

*Celebrating*

# LEYLAND P76 40TH ANNIVERSARY



## THE

LEYLAND P76 OWNERS CLUB  
OF NSW INC.

Since 1982

## LEYLAND POST

NEWSLETTER NUMBER 55

### IN THIS ISSUE

MAY/JUNE 2013

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



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## IT'S CELEBRATION TIME



### FULL DETAILS IN THIS ISSUE

ALSO INSIDE

LEYLAND P76 40TH ANNIVERSARY, MOTORING HERITAGE DAY, BELLINGEN GET TOGETHER, WINGS OVER ILLAWARRA, PEKING TO PARIS P76 AND SHITBOX RALLY.

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

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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.

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## 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  
11th June, 9th July at 7.30 pm**

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This issues contributing writers: Steve Maher, Ryan Ford, Bert and Ainslie Columbin

This issues contributing photographers: Steve Maher, Craig Watson, Tony De Luca, Ryan Ford, Endurance Rally Assoc, Bert and Ainslie Columbin,

# PRESIDENTS REPORT



AND ED SAID.....STEVE MAHER

May/June 2013

This is a very exciting time to be a Leyland P76 enthusiast. We are celebrating the 40th Anniversary of the release of the P76 and some of our fellow P76 enthusiasts have recently and currently are once again proving to everyone that the Leyland P76 is the best long distance rally car in the world.

The Leyland P76 40th Anniversary Celebration in Canberra on 28 - 30 June is going to be nothing short of the most memorable P76 event since its release 40 years ago. What we have created is a mini P76 Nationals. Instead of having 4 days to fill

we have managed to pack in a full program of events into 48 hours and that includes 2 sleeps - I hope! Our club has been directly involved with the Friday night Meet n Greet as well as the Saturday Gundaroo Press Launch Rerun and the ACT club has been predominately involved with organising the Saturday night formal dinner and the Sunday P76 Concours. Details for the latter 2 are still being put together but I can say that Friday night and Saturday are basically set in stone. Coupled with this we are organising a Convoy to Canberra on Friday. The number of registrations for this event has been staggering. Over 150 people are coming along with 70 P76s. People are coming from every state in Australia as well as New Zealand. Details for the Convoy to Canberra are as follows:

## CONVOY FROM SYDNEY TO CANBERRA FRIDAY 28<sup>TH</sup> JUNE

### MEETING POINT 1

7-11 Service Station, Hume Hwy, Pheasants Nest

Travel South on the Hume Hwy 45km from the M7/M5 interchange at Prestons. Travel time approx 26min

Or

Travel South on the Hume Hwy 28km from the Hume Hwy/Narellan Rd Intersection. Travel time approx 16min

Departure Time 10.30am

### MEETING POINT 2

McDonalds Carpark, 31 Sydney Rd, Goulburn

Travel South on Hume Hwy 106km from Meeting Point 1. Travel time from Meeting Point 1 approx 60min

Departure Time 12.30pm

### FINISH IN CANBERRA

Travel South on Hume Hwy then bearing left on to Federal Hwy to Canberra approx 90km from Meeting Point 2

Travel Time from Meeting Point 2 approx 60min

Also below is the Schedule for the weekend:

9.00am Drivers Briefing Rydges Hotel Canberra

9.15am Leave Rydges Hotel Canberra

10.00am Arrival Honeysuckle Creek

15 minute break

10.15am Leave Honeysuckle Creek

11.00am Arrival Deep Space Communication Complex Paddys River

30 minute break

11.30am Leave Deep Space Communication Complex Paddys River

12.45pm Arrival Gundaroo Rural Fire Service

I know many of you have registered to go and it will be great to catch up with everyone from all over the P76 world. See you there.

As I said some people have been out proving the prowess of the P76 in rallies. Ryan Ford from Victoria, who is new to the P76 world, built a car with the help of some Victorian Club members and completely transformed the thinking of everyone he competed against as well as himself. Ryan's 2 part story of his journey to build a P76 rally car to compete in the 2013 Shitbox Rally begins in this issue.

Also we have Gerry Crown and Matt Bryson setting the world on fire once again. Last years Trans America rally was only a test run for the event they are on as we speak. The Peking to Paris Motor Challenge runs for 33 days over 12,000kms. The first part of their story is in this issue as well. See you in Canberra

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## **LEYLAND P76 40TH ANNIVERSARY CELEBRATION**

### **MEET 'N' GREET DINNER 'N' DRINKS WITH GUEST SPEAKER ALAN NICOLSON**

Kick off your Leyland P76 40th Anniversary Celebration weekend with the informal Meet 'n' Greet, Dinner 'n' Drinks at Ainslie Football Club on Friday night 28th June.

Dinner will be available from 6.30pm in the Restaurant.

After dinner we will move to our own room where we will have Mr. Alan Nicolson as our Guest Speaker. Alan started at BMC in 1959 as a Cadet Engineer. He moved up to becoming an Experimental Test Engineer and eventually became Vehicle Engineering Manager for the P76 range of cars. Alan has a wealth of knowledge of many aspects, good and bad, of the development of the P76. Prior to retiring 2 years ago he was self employed as a Vehicle Design Consultant.

Come and join us for a great start to a great weekend.

