

THE Leyland Post



Leyland P76 Owners Club of NSW Inc.

www.p76clubnsw.org

Magazine 73 October 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
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Since 1981



Your Committee For 2016-2017

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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 October 4 At 7:30 PM
All Welcome



Magazine Contributors

This issue's contributing photographers & writers

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

On The Cover: Julian Portelli's Variety Bash conquering P76

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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President's Report - *Paul Patten*



British Day and the BMC-Leyland Australia Heritage Group Luncheon, I thank all those who attended and made our presence a positive and professional one.

Unfortunately, we were without Tony at the Shannons Classic due to illness and without both Tony and Kay for the All British day, as Tony recovered. However it is good to report that Tony is pretty much back to his normal self now.

The club's new committee is now in place of course and has had its first planning meeting, I am pleased to welcome all of the committee which is made up of both old and new faces and look forward to a busy and eventful year ahead.

One of the challenges we have had over the past year has been the absence of an editor which has made the publishing of our magazine more difficult. I am pleased to report that we now have an editor in the form of Stuart Brown, who is ready, willing and able to undertake the editorial role for us. Being based in Victoria, Stuart will be undertaking his new role at a distance however, and will be relying on all of us to forward contributions to him for inclusion. I would ask everyone to contribute to the magazine by sending photos and stories to Stuart, or even suggestions of what you think should be included from time to time.

Looking forward to the new year and catching up with you at meetings and outings.
Paul.

Albeit a belated wish, welcome to a new club year. Unfortunately, the last few months have been busy for everyone with several club outings and a few committee members being laid low with various illnesses.

As always, the first couple of months of the new club year has been a busy one, with the club attending a number of major events including The Shannons Sydney Classic, The All

Our Condolences



It is with much sadness that we are informing members of the P76 community that Neville Humpherys wife, Sonia, has recently passed away.

Neville is one of our Qld members and a serious Pnut. Sonia passed away suddenly after complications following breaking her leg.

Our thoughts and prayers go out to Neville and his two young sons, Travis and Marcus.



Minutes of General Meeting

Held on Tuesday 6th September 2016 at 8.06pm at Sydney Motorsport Park

Present: 12 Members as per attendance book. Paul Patten in the Chair.

Apologies: Julian Portelli, Steve Foldhazy; Matt Bryson; Garth Taylor.

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

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

Business Arising: Trailer Registration – Registration Papers and Plate to be returned to Kay.

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

Correspondence:

IN: **Email in:** Magazines: WA Sept, Owners Club Newsletter August; SA July/August Mag; Vic-Tas. August Mag; NSW Fair Trading changes; S. Foldhazy re HCRS; Emails re Badges & Shirts; Trinity Grammar School Fiesta 26/11/16

Mail In: Leyland P76 Council NAB Statement.

OUT: **Email out:** Draft August Minutes, Shirt & Badge Orders; August Club Newsletter; All British Day new ground layout.

Mail Out: Membership Cards.

Reports:

Registrar's Report: Steve Maher is currently sorting out paperwork – will be more up-to-date next month.

Parts: \$1,100 worth of parts sold during August. Valley cover gaskets will now be manufactured and 50 to be ordered. Struts order now placed with Pedders and \$10,000 has been paid. Plastic clips for lower door strips have been located by Bert Colombin and fit CL Valiant Charger. Stuart Brown now has replacement dash veneer \$120 – he also has stainless steel bumper bar rubber retainers for Executive models. He has enough material for 2 x original coloured boot carpets.

Merchandise: \$365 worth of merchandise sold during the month.

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

Activities:

Past: - Kellyville Cars & Coffee

- Shannons Sydney Classic 14/8/16 – was well attended and a successful day for the Club.
- All British Day 28/8/16 – limited space available to the Club due to areas cordoned off following the rain. The gazebo wasn't anchored sufficiently and a gust of wind caused minor damage to Denise Mort's car.

Future:

- Kellyville Cars & Coffee
- BMC Leyland Heritage Group Luncheon Ryde Eastwood Leagues – Saturday 24th September 2016 with Car Display – Pedr Davis Guest Speaker.
- Mystery Run – Date change to Sunday 2/10/16. Meet at Caltex Glenfield 9.30am. Lunch at Australian Motorlife Museum at Kembla Grange.
- Muscle Car Masters – Sydney Motorsport Park - 29/30 October
- Trinity Family Fiesta – Saturday 26/11/16 – Trinity Grammar Summer Hill
- Next Easter (2017) Tour to Tasmania organized by Vic/Tas P76 Club.

GENERAL BUSINESS: We need to send articles to Stuart Brown for the next Magazine – covering Shannons Sydney Classic, All British Day, Oasis Run etc. Stuart will also do the next Newsletter.

