



NEWSLETTER
NUMBER 27

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW
INC.

www.p76clubnsw.org



Since 1982

Giant Christmas Issue



See inside for details of this year's huge
Christmas rally and barbeque.

YOUR COMMITTEE FOR 2008-2009

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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 90
KINGSWOOD NSW 2747
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the Second Wednesday of EVERY MONTH at the Denistone Sports Club, 59 Chatham Road, West Ryde.

Next Meeting - 10th December At 7.30 pm.

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



Warning smoking is
a health hazard!

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PRESIDENTS REPORT

November-December 2008

Seasons Greetings one and all. Yes Christmas time and summer are with us again. The last two months have been - well – interesting. Unfortunately there have been some disappointing lows coupled with some really good highs.

Finally our edition of Top Gear Australia Magazine hit the stands and it was with some trepidation that I opened my copy and read the story. Of course I already had a good idea what the article was going to read like as the author, Peter Farquhar, kindly sent me the full article to read and correct any factual errors prior to sending it to his editor. I had always said that this story was not being written by the Marketing Department of Leyland Australia and anyone who watches Top Gear on TV knows that it's none too serious. Well it seems that there are a number of Pnuts out there across the country who obviously have no sense of humour and are hypersensitive to any media coverage on the P76 and our club movement that is not written by the Marketing Department of Leyland Australia. Sad really when we can't laugh at ourselves and it's even sadder when one of our own takes it upon himself to be Judge, Jury and Executioner in a public forum which resulted in one of our own being publicly humiliated simply on the basis that his everyday driver P76 isn't particularly pretty in this judges eyes. Those concerned know who they are and I will not publish their names, but I will say that I am ashamed of their outburst and the Committee of this club, all our members and, I would hope, the rest of the P76 community are 100% behind our fellow Pnut. On to better things, the latest issue of Australian Muscle Car Magazine has a story on the Muscle Car Masters at Eastern Creek at which a number of us attended. We scored a photo in the mag fronted by Marty Stockwell's 2M44. Congrats Marty

We have no new members this issue but a welcome back to Dean Ayerst, Bruce Rose and Norm and Maree Julian.

I recently competed in a couple of tarmac rallies including the big one for the year, the Alpine Classic. I am really happy to report that along with car owner and driver Brian Madigan, we scored a second place in the Tour Division in the 73 VW bug beating home some 30 other crews. To say the least we were stoked! It was also good to catch up with Norm Julian who came out to see us off from Orange on the start of day 2. A few weeks later, with my daughter Lauren in our KE70 Corolla, we ran in the Penrith Pas De Deux and although we finished mid field, we still had a great day. Speaking of rallies and Christmas I have decided to revive the Presidents Trophy this year. In the past it has been awarded to the winner of the Presidents Economy Run but this year I am organising a basic tarmac rally to get to our Christmas Party BBQ. See further in this issue for details. I hope to see many of you and your families at Rouse Hill then Mt Victoria Park on the 30th of November.

Brian, our Activities Officer is still planning a day at the farm in January and also a weekend in Orange with the Julian's. Stay Tuned. Our latest parts acquisition is from Andrew Kloot in S.A. We have secured 20 sets of NOS spark plug lead holders and they are selling fast. \$20 will secure you a set, so be quick. We have also organised to do a bulk buy of the new P76 book by Gavin Farmer. We should have them by our December meeting and would make an ideal Christmas present.

Well that will about wrap it up for now. I hope you all have a Merry Christmas and a Happy New Year and we will catch up soon.

Steve Maher

THE EDITORS SAY..

OK. So it's not really a Christmas Issue. I just didn't have any photos to put on the front page.



So, I decided that I would add a little Christmas cheer by decorating my car a little bit. I hope this makes up for the lack of Christmas in the Giant Christmas Issue.

It is still a little early for Christmas, being only November or Movember for some. I am participating in this fund raising activity where I am growing a moustache for Movember. All funds raised are for the fight against men's depression and prostate cancer, being donated to *beyondblue—the national depression initiative* and the Prostate Cancer Foundation of Australia.

