

A photograph of a car show. In the foreground, a maroon Holden Commodore is parked on a grassy field. Behind it, a line of other cars, including a blue Holden Commodore, is visible. People are standing around the cars, and there are trees in the background under a blue sky with some clouds.

Leylines 65

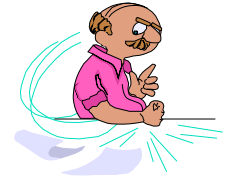
Canberra and Districts Leyland P76 Club Newsletter April 2008

Next Meeting:
Tuesday 8 April
Weston Creek Labor Club
From 7.30pm

Club display at Wheels 08
Photo: Alex



Presidential Pearls



Once again we had an acceptable turnout to the Shannon's Wheels Display on the grounds of Old Parliament House with 4 cars in attendance. Unfortunately Damo's new mobile failed to leave the driveway.

Which makes me wonder how he ever made it to Geelong and back, he obviously had a large supply of 2nd hand radiator hoses in the boot. Rumour has it that he had a blastwhich I assume is a good thing.

See you all on Monday.

Alex

Minutes of March 2008 Meeting

Date: 11.3.2008

Attendees.

P Hanley, D Haas, B French, D Lee, G Thomas, M Bailey, C Gardner, A Shoobridge.

Meeting opened 19:53

* Geoff to submit article to Vic editor for inclusion in Nat Mag, albeit at very short notice.

* Col, Damo, Bryce, Geoff, Alex to attend Shannon's Wheels Expo, to bringg tent, poles, pegs and a hammer to arrive at 9:30am.

*Damo has a list of repairs (radiator, car, hoses) all should have been done long ago.

*Apparently what we fail to understand it that Damo's black car has become modern art, and has not undertaken self-recycling and commenced disassembly.

Meeting closed 20:47

Editor's Note



Those club members who fall into Damo's 'dinosaur' category might remember the wonderful British TV program, 'The Two Ronnies' from the 1970s and early 1980s. 'The Two Ronnies' was noted for many things. One of them was that it was actually funny, which is more than can be said for a lot of today's British so-called comedy. For instance, recently I had the misfortune to watch a snippet of something called 'The Armstrong and Miller Show', in which the 'humour' seemed to revolve around endless repetitions of the 'F...' word. Well, at least the 'canned laughter' seemed to think that it was hilarious...

But I digress. One of Ronny Barker's opening lines was always 'In a packed program tonight...' This month we have a packed Leylines, all 33 pages of it, courtesy of Damo. He has provided a comprehensive story on his trip to the Nationals, held in Geelong over Easter, complete with an excellent selection of photographs. Damo has also written an absorbing article about one of his obsessions, the history and current status of the Leyland P76 Station Wagons. I had not intended to run the wagon story this month. However, Damo was very keen to see it in print for reasons associated with P76 politics, which he will explain at the next meeting. I've never been able to understand what P76 politics and point scoring is all about. Over the years I've had a fair bit to do with various car clubs but none of them seem to indulge in this carry-on to anything like the same extent as the P76 movement. But then, I'm just a simple soul who likes to enjoy motor cars...

Our trip to the Shannon's Wheels Exhibition on 16 March gave four of our member's cars an outing, Alex, Bryce, Geoff, and mine. Damo was supposed to be there but it seems that his latest P76 'failed to proceed', and it was blocking the driveway so that the 'Black Beast' couldn't escape. It was extremely hot, and as usual, we were allocated a position with the other Australian cars out in the middle of the paddock in the blazing sun. Fortunately, the club gazebo provided a modicum of shade but it was still unpleasant. Too hot to stand around outside with the cars chatting to passers-by, which did spoil the proceedings somewhat. These conversations are usually the best part of the day. I went for a wander around, looking for more victims for articles for Australian Classic Car, and gazed enviously at those clubs that managed to have organised themselves plenty of shade. I noticed that the Renault club had a nice cool spot over near the fountain pool. Maybe next year I'll take the R16...

See you on Tuesday

Col

Leyland Factory Station Wagons - where are they now?

Damien Haas



At the recent P76 Nationals in Geelong, several people asked me about the replica station wagon article and the fate of the genuine original Leyland P76 station wagons. When researching the replica article I did uncover quite a bit of information on the genuine wagons, some of which I used.