Magazine yearly timeframe as suggested by Steve Maher – February, May, August and November.

Kay has ordered Club Badges and Shirts and it was suggested by Glenn Gray that the Club look at purchasing a Summer Shirt, similar to the 40th Anniversary Targa Shirts.

Next Meeting: Next General Meeting – 4th October 2016

Closure: Meeting closed at 9.30 pm.
.....

Membership Renewal

If you have not already paid please do so
now otherwise this is your

Last Magazine

Current & Coming Events - *David Place*

October:

OASIS Outing - Refer CMC Newsletter	Tuesday 4th
Monthly Club Meeting	Tuesday 4th
Burwood Festival Classic Car Show	Sunday 16th
Burwood Park Burwood NSW	
Camden Car Show Camden NSW	Sunday 16th
Muscle Car Masters	Sat-Sun 29th - 30th

November:

Monthly Club Meeting	Tuesday 1st
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Oct 29 & 30, 2016 - Muscle Car Masters;

A celebration of Australia's Muscle Car Heritage and a tribute to the drivers that raced.

The 12th running of the nation's most successful retro motorsport event, to be held on the new date of October 29-30, will see the return of five popular race categories plus a class making its Masters debut, the Kumho V8 Touring Car Series. The Kumho V8 Touring Car Series being the unofficial third-tier of V8 Supercar racing, providing a chance for the Commodores and Falcons of previous seasons to continue their racing lives. In addition, there are dedicated demonstration sessions for 'Supercars' from the Australian 5.0-litre Touring Car Association.

Returning categories include Heritage Touring Cars (Group C/A), Touring Car Masters, Australian Trans-Am, Historic Touring Cars (Group N) and Group S (production sports cars). The 2016 Masters will also feature a new 'Sports Racing Car Invitational' demonstration session for historically-significant vehicles. Invited cars will come from the ranks of Sports Sedans, GT cars, plus Can-Am, Le Mans-style and Big Banger sports cars.

And a special all-Mini race, for cars from the Group Nb ranks, will be held to celebrate the 50th anniversary of the Morris Cooper S's win in the 1966 Bathurst 500.

The Masters will also host the 2016 A9X Torana Club Nationals and a unique Pit Lane walk for spectators. The ultra-popular Pit Straight Car Club Corral and Featured Muscle Marques display and parade will have twin focuses in 2016. Ford's contribution to Australia's performance heritage will be celebrated in the month the company winds up manufacturing in this country. Meanwhile, Brock Commodore owners will be encouraged to attend to mark the 10th anniversary of Peter Brock's passing and 30 years since the launch of the VL Group A.

All Competitor Forms and information can be found <http://www.sydneymotorsportpark.com.au/competitor/>

OASIS Outing - Refer CMC Newsletter	Monday 7th
Arcadia Markets Car Show	Saturday 19th

December:

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

Tasmania Easter 2017:

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

Australian Muscle Car Masters will pay homage to Aussie racing legend

The 12th annual Australian Muscle Car Masters at Sydney Motorsport Park will pay tribute to one of Australia's most prolific motorsport icons, Peter Brock.

Marking the 10th anniversary of Brock's death, the event will focus heavily on the 'golden era' of Australian motorsport including the 1960's, 70's, 80's and 90's – eras during which Brock cemented his legend.

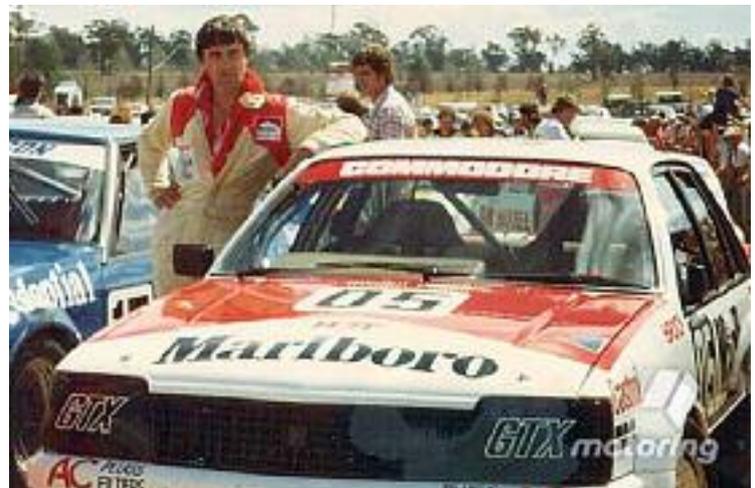
There will be many former Brock racing cars at the show, including his 1993 Mobil 1 Racing Commodore VP Bathurst Car, which will take part in the event's Australian 5.0-Litre Touring Car Association demonstration.

