



NEWSLETTER NUMBER 15

THE LEYLAND POST

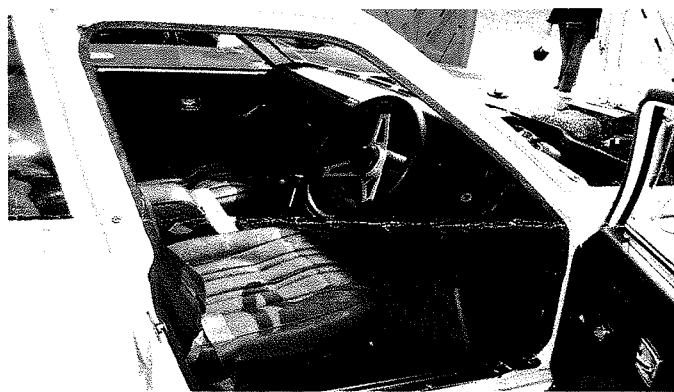
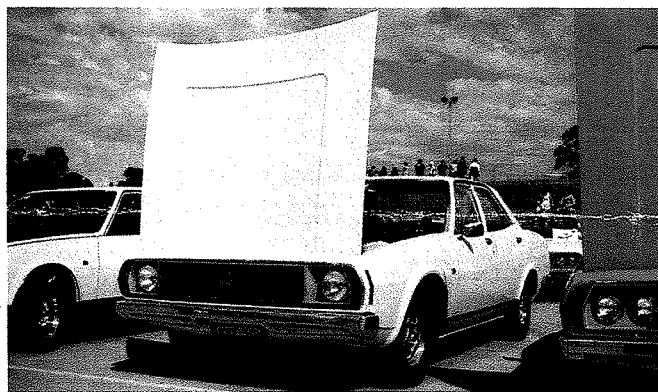
LEYLAND P76 OWNERS CLUB OF NSW INC.



www.p76clubnsw.org.au



P76's on the loose! Cruising around Easter Creek Raceway was good fun, even though the pace car was driven by a "Safety Nazi". I was driving twice as fast last year in the pouring rain! On the left we have Greg Bryant up front with Dean Ayerst behind him (I think), Followed by Eric Rudd & Marty Stockwell, with Tony Deluca coming up from behind. In the Right Hand Photo we have Tony Deluca up front with Me following, Marty Stockwell (Marty you are not supposed to overtake!) behind me, Peter O'brien on the Outside with Joe Green up the back.. Don't they look good..... I reckon the P76 always looks better on the move than in still's. On the subject of Joe Green....he has the "Legend" award this year with a "lose" in the Force 7V on the 2nd corner after the pits! I was in front of Joe & I went pretty hard into the corner as well. The rear of the car started to step out a little, but a bit of opposite lock caught it..... Next thing my son says "Joe Greens spun out!". I looked over my shoulder & I see the Orange Force 7V emerging from a big cloud of dust! It's good to see Joe Green "Have a go", after all, driving these cars is what it's all about.



Above is our Newcastle member, Dean Ayerst's deluxe V8 4 speed. It is a very original tidy vehicle, with the best Deluxe Luxury pack interior that I have ever seen. This lovely Deluxe still carries original paint & is set off by the shiniest, best restored Targa Mags that I have seen for some time. It was originally a 6 Cylinder, but the 6 was whipped out & a warmed over V8 inserted in it's place. Additional items under the bonnet include a 4 Barrel Holley & Custom made headers. The Boot is also Schmick, with a completely unmarked boot mat & paint that's clean & unmarked. Dean has a rear venetian, left & right weather shields & door mirrors & it still sports the original dealer decal on the back window (Newcastle Motors). Deans car is a 3/74 model which is a fairly late build for a Deluxe, as Deluxe production had been wound right back by then to make way for the Super/Executive models, as this is where the demand lay. A really impressive car.... I particularly like the old fart exterior.... But I wouldn't mess with it at the lights!

YOUR COMMITTEE FOR 2006-2007

| | | | |
|-----------------|-----------------|------------------------------|--------------|
| President: | Steve Maher | Steve@graffitigo.com.au | 0417 435 830 |
| Vice-President: | Glenn Gray | bgcomputers@optushome.com.au | 02-9671-4595 |
| Secretary: | Shannon Wharton | | |
| Treasurer: | Chris Teschke | Cpteschke@optusnet.com.au | 02 46205 015 |

Ordinary Committee Members:

| | | | |
|----------------------------|------------------|--|--------------|
| Parts & Technical Officer: | Jason Birmingham | <i>A club is only as good as its members. Please attend meetings and have your say in future events. After all, it is your club too!</i> | 0412 191 063 |
| Editor: | Jason Birmingham | | 0412 191 063 |
| Activities Officer: | Steve Maher | | 0417 435 830 |
| Website Officer: | Glenn Gray | | 02 9671 4595 |
| Public Officer: | Horst Reimann | bgcomputers@optushome.com.au | 02 4448 5072 |
| Steve Foldhazy | | | |
| Marty Stockwell | | | 02 9680 4648 |

IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

ALL CORRESPONDANCE TO:
THE LEYLAND P76 OWNERS CLUB OF NSW, INC.
PO BOX 1005
CAMPBELLTOWN NSW 2560
WEBSITE:
www.p76clubnsw.org.au

GENERAL MEETINGS:

The General Meetings are held on the FIRST SATURDAY of EVERY MONTH at the CROWN ON McCREDIE HOTEL, CNR. FAIRFIELD & McCREDIE ROADS, GUILFORD NSW 2161. Ph. 9632 1888 at 2.30 pm

General meeting dates for 2006 are as follows:-

Sat. 7th OCTOBER,

Sat. 4th NOVEMBER,

Sun 3rd December (Picnic Day) .