If you have ever been touched by either of these issues, you will understand what serious problems they are. You may have thought, gee I would like to help the fight against prostate cancer and depression, but not known how to go about it.

Now is your chance. Donations can be made through the website www.movember.com/au/. Simply follow the links to the donation page. There you can either make a general donation to the fundraiser, or you can use my registration number of 1733936 and make the donation towards my mo.

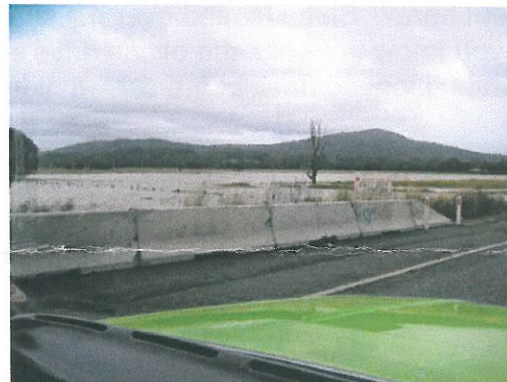
Remember, all donations over \$2 are tax deductible.

Seemed like a good idea at the time.....

This story goes back a little way to the Anzac Day long weekend in April. I had met up with "Mark Cassarchis", head of the Leyland Styling Studio from 1971-1974 (More on him later). Anyway, after talking with Mark, he told me a story of how he had given away a whole heap of Leyland Trim, both Fabric & Vinyl, to a motor trimmer friend of his when he was living in Armidale. I soon had this motor trimmer tracked down & was on the phone asking what he had left & would he sell any of it. Sadly, there wasn't too much left, but he posted me a small sample of what remained. There was some Casino Blue Exec fabric, Some Parchment vinyl, & some Experimental trim in both Casino Blue & Imperial Leather (Brown). The Executive fabric & the Parchment vinyl interested me most, but alas there was not much of either left. The Parchment story was especially disappointing.... he used to have a great big roll of it, but used it up wherever he could...."Just to get rid of it"...seems there are a few lounges in the Armidale district that have Parchment vinyl, on their inside backs....

Anyway...I had organized to head up to Armidale on the Anzac day long weekend...seemed simple enough, shoot up, buy the fabric & drive back in one day. One of my friends/customers suggested that I go up "Buckets way & the Thunderbolt Highway", which besides sounding pretty cool is pretty much a straight line from Newcastle to Armidale. Seems his wife (who is a pharmaceutical rep), goes that way all the time & says the roads are terrific & the traffic light. I had planned to head up on the Friday...it had been raining all week, but those "ever clever" weather men insisted that Anzac day would be fine...well guess what, I woke up to the rain pissing down....yet they still said it was going to be a fine day. The plan was to leave at 8.00am, 4.5-5hrs to Armidale, 30 mins to chat & bullshit on, then another 4.5-5hrs & be back home by 6.00pm. I jumped in the Green car & headed north, stopping in at our Hollywood editor (Michael Nugent) place in Beresfield to give him a starter motor, then kept heading north.

Seems they had had quite a bit of rain up north.... lot's of flooded low lying areas, didn't matter, the P76 was cruising on, air cond & heater keeping the interior fog free & snug as a rug, the "Garth Morris " intermittent wipers attending to the screen & the stereo pumping out good music. The flooded areas were more a curiosity than a problem, so I snapped a couple of photos from the car whilst we (The P76 & Me) cruised along.