Another of Brock's former cars that will be in attendance is his recently located Bathurst 12-Hour Commodore VP SS V8 that he and Tony Scott drove to class victory and eighth overall in 1993.

Other cars on show this year will include Historic Group A and C Touring Cars in the Heritage Touring Cars class, Australian Trans-Am, Group N Historic Touring Cars and Group S cars.

The Muscle Car Masters inaugural event was held in 2005, and Brock was in attendance that year. The event has now become a perpetual occasion each year at Sydney Motorsport Park.

This year's Muscle Car Masters will take place on the 29th and 30th of October, and anyone wanting to attend can buy tickets through the website www.musclecarmasters.com.au.



Picture of Brock and 1982 VC Commodore courtesy of Falcadore/Wikimedia Commons

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

Recently Completed P76 Models - *Greg Bryant*





SHOW \$ SHINE



10AM TO 5PM

Sunday 16
October 2016
BURWOOD PARK

Celebrate the 25th anniversary

of the Classic Car Show and Shine in style at the biggest family friendly festival in the Inner West.

Bring your four wheeled baby along for show, or enter one of fourteen categories to be judged best in show by the Council of Motor Clubs.

- | | | |
|--|--------------------------------|--|
| 01. Best Veteran or Vintage - up to 1929 | 06. Best 70s Classic | 11. Best Hot Rod |
| 02. Best 30s Classic | 07. Best Modern - 1980 onwards | 12. Best Street Machine |
| 03. Best 40s Classic including WWII vehicles | 08. Best Commercial Vehicle | 13. Best Custom |
| 04. Best 50s Classic | 09. Best Motorcycle | 14. Best Unmodified - Original or Restored |
| 05. Best 60s Classic | 10. Best Exotic or Unusual | |

Entry is \$10, payable on event day to the volunteers from the Burwood SES.
To enter, visit www.burwoodfestival.com.au and click on the Classic Car Show and Shine tab

Shannons Sydney Classic 2016

The sun certainly shone for the Shannons event this year and another fantastic day was organised and run by the CMC. Reports have it that something in excess of 1750 cars took over the vast grounds at Sydney Motorsport Park. For anyone who hasn't attended this event, it must contain the widest variety of cars of any such event in Australia, and well worth a look. In fact, to get around the event and have a proper look at the vehicles on display is a real challenge in the one day.



Force 7, 1 x Marina Coupe, 1 x Torana, 1 x VL Commodore and 2 x Corollas (1 x current and 1 x Classic).

We were also joined by neighbours and Classic Club members Joe and Troy Green and Peter O'Brien, adding another 2 x P76s and another Force 7, making a rare treat for visitors to the event seeing two Force 7s together.



The club's display was very well done with the club Marquee on display for the first time at the Shannons event and those who looked after the marquee/merchandise were kept busy throughout the course of the day, with some merchandise and memorabilia sold, along with many hours of discussion and reminiscing with numerous visitors. Thanks to Greg for bringing along the

mandatory 44 gallon drum, something which always creates interest and settles many disputes for visitors



Members who attended included Greg

Bryant, Denise Mort, Graham Foy, David Place, Noel Delforce, Peter Velthuis, Shannon Wharton, Sha ne Fox, Marty Stockwell, Paul Van Look, Glenn Gray, Steve Maher, Paul Patten, Scott Wilson and various family members. Our presence included a total of 7 x P76s, 1 x

There was much to see and do on the day with many members taking the opportunity to cruise the circuit in their



own cars or in historic buses. Feedback from the large number of visitors, many of whom were former Leyland employees and/or ex owners, was very positive.

Feedback from the organisers however, suggests that as this event grows in popularity and complexity, there is an increasing need for volunteers. They have put a call out for anyone who can lend a hand next year.

Paul Patten



Some of the Other Cars at the Shannons Classic



Photos from Tony & Kay De Luca and Peter Velthuis

This one below looks like fun a Seriously overpowered Box Trailer



Variety Bash 2016

Having volunteered for Variety, the children's charity, since 2010 and entering their B to B Bash for 6 years, it was time to retire the Holden HD and start a new project. After a lot of deliberation our team, "The Wog Boys", decided on a classic Leyland P76.