Ainslie Football Club  
52 Wakefield Avenue  
Ainslie, ACT

Football Club 02 6248 8422

Bryce French 0490 053 258

Steve Maher 0417 435 830



# LEYLAND P76 40TH ANNIVERSARY CELEBRATION



## Gundaroo Press Launch Rerun

CANBERRA

Saturday 29<sup>th</sup> June 2013

9.00am to 2.00pm

An important part of the Leyland P76 40th Anniversary Celebration is the Gundaroo Press Launch Rerun. The original Press Launch run was actually 3 separate runs over the 4 days of the P76 Press Launch in Canberra from 4th to the 7th of June 1973 taking journalists to various locations around Canberra and outlying districts. One run went to the Honeysuckle Creek Deep Space Tracking Station and the last one finished at the small NSW town of Gundaroo. As we are not spending 3 days driving around Canberra we have combined the essence of these runs into the Leyland P76 40th Anniversary Celebration Gundaroo Press Launch Rerun.

Join us at the car park opposite the Rydges Lakeside Hotel, London Circuit, Canberra at 9.00am on Saturday 29th June for an approx 170km drive recreating many aspects of that original Press Launch drive. Departure point will be from the car park and head out of Canberra on the Monaro Highway to Tharwa visiting the original site of the Honeysuckle Creek Deep Space Tracking Station and Tidbinbilla Deep Space Tracking Station. The route will then take us around the North West of Canberra and head out North to Sutton. Finishing in Gundaroo we will join the Gundaroo Rural Fire Service where you will be able to purchase a BBQ lunch. This will be one of the memorable events at the P76 40th Anniversary Celebration.

# National

## Motoring Heritage Day

Once again our club was one of the hosts for one of the venues on National Motoring Heritage Day on Sunday 15th May. Again we were at Bella Vista Farm near Baulkham Hills in Sydney. This year it was organised to coincide with a Family Open Day at the farm and blessed with fantastic weather it was a very busy day. Several thousand people, young and old, along with about 100 classic cars made the most of a beautiful Sydney Autumn day.



Kay and Tony De Luca, as members of the Friends of Bella Vista, put a huge amount of organisation into this event along with other "Friends" and I think their effort was well rewarded. Classic car enthusiasts came from everywhere and it was great to catch up with some old friends.

6 of our P76s turned out including Glenn Grays Am Eye Blue Super, Shane Fox's Crystal White Deluxe, Marty Stockwell brought both of his Aspen Green Targa replicas, Greg Bryant brought his teal Super and Kay and Tony had their Crystal White Executive. Shannon Wharton and Steve Maher were also there as well as many family members. Our newest member Keith Gillian also came for a while and filled us in on how his Omega Navy Targa was coming along.

Highlight of the day though was catching up with our clubs

first Vice President,

second President and co owner of the famous Budgie race car, Paul Patten and his wife Sue. Paul has decided to get back into P76s as his current classic MGB doesn't have enough seats for sue him and the grandkids. He has bought a P76 off eBay that has been painted in Holden Phantom Mica, a metallic grey and plans to have it on the road in due time. So enthused is he about being back into P76s that he and Sue have registered to come to the 40th Anniversary Celebration in Canberra, not in a P76 of course as the latest purchase has a way to go before getting back on the road.

Thanks to everyone who helped out on the day to make it the success that it was and to help publically celebrate the P76 40th anniversary.



### The P76 rally car which gave rise to the Targa Florio...

Leyland's P76 was marketed as "Anything But Average" and the newcomer was awarded Wheels Magazine 'Car of the Year' in December 1973. Trax has released several street versions of the P76, but this latest model celebrates perhaps the most famous P76 of all time: Evan Green and John Bryson's 1974 World Cup Rally contender. Their most outstanding (and unexpected) achievement was setting the fastest time record on the Targa Florio leg of the UDT World Rally. This achievement inspired Leyland to use "Targa Florio" as the brand name for it's upmarket sedan released in 1974.



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# FROM SHITBOX TO SUPERCAR

## Part 1

*By Ryan Ford*



In the summer of 1996 our family was heading down to our little beach house in the bayside community of St Leonards, about 30km east of Geelong. As a beach loving, petrol headed 16 year old I always enjoyed going down there, going out on the water, hanging around the boat ramp, watching them come in and out and even getting Dad to teach me how to drive in the paddocks behind town. On this particular year we had a group of family friends coming down with us who had rented a house about a 3 minute walk from our own. I'd been going to this town my whole life, and as close as this street was to our house, I had never gone down it before. It was a dead end street at the time that went no where of interest. As we arrived, I jumped on my bike and went up to meet them, but before I arrived at the front door, in a vacant lot

just opposite their house a sad, rusty, abandoned car caught my eye. It was not something that I had recalled seeing before, which was unusual for a car loving teen like myself. As I walked around the foot long grass, it was obvious that the car had been there a long time. Rust had well and truly taken a grip on the poor thing, the rear quarters crumbled like dead wood when you knocked them, but what struck me was the Navy Blue colour and the neat white stripes and writing along the side and boot that read "Targa Florio". I went up to my Dad who has a similar, but not as passionate, interest in cars and asked him "Dad, what's that??" and his reply was, "Why, that's an old P76".