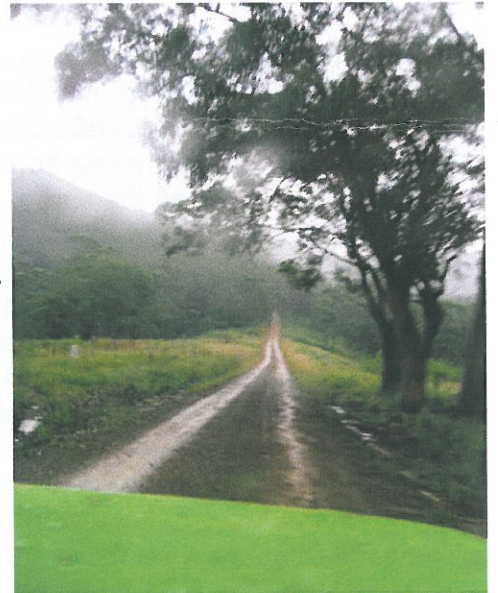


The rain kept coming down as I headed further north, I stopped at Gloucester for a whiz & something to eat, & as it happened, that was as far as I was going along "Buckets way". "Mate, the roads flooded...you'll need a boat not a P76 if you want to go any further, though it looks like a bloody nice P76!" As I said earlier, the route I had chosen went straight up the middle, with the New England Highway, west, & the Pacific highway to the east. I didn't have too many choices though as not only the road north was blocked, but so was the road that went west to the New England highway. My choices were to turn around & go back to the start & jump on the New England at the beginning, back at Newcastle, or go East & meet up with the Pacific highway north of Taree, go up to Wauchope then go back inland to meet up on my intended route. I hate going backwards, so East I went, to join up with the Pacific Highway.....And still the rain came down.



Wauchope arrived about lunchtime (yes I wasn't doing too well with the time), so I filled up Greeny with gas & me with a pie & Pepsi (Probably got gas too!). A chat with the guy behind the counter revealed the road west to Walcha was still open, but I had better hurry up as the water was rising. Off I went, following a troop of Land rovers (5) but not for long as they were only ticking along at 80kph (Top speed?) The roads were good with little traffic & we charged along for about 40 mins...then it became clear why there was little traffic....A Pajero across the road with a hillbilly hanging out the window shouting "Mate the roads closed...your goin no where"

Grrrrrr.....40 mins back the way I came, & I returned to the servo to ask for another route around the flooded area. The counter dude was very apologetic, seems that just after I left someone came in & told him about the closure...sucked in to me! Anyhow, there WAS a way around the flooded area...via some back roads... And a little bridge that "should" still be ok....so without a map, just a few verbal instructions & the GPS in my phone off I went. All seemed pretty good at first, but the roads got worse...& worse...& the rain kept coming. Soon the road had deteriorated into a muddy track with Greeny slipping & sliding along as we "followed the snake" that was the road., I was glad it had a Targa slippery diff. I had somehow envisaged a short 5-10km detour around the blocked road, but I had been battling this track for over an hour. I had seen no-one coming the other direction & my GPS/phone kept telling me I was in an "Uncoded area...voice instructions may be inaccurate" just to add to my feeling of dread. On I went, there wasn't much choice, continue or go home, as I had been told the Pacific Hwy north was also closed. After driving for what seemed an eternity, I stopped to have a leak.... "What are you doing with a beautiful car like that out here?" Shit! I looked over my shoulder & there was this old duck riding an electric scooter (you know the ones the oldies drive all over the place) whilst holding a big umbrella with flowers on it! I looked back at the car...it didn't look too beautiful to me!



Seems I was on the right road but still had a way to go...that's if the bridge was still open... otherwise I had to go through all this shit again. I carried on for about another ½ hour (I was probably only averaging 30kph) & finally, the bridge arrived....with my heart in my mouth I turned the corner & saw the bridge was still open! YES! Over I went....the water was about ½ metre below the bridge....But I was over so who cares!



Soon I was back on the Oxley highway heading west to Walcha, way behind schedule...it was 3.30pm, but the upside was that the road behind me was closed, & no doubt it was also closed at Walcha to, so that meant no one else was on the highway. I upped the cruising speed to 130 kph, as the rain had finally stopped, but it was still a nervous trip with it being a double demerit points weekend. I made good time & arrived at Walcha & sure enough I came up on a Hilux 4wd with a ranger inside with a puzzled look on his face "Where did you come from?" he said. "Wauchope" I replied, "Bullshit!" I then told him of my detour & he shook his head & said "There is no getting through now...the bridge is under" I had only just made it!

