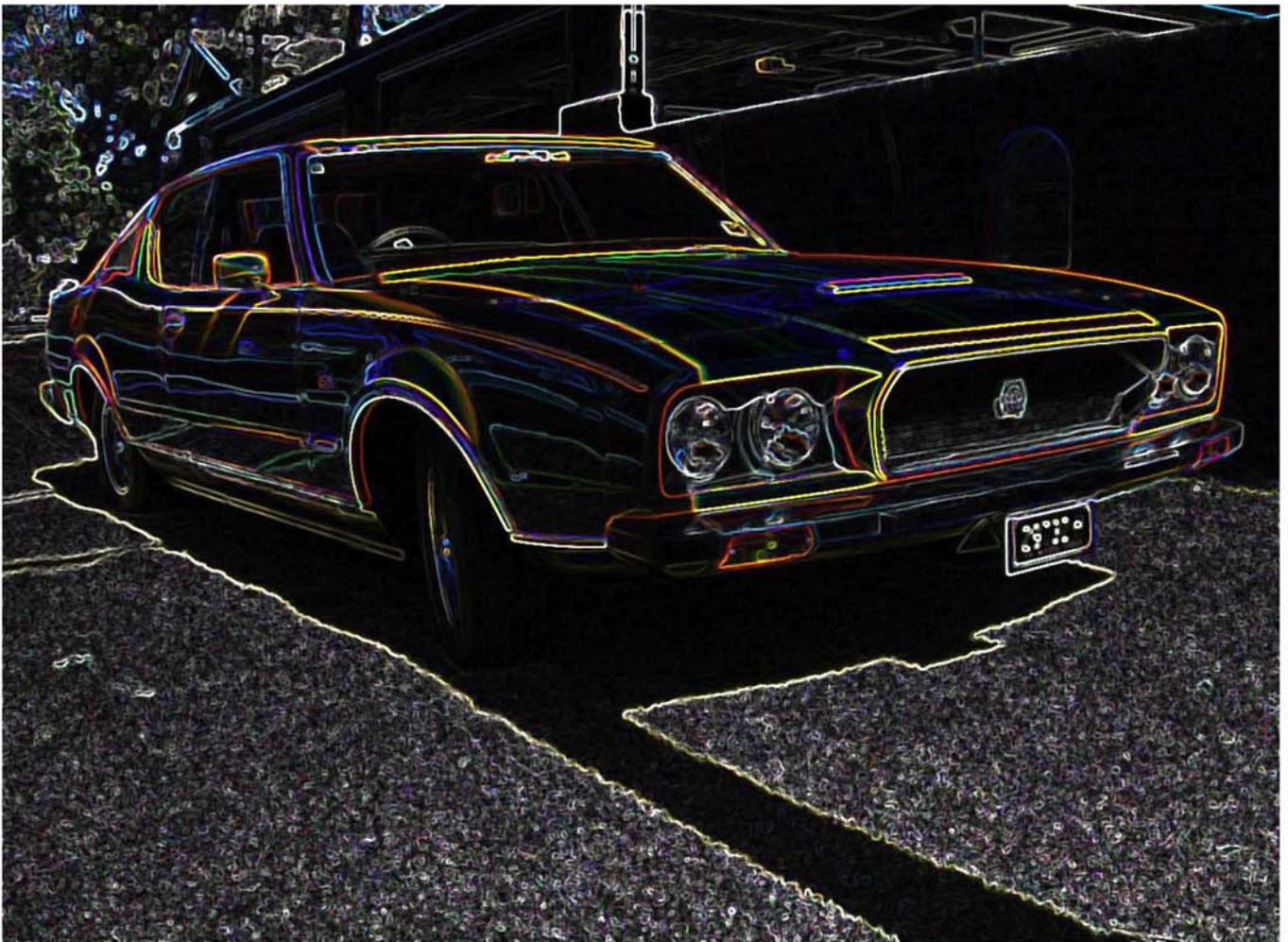


LEYLAND P76 CLASSIC CAR CLUB

INCORPORATED NSW

JUNE 2010



P-76

Anything But Average

LEYLAND P76 CLASSIC CAR CLUB INC.

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If any members have a vehicle or spare parts for sale, an interesting story about his or her car, weather it is about a rebuild or repair, or of your trips away on holidays, please do not hesitate to contact the editor and it will be greatly received.

The opinions expressed in the newsletter are not necessarily of the Editor. Where possible articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc. accepts no responsibility of the accuracy of the information.