DISCLAIMER: (ALL CARE TAKEN BUT NO RESPONSIBILITY SIDE-STEP THINGY).



*Warning smoking
is a health hazard!*

Information produced in this Newsletter is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this Newsletter, for any loss, damage, injury, tantrums, etc, incurred and/or suffered by any person as a result, actual or imagined, of attempting to use information contained within this or any other Newsletter. We provide Technical Tips and other articles for your amusement. You are solely responsible for the consequences of any use made of the information within this Newsletter.

PRESIDENT'S REPORT

September/October 2006

WOW! What a busy couple of months. With so many things happening it's hard to keep up.

Firstly I wanted to say what many others are saying and thinking, and that is how sad it is to have lost "Mr Motorsport" Peter Brock recently. Peter Brock was a legend and hero to thousands of motor sport and motoring nuts in general, here in Australia and the world over. Much has been written and will be written in the future about Peter Brock so I thought I would write about my experience with the man. "Brocky" was a boyhood hero of mine despite not being a Holden supporter. As I grew up and Peter grew older I, like thousands of others, followed him around Mount Panorama and other race tracks, awe inspired at his natural ability. Some twenty years ago I joined a motor sport radio program as a correspondent and commentator. This eventually led me to Bathurst and the 2002 and 2003 24Hour races where Brocky was in attendance, ultimately winning the event in 2003. This presented me with the opportunity to interview Peter on his 24 Hour and Australian Safari exploits. Peter loved radio because it was immediate, live and up to date. He willingly gave us his time when available and made us all feel as though we all played an important part in what was going on. For a middle aged, balding petrol head to be given the opportunity to talk one-on-one with his boyhood hero was unbelievable. Talk about being nervous and dry in the mouth. They are moments in life you never forget. See ya Brocky, you were truly unique in many ways. And will never be forgotten.

Anyhow back to less depressing things. The Annual General Meeting was held in August with yours truly returning to the Presidents chair for another year. Many Thanks to those on Committee last year and for the new Committee. Elsewhere in this magazine you will see who is doing what but I would especially like to thank Shannon Wharton for stepping up to take on the Secretaries job. He is very new to the Club and doesn't currently own a P76 but still wants to help.

Shows, shows and more shows. Eric Rudd took his Targa to the All British Day at Kings School along with others from the Classic Club but the big show was the Australian Muscle Car Masters at Eastern Creek. Many Thanks to all those who came especially Alex Shoebridge who came all the way from Canberra for the day. Also Many Thanks to John Campbell and Geoff Collins from Lucas Oils Australia for their moral, financial and product support for our display. As usual there was incredible interest in the P76. Soon after the Masters came the Orange Blossom Festival Classic and Vintage Car Show at Baulkham Hills. Thanks Jason Birmingham for backing up again.

The 25th Anniversary Christmas BBQ is still set down for the 3rd on December at Nurragingy Reserve.

Unfortunately I will not be at the October Meeting as I will be at the Bathurst 1000 and the following weekend I will be competing in my first tarmac rally, the Shannons Alpine Classic, as navigator in a 1973 VW Beetle. If I live through it I will catch you all at the November Meeting. Bye for now.

Steve Maher
President
Leyland P76 Owners Club NSW



Leyland P76. Anything but average.

THE EDITORS SAY....

May/June 2006

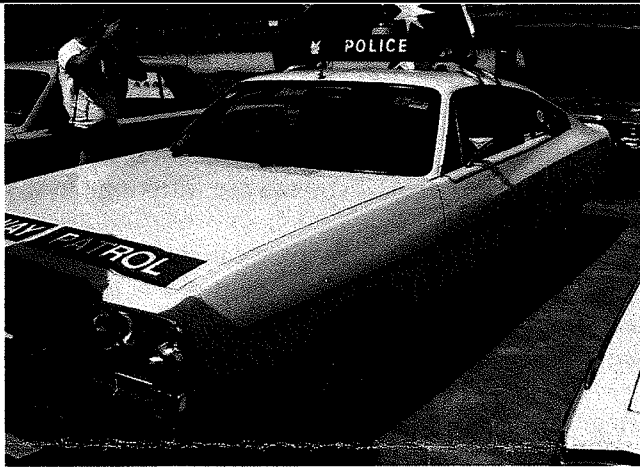
Well Hi There! Surprise Surprise! I got the job as Editor of this fine magazine again!. Seems no one else wanted it..... Nah! I just love to talk about myself... Good thing I'm a busy little bugger!

