

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB  
OF NSW INC.  
Since 1982



**30TH ANNIVERSARY YEAR**

JULY/  
AUGUST 2012

NEWSLETTER NUMBER 50

IN THIS ISSUE

## BARN FIND!

The Leyland P76 Owners Club NSW Inc is affiliated with the following organisations:



Confederation of Australian Motor Sport



Council of Motor Clubs



BMC/Leyland Australia Heritage Group

Council of Leyland P76 Clubs



Association of British Car Clubs



**GENUINE SUPER V8 4 SPEED AND A HUGE CACHE OF PARTS LOCATED IN GLENORIE**

**FULL DETAILS IN THIS ISSUE**

ALSO INSIDE

**NOTICE OF ANNUAL GENERAL MEETING, TRANS AMERICA EVENT REPORT**

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

## YOUR COMMITTEE FOR 2011-2012

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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:  
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BAULKHAM HILLS NSW 1755  
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 Meetings - .All Welcome  
14th August, 11th September at 7.30 pm**

# 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, 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.

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# PRESIDENTS REPORT

July/August 2012

**Brian Hooper**



G'day guys, it's the end to another year, which means election time!!! Remember, if you DON'T turn up to the meeting, you might get elected! HA!

This year we managed to save quite a few cars from the scrap heap. (not to say that they were in great condition, but it still means more parts and panels can be reused on our better cars!!!) On the farm front, we have been sorting the good from the bad. All the good parts are undercover in the shed or in one of the busses Scott has parked there. (thanks for the dry space!!!) As winter sets in, it's going to be harder to do any work on the cars up there unless we get them undercover.

Due to work commitments, I have missed a lot of meetings this year, I'm hoping to get regular roster in the near future so I can get to more events. (STA give me 2hrs notice of shift changes!!!) Thanks to Steve for filling in for me.

Hoping to see you at the next meeting.

## NEW WINDSCREEN BANNERS

Thanks to Kay De Lucas efforts the club has now acquired new windscreen banners for display days. First used here on Greg Bryant's Super at the Nationals Motoring Heritage Day.

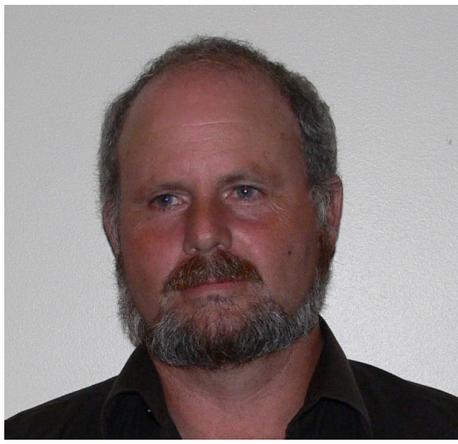


## P76 DELUXE MODEL

The club has had one of our Deluxe models assembled and painted by our model builder. The colour is Am-Eye-Blue with Antique Parchment interior and is model no. 13 of 100. The cost to anyone wishing to purchase this model is \$140 plus postage if required. If you don't want to wait to have one done, here's your chance. Contact Glen Gray to secure this



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## AND ED SAID.....STEVE MATHER

Another club year is about to pass us by again and positive it has been in many ways. This, our 30th year, has seen us procure 2 great P76 parts collections which has help bolster our club bank accounts and help keep our cars on the road. A highlight for many was the 14th Nationals on the Sunshine Coast hosted by the Qld Club at Easter. A great get together as usual.

For my part working on the formation of the Council of Leyland P76 Clubs has taken a fair bit of effort this year and I am pleased to say that finally the Qld Club has agreed to come on board which means that we have every club across Australia and New Zealand involved. We have not been standing still waiting for the Council to be formalised. Already some new parts remanufacture has been organised. James Mentiplay in W.A. organised the remanufacture of OE type V8 air filters from Ryco which are now for sale and I have been working on new strut inserts for the front suspension from Pedders. Pedders is currently working with us on a bulk buy purchase...so stay tuned. I have been enjoying my time as Club Editor and I hope to continue in this role for another year. While I have been banging away in the keyboard I have managed to form a good relationship with Craig Watson of The BMC Experience and this has allowed us to extol the virtues of the P76 to a much larger audience on a regular basis. Many thanks to Craig for his support. I know all of you are now regular buyers of this quarterly magazine.

The club also has lent a hand to Gerry Crown and Matt Bryson with their Trans America P76. Something we did without hesitation and very enthusiastically. So all in all it has been a busy year and I would like to thank the out going Committee for their hard work and welcome the new Committee in. Next year is the 40th Anniversary of the P76, so lets make it a memorable year.

Recently I had the occasion to go on a Lunch Run with the Classic Rally Club to Kiama and I couldn't pass up the opportunity to drop in to "Aladdin's Cave". I met with Wynn Addison who was generous with her time and very cordial for which I thank her.



