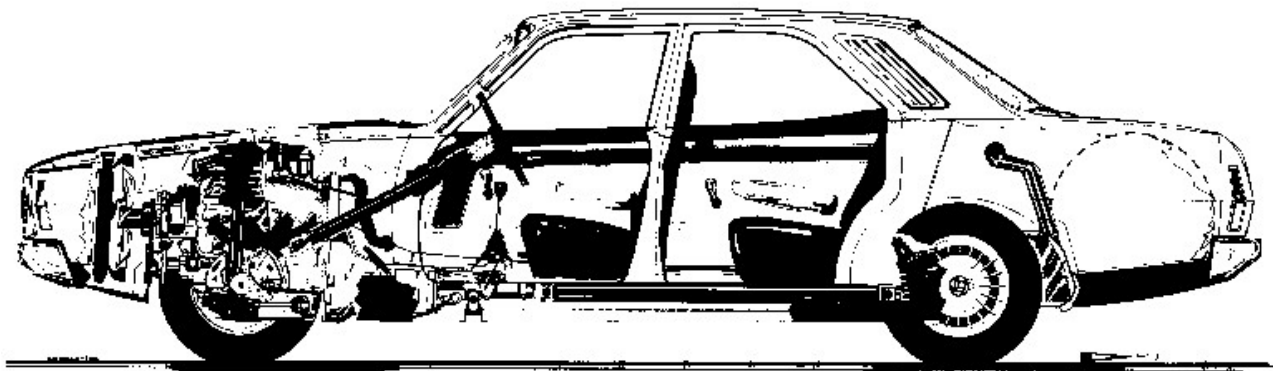


Leylines



Canberra and Districts Leyland P76 Club Newsletter July 2006



4 DOOR SALOON

Next Meeting:

TUESDAY 11 JULY

at WESTON CREEK LABOR CLUB

Meeting starts sometime after 7.30pm

Next Club Drive:

**Temora Flying Day
Sunday 6 August**

Presidential Pearls



Notice is hereby given that our annual AGM will be held on Tuesday 8 August 2006, at the usual venue. I have stepped up my intense public nuisance campaign in an effort to have myself disposed as president. Please take the time to read my article in this month's newsletter.

Also hot on the heels of our recent day trip for lunch in Bungendore, Damien is organising a day trip to Temora to visit the Aviation museum on Sunday August 6. Please let him or me know if you intend to come along. The finer details will be finalised at this month meeting, hope to see you then.

Alex

Editor's Note



My apologies to those on dial-up systems for the size and slow download of this month's Leylines. It's either feast or famine with the newsletter. I have plenty of material to choose from this month (thanks to Damo, Angas, Bryce and of course, El Presidente). To try to keep Leylines to a manageable file size I've decided to run with Damo's trip to the Cootamundra Nationals, and to hold over the other material until next month.

On a more personal level, I finally took pity on the nine-year-old Century battery in my P76 and gave it an honourable retirement. It was still starting the car (just) even on very cold mornings, but I decided that it would be prudent to replace it before the inevitable happened, and it gave up at an inappropriate time.

Of course, after that kind of service I just had to buy another Century. The guy at Autobarn didn't believe me when I told him how old it was - he had to check the manufacture date himself. Sure enough, it was made in May 1997. At the same time, I replaced the earth terminal connector that seemed to be an original, and was well past its use-by date. So turning the key to start is no longer a cross the fingers and hope operation.

On Sunday June 25, I fronted up on the British side at the Battle of Waterloo. Those members who opted out of this event made the right decision. It was freezing cold, even at my 11am arrival. The forces of the Iron Duke were sadly depleted, and even with a couple of colonial interlopers in the form of the P76 and an Austin Lancer Mark 2, the

Brits could only muster 15 cars. On the other side of the Ditch, Napoleon was much better organised and had more than 30 representatives. To be honest, about half of the French forces were more recent models, but as the French car industry is still going strong and the British one is moribund, I suppose that it was a fair enough reflection.

After a couple of hours of walking around on wet ground in freezing weather with weak sunlight, I'd had enough and (along with many other starters) I went home. This is one event that definitely needs to be relocated to a more pleasant time of year.

