

THE Leyland Post



Leyland P76 Owners Club of NSW Inc.

www.p76clubnsw.org

Magazine 74 November 2016

Affiliated With



Confederation of
Australian
Motor Sport



Council of
Motor Clubs



BMC Leyland
Australia
Heritage Group



Council of
Leyland P76
Clubs



Association of British
Car Clubs



Since 1981



Your Committee For 2016-2017

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	Greg Bryant	deluxep76@outlook.com	0400 102 216

General Meetings

The General Meetings are held on the first Tuesday of EVERY MONTH in the Corporate Suites above the Pits at

Sydney Motorsport Park,
Brabham Drive, Eastern Creek.

Enter through Gate A off Ferrers Rd.

Food and drinks available at the ARDC Garage Café.

Next Meeting is
Tuesday December 6th At 7:30 PM
All Welcome



Magazine Contributors

This issue's contributing photographers & writers

Paul Patten, Tony De Luca, Glenn Gray, Kay De Luca, Peter Velthuis, Steve Maher, David Place, Greg Bryant, Brian Andrews, Stuart Brown

On The Cover: Gerry Crown and Matt Bryson's Peking to Paris P76 in action.

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.

Information produced in this magazine is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this magazine, 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 magazine. 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 magazine.

All Correspondence to:

THE LEYLAND P76 OWNERS CLUB OF NSW INC.
PO BOX 2769
CARLINGFORD NSW 2118
WEBSITE: www.p76clubnsw.org

President's Report - *Paul Patten*



October has been a relatively quiet month but was marked by the publication of the Club magazine - A huge thanks to everyone who contributed and made this a successful edition. Thanks also to Stuart for putting everything together in a new format which I think looks great.

There are moves afoot on the parts front, with orders placed for struts, Glenn is moving forward with Valley Cover gaskets and Steve has started the ball rolling towards the remake of rubber Tie Bar bushes, all of which will be covered within this magazine.

Finally, and most importantly we have settled on a destination for our Christmas outing following the gracious invitation from Noel and Leone Delforce. I hope everyone can make it up to the lower Hunter for what I'm sure will be a very pleasant event. Don't forget to let Kay know if you're coming and get you money in so we can organise catering etc. (see P5)

Looking forward to catching up with you at meetings and outings.

Paul.

Brian Andrews Has A Win



"Best Australian Car" at Muswellbrook Motorfest

Minutes of General Meeting

Held on Tuesday 4th October 2016 at 8.06pm at Sydney Motorsport Park

Present: 14 Members as per attendance book. Paul Patten in the Chair.

Apologies: Garth Taylor, Drew Griffith & Tony Brown

Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed with one alteration.

Accepted: Marty Stockwell **Seconded:** Glenn Gray

Business Arising: Steve Maher has spoken to Pedders – expected delivery for struts mid-November 2016.
Club Badges are being processed by DJs Trophies.
Club Shirts are being followed up for purchase.

Treasurer's Report: Memberships Due: 16
Moved: Bert Colombin **Seconded:** Steve Maher

Correspondence:

IN: Email in: Magazines: WA Oct, RMS Office Bearers Changes; CMC Preserve Sept; HCRS Register from Steve;
Qld Club change of Magazine Editor (Perdita Nicholson); NRMA Update; Nev Humpherys' wife passed away;
Alan Firth hospitalised in September.

Mail In: Motorlife Museum Flyers; Membership Renewals.

OUT: Email out: Follow up unfinancial club members; DJs Trophies re Badges; Prestige Embroidery re Shirts;
Stuart Brown re Magazine Articles.

Mail Out: Membership Cards.

Reports:

Registrar's Report: Steve Maher has now brought his HCRS vehicle records up to date.
Still waiting on some members to supply information needed.

Parts: Valley Covers should be available within the next two weeks. Small amounts of parts sold last month.
Chris Hobbs has 2 x P76s and parts for sale. They have been offered to the Club.
Stuart Brown will be looking at door and boot rubbers, maybe Rare Spares.
Tie Bar Rubbers, still in the experimental stage.

Merchandise: \$120 sold at BMC Heritage Group Luncheon.

Website: Need to fix link to office bearers. Website is constantly under review.

Activities:

Past: - Kellyville Cars & Coffee

- BMC Leyland Heritage Group Luncheon Ryde Eastwood Leagues – 24/09/16 with Car Display
– Pedr Davis Guest Speaker.
- Mystery Run – 2/10/16. Meet at Caltex Glenfield 9.30am. Lunch at Australian Motorlife Museum at Kembla Grange.

Future:

- Kellyville Cars & Coffee
- Burwood Festival - 16/10/2016 – Burwood Park
- Camden Car Show – 16/10/16 – Camden Showground
- Muscle Car Masters – Sydney Motorsport Park – 30/10/16
- Arcadia Car Show – Saturday 19/11/16
- Trinity Family Fiesta – Saturday 26/11/16 – Trinity Grammar Summer Hill – 7/8 cars
- 1-4 December 2016 - Motorworld Sydney – Sydney Motorsport Park
- Club Xmas Run – will explore Noel Delforce's place for Xmas function.
- CARnival 26/01/2017 – Parramatta Park

GENERAL BUSINESS: The Club Magazine is almost due to be circulated.
The CVS (Modified) Scheme is due to be released by mid-October.

Next Meeting: Next General Meeting – 1st November 2016

Closure: Meeting closed at 9.20 pm.

Current & Coming Events - *David Place*

November:

Monthly Club Meeting Tuesday 1st
OASIS Outing - Refer CMC Newsletter Monday 7th
Arcadia Markets Car Show Saturday 19th

Tasmania Easter 2017:

Good Friday Friday 14 April
Meet at Devonport Dock - To Be Confirmed

December:

P76 Owners Club NSW Christmas Sunday 4th
OASIS Outing - Refer CMC Newsletter Tuesday 6th
Monthly Club Meeting Tuesday 6th
BMC 12th Grand Day Out - Melbourne Sunday 4th

P76 OWNERS CLUB XMAS 2016



4 YEARS AGO WE WERE INVITED TO THE DELFORCE FARM FOR OUR XMAS RUN & WE'RE FORTUNATE THAT LEONNE & NOEL HAVE GRACIOUSLY AGREED TO HOST THE CLUB AGAIN.