Intrigued as I was, I sought to find out what I could, remembering that this was before the Internet was readily available. The car's history captured me, not only the controversy, but also the effort that Leyland was making to break into the lucrative, large car market at the time. I continued to visit the car whenever I could, trying to get a better understanding about it, what it was, why it was and why it did not succeed. This went on until one day, I went to visit the old girl and all that was left was a dead patch of grass where she last lay. I was saddened to think that she most likely would have been sent to the tip. Unfortunately, the condition that she was in probably did not warrant anything besides that. My old friend had departed, the Omega Navy Targa Florio was gone, but the interest was far from over.

Turning 18 came and went and I acquired a little Toyota T18, a good little learner car but I still had a very active interest in the P76. Just before I turned 20, a mate of mine bought himself a schmick XW Fairmont V8 with matching numbers. I thought to myself, maybe its time to upgrade and lo and behold, I found, in the bayside suburb of Seaford, a Targa Florio for sale for \$4500. We jumped in the car and headed down to be greeted with the rotting shell of an old Targa sitting in the front yard. We almost kept driving, but having driven nearly an hour, we thought we better at least have a look. It was a genuine Targa, had all the trimmings, but I was thinking, this thing is a waste of time as that body was beyond repair, until the fella said, "Come to my garage". There we were greeted with an almost factory body, perfect in every way, sprayed up and then the penny dropped, the rotten body was a donor car for this shell. This promised to be an amazing opportunity, but the size of the project, my finances and trying to convince the parents to let me keep not 1 but 2 cars in their 3 car driveway was too much, and I had to let it go. Soon after I acquired a 1967 XR Fairmont that was running, in reasonable, restorable condition and I still own it, the P76 dream was put to sleep... for a while.



Ten years passed and I still used to keep an eye on eBay and Carsales to see what was out there, but this was nothing more than window shopping. Then in 2010 a few mates of mine told me about this rally that they had entered into where you have to spend under \$1000 and drive across the country and raise money for the Cancer Council. Not having immediately drawn parallels between the rally and using a P76 for the cause, I registered my interests. 2011 & 2012 came and went and given the huge amount of interest in the rally, we missed out both years. However, 2013 was going to be different, we registered early and we knew that there would be more places this year, and we knew it would be a big one. Come May 2012 I started looking at prospective P76 rally cars.



P76's are a rare commodity in Victoria, let alone getting a working one for under \$1000. But sure enough, one came up in Healesville, about 60k's, from home. Dad and I headed up there one Sunday, he was asking \$500 starting bid, buy it now for \$850. It appeared to be a Deluxe Luxury Pack V8 and on the surface presented ok. But the motor would not turn, the auto was a known liability as it did not work and the spare tyre would have fallen through the floor, if there was one there. But with a budget of \$1000 and a non negotiable \$850 or best offer being asked, too many question marks hung over the head of this P and we had to walk. A few weeks later another Deluxe appeared near Bendigo. It had been sitting in a paddock for many years but we were told she was a runner, \$500 starting bid on eBay, this one sounded like it had potential. SOUNDED like it had potential, we found her with a boot speckled with rust holes, a rear screen that barely held itself in place, and this "running" motor, was not turning due to electrical issues. There were probably more spiders in the car than you would see in a lifetime, the dash was warped, the ignition clearly has issues as nothing lit up on the dash when you turned her on. Even if it did, the sheer state of disrepair that the body was in warranted a lot more than a little bog and spray, there were serious structural and safety issues with this one, once again, we walked.



My efforts were appearing to be in vain, maybe a P76 was too far out of my budgets reach for the rally? \$1000 doesn't buy much of a car and maybe finding a sound body with a working motor seemed to be over extending my reaches a little bit. Then one day scouting eBay another P76 appeared, I hadn't noticed this one previously as it was not listed as a "Car" but more as "Parts" which sets par for the course really. The pictures were nothing too flattering, 2 cars, a Dry Red Super V8 and a rolling shell Bold as Brass Deluxe, both for \$500. The Super was relatively complete, albeit missing a door. The Deluxe appeared to have the missing pieces needed to put the body back together, but it was only 4 pictures, and they weren't pretty. They were located about 90mins from home, I didn't even call the seller up.

Some weeks passed, the 2 P76's were still for sale and no other P76's had come up that fit the bill, then an email came through. Our application had been accepted into the rally!! Without any real alternatives and having nothing to do that afternoon, I figured what the hell, Ill go down and see these 2 P's. Having spoken with the owner he advised that there should be enough parts in the collection to put 1 working car together, but a new Auto would be needed. He also said that the motor was a runner and the body was good....I

was thinking sure, I have heard this all before, but none the less, I made the trip down.

The Deluxe was the one I visited first, and she sat sadly in a paddock about 15 minutes south of Morwell. This car had obviously been handed around to many owners for many years who progressively stripped her of any useful parts, but the body appeared remarkably sound for something that appeared to be as unloved as this was. Buoyed by this I made my way up the road to visit the Super.