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GENERAL MEETINGS

Venue: San Souci Literary institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell Street)
Time: 8:00pm Wednesday Nights

MEETING DATES 2010

16th June,
21st July, 18th August, 15th September
20th October, 17th November,
15th December

Editorial

Another club year is coming to an end. How fast they go. We have had a busy year due to the National Event, however we are now back to our normal club events and outings, etc. We do have a busy time ahead of us and the next run is to the Bradman Museum on Sunday June 20th and should be great. We went to this venue about 10 years ago and it was a most successful day; let's hope this one is as good or better.

Thanks to all who have renewed their membership so promptly.

Now I would like to inform our members that Tulip Time 2010 will celebrate its Golden Jubilee 50th anniversary from 21st September to 4th October 2010 in the Southern Highlands and many activities are planned including a street parade, an inaugural Lantern Street parade, Tulips After Dark, fireworks display, food and wine fair, live entertainment and a celebrity cricket match. This year Father Chris Riley who is the patron has with the organisers and the local community chosen Youth off the Streets as the charity's partner for this year's festival and the proceeds from Tulip Time will go to Father Chris Riley's Youth Off the Street program. So I suggest, if possible, our club work out a date in our busy schedule of events to support this very worthy charity.

Well that's it for now, see you all at our next meeting. Joe Green

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OUR TRIP TO HUTT RIVER PROVINCE

The Royal Enfield Club of Australia (of which I am a member) was planning a trip to Hutt River Province to celebrate the 40th year of secession, as his Royal Highness Prince Leonard of Hutt is the patron of The Royal Enfield Club of Australia.

I left Sydney on my 500cc Royal Enfield Bullet and Bev on board a camper van with another member of the club, on Thursday 15/4/10. We spent the first night at Nyngan, the second at Broken Hill, and the third night we arrived at Port Augusta where we met up with the bus that Bev would be travelling in for the rest of the trip and other riders. Bev travelled all the way over and back in the bus and I continued to ride my bike so I will tell the story from my point of view for the sake of simplicity.

With other members of the club - Charles from Melbourne, Garry from Wagga and Russ (the bus owner) from the Sunshine Coast in Queensland, I rode to Ceduna, Eucla, Balladonia, Southern Cross, Muchea and finally Hutt River Province. It took us a day between each stop. I really enjoyed the ride but must admit that I thought the Nullarbor Plain would never end. Sitting on a bike at 100kph on a perfectly straight road with the sun in your eyes for hour after hour and mile after mile was definitely not my favourite part of the trip. At Muchea we met up with six other W.A. members and rode into Hutt together (following a film crew filming us from the back of their van) to a big reception. We spent Friday night, Saturday and Sunday at Hutt enjoying the festivities which included One Man Bands, Duo's, Pipe Band, Brass Band, official (by personal invitation) Royal Dinner, hiking and mountain climbing (Bev and I gave the last two a big miss) and generally looking around the Province and the buildings. Bev got her passport stamped and we posted a postcard back to Bev's Mum with a Hutt River stamp on it as she collects stamps. We also brought back some Hutt River currency for her because she also collects bank notes. Hutt River Province is 595klms north of Perth and the place where we met up with the W.A. members (Muchea) is about as far out of Perth as Campbelltown and Penrith is from Sydney.

I won the trophy for the most distance actually ridden. Most of the others put their bikes on a trailer for at least part of the trip.

Monday morning we started the trip back home, but unfortunately the dramas began.. Garry from Wagga decided that it was too far to ride back so he put his bike on the trailer behind the camper-van that Bev had travelled in to Port Augusta. Russ the bus owner was still riding on and off so he joined Charles and me with one of the W.A. members and we began the return journey.

We decided to go via Jurien Bay because we had been told about a motorbike museum there. When Russ, the WA member and I arrived in Jurien Bay we found that Charles was missing. Two hours latter the bus arrived with Charles' bike on the rack on the back of the bus. Investigation found no compression present so it was decided to take it to the home of a W.A.member at Muchea for further investigation. The museum was great but mainly full of Vincents which was OK by me as he had the last Vincent built, the works race bike from 1938-1939 and also a 1947 model that the owner of the museum still races in historic events. He has won 54 out of his last 58 starts and that was because it broke down the other 4 times. It still does the standing quarter mile in 9 seconds with a terminal speed of 158 M.P.H. Incidentally the owner of the museum is older than me. As well as about 50 Vincents he also has a 1958 350 Royal Enfield, a 350 vello-cette the same as the one I used to race in 1962, a 1958 500 Matchless, 3 ex speedway bikes and right in the middle of the museum was an original E Type Jaguar with 8000 miles on the clock in immaculate condition.

