registration periods to facilitate this and thus not have to pay out a large sum in a short period on a continuous basis.

It is to be noted that up until now one could not do this with a CPS vehicle as all CPS vehicles were not on this inclusive computer deal with VicRoads.

Another thing to note.....if you have a VicRoads account you minimize the risk of either not renewing a license or registration when due....I dare say there would be some members who will no doubt remember just how much that costs if you have been caught out whether it be either full registration or CPS !! .

To all VicRoads CPS holders.....leave your log book on the driver's seat when you park the vehicle in the garage....that way you will remember to sign the book before you start the car. Do not use 'short cuts' with your vehicle entry log book details....eg Sth. Yarra should read South Yarra ...abbreviations of any kind are a fineable offence.

Time is running out for payment of your Club subs.....please remember to pay them as the CPS report is due to be sent to VicRoads by the end of August. You have been warned.

Kind Regards to all,

Philip McCumisky
Registrar.

How to put your vehicle on the Club Permit Scheme (CPS)

The steps you need to follow to get your car onto the Club Permit Scheme

- 1.** Your membership of the Leyland P76 Owners Club of Victoria & Tasmania needs to be current at application and remain current while you have a vehicle on the CPS.
- 2.** Get a roadworthy Certificate for your vehicle.
- 3.** Take photographs of your vehicle to be kept by the club for our records. Photos must include the following:
 - a.** Front view of vehicle
 - b.** Rear view of vehicle
 - c.** Drivers side view of vehicle
 - d.** View of the driving position (side on with the drivers door open)
 - e.** Photos of any identifiers such as chassis number and engine number. Electronic photos or hard copy prints.
- 4.** Fill out the club permit Application form AND a Vehicle Eligibility and Standards Declaration Form
These forms may be picked up from your nearest VicRoads office or downloaded from their website.

<http://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/get-a-club-permit>
- 5.** Send the following items to the CPS signatory for signing:
 - a.** Roadworthy Certificate
 - b.** Club Permit Application Form
 - c.** Vehicle Eligibility and Standards Declaration Form.
 - d.** Photos of your vehicle.
 - e.** Stamped self-addressed envelope

Refer to the Committee contact list for current CPS signatories

If you have any further enquiries, please contact Philip McCumisky on 0408 842 800

Renewals should also be sent to CPS signatories with a self-addressed envelope. Members have 90 days after CPS expiry to have your renewal processed by VicRoads otherwise you must obtain another RWC. That will cost you whatever the fee is at the time charged by the RWC authorise agent.

Letters to the Editor

For those that are interested it looks like the old Holden proving grounds may soon be owned by the Vietnamese startup car company Vinfast. Vinfast is owned by enterprising business man and I might say billionaire Pham Nhat Vuong, one of Vietnam's richest men. It's believed Vinfast has so far outbid all other bidders including Lindsay Fox. Holdens Lang Lang test track may have cost Vinfast over \$20 million dollars.

Vinfast has links with General Motors and is soon to take over a former GM factory in South Korea. It's possible that while Vinfast vehicles may be manufactured in Vietnam, engineering, testing and development would be done in Australia. Gee, guess where.

If Vinfast does end up owning the test track will they leave it as is. A local green group is concerned and lobbying to preserve half the site for environmental conservation. Save the Holden Bushlands Group would like the eastern half 1200-1300 acres of the 2167 arce site preserved to protect endangered species. This part of the Lang Lang site has been left mostly untouched by Holden since it acquired the property way back in 1957.



London to Sydney Marathon

By Philip McCumisky

A re-run of the 1968 London to Sydney Marathon is on the cards for October 2021....CV19 permitting..... this will not be a competitive event, although there is the possibility of a couple of timed events within the Marathon similar to the Targa speed trial that was a P76 hi-lite in 1973.

Australia will have at least two entrants in this event should it go ahead, Gerry Crown and Matt Bryson will be in their P76 winning car as well as Hal Moloney and Noel Delforce in Hal's Targa rally P76. Should there be a similar section to the Targa event done by Evan Green and John Bryson incorporated into this re-run, it would be feasible to expect that both P76's would perhaps also be expected to acquit themselves well. Should there be any included 'special sections' in the re-run one of them may be in Australia. Let's hope this event will go ahead.

London to Sydney via Finland, Kazakhstan, China, & Singapore.

67 day non-competitive rally across half the world – August/October 2021.

21,000km across 16 countries.

Singapore to Perth air lift for vehicles.

