

# Leylines



Canberra and Districts Leyland P76 Club Newsletter November 2005

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*P76s at the Australian Muscle Car Masters, 30 October.*

Photo by Alex

## **Next Meeting:**

**TUESDAY 8 November**

at **WESTON CREEK LABOR CLUB**

**Meeting starts sometime after 7.30pm**

***DON'T FORGET MARQUES IN THE PARK - SUNDAY 20 NOVEMBER AT  
JOHN KNIGHT PARK, BELCONNEN***

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## Presidential Pearls



Here is another month gone by, and another year nearly gone. But this year our club has plenty to show for it. A number of club outings under our belt as well as a few new members. You gotta be happy with that.

Last weekend's trip to Eastern Creek Raceway for the Australian Muscle Car Masters was well worth the effort, despite having to take a day off work to get the car ready. As the sole representative of our club, it was great to catch up with some of the members of the two Sydney clubs as well as the newly formed Country P76 club.

I have written a few articles of the preparations as well as the day itself to fill out the newsletter a bit.

Did anybody else catch the evening news on TV before heading to last month's meeting? It was the strangest thing, they were interviewing someone who looked just like Damo, but was wearing a suit and spoke very eloquently, they had the same surname but this gentleman went by the name Damien....still rather a coincidence.

See you all next Tuesday.

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## Editor's Note

I've had another one of those months where I've not used the P76 much at all. I think that I might have had it out for a drive on two occasions. Too many other things on the go - and too little time to do them in. As a result, I've made zero progress with the flexible ducting for the under dash ventilation. Queanbeyan, where the likely source of supply is located, seems such a long way from Belconnen when time is short.



I don't think that I mentioned touch-up paint last month. There are a few nicks and scratches on the Targa. For the past 10 years, I've been using a tin of Omega Navy paint that came from my late father-in-law's garage for this purpose. The can was mixed in 1976. For some reason that I don't understand, the contents are now the consistency of very hard jelly. While at Autobahn in Belconnen, I decided to get some more mixed up. The paint man was very helpful, dug out the mixing list from the computer and set about blending it up. He'd put in about three lots of paint before he discovered that, not only did

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they not have one of the correct tints in stock, but they didn't keep it at all! So half a tin of touch up went into the bin. I guess that it's out to Fyshwick for it. If I can combine the touch up paint trip with the major expedition to Queanbeyan for the tubing and then I'll only need one cut lunch...

Many thanks to Alex and Damo for their excellent contributions. It's great to be able to put Leylines together from our own Club material.

See you on Tuesday

Col

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## Australian Muscle Car Masters - 30 October 2005.

Earlier this year I received a phone call from Steve Maher from the NSW P76 owners club, asking if any members from our club wanted to come to Eastern creek raceway for the inaugural Australian Muscle Car Masters. Without thinking, I said "For sure". Unfortunately, no one else from our club was able to come along.

Once I realised that I had a few odd jobs to do on my Purple Exec before I would be secure in undertaking such a mammoth trip. I fact looking through my hysterical rego log book I have driven the exact same distance in my P76 this last weekend that I have in the entire preceding 12 months, 610kms

My Historical Registration Logbook started on the 24 October 2004. The odometer reading was 360 (new speedo, fuel, temp and volt gauges fitted, before Shannon's Wheels expo...2003!!!). Over a year later on the Saturday afternoon before I left for Sydney it read 970km. A difference of 610km. When I returned home the next day, it read 1580km or a difference of 610km....spooky

I had originally intended to get up early and drive up on Sunday morning then drive back again that night. But I am NOT a morning person and daylight saving put the nail in the coffin of that theory. It meant that I had to get up at what was effectively a time beginning with 3. So I drove up the night before and stayed overnight at the Crown Plaza in Phillip St Parramatta. It's not a cheap place to stay but had secure parking facilities. You can break into and start a P76 with a stiff piece of string, and this was a concern for me. I



think the security staff thought I was a complete nutter, A for driving a P76, and B for opening the bonnet and unscrewing my electronic ignition module and taking with me to my room for the night.



Regardless my car was where I left it the next morning, so I put the ignition module back in and drove off into the light rain to the meeting place at the car park of the Prospect Hotel. It was there just prior to 8am that I parked next to the other damp P76s and Dave Nelsons Bold as Brass Force 7. I introduced myself to Steve Maher and said hi to Michael and Gwen Livingstone, and some of the other folks crowding under their umbrellas. At least they were smart enough to bring umbrellas.

Unfortunately, it was at this point that Jason Birmingham and his two teenage daughters arrived in their pristine white Super.

Ok I guess he is not THAT bad, but those girls.... Here is a picture of one offering their dad a drink, from an empty bottle! Jason's car is a credit to him, I had a quick look under the bonnet and it was very tidy, just like the rest of the car.