The rest of the trip was uneventful, I got to Armidale at 6.30pm, the trimmer bloke had gone out for the evening, but had left the trim with his son (I had called ahead & told him of my problems). So I stuck it in the boot & headed home...this time along the New England highway. I got home just before midnight, with a stop for dinner (Another pie & Pepsi...I don't get why I am fat) & gas for the Green Machine.

It had taken me 10 ½ hours to get there...& 4 ¾ hours to get home via the New England, which incidentally is the way everyone said I should go before I had left...But like the title says..it seemed like a good idea at the time.

I still haven't got the green car clean yet..underneath will NEVER be the same !

Jason Birmingham

FOR SALE

Jim Farmer is selling his Bold as Brass Super plus a shed load of parts. The car is dual fuel, with factory air (not currently working) and cloth seats. It is a 4 speed manual. Jim has owned it for over 30 years but rarely gets to drive it anymore. It is registered until October, 2009. The car is in Newcastle. He is looking for \$3500, with twelve months rego.



The BMC Leyland Australia Heritage Group Day

Well! What a lovely day it was, I think my first knowledge of the function was by email from Steve, but isn't everything. In my normal way of sitting on my hands, I didn't commit until the Tuesday before at a NATCOM meeting at Tony and Kay Deluca's place. As Neville Humphries was driving his nutmeg targa down from QLD., taking the semi crippled 2M44 from Tooongabbie to Ryde didn't seem too big an ask.

Roger Foy had requested a 10am turn up and totally out of character I arrived on time, Tony and Kay arrived soon after. Tony in his maxi and Kay in the crystal white EXEC. They were followed by Denise Mort (whom I was lucky enough to sit next to at the luncheon) and Greg Bryant in the country cream P. Peter O'Brien and his dear wife, Jason and Neville were not far behind. Six P's in a row, SUPER!

The Ryde RSL is a most impressive edifice, although strangely, access to the car park is via the street no lifts and the cars were on the top level. Quite an emotional time strolling around peering into driver's windows and under the bonnets of such exotica as maxis marinas minis 1100s and even a lone triumph stag and of course our magnificent P's in very warm conditions. As the day had another auspicious event, the great race, I wandered off to find a television to watch the start. A gentleman similarly dressed to me, typical P gear, jeans anything but average shirt, sidled up to me EL PRESIDENTE, neither of had been aware of the grandeur of the occasion, everyone else was very smart casual. Undaunted Steve found a table close to a TV.

Kay had done a brilliant job of organizing the event, tea, coffee and bickies outside the function room (which may have been called the heritage room) and a table with name badges for all. Inside probably 15-20 round tables each seating 8, beautifully adorned with candles, wine, beer and sparklies. The entrée was finger food mini spring rolls dim sims etc and the main course a served smorgasbord of absolutely everything roast beef, spag bol, cold cuts, and hot and cold veggies.

While we were wolfing all this down, casting a furtive eye at the television we had 3 speakers a gentleman whose name eludes me, his passion was Healeys and his slides showed his craftsmanship with fiberglass, full scale Healeys quarter size Healeys and Go-Kart Healeys. He is involved with a Newcastle organization called Handbrake Turn, which takes *unruly* kids and teaches them the basics of the automotive trade. He was followed by a young lady whose name may have been Michelle, elucidating on the operation. It's great to watch people who enjoy doing something worth while, shame there were only older *unruly* people in the room! They were followed by a very lively gentleman who recounted driving a Standard Vanguard in the 1959 Redex and early 60's mobil around Australia rallies when he was in his early 20's always with a top 10 finish! Hal Maloney was captivated.

The members of the BMC Leyland Australia heritage group are all ex-employees of that auspicious company and as I pointed out to Rodger Foy, their EL PRESIDENTE as I was apprenticed at the Morris engines and gearbox factory in the early 60's I felt very much at home.

