

Number 9

September/October

2006

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WORDS 'N ALL

MAGAZINE
COUNTRY P76 CLUB



Country p76 Members. Gundagai's train stop

CLUB OFFICE BEARERS FOR 2006

<u>President</u>	Michael Livingstone	02 69 421 039
<u>Vice President</u>	Eddie Sams	02 69 772 409
<u>Secretary</u>	Gwen Livingstone	02 69 421 039
<u>Treasurer</u>	Ray & Sharon Douglas	02 69 421 508
<u>Editors</u>	Fred Holland & Josh Hugo	02 69 422 783
<u>Plates Registrar</u>	Michael Livingstone	02 69 421 039
<u>Publicity Officer</u>	Leonie Watson	02 69 772 409
<u>Public Officers</u>	Jim & Susan Hugo	02 69 432 696
<u>Club Captain</u>	Fred Holland	02 69 422 783
<u>Club Photographer</u>	Natalie Hugo	02 69 432 696
<u>Vehicle Inspectors</u>	Ray Douglas Kevin Jarrett Eddie Sams	

Committee: - June Holland, Guy Graham, and all the above

Membership Fees \$30.00 family or single. Financial year 30th June – 30th June

Meetings Last Monday Of The Month

Next meeting::: Sunday 24/9 at the Gundagai train stop. After lunch.

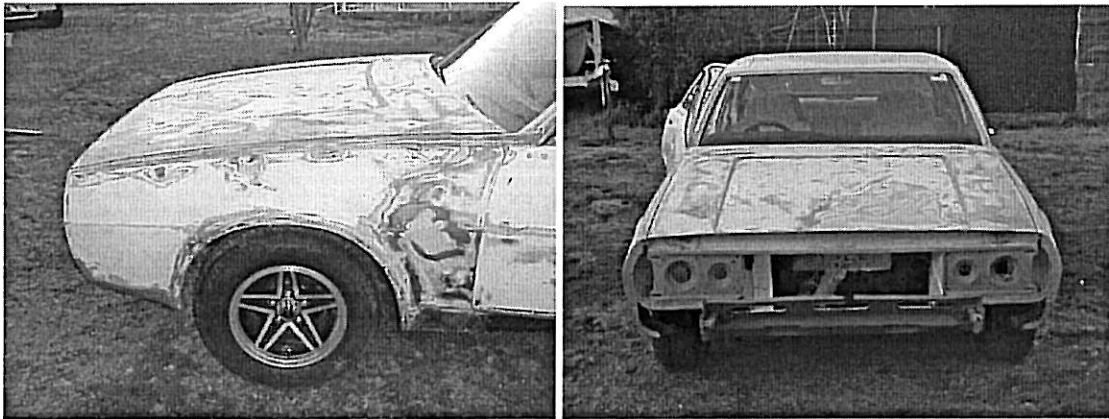
[3]

President's Par

Due to ill health president Michael has no report for this magazine. But will be back soon.

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Update on Jim Hugo's p76 repairs.



A bit battle scared but getting there

EDITORIAL [4]

Another month past us with great events during the month of August and September.

Temora for the Air display on 6/8 th where we all enjoyed meeting the p76 group from Canberra. But the day was marred by the accident by my grandson and son-in-law [Jim and Josh Hugo] but thankfully, nobody was hurt except the country cream coming off a little dented on the front end.

A very enjoyable afternoon spent afterwards. All other cars had no trouble and our Canberra group having a pleasant trip home.[Hope you kept that foot up Damian] My bold as brass performed great again to and from Cootamundra and Temora.

Lucky that tree got out of your way Jim.



checking out the damage.



Our Temora members Eddie and Leonie also have had a little trouble with the 6 cyl needing a new head gasket during a trip to Vic., made it home and all well now with new head gasket. Michael also had a bit of petrol coming out the wrong place of the carbie, new needle and seat and on the road again.

Sunday the 21st aug 4 p76 cars headed for the train stop near the dog on the tucker box [Gundagi area] for a meet with our members Steve and Michele Kilner owners of the train stop. We sat down to the biggest meal you have seen in years but there was not any doggy dishes needed with this meal, so good most people ate it all . Michele keep up the good work.,we will be back...Returned home with Josh and Jim in the Bold as brass after a very enjoyable day out, Eddie and Leonie meet us at home to pickup Josh and Jim to go and check out the progress of Jim's p76, all cars home safe and sound with no troubles. See you on the road in our

Leyland p76's

.....Fred.....