Unfortunately the Leyland movement has a myth generating capacity so I decided not to publish my genuine Leyland wagon article. This is mainly due to the belief by some people that the wagon that Joe Green owns and is restoring may be one of two different vehicles. I have no intention of muddying still waters, so I have decided to publish this article and let people decide for themselves.

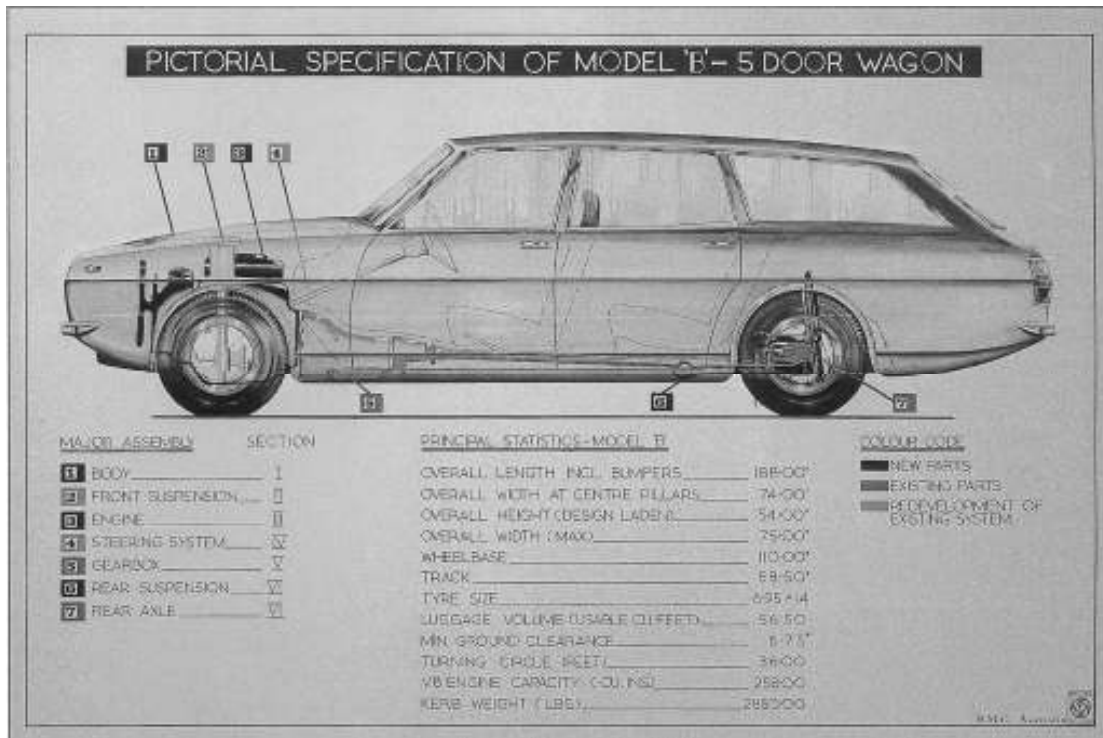
I believe that only one genuine station wagon currently exists, and it is owned by Joe Green and undergoing restoration. I believe it is the car sold to John Schmit by Leyland in 1975.

Developing the Leyland P76 Station Wagon

As part of the Model B program, which became the Leyland P76, there was always an intention to offer the same product as the existing big three in the Australian car market. Designs for a sedan, a coupe and a wagon were developed by the design team. While the sedan and coupe version eventually made it to the public (albeit in small numbers for the Coupe), the wagon was never sold.

Development was considerably advanced and several examples had been taken down the production line in readiness for full scale production. Testing in the outback had revealed some small structural problems, around the C and D pillars, which were being worked on by the engineering department. The Force 7 coupe had demonstrated similar structural issues around the hatch when it underwent testing.