*"ALADDIN'S CAVE" KIAMA*

## BARN FIND

Our spare parts guru, Glenn Gray, was recently contacted by Matt Horwood, the son of Tom Horwood who sadly had recently passed away at the ripe old age of 92. Tom was one of the very early members of our club and clearly loved his P76s. Matt told that he remembers at least 6 P76s passing through his fathers hands over the years. He also remembers going along with his family to Owners Club outings when he was much younger in a P76. Thankfully Matt decided to contact the club when the family were ready to clear out what was left of Toms P76 paraphernalia.

Centre piece to this was Toms Aspen Green Super V8 4speed, a genuine 3M44. The car was obviously a combination of several cars sporting some Targa parts and an Executive interior. Once he heard about it our Marty Stockwell pounced immediately and decided to purchase the car sight unseen. It's virtually a carbon copy of his Targa replica. After a little tidying up it is now on historic plates.

Along with the Super there was A LOT of spare parts including many NOS parts. The club has negotiated a fair price with Matt and these parts are now in our stock inventory. See Glenn if there's anything you want. Thanks to Matt and the rest of the Horwood family for contacting us and be assured that everything we have acquired will be appreciated.



# NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting for the Leyland P76 Owners Club NSW Inc will be held at Wentworthville Memorial Bowling Club, 26 Pritchard Street West, Wentworthville on 14<sup>th</sup> August 2012 after the normal General Meeting. All committee positions will be vacated and a new committee will be voted in at the election of office bearers.

To hold a committee position or vote at the election you must be a current financial member.

## A YEAR IN REVIEW FROM THE SECRETARY/TREASURER

How fast does the year go by and it's another one gone as we head to the AGM in August. Thought it might be of interest to put some statistics forward to let you know what the Club has been involved in during the year.

At last year's AGM we had 35 Financial Members and at the end of this financial year have 34 Financial Members. Club Meetings have an average of 9 Members in attendance but of course, we'd like to see more faces at our Meetings each month. The Meetings are always a happy event with lots of interest shown and sometimes we even have a Guest Speaker.

From a financial point of view it's amazing to note that during the financial year we sold a staggering \$6,500 worth of parts. Over \$2,000 of that amount was paid to the family of the late Phil Dwyer for sale of parts on their behalf, with the Club receiving 10% commission in relation to that sale.

The Club continues to sell a variety of Models, with sales well over \$1,000 this year. We have also bought a supply of Windscreen Banners which are for sale at \$30.00 each – check out the photo.

We still have **6 tickets available for Shannon's Eastern Creek Classic on Sunday 19<sup>th</sup> August 2012** – these are \$12.00 each. A bumper attendance of over 1800 vehicles is expected to grace the Track.

There are also **5 tickets available for the All British Day at The Kings School, North Parramatta on Sunday 26<sup>th</sup> August 2012**. These are \$5.00 each and for this you get an amazing day with something for all the family including the fabulous Art Show conducted by The Kings School.

If you thinking of coming along to either Shannon's Eastern Creek or All British Day, please consider purchasing one of the Windscreen Banners. Our Club cars will look so much better if all the P's are wearing their Windscreen Banner.

It's very gratifying for the effort that's put in to the Club by the Committee – well done. Hope to see all our Members at the AGM on 14<sup>th</sup> August 2012.

# HISTORIC REGO NEWS

*With Shane Fox*

Dear Members

Yes its that time of year again. As Club Registrar it has been a hard job this year fitting in all the new laws and Book keeping requirements with also working 7 days.

As the new year ends we have 11 cars on club rego and hope to increase that in the following year so keep them coming. I would like to thank all the people in helping me with the information of there cars. As in the past it was not in the best book keeping sake but we are getting there.

We still have a few things to sort out but I'm shore we will get there. Again I would like to apologise for not attending meetings but due to hours of work it's not possible at this stage but I will try and attend or catch up at some stage.

All the best in this coming club year and any questions please email me on [supercar33@bigpond.com](mailto:supercar33@bigpond.com) or club email address.

Shane Fox  
Club Registrar 2012

## **FIRST FRIDAY NIGHT CRUISE TO HARRYS**

**DON'T FORGET OUR REGULAR  
RUN TO HARRYS CAFÉ DE  
WHEELS AT NORTH  
PARRAMATTA ON EVERY FIRST  
FRIDAY NIGHT OF THE MONTH.**

**THIS EVENT IS ON THE CLUB CALENDAR SO  
YOU CAN BRING OUT YOUR HISTORIC  
REGISTERED CARS.**

**MEET AT HARRYS AT 7:30-8PM FOR A PIE AND  
COFFEE AND OF COURSE SOME GREAT  
SOCIALISING WITH OTHER CLASSIC CAR LOVERS**