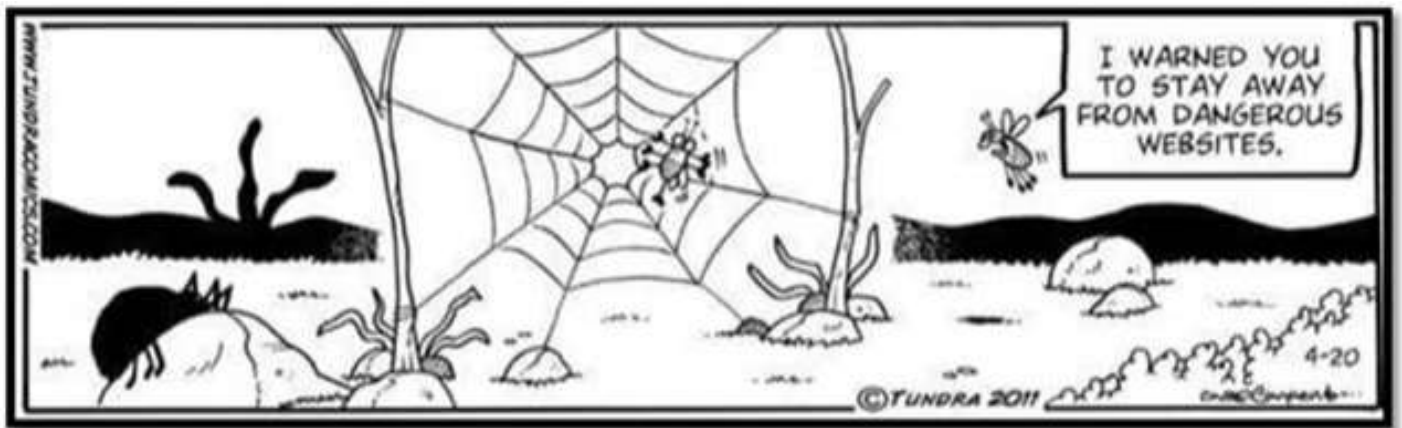
Staying in only the best available hotels.

Pre-1980's classics.

Being run on a "cost plus" basis.



Time for a Laugh, thanks Rob and the editor.



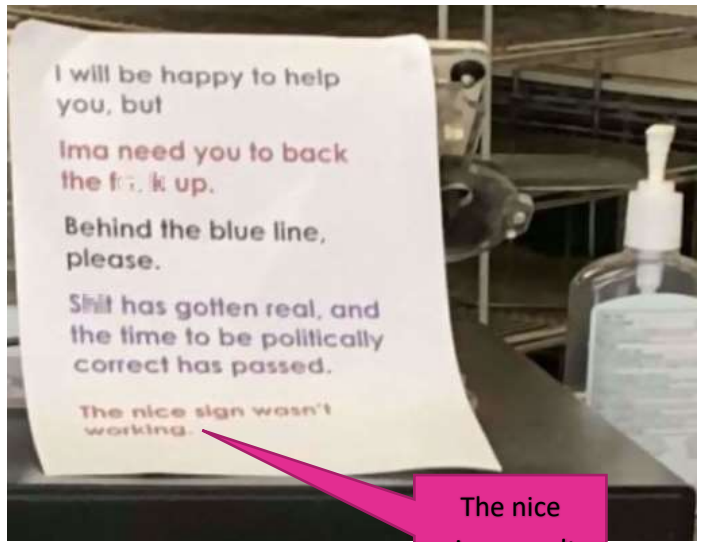
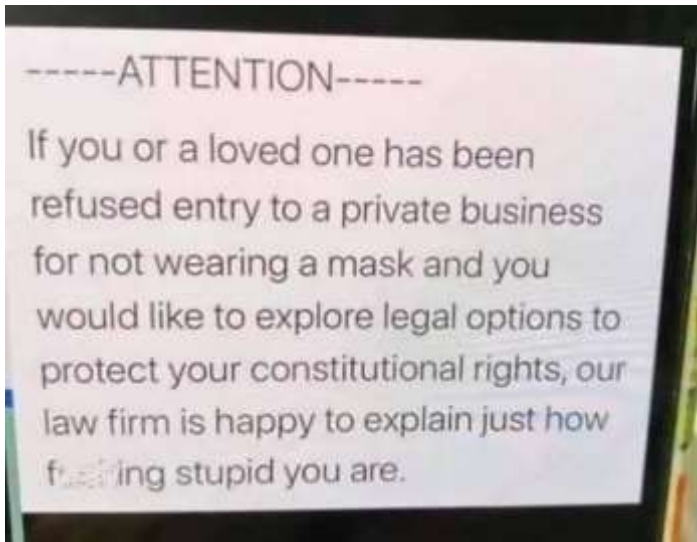
**SO IF A COW
DOESN'T PRODUCE
MILK, IS IT A MILK
DUD OR AN UDDER
FAILURE?**



**Apparently you
can't use
'beefstew' as a
password.**

It's not stroganoff.





The nice sign wasn't working.