Upon initial inspection, my heart sank and I thought I had just wasted an afternoon again chasing a P76 rally contender. The passenger door was missing, the bonnet was on the roof, the bumpers, the grill, and the indicator surrounds were all off, the radiator was missing, the water pump was nowhere to be seen, the alternator was nowhere to be seen, the wiring where the coil was supposed to be was a tangled mess. But worst of all, the main brown wires that run off the starter motor had shorted on the extractors and melted ALL the way around the engine bay back to where the alternator was supposed to be. But underneath this hideous mess lie a surprisingly clean body, the boot was spotless, the chassis was clean but had obviously been repaired at some stage, the rear screen was rust free and the Deluxe looked like it had everything I needed to get her back together. I told the fella I was very keen but really wanted to hear the motor running, and he assured me that could be done. I don't know what I was thinking that day, if it were desperation after seeing many wrecks, or if I really did see the potential in this old dame, but whether I knew it or not at the time, I had just found the car I was going to drive around Australia in!

Two weeks later I was making the arrangements to pick the car up when I got a call from the seller, the motor would not turn. Hoping that it might be just a bad contact or weak battery, we soldiered on and took the car trailer down to the La Trobe valley for the 2 return trips needed for the cars. The engine cranking issue was hydro lock, once we took the spark plugs out she turned and pumped the water out, but an engine full of water!?!??? How long had this been for. None the less as a result of the engine issue and failure to get it running, along with the seller appreciating what we planned to do with his old P's and auction it off at the end, the price was dropped from \$500 to \$200. We loaded them up and headed home, his parting words were, "These cars get under your skin", he could not have been more correct.



First job, replace the fried wires and get that engine running! This turned out to be a remarkably uneventful task. The Deluxe wiring was perfect, cut it off, soldered it up, installed a coil and within the week this hideous wreck spluttered into life! It was probably the first time ever I got the ignition leads on the right spark plug first time! She didn't sound pretty and the started motor cranked like rusty gears. It was deafening and it didn't take long for the starter to cease.

This in itself was not a huge issue, there was heaps of work that needed to get this car in to any sort of state to be worthy of the roads besides the starter. In time we managed to cobble a starter together from an old Lucas starter we acquired and she was turning again. My water pump turned out to be a dud and leaked, the auto only went in reverse, the brakes clearly did not work, none of the switches, lights or dials worked, and this was all in a car I knew virtually nothing about. This was my first of many "What have I got myself into" moments.

With the help of family and friends at the time, we picked the stuff we needed off the Deluxe, which included 2 doors, wires, master cylinder, brakes lines, torsion bars, boot latch and I'm sure million other little clips and extras. To my delight I found out that the front radiator support panel had been modified to accept a Ford cross flow radiator which was a huge plus and I managed to pick up a triple core unit on eBay for \$20! No one at any stage has every recommended I go back to the Leyland radiators. We also picked up at good second hand Bosch alternator. Things were going well, the Super was coming back together nicely. We had sold the Deluxe to another enthusiast who advised he wanted to restore her, we hope to see her on the road again soon, but now all the generic parts had been used. I needed to find some proper Leyland parts and the local wreckers hadn't stocked P76's in decades. This was my second "What have I got myself into" moment, but there was a light at the end of the tunnel. She was starting to look like a car again.

Through the Victorian club I managed to make contact with Martyn Hayes who for a very generous price and some bartering, hooked us up with a replacement Auto, an old water pump and some glass that was missing. These were the big parts, these pieces would allow the old P76 to move and run. So a few weeks later, she was up on stands and we pulled the old auto out, and fitted the replacement!

This was a big day and I could not wait to get the transmission in and see if she would move! But the weather had different plans and some of the old transmission hose clips broke, we were 95% of the way there, but we had to push her back into the garage this day. My enthusiasm ensured that this would be fixed ASAP. The next day at work I go the last of the clips and hoses to hook her up. Full of excitement, I jacked the car up, clipped up the hoses, topped up the auto and with butterflies

running like wild in my stomach, started her, selected D, the car gave the standard shunt forward as if to say "I'm ready to go!!" and on 2 flat tires, she moved under her own steam for the first time in over 10 years! I was over the moon!

In the weeks that passed we worked on fine tuning her as best we could. We knew we had a runner but just how good was she? She had spent a hell of a lot of time up the back of a barn, there were still question marks and with limited knowledge and resources it was going to be difficult. Then one day about 4 months before the rally was due to start I got a phone call from a number I didn't recognize. He asked me if I was doing up the P76 on the Shitbox Rally facebook page and introduced himself as Rick Perceval. I recalled trying to contact him at some stage and we may have spoken briefly at the time, but he lived only 15 minutes from my place and invited me over. I was warmly welcomed by Rick, plus 4 P76's, and a shed full of parts. It didn't take him long to tell me that he thought I was one of the maddest people that he had ever met after seeing my car and the rally but offered his assistance in getting the old P76 up to a workable and reliable standard.

The car was just about to head into my mates (Darth by Design) workshop in his backyard shed. In getting the permits I found out 2 things, my chassis number was not on the Vic Roads database, and the engine was last in a registered car in 1983! John Ernst who knew the previous owner advised me that the engine had been changed and used to belong to another owner in the La Trobe valley. But the car was given the royal treatment and came out looking a million bucks!

With the rally only a few months away and car not being road tested yet really put the heat on Rick and myself to try and repair, or recognize any potential problems before we hit the road. Any car can die on the side of the road for a million reasons and leaving cars behind to die on the rally is just another day in the office, but the P76 was getting to me. I couldn't bare the thought of leaving her in the red centre. I was seriously starting to contemplate keeping her and driving her back from Perth afterwards. So not only did she have to get me there, she had to get me home and plenty of cars in this rally limp to the finishing line in a cloud of smoke, firing on 2 cylinders. We had to see that this didn't happen as best we could.

