



NEWSLETTER  
NUMBER 41

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW  
INC.

[www.p76clubnsw.org](http://www.p76clubnsw.org)



Since 1982



Rally car and Race Track.

## YOUR COMMITTEE FOR 2010-2011

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Vice-President:	Brian Hooper	force7pnut@hotmail.com	0433 512 449
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Marty Stockwell			02 9636 5990

### 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](http://www.p76clubnsw.org)

### GENERAL MEETINGS:

**# The General Meetings are held on the Second Tuesday of EVERY MONTH at the Memorial Bowling Club, 26 Pritchard St West, Wentworthville.**

**Next Meeting - 8th February At 7.30 pm.**

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



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.

# PRESIDENTS REPORT

**January - February 2011**

Happy New Year everyone! Yes another year kicks off and already it's February. Certainly 2011 has dropped on us like a proverbial "ton of bricks". In Sydney we have been battling through a heat wave, western Victoria is battling floods along with northern NSW and the poor old cane toads have been flooded out and blown away. Mother Nature surely knows how to make her presence felt. I'm sure you will all agree that our thoughts go to all those who are affected in one way or another. The only good news is that I haven't heard that any P76s have been lost to the elements. 2011 is going to be a busy year with lots coming up in the calendar.

Congratulations to Michael and Sarah Nugent who dominated to Presidents Economy/Observation Run to Wiseman's Ferry and back. A great effort not only with the fuel economy (although not as good as mine ☺) but also with the observation run. They scored a clean sheet and backed it up by winning the tiebreaker. How good can you be to visually guess the exact distance between the wheel arches of a P76? Unbelievable! But a top effort to hold on to the Presidents trophy for another year. The Christmas run was a huge success and I believe everyone enjoyed the day out.

First event for the year is the Michael Livingstone Memorial Run to Jugiong. Organised with the assistance of the P76 Country Club it has always proved to be a great day out. Three weeks after that we have the Wings Over Illawarra event down at Albion Park near Wollongong. Tony and Kay De Luca have been to this event many times and report it is always an event not to be missed. In early March I will be competing in the Riverina Run Classic Rally. Not in my P76 but I have been asked to navigate for a friend in his 1978 Peugeot 504. Hasn't quite got the power of the P but it should be a comfortable ride at least. One of our newer members Matthew Fallow is also into jet boats and he has invited the club to join the members of the Jetboat Association of Australia on one of their club runs from Mooney Mooney up the Hawkesbury. Contact me for further details, as we need to confirm numbers going to make sure there is enough boat space. P76 V8 engines are popular with the jetboating fraternity. Early in April is the Oakville Bush Fire Brigade Family Day and Car Show. Bring your P76s (or others) out for a relaxing day.

Matt Bryson, son of P76 legend John Bryson, is about to take delivery of a P76 rolling chassis to start preparing it for Historic Rallying – the dirt kind. This project will hopefully end up sending Matt and Gerry Crown to the USA in 2012 to compete in the Trans America. 32 days rallying from New York to Alaska via Canada. Sounds like an event just made for the Leyland P76 V8. We'll keep tabs on Matt and report on how the build goes.

In this issue of our magazine I have included a Discussion Paper I have written on a possible future structure of the Leyland P76 organisation. Please read it and give it some thought. I would be very interested in your opinions and I would like some feedback from all of you.

On the model front the big news is the release of the P76 Wagon kit. There are definitely limited stocks so get yours early so you don't miss out. The production run of these models is limited to just 100 numbered kits. Also I have been working with our model builder on a prototype model of the Green/Bryson World Cup Rally P76. Check out the early pics.

That's probably all for now so till next time.  
Your Presidential Pnut

Steve Maher

# THE EDITORS SAY..

As I write this in February, it seems like it has been a quiet couple of months. In reality, it has only been a quiet January as December was very busy with the Cleo shoot, referred to later in the magazine and the President's trophy run.