FAST FACTS

Antarctica is the only land on our planet that is not owned by any country. Ninety percent of the world's ice covers Antarctica. This ice also represents seventy percent of all the fresh water in the world. As strange as it sounds, however, Antarctica is essentially a desert; the average yearly total precipitation is about two inches. Although covered with ice (all but 0.4% of it, ice.), Antarctica is the driest place on the planet, with an absolute humidity lower than the Gobi desert. In the valleys of the Antarctic near Ross Island. there has been no rainfall there for two million years

Canada has more lakes than the rest of the world combined. Canada is an Indian word meaning ' Big Village'.

The full name of Los Angeles is: I Pueblo de Nuestra Senora la Reina de Los Angeles de Porciuncula -- and can be abbreviated to 3.63% of its size: L.A.

The water of Angel Falls (the world's highest) in Venezuela drops 3,212 feet (979 meters.) They are 15 times higher than Niagara Falls .

The deepest hole ever drilled by man is the Kola Superdeep Borehole, in Russia. It reached a depth of 12,261 meters (about 40,226 feet or 7.62 miles.) It was drilled for scientific research and gave up some unexpected discoveries, one of which was a huge deposit of hydrogen - so massive that the mud coming from the hole was boiling with it.

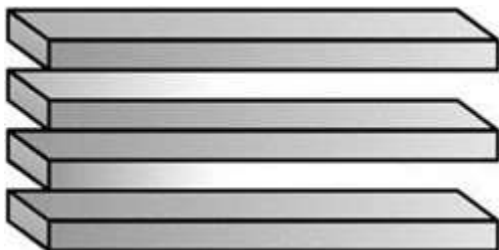
The rod in the middle does not exist.



The center beam disappears, look from left to right.



How many, 3 or 4?



Round or square?



Some helpful advice for winter driving. by the Editor.

Well, winter is here and almost over, but darker days and raining weather may be here for a bit longer. These shorter, darker days and possibility wet ones, can be a dangerous combination on the road. Often with our winter days come instances of compromised vision and less grip on the roads, especially in elevated areas. All this makes it harder to assess possible critical situations. Less grip on the road, well that makes it harder to steer or brake out of potential trouble.

It doesn't hurt to do a few checks just to keep you and your P76 safe on the road.

1. Check your tyres

We all know that the only thing between us and the road are four patches of rubber each about the size of your hand. Tyres are the vital link between your car and the road and need to be in good order to perform in the way they are designed for. If they're worn or incorrectly pressurised, you could lose the grip you need to get out of a trouble. Correct tread depth and pressure are necessary for safe wet-weather driving. Modern tyres all have tread depth indicators incorporated into the tread pattern. Did you know the legal minimum tread depth in Australia is 1.5mm.

**WEAR
INDICATOR.
THAT LITTLE
RAISED SECTION
OF RUBBER**



Case in point. I ran the tyres on my old Subaru outback almost down to the wear indicators (Getting value for money). On a damp road I once found myself four-wheel drifting around a corner onto the wrong side of the road, and this in an all wheel drive car by the way. I promptly got new tyres put on my car, problem solved. The reason they put tread on a tyre is to expel water. Correct tread depth ensures maximum water is expelled from beneath the tyre and reduces the risk of aquaplaning. For our P76 have your tyres pumped up to 36psi or around 250kpa. With so many tyres on the market and many of us changing wheels from the original P76 size, it maybe worth consulting with your local tyre expert to determine what's best for your P76.



**36 PSI
Or
250 Kpa**



2. How are those windscreen wipers?

As owners of P76's we all know how wonderful our windscreen wipers are (not). Generally speaking, our standard windscreen wipers need to be on flat out just to keep up with a moderate rain shower. Heaven forbid if it's a torrential downpour. Things can only get worse if your windscreen wipers are worn, they won't clear water efficiently enough for you to see properly. As a rule, you should change your wiper blades every 12 months.



Also, fill your washer bottle with a good cleaning additive. These are designed to clean road grime and bugs from your windscreen. Water on its own won't cut the mustard. If you're lucky and have a working air-con system in your P76 use that to demist the fog off the inside of your windscreen.

Modern cars have daytime running lights for good reason, to be seen. Run with your lights on in overcast and raining weather so you're visible on the road to other drivers. Keep your lights in good working order, especially that dodgy P76 light switch.



3. The two second rule.

A wet road means longer stopping distances. To increase your safety margin, move from a 2 second gap to the car in front to a 3 or 4 second gap. This is a simple way to increase your much-needed peripheral vision and allow for that extra stopping distance in the wet.

4. Go easy on the pedals.

Aggressive steering, braking and accelerating in the wet, can lead to fatal consequences. You can easily upset the balance of a car on the road by any of these actions, even our good natured P76.

If you feel like you are sliding, keep your pedal and steering inputs soft and progressive. Easy to say I know, but if you panic and jump on the brakes, what may have been corrected can result in loss of grip and end in disaster. Ease back on the gas pedal and softly apply the brakes if you need to.