I just love this Editor thing.... I can write what I like, put in what pictures I like, do whatever I like & it gets printed ! So LOOK OUT!. I was concreting my garage at home so I couldn't get to the last meeting & poor bloody Shannon had his 1st Secretary/minutes thing on his own with no minutes from me for the previous meeting. Sorry Dude!. Seriously though, how good is he stepping up to the Secretary position (He's only been in the club 6 months) , doesn't have a P76 & his first love is Chrysler Products. It got me out of the Secretary position so I am ever greatfull. It's very difficult filling the committee positions in the Club..... No one has the time or energy to give & believe me I know all about it. So anyway.... Thanks Shannon, Oh & thanks to all the other guys who are helping to keep this club going, without us "deadheads" there would be no club. Anyway, enough shit!

Muscle car day has come & gone again & at least it wasn't raining. I had a good day cruising around, watching the races, talking to people & generally having a good time. I abandoned poor old Steve early on in the piece, leaving him to stand around all day talking to people & generally "Holding the fort" We arrived a bit later this year, paying the penalty of a LONG que getting into the gates. It was interesting watching some of the "Hero" cars chuck a tantrum & throw up their guts in the driveway, with the prolonged idling & warm morning. I laughed to my self (Bastard huh!). Number were down this year compared to last, colour variation was also shit house with White being the common colour. Eric Rudd had his recently painted Omega Navy Targa there, Marty also had his Aspen Green Targa too, & who could miss Greg Bryant's aqua coloured machine, but other than Joe Green's Orange Force 7V, there were none of the great "Loud" colour that the P76 looks so great in.... Wait till next year! I met up with an old friend from the mountains (he spotted the Leyland & phoned me) & we went to the area above the pits & watched the various races. Shit those Torana's go hard.... That old bloody red 6 cylinder..... Screaming it's arse off... obviously not happy having the ring caned out of it, but they are an impressive sight & sound. The V12 Jaguar XJS also sounded pretty cool (no it didn't break down!). The little Cooper S just went round & round, & ended up in front of a lot more powerful machines (6cyl & V8's) & the Mazda rotary's put on a good display, farting & backfiring as they do. Despite the good weather a lot of cars ended their day on a tow truck after punching various objects around the track. E49 Chargers, GTHO Falcons, XU1 Torana's , all with their faces punched in... they might be rare, but the owners still give them the big stick! Speaking of the big stick..... I just love Joe Green giving it to the Force 7V.... That's twice he has surprised me! A while back I went on a run with the Classic club down to Robertson in the Southern Highlands, well he didn't muck around there either, The big Force 7 ahead of me, tyres squealing around the hair pins, nose rising under power.... He was up it for the rent! He's still got some ticker & he knows what to do with that big black pedal on the RHS! A mechanic friend of mine from the Central Coast was also at the Muscle car day & he took the photo's of the big rigs on the track that you see on the front cover (I took photo's of his XM Falcon). One thing my young bloke picked up on... We saw Kevin Bartlett in the Channel 9 Camaro, behind the pit area, waiting for the next race, & there were guys taking photo's & gawking, as you do, & big Kev was sitting in the car, not paying any attention to them, but he had this fire in his eyes... almost like he was "pissed off", glaring straight ahead, I suppose he was mentally preparing himself. Anyway, later on that day, we see this old dude, with a walking stick, hobbling to the toilets, big gut, head down, Guess who? big Kev! Shit it looked like two different people... How different he looked when he was ready to race, compared with some old "try hard " in a race suit afterwards..... It's no wonder they never stop racing!

Anyway, I had a good day... I don't know what the public's reaction to the P76 was on the day... I had pissed off for most of it looking at the wide variety of cars on display! I don't want to sound like a whinger, but the P76 movement still has a long way to go when it comes to car days like this. There is so much money & talent on display at this event, I felt a little embarrassed turning up in "Grandpa's" P76 (Least I put a set of Mag's on it for the event), but I guess it's important to Fly the flag & keep us in peoples faces, even if our cars aren't up to the Mega buck standards on display.... It gives me motivation to do more with my cars, even if it's financial insanity! Before I finish raving on about the Muscle Car day, I just want to talk about a CL Charger that was there. It was

Cop car, (Look... I'm on a new page & still raving.... See what I mean about it's great being the editor.... It's a P76 magazine & I'm talking about bloody Valiant's), but the trouble that this guy had gone to was unreal. He had an old school KR-11 Radar attached to the side, Police Radio, an additional Police corrected Speedo on the Console, even a bloody "Stop Police" sign sitting against the front bumper. It looked perfect... made my heart jump when I saw it.... You know "Shit! "It's the cops" feeling. Like I say... Gives me motivation for my Taxi!



On to the Orange Blossom Festival at Baulkham hills the following weekend. Another good day! I met up with Joe Green & Tony Deluca from the Classic club on a beautiful Spring morning. Later on Big Steve & his son turned up & we cruised around looking at cars & talking. It's a good day there.... It's held in the surrounding of the Bull & Bush Hotel, & there is a heap of space there. I really like the variety of cars... Something from Goggomobile's to GTHO Falcons, with Vintage, Veteran & Americans there as well.... Probably a couple of hundred cars. It doesn't start till late... Around 9.00am, then you cruise around & talk, have a look at the swap-pers site, look & talk some more & before you know it, it's lunch time, so you wander up to the pub & have a counter lunch in the big glass windowed area, watch the cars go by & talk some more. Before you know it, the days over & it's time to go. Like I said... It's a nice day!... I suppose I should have sat beside the car all day, answering questions about the P76 & handing out club brochures, but that aint my idea of fun!.