Congratulations to Gwen and Michael Livingstone for their 40 th Wedding anniversary sept 3.



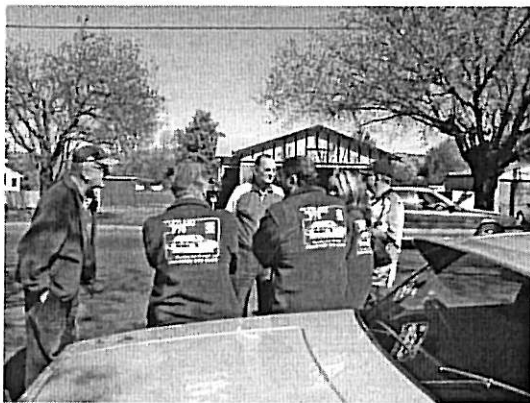
5 p76 cars in a row, 3 bold as brass



And the other end of the row.

[5]

Sunday at the Gundagai Train Stop



Enjoying a chat



Outside getting over the meal



Michael and Hugo family



Hannah 12 today

TEMORA AIRCRAFT MUSEUM FLY IN DAY [6]

It was a busy time getting ready to go to Temora to meet up with the Canberra P76 Club. We were taking the 6cyl Bold as Brass and then it was found to have a problem with the carbide, so it was then a change to take the Aspin green Targa. We arrived at Temora about 9.15 to hold the parking area with Eddie Sams for the rest of our members and the Canberra members.

We had been told it would be a very busy day at Temora with over three thousand people going through the day before.

Fred and his grandson Mark were leaving a little after us and we knew Jimmy and Josh were leaving about the same time, also Sharon and Ray.

Fred & Mark arrived and we settle down for a cuppa while we awaited the arrival of our other members.

It was then we were told by Eddie Sams he had heard that a Cream P76 was in a tree out of Temora. It was terrible news, as we could not find out how, or who was in the car. We suspected it was Jimmy and Josh and I felt for Fred as they are his family.

News then came through that they were ok. Eddie took Fred out to see what they could do for them.

Damien then arrived in his hot P76. Said he was doing 160 down the straight when he seen the P76 next to the tree. It was a wakening and he slowed down. (to what Damien?) upon seeing all was ok he continued into Temora. The rest of the Canberra contingent arrived soon after and it was great to see the line up of the Leyland P76's.

The Rolls Royce Club arrived soon after and they had to back up to us.

The Leyland's were on the front line for all to see and they did look good.

The police drove around our vehicles and commented on Damien's again. I think they pick on you Damien.

Eddie and Fred arrived back after they had taken Jimmy's car to Eddie's for assessment. Susan and Natalie arrived after the shock of seeing the car against the tree. They were following in the modern car.

After a day that could have ended in a fatality, it was a very enjoyable day, watch the planes and the guys of course talked about the cars.

We left just after lunch a had a look at Jimmy's car which is now well on the way to being back on the road. Gwen Livingstone



HUGE FLYING WEEKEND [7]

Six Royal Australian Air Force F/A-18 Hornets from 77 Squadron at Williamtown descended upon the Temora Aerodrome to participate in the record breaking flying days on August 5 & 6.

Two F/A-18's arrived on Friday with another four aircraft arriving straight into their spectacular four ship formation display on Saturday. Squadron Leader Paul Simmons demonstrated the awesome power, noise, speed and manoeuvrability of this modern frontline fighter/attack aircraft as he pulled over 7g and reached speeds of 550 knots during a solo display.

One Hornet was kept on static display over the entire weekend so that all visitors had an opportunity to view it up close. 77 Squadron personnel were on hand to answer any questions while defence recruiting answered questions regarding career opportunities in Australia's Defence Forces.

Click on the link to visit 77 Squadron History

http://www.defence.gov.au/Raaf/organisation/info_on/units/77_sqn/index.htm

Click on the link to visit Defence Recruiting

<http://www.defencejobs.gov.au/default.asp>

On the way to Kalgoorlie Captain Bob De La Hunty and the HARS team overflew the Museum providing visitors with an opportunity to see the Constellation in flight. Two HARS C47 aircraft landed at Temora participating in the show. The co-pilot in one of the C47's was Museum Volunteer Fred Kell.