We threw the rotten old Holley out for a stock carby, we replaced all the radiator hoses, re-bushed some of the suspension, steering arms, brake booster and got all the gauges working. We installed an offset starter that quietened down a bit from the old one. As a test run I drove a bunch of mates to Airey Inlet and back on the Great Ocean Road, by the time I got home vapour lock had presented as a big issue and a lot of the gauges had stopped working, but these were bad earths and a short circuit. With a relocation of the electric fuel pump and some WD40 on the earths, she was alive again. Mechanically she did not miss a beat.

**More Next Issue**





# PEKING TO PARIS

## P76

### OR WHAT DO YOU DO AFTER YOU HAVE CONQUORED AMERICA

Gerry Crown and Matt Bryson are now on the Peking To Paris Motor Challenge. They left Beijing on Tuesday the 28th May along with 95 other participants in cars ranging from a 1913 Model T Ford to a 1982 Renault 4. Despite these rather strange rally cars there are a number of very serious entries which of course includes the Gerry Crown/Matt Bryson Leyland P76 #90. There are no less than 11 all Australian crews and a further 3 Aussies in the navigators seat of other entries. The run through China included driving through flooded areas but on the whole it was rough but not too bad. The time allowance through China was very generous and by the time they crossed the border in to Mongolia 77 of the 96 starters had no loss of time but this was about to change dramatically.

Mongolia is a whole different kettle of fish. Special Stages or Time Trials were introduced and the roads got a whole lot rougher. At the end of Day 3 there were no crews without a loss of time. Gerry and Matt were the fastest and set the pace for the event. "If you want to win this you will have to beat us." It immediately became apparent there were quite a few who wanted to win this rally and like Gerry and Matt, were pushing hard. Most surprising though was the Aussie crew of Robbie Sherrard and Peter Washington in the ex Jim Reddix Citroen DS23 that won the 1974 World Cup Rally. A rally scorched into the psyche of every Leyland P76 enthusiast.. Could history be repeating itself? Also up there were a pair of US built VWs with lots a Baja in them and 1 with an Aussie navigator. Hayden Burville. Also looking good was an English prepared Porsche 911, also with an Aussie navigator but the dark horse, particularly when the rally gets to Europe is the all Aussie crew of Paul and Mariella Kirkham in a Datsun 1600 or P510 as they call them.



The only problems the P76 had to this point was the disintegration of no less than 2 sets of Superpro track rod bushes in the front suspension. The first set died after the first day in Mongolia and the second the following day. Thanks to the assistance of one of the Mustang teams they were able to use a set of their bushes. 7 days on and they are still in there. Matt and Gerry led until day 4, when the second set of bushes fell apart, when they were overtaken by the Citroen. By day 7 the P76 was back on top taking fastest time in Time Trial after Time Trial. Meanwhile all those top competitors were breathing down their necks. The first of those potential rally winners faltered on Day 5 when the Garry Staples/ Hayden Burville rolled the VW end over end after taking a jump too fast and landing on its nose. The rest was just a lot of banging and crashing. The crew emerged OK but the VW was retired and went home to the US. The Holden HQ ute of Englishman Peter St George and Aussie David Gainer was also going well up in the top 10 until a rear spring broke on Day 9.

Sadly the next front runner to falter was the Citroen. Such a brilliant run at the front but unfortunately the rear suspension failed on Day 11 and as we write is probably heading back home to Victoria. And that's basically where we leave Gerry, Matt and the mighty Leyland. At the end of Day 11, 1/3 of the way through the event, they are leading the Peking to Paris with a 22 minute lead over the Porsche 911 then the Citroen, the US VW and the Kirkhams in the Datsun. The event is due to finish on the 28th June, while we are in Canberra for the 40th Anniversary Celebration. How good would it be to mark the celebration with a win in the worlds most gruelling motor rally. Follow their daily blog at [peking2parisp76.blogspot.com.au](http://peking2parisp76.blogspot.com.au)



# BELLINGEN GET TOGETHER

*By Bert and Ainslie Columbin*

Just because I so thoroughly enjoyed Easter 2012 in Queensland (and also I thought I'd have my car to do the trip), decided to go and join the Queenslanders at Bellingen this Easter. We left home (late as usual) on the sunny Thursday and collected some struts from our esteemed Presidente en route, and battled the incredibly undisciplined traffic exiting North from Sydney on the F1. Fortunately, the farther we went, the fewer the idiots (except for me), and after a relaxing lunch at Karuah we had a relatively uneventful run, arriving at the Diggers Motel (really it's a hotel) at about 5:00pm. We knew it was the right place when we saw some P76s in the parking area. Not as many as last year; from Queensland we had Adrian & Jenny Spencer, Graham & Pat Rogerson, Mark & Briana Rogerson, and Richard & Ann Mallon. From New South Wales we had Colin & Sandra Warnock, Warwick & Carmel Williams, Lloyd & Angie Williams, and Bruce Rose and Diane (and four examples of Leyland's best Australian car)..



