

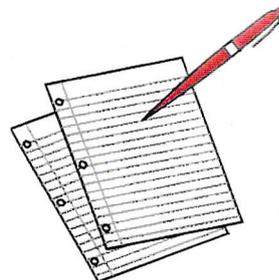
**LEYLAND P76**  
**CLASSIC CAR CLUB**  
INCORPORATED



**NSW**

May 2002

## EDITORIAL



Many thanks to the members who have responded to our requests for contributions to the magazine, please keep it up.

Most of the members would be very much aware about the problems that all clubs and societies have been confronted with recently in regards to Public Liability Insurance. However, at this point in time we have no great problems as we have been able to renew this insurance at a reasonable cost. We are hopeful that this will not change although it could still become more expensive in the future.

Joe Green was interviewed by A.B.C. Country Radio on Sunday 21<sup>st</sup> April, 2002, by Garth Russell. This was an informative talk and the response the radio station received was very positive. We have also received the second instalment of the Twavelling Twemlows European Trip accompanied by an interesting photo of a piece of Leyland history (to be continued in the June magazine).

A 'Buy Swap or Sell' section will be included in future newsletters and we thank Todd Ford for his suggestion and also don't forget if any member has any spare parts for sale please send in the details (Items such as those indicated in Todd Ford's article) Also Bar Mirrors, Cuff Links, Tie Bars, Ash Trays or any other interesting goodies. If you have any of the above items please forward all details to the Editor c/o 9 Aspley Place, Taren Point, NSW. 2229 and don't forget to include your phone number.

.....the Editor.

### FUTURE EVENTS

- ◆ **Sunday 21<sup>st</sup> July: Liverpool Super Swap Meet**
- ◆ **Sunday 18<sup>th</sup> August: C.M.C. Eastern Creek Day**

### Thanks To:

Tony De Luca for his article on the Snowy Mountains Trip.

Todd Ford for his article.

Sue Green and Vince Rovere for their help in producing this magazine

**For Sale:** 2 Complete P76 cars in poor condition. Ph: Bob Stern on 6373 3127 or 6373 3991



Sunrise over the Hay Plains

## *The Snowy Mountains Tour*

*by Tony De Luca*

The Summer Snowy Mountains Tour was arranged by Lynelle and John Titcume of the Illawarra early model Holden Club starting on Thursday 7<sup>th</sup> March until Monday 11<sup>th</sup> March 2002.

I left home at around 8.10am on the Thursday morning 7<sup>th</sup> March, as it was arranged for most of those on the tour from different locations, to meet at the VC Wheatley rest area at Lake George near Canberra as the main group were from the Wollongong area.

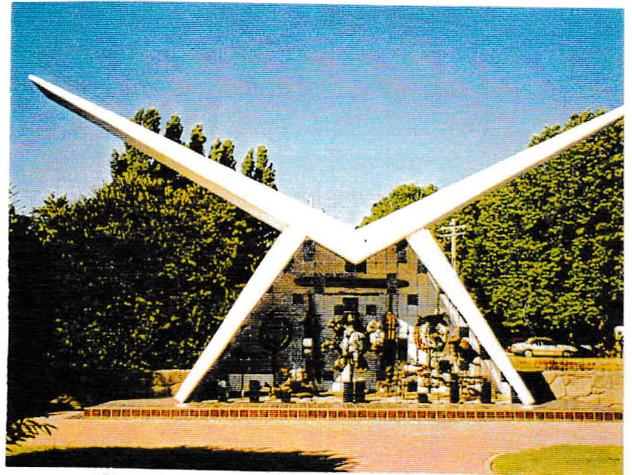
I opted to take my P76 V8 Executive after the excellent Shannons Tour of last year and it was great to take the car on a long journey again. I arrived at the meeting point at around 10.50am just before the Wollongong cars arrived at 11.00am.

Barbara and Ken Godwin, their son Douglas, Alastair Browne, Lynelle & John Titcume and their young son Daniel who participated in the Go West Kangaroo Tour as part of the Shannons Tour were part of the Summer Snowy Mountains Tour in all, 18 vehicles were involved.