Click on the link to visit HARS

<http://www.hars.org.au/>

Chief of Air Force Air Marshall Geoff Shepherd AO, was able to join us over the weekend and had this to say: "What a great day. I was pleased to have been able to attend and see our RAAF F/A-18 aircraft first hand in their support of the Museum's Flying Weekend."

Also contributing to the weekend flying programme was a Boomerang, Col Pay's Kittyhawk and a Mustang. Ted Sly, ex-WWII Spitfire pilot and author, launched the new edition of his book The Luck of the Draw and was autographing copies, which were on sale over the weekend. The Luck of the Draw highlights Ted's life during and after World War II and features many photos from Ted's personal collection of Australian Spitfire Operations. This book is available from our online gift shop.

<http://www.aviationmuseum.com.au/shop/Product.cfm?ProductID=208>

The Museum also hosted members from the Sydney Jet Flyers Association NSW, who exhibited a number of their turbine-powered scaled model jets for display. These jets attracted much interest over the weekend, and were a small example of a much larger contingency of model jets that will be flying at Temora on the weekend of 7 & 8 October. An update of this will be published closer to the event.

For photos of the Flying Weekend ... links below:

<http://aviationmuseum.ayera.com/news/engineers.cfm>

<http://aviationmuseum.ayera.com/news/fwaug06.cfm>

<http://aviationmuseum.ayera.com/news/hornetmeteor.cfm>

<http://aviationmuseum.ayera.com/news/hornets1.cfm>

<http://aviationmuseum.ayera.com/news/hornets2.cfm>

<http://aviationmuseum.ayera.com/news/a37moon.cfm>

<http://aviationmuseum.ayera.com/news/CAF.cfm>

<http://aviationmuseum.ayera.com/news/DLCFM.cfm>

Coming events [8]

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Sunday 24/9. p76 Club run to Gundagai dog on the tucker box **Train**
stop café for lunch and sept meeting, also meet members from Orange.
.....

30th September:::

Temora Show and shine & Cruise.

CRUISIN THE RIVERINA TEMORA.

Eddie Sams 0428772409

Send entry forms to Temora Antique Car Inc PO Box 348 Temora 2666

For any enquires please contact: C Wicks Ph./ Fax 02 69737505 N.S.W.
.....

20/21 st october Cootamundra Annual show. Display your p76.
.....

Victorian P76 club is holding a Presidents Run to Bright on the
24th September to spend a day with our northern regional
Victorian Members. As this is almost in Country P club territory the
Vic Club would like to extend an invitation to any of the Country
P76 club members that would like to join us. all most welcome.
We will be meeting at Centenary Park in Mountbatten St at around
11am. Look for the Corinthian Blue P sporting a big Aussie Flag
(Rick Perceval of Course). We look fwd to the day and welcoming
anyone that would like to come along. [same day as our Gundagai
run]
.....

December 2 nd Cherry Festival parade Young.
.....

December 9 th. Sat.. Cootamundra Antique Motor Club Xmas dinner
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[9]
For Sale.

**1974 P76 V/8 Super column auto, manual steer, crystal white,
Bucket seats, 93,000 miles, full road rego, one owner, body has
learn to drive bumps, needs T.L.C.\$2,500.
Phone: Steve Sargent [Armidale] [H] 67713892[W]67714655.**

.....

With thanks from the Coota Hoota.

For Sale

For Sale HQ Holden Kingswood, 4sp/202, goes well, rego to March 07 No. YYB-259.
Includes spare body parts. Price \$3,000 Neg. PH. Coota 02 6942 2607 or mob 0413 8960 90

For Sale 1966 Valiant VC Regal sedan, slant 6, auto, 55,000 original miles by one lady owner.
Metallic Bronze with tan interior. \$5,500 ONO June Ward, Cootamundra 02 6942 2021

For Sale:- Model A Ford parts including reco'd engine Ph Shane Coates 6943 2624 or 9 Grey
St Wallendbeen NSW 2588

For Sale;- 1963 EH Sedan rego DEB-761 Dec. 06, 149 3sp/man, top cond. inside & out, no
tears in upholstery, Beige/White, very original car, \$5,000 ONO Jack Hunter 02 6383 2363,
Bribbaree