Almost immediately we met up with Adrian and Jenny Spencer and Graham and Pat Rogerson, and started talking about P76s (what a surprise) before succumbing to the pangs of hunger and a need for sleep. Torrential rain on Friday morning was my alarm clock and we ended up going for a walk to explore beautiful downtown Bellingen, had some morning tea in a bakery with some of the others, then back to the hotel until Lunch (in another hotel). The afternoon was taken up with an observation run on the Promised Land loop road, followed by an enjoyable afternoon tea in the park at the local bushfire brigade depot. We then made our way back to base to relax a bit before we all ambled up to the local "Wine & Food Bar" for Dinner; there was one solitary lady operating this (very good) eat-in/takeaway establishment on Good Friday evening, and she was run off her feet (she wasn't expecting us until Saturday – Oops) so some of the club members helped. Since we were part of the problem, it's good to be part of the solution.....



Saturday dawned – wet – and we hitched a ride to Dorrigo with Adrian and Jenny Spencer, sadly not in a P76; just like us, theirs wasn't usable. There were a few things to see, including "The World's Smallest Motorcycle Museum", a coffee shop which housed, among other things, a bike with a 3-litre V-twin, built by one of the locals. Unfortunately, the one place we would probably all have enjoyed browsing – a large second-hand/antiques store – was closed. Maybe something to look at next time you're in Dorrigo. A visit to the nearby waterfall was followed by a visit to the rainforest national park, where some people had a look at the skywalk. Missed out on that one, but we'll keep it in the memory banks. Time was marching on, so off we went back to Bellingen to participate in barefoot bowls. I'm still not entirely sure about some of the rules, but managed to avoid total embarrassment by being on one of the teams that won (apparently). After all that, it was kind of a relief to go back to the hotel. The hall next door to the pub was hosting a ball, and some people went to check that out, personally we were tired enough to just get some food and sleep.



# BELLINGEN GET TOGETHER CONT....

Sunday. Rained early in the morning, and on and off during the day – actually more on than off as the day progressed. Some went to church, others went to the Old Butter Factory to have a look at the antiques there. Adrian advised



Checking out the Rallye

that we could go to visit the Rose family and have a look at the Rallye P76, apparently a styling/ parts bin exercise for a possible future variant, probably before they knew that the factory was to shut down. Bit of a parts bin special, based on a Deluxe with white Deluxe bucket seats, black door trims, Executive bumpers and a Force 7 steering wheel. Unfortunately, not much has happened with the car in recent years, the car is sitting still in a shed, and its condition is not improving. The planned car display at the Golf club did not happen, due to the weather alternating between rain and showers, then back to rain etc., so after sitting around for a couple of hours, we had dinner at the club along with a speech or two from our Queensland club hosts. I'm told that the state of origin was abandoned because we couldn't do everything.

Monday Morning. Time to leave. Not raining now. Packed up the car and said our goodbyes to Warwick and Colin in the parking area, everyone else was probably (wisely) still sleeping, and left with

memories of a happy and relaxing long weekend.

Footnote: A Kia Cerato may be a competent, economical and even an enjoyable car to drive, but it will never be a P76.



## wings over illawarra

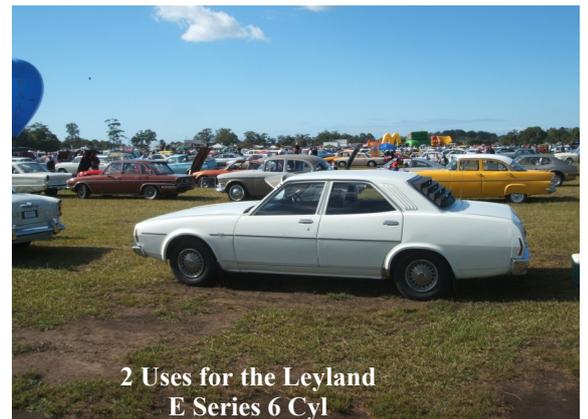
On Sunday the 5th of May Paul; Van Look and family, Tony De Luca and Steve Maher Took a run down to Albion Park for the annual Wings Over Illawarra. This is essentially an airshow but for some time they have included a classic car show as well inviting clubs to come along for a great family day out.

Paul, Gail, Janelle, Jake and Eve Van Look and Andrew Gibbons all came over as Paul was giving his latest resto its first public showing. The 6cyl Marina coupe that he has owned since 1975. Resprayed in its original Home On The O'Range It looks great. Make sure you check it out in Canberra for the 40th at the Sunday Concours. Tony and Steve went down in Tonys Crystal White Deluxe 6. For a 6cyl auto with power steering it performs quite well on the open road.



Was Paul protecting himself from falling objects

As you would expect there was plenty to watch on and above the ground. From biplanes to early jet fighters and the RAAF Roulettes. A feast of sight and sound and that's without wandering up and down the rows of classic cars. The weather was absolutely fantastic and we have to include this event on our calendar next year.