Unfortunately, the rain continued throughout the day, sometimes very heavily.

We parked our P76s and two Force 7s in a row on the skidpan, between the Camaros and Brock Commodores. Across from what seemed like 500 SLR5000 type Toranas.



Just before 10am, we, as part of the Yellow group, were summonsed via the PA system to perform a few demonstration laps of the racetrack in front of the fans and TV cameras.

The Brock Commodores seemed to have no problem performing power slides for the cameras. I tried in my car with a few poor attempts but the tyre place seemed to have halved the power out put of my car during the week. You can read more about that in my new tyre story.

Then it was back to the line up on the skidpan, where we parked our cars and wandered off into the driving rain to look at all the other motoring exotica.

At the skidpan, I met up with Joe and Troy Green, Tony DeLuca and a few other members of both Sydney P76 clubs. But the wet weather really hampered the chitchat.

There were constant warm up and qualifying laps for the historic race cars, ranging from XW and XY GTs, 69 Mustangs, Chargers, RX3s, and Minis, through to Turbo Sierras and group A touring cars. As well as parade laps from all the other groups of classic and modern Aussie performance cars.



We were able to walk freely throughout the pits to see the cars close up, provided we stayed behind the red line, a concept that seemed to elude the poor Birmingham... at least they got to talk to the security staff and marshals a fair bit.

I saw a few famous faces in the crowd, Glen Seaton, Garry Rodgers and some guy in a red and black shirt with a huge group gathered around him, I guess he must have owed them money.



As the day was so wet, it made it difficult for the public to walk about the open and look at our P76's and all the other cars on static display. The others started to leave about midday, rather than 5pm as planned.

There were a number of P76 trophies awarded. The best original was Dave Nelsons Bold As Brass Force 7.



An immaculate Country Cream Deluxe won best restored with Michaels Aspen Green Targa taking the people's choice award.



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John Bryson, the current owner and co-driver of Evan Greens World Cup Rally car, presented the trophies.



At about 2pm I said my farewells and headed off home.

And the fuel consumption for the drive from Canberra to Parramatta, then idling for about ½ an hour to get in to the venue, a few laps of the race track and back to the outskirts of Sydney yielded 13.9L/100k. Not too shabby considering I sat on about one hundred and ‘cough’ twenty km/h most of the way.

Alex



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## Damo's Doings

Damo found a few bits and pieces for us this month.

### 1. Roll Cage

Date: Tue, 25 Oct 2005 21:58:01 -0000  
From: "ernysp76" <leylandP76@gmail.com>  
Subject: Roll over protection

I have been able to secure a very good deal for anyone wishing to have roll over protection put into their Leyland. Full cage fitted to Group N Specs \$2500. However if we want to we can then get bar sets made up for welding for about \$800 complete. These bars are all certified through CAMS and would allow you to participate in speed time trials and Historic Rallies. If anyone is interested, send me an off-post email.

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## 2 The McLean V8 Monowheel

This new machine must be the first operational V8 monowheel. The engine is an aluminium block Buick V8 with dual quad carbs, and is one superb piece of engineering. Brilliant!

It's loosely P76 related due to the Buick block. I found the photo on a website on powered unicycles or monowheels.



## 3 Trax Targa

I note on eBay that those Trax Targas are going for \$160, which is just nuts.



## 4 Engines for sale

I received a phone call from 'Wayne'. He has 10 complete P76 engines he is looking to sell. He also has four speeds, auto transmissions, and power steering racks. They are from P76s he has wrecked over the years to support his speedboat hobby. The cars are long gone.

He asked about their worth and I nominated \$500 for a second hand runner. He seemed disappointed at that. I guess he feels they are worth much more. I pointed out that if an engine's been sitting on a floor and not running then it would probably need a rebuild. He claims that he turns them over every now and then.

He also has a manifold for a 6/71 GMC blower to fit the P76! I'd like a photo of that.

His phone number is 02 63853578, in Boorowa. He uses his wife's email [jennycarey@bigpond.com](mailto:jennycarey@bigpond.com) I will post this email to the national dist next week, but I thought I would give our club first crack at the bits.

Damo

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## Minutes of Club meeting, 11.10.2005

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Present

Damien Haas

Bryce French

David Lee

Mark Bailey

Geoff Thomas

Col Gardner

Alex Shoobridge

New membership application received from Angus Black

Next meeting to be held on 8 November, David sends apologies will be in Brisbane.

Next meeting to plan Marques in the Park timing.

Alex to copy parts exploded view manual to CD for other members.

Bryce to send order form from Kiama to all other members as a PDF file, orders give priority if placed prior to 30 Oct.

Alex to attend Muscle Car Masters in Sydney with two other Sydney and Country P76 owners clubs.

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