Next stop was Muchea where we found that Charles' bike had dropped a valve and of course destroyed the motor. It was decided to rebuild the bike while the rest of us toured south of Perth and then meet up with Charles again at Norseman so that we could cross the Nullarbor together. This worked out well but the bike still gave trouble all the way back and in fact ended up snapping the primary chain just out of Culgoa in Victoria so that was the end of that.

Getting back to our tour of the bottom end of WA, we intended staying the night at a caravan park at Dumbleyung but when we got there (in the dark) we couldn't find anyone to book us in and the facilities were locked so we decided to go back out on the road and just go down a track that had a sign saying The Lake and stay there the night. We ate dinner in the bus and curled up in the bed in the bus and went to sleep. When we awoke in daylight we saw that we were in the Donald Campbell memorial park with photos, plaques and memorabilia everywhere. It turned out that this was where Donald Campbell broke the water speed record in 1964 at a speed of 276.3 M.P.H. He also became the only man to have ever broken the land speed record and the water speed record in the same year. He broke the land speed record at Lake Eyre earlier in the year and completed the feat at Lake Dumbleyung at 3.45pm on the 31/12/1964.

As I said earlier we met up with Charles at Norseman and crossed the Nullarbor with no more exciting events except for Charles's bike. We parted company with Charles just out of Wilmington SA and he intended to go to a mates place who he said could fix his bike and then he would ride back to Melbourne by himself. We found out when we got home that he didn't make it, but that was his problem because in my opinion the bike should never have gone on such a long trip because it wasn't in good enough condition to start with. Russ had had enough riding so he put his bike on the back of the bus and never took it off again. I continued riding with the bus with Bev aboard and went through Renmark, Cootamundra and Goulburn where Bev's brother met us and took Bev home as the bus was going to Moruya for repairs.

Finally, some statistics. The longest day was from Renmark S.A. to Cootamundra NSW which was 770KLMS. The complete trip was 10,530KLMS, the bike averaged 71.96 MPG, used no oil and the cost of petrol was \$627.67. The trip took 21 days travelling time and we cruised on approximately 100 KLM'S an hour. It was an enjoyable trip but I don't think I'll do it again.

Ian Lyons

Royal Enfield Hutt River Province Road Trip 2010



A ROYAL TRIP



Ian in Action



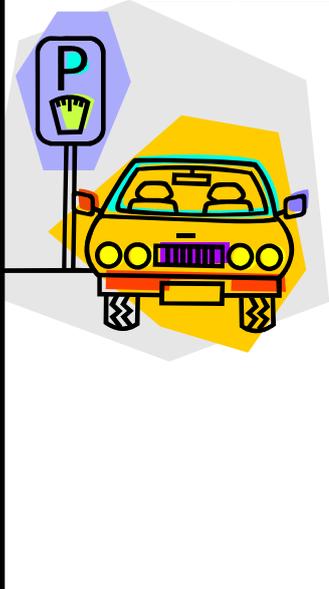
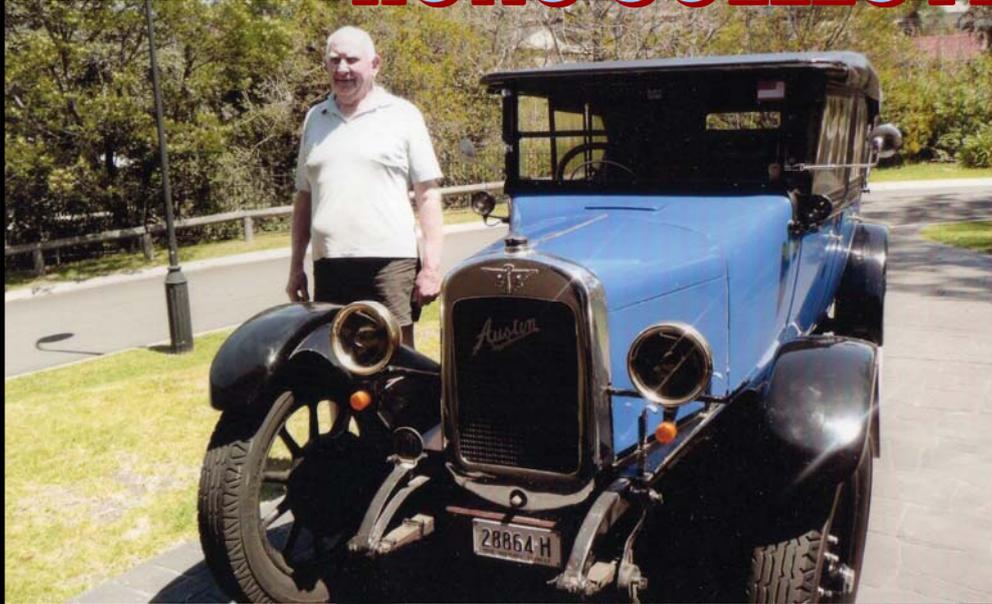
Prince Leonard standing at rear
Left to Right
Self, Anthony (public officer R E club), Charles (trouble bike) Russ (bus owner) Don (WA) member



