



# The Leyland Post

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## Special points of interest:

- *Please let us know about;*
- *The BMC-Leyland Australia Heritage Group Inc. Movie Afternoon Saturday 23<sup>rd</sup> June, 1.30PM*
- *Anyone wishing to attend the August 19 visit to Lost in the 50's Museum needs to let us know ASAP.*
- *Club Jackets - see page 11*

**Next Meeting Tuesday July 9th at 7.30 pm**

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

Council of Motor Clubs



Council of Leyland P76 Clubs



Confederation of Australian Motorsport



BMC Leyland Aust. Heritage Group



# Your Committee contact details

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## Executive Committee:

President: Paul Patten	email: ppatten@ozemail.com.au	Mobile: 0407 284 051
Vice-President: Greg Bryant	email: deluxe76@outlook.com	Mobile: 0400 102 216
Secretary: Tony De Luca	email: tonkay@optusnet.com.au	Mobile: 0414 086 232
Treasurer: Kay De Luca	email: tonkay@optusnet.com.au	Mobile: 0410 688 886
Public Officer: Kay De Luca	email: tonkay@optusnet.com.au	Mobile: 0410 688 886

## Ordinary Committee Members:

Parts Officers: Paul Patten, Greg Bryant & Tony De Luca - Contact details above.

Merchandise Officer: Kay DeLuca email: @optusnet.com.au Mobile: 0410 688 886

Magazine Editor: The Executive Committee

Activities Coordinator: David Place email: david@technitemp.com.au Mobile: 0417 190 245

Webmaster: Glenn Gray email: p76@live.com.au Mobile: 0433 183 531

Historic Vehicle Registrar : Steve Maher email: steve@graffitigo.com.au Mobile: 0417 435 830

Technical Officer: Andrew Griffith email: andrew@halfpriceservices.com.au Mobile: 0415 143 698

National (CLPC ) Delegates: Paul Patten Greg Bryant

# Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the

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## Disclaimer

Editor or the Committee.

# Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

# Any technical 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 general help or your amusement. You are solely responsible for the consequences of any use made of the information.

All Correspondence to:

**THE LEYLAND P76 OWNERS CLUB OF NSW INC.**

**PO BOX 2769 CARLINGFORD NSW 2118**

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

## **GENERAL MEETINGS: :**

General Meetings are held on the Second Tuesday of  
**EVERY MONTH** at Toongabbie Sports & Bowling Club  
12 Station Rd Toongabbie.

**Next Meeting Tuesday July 9th at 7.30 pm**

## Presidents Report

Hi all, it hasn't been long since our last magazine but we had a few articles and a few items that need to be brought to your attention before the end of the year, which is rapidly approaching.

On the subject of year's end, it is timely to remind everyone that memberships are due as the new club year commences on July 1.

We are also approaching the club's AGM in August and the committee met recently to discuss a number of current issues related to committee function. Amongst the issues discussed was the need to get

more people involved in the running of 'your club' and possibility of re-structuring some of the committee roles to make this more possible.

The impetus behind this discussion is the fact that the workload of the committee is falling on fewer and fewer shoulders these days. Not that there are any signs at present of burn out, but we have had a few health issues recently and we need a few more people to step up and contribute before we do risk burning out some of our strongest committee members. I am hoping that we may be able to take some of the burden off and make it easier for more members to be-

come involved.

We will have more discussion about this and present some ideas before the July meeting so that everyone has a chance to consider what they could contribute to the club.

Again this month we have the sad task of reporting the passing of a close friend of the club in Julie Williams. Julie was the secretary of the CMC, as well as the primary administrator of the ACMC, she worked actively behind the scenes to keep everything working for the benefit of us all- she will be sadly missed.

Finally, thank you to those who have contributed to this issue.

***Paul Patten***

## The Editor's say....

This a somewhat of a surprise edition of The Leyland Post, coming so quickly after the previous edition.

In reality, we had received a few articles which arrived just a bit too late for the previous edition and there are a few business items which needed to be published before the end of the year and before the AGM, given that this will probably be the last magazine published before the AGM.

### NSW P76 Parts Report

At a club level, parts activities over the past month have been reasonably quite.