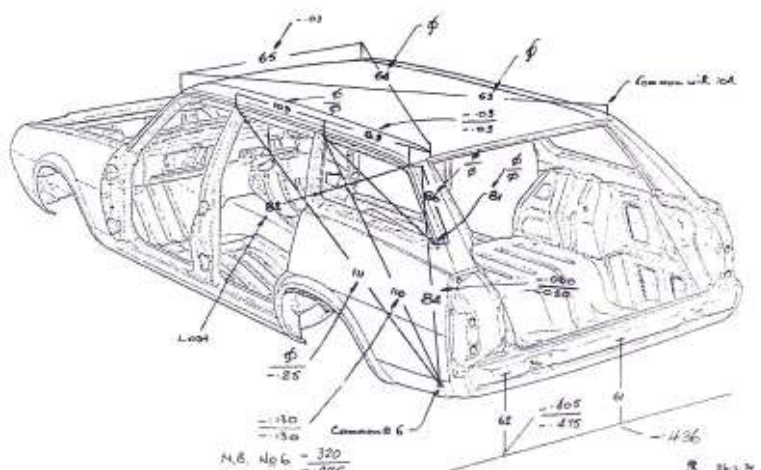
Advertising material for the Force 7, witnesses and photographs exist that prove it was shown in public as part of a sales campaign prior to release. The same cannot be said of the wagon. Apart from a few leaked pictures in the motoring press, there was no sales literature or production version shown to the public prior to the Leyland experiment being cancelled.



Dating from around 1970, a model 'B' station wagon design

Delivery date of your new P76 station wagon

How close was the factory to delivering P76 station wagons? At least one had gone down the production line. Hal Moloney advises that the wagon would not have been produced until well into 1975. The last station wagon production specification from "Production Planning" was signed off on 16th July 1973. The production station wagon, floorpan C, had been crash tested by Ford in Melbourne and with that completed, the wagon could receive its compliance plates and be offered to the public. A structural diagram taken from Hal Maloney's book, shows that in the boot area where the spare tyre would go in a sedan (and on the opposite side) a large sheet metal pressing with a cross configuration has been fitted. This may be to take the place of the parcel shelf. Hal Moloney advises that this is a gusset panel, and was fitted to the two wagons constructed in the experimental department, and the production chassis. It can be seen (concealed by trim) in the factory photo above.





Leyland had extensively road tested the station wagon prototypes, including letting employee Ian Davis take his family on holiday to Port Macquarie in 1973. It was fitted with a passenger side wing mirror for the trip. While on holiday the electric rear window failed twice causing them to unload the wagon through the rear doors so access to the tailgate could be obtained in order to rectify the problem. It was fully registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia.

At the time of the closure of the Zetland Factory, Force 7 coupes were being produced in some numbers ready for delivery to dealerships. Leyland wanted these on the road well before releasing a new model. Unfortunately when the P76 was killed in November 1974, the station wagon due in perhaps only six months never made it to the market.

Material that the Mentiplay family have from Leyland indicates that the Station Wagon was to be offered in Deluxe and Super trim only. There was to be no Executive trim package offered. This isn't to say that you theoretically could have ordered a Deluxe and optioned Executive trim, like sedan owners did frequently.

How many wagons were there?

The full story of Leyland P76 prototype and pre-production vehicles may never be known, but I am indebted to Gary Mentiplay for the following information.

There were seventeen P76 Development vehicles built, four of which were wagons. The first FEP's or Full Engineering Prototypes were constructed using P76 bodies in September 71. FEP 514 was a Leyland Sedan, FEP 518 was a Leyland Coupe and FEP 520 was a Leyland Wagon. Pressed Steel Fisher stamped the panels out and the vehicles were assembled in Abingdon, before being shipped to Australia.

There were four definitely and possibly five Leyland factory built station wagons.

- One station wagon FEP 520 was built in Abingdon and shipped to Australia.
- FEP 524 and FEP 525 were station wagons built by the experimental vehicles department.
- Two station wagons went down the production line.

Let us look at each car, what it was used for and its current status.

Car 'A' Station Wagon 520

- Crystal White V8
- Super Interior – colour unknown
- Transmission details unknown
- Suffered severe cracking around D pillar following testing

Status: Unknown. Probably crushed.