# THE TRANS AMERICA P76 EVENT REPORT

By Steve Maher

Fifty one crews from all across Europe and the US and Australia/New Zealand, along with their cars had accepted the challenge that was to be the 2012 Trans America. Forty three of them found themselves in Newark, New Jersey on the 7<sup>th</sup> May 2012. The Trans America was in fact 3 different events in one. The main game started in Newark and was due to finish some 31 days later in Anchorage, Alaska. Two smaller events were held in conjunction with the main event, 1 from Newark to Vancouver, Canada and the second from Vancouver to Anchorage. The Official Start for forty three crews was set for the following day so there was little time to fix or finish anything that wasn't quite right before leaving. Scanning the field there were some interesting entries. In the Vintageant Class for pre 1941 cars there were no less than 4 Bentleys. The Classic Class for pre 1975 cars was by far the largest with no less than 7 Mercedes Benz, 7 Jaguars, 6 Volvos, 4 Porsche and 4 Mustangs including a rare 1966 Shelby GT350. Oh and of course 1 lone Leyland P76. The Gerry Crown / Matt Bryson P76 was shipped from Port Melbourne along with another Australian entry, Terry Ward and Geoff Nicholls 1974 Mercedes Benz 450SEL. Apart from the Jags other BMC entries included 2 British crews in a 67 MGB GT and a 68 Triumph TR250. The stage was set for a battle royale over 13,500 kms and 31 days, 25 of which were spent on the road.



Days 1 – 5 Newark, New Jersey to Memphis, Tennessee. 2256 kms inc 1 rest day  
The first day was all transport before starting the timed sections on day 2. This included a run around Virginia International Raceway. Almost entirely all the roads used on the rally are back roads so it was no highway cruise. It was on Day 4 that the first and most serious accident occurred. The all girl German crew of Claudia and Sonja Schaefer in their #1 1924 Bentley 3-4 ½ were t-boned by a local car while travelling through a town on a transport stage. The force of the impact was so strong that it rolled the Bentley, writing it off and putting the girls in a Knoxville hospital in serious condition. Both girls spent most of the rally in hospital before flying home. They will recover but it may take a while. Gerry and Matt slotted the P76 into an early 4<sup>th</sup> position losing a total of 1m 16s. Leading the event at the first rest day in Memphis was British crew Phil Garratt and Keiron Brown in their 1970 E Type Jaguar with a total loss of 24s.

Days 6 – 11 Memphis, Tennessee to Page, Arizona. 3015 kms inc 1 rest day  
Day 6 saw event the event leaders crash off the road whilst trying to get back on the right road after getting lost. Garratt and brown managed to get the end of the day in the battered Jag but they had lost their lead. The lead now passed to another British crew, Paul and Sandra Merryweather in their 1974 Mercedes Benz 450SL. The Worts/



Shackleton 1961 Jaguar Mk11, who is to figure more prominently later, broke their diff housing but managed to strap it together to get to the end of the day and effect repairs. The highlight on Day 8 was supposed to be a run up Pikes Peak but alas when the field arrived it was closed. This dampener was soon forgotten as on Day 10 it was Gerry's 80<sup>th</sup> birthday and a day later Matts 31<sup>st</sup>. There wouldn't be many 80 year olds still competing at the pointy end of a motor sport event. At the Page rest day the Merryweather Merc led with a loss of 47s. Crown/Bryson and P76 were now 3<sup>rd</sup> on 1m 53s.



*Matt looks pretty proud*

Days 12-20 Page, Arizona to Vancouver, British Columbia, Canada.  
3553 kms inc 2 rest days

Vancouver signalled the end of the first leg of the rally. Ten crews were due to finish their rally here as they were only doing the first leg but another eight crews joined the rally for the run to Anchorage, Alaska. The Merryweathers led the event right up through the United States into Canada and looked to be dominating the event at this point. Their lead was over a minute to the now second placed P76 of Crown and Bryson. The Merc on 1m 03s and the Leyland on 2m 45s. Sadly the Merryweathers were informed of a serious illness in their family back in the UK and whilst driving to their service point to make the decision whether to continue to the end or pull out and go home, the 450SLs V8 engine broke the timing chain causing serious damage to the engine. This made the decision easy for them. They were out, effectively handing the lead to the Crown/Bryson P76. The Worts/Shackleton Jag, which had been battling with constant repairs throughout the rally, had managed to drag itself into officially third only 8s behind the P76 and the early leading Garratt/Brown E type Jag 34s

further back.

Days 21-26 Vancouver, British Columbia to Whitehorse, Yukon. 2714 kms inc 1 rest day

This section of the rally included the longest day. 855kms across the Yukon Territories on day 26. Garry and Matt fought hard up through Canada to hold on to their slender lead. As they reached Whitehorse the boys in the P76 held a 10s lead over the Worts/Shackleton Jag. Garratt and Brown in the E Type were a further 32s back and closing fast. The British Datsun 240Z of Roy Stephenson and Peter Robinson were also closing in only 10s behind the E Type. The run across the western end of Canada was one of the highest in altitude and through some of the most spectacular alpine countryside. Not that the competitors had much of a chance to admire the scenery. Many of the cars were caught wheezing and puffing as they battled the thin air but the P76 cruised past many of them in 3<sup>rd</sup> and 4<sup>th</sup> gear while they struggled in 2<sup>nd</sup>.