On Sunday 5 December I drove to the starting line at Dural, along with a number of other club members. I took my Spanish Olive, fresh from a day at the movie shoot on the Saturday, because it is almost completely original and I thought that might give me the best chance in an economy run. This was my first ever participation in an economy run and I must say it was a fun event. The course was very challenging, starting with a passage of Galston Gorge, with its 5km/h hairpins on the ascent. We then drove up the F3 and through Peats Ridge, to Mangrove Mountain dam. The next stage was a descent down to the river, through some torrential downpours, until we reached Wisemans Ferry for lunch.

When I say torrential downpours, I mean serious visibility reducing rain. The river was already in flood and at one stage I could not tell the road from the edge of the river. The only defining line was the electricity poles. A couple of times, in spite of the need for economy, I thought it wiser to stop and wait for the rain to ease and slow traffic to move further ahead. The final stage was back up from the ferry to return to our starting point in Dural and refill from the same petrol pump. Of course there were navigation challenges, questions and a tie-breaker puzzle along the way. My special thanks to my navigator, my 12 year old daughter Sarah who managed to guide us through with a clean sheet.

I can't remember the exact figures, but the run was about 230km and I used about 24 litres of petrol. Not too bad for a first attempt I thought. Imagine my surprise when I went to the next club meeting and found out that I had won prizes for the best V8 economy and also for the observation run. On top of that, I also received the President's trophy for the second year running. Shane Fox won the trophy for best economy in a 6 cylinder. Next year, I will organize the event and not participate so as to ensure that I don't get a threepeat.



On another note, I spent a week or so in January having a bit of a driving holiday from flood threatened Swan Hill in Victoria to flood ravaged Ipswich in Queensland. I must say that some of the scenes I saw in the Queensland flood areas were horrendous, particularly coming down the range from Toowoomba and through the Lockyer Valley. It was also scary to drive along the main road between Brisbane and Ipswich and look at the flood marks on buildings and realize that the roof of your car would have been under about 3m of water if you had been in the same place a week earlier. My condolences to all the people affected.

# THINKING SMALL

For those of you who have been keeping up with our model projects, you will be aware that the Deluxe sedan is on the market and selling steadily. Those that have come out of the model builders workshop will know how good they look sitting on the shelf next to your Trax Supers and Targa Florios and of course our own Force 7. I have seen a couple of Deluxes that have been built by their owners like Shannon Wharton's Plum Loco example and they also look very impressive.

I am proud to announce on behalf of the club that our next project is now available. The Wagon is here. Stocks of the wagon are now coming through so get your orders in. Pricing is the same at \$75 each for the kit plus \$65 if you wish to have them professionally built. The club is in possession of the first 11 models, which are designated for our club. Other clubs can order straight away, as the rest are available to us for immediate delivery. Get in early and don't miss out.

The other exciting news on the model front is that we are doing a limited edition of the 1974 World Cup rally car as rallied by Evan Green and John Bryson. Check out the pictures of the first mock-up from the model maker. There is still some refining work to be done but as you can see it is pretty close to spot on. As yet we are not sure what the costing will be so the final selling price is not known at this stage but I would expect that it will come in close to \$200 assembled, painted, decaled and mounted ready for display. Stay tuned for final pricing and availability. I expect these to get snapped up really fast.

Steve Maher



# P76 TO APPEAR IN CLEO?

No not as a centerfold in the magazine (I think that might be a dream for Phil Crowther), but in a mini series currently being shot in Sydney.

I mentioned last issue that I was heading to Sydney in December to take part in a shoot with Southern Star Media Productions. It turns out that the car was required for background authenticity in a production being made about the life of Ita Buttrose and the founding of Cleo magazine. The scenes shot on the day covered 1972 to 1976, so my car was obviously not required for all of them. I hope that it will be prominent in some of the scenes, but I have allowed for possible disappointment by putting a question mark in my title.

There were 17 period cars and a double decker bus there on the day. We were all required to be in the city at 6.00am on a Saturday. I was the first to leave because the last scene of the day was set in 1972 and the P was not required. It was about 12.30 when I left. In that time they had filmed only 3 complete scenes. It's true what they say about the film business being a lot of waiting around.

It was amazing to see how they convert a modern streetscape into a 1970's scene. They put in old style parking meters and post boxes. They even had covers to make the electricity poles look like old timber ones.