Car 'B' Station Wagon 524

- Country Cream V8 Column Shift Automatic
- Super interior in Imperial Leather colour
- Bucket front Seats

- Force 7 Steering wheel.
- Electric rear window (it suffered from problems.)
- Fitted with a tow bar very early on in its history.
- Fitted with self adhesive protecta strip along the sides at the same level as the guard badges.
- A radio was fitted with the aerial being mounted on the front passenger side guard. (No other wagons had radios.)
- Stainless steel moulds on rear quarters that extended half-way along rear doors

The electric tailgate windows in P76 wagons were operated by a key switch at base of passenger side D pillar.

This wagon was fully road registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia. This car underwent extensive road testing.

Wagon 524 went to Charleville and was used there around the clock for some time early in '73. Road testing showed some minor cracking at the top of the C pillar.

This wagon was returned to the Experimental Engineers with 10,445 miles on the odometer, went through a final mark up and was destroyed.

Before it was destroyed, it was used by Leyland employee Ian Davis to go on holiday with his family and was fitted with a passenger side wing mirror prior to this.

Status: This car was dismantled and ultimately **crushed** according to two eye witnesses including Ian Davis.



Ian Davis on holiday in the P76 Station Wagon

Car 'C' Station Wagon 525

- Country Cream V8 Column Shift Automatic
- Super Interior
- Imperial Leather Interior
- Bucket front Seats
- Standard Steering Wheel
- Wind up rear window (due to electric window problems).
- Fitted with self adhesive protecta strip along the sides at the same level as the guard badges.
- Stainless steel moulds on rear quarters that extended half-way along rear doors

Status: This vehicle was used around Leyland factory following the plant closure and then sold to John Schmit with the last P76 sedan in September 1975. It is believed to be owned by Joe Green and undergoing restoration



FEP 525 in 1974



In 2006 at Joe Greens

Car 'D' Station Wagon – first production version

- Bitter Apricot 6 cylinder Column Shift Automatic
- Deluxe interior
- Antique Parchment interior
- Bench Front Seat
- Standard Steering Wheel
- Electric rear window
- Stainless steel moulds on rear quarters that extended half-way along rear doors
- The rear end behind the bumper of this wagon was a little different from the others.

Status: This vehicle was used for ADR crash testing and written off at Ford proving grounds. Ford have no records of the vehicle.



Bitter Apricot wagon written off at Ford Proving Grounds. Note that the interior paint appears to be either Crystal White or Country Cream.

Car 'E' Station Wagon D – second production version

- White V8 Auto
- May have been white undercoat.

This vehicle was never completed. It is believed to have been completed to a complete shell only and not fitted with any running gear or trim.

Status: Unknown. Hal Moloney believes this vehicle never existed.
Some people believe this could be the car Joe Green is restoring.

Any others?

- A design buck rumoured to be at the Harris Street Motor Museum in Sydney
- A station wagon mock-up using Fairlane-style wrap-around rear lights. This vehicle shown in Hal Moloney's book is in fact a 1/24th scale model.

The two cars 'D' and the mythical 'E' would not have received FEP allocations as these were given to complete vehicles with trim, engine and drive train.

Joe Green's Wagon

There's no doubt that Joe's wagon is a genuine Leyland built factory wagon - but which wagon is it? It is either one of the country cream wagons, probably FEP 525 or the mythical incomplete white wagon.

Questions

- The wagon at Joe's has no rear glass or window mechanism for this car and yet when it was John Schmit's it was complete.
- The Wheels pictures indicate that the wagon is Country Cream (with a little rust in the doors) but it's hard to know for sure.
- When Joe obtained the wagon from John Schmit the wagon was white.
- The wagon's paint job looks exactly like a factory job with overspray and underspray in all the right areas but no trace of Country Cream.
- Two people who have seen the car in torn down state at the Greens advise they have seen no trace of Country Cream.

However

- Joe Green advises that when he stripped the car there was Country Cream paint on the body.
- The car does have the interior load area gusset panels, designed after testing indicated structural weakness.



The Greens collecting the Wagon from Mini Kingdom

As Leyland destroyed most of their documentation when the Zetland plant closed, the information in this article is based on research by myself, Hal Moloney, Warwick Williams and Gary and James Mentiplay.



What could have been

(digitally altered image)

Unlike the Force 7, the station wagon would have been a variation on the sedan and feature the same trim options as the sedan. The Targa Florio package was a Super option and if the wagon had been produced would there have been Targa wagons offered?