Next weekend was the BMC/Leyland Australia Heritage Day. This was held at the Lowenbrau Kellor, at the Rocks in Sydney. This used to be held at Granville RSL, but they decided a new venue would be nice for a change. Great place.... Loved it! It is set up as an old school German Beer Hall, with German beer served in the big Stein glasses of about 1/2 a litre a go. A couple of these & I was talking morse code! The Germans must be fat bastards like me if the food supplied was anything to go by. There was more meat & fried food than you could eat.... I could feel my arteries hardening just looking at it! It was great! Dessert if you could fit it in was also plentiful & varied, & you could eat as much as you want! All of this was served by young scantily clad ladies in traditional German costumes, complete with their boobs almost falling out & German accents.... mmm I love car outings! As usual there was an array of Leyland people to talk to....there just isn't enough time. I generally leave the venue with "Brain Fade" as it's working overtime trying to take everything in. You might be talking to one person, & listening in on two other conversations taking place.... Just so you don't miss anything! I met up with two of my interstate P76 friends... Adrian Spencer & Neville Humphries (President & Secretary) of the Qld club. We met up at my place (Central Coast) & spent the day together talking all things Leyland. Warwick Williams was also there He has the best display of P76 & Leyland factory photos that I have seen. The knowledge this guy has regarding Leyland Australia history is truly amazing. I must spend a day with him at some stage. (It will take me a day to properly go through his photo's). Joe Green & Tony Deluca were there from the Classic Club & I spied Eric Rudd there from our club, (no doubt talking about Austin Healeys) though I didn't manage to catch up with him...Just too many people to talk to. Wil Hagon , former public relation officer for Leyland Australia gave a splendid talk on his time there, complete with many stories on the late Evan Green. He's an entertaining speaker. The only downer of the day was the fact there was no car display (where do you have a car display at the rocks) but we still had a good day... Good people, Cars, Good food, beer, Hot women... Wow what more can you want! Can't wait till next year!

JB

SO WHATS NEXT ?

You know when sometimes your mind wanders and you start to think about what you will do after your current project. Well after a recent conversation with Jason Birmingham who has already started planning for the one which will come after his current Hairy Lime beast, (I'll let Jason explain that one), it started me thinking along similar lines – So What's Next?

Being one who has always enjoyed motor sport, I would love to have a fair dinkum race car with a history. My first choice was old 36, the World Cup Rally car, but John Bryson wouldn't part with it. So what else is there? I was always disappointed that a P76 never raced at Bathurst but I had a vague memory that a Marina once did. I checked my reference books and sure enough in 1974 Neil Byers and Peter Molesworth raced a Marina Red 6 in the 2 – 3 litre class. Car 34 finished 6th in class on 125 laps.

In a strange twist of fate, I was discussing this car with Peter Wards of The Triumph Factory who is doing the body work on my P76 restoration and he informed me that Neil Byers lives a couple of doors up from him and still races. Some more homework and a phone number was found which was followed by a couple of phone calls and some very interesting discussions about the "Marina on the Mount".

Neil takes up the story from here. This Marina coupe was sent down the Leyland production line with the express purpose of being a race car. Extra spot welds were put into the body for more body stiffness, sound deadener and other things were deleted and the car was given a very thin layer of Crystal White paint and left the plant as a complete Marina Red 6 coupe with 3 speed manual. Neil turned up to pick up the new car and was driven on to the trailer for the trip to the workshop where it would become a race car. The trip home nearly saw the end of the project as in their haste Neil and friends didn't tie down the car properly and it rolled off the trailer on the way to the workshop. Once there, the car was stripped, roll cage added, car reassembled and sign written. The time frame from proposal to Leyland to Bathurst grid was 8 weeks.

The original entry for the car was to have Neil Byers as no.1 driver with Noel Delforce as co-driver but unfortunately Noel was not in the ARDCs good books, probably relating to some issues at Amaroo Park, so the ARDC (Australian Racing Drivers Club) who ran Bathurst and Amaroo Park back then said "we will accept your entry but you must find another co-driver" – enter Peter Molesworth. The build time for the car was very short and very rushed as Neil and friends had only nights and weekends to work on it but despite this the car seemed to run well in the workshop.

The car was built under the then Group C Touring Car rules which allowed for some improvements over stock standard. The only things that were done to the Marina were lowering the rear leaf springs, fitting sports aftermarket rear shocks (probably Koni), the front lever shocks were revalved to be stiffer and a special set of heavier torsion bars were made and fitted and a racing seat fitted with racing harness. Bathurst here we come.