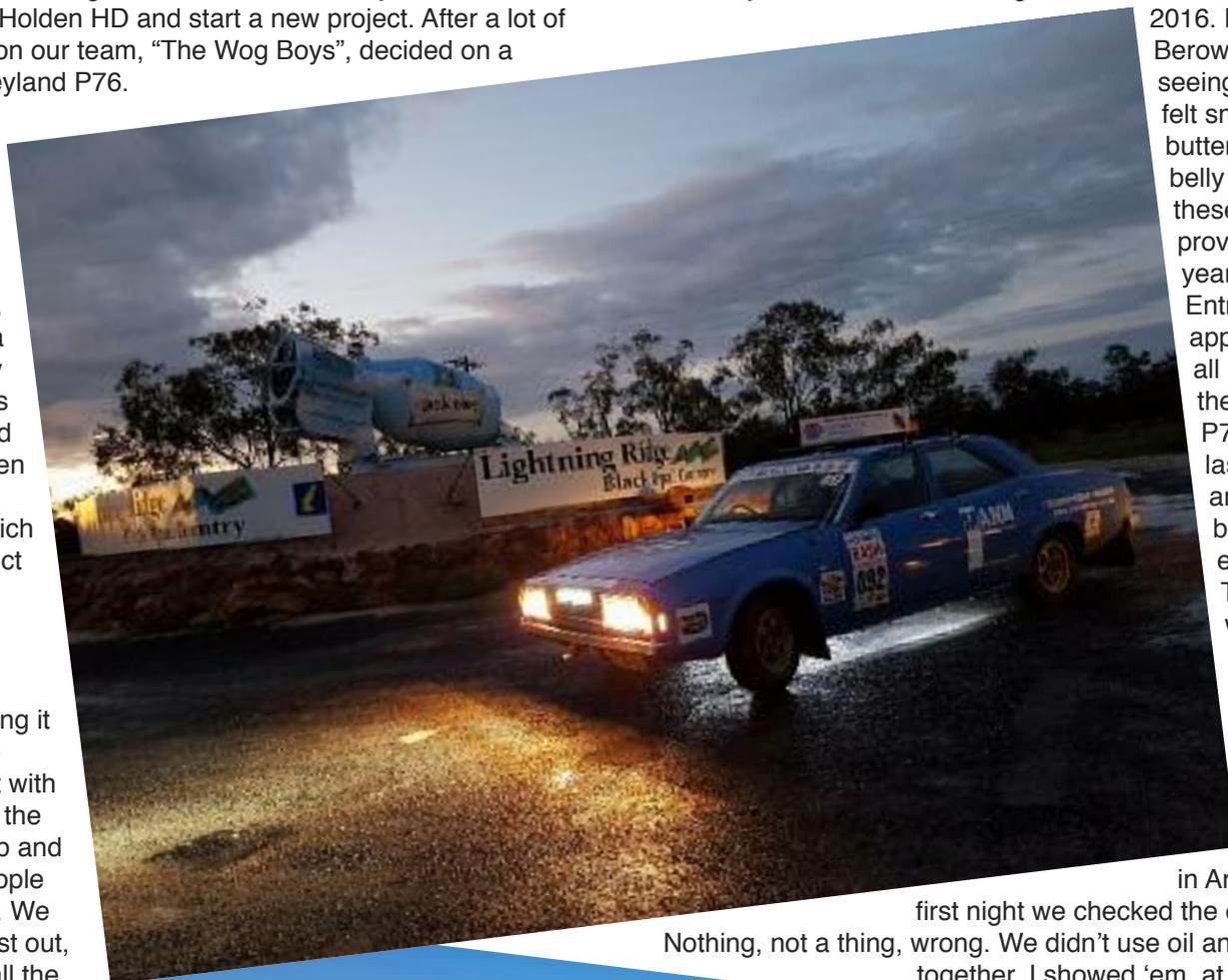
Buying the car from a paddock in Goulburn, it was in a very sorry state. Lots of rust and hadn't been started in years, which was perfect for its intended use.

After getting it home, we stripped it with help from the NSW Club and lots of people interstate. We cut the rust out, sourced all the available parts and painted it in the original Am Eye Blue, with added metallic flake, just to give it pop for the kids; who will be the biggest interest and support.

The Leyland was completed in a record 10 weeks, for a boy doing all this in his single car garage it was a mammoth task. It passed full NSW Rego first go, then we sourced a set of Simmons B45 wheels to add that extra eye candy. Its maiden voyage was straight down to Melbourne to help a fellow Pnut with his car, as he was invaluable to me getting mine on the road. Without a hiccup it drove perfectly - so well it became my daily driver for the next 9 months.