The Leyland P76 Nationals - Geelong 2008

Damien Haas



In every Leyland owner's life there comes a special time when he must abandon normal life and set out on a trek, a dangerous journey, a perilous crusade to that one place he is accepted as normal – THE P76 NATIONALS!!! This year it was hosted in Geelong by the Victorian Leyland P76 Owners Club, over the Easter long weekend.

I had decided I would take my Bitter Apricot 4 speed V8 Super to the Nationals this year, as my black car is undergoing a restoration. Naturally in the days leading up to leaving for the Nationals, all sorts of problems appeared.

- The custom wheels arrived, and didn't fit.
- Replacement wheels ordered 4 days before leaving for Geelong.
- The tyre fitters tore two tyres (and didn't say anything, hoping I wouldn't find out)
- The 1989 fuel that was in the bottom of the tank turned to jelly.
- Water in the cabin traced to a leaking heater hose.

So I was sort of busy. The saga of the wheels is covered elsewhere, but let me say that on Tuesday my day went like this:

07:30 Car dropped off at mechanic's
12:00 Leave work, collect car.
15:00 Jax Quickfit advise wheels have arrived.
15:30 Arrive in Fyshwick for wheel/tyre fitting.
16:30 Fill car with fuel for early getaway.
17:00 Collapse

On the road.

I decided to leave for Geelong on Wednesday and spend a day in Melbourne with family and friends and then drive to Geelong early on Good Friday. I am glad to say the drive to Melbourne was trouble free. The car ran like a dream. I stopped several times to check fluid levels, tyre pressures etc. No troubles experienced at all.

With the new wheels fitted, the car certainly attracted attention from people when I was filling up at highway servos. I must admit, I do like the new wheels and tyres.

They are American Racing 'Torq thrust D's in 15x7. The wheels are zero offset, the rim is polished aluminium and the centre is grey. It has the period muscle look, I've got a photo of a racing Falcon of the era with the same wheels fitted. The tyres are Firestone Firehawks in 215/60/15. The tyres that came off the car were 70 series so with a 'plus one' wheel upgrade, a 60 series tyre retains the same outside diameter and doesn't require fiddling with speedos. Because of the zero offset, the wheels sit approximately an inch wider than the normal P76 wheel track. Combined with the wider rubber, the wheels certainly sit nicely in the wheel arches.



Apart from a few stops to stretch my leg and curse Leyland for not having cruise control as a factory option, the trip was completed in about 8 hours. I'm still getting used to a manual gearbox, but at least I'm not grinding and hopping away in first gear anymore.

Good Friday

I polished the car the night before (no exciting nightlife for me) and drove from Bundoora, onto the ring road, and then onto the Princes Highway to Geelong. I arrived in Geelong 70 minutes later. The directions to the caravan park were pretty clear and I didn't get lost on the way. Upon my arrival I saw David Lee's car.



So I know he was in Geelong for the Nationals. The really bizarre thing is – I never saw him once more over the whole weekend. I didn't see him at any of the events or the show and shine. I was looking for his car especially, as I wanted a photo for my 'colour photo of the boot of every colour P76' collection. So David, please tell me what happened. Where did you go?

After checking into the caravan park I arrived at my 'spa cabin' which was like a large shipping container, with a Spartan interior and a few room sectioned off. One of the rooms had a spa in it. If I wanted to party with some hairy backed Geelong sheilas, this was the place for it. All I had to do was lay in some vodka cruisers. I unpacked my Gladstone bag and went for a wander. First I formally checked in with Rachel Jones at the front cabin, where the haggard looking Victorian Owners Club people had setup their office. I procured a few stubby holders – in Bitter Apricot – and one in Corinthian Blue. I also bought a spare cap. These items may or may not be for sale at the next club meeting. I ordered a few extra copies of the national magazine which are to be mailed to me. These I shall also bring to the next meeting and exchange for cash or parts. I really really wanted a bright orange Nationals cap – not for sale alas.