Days 27-31 Whitehorse, Yukon to Anchorage, Alaska 1977 kms inc 1 rest day

The run from Whitehorse up through Fairbanks brought the field close to the Arctic Circle before heading south again to finish in



Anchorage. It was in this section that things didn't quite go according to plan. Unfortunately the P76 crew had a couple of bad days losing time to the closely following Jaguars. The Worts/Shackleton Mk11 slipped into the lead. A position they were to hold to the finish. The Garratt/Brown E Type fought back to equal second with Crown and



Bryson in the P76. The winning margin was 38s. Not to be outdone the 4<sup>th</sup> placed Stephenson/Robinson 240Z finished a slim 7s further back.

So there we have it. 13,500kms from the East Coast of the US to what may seem to be the end of the Earth in Anchorage, Alaska. The only Australian crew in an Australian car in their first Regularity event finished equal second in Jaguar sandwich. Full marks to the Richard Worts and Nicola Shackleton Jaguar Mk11. They worked hard right from the beginning of the event to continually patch up the Jag and keep it competitive, thoroughly deserving their win. They lost 3m 21s over that incredible distance. The P76 and the Garratt/Brown E Type Jag both lost 3m 59s. Full marks also to the boys in the E Type. They battled hard right through the event after their early crash, never losing sight of the finish and were well rewarded for their efforts. But for all the BMC/Leyland enthusiasts around the world, the second placing for Gerry Crown and Matt Bryson in their Leyland P76 was truly the highlight. It was 38 years ago that a P76 last graced the international rallying stage in 1974 when Matt Bryson's father John partnered Evan Green in the World Cup Rally and Green/Bryson damn well nearly won that one. Congratulations to Gerry Crown, Matt Bryson and the hard working crew who worked on the car. Their sponsors APV-S Safety Products, Crown and Andrews Board Games and Fire and General Insurance should be well pleased with their results and I'm sure the team would like to thank Australian rally legend, Dave Johnson, who supplied them with very helpful average speed charts and the members of the Leyland P76 Owners Clubs of NSW and Qld for all their help. The P76

drove flawlessly over the entire distance and was by far the most popular car with everyone, particularly the Americans who thought it was "pretty and awesome". The Leyland P76 has once again proved to be one of the best long distance rally cars in the world.





## Council of Motor Clubs (NSW) "The Vital Link for Motoring Clubs"

### Information for the Shannons Eastern Creek Classic Sunday 19th August 2012

This year the CMC has reserved suites 5 & 6 where your members will be able to buy lunch at a cost of \$17 and watch the parade laps in leisurely comfort.

Lunch consists of gourmet rolls and wraps, plus tea, coffee and bottled water all day.

Should your members wish to take advantage of this offer we will need to provide them with an armband, so please book by August 13th to allow adequate catering. All we need are the numbers from your club; individual names are not required.

You can pay for lunch and collect your armbands in the CMC garage. We suggest perhaps one member from your club could collect and distribute the armbands.

Members will not be able to turn up on the day and collect an armband if they haven't booked.

If your members would prefer to just come along and have something to eat without having to book, the ARDC's relatively new Clubhouse, "The Garage", sits atop garages 45 to 50 at the Track Tour Assembly end of the pit area.

While normally for ARDC Members only, for the SECC 2012 "The Garage" will be open to anyone who wishes to avail themselves of the food and drinks on offer, so please feel free to use this great facility. It is extremely comfortable, the food is simple but good and I'm sure you'll be impressed.

"The Garage" is also now available for club meetings, at no charge, provided you can put \$150 over the counter in foods and drinks. Just contact the ARDC at [www.ardc.com.au](http://www.ardc.com.au) or phone on 9672 1000.

2013 is also the Council's 50th Anniversary and we couldn't think of a better way to mark the occasion than to raise funds for prostate cancer research.

Over the past few years the classic car movement has lost a number of friends to prostate cancer. In June / July 2012 alone we have lost at least four.

This has prompted the Council to raffle a beautiful Valiant AP5 to raise much needed funds for research into this dreadful disease, the effects of which are far reaching taking in victims, extended family and friends.

So dig deep; buy a ticket for yourself, one each for all the family and maybe one for a friend as well, and you could win this beautiful classic Valiant AP5.

You can view the car in the CMC Garage at the Shannons Eastern Creek Classic

If you'd like a book to sell please contact us in the CMC Suite or email to [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)

# IS THERE A P76 IN YOUR FUTURE?



Here is a great restoration project. This 2M26 Deluxe was originally sold to Leeton Taxis in NSW and saw service mainly running between the Leeton Airport and the township. At some point the 6 cylinder engine was replaced by a V8. It was eventually retired and sold to a family in nearby Narrandera which is where it stayed, regularly driven until 1987. It was then left in a shed until early this year it was offered to the club for free.