On leaving the VC Wheatley rest area we continued along the Federal Highway for a few kilometers and called into Robinson Brothers Panel Beating workshop to see the progress on Lynelle's FC Holden. The Robertson brothers are cousins of John Titcume and it was fascinating to visit their place.



*Flynn's Wrecking Yard. Cooma*



*Southern Cloud Memorial. Cooma*

Their father, now retired, was head panel beating teacher at the Canberra Technical College hence the sons following in their fathers footsteps and operating their own business. The family had some interesting vehicles to see. They were in the process of refitting the repaired differential into an immaculately restored T model Ford and had other veteran cars under various stages of restoration.

A very interesting vehicle in their fleet was a Holden one ton WB series ute that they have manufactured a crew cab body with a reduced sized tray and the inclusion of a lazy axle rear suspension. In all it was a very pleasant hours break in the journey.

From there we pushed on towards Cabramurra through Queenbeyan, stopping for a late lunch in the well known Cooma Park. Before leaving Cooma at around 2.45pm, I as well as others, decided to fill up at the Woolworths Service Station as petrol was relatively cheap at 91.9 cents per litre for lead replacement petrol. I had previously filled the tank at Queenbeyan where lead replacement petrol was 89.9 cents per litre.

Our next stop was Flynn's Wrecking Yard a few kilometers out of Cooma. What an interesting place, 40 acres of cars from the early 1930's up to late models. They even had some P76's in the yard. We spent around an hour there however I could not see anything that I needed.

### Day 3 Saturday 9<sup>th</sup> March

After breakfast we pushed off for Tumut, the plan was to be there for lunch and enjoy the drive. The Snowy Mountains Highway is as expected in a mountainous area, very hilly.

We stopped at Talbingo on the eastern side of Jounama Pondage which feeds into the Blowering Reservoir. Talbingo is a very nice small town which is in a beautiful setting and a delight to visit. After a short stay, we continued towards Tumut.

Around 12 kilometers from Tumut is the Blowering Dam and Power Station. After turning off the main highway we drove quite a few kilometers which eventually took us onto the road over the dam. The dam is constructed of compressed clay and stones, not like the usual concrete dams commonly known.

This stop was most interesting well worth the diversion. The Blowering Dam was opened by the then Premier of NSW Sir Robert Askin in 1968. At the base of the dam is a most attractive picnic area in keeping with the well maintained areas of the Snowy Mountains Authority.

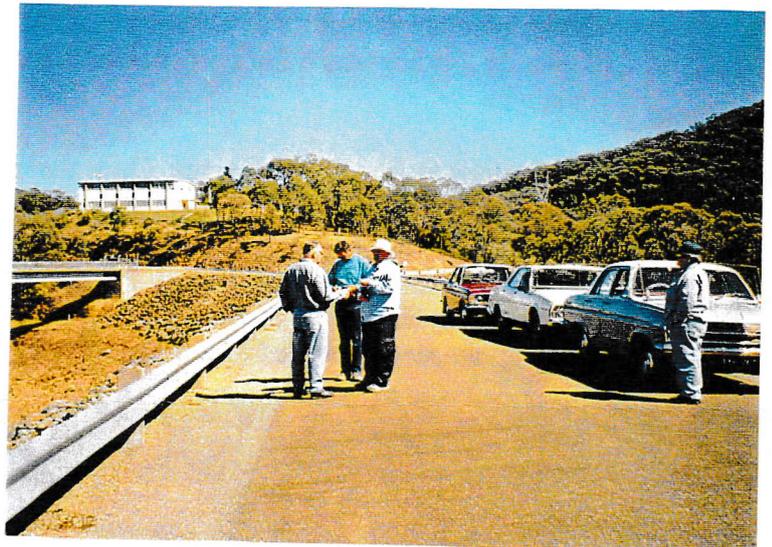
Our next stop was Tumut for lunch. I found Tumut much the same as it was on my last visit about 14 years ago.