Class C at Bathurst 1974 was for cars with an engine capacity of 2000cc to 3000cc and comprised 10 entries including the Marina. The class was dominated by Mazda RX3s with a couple of Ford Capri GT V6s, Holden Torana LJ GTRs and a factory backed Datsun 240K. Quite formidable opposition for the little Marina. Sadly the tune/carburation setup of the car was the biggest falling point of the car which resulted in poor pull up Mountain Straight, frustratingly slow down Conrod Straight but surprisingly quick through the wriggly bits. Yes, believe it or not, the Marina handled surprisingly well. Neil remembers well hassling big V8 Toranas and Falcons through the esses to Forrests Elbow. A lack of 4 speed gearbox was definitely a handicap as was the lack of a limited slip diff. A very soft right foot was needed when cornering hard otherwise it would wildly spin the inside wheel every time. And so the 1000km race wore on with John Goss/Kevin Bartlett winning in their Falcon XAGT after 163 laps. The Class C winner was Tony Farrell/Brique Reed in a Mazda RX3 on 152 laps. As stated before the Marina finished 6th in class on 125 laps.

After the race they dynoed the car and found that it was putting out a "formidable" 68bhp from the blueprinted engine. An hour or so on the dyno playing with the timing/carburation saw it jump to just under 130bhp – oh what might have been!. From there the car did a few touring car races mainly around Amaroo and Oran Parks for a couple of years before being retired to shopping duties as Neil's wives car. Some years later it was retired altogether as rust had set in and it was sent to be crushed for scrap metal. And so it is no more. Just a legend.

So what's next? With the assistance of Neil Byers who has photos and notes on the build process and the original CAMS logbook for the car I intend to build a full race replica of this car in its 1974 Bathurst race livery. Hmmm – sounds like a plan.

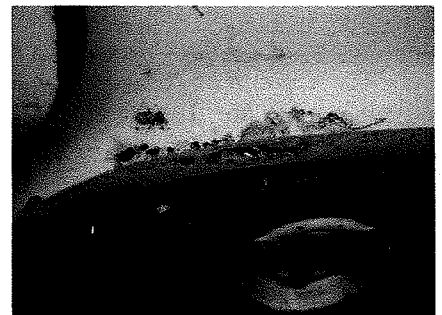
Steve Maher

Taxi Talk

Speaking of projects after the hairy lime one....It's time to waffle on about the big Taxi! Now I know you keen & learned readers will remember my last story about dragging a shitty Spanish Olive Deluxe back from Cootamundra, with the idea of making a replica P76 Taxi. Now I've been pretty flat out with the other projects on the go (Haven't said much about the other big one) & this LPG bonus from little Johnny has been keeping my back to the wall with work. Speaking of which... I converted a P76 last week... An "Oh Fudge" V8 4 speed Super...Pretty good car too, It worked out quite nicely, fitted up very neatly & worked well. Anyway, back to me being busy... I still managed to find some time to have a bit of a look at the Taxi.... We'll call it the Taxi... It's easier to write than the Spanish Olive Deluxe.... Anyway, I figured it was time to have a look at what I had, so I could start to drag up the bit's & pieces required to make it all happen. The interior was completely stuffed....20 years outside in the sun had completely ruined everything... I mean the rear parcel shelf looked like it had been on fire... It was just black crispy vinyl....I cant overestimate how stuffed it all was... I chucked it all out! Backed the trailer in beside it, pulled all the seats, carpets, door trims, "B" pillar trims, Dogleg trims, scuff plates.. The lot... Chucked it all out. I couldn't even salvage the big piece of vinyl from the back of the bench seat... it was crook too! Strange that it had carpets though.. I thought Deluxe's only had rubber mats... it was factory carpet too.. Who knows!! I wish I new a bit of it's history, but that looks like remaining a mystery. It's a 5/74 model, & the last rego label on the screen is 1986, so it wasn't on the road for a terribly long time. The speedo says 55,000 km & there is a wheel alignment sticker on the "B" pillar from 1983 that says 29,000 km, so I guess it has 155,000 km on it. I haven't much left of the mechanical bits to tell how much wear has taken place, but it's all pretty irrelevant really. When I cut the back off the bench seat I found a couple of place cards from a wedding with a phone no. on the back... I tried it but it's no longer connected so I guess we will never know it's history.... It has been pretty unloved though. Michael Livingstone got it as part of a "job lot" of P76's & parts. The guy he got it from got it from a wrecking yard ages ago for the doors (which are stuffed), so it's been on death row for a long time. Funny.. The thing that saved this car was the same thing that killed so many other good P76's... The fact that it's a base model. If it had of been a Super, or Executive I would have left it where it was!

Anyway, like I said, the doors are gone, so is the boot lid, but the rest is certainly saveable. There is rust in the LHR wheel arch, RHF Screen pillar & a little under the petrol filler & funnily enough in the base of the B pillar & Dog leg on the LHS, I think where water has been sitting for a long time. The usual rust spots are remarkably clean... The Stone tray & radiator support, Nose Panel, Firewall & plenum chamber, sills & A pillar posts, boot floor & wheel wells, even the lower rear screen are clean...Go figure.. I suppose it's that "clean country air"! So I will dig up some good clean doors & fit them rather than trying to fix these ones, even though the doors off one car don't often fit another without a lot of stuffing about, I'd rather spend the time getting good doors to fit properly, than spending time fixing rusty doors that don't fit real well anyway.