Now I was starting to see the noses and tails of P76s poking out from between cabins. I could hear burbling 4.4 litre V8s as they circled the caravan park, missing by inches, despite careful aim, a rotund cameraman. I came across a dead Leyland, its bonnet raised, with a cluster of helpful advice offerers crowded around. It was a Crystal White six cylinder that had expired on the way to Geelong and had been towed into the park. The owner and David Walker were actually in the engine bay when I arrived, took my furtive photograph and carefully backed away before my lack of mechanical knowledge was exposed. Actually, I left because someone told me the caravan park owner had a collection of American 60s convertibles in a shed.





These cars were simply amazing, and they are all in excellent condition, complete and registered. Why didn't Lord Stokes sign off on a Leyland P76 convertible? As I wandered around I ran into folks from Nationals past, including James Mentiplay (solo this year, his Dad and brother didn't make it across), Neville Humphries, Adrian Spencer, John Beattie, Jason Birmingham, Nick Kounelis, the Kiwis and numerous others. I also met people, like John Ernst, that I'd only known via email.

The Victorian Club had produced an agenda and largely it ran to schedule over the weekend, however due to people wanting to leave on Sunday it was decided by a popular uprising to move the delegates meeting to Sunday, with a pre-delegates meeting delegates meeting to be held on Friday afternoon at 3 o'clock. At 3.30 the meeting began and a list of topics to discuss was discussed. If you have been to the previous nationals, the same topics were raised.

Political speech.

I cannot see the point of a national delegates meeting. Nothing in our clubs constitution says anything about another club having any say over our club. The delegates to the delegates meeting are unelected, unappointed and have no capacity to carry demands to or from the national delegates meeting. Apart from being a forum to discuss inter club issues, I am not sure what purpose a national delegates meeting has. Even if there was a purpose, I think it should be arranged more formally with each club electing a delegate and any motions for discussion tabled on an agenda prepared well in advance of the nationals. Even then I would need a really good argument postulated which would convince me to attend another delegates meeting except out of politeness to the club organising the nationals.

My motion is – scrap delegates meetings.

After the pre-delegates meeting delegates meeting was concluded, we had 'free time' until 7.30pm when dinner would be served and a viewing of P76 videos and movies would take place in the BBQ area of the park. The videos were interesting, of various clubs and cars going back to the 1980's, a few 'current affairs' and 'today show' type reports on the wacky P76 and their owners. The best one was a totally objective road test for the Clive Robertson late night news show from the late 1980s. The car acquitted itself well and the road tester was impressed. Refreshingly the foolish and oft-repeated myths that have blighted our beloved vehicles since the effective propaganda campaign of the early 70s were absent. This clip should be uploaded to Youtube for the world to see.

At 9.30PM the pre-ordered fish and chip meals arrived, the Victorian club were pretty embarrassed. Apparently the fish and chip shop they had arranged to do the orders, kept putting customer in the shop orders ahead of the 45 club orders. I suspect pre-paying the shop might have been a factor here. Although irritating, it didn't really mar the evening as people were drinking heavily. Well, I was. One of the SA club members' children, a young lad around 3 or 4 certainly recognises that a P76 is different from other cars. When the assorted video clips were being played he would shriek with excitement and point at the screen whenever a P76 appeared. Other cars elicited no such pleasure. After a few hours sitting out in the cold, numbed by rum and warmed by a late evening meal of fried ocean delights I decided the lures of a heated spa were more appealing and headed back to the cabin, alone sadly, with no hairy backed Geelong sheilas to scrub my back.

Saturday

The day started in fine form with a chicken and champagne breakfast. This arrived on time. As I walked to the BBQ area I saw Rod Warwick working on his car. Sadly his single rail 4 speed had suffered a detached gear stick.



Not a good thing to see near your car! Rod and RACV guy



This was all to do with some bushing in some part of the gearbox where some rod connects to something. Apparently my gearbox is about to suffer the same fate. The Motor Gnome knows how to fix this and has promised to email me the part number for the magical part which will solve my 'porridge stirring' shift experience.

The RACV guy also knew how to fix the problem, but for some reason didn't carry single rail Borg Warner gearbox parts in his yellow truck. Rod did manage to track down the right parts, common to Ford and Chrysler supplied 4 speed Borg Warner boxes and went and obtained them later that day. He did manage to get the car mobile before the Concours, however on the way through Geelong the car got stuck in first gear and he made the last few kilometres on first and a smoking clutch.