Col

Club Drive- Temora Flying Day Sunday 6 August

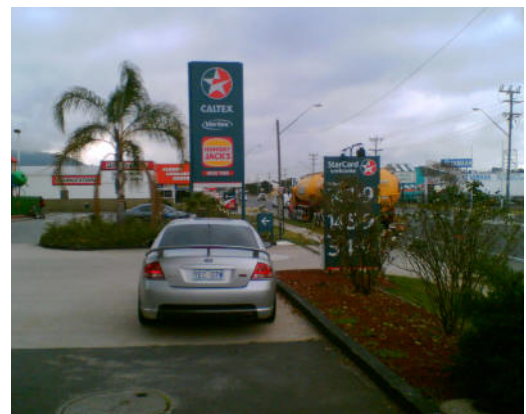
Our club is joining the Country P76 Club at the Temora Flying Day on 6 August. If you are interested in going, contact Damo or Alex.

Reminder! Those members driving their Historic registered cars should carry with them their completed logbook and a copy of this Newsletter, which acts as the authorisation for the event.

Road Trip.

Just to show that I read all that is printed in every issue of Leylines I thought I would tell you of a recent journey I made. The trip was in my Ford F6, a car that I use as my daily driver. I was able to drive all the way from Canberra to Victoria, I even stopped at the Hungry Jacks in Albury, at which I took the following picture. All of this was done without any mechanical failures of any kind even those resulting in my consumption of vast quantities of Nazi soda.

Alex



The 2006 Easter P76 Nationals

Damien Haas

After missing the last nationals in Queensland due to an extended break spent travelling overseas, I was determined to attend this year. Luckily for me, the Country NSW P76 Club was holding it in Cootamundra NSW. Michael and Gwen Livingstone have been holding these types of events for a long time, as Michael is a car nut with a collection of old Fords, an FJ and even a fire truck in addition to his P76 flock. Michael hasn't been well lately and this was the last event of this type that he would be organising. The Livingstones did an excellent job with everything running like clockwork and all administration and logistics going off smoothly. The Country Club assisted the Livingstones and I'm sure all attendees were grateful.

I drove straight from Canberra to Cootamundra on the Thursday afternoon and although the online mapping trip planner at www.whereis.com said it would take me 1 hour and 57 minutes, the drive actually took 1 hour and 30 minutes. This trip planner is a really useful tool for those who like to drive to obscure places.

I went to the Cootamundra railway station where entrants were advised to register and was told by the ladies there that I was the first person to arrive! The entrant pack had neat things like a plaque, sew on badge, a sticker as well as that all-important name badges for people who forget names between P76 nationals. I cruised around Cootamundra and then checked into 'The Bradman Motor Inn'. A clean and functional place with the smallest bathroom I have ever seen.

Over the weekend about 90 percent of the people staying at the Bradman were from various P76 clubs, including several who had travelled from New Zealand and, of course, a West Australian contingent. The car park often had 10 to 15 P76s scattered about with bonnets and boots open, heads peering into and underneath cars and long chinwags about obscure P76 factoids.



Here we see Paul Hanley, James Mentiplay and a few other P76 people I can't identify in the car park at the Bradman Motor Inn.

Friday morning I was woken by a P76 owned by one of the West Australian boys. It was put together a few weeks before the nationals and driven across with four fellas inside. I thought the exhaust was straight through with no mufflers, but I was advised it did have a 'hot dog' muffler. As a person who was pinged for loud exhaust, I hope the west ozzie boys don't detour through Canberra on their way home! The car had a very pleasant and distinctive note though, especially when it was accelerating away.

The Friday was when the majority of entrants arrived and I went to the Steven Ward rooms, attached to the town hall I believe. The Livingstones had arranged to use these rooms for the entire weekend. In the photo below, you can see ACT club member David Lee and his lime green deluxe V8. Just behind his head is a flag that says 'Leyland P76 Car of the Year'. It was a lot of fun watching people arrive, climb out of their cars and start reintroducing themselves to people they haven't seen for several years. It is indeed a P76 community.



This car belongs to Trevor ? who lives in Daylesford and is a member of the Victorian club. The colour is supposed to be Aspen Green, so I was particularly intrigued, as it seems to be much darker than the Aspen Green car I have (in a garage, not running yet). Trevor says that the colour could be a BMW colour. In any case, it's a really nice paint job, so deep and luscious, and the

wire wheels really match the car.

One noticeable arrival was Warreyk Williams in 'General P'. Warreyk is a really nice fellow, and he had a bootful of right arms, err, photographs – all Leyland related in some way. As a person who scratch builds model cars, I was asking if he had any photos of the Leyland P76 rally cars. Yes he did, and then he started going through box after box containing photo albums trying to find them, and stumbling upon something else, which we would then discuss, such as the Force 7 advertising shots.

I had several chats with Warreyk over the weekend and his knowledge of all things P76 runs very deep. He also bought his Force 7 along which I took several photos of.