DATE FOR YOUR DIARY - SUNDAY 4TH DECEMBER 2016

23 LUSKINTYRE ROAD, LOCHINVAR (near Maitland)
ARRIVE AROUND 11.00AM FOR A BARBECUE.

COST: ADULTS \$20 (12 years & over) & KIDS \$10 (under 5 free)

Includes meat/salads/bread roll/desserts/tea & coffee.

B.Y.O DRINKS DON'T FORGET YOUR SWIM TOGS, SLIP SLOP SLAP ETC.

RSVP: 18th NOVEMBER 2016 (no late comers & non-payers)

Please complete the slip below and forward to Kay: tonkay@optusnet.com.au
or phone 0410 688 886

Number of Adults: Name(s) _____

Number of Children: Name(s) _____

Club's Bank Details: CBA Bank BSB 062 336 A/c No: 1017 1082
A/c Name: Leyland P76 Owners Club NSW

PAYMENT MUST BE MADE BY 18.11.16 *Definitely No "Pay On The Day"*

Minutes of General Meeting

Held on Tuesday 1st November 2016 at 8.06pm at Sydney Motorsport Park

Present: 13 Members as per attendance book. Paul Patten in the Chair.

Apologies: Greg Gibson, Garth Taylor, Adam Draper & Andrew Blacklock.

Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed with one alteration.

Accepted: Marty Stockwell **Seconded:** Glenn Gray

Business Arising: Steve Maher has contacted Pedders – struts expected 14/11/16
– could be delayed until the end of the month.
Will be shipped from Victoria and Steve Maher will take delivery.
CARnival 2017 – members at this stage are to make their own bookings.
(Form in this Magazine)

Treasurer's Report: Memberships Due: 13
Moved: Steve Maher **Seconded:** David Place

Correspondence:

IN: Email in: Magazines: Leyland Post #73 Oct; WA Nov, Vic Sep/Oct; SA Sep/Oct; Qld Sep/Oct;
CMC Preserve Oct on website; Retro Auto Oct; CARnival 2017; Highway 31 Classic Yass;
Stuart Brown next magazine; Shannon's re sponsorship; Prestige Shirts Invoice;
Quote for Valley Cover Gaskets; Membership payments; Xmas lunch payments.

Mail In: Penzed Sept Magazine.

OUT: Email out: Leyland Post #73 Oct; Draft Oct. Meeting Minutes; Reminder to Shannon's Insurance re o/s Invoice;
Shirt Order Summary; Invoice to Shannon's re Magazine Advertising; DJs Trophies re Badges.

Mail Out: Membership Cards.

Reports:

Registrar's Report: Steve reported that there are 15 Cars on HCRS however still waiting on information from some members.

Parts: Struts due mid-November 2016; Valley Cover Gaskets still not processed as yet, due mid-November.
Valley Cove End Seals still to be produced – estimated cost approx. \$70 per set – sale price approx. \$90 per set.
Rocker Cover Cork Gaskets are under investigation and process. Trim Clips being investigated (pink and green) and
Parchment Trim also under investigation.

Merchandise: Steve Maher spoke about the HSV Holden merchandising setup at Muscle Car Masters last Sunday.
He suggests that the Club could do something similar on a smaller scale.
Steve also suggested the Club buy Ford Hubs for the Trailer, so that we can use Targa Florio wheels on the Trailer.
Steve to investigate.

Website: No Change.

Activities:

Past: - Kellyville Cars & Coffee

- Burwood Festival - 16/10/2016 – Burwood Park
 - Camden Car Show – 16/10/16 – Camden Showground
 - Muscle Car Masters – Sydney Motorsport Park – 30/10/16
- Steve Maher reported on Muscle Car Masters – 7 P76s attended – it was a great day enjoyed by all.

- Marty Stockwell to prepare a report on his experience with the WA P76 Club to Geraldton on their annual excursion they are looking at possibly Margaret River next year.

Future:

- Kellyville Cars & Coffee
- Arcadia Car Show – Saturday 19/11/16
- Trinity Family Fiesta – Saturday 26/11/16 – Trinity Grammar Summer Hill – 7/8 cars
- 1-4 December 2016 - Motorworld Sydney – Sydney Motorsport Park
- Club Xmas Run – Sunday 4/12/16 Noel Delforce's place for Xmas function.
- CARnival 26/01/2017 – Parramatta Park

- Next Easter (2017) Tour to Tasmania organized by Vic/Tas P76 Club.

GENERAL BUSINESS:

Paul Patten and Glenn Gray reported on their visit to Chris Hobbs' place at Wentworth Falls. They looked at two P76 vehicles which were in poor condition. An offer of \$700 on behalf of the Club was made to Chris.

The Committee needs to give consideration to details relating to the President's Run, which will be held on Sunday 4th December 2016 at Noel Delforce's place at Lochinvar.

Kay De Luca spoke about the latest release book from the BMC – Leyland Australia Heritage Group – The Secrets of Style which will be available in the near future.

Next Meeting: Next General Meeting – 6th December 2016

Closure: Meeting closed at 9.50 pm.

Christmas Event Reminder

Leonne and Noel are putting a lot of effort into making our day a special one, so lets everyone who can come along and make it a wonderful event

Please get the form on Page 5 Back to Kay

**By This Friday 18th Please
Victorian Concours**



Unfortunately living where I now do and with current commitments, getting to as many events as I would like in NSW isn't currently possible.