For Sale 1955 6-cylinder E Model Vauxhall sedan, good easy restoration, no rust or dents other
than front bumper-bar, leather upholstery. Price \$1,000 ONO.
Please phone Kevin White 02 6382 2847 Young NSW

Sale 1931 Model A Ford Fire Engine On CRS Plates transferable)-\$48,000
Complete with a special adapted trailer. Top unit, ONLY ONE IN AUSTRALIA , Left hand
drive, will run 45 mph. , 4 speed gearbox, Phone Michael 0428 421 039
Michael & Gwen Livingstone Email Modela@bigpond.com for photos

For sale 1963 Morris Major Elite, 2 tone green paint, repainted & re-
upholstered, motor runs, unregistered. Information please phone Young
0263822202 price \$2000.00 Neg.

.....

**Magna 1987 manual 5 speed. No rego. Body in good condition. Light rust only.
Air conditioned [works] very good condition inside. Engine runs well.
Make a offer.. Phone: June 0269422783. Cootamundra.**

[10]

From Irelands Belfast Telegraph

[1]

p76 gets a mention in.... ireland ????

Classic Cars: Leyland P76

Leyland's worldwide empire produced some heroic failures, yet the P76 was Australia's car of the year.

15 August 2006

In the 1970s, British Leyland (BLMC) became synonymous with dated design and thrown-together cars. Worst of all was the company's habit of "badge engineering" - the system where it would take a body shell and produce Austin, MG, Morris, Riley and Wolseley variants of the same thing.

But, beyond these shores, Leyland did things that few Leyland-buying Brits ever saw in an age before mass travel. In India, a five-door hatchback version of the Triumph Herald was sold, while in Africa and Australia, hatchbacked versions of the Austin 1100 were locally made.

The best - or maybe the worst - of all was a car named "Kimberley". Built in Australia by Leyland's antipodean offshoot, the Kimberley was the centre section of the Austin/Morris 1800/2200 "land crab" model, which then had a boxy boot tacked on to the rear and an aircraft carrier-style bonnet stuck on the front - under which lurked an enlarged transverse engine. It was an attempt to sell to the typical Australian market - which meant that it was doomed from the start. Any Aussie could have predicted such a fate. A lesser version, badged as the "Tasman", was also made.

Not long afterwards, a tweaked down-under version of the Morris Marina heralded the birth of "Leyland Australia" as a brand.

Trouble was, the Australians of the 1970s loved big rear-drive V8- or V6-engined cars with large boots, tough bodies and easily repairable mechanicals. Bench seats and big wheels were de rigueur - before the heady 1980s days of "poncy" Japanese coupés, as outback rednecks called them. So Leyland Australia came up with the Kimberley. Realising its failure, it then came up with a "proper" Australian car - the P76 - which even the best-informed classic car enthusiasts tend to be unaware of. In 1969, Leyland Australia was given the go-ahead to build a Leyland for Australia. With very little money to put into the project - A\$20m - the Aussies got a new car. Triumph's Harry Webster commissioned Giovanni Michelotti to style the oddly named P76. The cars could be had with either a 2.6-litre in-line Leyland engine or a 4.4-litre V8 unit that was a legacy of the still-born Rover P8 saloon

- for the Rover 3.5-litre ex-Buick V8 was part of the BL parts bin. **“Continued”**
next page

[11] The bigger-engined version had nearly 200bhp and more than 280lb/ft of torque, and Aussie farmers reckoned you could tow a plough with that. The handling was sorted by an ex-MG Abingdon man - a Mr Brocklehurst, who developed the car at the Mira test-track in Warwickshire.

The styling was superb, and was only dated by the 1970s fashion for chromed grilles and ornate trim. The lines were clean and elegant, helped by minimal

use of panel pressings and features such as hidden windscreen wipers. The shape was a modern high-tailed wedge with presence; Michelotti had produced a truly international shape that, with only a bit of minor tidying, could well have lasted into the 1980s.

Launched in 1973, the car was a sensation for Leyland and was voted Australia's car of the year. There were Deluxe, Super and Executive versions, and a sporty Targa Florio model with alloys and side stripes.

The P76 had a massive interior, excellent handling, and a 36 cubic foot boot. It was also advanced in safety terms – every door contained a wide steel crash barrier plate to ward off intrusion in an accident.