Thankfully it was an overcast day so not too hot. The few sudden downpours may have put a bit of a dampener on the filming too. This is a list of the vehicles there on the day as I remember them. Look out for the production and see if you get a glimpse of my green P.

Beige XA Falcon sedan  
Red HK Monaro  
Spanish Olive P76 Super  
Brown EH Holden wagon  
White/blue HG Holden wagon painted as a taxi  
Blue HK Holden Brougham (owned by one of the production crew)  
White HR Holden  
Green XK Falcon  
Blue VW Beetle  
Red Datsun 1200  
Grey FC Holden  
Yellow Valiant Charger  
Metallic Green VG Valiant  
Red LJ Torana  
Cream HT Holden Kingswood  
Grey ZC Fairlane  
Grey Austin 1800

And the last Leyland Atlantean bus made number MO 1224.

Ps The January 7 edition of the Newcastle Herald contained a preview of this series "Paper Giants: The Birth of Cleo". I quote "Having seen a little bit of this one, I believe it is going to be one of the highlights of 2011 - a fresh, funny and fascinating look at a slice of our recent history with a dash of Mad Men's retro appeal. The launch of the groundbreaking women's magazine Cleo in the early '70s provides the backdrop for a look at Australia's changing culture, especially in terms of sexual politics"



Steve took his photos a little earlier in the morning than I did. Mine were taken on a mobile phone so I apologise for the quality.



# DISCUSSION PAPER

## LEYLAND P76 OWNERS NATIONAL BODY

I believe many years ago some discussion took place as to the formation of a National Body for Leyland P76 Owners Clubs but this did not progress much past the discussion stage. I believe now is a good time to revisit this concept to ascertain if there is any benefit to the members of the Owners Clubs nationally or internationally.

Leading up to the 2010 Leyland P76 Nationals there were some problems surrounding the “National Database” that James Mentiplay in W.A. and Martyn Hayes in Vic had been working on. Since the delegates meeting at the Nationals both projects have been combined to form a more useful and comprehensive database. It is a credit to both groups that they have been able to work together for the benefit of all members of Leyland P76 Clubs. During that delegates meeting on the discussion of the National Database people were referring to the two systems as James Mentiplay database and the Victorian database. With these two groups collaborating the “His” and “Theirs” has disappeared. The question of the ownership and control of the database is still an unanswered question to some extent. Hence the revisiting of a look at proposing a National Body.

The National Body would be made up of nine board members comprising one from each club that is represented by the National Body. Each club would vote for its board member and an alternate in case the main board member cannot be available. It would of course not be compulsory to join the National Body and any club could join or withdraw as they see fit but it would mean that all clubs would have some input in what is being done at a National level.

I would envisage the National Body would own and control the usage of the National Database as its first order of business. Further down the line it could be a help for clubs organising the Nationals every two years as well as investigating getting a better deal on Public Risk Insurance for all clubs and club members. It could also work on a nationally recognised set of rules for the National Concourse. Co-ordinating the purchase and remanufacture of components for the P76 could also be a future project.

In these days of electronic media, face-to-face meetings don't need to occur but obviously at the biennial Nationals face to face would be possible and desirable. In between times emails and phone calls, even conference calls, can be used when board members need to discuss something.

As I said this is a Discussion Paper and I would be interested in your thoughts.

Steve Maher  
President LPOC NSW



# Oakville Fire Brigade Family Day & Car Show

Supported by Pitt Town & Districts Sports Club

## FIREWORKS SPECTACULAR



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*All proceeds go to Oakville Bush Fire Brigade*

# 3rd APRIL 2011

**at Pitt Town Sporting Club  
139 Old Pitt Town Rd, Pitt Town**

# AIRSHOW

**Sunday, 27 February 2011**

**Illawarra Regional Airport,  
ALBION PARK, NSW**

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# FROM 0 TO 76

As most of you know I am actively involved in Classic Rallying and as part of that involvement I sometimes act as an Official at some of these events. The last rally to be run this year was a new one called the Barry Ferguson Classic, named after 9 times NSW Rally Champion Barry Ferguson. This event was organised by another NSW rally legend, Dave Johnson with help from members of the Classic Rally Club.