My heartfelt thanks to all those there, a magic day and with Kay and Tony on the 2010 NATCOM committee, that event is sure to be one that no P nut should miss!



Marty Stockwell

Buggin' Around Again

The Pies at Play

It seems the call of the open road was again getting loud and the need to satisfy that competitive spirit had brought about an itch that needed to be scratched. It was October and that means it's time for the Shannons Alpine Classic Tarmac Rally. The Classic Rally Clubs annual brisk drive in the country was once again upon us.

Brian Madigan and I once again teamed up in his 73 VW Beetle to tackle the 800 odd kilometres and 2 days that make up this top event. Due to the fact that my P76 isn't anywhere near finished, Brian, the Bug and I were to be pitted against 30 plus teams in the Tour Division of the rally. With the other two more challenging divisions included there was a full field of 65 mostly classic machinery. Everything from a 1964 Rolls Royce Silver Shadow to a 1966 Ford Mustang GT350, a 1962 Austin Healey Sprite Mk2 to a 2008 Peugeot 407 HDI diesel.

Saturday morning in Lithgow saw around 130 rally crew and numerous officials gather for breakfast and the start of a long day 1 comprising Sections 1&2 for approx 400km of country driving. As this was our third attempt at the Alpine we were quietly confident of a good result but then just about everyone else felt the same about themselves. Saturday lunch was at a property somewhere around

Bathurst where we also tackled 2 Motorkhana Tests. This year it was much better as the area was very green after some local rain recently and not like some place around Dustbowl Oklahoma. That night's dinner was a great function at the Orange Ex-Serviceman's Club. A top meal with great company. The results for day 1 were posted and well bugger me, there were 10 if us who had clean sheeted with no loss of points and the crew in 11th had lost only 1 point. Tomorrow was going to be tougher with the pressure on to keep a clean sheet. After a couple of drinks someone decided instead of catching a cab back to the motel we should walk. Who's bright idea was this! It was



about 2k. By now I was stuffed so off to bed to watch "The Dukes of Hazzard" on TV.

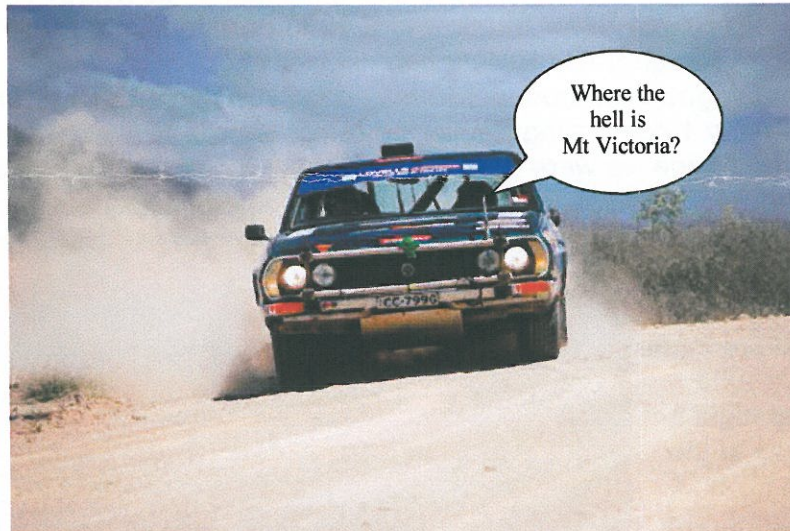
Sunday morning was another perfect one to start a rally with. Norm Julian, who lives locally, came out to see us off from the Orange Civic Centre. Sadly he didn't bring a P but he thought that his P rally car would have fitted right in. About 380k had to be covered today including an Average Speed Test. Now that's a damn sight harder than you might think. Lunch was at the church hall in Mandurama. A little town between Blayney and Cowra that Brian Hooper knows of as he picked up a P from a farm shed there a year or so ago. The finish was at a pub just outside Lithgow and a cool refreshing ale was definitely in store. The place was full of rally crews mulling around waiting for the results to come through. Amazingly all 10 crews, including us, who had clean sheeted on Saturday had lost points on Sunday and all of them more than us so we were looking good for our first win but out of the blue that 11th placed crew in their 2002 Mini Cooper S had lost even fewer than us and stolen the win. Still a podium finish in second was still an excellent result, particularly as we had hoped for a top 10.

