

Leylines



Canberra and Districts Leyland P76 Club Newsletter July 2010

Next Meeting: Tuesday 6 July
Weston Ck Labor Club
From 7.30PM

Editor's Note

There's an old saying that history repeats itself, and it may well be right. Recently I was leafing through a copy of Classic and Sportscar magazine from December 2007 when I came across an article by John Presnell about the early history of the famous Citroën Traction Avant which arrived on the market in 1934 brimming with advanced features not available on other vehicles at the time.



What took my eye were some comments about the early life of the 'Traction'. Presnell writes: *'As launched, the Traction was a catastrophe that comfortably eclipses anything that British Leyland could ever have managed even in its darkest days. Everything that could go wrong or break did so - with a vengeance ... Quite simply, the new model was rushed into production by a cash-strapped and impatient Citroën. Consequently it received precious little development testing.... In a bid to churn out the cars as fast as possible, quality inspection was more lax than it should have been, compounding the problem.'* All this seems to have a very familiar ring to P76 enthusiasts...



On to other matters. It seems that Trax models can't leave the P76 alone, despite claiming that it was the worst selling model they produced. A recent flyer from Trax promoted its new Select series of resin (not diecast) 1/43 scale models that will be made to order, rather than in a fixed quantity. The first of the fleet is a 1968 HK Holden Brougham but of more interest to us is the teaser photo of the next release due later this year. No prizes for a correct guess...



And speaking of models, this month's Leylines has the second part of Damo's epic article on the P76 model scene. Enjoy.

See you on Tuesday.

Col

Looking at Leyland in 1/43

Damien Haas

PART 2



Code 3 Leyland P76 models

People have been modifying scale model cars for as long as they have been made. In the industry and hobby, these modifications are referred to as Code 3's. If you bought a Trax P76 and repainted it to match the car you owned, you have created a Code 3. I will briefly look at some of the Code 3's of the Leyland P76 that I am aware of.

P76 Rallye Code 3

Steve Maher is currently working on getting a limited production run of 20 P76 Rallyes produced. They will be based on a Trax Targa Florio, stripped and repainted with new decals and trim applied. They will be made by Rob Bender, who designed the resin Force 7's with artwork designed and made by Tony Hanna, who designed the P76 model for Trax. This will become highly collectible. If you are interested in one of these, you need to supply your own Trax Targa Florio (the base car) to Steve Maher. For further details, please contact Steve.



Photo of actual P76 Rallye, not the Code 3

Other Code 3's

The fire sale of Trax P76s led to bulk buying by modellers with ideas. I have seen various 'Police' Code 3's, none of which are in anyway accurate, using 1990 era light bars and signage. The other popular Code 3 subject is Taxis. I have a few examples here to illustrate. I bid on eBay for one by a Qld modeller called 'SanTERS Workshop'. I was disappointed to say the least, and could have done a better job myself.



One very nice example is Jason Birmingham's conversion of a stock Trax P76 Super to represent his 1:1 Hairy Lime. He has added 1:43 scale Bathurst Globe wheels and painted the interior white, which accurately represents his car. A nice conversion.



I have only seen one Dinkum P76 modified, another 'Police' version. I'm not actually sure if it's a Code3 or left Dinkum as a Police car, as Dinkum did make runs of Police cars using their moulds for other cars. Dinkum also sold their cars in kit form, with all parts included, but the body unpainted. It's possible the Dinkum Code 3's are assembled kits. This is merely informed speculation however, as I am not sure if Dinkum Classics sold their P76 in kit form or only fully assembled.



Often it's the detail that trips up a model, the difference between stunning and a disaster. Be careful when bidding for a Code 3 on eBay, ask the seller for extra photographs to see if the Code 3 is at least as good as the original.



Code 3's – A short guide to diecast car 'codes'

Every subculture has its own jargon, or shorthand. It occurred to me that some people might not know what a 'Code 3' diecast model is. A brief rundown on terminology follows. The 'codes' relate to the condition and modifications on a particular model.