5. Don't be in a hurry!

Generally speaking, wet roads mean slower speeds/times. Heard the saying, drive to the conditions. Remember the speed limit is a limit not a challenge. When the weather turns nasty give yourself a little extra time to get from A to B. Giving yourself that extra time means you don't have to rush. Start to rush when the roads are wet or potentially icy means additional risks. To lessen the risk, allow some extra time.

Treat your P76 to a good wash. By the Editor.

We all want to keep our P76's looking good, but who's got the cash to have them sent to a professional detailer every few months. Nice thought but cost you an arm and a leg. How about you do what most of us can manage and give your P76 a budget wash that keeps it looking great. True, washing it yourself means you actually have to spend time doing it, or get some hired help. At the moment I use Bowdens products for washing, they seem to work well and their web site has good info on using their product. But there are heaps of brands on the market, just get a good quality one. Here are some tips to keep in mind that won't blow the budget, no matter what brand you use, and try not to use silicon based products.

HIRED HELP.
HE's CHEAP



1. Use car wash

Seems obvious, but don't be tempted to save money using dishwashing liquid on your car's exterior. It can damage the paint. Car wash is designed for your cars paint work, dishwashing liquid is not.

2. Make up a wash kit

I'm overwhelmed by the variety of car-cleaning products sold in automotive stores. At the end of the day you only need a few things to get the job done.

A microfibre washing mitt as they don't hold dirt (not a sponge as they hold dirt).

Some brushes (for cleaning wheels and other areas).

Some rags or purpose made pads for cleaning cabin surfaces.

Vacuum cleaner (for cleaning carpets and upholstery, that's obvious).

And of course, a bucket.



I think just about everyone should have rags, a bucket and a vacuum cleaner, so it's just a good wash mitt and brushes that you may need to purchase. A half decent basic car wash kit could come together for under \$50 and it will last you a long time, so good value for money. Remember this is the basic's, the sky is the limit when it comes to car cleaning products.

3. Use two buckets



A plastic bucket costs a couple of bucks. Instead of using just one bucket, get two and use one for the car wash and the other for rinsing the mitt. This will stop the dirt you've just washed off being scrubbed back into your paint and leaving fine scratches. The microfibre mitt releases the dirt into the rinse bucket.

4. Drying and finishing.

A full wipe-down will prevent water drops drying and leaving those water marks on your paint. It requires nothing more than a microfibre towel and a few minutes, this is better than a chamois. Another thing to remember is where water can sit on your car. If you own a Super or Executive P76 there is a lot of stainless-steel trim under which water can lay. If you have a compressor, it's a good idea to blow the water out from under these areas.

Applying some wax/polish to the paintwork and wiping down 40 plus year old plastics and other surfaces with protectant is also a good idea. Wax/polish builds a barrier to help keep road grim off the paint work. It also gives your P76 that extra shine. Bit of bling never hurt anyone.

5. Give it some elbow grease, put some effort into it.

Basic needs for those DIY maintenance jobs on your P76 by the Editor

Our good old P76 is a pretty basic car by today's standard. While you might get serious mechanical work like rebuilding a motor performed by a qualified mechanic, there are plenty of maintenance and other jobs on our P76 we could do ourselves. In saying that, you need some good quality tools to help you do the job. Before you commence any mechanical maintenance remember, if in doubt hand it over to a qualified person **BEFORE** you start, know your limits. Here are some basic tools you may need to help with those DIY tasks.

1. Floor jack/jack stands

Due to its relative unstable nature only use a car jack for its intended purpose, changing a wheel. They are not particularly stable and its mechanism tends to be fiddly and time-consuming.

A trolley jack allows you to safely raise a car with a few pumps of a handle. Combine it with jack stands and you can get all corners of a car off the ground in minutes. Remember **NEVER** work under your P76 if it is raised only by a trolley jack.

Always use jack stands to support your vehicle whilst working under it.

Case Study: I was working under my Subaru outback once with it only supported by the trolley jack. Before I realised what was happening the Jack started to lower itself. In the blink of an eye the car was back on the ground with me pinned under it, car resting on my chest. The only reason I was not crushed was the ground clearance of the outback. As it was I still had to push the car up with my arms and wriggle out from under at the same time. No easy feat.



2. Socket/wrench set and ring/open end spanners

Your P76 is held together with a variety of nuts/bolts and screws. Doing DIY on your P76 means you'll need the right tool for the nut/bolt or screw. You don't need to spend a fortune on these but the purchase of good quality items will be better in the long run. Mostly a 3/8" drive socket set will do it but if you don't mind outlaying a bit more money get yourself a 1/2" drive set as well and a good set of ring spanners. Another must are screw drivers.



3. Torque wrenches

Depending what it is you're working on around your P76 you may need a Torque wrench. Some nuts/bolts require specific loads when tightening. A Torque wrench is a big ticket item and you should get a good quality one. Expect to pay handsomely for it.