At this stage, I was the only Canberra club member there, and I wasn't sure how many others were coming. Gwen had told me I was the only club member who had entered so far. I regard this as disappointing and several other entrants commented the lack of Canberra



cars several times over the weekend. To be fair, on Friday David Lee and Angus Black (financial members of our club) and Eddie Houghton (former member) turned up and Paul Hanley and Geoff Thomas were there on Saturday and Sunday. As a small club, I think we had about a quarter of our members there in total.



One of my favourite cars is this metallic purple V8 owned by Brian from one of the NSW clubs. It's rough, loud and in your face. I particularly liked the tech screws holding the bonnet vents and scoop in place. The bumper bar looks pretty substantial as well. This car is a daily driver covering several hundred kms a week and Brian seems pretty happy with it. As another daily driver, we discussed the fact that we aren't that fussed whether our car looks like a concours level car.

Also on Friday was a trip to the Livingstone's. Michael is a car nut and his garage had all sorts of things in it including this Leyland station wagon originally built by Jilden Reichhardt from SA and this Ford Model 'A' Woody Wagon. He also has a Model 'A' Fire truck and a beautiful FJ Panel Van among his treasures.



Replica Leyland P76 Station Wagon



Ford Model 'A' Woody Wagon



Michael has an incredible array of automotive memorabilia associated with his various passions all through his house. I think Gwen's feather duster must get quite a workout! I particularly liked his collection of scale model diecast P76s. He has both the Dinkum Classic versions and the more recent Trax release P76s. I have a few of the Dinkums but I think Michael must have one of every colour Dinkum made them in. On a point of accuracy, it should be noted that Dinkum released their P76s in colours that the factory never released and that the wheels are highly inaccurate. The Trax version is much better. Also in this picture, you can see Leyland and P76 tie clips and cufflinks. To the right is another photo from Michael's garage of a very cool Leyland dealership sign. I'd love to have this in my garage! Michael's garage was a definite highlight of the weekend and I know he organised several tours for people to have a look. Photos of people sitting in his fire truck were very popular.



Warreyk Williams Force 7.



Another very popular and highly photographed car was Warreyk Williams' Force 7. There was much discussion over this car over styling and looks. Some don't like its lines as much as the P76. I think the front is awkward, and from some

angles the roof and C pillar look awkward, but overall it's a good design, and I'd have one in my garage. In design terms, I think the XA-XC Falcon coupe was the superior two-door design of Australian cars from the 70's.

These photos show a few different angles of the Force 7. The front grille and nose section is all fibreglass. When Warreyk first bought the car, it had been smash repaired by someone who had grafted a P76 front onto it and then tried to place Force 7 panels on. It didn't pass rego! It's properly repaired now.

Note the white interior. It is absolutely stunning. Although never offered as a trim option in Australia on the P76, it was offered in New Zealand on the CKD cars that were assembled there until 1977. The material used on the NZ cars was leftover from the Force 7 project in Australia.





These photos are of Neville Humphries' car. That engine is a twin turboed six cylinder fuel injected Nissan engine. The wheels are 18 x 8. This car is very very nice!



Neville told me that the car went through engineering with only minor hassles. One odd requirement was that the fuel filler pipe be replaced with one that would only accept unleaded

fuel nozzles. I guess there are some petrol stations in Queensland that still provide super – otherwise I can't fathom this request.

These photos of Neville's car were taken while the concours judging was taking place on Friday afternoon. While the judges pored over people's cars everyone had the opportunity to chat and talk about cars, club politics, Leyland eccentrics, whether Force 7 tie rods were better than the standard tie rods, what category my P76 could be entered into (best modified according to Gary Mentiplay). I would have liked to have seen an 'entrants choice' award (I would have voted for Nick Kounelis's car) but that's the clubs prerogative. The awards themselves were announced during the dinner on Sunday night.



Neville Humphreys retrotech P76 and a very nice Nutmeg V8 Executive

While the concours judging was occurring, I did notice former Canberra club stalwart Eddie Houghton and David Fox lurking around, and spoke to Angus Black and David Lee, also from the Canberra Club. David and Eddie had bought parts to sell. Some parts were for sale in the Steven Ward rooms but I think that more parts were for sale in Canberra several years ago. I did note that there are more 'repro' parts available now, including patch panels. One person told me that there were enough front indicator lenses manufactured to last the movement 120 years! If you want a set of these (in clear), they are available from the Victorian club.

Following the concours judging people dispersed and made their own dinner arrangements. The Leyland promotional movie 'The Carmakers' was shown in the Steven Ward rooms and it was interesting to watch the pre-production versions of the P76, as well as the very hammy acting. One interesting thing I have discovered is that the version of 'The Carmakers' stored at the National Film and Sound Archive is 52 minutes 47 seconds long, and the version on tape which

we have seen at this and the previous nationals is only 47 minutes long. Yet another mystery to be solved.