2 Uses for the Leyland  
E Series 6 Cyl



# LEYLAND P76 OWNERS CLUB of NSW Inc

## MINUTES OF GENERAL MEETING HELD ON TUESDAY 9<sup>th</sup> APRIL 2013 AT 8.10 PM

- Present: 8 Members as per attendance book. Steve Maher in the Chair.
- Apologies: Shannon Wharton, Brian Hooper, Andrew Griffith.
- Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed.  
Accepted: Marty Stockwell; Seconded: Tony De Luca
- Business Arising: World Cup Rally Models all now sold. Matters relating to 40<sup>th</sup> Anniversary – defer to General Business.
- Treasurer's Report: As per Bank Statement; Moved: Glenn Gray Seconded: Greg Bryant
- Correspondence: Email in: Qld March Magazine; Westwords April Magazine; SA April Magazine; various re 40<sup>th</sup> Anniv. ACT; Merchandise quotes; Classic Club March Magazine; Bellingen itinerary; email asking for classic cars for photo shoots; CAMS Motorsport Calendar, Retro Autos April Magazine.  
IN:
- Mail In: CAMS Affiliation Certificate; CBA Bank Signatories Form; Phil Crowther re "Rose" cheque.
- Correspondence: Email out: Draft March Minutes; 40<sup>th</sup> Anniv. Planning & merchandise quotes; accommodation re Canberra; Leyland Post No.54.  
OUT: Mail: Leyland Post No.54
- Reports: Registrar's Report: Not available.

Parts: \$105 parts sold this month. A new member from far north NSW (owns a Triumph) has ordered some parts. Most of the struts orders have been collected. Alan Firth (UK) was looking for rare parts – he has obtained a set of V8 engine main bearings from NZ. We have access to parts from a red Marina 4 door (from a deceased estate) including spare panels etc. Contact details available to anyone interested.

Website: Some updates have been implemented and more to come – mostly photos.

### Activities Past:

Harry's Café De Wheels Nth Parramatta – Steve attended (Classic Rally Club there).  
Easter at Bellingen – Bert reported it was a good weekend even though the weather was adverse. There were 4 P76's 2 from Qld and 2 from NSW. The Observation Run was fun.

### Activities Future:

National Motoring Heritage Day – 19/5/13 Bella Vista Farm – Owners Club to host – this year the day will be open to the public as part of Heritage Festivities.  
40<sup>th</sup> Anniversary in Canberra 28/29/30 June 2013  
Shannons Sydney Classic – Sydney Motorsport Park – Sunday 18/8/13  
All British Day – The Kings School Nth Parramatta – Sunday 25/8/13  
CMC 50<sup>th</sup> Anniversary Luncheon – Ryde Eastwood Leagues – Sunday 15/9/13  
BMC Heritage Group Reunion – Ryde Eastwood Leagues – 29/9/13

## HOW WOULD YOU LIKE THIS ON YOUR WALL?

Elizabeth and John Wicks own a P76 and although they are not yet members of our club, they will be soon.

As a gift to her fiancé, Elizabeth put this together for him. We at The Leyland Post thinks that it's pretty impressive. Who else would like one?



General Business:

The Club has 2 new banners at a cost of \$150 for materials only. Peter Molesworth of DJ Trophies gave his time free of charge. He is also supplying mugs, badges and medallions for the 40<sup>th</sup> Anniversary. We discussed the other items of merchandise and orders received to date.

Some matters require clarification with the ACT Club but arrangements are proceeding well.

The Friday night dinner will now be held at Ainslie Football Club – not Tradies. Tables will be set aside in the dining room then we will move upstairs to a private room. Alan Nicolson could be available as Guest Speaker for the Friday night.

The Saturday Press Re-Run to Gundaroo is being co-ordinated by Alex Shoobridge (ACT) and Drew Griffiths (Owners Club).

Saturday evening dinner at Rydges Lakeside will have Will Hagon as MC and Guest Speaker, Barry Anderson. Jacket & tie for men's dress.

The Sunday Concours on lawns in front of Old Parliament House is in the hands of the ACT Club. Paul Van Look will bring both Marinas on the Sunday. Jason Birmingham will bring his Marina and the Plum Loco DeLuxe.

Those registered for the event total 40 as of today – there's someone from each State coming as well as NZ.

Warrewyk Williams is planning on making a DVD of the 40<sup>th</sup> Anniversary weekend with his daughter Angela.

We discussed Club Members having Club Shirts and Name Badges. Glenn Gray to check out designs and logos and get some quotes from suppliers on different style badges and shirts.

It was resolved to lodge a Change of Bank Signatories Form with the CBA, any two of Steve Maher, Kay De Luca and Tony De Luca to sign.

Next Meeting:

Next General Meeting – 14<sup>th</sup> May 2013

Closure:

Meeting closed at 9.55 pm.

# MEDIA WATCH MEDIA WATCH

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

Features stories include:

- ◆ Leyland P76 Story - Design and Launch
- ◆ Council of Leyland P76 Clubs
- ◆ Rod and Maureen Warwick's Shed
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A collection of odd Minis.