I did however make it to the Victorian Concourse where there were some lovely cars This Targa Flario was the outstandig one having done only 500kms since a beautiful restoration

Stuart Brown

Club Merchandise



P76 The inside story \$25.00



P76 Wagon model Kit \$75.00
P76 Wagon model Assembled & painted \$140.00



P76 Coaster set @25.00



P76 Mugs \$15.00



P76 Targa Keyring \$15.00



P76 DVD TV ads \$5.00

Send Orders to p76@live.com.au

Additional cost for Postage

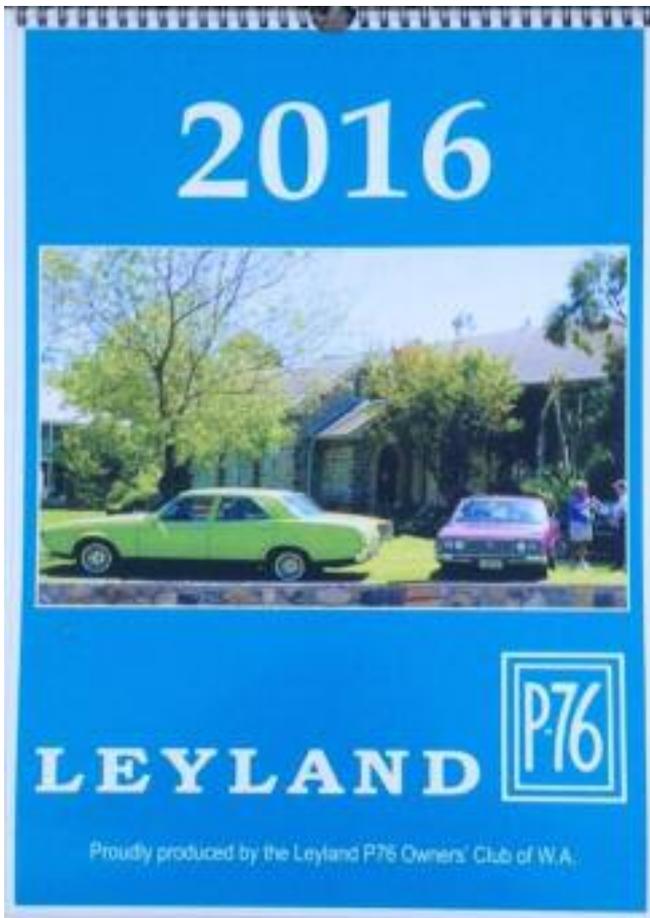
3 Projects - Steve Melvin

Our northern-most member, Steve Melvin from Ingham in North Queensland, has several projects on the go at the moment.

1. A Bold As Brass Mini Clubman
2. A Morris Marina TC Coupe
3. The ex Alan Nicolson, ex Phillip Hall Aspen Green Targa



2017 P76 Club Calendar from The WA Club



2017 Leyland P76 calendar.

Unique, limited edition calendar featuring a different photograph for each month.

The photograph displayed is for last year's 2016 calendar, shown as a guide.

The cover of the 2017 calendar will be different to the 2016 calendar.

Name:

Address:

Phone:

Price per Calendar: \$30.00

Postage (if required): \$10.00 Australia Wide (includes up to two calendars posted to the same address).

Total Calendars

Total Owing

Pmt Enclosed:

Payment Methods:

The following payment methods are happily received, please note that orders will not be placed until payments are made in full.

Cash or Cheque – enclose or bring by the deadline of the 5/12/2016.

Direct Deposit – bank details outlined below for those wishing to do a direct transfer. Please enclose your deposit receipt. Thank You.

Bank Details for Direct Deposit:

Westpac Account Name: Leyland P76 Owners Club of WA

BSB: 036-310 ACCT: 100394

Please Note: Deadline for all orders is C.O.B. Monday, 5th December. Unfortunately we cannot place orders received after this date.

Please ensure your order is correct, no exchanges or refunds will be available.

Any queries please contact Dave B at drbryan58@gmail.com or Paul B at paulbanham@hotmail.com

CARNIVALE in the Park 2017

City of Parramatta Council, in partnership with the Australia Day Council of New South Wales, invites you to register for CARNIVALE in the Park, which will be held in Parramatta Park on Australia Day, Thursday 26 January 2017.

CARNIVALE showcases a wonderful collection of classic vehicles including cars, fire engines, trucks, coaches, military vehicles, motorbikes and vintage speedway cars.

The move to Parramatta Park this year, due to Light Rail construction in the Sydney CBD, proved to be very popular and CARNIVALE will call Parramatta home in 2017 and 2018. Australia Day attendance numbers in Parramatta increased by approximately 20,000 this year with more than 60,000 in attendance – a great audience to appreciate the vehicles on display at CARNIVALE.

Based on information gathered from entrants and visitors in 2016, organisers are making changes to create a better environment for CARNIVALE participants. This includes more refreshment outlets within the display area, more shade areas and a large marquee where car club members can relax throughout the day.

2017 marks the 60th anniversary since the closure of the Parramatta Park racing circuit. Among the vehicles on display at CARNIVALE next year will be some of the cars that took part in races on the circuit.

In addition to CARNIVALE, other activities in the Park will include a spectacular hot air balloon display from 6am, followed by the Parramatta BBQ Festival, a family zone with concert and kids' rides in The Crescent, the Hottest 100 Party in the Park, concert acts on the Main Stage and a fireworks spectacular to finish the day-long celebrations.

Registration for CARNIVALE in the Park 2017 is now open at www.australiaday.com.au/carnivale We hope to see you there.

Yours sincerely

*Amanda Chadwick Administrator
City of Parramatta Council
Angelos Frangopoulos Chairman
Australia Day Council of NSW*

CARNIVALE Registration

To display your veteran, vintage or classic vehicle, it must be over 30 years old and built before 31 December 1986 or be an identical model run-on.

A registration form is enclosed with this letter or you can register on-line at www.australiaday.com.au/carnivale The closing date for all entries is Friday 18 November 2016 or earlier if the total allocation of space has been filled.

If your registration is accepted you will receive a letter confirming arrival times and further details on the event in mid-December.

WHAT YOU WILL RECEIVE PRIOR TO THE EVENT

A registration kit will be sent to successful entrants in December containing a windscreen sticker designating your time of arrival at the convoy assembly area, your parking area in the Park, a map of the location and details about the day.

WHAT HAPPENS ON THE DAY

- ♦ Vehicles arrive at the convoy assembly area at designated times from 7am.
- ♦ Free breakfast will be provided by the Rotary Club of Granville at the assembly area
- ♦ Vehicles are arranged in convoys by marshals
- ♦ Convoys leave the assembly area and drive to Parramatta Park where they will be directed where to park by marshals according to the space available.
- ♦ For crowd safety reasons vehicles must stay in their allocated position until 5pm when they may leave under the direction of police and marshals.
- ♦ Cars may remain in the Park until after the end of the Main Stage concert at 9pm.
- ♦ The Park closes at 9.15pm however vehicle clearance

will be toward 10pm, pending on the site manager's approval.

- ♦ Entrants displaying flags or banners must fix them securely to their vehicles only.
- ♦ No portable cooking facilities may be used in or around vehicles on display.