4. Adjustable wrenches (shifting spanner)

I'm not a big fan on using an adjustable wrench on nuts and bolts. However sometimes you don't have a choice for one reason or another. Get a few in different sizes, but don't skimp on quality – get ones with zero play in the jaw mechanism when tightened, reducing the chance of rounding the heads off bolts.



5. Vice grips

Again, at some stage you will need to use a tool like this. Get yourself a variety of sizes.

6. Power drill

A cordless drill, with an array of differing bits, phillips, hex and others can make some jobs easier.

7. Lighting

You can never have enough of this. Good lighting is essential. There is plenty on the market from torches with magnetic bases to flood lamps etc. Cordless is the way to go with most platforms offering a good selection.



Gloves: Working on a car is tough on your hands. Get some nitrile ones for when you're specifically dealing with toxic chemicals and fluids. Good old nylon/polyester gloves will do for general scuff-and-grime protection.

6 Cylinder Owners watch out for this one

Due for release July 2020.

PRODUCT DATA SHEET

Z23 SPIN ON OIL FILTER

PRODUCT SNAPSHOT

Micron Rating:
35 micron

Efficiency Rating:
98.67% @ 35µ

Thread:
½" -14 BSP

Applications:
BMC B-Series family of 4 cylinder and 6 cylinder engines oil filter mount



Z23 IS BACK

Modern update on a classic Ryco Filter

Features: & Benefits

- Anti-drain back valve with stack tube to support an inverted mounting position
- Pressure relief valve
- ½ inch BSP thread fits OEM BMC B-Series family engines oil filter mount
- Direct fit. No conversion kit required
- Modern OEM quality filter media and construction with superior efficiency, life and flow of the original Z23 oil filter

Major Applications:

Morris Major & Elita, Oxford, Austin 1800, Lancer, A40, A50, A55, A60 Cambridge, Freeway, Wolseley 24/80, 1500, 15/50, 15/60, 16/60, 24/80, MGA, MGB (1955-1974), MG Midget ZA, ZB, Mk3 - 4, Riley one point five, 4/68, 4/72 and Leyland Marina 6, P76 6cyl.



RST222 Ryco Spin On Filter Removal Cup
① Fits 93mm Spin On Oil Filter Cans with 6 Flutes



Available from your Ryco Filter stockist.

Customer Service: AU 1800 804 541, NZ 0800 838 222
www.rycofilters.com.au www.ryco.co.nz
Facebook: facebook.com/rycofilters
Instagram: instagram.com/rycofilters

RYCO
FILTERS

Coming Events/Social Pages

Leyland P76 Owners Club of Victoria & Tasmania 2019/2020 Club Event Schedule

With strict Covid-19 restrictions in Victoria social activities have come to a complete stop for at least the next 6 weeks, hopefully things will have eased by the time we get close to December so we can try and have a Christmas get together lunch at a country pub that isn't too far away from the majority of our membership (Tasmania Excluded).

In the meantime can I ask all members to email a photo of their car/s or project to me for inclusion in the next issue of ABA? Let's see what you've been up to in lockdown!

Send them to socialsecretary@p76.com.au

Here's a small selection of photos from our last Nationals in Wodonga (some taken by me, others posted to the clubs Facebook event page, credit given to all contributors).





Scott Reynolds
Social Director Vic

Member Articles

That annoying sound. article by the editor.

Ever have one of those annoying rattles you can't quite pin where it is? Bit like the Supercheap add where the bloke has a dash rattle and pulls the whole car apart looking for it, only to discover a few random nuts and bolts loose in the ash tray. Lucky for me I didn't have to go to those extremes.

As you may know I did a complete resto on my P76 a few years ago. Everything I could replace with new items I did. I had no desire to have to pull things down again because I couldn't be bothered in doing the job right to start with. I wanted my P back on the road and reliable with minimal future maintenance. Job done, little did I know I was going to have to eat my words.

Over time I started to notice a slight rattle coming from the back of the car. Knowing P76's do have one or two rattles I tended to ignore the sound. After a while of putting up with it, it got the better of me and I jacked up the back of the P to inspect the rear end. With the aid of a good light I checked every nut and bolt, bush and even those bits that you know wouldn't make a noise! Everything was tight including shock mounts. I could not find anything that was loose or with movement that might create the rattling.

I kept driving the car, and of course the rattle kept annoying me, so up on jack stands again. I did note a very slight movement in the body of one of the shock absorbers. When I restored the P I left the "old" pump up shocks in place as they "seemed" ok and getting rear shocks seemed too hard as nobody really knew what to use. When you have eliminated every other option, what's left, no matter how unlikely must be it? I went on the hunt for new rear shocks. I had photos and measurements of original Leyland rear shocks and handed them to my main man at the local discount car parts store. He asked his supplier and within a week I had a new pair of gas rear shocks for my P76. **Brand ULTIMA model number 360085**

So, after quite some time putting up with the rattles, this month I put new shocks under the back of my P76. Hey, no more rattles. If I had of taken my own advice from the start, this whole event would never have happened. Thing is, even though they seemed ok, the pump ups were 40 years old. I should have known their working life was already compromised.