We'll be back next year but I hope it will be in the mighty P76 and gunning for that elusive no.1 spot.

Steve Maher

COMING EVENTS

2008 Presidents Trophy Christmas Caper & BBQ



*HD HD HD. Come
One, Come All. On
the Leyland P76*

**Join other P76 Club members and their families for a
Christmas BBQ lunch with a bit of fun and
competition on the way. You could win the rally and
the Presidents Trophy.**

**Meet at the Ettamogah Pub. Windsor Road, Rouse Hill
Finish at Mt Victoria Park**

9:00am for 9:30 Start

Sunday 30 November

2008 Events Calendar			
Date	Event	Info	Contact
8-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
9-Nov	Penrith Pas de Deux	Info	Steve Maher 0417 435 830
12-Nov	LPOC monthly meeting		Steve Maher 0417 435 830
23-Nov	Orange Blossom Festival Classic car Show Baulkham Hills		Steve Maher 0417 435 830
30-Nov	Christmas Rally and BBQ Rouse Hill to Mt Victoria		Steve Maher 0417 435 830
10-Dec	LPOC monthly meeting		Steve Maher 0417 435 830
2009 Events Calendar			
Date	Event	Info	Contact
10/11-Jan	Run To Hoopers Farm,		Brian Hooper 0422 512 449
15-Mar	Oakville Fire Brigade Family Day, Car Display & Auction		Steve Maher 0417 435 830
2010 Events Calendar			
1 Apr/5 Apr Easter	Leyland P76 Nationals Hunter Valley, NSW		Steve Maher 0417 435 830

FOR SALE

Parts as follows:

- 4 cylinder heads complete with valves, rockers and rocker covers
- 2 x R.H. exhaust manifolds
- 2 x L.H. exhaust manifolds
- 2 x front oil pump, water pump assemblies
- 1 x reground crankshaft
- 1 x set (8) standard pistons with conrods
- 1 x camshaft
- 1 x block .060 oversize—no 5 cylinder corroded
- 1 x intake manifold
- 2 x starter motors
- 2 x distributors
- 1 x sump, front pulley, air cleaner

The parts are in Tamworth. He is asking \$170 for the lot. Contact Michael Nugent if you are interested and he will put you in touch with the seller.

MINUTES OF GENERAL MEETING WEDNESDAY 8 OCTOBER 2008

- Meeting Opened:** 8.10 pm
- Attendance:** As per the attendance book
- Apologies:** Michael Nugent, Greg Bryant, Eddie Hooper, Eric Rudd
- Minutes of Previous Meeting:** Previous minutes accepted by Glen Gray and seconded by Marty Stockwell
- Correspondence In:** Victoria Magazine for September 2008; Letter from member of Baulkham Hills about cancellation of Orange Blossom Festival Car Display; West Words for October 2008; New Zealand Magazine for September 2008; New Zealand Order form for Club Shirts and Jackets; Queensland Bulletin for September 2008; Classic Magazine for September 2008; Paramedic Letter for Events; Classic Magazine for October 2008; South Australia Magazine for October 2008.
- Treasurer Report:** \$3186 plus 2 memberships (\$80)
- Issues Arising from Previous Minutes:**
- 1 Orange Blossom Festival The Orange Blossom Festival was a washout so no cars in the club attended
 - 2 MG Day Out MG Day out was last weekend, no one from the club was present
 - 3 Top Gear The Top Gear Magazine article is scheduled for the November issue
 - 4 Model P76 The model P76 Wagon is still going ahead but details have not been finalised
- General Business:**
- 1 Christmas Party Steve has suggested a rally drive and BBQ run for the Christmas Party. To start at the Ettamogah Pub in Rouse Hill to Mount Victoria. Agreed by all members. Date set for 30 November 2008
 - 2 Club Trip Brain wants to organise a Bonfire night out on his farm for all members and also a cruise around the area for 10 and 11 January 2009
 - 3 Nationals Committee The National Committee has got together and all is going well. Ton Deluca spoke to members about the Nationals and has asked for ideas from all club members about activities and anything that will make the day more enjoyable
 - 4 BMC Heri- The BMC Heritage Reunion is on this weekend. A few members are attending
 - 5 Spare parts Steve has sourced some parts from a bloke in South Australia
- Meeting Closed:** 9.05 pm