Adjacent to CARNIVALE in Parramatta Park will be a wonderland of fun for kids and kids at heart. It is the place for families to celebrate Australia Day through live entertainment, shows and activities.

For updates on all the day's activities visit ausdayparramatta.com.au and www.australiaday.com.au

WHAT TO BRING

The windscreen sticker, without which you will not be allowed entry, sunscreen, or raincoats and umbrella – the event goes on whatever the weather.

For further information on the event please contact: John Flower, Vehicle Co-ordinator, Australia Day CARNIVALE on jflower@parracity.nsw.gov.au



AUSTRALIA DAY IN PARRAMATTA

CARnivale

Thursday, 26th January 2017

To register on line go to: www.australiaday.com.au/carnivale

If you register on-line you do not need to use this form

Entries will close on Friday 18th November 2016 or earlier if all spaces have been filled.

REGISTRATION FORM

First Name:..... Surname:.....

Address:.....

Suburb:..... Postcode:.....

Phone:.....

Email:.....

Name of club you belong to (if applicable):.....

Display with this club? YES NO

Vehicle Make:.....

Model:

Year: (Must have been built before December 31 1986 or be an identical model run-on)

Rego. number:.....

If you have **not** registered on-line, mail this form to:

Major Events, Parramatta City Council, PO Box 32 Parramatta, NSW 2124

Enquiries: Vehicle Co-ordinator John Flower 0403 442 046 or jflower@parracity.nsw.gov.au

Rallying Around

A few of our members have been out doing some classic navigation rallies recently. Back in early September Garth Taylor, David Place, Steve Foldhazy and myself all took on the MG Classic. David and Steve both took their P76s, Garth was driving his navigator, Michael St

John Cox's
1985
Jaguar
XJ SC

convertible and I was with my regular driver, Ian Packard, in his 1978 Peugeot 504. Garth was contesting the premier division which is called Masters Steve Foldhazy who had a couple of mates

navigating, who had recently got his P76 back from Noel Delforce, was in the same division as me – Tour and David with his partner Sharryn were having their first ever rally running Social Tour.

The event was run over 2 days in and around the Hunter Valley covering some 700 kms of fantastic roads.

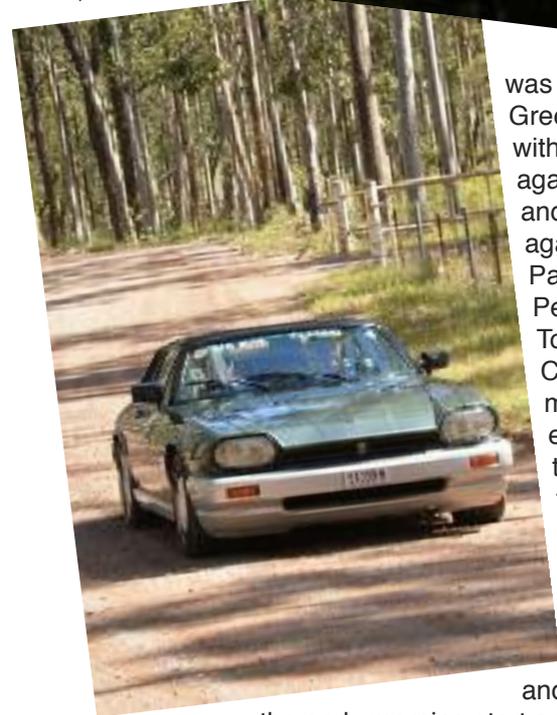
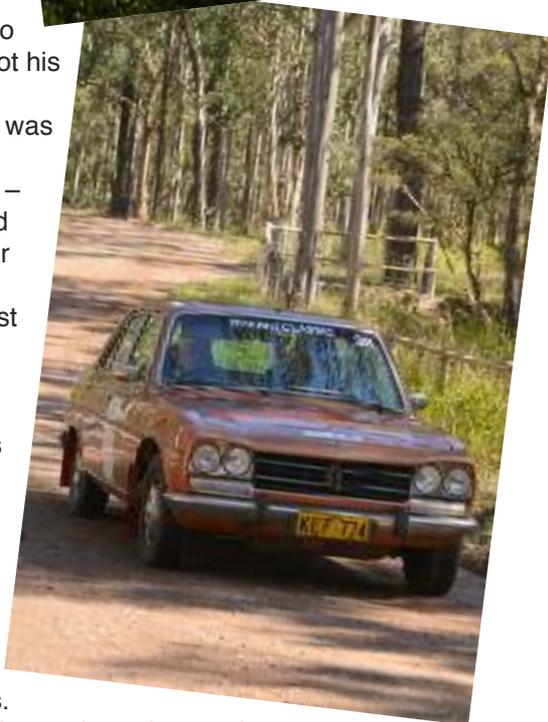
The MG Classic was based around our favourite Hunter Valley haunt the Motto Farm Motel. After breakfast and Competitors Briefing on Saturday morning all the crews left at 1 minute intervals eventually making their way to Stroud for lunch and then back to Motto Farm for dinner. Sunday took us from Motto Farm to Stanford Methyr for lunch over a very circuitous route.

Results were very mixed with Garth and Michael finishing 7th in the premier Masters division, Ian and I also finished 7th with Steve Foldhazy and crew doing well until, right near the finish, the clutch gave out on the P76. Despite this they still finished

13th in Tour division. David and Sharryn, on David's Bold As Brass Super, did a good job on their first rally, managing to work their way through the course finishing 8th. They loved the event, as we all did, and said they

would be back again.