Saturday was scheduled with a photo shoot at Fisher Park followed by a trip to the liquorice factory at June in the morning. I'm not a morning person so I didn't make it to the photo shoot and liquorice has an effect on me similar to someone eating an entire packet of laxatives, so that was best avoided as well. Instead, I explored Cootamundra. It's a small country town with a few interesting diversions. As I began my tourist trip, I saw a very interesting sight at the railway station and made a diversion.



The Humber racing car 'The Masling Special' raced from 1939-1946.

The Humber car clubs were also holding their nationals in Cootamundra over the Easter weekend. I had seen various old Super Snipes rumbling past (and David Lee kept running in front of them to take photos, I'm surprised he wasn't KILLED). This car is a 'special' built in Cootamundra in 1939 and raced until 1946. The engine is a Humber six, but the chassis is from a late 30's Chevrolet, turned upside down (for lowering). This car was once driven to Sydney from Cootamundra – on the public highway! The current owner is very proud of his car and is slowly restoring it to 1940s specification.

This Humber Super Snipe shown to the right (photo courtesy of David Lee) has four wheel drive type tyres on the rear. Apparently, it's owned by a farmer and needs those tyres to successfully make it from the farm to the highway on the dirt road the farm is on. According to David Lee, he was either born in one of these or raised in one (I can't quite recall) which explains his fascination for the Humber Super Snipe.



On Saturday night, people assembled at the Livingstone's house on Poole St and drove in convoy to the Stockinbingal Bowling Club, for dinner and a presentation by Warreyk Williams on the P76 and its importance to him. The drive didn't take long but when we left Cootamundra, it was light and when we arrived in Stockingbingal, it was dark!



Line-up of Leyland P76's across the road from the Livingstone's home in Cootamundra

On the drive there, I had noticed that the white P76 in front of me (Dixie Lee from the Queensland Club) kept having its brake lights fade in and out. I mentioned this to Dixie who advised that it wasn't just the brake lights – it was also his head lights! Some fuse/wiring problem apparently. At dinner I sat with Dixie and the Lee family and a few other people, including Paul Hanley from the Canberra Club, who had driven over to Cootamundra for the afternoon and was planning to head to Narrandera (to go drag racing I think) after looking at Leylands. Paul didn't have any idea of the program so missed the bulk of the cars on Saturday. He then decided to stay in Cootamundra but didn't make that decision until Saturday evening, when accommodation was scarce and ended up staying at the caravan park, in a tent, which was covered in ice on Sunday morning!

Back to Stockingbingal for a moment. I'd love to show you my photos of Warrewyk giving his talk, but the guy is so hyperactively animated that all three of my photos are blurred due to him moving around (and not due to my poor photography). Warreyk's extensive photo collection was well used with some nice photos shown using a projector, including footage of Warrewyk racing around in his Force 7. It wasn't quite 'race through Paris on a Sunday morning in a Ferrari' exciting, but interesting in its own way.

On Sunday morning, people again assembled at the Livingstone's and then headed to Temora airfield. It was a flying day and also another opportunity to put Leylands on display for the public to see at the front of the aviation museum where the Livingstones had arranged with the management for our cars to have prime parking.



One of the 'B&S' Ball participants vehicles seen on Sunday morning.

As discussed earlier, I'm not a morning person, so although I was woken by the WA boys' unmuffled P76 as it left for Temora, by the time I got up almost everyone had left. Indeed, mine was the only P76 in the car park at the Bradman Motor Inn. I looked at my map and headed out of Cootamundra, stopping to refuel. This was when a convoy of B&S Ball participants motored past in a colourful array of utes, four wheel drives and one tonners. Some of them had more antennas than a fishing trawler.

I needed to make up some lost time, so I really hammered the car along the road to Temora from Cootamundra. Apart from a few places where it was quite windy (between Cootamundra and Stockingbingal) the roads were wide, flat, long and straight and I think I was travelling at speeds appropriate to the conditions. It was interesting to see Stockingbingal in daylight. Of the twenty or so shops on the main street, I think only three or four are actually still trading as businesses. I think even the pub is closed.



My car at the far right end of a row of P76's at Temora.

Arriving in Temora roughly 30 minutes after leaving Cootamundra, I was one of the first cars at the airport. The rest arrived in convoy following me. I think there may have been an observation run scheduled which explains why I left an hour after everyone else and arrived 20 minutes before they all turned up at a place 45 minutes away from Cootamundra. Either that or I'm actually driving a TARDIS.