Off with the back seat, take off the cover plate to gain access to the top of rear shock.



Old pump ups out. The one on left is knackered.



New ULTIMA gas shocks



New shockers in place



Old girl up on jack stands

ENGINE REBUILDING THE P76. Part2

Article by Phil McCumisky

Further to my article in the previous issue of ABA:

1. I am sure that most, if not all established engine performance builders whether they be a Company or an Individual in business, having done their apprenticeship and who have what is considered an expert knowledge on the subject, would probably consider that employing so called 'tweeks' added to an engine rebuild product of their trade as being a part of their professional service, a hallmark of their ability, something that although not discussed prior to the task being commissioned and undertaken, but none the less an inclusion given as a personal item that makes the difference between an excellent job rather than an ordinary one.

In my case there were a few discussions prior to, during and after about my engine rebuild. Some of the items discussed were regarded as really not being essential for inclusion for the purpose intended for the finished job.....good advice and saving money here !.....The engine strip down was a good one as the previous story covered, wear factor was within normal limits, all the work done on the engine went ahead without any problems or noteworthy event, there were no fit/assembly situations. The engine was perhaps a 'payday' build. ?.

A few of the inclusions in the rebuild bear further comment in order to fully appreciate what is done to deliver the end product.

You will recall there were a few bolt on 'Goodies' already on the engine which assisted performance anyway but were now further enhanced post rebuild.

One of the most beneficial items that will contribute the bulk of the extra power contribution to any engine rebuild is a full engine magnaflux testing and balance of all the moving major components. There is either engine balancing or competition engine balancing. Most, if not all vehicles used in any sort of competition have this process done as part of an engine build. The latter is the better and will cost a little more but it means that the job has more attention to detail paid to it. Included in most engine balancing is a process referred to as magnafluxing and crack detection. You may well know what this process involves. This particular process is somewhat different when it comes to doing this on a P76 V8 aluminium engine where this is done with a dye rather than the conventional methods of crack testing and magnafluxing an engine. You can buy a kit of dyes that will do this job. As I have said in the previous account I cannot emphasise enough the importance of employing a known and respected expert in the engine balancing trade to undertake your assignment, in my case I was very fortunate to know that my job was going to be done by a recognised balancing firm that specialise in balancing aircraft engines and other intricate industrial production machines. This is one of the 'tweeks' that make the difference and generates many benefits. Long life, internal 'poetry in motion', holding the engine tune, even wear and tear, instant starting. Of course, all of these benefits are also dependant on the condition and maintenance by the operator/owner of all the accessory parts/items that assist the engine to do its work.

The process involves testing the major components of the engine to see if there are any hidden faults in the castings, construction, machining and assembly which can occur during any manufacturing process of a part(s) regardless of its construction material and which are brought about during the procedures from scratch to the finished product.....

There is plenty of information on engine balancing available on the net, some of which you may need to have further explained by talking to a reputable engine builder....

There is not much point in subjecting a mass-produced engine to a balancing procedure if there is an underlying weakness in the parts(s) of the complete engine which may have occurred previously. The choice of a reputable engine builder also determines who they are aligned with in the process that your engine rebuild passes through and having the best attention possible in any field associated with the rebuild. Reputable engine builders are somewhat like Doctors, they insist on having the best people around the table when your engine is 'exposed' and being operated on and during their time in the business have aligned with them those tradespeople whom they consider are best able to have demonstrated the same level of professionalism to their respective trade as the engine builder. Quite often the finished product has had many contributors.....all with the same thing in mind.

Prior to replacing the engine back into the car.....and if the facilities are available on site.....it is preferable to put the engine on a dyno and have the engine run in, set up, and finely tuned outside the car. This process is really a must in order to have all the finer points of the engine tuning done, especially for the running in of the camshaft which needs to be run in via a set of selected engine revs and to a timed run which really cannot be effected properly if in the car and on the road.

While on the dyno items such as plug type, carburettor internal adjustment/replacement items can be determined in order to gain the best power output, setting if the timing can also be adjusted for maximum gain, thermostat function to determine best operating temperatures, tappet adjustments, oil pressure checks etc. The main differences then to be looked at are in the exhaust department which can only really be finalised when the engine is back in the car and on the roadunless you have already attended to that prior to the engine build and have already fitted a suitable and researched exhaust system..... there will be a certain amount of loss of HP through the flywheel/torque converter, and transmission. This can be re-adjusted to an acceptable compromise with a drive on dyno tune at a later date after the engine has settled down and you will be able to approach somewhere near the engine only power figures experienced on the dyno .