After lunch, Barbara, Ken, Douglas and I decided to take in the town of Adelong about 20 kilometers towards Wagga Wagga. Along the Adelong Road we stopped at the Tumut Broom Factory and Barbara posed for a photo with one of the famous brooms.

A short hop into Adelong which is quaint town typical of early Australia. After visiting the town we returned to Tumut and back to Cabramurra for tea in the local hotel. Again another great day touring this beautiful country of ours.



*1915 International Country Buggy*



*Courtina, P76 & HR on top of Blowering Dam*

### Day 4 Sunday 10<sup>th</sup> March.

It was again a quite cool morning however we were up and had breakfast early. Barbara and Ken in their HR Holden, Douglas in his Morris Minor myself in the P76 left Cabramurra about 8.00am.

We took our time towards Khancoban, the scenery was breathtaking, however the road was hilly and the going slow. We stopped at Tumut Ponds Dam and Tooma Reservoir eventually arriving at Khancoban about 10.00am.

We filled up with petrol at the Shell Service Station, again unleaded only was available. The proprietor was interested in our cars as he had some old tractors on display as well as a 1915 International 2 cylinder Country Buggy complete with solid tyres. This vehicle would be most unique after restoration.

## Road Trip !

By Vince Rovere

So many times I am asked the same question. Why? Why this car as opposed to other vehicles of the same era....or even today for that fact. Why do I have one, let alone three? Why opt for a 30 year old oddball car as my main mode of transport instead of any number of current makes?

While I admit a V8 P76 is not exactly the most efficient mode of transport within the Sydney metropolitan area and yes, I do have a later model Alfa V6 which is pure entertainment to drive in traffic, the 'P' is now my number one car. The answer to that elusive question, 'why?' came to me two weeks ago and all it took was a road trip.....

Not just any road trip mind you, but a 3000km, 33 hour mission across 3 states, all completed within a single weekend and towing a fully loaded 8x6 furniture trailer. In theory it was going to be a simple task.

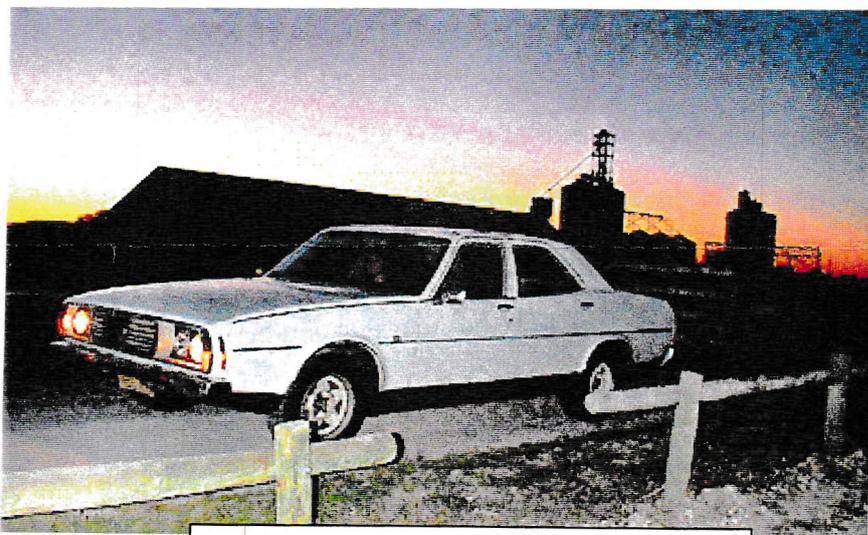
Leave work early on a Friday afternoon, hook up a hire trailer, then point the white Exec west to Adelaide, where I would load up the trailer with all my furniture (in storage for the last 2 years), then turn around and drive back in Sydney to arrive on Sunday night in time for dinner.

This was going to be the first big test of the Exec which I purchased off Peter O'Brien 2 months earlier. I remember at the time telling him that one of the main reasons I was buying the car was the appeal of the towbar and how useful it was going to be. Mentioning my planned trip to Adelaide.... I can still see the slightly worried look in his face even now....