Driving directions to Minto Heights NSW
 4,106 km

Our Map The scenic Route

RON'S COLLECTION



MY CARS

CAR1: January 1974

While living in Langson Avenue, Figtree and on the high side of the road I saw this unusual car pull up two doors away. Being the sticky beak I am I went and had a look at it. My neighbour had just bought it and guess what it was? A P76 Super. After having a good look at it I decided that this was the car for me. Having at that time a 351ZD Fairlane with only 5 seats, and me with 4 kids and wife, it didn't add up.

So I went to L & D Motors in Wollongong and ordered a Bold as Brass six cylinder auto with bench seats.

Later divorce left me with a boy 12 years old and I hunted for a wrecked V/8. The next door neighbour was manager of GIO Wollongong and I asked him to keep an eye out for a wreck for me. Within a couple of weeks he had one, a Super stove in at the driver's side pillar, longitudinally it was fine. I bought the car for \$200 and with 3 friends we decided to strip the V/8 motor and gear box from the wreck and transplant it into my Bold as Brass Leyland which worked out great. Since then I have stripped and wrecked 5 Supers.

CAR 2:

Bought an Executive 3 years ago, a Bitter Apricot, the whole body was crazed, not a very good paint job. I had it repainted by a friend for \$2500 in acrylic lacquer. Inside everything you could see repainted in Brunswick Green, an early Holden colour, a bit lighter in colour than British Racing Green. Had the front seats reupholstered and brought the car up to scratch and fitted the Government subsidy gas conversion.

CAR3:

10 years ago I saw an ad in Restored Cars magazine advertising an Austin 12HP tourer in Coffs Harbour. My mate had an Austin 12HP sedan with wind up windows and doors so because he had the experience of having such a car, I let him negotiate the buying of the car with the owner and a deal was struck.

Then myself and three knowledgeable mates (Tony Longford, Glenn Innes and Bruce Kinear) hired a trailer and took off for Coffs Harbour. Arriving okay we all had a good look and test drive and decided to buy the car and drive it home to Figtree with a stop over at Port Macquarie. We had to take all of the spare parts with us which nearly filled the trailer up. The diff weighed about ½ ton and it took about 11 hours at 45mph to get back to Figtree. With a few ups and downs over the next 10 years (mechanically and trips as far as Bendigo and Albury) it has served me well.

By Ron Frith

NATIONAL MOTORING HERITAGE DAY - 16.5.2010

Well what a great day for this Australia wide event. The sun was shining brightly and there was not a breath of wind in the air. Tony and Kay must have arrived at Bella Vista Farm Park very early as they had everything well organised and set up by the time we arrived at about 9.45am. They must be commended for their effort.

Glenn Gray and his wife Barbara, and Paul van Look were also early starters and later on Marty Stockwell arrived followed by Kevin Ward and his two cute dogs.

Now the idea of National Motoring Heritage Day is that all owners of Veteran Vintage and Classic Cars take their prized car out on a run to one or more of all the designated venues so as the public are made more aware of the old car movement.

Bella Vista is such a top venue and is situated on a high section of land (it still has many of the original old farmsheds on the site) overlooking the high density buildings that now surround the farm. So many makes and models of cars were on display and they included naturally our Leyland P76s and Paul's Immaculate Marina, Morris Minors, MGs, Fords, Chevs, Valiants, Ford Falcons, Sunbeam Talbots, Humbers, Hudsons, a very rare Audi, Rovers, Austins, and many others.

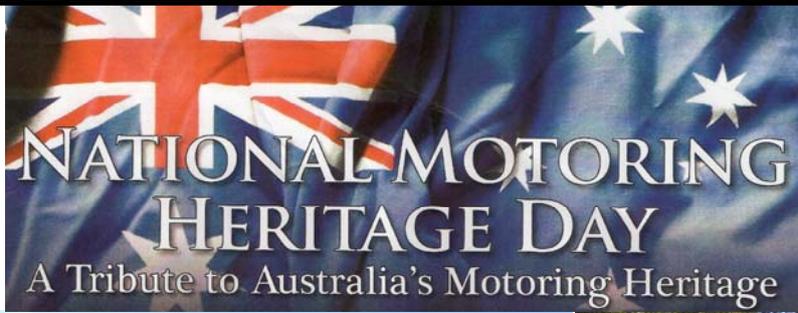
Sue and I met up with a very nice couple, Les and Helen Pendlebury who are members of the Hudson – AMC Car Club of Australia and who own a very immaculate 1942 Hudson Super Six two door Brougham that they purchased from the USA in July 1989. The original mileage was 14093 miles. This is an outstanding car, in pristine condition and it is a credit to them they they have maintained it in its original condition.