Usually when all these extra benefits are fitted to an engine and the final tests are carried out it is not really necessary to run the engine in on the road, just drive the car as per normal and you will quickly find the 'happy' area of which your car wants to run in. You will be somewhat surprised at the extra power you have at your disposal !.

There is no real need for a rebuilt street engine to have had lots of dollars spent on cylinder head work, hi-comp pistons, lumpy camshaft grinds etc. If you 'tidy' up what you already have and benefit from the experience of a professional engine builder who has proven experience in his/her trade , listen to what they advise you after due consultation, equip the engine with sensible after mods as described in this article..... and the one before in the last edition of ABA..... then to you will have all the power you need with the benefits of a reliable, good performance and functional engine that will not be a 'brute' to drive and will not cost you a tuning fortune to maintain.

I would like to suggest that any of my fellow P76 Club members contemplating any engine work on their P76, that the best man for any engine work with the P76.....in the authors opinion..... has to be Noel Delforce, his experience with this make of car and all that it contains is exemplary. He has been with Leyland from the beginning of the P76 gestation period and knows all the problems and hassles that this engine has had, this can only be gained by constantly working with and knowing these issues and then being able to fix them and prove the 'fix' as a permanent one in operation. Most of the engines that Noel does follow the same style of rebuild and tune that I have described here in my various articles in the ABA, having said that, he is quite open for discussion and opinion on whatever the client wants and has the client's best interests at heart at all times The main theme with Noel's engines is that they are built the way they perhaps should have been I back in 1973/4 but with 2020 updates.....hindsight is a wonderful thing..... in the case of an engine one does not know what will unfold unless and until it is subject to use over a period of time out in the 'workplace' where time and miles can experience the hidden shortcomings to be found and fixed. This is the same with all new mechanical items.

Thank you for reading these articles over the past two issues.

Phil McCumisky

STRUT 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.

Your club now has Ryco **Z86 Oil Filters** in stock.

Cost to members is **\$30 plus postage.**



New Front Indicators

No restoration should be without a pair of new indicators. These come UV stabilized with metal separator inside plate and great chrome backing.

The current pricing for the new front indicators is:

members \$85 each or \$170 a pair + postage.

non-members \$98 each or \$196 a pair + postage.



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

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



76 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.**

The following parts have also been developed by the West Australian club and on offer to interstate P owners – Office Johnny Parts

Office Johnny Parts (contact Marcus on 0439 619 777)

The following parts have been developed as part of the restoration of my P76 and are now available for others.

Reproduction Headlinings

Base kit includes full headlining, A and B pillar material, panel for the below rear screen section and smaller pinch-welding for around the rear screen. They can be supplied with the C Pillar holes inserted or without.

Options available include additional material that can be supplied for a Deluxe header board or alternately colour matched vinyl paint can be ordered to colour a Super/Executive header board and sun visors.



Cost: Base Kit \$550 - Vinyl paint \$45 per can - Deluxe header material \$45

Replica Force 7 Tacho

Modelled on the Leyland factory VDO tachometer that was to be included in the Force 7V. These reproduction tachometers have been created utilising an original Leyland VDO housing and lens with brand new internals and a complete wiring instructions. They come calibrated to suit a V8 but can also be setup for a 6 if desired.



Cost \$320 (\$350 for non-members)

Reconditioned Dash Gauge Service

A common issue due to our cars age is the fading of the instrument colours and clouding of the plastic lenses. Having restored the dash on my Targa, and recently Gary Mentiplay's Deluxe, a dash restoration service is now available to club members.

The service includes the repainting of the hi-vis orange and polishing of the plastic lens to reduce any clouding. Images below are of before and after showing dash with a reproduction Force 7 Tacho installed.



Cost: \$40 per gauge

Restored Armrests

A common fault with Leylands are the armrests which seem to self-destruct and look very average and unusable. In restoring my Targa, I have worked out a way of restoring armrests which have expanded or pulled apart and with the correct Vinyl paint can be returned to as new condition. From top to bottom are original condition through to fully restored and repainted.



Cost \$75 per armrest (subject to no cracking/peeling of original skin)

VPG for LEYLAND 1973-74 P76

* Note: Any unavailable items marked with strikethrough



BONNET & GRILLE

Old Auto Rubber Australia

Unit 1 / 44 Peachtree Rd

Penrith, NSW 2750

P 02 4721 1414

E dispatch@oldautorubber.com

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
232.045	1 pr	Bonnet bump stops	8.97		

CUSTOMER SERVICE ITEMS

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
613.008	ea	Auto Glue 250ml	16.86	(Excellent for fixing door & boot seals to vehicle)	
613.016	ea	Super Glue 3ml	1.96	(Instant adhesive for butt joining applications)	
614.112	ea	Rubber Gloss & Lubricant 50ml	6.11	(Enhances appearance & assists sealing properties)	
606.001	ea	Screen sealant - tube	12.10		