So what about all the preparation needed for such a mammoth journey. Oil level – check! Tyre pressure – Check! Spare fan belts and radiator hoses – Check! Sunglasses – Check! E-Tag for the M5 – Check!.....*Lets Go!* By 3pm Friday we had the trailer hooked up (thanks Kennards...who thinks we went to Lithgow not Adelaide) and headed west on the M5.

Now this is usually the part where the expected horror story begins to unfold, however, I hate to disappoint you all, but, literally 17 hours later we rolled into Adelaide (8am Sat morn) after what I would have to describe as one of the most relaxing and effortless interstate drives I have ever experienced.

We even slowed down after reaching Hay as we were tracking along so well we were looking at reaching Adelaide by 6.30-7am, which we decided was far too early to wake up our friends!



Sunrise at Taillem Bend. 1 hr from Adelaide

So that was the easy part over with. By 2pm that afternoon, the trailer and the car were fully loaded up and ready to roll for the return journey.

## Memorabilia

For the many club members I am still yet to meet and tell my story to, I will give you a quick introduction. My name is Todd Ford, my wife Alison and I live in Narellan Vale near Camden. I have only been a member of the club since late last year.

I do not currently have a P76 in the garage. The cherished family Leyland is owned by my grandfather, however for as long as I can remember I have been spoken of as the one, the next in line to be handed the keys.

I have many fond memories of the P76, the entire family packed into the car on Sunday drives, my younger brother perched on the front centre armrest. I also remember the faith my grandfather displayed by letting me enjoy the V8 as a young L plate driver.

My grandfather continues to regularly drive and enjoy the company of his Bitter Apricot baby, whilst he has now begun to fill my shed with a wide variety of Leyland panels and parts in preparation for the 'handover'.

My eagerness to learn more about the P76 and its history keeps me busy while I am 'P76less'. Last year a friend and former Leyland Australia employee generously gave me a tablecloth (with Leyland P76 and Anything but average logos) used at the launch, as well as a pristine set of owners wallet, owners handbook, service passbook and pre-delivery sheet.

That gift has started a small collection I have been steadily building over the past few months by visiting swap meets.

I have collected items such as:

- 1973 issues of Wheels and Motor Manual magazines featuring original test articles.
- Australian Classic Car magazines featuring club members' cars.
- Fold out brochures featuring the model range and features, another highlighting safety and space.
- Fliers and spec sheets detailing the benefits of the aluminium V8.
- Colour and Black and White information on levels and options of the range.

I am sure other members have far more comprehensive collections and knowledge on what was produced.

Those of you that do may like to publish in a future newsletter a list of collectables and/or items you would like to swap or sell.

I look forward to meeting more of you and learning more about these great cars.

  
TODD FORD



## ***TAILPIECE***

***This month we have tales of laughter, an offer too good to refuse and a sentimental link to the past .....***

### ***Scene inside a café....***

Two men sitting at a table having lunch. Outside my latest acquisition, the white Executive, pulls up with my partner at the wheel. On entering the café he is greeted by much laughter and finger pointing in his direction..."Hey mate! ... what are you doing driving that car? We didn't think there were actually any still left on the road.....you know those things used to always fall apart.." Turns out these two guys were assembly line mates at the Leyland factory in Zetland and did a stint on the P76 line back in the early 70's.

Apart from the fact that they didn't seem to realise their comments were not exactly a great reflection of their work skills at the time (*think about it...*), the laughter soon stopped and was replaced by looks of amazement when they were told that we actually owned three P76's. Nor did they realise that there was a loyal club following nationally supporting the marque. Seems some people just can't take their own joke!

### ***Scene outside a café two days later.....***

This time, while getting into the white Executive, my partner (*now starting to get peeved off with all the attention the P76's seem to attract*), is approached by yet another stranger aged approximately in his late 30's. "Hi mate, I just love your car, you know I have seen it parked here a couple of times.....how long have you had it?" Eyes rolling back in his head, my partner steadied himself and prepared to deliver his well practised and now standard response, when, from way out of left field the stranger made the next comment...