Spending only \$6500 on the finished P76 we had to raise \$8500 to enter her into the 2016 B to B bash from Berowra to Bowen some 4000KLMs and 9 days of mostly dirt on

Australia's hardest roads. The day has arrived - 21st August



2016. Lining up at Berowra oval and seeing all the cars, I felt small, had butterflies in my belly as I know these cars have proven themselves year after year. Entrants were approaching me all morning with the comments "a P76 you won't last the first day" and "What a bad idea entering that". The first day was the hardest, 13 creek crossings and a river put the P through her test. Arriving

in Armidale the first night we checked the car over. Nothing, not a thing, wrong. We didn't use oil and she was still together. I showed 'em, at least on the first day.



Truth is wasn't until the 4th day in Longreach we developed a few problems, real serious ones too - NOT! The back window fell down and the wiper arm lost a clip, so we only had the driver's wiper working. Ha Ha Ha real

serious. It was dusty, hot and the rain was bucketing down. Some schools we visited were flooded and we had to take the road for a few days, as the dirt roads were closed.

By day 6 in Hughenden, (in the North of Queensland), the interest in the P76 was growing strong, helping a number of cars along the way and never once having to get under the P76, people were actually falling in love with it.

Also stopping in these remote towns, countless people had a story or report about the P76; mostly good. Telling 'em where we started and how far we've come has had everyone cheering us on.

Day 8 had arrived. Rolling in to the finish line in Bowen, (North Queensland), we were greeted with a parade, drinks all round and lots of congratulations. We had made it to the finish line, but not the end of our journey.

The final night's dinner and presentation awards were to be held on Hamilton Island. Leaving the P76 at Shute Harbor we caught a boat over to Hamilton Island.

We received no awards but that's a good thing, we didn't get Biggest Shit Box or Putters award or even Grovelers award.

Spending four nights on Hamilton Island another whole journey started again driving the P76 home. Taking five days of going at our own pace. It made us proud of our feats and accomplishments.

Thanks to all who helped us.
Julian Portelli



Julian's car all cleaned up and looking fantastic appears on the cover...ED



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All British Day 2016

Thankfully again the weather gods were shining down on all things in British motoring for this year's All British Day at Kings School, Parramatta. Of course we all know that our P76s aren't British. We are, after all, proud Australians, but it's always a good day to turn up in support of our British cousins.

Wet weather in the week leading up to the event had forced the organisers to rope off a number of areas that were still soft underfoot and this required a small reduction in area for each displaying club and a

resultant big crowd it was once again a very successful day.



We did miss a couple of dropouts though, David Place and Kay & Tony Deluca. Tony was still recovering from his illness, but has bounced back by now. Thanks to all who attended and helped out.

*Steve Maher
Photos Peter Velthuis*



*Interesting engine for a TR6
Rover 3.9 with custom twin throttle inlet*

resultant slight reduction in the number of displaying cars.

They were all there to see though, everything from Aston Martin to Ford Zephyr.

Our club had the opportunity to show some of the diversity of cars we have, not just P76s. Certainly we had our fair share of them including Warrewyk Williams NV Green Force 7V but also on display was Bob Lewis' 1962 Vauxhall 4/90, Paul and Sue Patten's MGB and Tom Forrest's Triumph Dolomite. On the P76 front there was the Force 7, Peter and Gai Velthuis' Nemesis, Marty Stockwell's Targa replica, Greg Bryant's Taxi, and Denise Mort's Super V8.

The club once again had the marquee out and sold up a storm on P76 merchandise. With the absolutely perfect weather and





Customised Jaguar S3 E-Type V12



Jaguar MK2



Tom Forrest's Dolomite



Bentley Coupe



Recent OASIS Runs (Old & Seriously Into Speed)

OASIS RUNS are held on the first Tuesday of each month. Members of the OASIS CLUB have to be Members of Clubs that are affiliated with the Council of Motor Clubs Inc (CMC).



In August the run was to the PIE IN THE SKY on the Old Pacific Highway at Cowan – you can see from people's attire it was pretty cold in the fresh Hawkesbury air.



In September the venue was Scheyville National Park where



we visited the site which has been used for many purposes over the years including Military Training Camps, Migrant Hostel, Motor Racing, Film Production etc.



The photo at bottom shows one frustrated member who had to call NRMA because he had locked his keys inside the Chev.

Tony De Luca



'55'56'57
The Chevrolet Club



'55'56'57
The Chevrolet Club



THE 55-56-57 CHEVROLET CLUB
OF AUSTRALIA PRESENTS
16TH OCT 2016

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CAMDEN SHOWGROUND 10 CAWDOR RD CAMDEN

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CELEBRATING 60 YEARS OF THE '56 CHEVY



Classics, customs, hot rods, street rods, bikes, commercials
Live band, DJ, food, drinks, kids rides, stalls, raffles, trophies

Gates open 8.00am, \$15 per car or bike

Special trophy for best '56 non chev

Cars in by 10.30am for judging

Enquiries, John Fenato 0418238919

'56 CHEVY, 60 YEARS STRONG



Australian Motorlife Museum - October 2, 2016.