Ryan STM S2 – imagine polishing this one every weekend!

Although I did take photos of planes, I'll just use this one and show you the car shots.



This is Troy Green's – winner of Best Modified in the concours.



Joe
Greens
Force
7V –
Winner
of Best
Force 7



Nick Kounelis – Winner of Judges Choice



I'm cheating here, as this photo was taken at the Friday concours, but of all the cars that made it to the nationals in Cootamundra this was easily my favourite. The photos do not do this car justice. The paint, finish and detail were simply immaculate.



Troy Green's ex Merrick & Rosso car – now gone to the great Zetland in the sky after being written off in a massive accident in Sydney recently. Fortunately Troy is OK.

Another photo of the Humber 'Masling Special'.



Very pristine example of a Super P76. I like the single headlight front.





Canberra Club Vice President Geoff Thomas came to Temora on Sunday with his car. That's him on the left mugging for the camera. In the middle is Gwen Livingstone and to the right is Troy Green, who came down for the weekend with his Dad and several cars.



A row of multicoloured Leyland bonnets. For years, I thought that more than 50 per cent of all P76s made were Spanish Olive.

James Mentiplay and one of my other favourite cars which made the trip the way from WA. This car was so clean and tidy it looked like it emerged from the Zetland plant a week ago. The exhaust note was inspiring.





A photo from the Country P76 club magazine of Michael Livingstone behind the wheel of his dream car. Unfortunately it's owned by someone else!

My camera batteries died while shooting the Temora event so I didn't get any shots after this. I even tried to get some in the museum shop to no avail.

While I was shooting photos, I saw Paul Hanley and Yip wandering around. Paul had camped at the caravan park the night before and woke to find

his tent covered in ice! He didn't have a schedule as he hadn't registered as an entrant and had dropped by the Bradman and knocked on my door (I'm a heavy sleeper so I didn't hear him) but couldn't find me (I was in bed asleep). He overheard someone say 'airport' and had punched that into his GPS, which showed Temora airport – so he headed to it guessing that's where we would be. I'm not sure if Paul made it to Narrandera that weekend.

After the trip to Temora, the next scheduled event was dinner at the Cootamundra Country Club at which Hal Moloney was to give a talk, concours awards announced, and the auction held. Unfortunately, Hal Moloney was unable to make it, and Warrewyk Williams was drafted in to present another talk on P76s, which he did. It was another excellent trip through the Williams P76 photo album. I tried to talk him into producing an annual Leyland P76 calendar – which he could easily do with all the material he has for a good 30 years before repeating photos.

The awards were then presented to deserving participants.



2006 Leyland P76 Nationals Concours Winners

Best Force 7:	Joe Green
Best Executive:	John Beatie
Best Super:	Jason Birmingham

Judges Choice:	Nick Kounelis
Best Deluxe:	James Mentiplay
Best Targa Florio:	Michael Livingstone
Best Modified:	Troy Green

(info taken from Country Clubs 'Warts'n'all magazine)

The auction then commenced with some rare items, which had been donated being snapped up, including original era photographs taken at the factory, various scarce items of paraphernalia and a painting of a P76 on a country road – which I bought. Jason Birmingham and Nick Kounelis seemed to have the deepest pockets that night so I was pretty lucky to score the painting. Especially as the car in the painting is the same colour orange as Nick Kounelis' car.

After the dinner, Paul Hanley gave me a lift back to the Bradman and then he decided to drive back to Canberra!

On Monday morning I awoke worse for wear. I had contracted a gastro bug from, I suspect, a café in Temora. I went to the rooms used for the event and had a quick coffee, thanked the Livingstones for a wonderful weekend, said goodbye to everyone who was there, purchased a few National magazines (quickly snapped up at the next club meeting) ran into Jason Birmingham who had a NOS non tripmeter kmh V8 speedo for sale (quickly procured) and then headed for Canberra. I had a great time and it was good to catch up with new and old P76 people.

Thanks to the Livingstones and the Country P76 Club for organising and hosting such an interesting event.

Canberra and Districts Leyland P76 Club

Mailing address:

**PO Box 6306
Kingston ACT 2604**

President:	Alex Shoobridge Ph 6293 9373
Vice Pres & Registrar	Geoff Thomas ph 02 6262 4006
Treasurer	Bryce French Ph 02 6254 5062
Secretary	Paul Hanley ph 02 6231 2748
Public Officer	Damien Haas ph 02 6259 9447
Spares	Damien Haas Ph 02 6259 9447
Editor	Col Gardner Ph 6254 5177