The Concours

The previous Saturday I had used two cans of Turtle Wax number two to polish my car. This was the first real clean it had received since it was garaged in 1990. I had washed it before the Jugiong run, and tyre blacked the 70s tyres, but hadn't tackled the paint. I was planning on getting the car to the Old Parliament House show until the blocked fuel filter issue derailed my plans. In any case, once polished, I liked the shiny look and had carefully picked leaves off it and cursed shitting birds since the weekend. After breakfast, I went back to the luxury spa cabin and went over the car with this magical micro fibre mitt. It works I swear, a shine without having to wash the car or reapply wax or potions. I started the car and motored away, following the Victorian Club car with that big flagpole on the tow bar. I figured if they didn't know where they were going, then we were all in trouble. The trip through Geelong CBD went off without a hitch. I was paranoid about my gear stick coming off in my hand a la Rod Warwick. I was about car 10 to arrive. Marcus Kneebone, Victorian Club Traffic Cop, directed the cars to their positions, arranging cars in a parallel formation and trying not to have two cars of the same colour next to each other. It took about 30 minutes for all the cars to arrive and be placed as desired. No collisions occurred.



My car, just after arriving



I decided not to enter my car in any of the judging categories and just wandered around for the next few hours looking at the different cars and getting ideas for my black car restoration. I still couldn't locate David Lee.



It was a beautiful day on the harbour – Leylands, Leylands everywhere!



'Experimental' Six cylinder



Rear of pre-production Targa Rim



James Mentiplay obsessively collecting P76 details



Motor Gnome and Elf







Marina Six in Bitter Apricot



Marina Six engine bay



Rick Perceval's Six Cylinder Kimberley Engine Bay



Ford Discovery Centre

After the Concours quite a few people went to the Ford Discovery centre where discounted admission and a tour had been arranged. I think I'm pretty well informed on Ford history and after 15 minutes I hadn't heard anything I didn't know, so I wandered off. I was impressed by the cars on display, including a Bathurst winning Falcon Coupe and prototype cars, but I found the 'design studio' display to be the most interesting part. Especially the design sketches pinned to the wall.



I took a heap of photos at the Ford Discovery centre, but as this is a P76 publication, I won't distress people and include any more photos of Fords in this article.

Smorgy's on a Saturday.

The event planned for Saturday evening was dinner at Smorgy's, a glutton's delight. I decided to use this time to visit friends and family in the Geelong area. At the Smorgy's dinner the people's choice award was announced. This went to Jason Birmingham for his Hairy Lime V8 Executive.

Parts Swaptacular at Lara

On Sunday morning we awoke to the delicate aroma of sewage rising from the Barwon River, and then the collective drove through Geelong and out to Lara, a small town on the outskirts of Geelong, where Martyn Hayes, a Victorian club member lives. He has a shed which is large and houses several P76s undergoing restoration. This was the venue for the swap meet parts bonanza.



I was absolutely gob-smacked when I arrived and saw the parts tables so wondrously stacked with desirable morsels. There was a five dollar table, a ten dollar table, boxes of parts at two dollars each, boxes of tested and working instruments of all varieties at very reasonable prices. I made several trips and came away with almost all the parts I need to finish off the Aspen Green Executive in my garage, and the Black car.



Neville Humphries scurrying away with TREASURES!



More parts trading



Presidents hard at work



Stylish non-factory bumper overrides

The Victorian Club exceeded expectations at this event and after drooling over parts, a brunch was served for hungry parts purchasers. The day before the Motor Gnome had told me my upper radiator hose was about to explode. As an exploding coolant hose is unlikely to occur on my car, I

hadn't yet changed the old hose over, I looked for a NOS hose, but none were available. Martyn Hayes went and found a good condition (it looks new to me) second hand one from his personal stash. That's excellent service.

Sunday Arvo

Most of the attendees then went off on a tour the countryside observation run. I instead went and visited some friends in Geelong. On my way back I saw Jason Birmingham hitchhiking and gave him a lift.



Jason firmly strapped in.