The Classic Rally Club's signature event is the Alpine Classic which starts and finishes in Lithgow, running over 2 days, and this year overnighting in Parkes. 800 odd kms were covered over the 2 days. Only 2 club members took part in this event,



Garth who was in his Aspen Green V8 Super with his son Adrian again in Masters and I was once again with Ian Packard in the Peugeot 504 in Tour. The Alpine Classic is a much more difficult event to win as the event is timed so it adds some more complexity to it. Lithgow in October can still be cold

and so it was for the early morning start and breakfast at Lithgow Public School. The run to Parkes took us over a lot of new territory with some fantastic country roads. Really gave the P76 a chance to stretch its legs, not so much in the Peugeot. Lunch was in the little country town of Neville, catered for by the school P&C. What a feed and it seemed the whole town had come out to see us come and go. From there it was on to Parkes where we boarded some coaches and were bussed out to The Dish for dinner. Another cold night but a fantastic view of The Dish at night. Day 1 results were posted after dinner and Ian and I were pleased to find we were leading our division. Garth and Adrian were also doing

really well sitting in 4th in their division. Thoughts soon turned to the following day so it was on the buses and back to town. Sunday morning and the people of Parkes gave us a great send off. The local Council had the main street blocked off to all except rally cars and even lined up a local band to give us some music for our send off. The route on Sunday included an average speed test, which believe me is really hard to get right – we didn't, in fact most didn't. Lunch was at the Orange Emus Rugby Club followed by the run to the finish at the Royal Hotel, Bowenfels near Lithgow. Results were posted and it was great to see Garth, Adrian and the P76 successfully held on to their 4th place, a result they are well pleased with. Down in the Tour division sadly the average speed test was the undoing for Ian and I where we ended up 2nd at the finish by 1 point. After 11 attempts to win this rally this is my equal best result having finished 2nd in 2008. As they say "There's always next year".

Steve Maher



BG

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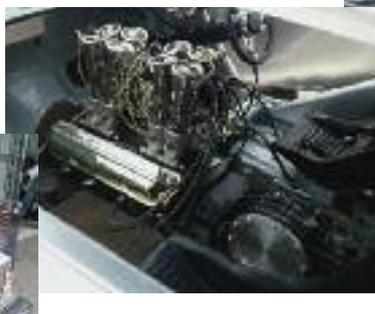
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www.bgcomputers.com.au

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Open 6 Days
Except Public Holidays

Muscle Car Masters





Door, Boot, Window and Other Rubbers

Whether doing a full restoration or just good maintenance on a loved car the rubber components are something vital to making a car reliable and nice to travel in.

Over the years there has been variable availability for some of these parts with NOS firstly providing them and more lately some third party suppliers with a variety of alternatives. Either as DIY cut lengths and clips, or fully formed components.

As we go forward with the cars in the next few years these third party suppliers are becoming more important as the NOS parts become obsolete, or people's personal stocks become depleted. Along with fitted components wearing and needing replacement.

Last month we mentioned newly developed castor rod bushes made specifically for the P76. These will be available soon.



Also during the last month as some cars we are involved in neared completion and it came time to locate rubbers it seemed the previous sources were either no longer there or unable to supply critical items such as door rubbers!

However persistence paid dividends and I was able to find the new details for MVR, (formally Spectrum), new way of trading for Scott's and a brand new product from Rare Spares!

MVR seemed to have shut up shop with missing web site, disconnected phone and nobody there when three club members visited! It turns out, however, that they were just reorganising and so can still supply excellent quality products for the cars including;

Door & Boot Rubbers, Bonnet Bump Stops, Mould Clips, Bailey Channel, Horn Rubbers, Suspension Bushes, Engine and Gearbox Mounts (Changeover), Fuel Hoses and some insulations. Their full product list is on their web site <http://www.mvrindustrial.com.au>.

Their new number is 02 4721 4584 and opening hours:

Monday : Closed for production / manufacturing or by appointment

Tue / Wed / Fri : 10 - 5

Thursday : 10 - 5 (2016)

10 - 6 (2017)

(These have yet to be updated on the website.)

Clarke Rubber can also do Bailey channel at very good prices.

Scott's Old Auto Rubber from Oakleigh

have moved to online only, having closed their store and only have limited quantities. They usually can only supply lengths of materials not made up items or are resupplying items from one of the others. <http://www.scottsoldautorubber.com.au>

That brings us to Rare Spares.

As some will know many components for the P76, are in one way or another shared with other Australian made cars. As such there are things available from Rare Spares which either suit or come close to the P76 ones, such as Torana door lock ferules from the door window caps for where the lock buttons come through.

Recently however they have started to make the excellent window belt line, (scraper), rubbers shown.

If you have ever tried to make these you will realise how good it is to be able to buy them even at \$50 each which is about half the cost elsewhere. Ordered they take 5 weeks for delivery.

This is especially significant as Rare Spares have previously not wanted to stock P76 items. Whilst they are willing to look at making things for us, they've mentioned that we would have to buy whole production runs. For 1000 50c clips this would be achievable but for larger items this could prove difficult. If you have followed their practices over some time you would have noticed that even some Holden items, (like dealer stickers), aren't worth their while.

So it is vitally important that we as p76 owners buy these and show support to them, (and others like Dashboard Doctor, Trim suppliers etc), who are willing to take a chance on P76 products to ensure ongoing supply of them and possibly other parts into the future.....

Stuart Brown



P76 Owners to the Rescue

Performed fire fighting duties , was first with extinguisher as Holden 1 tonner was alight under bonnet. Then ripped extinguisher from a teenage boy who was unable to release pin and finished job. Unfortunate for owner but may have been a lot worse. - Greg Bryant



Poor guy almost lost his Ute. Lucky a lot of us had a fire extinguisher. Broken fuel line. - Peter Velthuis



There was quite a haze created...

arcadia markets
Established 2009

19 SATURDAY
NOVEMBER 2016
8am - 3pm

Featuring *Old Skool* Car Show
PRESENTED BY ARCADIA PUBLIC SCHOOL
140 Arcadia Road, Arcadia

Find us on facebook at www.arcadiamarket.com.au

Graphic Design by [unreadable] Printing by [unreadable]



CAR SHOW

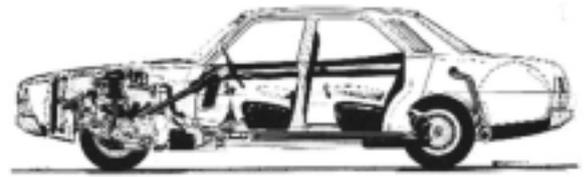
Street machines, rat rods,
Wintage cars & bikes

Saturday 19 November 8am-3pm

Contact Geoff on 0408 600 422 for more information
and to register your vehicle

140 ARCADIA ROAD, ARCADIA

Shop 76



Strut Order

The latest delivery details from Pedders is mid-November for the struts, I will contact all who have placed orders to arrange delivery or pickup once they have been delivered to the club.

Valley Cover Order

The order has been place for the first batch of V8 P76 valley covers, these will be made in Australia, delivery will be in early November.