As I said earlier, Neville Humphries came down from QLD & he bought my interior down with him.Allan Shultz (QLD club) had wrecked a Bitter Apricot Deluxe some 20 years ago & hoarded the stuff in his shed. Neville remembered he had that stuff, knew what I was doing & made the connection happen, So I now have a good bench seat, excellent back seat, 4 door trims, B pillar trims, Dog leg trims & even a good parcel shelf. Neville also cut out the back of an old bench seat on his dads property so I could use that piece of vinyl for the door tops. The only downer is that some critter has chewed a couple of holes in the backrest of the front bench, but I have a spare good back seat & my trimmer mate assures me he can take panels out of that & put in the bench... Should come up excellent! Neville also had a couple of new blank side badges, so using our club decal kits I can make up new "Deluxe V8" badges. Bought a grille & headlight rims off ebay last week, & a pair of new front corners too... So while I'm not actually working on it, stuff is coming together for it already. Easter 2008 will be here before you know it so I need to pull my finger out!



Minutes Of The General Meeting, 5th August 2006

Meeting Opened: 3.15 pm

Present: As per the attendance book

Apologies: Eric Rudd

Minutes Of Previous Meeting:

Accepted as a true & accurate record. Moved, Steve Maher, Seconded, Chris Tesche.

Business Arising from Minutes: Nil

Treasurers Report: \$3168.62

Correspondence In: Cams Magazine + Manual, Letter from cams, RE Voting form for office bearers. ,SA Club Magazine, VIC Club Magazine, Country Club Magazine, QLD Club magazine & NSW Classic club magazine. Advertising from various institutions. Bank Statement

Correspondence Out: Club Magazine

General Business: Muscle car Masters...Numbers down on last year. Michael Livingstone (Green Targa) in question as he is not well. If Michael can make it, It will be in his BAB Super as the motor in his Targa is not happy.. Alex Shoobridge from the ACT Club will be coming in his "Peel me a Grape" Exec, Dave Nelson & Warwick Williams is Their Force 7V's are hopefulls, depending on work commitments. Greg Bryant also a Hopefull at this stage.

Australian Classic Car magazine featured a good article on Michael Livingstones Targa.

MG Spring Classic Rally 16-17th September, A good weekend away if you can manage it.

Jason talked about the club magazine. Generally not happy with content, too thin & expressed concern about it being "10 pages about himself"

Glenn Gray talked about tee shirts & about the available fonts/designs. Website will be back in action soon after being "Hijacked" & the server closed down.

Steve Maher contacted by Lady from the Lifestyle Channel on Foxtel, about doing a pilot show for a series concerning "Digital Makeovers". Basically this is about Modern Enhancements to your home to make life more convenient, with an offshoot being a "Sympathetic Modernisation" (IE Sat.Nav, Bluetooth, MP3/DVD Player etc.) of an older car. Jason's Hairy lime Exec was given as a possibility, given he has already put power windows, remote central locking, stereo, tinted glass etc. (And the colour would look great on TV)

The Subject of the Club trailer was bought up again, Who owns it? & do we need it?

Meeting Closed: 4:10 pm

Meeting Declared open, 4.10pm

Nominations for President: **Steve Maher.** Nominated by Jason Birmingham, Seconded by Chris Teschke: **Elected**

Nominations for Vice President: **Glenn Gray.** Nominated by Jason Birmingham, Seconded by Chris Teschke. **Elected**

Nominations for Treasurer: **Chris Teschke.** Nominated by Mart Stockwell, Seconded by Glenn Gray. **Elected**

Nominations For Secretary: **Shannon Wharton.** Nominated by Jason Birmingham, Seconded by Marty Stockwell. **Elected**

Nominations for Editor: **Jason Birmingham.** Nominated by Steve Maher, Seconded by Glenn Gray. **Elected**

Nominations For Parts Officer: **Jason Birmingham.** Nominated by Steve Maher, Seconded by Shannon Wharton. **Elected**

Nominations for Website Officer: **Glenn Gray.** Nominated by Chris Teschke, Seconded by Steve Maher. **Elected**

Nominations for Public Officer: **Horst Reimann.** Nominated by Chris Teschke, seconded by Steve Maher. **Elected**

Nominations for Activities officer: **Steve Maher.** Nominated by Glenn Gray, Seconded by Jason Birmingham. **Elected**

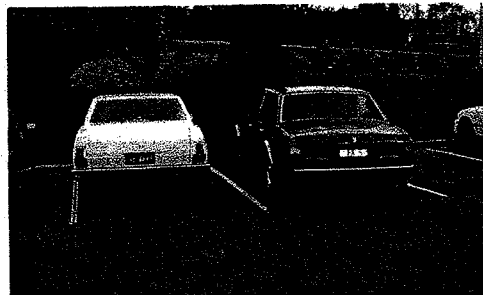
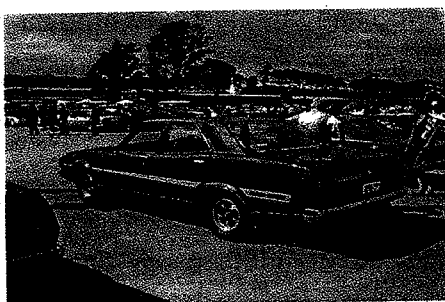
Ordinary Committee Members: **Steve Foldhazy & Martyn Stockwell.**