Posing on his car after winning 'Peoples Choice'



Jason coming out to check on his car



Jason checking his tyres' air pressure

The Nationals Dinner

On Sunday night the merry travellers dined in style at the Belmont RSL Club. I sat with Jason and Kyle Birmingham, Nick Kounelis, Mick Le Coq and Neville Humphreys. We quickly got stuck into the grog. Kyle got all hopped up on Red Bulls. I'd hate to spend 12 hours in a car with that kid – more energy than a wind farm.



Victorian Club members: unknown, John Beattie and John Ernst Setting up the prize table



Kyle, Jason, Nick and Mick. Neville was at the bar, as usual.



The booty!

The food was excellent and the prizes for the cars were awarded to the winners and runners up. After the awards, the auction was held. The prize item was model number 76 of the Force 7 models the NSW Club had made. Bidding was furious on this and it sold for over 150 dollars. The deep pocketed Motor Gnome and Nick Kounelis also bid manically for high quality laser cut steel cut-outs of Leyland P76s and a Force 7. I bid successfully on a bottle of memorial P-Port from the '1990 Ballina get together'.

On the back it says:

Never before has such a fine tawny blend as this been released onto unsuspecting connoisseurs.

A blend of fruits carefully squashed by Targa mags equipped with Mickey Thompson's and finally filtered through a Z86 oil filter. it shows the distinct bouquet of having been passed through the twin exhaust system of a dry red.

Its first blending prior to bottling was in a 44 gallon drum in the boot of a P76 doing 25 laps of surfers paradise pursued by officers of the licensing commission

Keep away from open cuts, horses' hooves and naked dames.

Our table 'The Hairy Limers' did well in the trivia competition. The first part was car company emblems; I knew 99 percent of these. The second part was 70s and P76 trivia. We thought we were doomed when the answers were read out as we got about 30% of our answers wrong, but other tables must have been even stupider than us because we won! I think we aced the car emblems. Our prize was 12 bottles of wine and champagne – with cool 2008 Nationals stickers fixed to them. Motor Gnome came out a winner on this again as the Elf is too young to drink, so he actually picked up 4 bottles! I'm going to hang onto mine as some idiot paid 65 dollars for a bottle of P76 club branded Port from 1990 at the auction earlier on.

2006 Geelong Nationals Concours Prize Winners



Best Original (First Place)
John & Linda Beattie



Best Original (Runner-up)
Norman & Maree Julian



Best L6 (First Place)
Martyn & Silvia Hayes



Best L6 (Runner-up)
John Ernst



Best Modified (First Place)
Greg Vannieris



Best Modified (Runner-up)
Jason Birmingham



Best Experimental
Scott Reynolds



Best Non-P76
Rick Perceval



Best V8 (First Place)
Nick Kounellis



Best V8 (Runner-up)
Denise Mott & Gregory Bryant



People's Choice
Jason Birmingham



Presidents Choice
Graeme Beck

As I was planning to make a getaway fairly early, I left the dinner before most of the others. One thing I noticed when I arrived was that the car park markings in the RSL are more Leyland Mini sized than Leyland P76 sized. I was careful not to scratch the door of the car next to me when I climbed in to my car. I'm not sure how Nick and Jason managed to carry all their loot out of the RSL.

Back To Canberra

6.30AM on Easter Monday I crawled out of bed, showered, ate my fruit loops, packed my Gladstone bag and left the snoring metropolis of Geelong. I noticed that the Victorian Club members were up. They'd been printing the National mag included the Concours winners and a wrap-up of the weekend – a good idea but logistically challenging. Out on the Princes Highway I refuelled and then set off for the Melbourne Ring Road and then the Hume. Despite Motor

Gnome's gloomy prognostication, the car made it back to Canberra trouble free and without blowing another hose. I still don't know what happened to David Lee. This concludes my report – enjoy the extra photos.





Different hubcaps.



Pre-production Targa Rims





Norm and Marie Julian





Factory fitted I'm told.



Not Coolabah grey.



Surprise, Surprise!

Damien has a special surprise exclusively for those members attending Tuesday's meeting.
Don't miss out – be there!

Contact the Canberra and Districts Leyland P76 Club

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Yahoo group: <http://autos.groups.yahoo.com/group/p76act>

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