Eddie Sams from the Country Club wanted it so he picked it up from Narrandera and moved it to Temora. Eddie later decided he

had enough P76s at the time and offered it for sale to cover his costs. Alan Firth in the UK took a liking to it as a parts car or even to possibly ship over to the UK. Alan had the car shipped to the farm at Oberon and inspected it when he and Jane were in Australia for the P76 Nationals. Alan eventually decided not to keep it and so it is offered **FOR SALE** to cover his costs at \$550.

This car is chassis no. 076 B4S2M26 1212 with a build date of 12/73 Colour is Country Cream with Imperial Leather interior and being a 4 speed has the luxury pack. The body is fairly straight with mainly only surface rust, interior is pretty rough as rodents had taken up residence at one time. Mechanical condition is unknown. As a 2M26 it is 1 of approx 455 P76s built in this configuration and 1 of 85 built in that month so it is quite rare. More photos are available so if you are interested contact Steve Maher on 0417 435 830 or at [steve@graffitigo.com.au](mailto:steve@graffitigo.com.au)

## Shop 76

Well what a busy year for parts it has been, we have seen a large amount of stock receive from the Wards family and are happy to say that a large portion has been purchased by our members to help keep their cars on the road and in good running condition.

We have also itemised all our stock onto computer and are updating the website with the available stock on a regular basis.

Currently I am itemising our clubs latest purchase of NOS for our beloved P76s (See a detailed list attached to this issue) if you need a part on the list don't delay as new items are getting harder to come across. As a club we also have a large amount of second hand parts not listed, so send a request through and we will see what we can find

Email: [p76@live.com.au](mailto:p76@live.com.au)

## Web site

The web site had a major change this year with new software and a revamp, but changes are afoot as always, as mentioned above we are now listing our parts online, for P76 Club members nationally to purchase.

So take a look on a regular basis, also the National Web site Hosted by Adrian in the Queensland club is Fantastic you can lose yourself in there for ages, with lots of great info (well done Adrian)

There is always much to do so any input or pictures, articles etc. you may have for the web site send them through and I will endeavour to include them, remember any info or history is of importance to all of us so feel free to share it on the website.

Until next time

Glenn Gray



If there's graffiti on show  
call Graffitigo

**Steve Maher**  
mobile 0417 435 830

graffiti removal graffiti proofing  
hot & cold high pressure cleaning

Graffitigo Pty Ltd

ph

fax 9862 8507

po box 1140

Baulkham Hills NSW 2153

# LIMITED EDITION 1:43 SCALE LEYLAND P76 MODELS

The Leyland P76 Owners Club NSW is offering for sale Limited Edition



LEYLAND P76 models.

Following on from our super successful Force 7 model kit these models are 1:43 scale so they will look great next to your Trax P76 Supers and Targa Florios. These models are available as either kits or

fully assembled, painted and mounted.

The Station Wagon is limited to a production run of only 100 numbered kits and is available for \$75 in kit form or \$140 fully built up and mounted.

The Deluxe and Evan Green/John Bryson 1974 World Cup Rally car are based on the



same kit with a total production run of also 100 numbered kits split between the

two. Deluxe models are \$75 in kit form and \$140 fully built up.

The World Cup car is \$110 in kit form and \$195 fully built up.

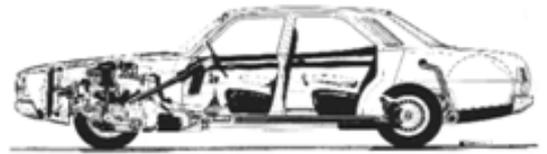
Once these kits are sold they will not be remanufactured as the moulds will be destroyed.

Contact our Parts Officer Glenn Gray to secure yours before they are all gone.



Models shown here are pre-productions only.