A manufacturer has been found for the valley cover end-seals and V8 rocker covers. Orders will be placed this month

Trim Clips

We are currently still looking into the supply of trim clips

New product

Bumper bar rubber holders as per photo they will make sure that you wont have any droop!

They are made from Stainless Steel and come in set of Front and Rear

They will be \$160/set including all the nuts and washers to suit. - Plus Post Contact Stuart Brown for these on 0400995515

Glenn Gray, Parts officer - p76@live.com.au - 0433 183 531

Parchment Interior Trim



So I have finally managed to get a project I have been looking at for a few years off the ground.

Whilst I can currently buy all the other interior colours Antique Parchment has not been available since the closure of Nylex in Melbourne.

With my particular liking for this colour in preference to the others I have tried for some time to get it done but the cost was going to be \$16,000 or more! We would have

had to buy it all, making it prohibitive.

I now have a company who is interested in undertaking it with the support of pre-orders, which should have the material here before Christmas, subject to all the various parts of the shipping arrangements.

Vinyl

The process of getting Parchment trim is progressing well. I took a large piece of the original vinyl to the supplier the other day for final pattern making and pricing.

The supplier is keen to have pre-orders to make it fully justifiable for them to proceed with this and thus for us to ensure it is done and to that end has asked for promotion again of a **50% cheaper option for those supporting this up front.**

An estimated 11m is required for a full interior and at \$275 that is a very cheap investment in either materials for a new interior or as insurance for any future wear or accidental damage.

I will be purchasing 40m myself, enough for a couple of restorations and some to put away.

It is very likely that this will be the only opportunity for this to occur and indeed, as mentioned above, it has taken a long time, (at least 5 years), to get it done this time.

First samples have now been received and whilst the base colour and embossed pattern are spot on the mottled colour still needs a little work. So we have gone back to the maker for a second round of sampling. A little holdup but all would agree this needs to be spot on.

All money is going to the supplier and delivery will hopefully be Early next year, (exact date to be finally confirmed) At that time money will be collected by the NSW club as one central co-ordination point.

My motor trimmer has said he will be interested in making new seat covers as either covers or fully fitted up to seats for anyone interested too. He is costing those this week as well as confirming the exact quantity required for us as well. (estimated at 11m off the roll)

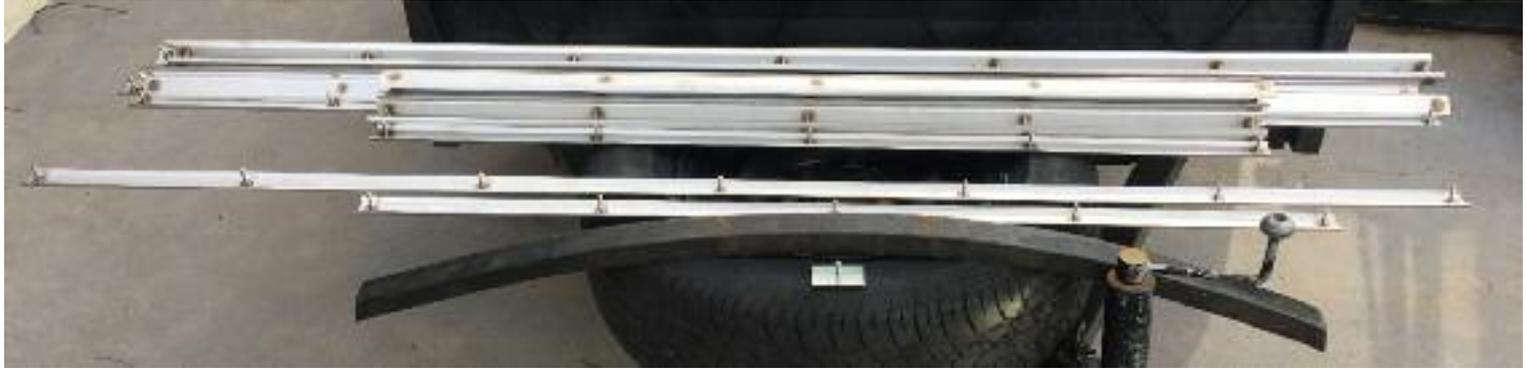
Executive Cloth

We have already received samples from another supplier and will post more details shortly with the view to placing an order

Stuart Brown 0400 995 515

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Engine Gasket kit V8 bottom end (EW970) ACL	ACL	\$60.00
Engine Gasket kit V8 Valley cover and end seals	ACL	\$150.00
Engine Gasket kit V8 Rocker covers Pr	NOS	\$30.00
Rear window Tinted with demister (one only)	NOS	\$250.00
Oil filters Z86	NOS	\$25.00
Air filter element V8	Ryco	\$35.00

P76 Anything But Average ...

Latest Release

In this latest release from the BMC -Leyland Australia Heritage Group Inc., David Bentley, David Hardy and John Holt reveal the details of their work while recalling their experiences with their now-departed colleagues Bill Moody, Romand Rodbergh & Mark Cassarchis. Never-before published pictures show what happened during the Company's turbulent history and give an indication to what might have been, had things turned out better. More than a historical record, this book educates the reader's eye so that you may look upon both modern and classic vehicles with a new understanding & appreciation of the art of motor vehicle styling.

Secrets of Style
at BMC-Leyland Australia

Ever had that feeling that a motor car's appearance just doesn't look right, but can't put your finger on it? Take, for example, Australia's most controversial car: the Leyland P76. From some angles, it looks superb, even decades after it was designed. From others, it looks an ungainly embarrassment. In this book, the history of styling at the British Motor Corporation (BMC)/Leyland Australia's factory at Zetland in Sydney is recounted by those who were involved. From its earliest days as a service provider to Product Engineering, the BMC Styling Department eventually received some degree of autonomy but by then, it was too late. Closure of the factory in 1975 spelled the end, and styling for the subsequent assembly operation at Enfield went back to Engineering.

Here, David Bentley, David Hardy and John Holt reveal the details of their work while recalling their experiences with their now-departed colleagues Bill Moody, Romand Rodbergh and Mark Cassarchis. Never-before-published pictures show what happened during the Company's turbulent history and give an indication to what might have been had things turned out better.