The theme for the rally was "Back To The 60s" and competitors had to use road maps reproduced from the late 1960s. Considering the changes that have happened to our road system in the last 40 to 50 years, the event produced some novel problems for rally crews to solve whilst finding their way around the course.

One of the assistant organisers, Ian Packard, whom I normally compete against in his Peugeot 504, asked me if I would like to join him along with my P76 to run as the events 0 car. The 0 car runs the entire course of the rally about 30 minutes behind the set up car and about 30 minutes in front of the first competing car to ensure all Visual Road Checks and questions are in the right places and correct but also to make note of any discrepancies along the way. The event was a one day event covering about 330kms, approx 11% of which was on dirt.



The event started at Raymond Terrace McDonalds and finished at Freemans Waterhole and travelled along some great back roads through the lower Hunter Valley. The day was HOT, well into the mid 30s. You really get to appreciate modern cars with air con, of course the P is/has neither. Thankfully the old girl didn't overheat and performed brilliantly, gaining a new fan in the form of my navigator Ian. Actually one pleasing aspect of being around these classic rally crews is the general positiveness they have towards the P76. I'm certainly looking forward to doing more classic rallies in 2011.

Steve Maher



LEYLAND P76 OWNERS CLUB  
MINUTES OF GENERAL MEETING  
**HELD ON TUESDAY 14<sup>TH</sup> DECEMBER 2010 AT 8.10PM**

- Present:** 12 Members as per attendance book.
- Apologies:** Matthew Gray, Chris Teschke, Matthew Fallow
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.  
Accepted: Brian Hooper; Seconded: Scott Wilson
- Business Arising:** CAMS Application has been received, together with receipt. Alan Firth – no progress re the other car in the UK (Bitter Apricot) which is Edinburgh Scotland.  
The Printer being repaired – cartridge problems.
- Treasurer's Report:** As Per Bank Statement no. 54  
Moved: Glenn Gray Seconded: Marty Stockwell
- Correspondence:** Email: Reply from Noel Delforce re Inverell; Westwords WA  
**IN:** Mail: Membership Phil Crowther, Fluffy Duck Trial March 2011, Westwords WA December 2010; Commonwealth Bank Statement No.54.
- Correspondence:** Email: Leyland Post; Westwords WA December 2010;  
**OUT:** Mail: CAMS Affiliation Renewal
- Reports:** Parts Officer: Phil Crowther list attached. 4 cars at Oberon have been stripped.  
Registrar's Report: Renewal for Michael Nugent's car received.
- Activities Past:  
Marques in the park 21/11/10 – Jason Birmingham attended. No news other than that included in the ACT Magazine.  
Xmas Event 5/12/10 \$10 per car. Met at Caltex (Woolworths) Dural, proceeded via Central Mangrove, Wisemans Ferry and back to Dural. Great trip. Thanks to Steve for organising the event.
- Activities Future:  
February 2011 Michael Livingstone Memorial Run;  
Wings Over Illawarra 27/02/11;  
State of Origin Get Together Inverell 2011 – Itinerary in progress. Steve asked for expressions of interest – please contact Fossickers Rest.  
National Motoring Heritage Day – 15/05/11;  
Leyland P76 Nationals Qld. 2012

**NORWEST  
ENGINE CENTRE**

WARREN DICKIN

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8850 4233  
FAX: 9659 0382

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**General Business:**

Glenn Gray presented an Invoice from BG Computers for \$313.50 – supply and fit 2 cartridges.  
Michael Nugent donated \$50 to the Club (received from participating in TV Shoot – 3 scenes shot in a Sydney street scene – the Ita Buttrose Story).  
Steve spoke about the President's Run (Xmas Event) and tabled an Invoice from DJ's Trophies for \$30.00. Steve also tabled invoices for Xmas Party food etc totalling \$22.35. Income from President's Run \$80.00 less these invoices \$52.35 – balance of \$27.65 for banking.  
The President's Trophy was rebuilt by DJ's Trophies and donated to the Club. A Certificate of thanks to be prepared for this.

Steve then spoke about the cars that participated in Xmas Event as follows:

Observation Run – 7 cars competed (4 with clean sheets). A Tie-Breaker was needed to decide the winner.