# Shop 76



## LEYLAND P76 OWNERS CLUB OF NSW INC.

<b>DESCRIPTION</b>	<b>NOS</b>	<b>GENUINE PART NO.</b>	<b>QTY</b>	<b>Unit PRICE</b>
Air Filter V8 Ryco A259	Y		7	\$ 35.00
Front Blinker clear reman set	Y		2	\$ 45.00
Engine Gasket kit complete full VRS KIT & bottom end	Y		3	\$ 179.00
Model Wagon	Y		2	\$ 75.00
Model Deluxe	Y		5	\$ 75.00
Model world cup By order	Y		4	\$ 110.00
Door switch	Y		28	\$ 2.00
Speedometer KPH V8 (no Tripmeter)	Y	AYD 9085	1	\$ 75.00
Manual steering shaft		Reduced	1	\$ 60.00
Snib knobs	Y		4	\$ 2.00
V8 crankshaft front pulley hub	Y	Reduced	1	\$ 20.00
Headlight switch	Y		1	\$35.00
Air conditioner thermostat	Y	HYL 4791	1	\$35.00
C pillar interior lights	Y	Reduced	2	\$ 30.00
Front seat headrest insert (set of 2)	Y	AYB 7330	1	\$5.00
Automatic brake pedal rubber	Y		1	\$15.00
PCV valve hose	Y		1	\$2.00
V8 inlet manifold heater hose	Y		1	\$5.00
Carby kit Stromberg (Fuel Miser)	Y	SB-651	1	\$ 15.00
Roof interior light	Y	Reduced	2	\$ 10.00
Exterior rear vision mirror arm	Y	Reduced	1	\$ 5.00
P76 Strut top bush Remanufactured by QLD club	Y		3 sets	\$30.00
P76 spark plug holder NOS	Y		12 pr	\$15.00
P76 door weather strips (3 mtr) aftermarket	Y		4	\$30.00
P76 Horn badge Std NOS	Y		23	\$4.00
P76 throttle ball joint NOS	Y		17	\$5.00
P76 rear springs set NOS	Y		2	\$24.00
P76 aftermarket grill badge Reman by owners club			1	\$10.00
Paint decal various colours Reman by owners club	Y		50	\$ 5.00
Auto trans NOS Borg Warner 35 (Needs Full Service) W	Y	Reduced	1 ea	\$ 120.00
c pillar vents set 2 used aspen green (complete all tabs intact) need respray		HYC5030/31	1 pr	\$ 44.00
Front Rotor NOS (surface rust needs machining)	Y		2 ea	\$ 25.00
Aerial electric NOS Rover	Y		1 ea	\$ 30.00
Front repeater Corner LHS NOS	Y	HYC5099	1 ea	\$ 20.00
Door barrels pair keyed alike NOS	Y		2 pr	\$ 44.00
Boot lock with key NOS	Y	Reduced	1 ea	\$ 20.00
Std horn pad NOS	Y		1 ea	\$ 10.00
Speedo KPH 6 CYL NOS	Y	AYD9311	1 ea	\$ 70.00
Temp Gauge NOS	Y	AYD9093	1 ea	\$ 22.00
Fuel gauge NOS	Y	AYD9094	1 ea	\$ 22.00
Light switch NOS	Y	AYD9093	1 ea	\$ 44.00
Bonnet / boot latch NOS	Y	HYC5339	1 ea	\$ 10.00
Peddle rubber Auto brake NOS	Y	AYD5047	1 ea	\$ 20.00
Accelerator Peddle with linkage NOS	Y	AYD2020&27	1 ea	\$ 15.00
Power Steering Rack (Condition unknown recommend service) W		Reduced	1 ea	\$ 220.00
Hand brake handle assembly (needs respray good teeth)		AYD5019	1 ea	\$ 10.00
Window mech front NOS LHS	Y	HYC5299	1 ea	\$ 30.00
Deluxe instrument panel and gauges NOS W	Y	Reduced	1 ea	\$ 40.00
Cigarette lighter NOS	Y		2 ea	\$ 10.00
Brake peddle switch NOS	Y		1 ea	\$ 4.00
Tail light second hand fair cond PS Rear			1 ea	\$ 20.00
Door Handle external NOS	Y		2 ea	\$ 20.00
Front blinker second hand fair cond DS Front			1 ea	\$ 20.00
Air con vents set 4 integrated air NOS	Y		1 set	\$ 20.00
Head light retainer rim complete set 4 W NOS	Y		1set	\$ 40.00
Front bumper bar ends NOS Some pitting	Y		1 pr	\$ 20.00
Rear bumper bar ends NOS Some pitting	Y		2 pr	\$ 22.00
Radiator hose top V8 NOS	Y		1 ea	\$ 15.00
Valves V8 Complete set NOS Some surface rut W	Y		1 set 16	\$ 88.00
Blinker globes NOS	Y		12 ea	\$ 1.00

Parts are only available to current members of P76 CLUB's nationally

Send orders to Parts officer at [p76@live.com.au](mailto:p76@live.com.au) Or call Glenn on 0433183531