More than a historical record, this book educates the reader's eye so that you may look upon both modern and classic vehicles with a new understanding and appreciation of the art of motor vehicle styling.

**David Bentley,
David Hardy,
John Holt
and
Tony Cripps**

BMC-Leyland Australia Heritage Group Inc.

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The Leyland P76 Owners Club has secured a limited supply of this book which sells for \$30 to Club Members. Pay by cheque to the Club's PO Box 2769 Carlingford NSW

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Kay De Luca

One Step Forward Two Steps Back

Peking To Paris P76

That most gruelling of motor rallies for classic cars, The Peking To Paris Motor Challenge, only comes around every three years and this year from mid June to mid July it once again wove it's way across the top of the world from Beijing, China to Paris, France. This time round the rally took 36 days and covered some 13, 695 kilometres travelling through China, Mongolia, Russia, Belorussia, Poland, Slovakia, Hungary, Slovenia, Italy, Switzerland and France.



Three years ago we were

celebrating the back-to-back win by Gerry Crown and Matt Bryson then in a Leyland P76 V8. Fast forward three years and Gerry, Matt and the P76 are back in China ready to defend their title and make it a hat-trick three in a row wins. The field for this year's Peking to Paris was larger than the previous event with 50 entries in the Vintageant category for pre 1941 cars and 59 in the Classic category for cars 1942 to 1975. This year there was a much bigger Australian contingent as well with 16 Australian crews tackling the event. This time the depth of the field was also greater with many more possible winners. So Gerry and Matt had their work cut out for them and the P76.



somewhere in the top ten but leading was quite a surprise.

Day four was where things started to go wrong. Two tests were conducted and the P76 was second fastest on the first. The second test though was not so good. Travelling at around 160 kph they came across a creek crossing with two alternative routes, they chose what looked the best and charged across. What wasn't easily

visible was that both sides of the crossing had 30cm high embankments. The P76 flew off the approach side and hit the departure side square on.

From the event start in Peking (Beijing) the rally had a fairly straightforward run over two days to the China/Mongolia border. No quick trip down the motorway but over some terrible Chinese country roads with a couple of tests or special stages thrown in. Most cars got through OK but some were already needing work.



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Into Mongolia and this is where the rally really starts and after three tests Gerry, Matt and the P76 were on top. Matt reported that they weren't pushing too hard as it was only early in the event with a long way to go and they expected to be

A huge impact. The result was a blown driver-side front tyre and a bent passenger-side radius rod. They decided to continue to the end of the test rather than stop and change tyres as that would have lost them more time. At the end of the test they had dropped only 1 minute to the quickest car, an Alfa Romeo. Just before the start of the third test the P76 dropped all oil pressure. After repairs they rejoined the rally but at a much-reduced pace arriving at the overnight stop in Ulaan Bataar, the Mongolian capital.

Day five was a rest day and Matt Bryson along with some very talented mechanical help worked on the engine all day and well into the night trying to diagnose the problem. It looked as if their rally was over. As luck would have it some out-of-the-box thinking found a solution and once again the Leyland V8 was sounding strong. Some issues with the timing of the event had them initially placed 57th out of 59, this was later amended to 17th. As they had no idea how much, if any, damage had been done to the engine after the periods of no oil pressure, Gerry and Matt decided to take a more conservative approach to the rally with the aim of getting to Paris so their pace was downgraded from race to brisk.

From here on the rally continued to make its way across Asia and into Europe. Gerry and Matt, despite now only at a brisk

pace had dragged the P76 up to 4th by day 23 then on day 24 again disaster struck. On a test section in a heavily wooded forest on the way to Minsk in Belorussia, Gerry made one of his very rare driving errors. By now a podium finish was looking possible and Gerry was back in race mode.

On a very slippery stage with narrow roads they approached what looked to be a fast open right hand bend. Gerry and Matt were again doing around 160kph and lifted off the throttle to drift into the corner. It quickly became obvious that this was a second gear corner, not the fourth they were in. This massive overspeed resulted in the car sliding off the outside of the corner into a farmers paddock. Gerry kept his right boot into it to drive out of the paddock and back on the road but there was a log or something hidden in the long grass and as the car shot back



Day 32 saw the only other mechanical problem occur when the water pump started leaking. This was changed quickly with the spare carried onboard. Four days later the rally pulled into Place Vendome in Paris with Gerry, Matt and the P76 in 6th place. They inherited one place after the unfortunate crash of the second placed Mustang of Aussies Rob

Garnsworthy and John Teasdale on day 28. Gerry and Matt are well pleased with their result as they realised that the P76 was still the fastest rally car there and with a little luck it could have been win number 3. The winners, Mark Pickering and Dave Boddy, drove a brilliant rally though in their Datsun 240Z and thoroughly deserved their win making it 3 Aussie winners in 3 events. In fact there were 4 Aussie

crews in the top 6.

Congratulations to Gerry Crown who was once again the oldest competitor on the rally at 84 and to Matt Bryson who obviously prepares a great rally car. Matt also won, along with Sebastian Gross, Best Help to the Sweeps Award for spending most of his free time helping fellow competitors.



on the track it hit the log and leapt airborne completely over the road to the other side where they landed on some, thankfully, forgiving trees, mowing them down and beaching the car on them.

Thanks to fellow Aussies Max and Julie Stephenson in their 1923 Vauxhall who stopped and towed them back on to the road. The result was they lost about 15 minutes and dropped to 7th place. The P76 was now looking a bit worse for wear as well.



Congratulations to Gerry and Matt. They showed that throughout the event they were competitive and always a chance to win. Even with the setbacks they never gave up and should be proud of their achievements. All their supporters from around the world are proud of their efforts and their never-say-die attitude.

Motorsport is full of ifs, buts and could've beens. It just goes to show that no matter how good you and your crew are, how good your car is, you still need that tiny amount of good luck which neither money nor experience can buy. Gerry Crown, Matt Bryson and the Leyland P76, three great Aussies. We salute you.

You can checkout more information via their Facebook Page <https://www.facebook.com/groups/112305558944828/> and at their blog <http://worldrallyp76.blogspot.com.au/>

Steve Maher

A Boot Full of Stories - *Stuart Brown*

G'day everyone, I hope you have enjoyed this second magazine we have put together for you.