7<sup>th</sup> place 2 mistakes – Greg Bryant & Denise Mort

6<sup>th</sup> place 1 mistake – Brian Hooper & Andy Collier

5<sup>th</sup> place 1 mistake (closer in Tie-Breaker) – Marty Stockwell & Adrienne Pearson

4<sup>th</sup> place – Scott & Amelia Wilson

3<sup>rd</sup> place clean sheet – Shannon Wharton & family

2<sup>nd</sup> place clean sheet – Shane Fox & family

1<sup>st</sup> place clean sheet (1.9m) – Michael & Sarah Nugent

Economy Run

6 cylinder – 2<sup>nd</sup> place 24.62 mpg – Brian Hooper

6 cylinder – 1<sup>st</sup> place 23.97 mpg – Shane Fox

V8 – 4<sup>th</sup> place 21.97 mpg – Greg Bryant & Denise Mort

V8 – 3<sup>rd</sup> place 23.36 mpg – Marty Stockwell & Adrienne Pearson

V8 – 2<sup>nd</sup> place 23.77 mpg – Scott & Amelia Wilson

V8 – 1<sup>st</sup> place 26.75 mpg – Michael & Sarah Nugent

President's Trophy – Winner Michael Nugent

Congratulations to everyone who participated.

Shane Fox thanked all those who had helped him with his "P".

Club rear window stickers – to be held over till next meeting. Cost \$15 sell for \$20.

**Next Meeting:**

11<sup>th</sup> January 2011

**Closure:**

**Meeting closed at 9.15pm**

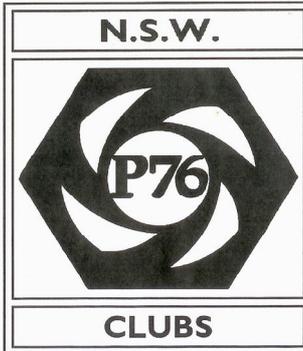
.....  
***Steve Maher - Chair***



# 2011 Events Calendar

11-Jan	Club Meeting		
6-Feb	Michael Livingstone Memorial Run		Gwen Livingstone
8-Feb	Club Meeting		
22-Feb	Club Committee Meeting		
27-Feb	Wings Over Illawarra		
5/6-Mar	Riverina Run Classic Rally		Steve Maher
8-Mar	Club Meeting		
19-Mar	Jet Boat river cruise with SJBC		
3-Apr	Oakville Volunteer Bushfire Bri-Pitt Town Sporting Club		Ian Irons 0407 774 348
12-Apr	Club Meeting		
16-Apr	Classic Capital Caper Rally		Steve Maher
22/25-Apr Easter	State Of Origin Get Together Inverell NSW		Adrian Spencer
10-May	Club Meeting		
15-May	National Motoring Heritage Day		Tony De Luca
14-Jun	Club Meeting		
9/10-Jul	Jaguar Mountain Rally		Steve Maher
12-Jul	Club Meeting		
9-Aug	Club Annual General Meeting		
16-Aug	Club Committee Meeting		
21-Aug	Shannons Eastern Creek Classic Eastern Creek		Tony De Luca
28-Aug	All British Day Kings School, Parramatta		Tony De Luca
13-Sep	Club Meeting		
25-Sep	BMC/Leyland Heritage Group Lunch Ryde Eastwood Leagues Club, West Ryde		Kay De Luca
11-Oct	Club Meeting		
8-Nov	Club Meeting		
13-Dec	Club Meeting		

# Membership Application/Renewal



Leyland P76 Owners Club of NSW  
P.O. Box 90  
KINGSWOOD NSW 2747  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

Family Name:	.....	Membership No.
First Name:	.....	<input type="text"/>
Family Members:	.....	<input type="text"/>
	.....	<input type="text"/>
	.....	<input type="text"/>
	.....	<input type="text"/>
Home Address:	.....	
Postal Address:	.....	
Phone (Home):	.....	Phone (Mob):
	.....	.....
Email Address:	.....	

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed: .....	Date: .....
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Office Use

Date Paid:	Payment Type:
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