Horst Reimann & Chris Teschke to prepare Annual report to Dept. Of Fair trading

Meeting Closed 5.15pm

Minutes of General Meeting Saturday 2nd September 2006

| | |
|-------------------------------------|---|
| Meeting Opened: | 2.50pm |
| Present: | As per the attendance book |
| Apologies: | Jason Birmingham, Marty Stockwell |
| Minutes of Previous Meeting: | Previous minutes not available as Minutes Book has not arrived in the post from Jason Birmingham. |
| Correspondence In: | NZ Club Magazine,, (PENZED) Country club Magazine (Worts & All) July 06, Qld Club Mag,, July 06, S.A. Club mag, July 06, VIC Club Mag, July 06, (Anything But Average) Invite to peak hill Spit & Spud,(20-22 Oct), Cams Magazine Winter issue, Minutes from NSW CAMS State Council Brochure from Wine Design P/L Brochure from McPhersons Plains Alpine retreat Brochure from Highlands Motorfest at Bowral on 29 th Oct Invoice from CAMS for Affiliation CAMS Club Affiliation Pack |
| Treasurer Report: | \$3345.12 in Bank |
| General Business: | |
| • Muscle Car Masters | Should be a good turnout, 2 maybe 3 Force 7s to turn up. 2 Targas and at least 7 normal P76s. Michael Livingstone will not be attending due to illness. Jason will not have his Hairy Lime project finished in time. Lucas Oils has kindly donated some oil pack prizes for the Masters. Cars are to meet at Prospect Hotel at 7.30am. |
| • P76 Banner | The banner has been found and now resides at Steve Maher's home. |
| • Drag Meets | Greg took his P76 to the Wednesday night Drag Meet at Eastern Creek. Greg's P76 pulled a best of 14.4 down the quarter mile. All agreed that was a great time for a fairly stock P76. |
| • Orange Blossom Festival | Discussion ensued about the Orange Blossom Festival Show at Baulkham Hill. Jason will have his car there. |
| • Shannon's Car Show | Steve went to the Shannon's Car show last Sunday. He said that it was a good turn out. |
| Meeting Closed: | 4.15pm |



Living with a P76

Below is an article I copied from the August 1983 Owners club magazine (Anything But Average) as it was called then. It was written by Stephen Hollings who purchased a new V8 Deluxe 3 speed & he relates the good & bad times he had owning his big rig. I know you are wondering "why the hell are you running this old article", well I wasn't around for the P76 when it was new (I was only 8) & I often wondered why the car failed to win more hearts, especially now, when I personally have so much fun with my cars.... This article sort of helps me to understand what was going on then, especially with me being a motor mechanic. I spent the first ten years of my working life in a motor dealership (Toyota) & I can well understand the feelings towards the car by the service managers. Remember that Leyland offered a free loan car if the problem couldn't be sorted overnight.... Picture half a dozen P76's with problems in your workshop, Leyland being tight on the warranty labour rate, so you weren't going to win on the job anyway.... & having to give out free loan cars to some of these customers!, Sort of giving out free loan cars whilst you lose money... You can understand the drama's poor old Stephen was having trying to win with the dealerships. Bear in mind that Stephen owned the car for 9 years when this article was written, so he still obviously loved the car & I am not trying to present a negative article, I just found it interesting..... I wonder where Stephen is now... I would very much like to meet him..... Read On!

Living with a P76 from new was not always the easiest of experiences. Indisputably it was a great car, you only had to slip behind the wheel and go for a test drive to be sure of that, but owning one was a slightly different experience. New owners who had abandoned the mediocre competition for the innovation of the P76 soon found that the dealers were not only lacking in innovation but also in basic skills and the factory did nothing to help.

For those members who haven't owned their cars since new, try running your V8s with Champion L10 spark plugs as was recommended by Leyland. Very soon the engine developed a hesitation under load & within a week this was replaced by a slicing miss which entirely spoilt any joy of driving the car. For its first twelve months our car had a faulty distributor. It was finally diagnosed by an NRMA man. (Leyland had changed the valley gaskets on three separate occasions in order to try to rectify the fault!) After all that, the only thing which affected the engine was the inadequate life of the Lucas points which has now been solved by the addition of an Echlin electronic ignition system. The clutch was always a problem and still has something of a shudder. I worked at a Leyland dealership from November 1973 to February 1974 and can state without hesitation that the dealers were just not prepared for this problem. First of all they thought the problem was in the clutch plates and kept changing plates - My P76 had three different plates in as many months. Then they decided to machine the plates so cars spent time off the road as plates were taken out sent down to be machined, eventually picked up, and finally put back in the car, all with a great lack of success. Meanwhile irate owners were fast having their fill of the warranty loan cars and the Leyland dealers. The loan car at the dealership I worked in was a purposely mis-tuned Mini Clubman with less than brilliant brakes. The rationale was that after the Mini, owners would find their own cars great and stop complaining. Naturally this failed to work. Owners who had struggled with the Mini for a day, only to find their own car had a shuddery a clutch as before (or as bad an ignition miss as before), lost their tempers twice as quickly. I don't know how many obscene phone calls were made to the Leyland problems hotline but I should imagine quite a few! The problem seemed to spread like a rash - I even drove brand new Minis which had the most shuddery clutches imaginable. Eventually, though, most plates bedded in and gave reasonable performance or owners gave up and went away!