Sorry it's a little late I had a Telstra problem which took out my internet for over a week and used a lot of time rectifying it.. Also production was held up waiting and searching for content. I would request contributors send their material to me ASAP. We would like to invite contributions from all club members. You are most welcome to provide articles, photos, a Tech piece or anything you think may be of interest to members. Please remember delays getting content to me means delays compiling and editing the magazine. This would make our job much easier. Thanks everyone!

Many thanks to all who have provided material to make this another very interesting magazine.

Now back to my story....

As I mentioned last month following my first restoration of the light blue car and winning the Vic Concours, I was anxious to get out there with the P76. As one of the few younger members of the Vic P76 club there was only limited interest in my preferred events. I found myself drawn drawn to a Street Machine club - Wagons United - who were one of the most active clubs at the time and where many members shared my love of and/or respect for the P76. They

owners believed it was a write-off but but sold it to us still registered with only a couple of months left. What we lacked in budget and time (we only had two weeks) we were able to make up for with enthusiasm and hard work from approximately twenty club members.

After a few night time working bees we had replaced one quarter and straightened the other, fixed up the remainder of the car and gotten it into primer. Alan Cooper, then a sign-writer from Warragul and owner/builder of Blo-Bak, (twin engined ute and inaugural Street Machine of the



Year) donated the use of his business for painting and signwriting, (but not spelling - note the Moorabin instead of Moorabbin - which we still laugh about today). So a bunch of us went down there and this was the result; pictured above.

Finally wanting to enter the burnout competition, but also knowing the BW35 wasn't really up to that task I thought of the smoke flares we used in the Army which could be triggered remotely and were remarkably easy to buy! When we were offered various colours of smoke, I instantly knew we wanted that.

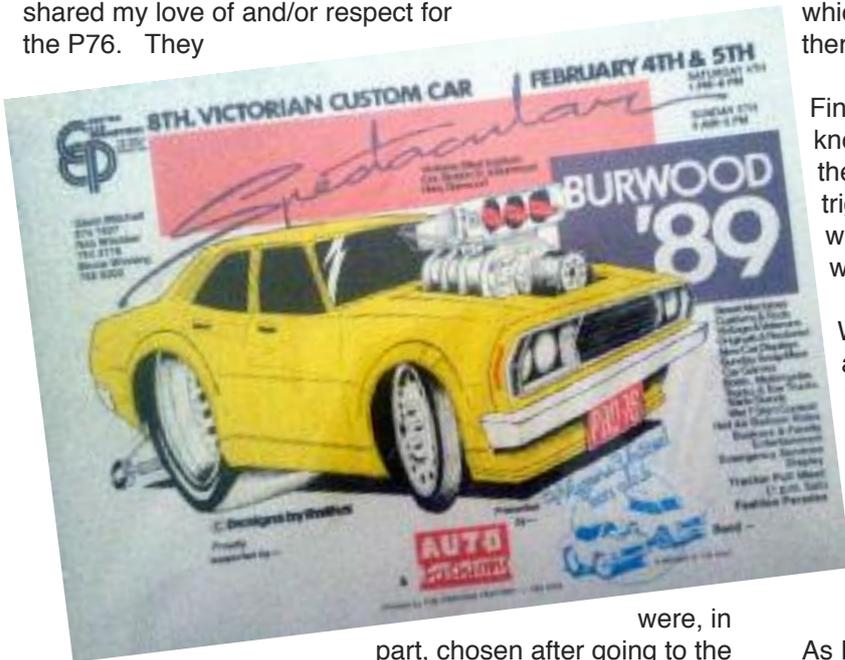
We certainly made the impact we were looking for as well as the cover of the Summernats issue and another issue of Streetmachine Magazine and were celebrities everywhere we went in it after the smoke stunt.

Coloured tyres were later invented so others could do a coloured burnout... A Standard P76 changed the whole burnout competition culture which is very cool!

An awesome thing to have been part of made all the more special by doing it in a P76.

As I said last time this car then contributed to my white one after I bought it from the club following the event and put all the bits in a better shell.

Between the white and green cars, with some friends, I had started, indeed nearly finished, restoring a cream V8 4 Speed Super which was mechanically awesome. We restored the interior and included an interesting conversion to 4 bucket seats in Imperial Leather. We had it all repaired, primed and fog coated ready for a final rub before paint. On the way home from my regular Wagga weekend, to work, before returning the following weekend for the finished paintwork a B-Double rear-ended the tandem I was towing, shunting me into the trees at Euroa! This destroyed my car (the front was pushed 30cm sideways by the metre-wide tree which stopped



were, in part, chosen after going to the Victorian Hot Rod Show and seeing the promo poster for the upcoming Custom Car Spectacular.

Following this show and now as an active member myself, with a bunch of fellow enthusiasts, (who remain close friends today), we decided a big promo was needed at Summernats for the 1990 show. We settled on the idea to put together a P76 and participate in as many of the annual festivities as was humanly possible.

A suitable candidate was found and with our meagre total budget of less than \$1000, we bought a registered Red Executive, damaged by a drunk driver while parked in Melbourne, resulting in both rear quarters caved in.... The

it). Although the P76 crumpled in all crumple zones, (inc. the floor), both my dog and I survived unscathed and the doors all still opened. This led to building the green car.

While building the white car mentioned last time, I also built another Targa for and with, my best friend. I have had mixed luck with Targas over time and this was to be no exception.

The first I restored, was commissioned for a museum paid the deposit for my first home. The second was stolen from my fenced front yard, never to be seen again. This, the third, was then restored to immaculate condition and Greg loved it. Greg had sold me his Black 351 XC GXL Falcon when the cream P76 was killed and decided he would like it back so we swapped and I owned a Targa again.



I converted it to manual, twin exhaust, nice radio, some rear headrests, venetians and lowered it, then off to Summernats I went. After really enjoying it for a while I unfortunately was hit again by an illegally driven car, (changed lanes across solid lines without looking) and written off. It was in storage for almost 20 years, sold when I divorced and only recently, (in July this year), purchased back to restore.



By the time of write-off I also had my green car and was offered a couple of body shells cheaply at \$150 including delivery! When they arrived, one was way too good to wreck so whilst I was looking for another Targa shell I decided to build a show car. The result was the yellow and purple car which I will talk about in a future issue...

Next month I am going to write about RE-restoring the third Targa again.. Restoration currently underway.....

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