*The white Exec parked outside the café in Surry Hills*

"Tell you what, I will give you \$5,000 for it if you want to sell it." Five minutes later he was handing over his business card on the understanding that I was to give him a call later on that evening to discuss the offer further.

Now while I will admit, \$5,000 was a tempting offer and would have represented a very nice return on the investment I had made two months earlier, I just cannot bring myself to part with any of my cars. I was, however, interested in finding out why a total stranger would want to offer such a sum straight out of the blue so a phone call back was definitely required...and so the story goes...

His grandfather had owned a P76 from new and his fondest memories of this now departed and most loved relative were the outings where the kids would pile into this huge car with grandad at the wheel and off they would go. He explained that whenever he saw a P76 it would remind him of his grandfather and bring all those good memories flooding back. Being a bit of a car nut himself, he realised that the best way to honour the fond memories was to buy a good example of a P76 himself to keep and enjoy. Seeing our cars all the time, he decided that he may as well ask the question.

So...if there are any club members out there who are not as attached to their P76's as I am and may be thinking about selling, but want the vehicle to go to a good home and someone who definitely has an interest in looking after it, here is an opportunity. Get in contact with me through the club and lets see if we can get Brett a suitable P76 as a reminder of his grandfather. ....I think I'm coming over all sentimental.....

*...Vince Rovere*

After a 3 hour sleep and bidding my co-driver for the first part of the trip, Lyn, farewell, I was back on the road by 7pm and heading up through the Adelaide Hills, albeit slowly (60-70kmh). My only real concern about the Exec was its tendency to run hot, which Peter warned me about when I bought it, so I figured the return journey with a full load aboard was where any problems were likely to show up.

As it turned out, by Ouyen in NW Victoria, it was obvious that if I wanted to maintain a respectable speed (100kmh), something would need to be done to the cooling system. Solution...remove the thermostat. Hey Presto ! combined with the cool night air and a freer flow, the car still ran at the high end of the scale, however, it was now more stable and 100kmh was sustainable without drama (*mental note: replace radiator with heavy duty crossflow unit when I return*).



Heading back.  
Early morning near Hay

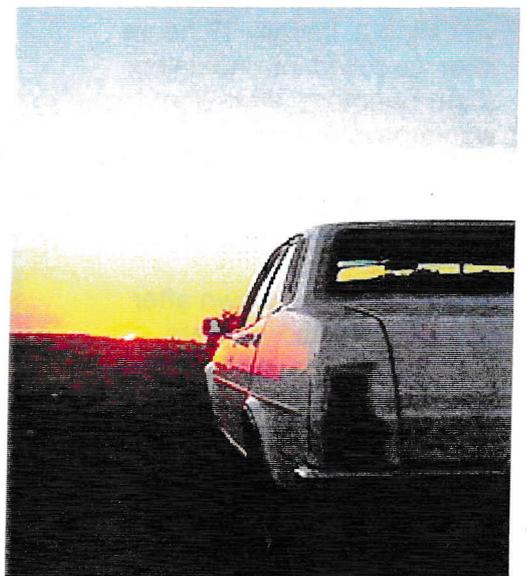
Apart from being stopped in Ouyen by a policewoman on patrol, which gave me nasty flashbacks of Blue Healers episodes, the rest of the journey was as uneventful as the first part. Arriving home in Sydney at 3pm Sunday afternoon (taking into account a 4 hour snooze near Hay), I was faster on the return trip, taking only 16 hours to complete the 1,450 kms (including fuel stops) and with a full load as well. Fuel economy during the entire trip ranged between 15 l/100km to 18 l/100km, not bad I thought all considered.

So what have I learnt after all this?

- (1) Don't drive slowly around the streets of country towns looking for a suitable street light to stop under and perform mechanical work on your cooling system....unless of course you want the local police to follow you and pull you over!
- (2) Why I chose to be a P76 fanatic. The secret of this vehicle obviously was (and still is) its ability to cover vast Aussie distances, in lounge room comfort, at decent speed and without drama.