Our starting point at Glenfield

This event started life as a Mystery run, originally pencilled into the calendar for Sunday September 25, until it was realised the BMC Heritage Luncheon was scheduled for the day before.

The rescheduling took advantage of the Australian Motorlife Museum's 7th Annual 'Motoring Expo' which took place on Sunday October 2nd.

The Museum itself is relatively small, but has a great collection of cars and motoring memorabilia...It is well worth a visit! There was a lot going on at the Motoring Expo on Sunday apart from the car displays, a sausage sizzle, stationary



There was a small but lucky group of members who enjoyed a pleasant drive to the Museum on what turned out to be a spectacular day.

The group consisting of 3 P76s; Scott & Amelia Wilson, Kay & Tony De Luca, Paul & Sue Patten along with Steve Maher in his classic Corolla, gathered for an 8.30 start at Uncle Leo's roadhouse at Glenfield, then headed south on the M5.



engines, wood turning displays and tucked away in a small workshop, with only a window to view from, was a guy making brass light fittings for vintage and veteran cars and coaches. As someone who hasn't seen these skills before I was thoroughly impressed.



A quick stop on Picton Road, where Julian and his partner (who live about 5 minutes from the museum) had driven up to join us for the run down the coast. Of course Julian loves driving his car, which looked in remarkably good condition given that he recently completed the 2016 Variety Club Bash, which he tells involved some 7000km on dirt.

You have probably already read about this earlier in the magazine and seen the photos on the cover.

We were joined by Glenn, Barbara and Matt Gray in the early afternoon who had a later start due to daylight saving changeover and an accident on the M5 which added an hour or so to their trip south. All in all, another great day with good company and a pleasant drive. The weather couldn't have been better with the wind easing for our genuine first taste of Summer.

Paul Patten





Kay looking the part amongst some of the vintage and veterans exhibitors



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CAR SHOW

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Saturday 19 November 8am-3pm

Contact Geoff on 0408 600 422 for more information
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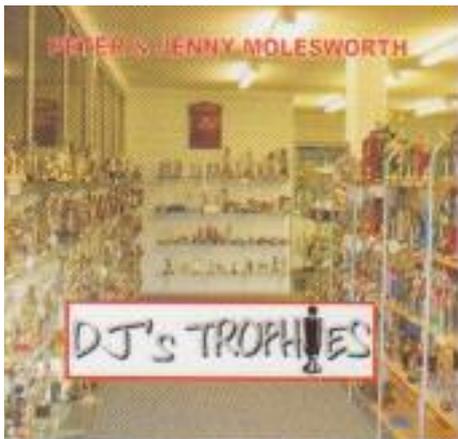
140 ARCADIA ROAD, ARCADIA

Marty Back on TV

Our own Marty Stockwell was back on TV recently. The show was episode 3 of Cruise Mode TV, which aired on Channel 10. Marty was his usual articulate self and did the car proud. The producer of the show is none other than Simon Townsend's Wonder World's star reporter, Maurice Parker. Congratulations Marty on a job well done.

Steve Maher



	<p>BETHE & JENNY MOLESWORTH</p> <p>UNIT 2 12-18 VICTORIA ST EAST LIDCOMBE NSW 2141 PHONE: 9643 2201 FAX: 9643 1763 EMAIL: djstrophies@optusnet.com.au WEB: www.djstrophies.com.au</p>
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Shop 76

Strut Order

The latest delivery details from Pedders is mid-November for the struts (pending any overseas shipping delays). This is great news and shows, once again, the importance of group buying power enabling this order to be placed.

Valley Cover Order

The order has been placed for the first batch of V8 P76 valley covers. These will be made in Australia, delivery will be in the coming weeks.

It has been decided that all the engine gaskets will be sold separately as well as in kits. This helps with sourcing suppliers for individual components and differing manufacturing times. Also you only need to buy what you need.

Some Items Currently in Stock

Deluxe Centre Grill	NOS	\$80.00
Engine Gasket kit V8 complete VRS KIT CW970 ACL	ACL	\$250.00
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

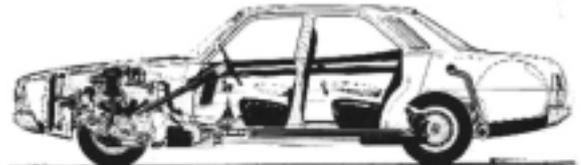
Valley Cover End Seals

We are currently sourcing the manufacture of V8 valley cover end seals. The previous manufacturer has not been forthcoming for the resupply at a reasonable price so alternatives are being investigated. Will keep you informed.