A40 by Jensen

# LEYLAND P76 OWNERS CLUB of NSW Inc

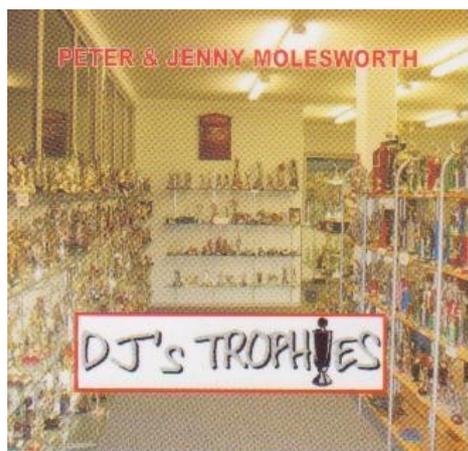
## MINUTES OF GENERAL MEETING HELD ON TUESDAY 14<sup>th</sup> MAY 2013 AT 8.10 PM

- Present: 11 Members as per attendance book. Steve Maher in the Chair. Welcome new member Keith Gillian
- Apologies: Scott Wilson, Chris Teschke, Andrew Griffith.
- Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed. Accepted: Glenn Gray; Seconded: Marty Stockwell
- Business Arising: 40<sup>th</sup> Anniversary – defer to General Business.
- Treasurer's Report: As Per Bank Statement; Moved: Greg Bryant Seconded: Shane Fox
- Correspondence:  
IN: Email in: Qld April Magazine; Westwords May Magazine; SA May Magazine; numerous re 40<sup>th</sup> Anniv. ACT planning; Merchandise quotes; CAMS Workshop Invite, Retro Autos May Magazine; Membership Applications (2); NRMA and BMC Heritage Group Donations to 40<sup>th</sup> Concours.  
Mail In: Phil Crowther notes.
- Correspondence:  
OUT: Email out: Draft April Minutes; 40<sup>th</sup> Anniv. Planning & merchandise quotes; Letters/Invoices to NRMA & BMC Heritage Group re concours donations.  
Mail: Nil.
- Reports:  
Registrar's Report: Shane advised HCRS records are up to date – 11 vehicles on HCRS Sticker. This number includes Phil Crowther's car which should be ready for the trip to Canberra in June. Shane was contacted by a member of the HR Holden Club who was stopped by Police and didn't have a Pink Slip in the car (HCRS) – he received an "on the spot" fine of \$250.  
Parts: Some orders for parts have been taken at this meeting. The Model didn't end up being placed on E-Bay – it will be taken to Canberra to display.  
Website: Some photos have been added. There are some photos of the Canberra 1983 trip on the web now.
- Activities Past:  
Harry's Café De Wheels Nth Parramatta  
Wings Over Illawarra on 5<sup>th</sup> May 2013 – a great day if you like aeroplanes  
Activities Future:  
National Motoring Heritage Day – 19/5/13 Bella Vista Farm – Owners Club to host – this year the day will be open to the public as part of Heritage Festivities.  
40<sup>th</sup> Anniversary in Canberra 28/29/30 June 2013  
Shannons Sydney Classic – Sydney Motorsport Park – Sunday 18/8/13  
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CMC 50<sup>th</sup> Anniversary Luncheon – Ryde Eastwood Leagues – Sunday 15/9/13  
BMC Heritage Group Reunion – Ryde Eastwood Leagues – 29/9/13
- General Business: Steve went through details of the merchandise which will be available for the 40<sup>th</sup> Anniversary in Canberra. It was agreed to purchase 50 x Watches and 50 x Caps.  
Scott Wilson and Shane Fox presented 2 x "P76 40<sup>th</sup> Plates" for the Club to raffle or use in another way.  
Steve Maher spoke about the World Cup Rally Car models to be made by Trax. He advised that an Agreement with Trax had been drawn up, with Trax agreeing to buy the 40 Deluxe Models that we have in stock plus 10% + GST. Totalling \$3,500 – they will also give us a box of 24 World Cup Rally Models. Steve advised he would like to hold back \$1,800 to purchase the remaining Wagon Models.
- Next Meeting: Next General Meeting – 11<sup>th</sup> June 2013
- Closure: Meeting closed at 9.45 pm.

# LEYLAND P76 OWNERS CLUB NSW

## 2013 Events Calendar

5-Apr	First Friday Cruise to Harrys Parramatta		Steve Maher
9-Apr	Club Meeting Wentworthville		Kay De Luca
3-May	First Friday Cruise to Harrys Parramatta		Steve Maher
14-May	Club Meeting Wentworthville		Kay De Luca
25/26-May	Wittitrin 300 Kempsey		Steve Maher
7-Jun	First Friday Cruise to Harrys Parramatta		Steve Maher
11-Jun	Club Meeting Wentworthville		Kay De Luca
28/30-Jun	Leyland P76 40th Anniversary Celebration Canberra		Damien Haas
5-Jul	First Friday Cruise to Harrys Parramatta		Steve Maher
9-Jul	Club Meeting Wentworthville		Kay De Luca
2-Aug	First Friday Cruise to Harrys Parramatta		Steve Maher
5-Aug	Driver Training Day Wakefield Park		Classic Rally Club
13-Aug	Annual General Meeting Wentworthville		Kay De Luca
17/18-Aug	Milbrodale Mountain Classic Milbrodale		Steve Maher
6-Sep	First Friday Cruise to Harrys Parramatta		Steve Maher
10-Sep	Club Meeting Wentworthville		Kay De Luca
15-Sep	Council of Motor Clubs 50th Anniversary Lunch  Ryde Eastwood Leagues Club		Kay De Luca
29-Sep	BMC/Leyland Australia Heritage Group Lunch  Ryde Eastwood Leagues Club		Kay De Luca



PETER & JENNY MOLESWORTH

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