GENERAL PRODUCTS/MULTI PURPOSE

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
264.109	/m	EFI Hose - 5/16" ID	20.15		
264.103	/m	Fuel Hose - 5/16" ID	10.38		
264.104	/m	Fuel Hose - 3/8" ID	12.41		
264.105	/m	Fuel Hose - 1/4" ID	9.52		
607.004	/sheet	Sound deadener - bituminous sticky-backed	37.82	(Sheet size 1.2m x 600mm x 3.5mm thick -	
607.005	/sheet	Sound insulation 1m x 1.5m	75.35	(use under bonnet)	

BOOT/DICKIE LID/BEAVER

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
225.019	1/car	Boot seal	88.86		

ENGINE/FIREWALL/GEAR BOX

(3 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
322.004	2m/car	Firewall strip	22.69		2.00
277.076	1/car	Gear box mount (rerubber)	154.00		
277.117	ea	Engine mount (rerubber) V8 only	90.64		

GLASS

(5 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
350.458	9.5m/car	Bailey channel - main	9.00		9.50
351.085	1pr/car	Weather strips - inner - front	107.17		

351.086	1 pr/car	Weather strips - outer - front	107.17		
351.087	1 pr/car	Weather strips - inner - rear	107.17		
351.088	1 pr/car	Weather strips - outer - rear	107.17		

CLIPS & FASTENERS

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
892.235M	ea	Badge clips	0.66		
892.265	ea	Chrome mould clips - 8mm wide	0.69		
892.523	ea	Grille mould clips - top and bottom	0.15		
892.368	60/car	Top chrome mould clips - on side of car	0.69		
892.271	ea	Wheelarch plus sill mould clips - 10.5mm wide	0.69		
892.529	ea	Windscreen mould clips	0.20		

SUSPENSION/STEERING

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
N52269	1 pr/car	Control arm bushes - urethane	128.98		
N82386	1 pr/car	Radius rod bushes urethane - to chassis	0.00		
N52270	1 pr/car	Radius rod bushes urethane - to control arm	73.57		
N44045	1 pr/car	Strut top mounts urethane - wheel alignment	641.01	rectification (camber/castor adjustable)	
N62291	1 set 4/car	Trailing arm bushes urethane - lower	423.21		
N62290	1 set 4/car	Trailing arm bushes urethane - upper	143.10		

DOORS/TAILGATE

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
530.037	1/car	Door seals - complete - front LH	64.16		
530.038	1/car	Door seals - complete - front RH	64.16		
530.039	1/car	Door seals - complete - rear LH	64.16		
530.040	1/car	Door seals - complete - rear RH	64.16		

ELECTRICAL

(2 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
238.076	3/car	Horn plate insulator	5.47		
238.077	1 set x3/car	Wiper motor mount grommet	13.74		

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 vicsales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Parts Wanted

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

Parts for Sale

Vehicle Trader

Vehicles Wanted

I am seeking a V8 Executive, or Super fitted with some of the additional options, or a Targa Florio if available. Known and verifiable history of the vehicle is important, as is it being in original condition and not modified (other than wheels). If you are considering a sale of your vehicle sometime soon or know of another that is about, I would be happy to speak with you.
Please contact Peter Alsop on mobile 0477 155-774, or email: peter.alsop@bigpond.com.

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

Wanted Leyland P76, would prefer Executive or Super, V8, Automatic, and Air con. No rust buckets. Patina OK.
Contact Ivy Thomas on 03 5079 2251

FOR SALE. Leyland P76 Super

Auto

Dual fuel

Full rego to July 2020

Rego ZDP472.

Mechanically A1 with improvements to original equipment.

Cars purpose was for driving pleasure daily, not to put in cotton wool in the shed!!!

WORK DONE.

New V8 engine (by Noel Delforce) with extractors. Very low KM since fitted and run in. Full details available. Auto fully rebuilt and cooler fitted. Modified power steering with reduced turning circle from original. Colour coded retractable front seat belts. New front and rear suspension and shockers

Electronic Ignition new.

Modern starter motor.

Radio/CD player.

New tachometer.

Next step was for new paint. Body very straight, little prep work needed. Yours to do with your choice of colour.!!!

SALE INCLUDES THE FOLLOWING:

Complete new Vintage Air MK4 air con kit, all parts supplied (Not yet fitted)

New tinted/heated rear glass screen(Not yet fitted).

Many spare parts, body panels, engine bits gaskets etc.

Full (Grubby)workshop manual.

CONTACT DETAILS.

Owner and club member Mike Wayth on 0418671966 for details and price.

Will be asking in the range of 15k to 20k, negotiable.

Car located in Central Victoria, available by arrangement with Mike

For sale p76 super v8 auto dual fuel overload springs factory air aspen green parchment interior org. reg. 2 owner history known rust removed properly interior and exterior redone 20yrs ago very good condition always garaged photos available \$16,000 ono [car in east Gippsland Vic ph 0400081734



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