More than ever now I am convinced that Leyland got it right with this vehicle...

It's just that very few people realised it.



A car for the Aussie wide open spaces

We visited the Khancoban Information Centre. They had a wonderful display for the Snowy Mountains Scheme, well worth seeing. We bought a day pass for each vehicle as staying in Thredbo it is necessary for the pass to be displayed on the windscreen.

The journey to Thredbo was slow as the hills along the Alpine Way were long and hard. The Holden being a 161 3 speed manual and especially the Morris Minor found the going tough. The P76, however, took everything in its stride.

On arriving at Thredbo around 1.00pm, the place was full as being Sunday many visitors come in for the day. As per the arrangement, we booked into the Thredbo Alpine Hotel which is top class accommodation. Included in the cost was a ride on the chair lift to Mt Crackenback. The booking for the chair lift was at 2.00pm. Rising to a height of 1930 meters above sea level, the ride was breathtaking and the view outstanding it must be seen to be believed.

The rest of the day was leisurely and I had a walk around the village which was most enjoyable. The evening meal was in the Bistro and we had a get together in the Hotel foyer lounge afterwards getting to bed around 10.00pm.

#### Day 5 Monday 11<sup>th</sup> March.

As per usual I was up early, had the car packed and was ready for breakfast at 7.00am. I was first in the restaurant for breakfast which was superb. While having breakfast the sun began to shine on the top of Mount Crackenback. This was so spectacular I went back to my room for the camera to take a photo of this beautiful sight.

After the farewells I was on my way home by 8.00am, leaving Thredbo in all its glory. The journey home was quite pleasant with the P76 performing well. The only mishap for the whole journey was a faulty rear tyre. I changed this with the spare just before Jindabyne.

I made stops at Jindabyne, Cooma, Queenbeyan for petrol, VC Wheatly Rest Area before arriving at my daughter's house at Bexley almost right on 2.00pm.

The Snowy Mountains Tour was an excellent 5 days arranged by Lynelle and John Titcume from Bulli. The organisation, and accommodation was a credit to both of them. I am certainly glad I decided to join the tour, it was a great time with great people.



*Tony De Luca showing  
how to get off a chairlift*

We left Flynn's Wrecking Yard around 3.45pm arriving at Cabramurra around 6.00pm. After settling in at the RSL Youth Hostel, we walked down the hill for tea at the local store and café. We enjoyed a great baked dinner and an enjoyable evening getting to bed around 10.00pm. Some of the keen one's kicked on at the local hotel located within the town centre.

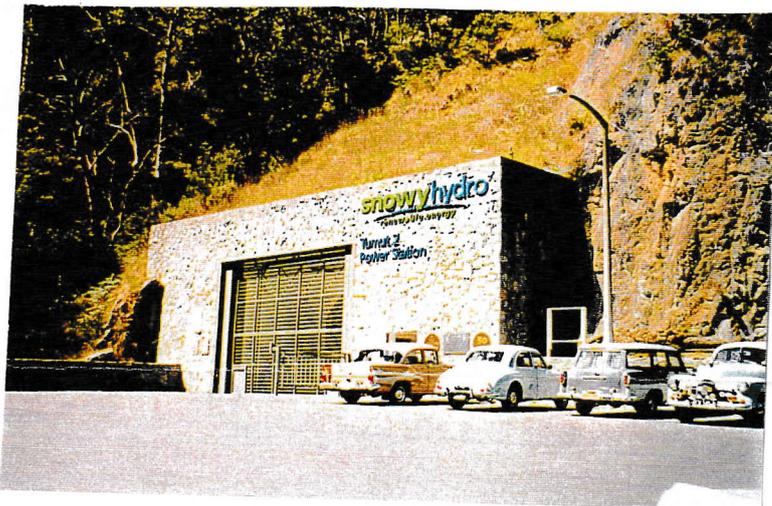
### Day 2 Friday 8<sup>th</sup> March.