Trim Clips

We are currently looking into the supply of trim clips

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



P76 Anything But Average ...

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.

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 10m is required for a full interior and at \$250 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.

All money is going to the supplier and delivery will hopefully be late October, (exact date to be finally confirmed)

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.

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

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

BMC/Leyland Australia Heritage Group Lunch 2016

Our once a year opportunity to rub shoulders with the people who designed, built, sold and worked on our cars came around again in September and it presented us with another beautiful Spring day to show our cars.

The roof top car show at the Ryde Eastwood Leagues Club is always a highlight of the annual BMC/Leyland Australia Heritage Group Lunch. Again Roger and Graham Foy organised a wide selection of cars covering the 50s, 60s, 70s and a few more modern examples.

The P76 contingent was a little down on some previous years. Graham Foy once again brought Warweyk Williams Force 7V, Noel Delforce had his Omega Navy Targa, David Place had his Bold As Brass Super, Garth Taylor his Aspen Green Super V8 and Tony & Kay De Luca brought their Executive Press fleet car as well as Austin Maxi. Other cars of note were Jason Birmingham's Spanish Olive Marina 6 sedan complete with fuel injected E6 engine and many Marina Mk3 and Ital improvements.



regaled us for nearly an hour with stories from their years of writing about the foibles



of motor cars. To say the least it was very entertaining and, at times, unbelievable.

After the Davis/Hagon show there was a slide show of some of the work done by BMC/Leyland designers showing what could have been for not only the P76 but also many of its predecessors.

It is a rare opportunity that we or anyone gets to talk to these people and as they, and all of us, age the opportunity shouldn't be missed.

Steve Maher

Aguably the best Marina in Australia or the world for that matter. Catching up with 2 x Austin 1800 utes was a treat as well. Best car on the day though was voted the Austin A95 Westminster, truly a survivor.

After perusing the cars and chatting for an hour or so it was downstairs for the lunch and guest speaker who this year was veteran motoring journalist, Pedr Davis. Pedr was joined on stage by luncheon MC Will Hagon and these two old journo



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New Product

The club will have a new product available by the end of this year.

The front suspension units on your P76 are located by radius rods which have large bushes at the mounting points on the chassis.

Originally these were made of rubber but once the supply of rubber units dried up we have for many years been forced to use polyurethane ones or Ford type rubber ones which didn't fit properly. While the polyurethane ones fitted properly they also transmitted a lot more noise, vibration and harshness through the body.

We have been working on some new modern rubber bushes for this application.

Working in conjunction with Matt Bryson and his World Rally P76 program we will have these new bushes ready by the end of the year.

Thanks to Gerry Crown and Matt Bryson the prototype units were used on this year's Peking to Paris rally P76. One set completed the entire 16000km journey proving their durability. Stay tuned for more information. These new parts will only be available through our club spare parts department.

There will also be an article on the Peking to Paris in the next issue...