The cars were built in Leyland's plant at Zetland, near Sydney. The orders poured in. Yet, as so often with Leyland's history, issues with parts supplies and the small matter of a strike took their toll. Within two years, the wheels began to fall off the P76 project, even though it was also built in New Zealand and the British motoring press were given UK spec cars to drive in London. The thought of potential British sales rose on the good write-ups the car received in Britain but, as so often with BL, it all fell apart.

By 1975, Leyland Australia's losses were mounting further and the P76 lost its way as BL closed its last Commonwealth outpost. Unsupported in comparison to home-grown Holdens and Fords, and then the Datsun invasion of the Australian market, the P76 wasted away and died quietly after less than three years in the market. Only 12,525 cars were sold. An estate version – a mainstay of the Australian market – was made but never marketed.

Before the P76 died, there was a sting in the tail of the story – a sting that to many observers, including car designers, represents one of the greatest and most typically British losses of the era. The P76's twist was that it had spawned a ☐coupe version.

Labelled bizarrely as the "Force 7", the P76 coupé was tooled up and produced in low numbers – less than 100 were made before the factory was closed. The styling was European, aping the Audi Coupé of the time and the later Renault 17. A huge glass hatchback framed a fastback rear with muscle-car extractor vents. The side windows had pillarless construction and Michelotti gave the grille an Italian supercar style. It looked sleek in side profile, and wide from any angle, but it was stylish. Both these designs are now rare. Only two P76s are known to be in the UK and a few of the coupes still exist in Australia. This is yet another tale that encapsulates the story of British Leyland.

[12]

"Australia's own"

Leyland P76 , "Australia's own" . The only modern mass produced car designed and built in Australia . One of only a few "true windows" into Australia in the early 70's and a moving tribute to Australian design and achievement . How would Australia's own day treat the P76.

As with all newly started job's , you often find yourself at the mercy of your new employer and when work on a public holiday is mentioned you have to consider your choices carefully , so when asked to install a security system on Australia day - I said yes despite my wish to celebrate the day and the P76 . Lady luck turned my way on the night before with the customer canceling the job I was to do leaving me free for the day . But how would Australia day treat the P76 , had anyone organized anything for the day or would the P76 go unseen on the day .

With a burning 40 degree day expected and my e-mail server unfortunately down , I had not heard of anyone's plans and feared the mighty P76 may not be present on this singly important occasion. Hastily a simple plan formed in my mind - I would drive my blue beast to any and all Australia day functions I could find until the day was over . Mentally I knew I could span most of Melbourne if I simply headed towards my children's and granddaughters home in Werribee and celebrated Australia day there and at any functions I passed .



Although I wanted to fly the Australian flag on my p76 - the only flag I was in possession of was a "full size" flag designed for a flagpole , being a third of the size of my p76 , I considered whether it would be too big before tossing caution to the wind and resolving to "fly the flag" without exception . After all - I reasoned that you would have to be a pretty mean police man to tell me to remove it on Australia day . Not impossible but not likely (I hoped)

Australia's Own

I jumped out of bed at 7am and hastily fashioned a "pole" bracket to mount to my P76's towbar. A wooden pole was cut down and fitted to the bracket and some "flexible" mounts created to hold the flag. At about 9am my lady arose to examine what all the noise was about. After a short conversation with my Scottish lady that went along the lines of "YOUR INSANE, the police will arrest you if you don't pass out from the heat first", I came to the understanding that she would not be accompanying me. Of course I responded to this evil assault on Australia day with my usual tact and informed my beloved that she was "only a bloody import and what would she know about Australia day". Gee I love sleeping in my shed. (at least it is a big shed and one day she will forgive me). Without only the minimum of planning and a flag nearly half the size of the car, I hit the road at 10.30am for any Australia Day celebration that I could find.

What a fantastic day. I found Michael Clark's "Am I Blue" P76 on display at the RACV car



show in the heart of our city's parkland, and another member (Bob Parnell) P76 in the Mornington Aust day parade. This was in complete defiance of the searing heat. My own moving flagpole was a great hit anywhere I took it and was constantly applauded, tooted, waved or just cheered as I made my way across the different celebrations around Melbourne. The police waved but never questioned my car and the

crowds loved it. Late in the day, my final destination became Martin Hayes home in Lara just outside of Geelong, more than 100ks from where I lived. Martin had spent his day "manning the fire pumps" in defense of his property as his town was threatened by bushfires. When rain storms starting to pass thru the area the threat of fire diminished and even the well worn firefighters could relax a little. Finally I turned the wheels for home making constant stops on my return journey and finally arriving home again after 10 pm to a still mildly angry lady. My "flagpole" had survived over 200k of driving at speeds of up to 100kp/h, it had been subjected to huge storms on its return trip and with my P76 had been applauded by 1000's of people across Melbourne. I attended over 15 different Australia Day Celebrations and have never had a better Australia Day.