We spent a considerable amount of time with them and went for a walk around Bella Vista farm and then had lunch with them and Kevin Ward and Kev's two dogs watched on.

We then met up with some members of the other clubs who we have not seen for some time and it was great to have a leisurely day with so many people with the same interests. At about 3pm we decided to head off home after an enjoyable day in a superb setting. We arrived home as about 4.30pm and I hope the weather is as kind as it was today for us for next month's run to the Bradman Museum at Bowral on Sunday 20 June.

Joe Green





NATIONAL MOTORING HERITAGE DAY

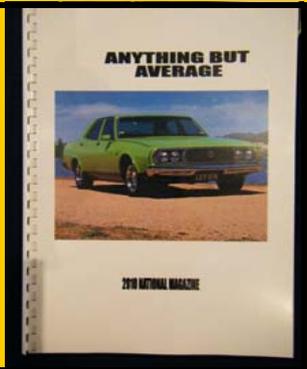
A Tribute to Australia's Motoring Heritage



MUST HAVE NATIONAL MERCHANDISE 2010 NATIONALS



Badge



NATIONAL MERCHANDISE SALE



Tee Shirts	\$25.00
Caps	\$16.00
Key Rings	\$ 7.00
Badges	\$ 5.00
Stubby Holders	\$ 9.00
National Magazines	\$20.00
Wine per bottle	\$10.00

LIMITED STOCK HURRY ACT NOW.....

Minutes of the Leyland P76 Classic Car Club

held at Sans Souci Literary Institute Wednesday 19 May 2010

Joe Green opened the meeting at 8:20pm. Members in attendance as per the attendance book.

Apologies: Steve Maher, Angelos Frangopoulos.

The minutes of the previous meeting were read and accepted.

Moved-Kevin Cross. Seconded- Paul van Look.

Business arising from the minutes: Nil.

Treasurer's Report:

\$2,467.24 in Bank. Statement No. 193 dated 30/04/2010.

Income for April 2010 – Membership Fees \$55.00, Membership Fee & 1 Trax Model \$95.00, Refund for merchandise 2010 P76 National Meeting \$2,010.70.

Total \$2,160.70.

Outgoings for April 2010 – Bank Fee \$4.00, Hall Rent \$33.00, Officeworks \$50.00, Shannons Eastern Creek Window Stickers \$120.00. Total \$207.00.

Acceptance of Treasurer's Report: Moved – Bev Lyons. Seconded – Kevin Ward.

Correspondence in:

1. Brochures & entry forms from The Australian Motorlife Museum Kembla Grange regarding the Motoring Expo Sunday 13th June 2010.
2. Letter & brochures for Kool Cruisers Car Club Annual Charity Car Show/Swap Meet 6th June 2010 at Liverpool Catholic Club.
3. Letter & brochures from Careflight in the Air asking for a donation.
4. Brochure regarding the Tether Car World Championships at Luddenham 29th-31st October 2010.
5. BMC Leyland Heritage Group Newsletters February, April/May 2010.
6. Letter & brochures from the Perthville Pub near Bathurst regarding their facilities.
7. Account from Newcastle Council \$150.00 for the hire of the Foreshore area for the P76 National Meeting Concours.
8. SA P76 Club Magazines March & May 2010.
9. NZ P76 Club Magazines Penzed March & May 2010.
10. WA P76 Club Magazines Westwards March & May 2010.
11. P76 Owners Club NSW Magazine No 36 May 2010.
Drive Chatter Magazines April & May 2010.

Correspondence Out: Nil.

Acceptance of correspondence. Moved – Peter O'Brien. Seconded – Kevin Ward.

General Business:

Joe Green informed the meeting that Ken Halstead can arrange a visit to the Bradman Museum at Bowral possibly 20th June 2010.

Joe Green informed the meeting that David Snape from NRMA Classic Car Insurance wants to address the July meeting.

Ian & Bev Lyons reported to the meeting on their recent trip to West Australia and Hutt River Province. Ian rode his 2006 Royal Enfield Motor Bike over & back while Bev rode in the bus. They both had a great time.

The meeting concluded at 9.15 followed by supper.