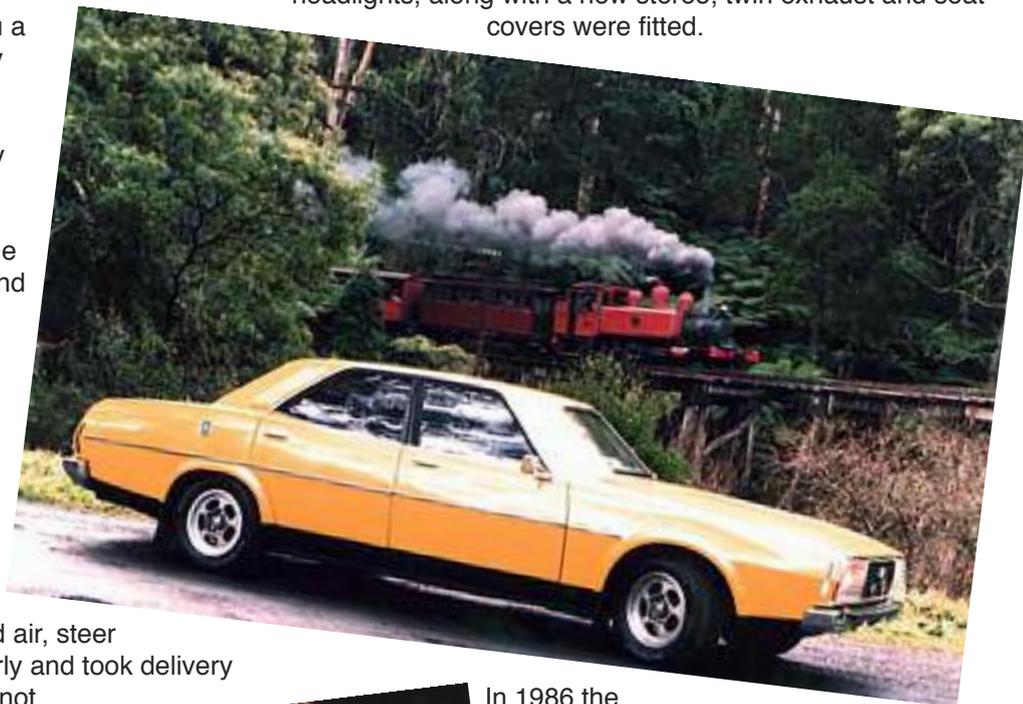
A Boot Full of Stories - *Stuart Brown*

G'day everyone I hope you have enjoyed this first Magazine we have put together.

I thought with this first one I would tell you a little about myself, family and some of my love for the P76.

I live in a little place called Ballan, with my fiancée Anneliese and stepsons Alec & Liam, (who lives in Ballarat) We live on 5 acres with our dogs, cats & chooks, a large shed, home we are building/renovating and quite a car collection.

My first P76 which I received for Christmas following my HSC, in 1984, was also the first our family owned. It was a Deluxe V8 auto, Bold as Brass with Antique parchment bench seat trim. Mum and Dad also chose factory twin speaker stereo, towbar, sunvisor, seatcovers, steering wheel cover, fog & driving lights. They would also have liked air, steer and carpet but as they ordered it very early and took delivery on the 10th September 1973 these were not available at that time.



Once I received the car and collected bits from a wrecked Targa; the tint, black paint, bucket seats and console, twin headlights, along with a new stereo, twin exhaust and seat covers were fitted.



In 1986 the Army posted me to Sydney and I first joined the NSW club. I also bought an executive from a Campbelltown wrecker and along with some new parts from Ian Wadell air, steer, lights, Targa wheels, new trim and other bits were added. Joe Torony and the sporting boys encouraged the fitment of extractors and sway bars.

I had this car for another year or so but it was unfortunately damaged in '87 on a NSW club observation/economy run, (thanks for the Hard Luck trophy), then written off a couple of months later by an acquaintance who borrowed it when I was in hospital. I do have many of the bits to this day though and they are being included in one of our current restorations.

The car was purchased from Katoomba Leyland, we lived on Conrod Straight, Mount Panorama and the race was on my birthday weekend. What a fantastic combination for a 6, (very nearly 7), year old... So exciting... My passion for cars and especially V8 P76s was cemented!

It proved to be the perfect car for a family of 6 and as a kid it was awesome being able to take anything we wanted on many family holidays, having a very comfortable roomy seat to share and great fun watching dad get the most from the lovely V8 as we went along.

This led to more family P76s. First a Nutmeg Executive which had a few too many issues so Dad sold it when he found a replacement Spanish Olive V8 4spd Super, ex-demo, in Culcairn in about 1981. In '84 a near identical but very low mileage Deluxe joined the family for Mum.

Following this disaster I restored an executive inspired by David Nelson's Wedgewood Blue Executive using most of the Yellow car and a replacement shell.

I won the Vic Club (as I had moved back home as the result of the injury) Concours "car of the day" with this first restoration and had a great time driving the car for a while including some NSW events.

Next I built a Targa for a Museum which was quite an exciting experience and helped buy my house; as had buying, repairing, restoring and selling P76s and making bits helped me through uni previously.

Then I got the car show bug and as I wasn't winning there decided to start again. The plan was to start with another car for the "Show" P76 which was to still be Wedgewood but I also needed one to drive so I pulled the car apart and stored everything out of the shell; which it has remained ever since...

lol! Then with all the contents of the car our Street Machine club had built for Summernats I repainted it white, got a bit carried away with candies, chrome and some other bits and pieces resulting in the white one doing a good enough job that the car served double duty of work and show (again winning some trophies and the concours). The other bits went into storage when I bought a house then started a design business with all that entailed.

I did nearly half a million kms in the white car over 4 years and it was starting to get a bit tired so I bought an SLR TORANA and a P76 Targa Shell to start another build.



Going to the next level again I used another Ford colour and

inspiration from an XAGT to build the Calypso Green car.



Using, restoring or rebuilding everything from the white car and going manual to build one of my favourite ones yet. Another 500,000kms and another rebuild started but with divorce never finished - a lot of this including the colour scheme will now be used for a future project.

I had also, during this time, almost finished restoring a Cream Super, managed to build another Targa and finally a full show car. These I will talk about next time...

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