Most owners will understand if I say that overheating was a frequent problem too. Almost all the cars had initial overheating problems because the radiator cores were filling up with aluminium filings from the water jackets.

Some continued to have problems but in many cars, like ours, it was a matter of the temperature gauge getting excited rather than the radiator. It took me years to solve the problem of the earthing of the temperature gauge, eventually in desperation I wired the earth directly to the battery and presto, all was solved. I only wish I had thought of it earlier, the four Leyland dealers we went to never did. And yes I did say four Leyland dealers - we covered the North Shore during the warranty period desperately trying to find somebody who wanted to fix the problems in our car. I used to sit on Spit Hill at 7.30 in the morning with a wavering engine which hated to idle, a rising temperature gauge, and then an enormous shudder in the clutch as the traffic inched up the hill as, I headed for the Neutral Bay Leyland dealer. Need Club members wonder why they come across so few original owners of P76s? Those with good memories will remember that 1973 and 1974 were particularly wet years and while I never heard of an owner drowning in their car some must have come pretty close. I can still remember the sales manager of the dealership I was working in going to lunch and returning about an hour later with so much water in his car that it flooded out when he opened the door. I swear that the story is quite true, I had to mop the car out! The workshop couldn't care less and eventually I fixed his car - it was a leaking windscreen, but many owners found themselves having to do the same, hunt for the leaks themselves and fix them themselves because the dealers at best only did a half-hearted job. The problem was that the dealers found their workshops full of P76s needing attention and that was hardly the way to make money. The losers all the time were of course the poor owners.

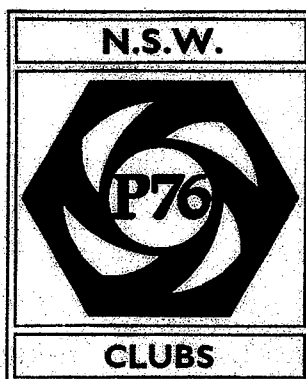
Other problems in our car were starter motor - Leyland had to rewire all the manual cars because the lead to the solenoid was inadequate for the requisite current draw. A chewed out front wheel bearing in 1,000 miles due to the efforts of a heavy handed apprentice mechanic, and a rotten idle due to the assorted electrical faults already described. This was only really fixed when the carburettor was changed and I decided to do the tuning myself. And so that was the first eighteen months of living with a Leyland P76. Owners either persevered and eventually got the problems fixed or gave up and ditched the cars, it is a shame that owners were turned away because once the cars were fixed they were like magic. Unfortunately many owners never discovered this.

Our car has given sterling service since that period, very rarely let us down, and travelled all over the eastern states including over a lot of dirt roads in the Snowy Mountains. It is still the most comfortable car for long trips that I have ever driven, runs effortlessly with commendable economy, and holds more luggage in the boot than many station wagons. A number of changes have been made to our car over the years. The excellent bench seat has been replaced by the equally excellent reclining bucket seats. The less than brilliant Deluxe instruments have been replaced by a binnacle from an Executive now housing the original speedometer, a highly accurate VDO tachometer, a VDO economy gauge, and Executive/Super fuel & temperature gauges. As with most members' cars there have been minor changes like new carpet, stereo system, driving lights etc. but the other major improvements, apart from the suspension upgrading which I recommend to everyone, have been the addition of a Holley 500 carburettor and a Mark IV air conditioning system.

The standard Stromberg always needed retuning and never gave particularly good fuel economy so when my brother offered me a hardly-used Holley 500 I jumped at the chance. It gives an almost unbelievable boost to the engine right through the range allowing quite illegal three figure mile an hour speeds with incredible ease. More importantly it gives excellent passing power, great fuel economy (I was third in the V8 manual class in the 1982 economy run) and requires no attention at all. The Mark IV air conditioning system is one of, the most efficient I have encountered and fits very neatly both under the dash and under the bonnet. It was an excellent investment and allows greater enjoyment of the car. After all when one has a V8 with bags of power why should you swelter in the summer heat along with owners of Volkswagens & Datsun 120Y's? With a Davies Craig thermatic fan up

front my standard cooling system more than copes with even 40°C heat with the air conditioning on. I love driving the P76 and have a ball on club outings. The car is a great one and so are most of its owners, especially those who have joined the club. It was before its time as so many of the Leyland products have been, & if any person can show me a better, more economical, more comfortable vehicle with as good a performance and accommodation then I will swap the P76 for it. Somehow I think I will have the P76 for years and look forward to seeing fellow club members at all our future events. But for those of you who aren't original owners and still wonder why the P76 never took off, then think how you would have felt if your new car had experienced all those problems, and wonder no more.....

**Leyland P76 Owners Club Of
NSW**



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