# LEYLAND P76 OWNERS CLUB of NSW Inc

## MINUTES OF GENERAL MEETING HELD ON TUESDAY 12<sup>th</sup> JUNE 2012 AT 8.08PM

- Present:** Members as per attendance book. Brian Hooper in the Chair.
- Apologies:** Shane Fox.
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.  
Accepted: Marty Stockwell; Seconded: Glenn Gray
- Business Arising:** Nil
- Treasurer's Report:** As per Bank Statement
- Correspondence IN:** Mail: CBA Bank Statement No.72; SA Club Mag April; CAMS Annual Report; All British Day Tickets; SECC Tickets. BMC Heritage Group Renewal.  
Email: CAMS Motorsport Calendar; Westwords June Mag; Qld May Mag; Hunter Valley May Newsletter; Nick (Tas) re P76 parts; Adrian website updates; Thanks Wings Over Illawarra & DVD offer; Classic Car Club May Mag.
- Correspondence OUT:** Email: Leyland Post No.49; Membership Forms, Notices re AGM & HCRS.  
Mail: Nil.
- Reports:** Parts Officer: Latest list in Magazine. The Ward Family happy with sales so far. Other parts selling well. There is a car and parts at Glenhaven to be checked. Steve had an email from Central Coast re a Marina. Front & rear windscreens are now in Hornsby with the Riley Club parts person and available for collection free. Brian H. to make contact. Steve spoke about Pedders front strut inserts – not available. A min. order of 200 units (100 pairs) is required. WA & Vic could take 60, Qld to advise. \$225 per unit (\$450/pair). Bert suggested contacting ICON in Albury. Glenn mentioned Liverpool Exhaust Extractors - \$590 each or \$450 if we order 4 sets.  
Website: There are ongoing updated and links including the Transam blog.  
Registrar's Report: Not available. Steve advised Matt Fallow now has P76 & VW.
- Activities Past:
- Harry's Café De Wheels – no-one attended.
  - National Motoring Heritage Day 20/5/12 – a great day – big thanks to Steve, Glenn, Marty, Greg & Drew for their assistance. Photographs on the CMC website – [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)
- Activities Future:
- Harry's Café De Wheels – 6/7/12
  - Run Heathcote - Kiama with Classic Rally Club Lunch \$30 per head
  - Shannons Eastern Creek Classic – Sunday 19<sup>th</sup> August 2012
  - BMC Heritage Group Reunion – 23/09/12 Ryde Eastwood Leagues Club.
  - 14/10/12 Newcastle Restored Club - Hunter Valley Gardens
  - 14/10/12 Sutherland Cops & Rodders Road Safety & Car Show – Boys Town Engadine.
  - Club to consider participation in the 2013 Motorfest conducted by NRMA.



# Leyland P76.

# Anything but average.

**General Business:**

Club's printer needs to be replaced – can purchase a new one for \$331 including delivery – replace parts would cost \$600. It was decided to purchase a new Printer. Glenn to organize.

President's Trophy is being updated by DJ's Trophies.

In the last magazine Greg Clark's P76 was reported stolen and not yet found. Steve had a call from Peter Deuter in SA offering Greg a car free, however this has been declined.

Will Hagon has opened a shop at Kew – called Will Hagon's Kew Pitstop.

40<sup>th</sup> Anniversary in the ACT was discussed and it was agreed to make contact with Damien Haas to offer assistance – Tony to do.

**Next Meeting:**

Next General Meeting – 10<sup>th</sup> July 2012  
AGM – 14<sup>th</sup> August 2012

**Closure:**

Meeting closed at 9.50pm

## **LEYLAND P76 OWNERS CLUB of NSW Inc**

### **MINUTES OF GENERAL MEETING HELD ON TUESDAY 10<sup>TH</sup> JULY 2012 AT 8.05PM**

**Present:**

Members as per attendance book. Steve Maher in the Chair.

**Apologies:**

Shane Fox, Tony Brown, Brian Hooper.

**Minutes Of Previous Meeting:**

Minutes of the previous Meeting were read and confirmed.  
Accepted: Glenn Gray; Seconded: Marty Stockwell

**Business Arising:**

Xerox Printer has been purchased for \$398 – 1<sup>st</sup> choice of Printer out of stock. Toners have arrived \$120 each.

Email sent to Damien Haas – need to follow up. 40<sup>th</sup> Anniversary likely to be held later in the month of June 2013.

KONI strut inserts better than Pedders; Classic Club could get orders from Pedders; Could be stock in NZ (Matt); Check Proven Products in Albury.

**Treasurer's Report:**

As per Bank Statement. Moved: Greg Bryant Seconded: Glenn Gray

**Correspondence:  
IN:**

Mail: SA Magazine April; CAMS Annual Report; All British Assoc. Minutes June; Powerhouse Discovery Centre; NZ Magazine May.

Email: CAMS Motorsport Calendar; Westwords July Mag; Qld June Mag; Adrian website updates; CAMS Volunteer Grants; Vic. Mag. May; Classic Club Mag. July; Damien Haas 40<sup>th</sup> Anniversary via Roger Foy; Gary Barber ignition switch; Roger Foy Aust. Post 40<sup>th</sup> Anniversary Stamp; Brian Martin P76 V8; BMC Experience Mag; Sutho Event 14/10/12 Sponsorship Stallholder Regist.; Membership various.

**Correspondence:  
OUT:**

Email: Models available; draft June Minutes.

Mail: Nil.

Matt Fallow, up on the Central Coast sent this in to The Leyland Post recently. We would love to know more about this fellow at the lights. Is he exLeyland? What other Leyland gems does he have? In Matt's words- "I was in traffic on the way to the to have a pink slip inspection on the P76 when a truck driver blew his horn and motioned me to chat. At the lights we wound down windows and he said how much he liked P76's and gave the thumbs up. At the next set of lights he passed a sticker to me and invited me over for a beer!"