UNDER BONNET KITS

As there were several enquiries from Club members at the Geelong Easter Nationals, Nigel Bray will be undertaking a run on under bonnet insulation kits.

Nigel will be starting them in approx. 4-6 weeks and would like to know numbers required from individuals and clubs. All clubs will be given the new prices when available. It will be more economical to send bulk orders to one address, so orders through clubs would be preferred.

Geoff Cutting

MINUTES OF GENERAL MEETING WEDNESDAY 12 NOVEMBER 2008

- Meeting Opened:** 8.15 pm
- Attendance:** As per the attendance book
- Apologies:** Chris Teskhe; Eddie Hooper; Marty Stockwell
- Minutes of Previous Meeting:** Previous minutes accepted by Brian Hooper and seconded by Shane Fox
- Correspondence In:** Western Australia Magazine for October 2008; Letter from Victoria Club; Victoria Magazine for October 2008; Letter from John E Davis Motor Works about P76 Engine; Queensland Magazine for October 2008; South Australia Magazine for November 2008; Two membership renewals
- Treasurer Report:** \$3098.28 in bank, \$202 in cash plus 2 memberships = \$3382.28
- Issues Arising from Previous Minutes:**
- 1 Orange Blossom Festival The Orange Blossom Festival has been re-scheduled for 23 November
 - 2 Spark Plug All spark plug leads have arrived from Andrew Kloot and are available for \$20 per set
- General Business:**
- 1 Christmas Party All plans are going ahead for the Christmas Party. Meeting at Ettamogah Pub at 9.00 am for 9.30 am start. Rally is still going ahead and Steve has decided to award the winner of the rally with a Presidents Trophy. Destination is Mt Victoria Park.
 - 2 Nationals Nothing further on the Nationals since last month. The next meeting is on 27 November 2008
 - 3 Club Meeting The club meeting is on next month
 - 4 Top Gear Top Gear Magazine ran the P76 article in the November issue. There has been a very mixed reaction, most people were very disappointed
 - 5 Marty's Car Marty's car was in the Australian Muscle Car Magazine
 - 6 New Car Glen Gray got himself a bargain when he bought a rally built 4 day Marina on Ebay for \$162.50
 - 7 Gavin Gavin Farmer's new book is only a matter of weeks away from becoming available, hopefully before the next meeting
 - 8 P76 Engine John M Chapman has sent some information on P76 Engine rebuilds that he does, specialising in rare engines
 - 9 P76 Wagon P76 Wagon model is going to be started this month
- Meeting Closed:** 9.20 pm



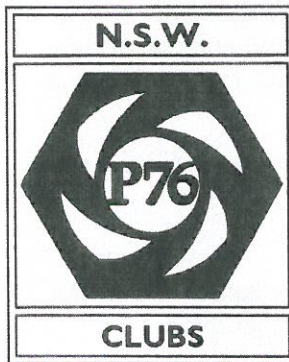
Leyland P76.

Anything but average.



The BMC Heritage day had a display which included many cars other than the P76.

**Leyland P76 Owners Club Of
NSW**



Leyland.
The new driving force.

Return Address: P.O Box 90 Kingswood NSW 2747