I was up early, 5.30am. By 7.00am, Ken Douglas and myself went for a walk in the crisp cool air of the morning, suitably rugged up for the cold.

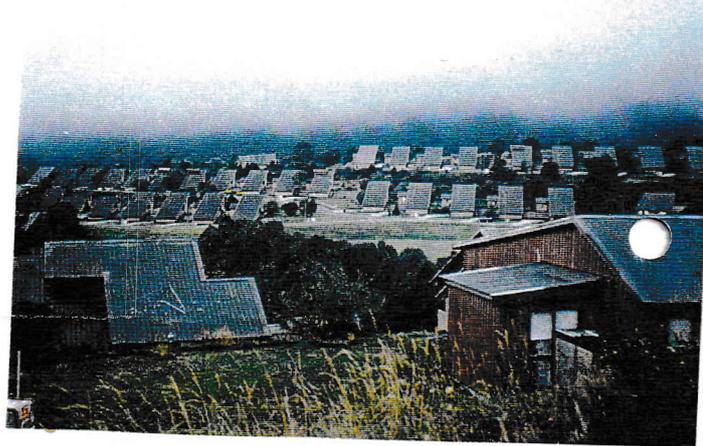
Cabramurra is the highest town in Australia and was established in the mid 1950's as a construction town for the Snowy Mountains Scheme. It was located over the hill from the town lookout, the hostel being the original staff quarters and remains as one of the buildings from the original town. The present town was rebuilt and completed in the summer of 1976 and moved a little to the north. The town is home for about 150 people, mainly those working for the Snowy Mountains Authority.

The houses are constructed with steep roofs facing west to allow the snow to slide off. They are all the same design and in rows, very orderly. The town is extremely clean and well kept. The focal area is the town playing/soccer field. Cabramurra is an interesting place to visit.

After breakfast and when the cars were checked, we made our way to the Tumut 2 (T2) Power Station. Tumut 2 is one of the underground power stations of the Snowy Mountains Scheme, about ½ an hours drive from Cabramurra through spectacular mountain scenery.



*Tumut 2. Power Station*



*Cabramurra. Highest town in Aust*

We went on the 11.00am tour of the T2 Power Station which started with a bus ride down a very long tunnel to an audio visual area. The presentation was about 15 minutes and we then walked down another 3 levels to the generators.

The T2 Power Station is very impressive and extremely interesting to me as during my school days the Snowy Mountains Hydro Electric Scheme was part of Social Studies. This has been the first opportunity for me to see a part of this engineering marvel.

After lunch we drove to the ruins of the gold fields at Kiandra and then onto Mount Selwyn, one of the ski lift attractions of the area. A short hop back to Cabramurra, filled up with unleaded petrol being the only fuel available, before a BBQ tea up at the lookout area. The wind was bitter and as soon as we had eaten it was back to the Hostel to settle in for the night.

**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci  
Literary Institute on Wednesday 17<sup>th</sup> April 2002**

Joe Green opened the meeting at 8.15pm. Members in attendance as per attendance book.

**Apologies:** Sally & Brian Twemlow, Ian & Bev Lyons, Troy Green Trevor Michel, Peter & Ben O'Brien.  
Minutes of the previous meeting were read and accepted. *Moved – Don Chappell. Seconded – Sue Green.*

**Business arising from The Minutes:** Nil.

**Treasurers Report:**

Statement No. 96 dated 28/03/2002. Cash At Bank: \$1,714.97

**Income** for March 2002. Nil.

**Outgoings** for March 2002.

Hall rent: \$ 27:50  
Newsletters & Labels: \$ 20.00

Outgoings SubTotal: (\$47.50)

Total Available Funds: \$1,714.97

*Acceptance of the Treasurers Report. Moved – Alan Simons. Seconded – Valda Chappell.*