My concerns about the lack of P76's being present during Australia Day was unfounded and reports still "filter in" about P76's across Melbourne. Personally I had the most memorable Australia Day of my life and it completely overshadowed my own birthday on the next day. I recommend we all consider putting flags on our cars and driving around next year.

I didn't get photos of the Mornington parade but Michael's car is at the RACV show at the Myer music bowl and the photo of my car (with flag) is taken at the Yarra river in Melbourne.

Keep 'em moving and enjoy - Rick

Victoria 2/06 President Rick Perceval's Australia Day exploits.

P76 HEATER TAP

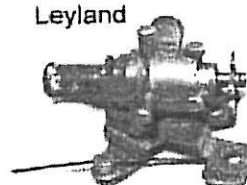
Bryce French

I finally decided to replace the heater tap on the P, notwithstanding that the price would be high. I recalled Repco had previously quoted around \$80 for a new tap.

However, Repco now quoted \$180, which stopped me in my tracks, but I had at least noted the model number from their catalogue. I tried a Google search on HA5121 and found only one entry; however, from that entry I discovered that Lovelocks at Fyshwick also stocked the tap. I rang and after some haggling was quoted \$135. Had I not been conditioned by \$180, I would have regarded that as outrageous. However, I thought it a bargain, and ordered one.

It was supplied in a Ford configuration. To fit it to the Leyland, the works had to be removed and replaced on a different stalk. The photo shows the original on the left and the new one on the right. Moving the works is easy. Lever off the spring clip, lift off the works, place on the appropriate stalk and replace the spring clip.

Leyland

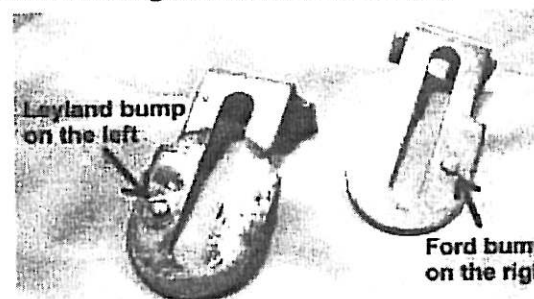


Ford



However, now the tap operated in reverse to the original tap. One solution would be to turn on the heater when you want it off and vice versa. A little investigation showed that a bump on the actuating plate, which locates in a slot on the control lever, was in a different position. I considered how I might file it off the new plate, then drill, tap and insert a screw where the bump was on the original. After much thought, I had a better idea – do the bleedin' obvious and use the old plate.

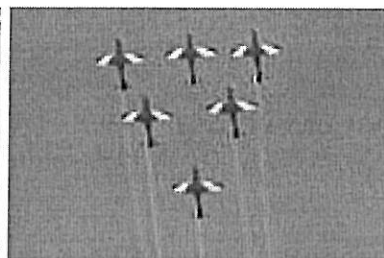
Now to lie under the dash and wrestle with old hoses, while trying not to kick the dome light out...



[15] Temora Aviation Museum flying weekend

The aircraft engineering team have been re-assembling the Spitfire Mk XVI which flew on September 16 & 17 in formation with the Museum's Spitfire Mk VIII. This was a truly unique event. It is believed that Australia has not seen a formation of Spitfires in the sky since the late 1940's. On the September Flying Weekend Temora Aviation Museum and Temora Shire Council will celebrate the achievements of the Museum during its first five years and mark the official opening on runway 05 / 23 at Temora Aerodrome.

The Royal Australian Air Force is supporting this momentous weekend sending the Roulettes Formation Aerobatic Team on Saturday 16th September. The Roulettes have participated in the flying at Temora before and always put on a amazing show.



[16]



P76 wagon gone to the big smoke.



Jim Hugo's before.



Looking a lot better Jim.



Eddie on the move with clone car for Jim