Code 1 : A standard model as it comes from the manufacturer. Only ever called a Code 1 in a guide like this.

Code 2 : A standard model from the manufacturer but with differences in packaging or badging. An example could be a promotional model of a Trabant made for say Capital Diecast Garage by the manufacturer, and I decide to rebox it or apply an extra sticker to it. Another example is the application of aftermarket decals to models such as Brock HDT Commodores that are produced without tobacco company signage in accordance with legislation.

Code 3 : Massive changes made to the appearance of the model without the permission of the manufacturer. This can include new or different decals, changing the paint scheme, different wheels, swapping components, or a massive redesign using a base model and turning it into something different. Some Code 3's are good quality, and others atrocious.

If you are offered or buy a Code 3, you should be advised that it is a Code 3 and not represented as a factory original version of a particular model. That is fraud.

Some people like collecting Code 3's and others frown upon it. My opinion is that as long as it's not represented as something it is not, then enjoy the Code 3. You can find interesting examples of cars that you might never see if someone hadn't attempted to Code 3 a car.

Next month, in the final part of his P76 model saga, Damien discusses resin models, and interviews Steve Maher, from the NSW club, and also model maker Tony Hannah.



P76 Door Trims

There has been some discussion lately on Adrian's P76 email group about the availability of new door trims for the P76. I've reproduced it below.

G'day all

A man named John has just reproduced P76 Door trims!!! They have been seen by and met the approval of The Green Boys. They are very impressive to say the least. He can make them with any available vinyl and any available carpet. This means that the custom options are almost endless!! And of course Super and Executive restorations.

The ones he currently has listed on eBay are imperial leather (Brown)

I suggest everyone have a look at

http://cgi.ebay.com.au/LEYLAND-P76-REPRODUCTION-DOOR-TRIMS-/330446959599?cmd=ViewItem&pt=AU_Car_Parts_Accessories&hash=item4cf02c73ef

\$795 each

And support this gentleman in his endeavour as we are indeed very lucky he has done this. There are many other classic cars who can't get these types of items and now we can get them brand NEW!!

His name is John

PRO STITCH Motor Trimming
169 Bellevue Pde
Carlton Sydney
PH: (02) 9547 3424

He can also do other cars so if you need any be sure to ask him and support a tradesman who is supporting we P76 Owners

Cheers Stuart

The value of original cars will go down as more and more reproduction parts become available. I found this with my other car. EH Holden prices went down as parts become available and most trim shops can reproduce the standard trims for around \$450-\$500 please go get a price before you rush off and buy these. You may save yourself a bit of money.

Regards
James

Most trim shops will not be able to reproduce the P76 Super and Executive door cards as stated below. The reason being that the Super and Executive units have the chrome foil trim surrounding the wood grain insert, the replicating of this requires a special process. Something that is well out of the league of most trimmers.

These latest ones look superb, and full credit to the person who has gone to the effort of having them made. Hopefully we fully support him.

James Mentiplay

Matlock Police and the P76

Bryce, our club's intrepid night owl, has been staying up until the wee small hours avidly searching for more glimpses of the P76 in that fantastic 1970s Australian TV production, Matlock Police. And he has been successful! A Targa Florio taxi, too.

Just see below.

A recent episode of Matlock Police, "Johnny Came Home" (Win Television 25 5 2010) featured a cameo appearance by a P76 Targa Florio as a taxi in Matlock. The taxi driver is asked whether Kathy Marcus (the delightful Ms Jackie Weaver) caught a taxi. He volunteers that Ms Weaver's character did in fact catch the other taxi, walks around the front of the Targa, gets in starts the motor (very authentic sound) and drives off. It was not clear if the other taxi was a P76 so we don't know if the delightful Ms Weaver's posterior has graced a P76 seat.





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