**Correspondence In:**

1. Brochure and entry form for the Illawarra Motoring Museum regarding Motorama 02, Sunday 8<sup>th</sup> September 2002.
2. Minutes from the CMC General Meeting held on 25<sup>th</sup> March 2002 and entry form for the Spring Colours Tour, 28<sup>th</sup> September to 7<sup>th</sup> October 2002.
3. Brochure on Motorex, July 13<sup>th</sup> & 14<sup>th</sup>, 2002 at the Sydney Showground, Olympic Park..
4. Brochure on the Volvo Car Club of NSW Swap Meet, Sunday 5<sup>th</sup> May 2002 at the Nursery Association, Annangrove Road. Rouse Hill.
5. Letter and magazine article from Brian and Sally Twemlow.
6. Letter from member Todd Ford.
7. Letter and brochure from Chief Car Covers.
8. Victorian P76 Club Magazine, March 2002.
9. West Australian P76 Club Magazine, Westwords, April 2002.
10. South Australian P76 Owners Club Magazine, April 2002.
11. Drive Chatter magazine, March & April 2002.

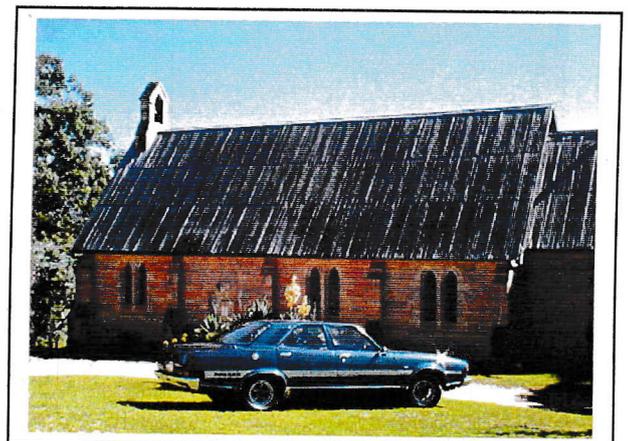
**Correspondence Out:** Nil.

*Acceptance of correspondence. Moved – Vince Rovere. Seconded – Ron Frith.*

**General Business:**

- Joe Green informed the meeting regarding the front suspension inserts for the P76 to be ordered from the South Australian P76 Club. The numbers required to be sent to SA.  
Joe Green asked those at the meeting who would be attending the Shannons Display at Eastern Creek.

**The meeting closed at 9:10pm followed by supper.**



## **LEYLAND P76 CLASSIC CAR CLUB INC. NSW**

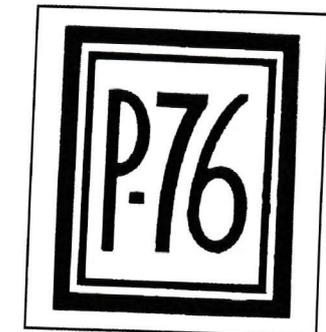
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If any member has either a vehicle or spare parts for sale, an interesting story about his or her car, whether it is about a rebuild, repair, or one of your trips away on holidays, please do not hesitate to contact the Editor and it will be gratefully received.

The opinions expressed in this newsletter are not those necessarily of the Editor. Where possible, articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc, its officers, servants, agents, publisher, editor and authors of this publication expressly disclaim all liability for errors and omissions of any kind, whether negligent or otherwise, or for any loss, damage or other consequence which may arise from any person relying on the material in this publication.

Please send all mail to:

*Leyland P76 Classic Car Club Inc.*  
C/o 9 Apsley Place,  
TAREN POINT NSW 2229  
Phone: (02) 9522 6529  
Email: P76@zyworld.com



### **GENERAL MEETINGS**

Venue: Sans Souci Literary Institute  
Address: 107 Ramsgate Road, Ramsgate.  
(cnr Campbell St)  
Time: 8.00pm Wednesday Nights

### **MEETING DATES**

May 15 <sup>th</sup>	September 18 <sup>th</sup>
June 19 <sup>th</sup>	October 16 <sup>th</sup>
July 17 <sup>th</sup>	November 19 <sup>th</sup>
August 21 <sup>st</sup>	December 11 <sup>th</sup>