Look after that sticker Matt. It's a rare one. Gotta love the 8 track cartridge and player behind the sticker.



## Reports:

Website: Blog on Trans Am has had over 8,000 hits. Ongoing updates to website next month.

Registrar's Report: Not available.

Parts: This month \$781 worth of parts have been sold. Ward family have donated remainder of parts to the Club (except for 2 items). Cheque for \$660 to be drawn as final payment to Ward family. Tom Horwood passed away recently and son Matt invited Club to Glenorie to inspect parts and vehicle.

Marty has placed an offer to purchase the Aspen Green V8 last reg. 2007.

It was agreed to purchase Horwood parts for \$1,000.

Moved: Glenn Gray Seconded: Tony De Luca Carried unanimously.

## Activities Past:

Harry's Café De Wheels – too cold during Winter.

## Activities Future:

22/7/12 Run Heathcote - Kiama with Classic Rally Club Lunch \$30 per head RSVP Friday 13/7/12

Eastern Creek Classic – Sunday 19/8/12 – 6 tickets available \$12 each

All British Day – Kings School Nth Parramatta – 7 tickets left \$5 each

BMC Heritage Group Reunion – 23/09/12 Ryde Eastwood Leagues Club.

14/10/12 Newcastle Restored Club - Hunter Valley Gardens

14/10/12 Sutherland Cops & Rodders Road Safety & Car Show – Boys Town Engadine.  
Club to consider participation in the 2013 Motorfest conducted by NRMA.

## General Business:

Roger Foy's suggestion of having Australia Post produce a P76 40<sup>th</sup> Anniversary Stamp was discussed and it was agreed to approach Australia Post in regard to this.

Matt Bryson gave an interesting account of his participation with Gerry Crown in the Trans Am Rally from New York to Alaska. The P76 performed faultlessly and other cars had lots of damage. Gerry Crown thought the car was outstanding – so much torque going up hills! It was felt that Leyland should have released the P76 in the USA – very popular over there and lots of enquiries. The P76 is still on its way back to Australia due to some delays. Overall it clocked over 8,900 miles.

Members are encouraged to consider nominating for Club Positions at the AGM in August.

## Next Meeting:

Next General Meeting – AGM – 14<sup>th</sup> August 2012

## Closure:

Meeting closed at 9.40pm

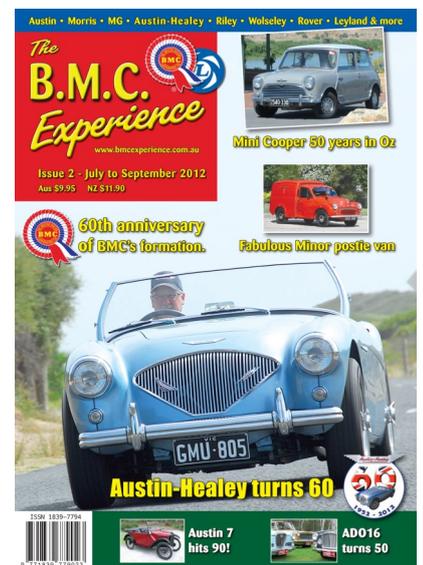
# MEDIA WATCH MEDIA WATCH

The latest issue of **THE BMC EXPERIENCE** is now on the news stands.

Features stories include:

- ◆ The Austin 7 which is having it's 90th Birthday
- ◆ The Austin-Healey which is having its 60th Birthday
- ◆ The formation of British Motor Corporation also 60 years ago
- ◆ The story of ADO16, BMC's 1100 in all it's variants
- ◆ 2012 Leyland P76 Nationals on the Sunshine Coast
- ◆ Council of Leyland P76 Clubs
- ◆ Trans America P76

Issue 2 has expanded to 104 pages so it's full of great reading with some great photos. Get yours today. Only \$9.95.



# LEYLAND P76 OWNERS CLUB NSW

## 2012 Events Calendar

3-Aug	First Friday Cruise to Harrys		Steve Maher
14-Aug	Annual General Meeting		
19-Aug	Shannons Eastern Creek Classic Sydney Motorsport Park, Eastern Creek		Tony De Luca
26-Aug	All British Day Kings School, Parramatta		Tony De Luca
2-Sep	Muscle Car Masters Sydney Motorsport Park, Eastern Creek		Steve Maher
7-Sep	First Friday Cruise to Harrys		Steve Maher
11-Sep	Club Meeting		
23-Sep	BMC/Leyland Australia Heritage Group Lunch		Kay De Luca
5-Oct	First Friday Cruise to Harrys		Steve Maher
9-Oct	Club Meeting		
2-Nov	First Friday Cruise to Harrys		Steve Maher
13-Nov	Club Meeting		
7-Dec	First Friday Cruise to Harrys		Steve Maher
11_Dec	Club Xmas Meeting		

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