Following the discussions that took place at the Nationals, we await the list of current club parts contacts so that we can progress the compilation of currently re-manufactured parts and begin a discussion regarding the priorities to be set in terms of parts which need to be reproduced.

To recap, a more coordinated approach to parts sourcing and manufacture was discussed and whilst there was a degree of disappointment that such an approach had faltered in the past, I am sure that we can harness the expertise within the national group to ensure that we can continue to keep our cars going into the future.

I note there has been some recent discussion and efforts via Facebook to compile a list of the currently a reproduced parts and whilst I was a little shocked that my name should be attached to this without discussion, I think the outcome has been reasonably positive and a great effort.

I also note some news from Victoria suggesting the database of club contacts is *"A shared drive has been set up for Club committees and information is already being shared through the club Committees"*. I am guessing that we will be advised about this and it will be made available to us in the NSW Owners Club so that we can start the ball rolling

- **Paul Patten**

## Shop 76



June 2018

LEYLAND P76 OWNERS CLUB OF NSW INC.

### Some fast moving items to consider

DESCRIPTION	Sell Price
Gasket kit V8 bottom end ( EW970 ) ACL	\$60.00
Gasket kit V8 Valley cover and end seals - remanufactured	\$90.00
Points V8	\$20.00
Speedo cable - Inner seals	\$7.50
Strut inserts - Pedders (Pair)	\$320.00
Strut top bushes - remanufactured by QLD club set 2	\$40.00
Tie rod bush Rubber with crush tube (Pair)	\$95.00
Targa wheel centre badge (set of 4)	\$60.00



# JULIAN & CATH HAVE THE LAST SAY ON THE 2018 NATIONALS

## Easter long weekend 2018

We were told that there was to be a National meeting for the Leyland P76 Car Clubs. How exciting, we were going to see all the cars from every State.

We started preparing the cars, fixing up minor things that needed repairs. Washing and polishing the cars and of course the wheels need to be shiny too. The cars were looking good.

The weekend before the Nationals it was decided that Tangerine required a new gearbox. Sparkles was an awesome help and tracked all the way to Cowra to transport the gearbox for Tangerine.

It was 2 nights before the Nationals, everything was ready and we were expecting friends from Queensland to stay over. Julian decided to take Tangerine for a drive and fill her with fuel. On returning Tangerine's transmission decides it was not going to hold up and breaks. At 9pm Julian returned home and



decided to put the old transmission back in, hard work but completed by midnight and Tangerine was back on the road.

Neville Humphries and his boys arrived with Garth and his family. We all enjoyed a few drinks, a great dinner and review of some old photos, talking until the early hours of the morning. Next morning everyone was still asleep except Julian, he decided that at 6.30 he had to start Tangerine and rev it to the limit.

Everyone was up in 5 minutes, we had breakfast and headed to our meeting place of Sutton Forest. On our way we could see in the distance what we thought was another P76, so Julian raced through the traffic, to catch up to the Yellow car. Turned out it was David Place's car with his son driving. We pulled into our meeting spot and it was here we met Steve Maher, David Place in his father's car and his son in David's car.

There was a quick exit from this meeting point as they

were starting to book cars parked in the wrong area and this began our convoy down the Hume Highway heading for Wodonga. It was a long and somewhat uneventful drive. Julian as the driver of course kicking down

and wanting to race anything that came beside him.

There was some really nice classic cars going to other events. Tangerine had a small mishap with a transmission line blowing off and spewing oil all over the exhaust leaving everyone behind in a cloud of smoke. This issue was fixed in 5 minutes and we were back on the road.

The most fun was when we met up with Drew Ritchie and his Chrysler SRT, Julian had to show off and again race a few times.

We arrived at Wodonga at the Blazing Stump at around 2 pm on Thursday a whole day before the event.

## Good Friday

In the morning we met with the other P76 enthusiasts and hung around and had a chat, while waiting for all Vic and Tassie people to arrive. We also registered for the weekend event, receiving our goodie bags, pre-ordered shirts and caps. Cath received the number plate P5.7, which I thought



was awesome, LS THE WORLD.

After the boot sale a bunch of us were led by Scott & Gabbie out to the Bell Bridge, where we parked by a huge lake that we crossed via a beautiful, large wrought iron bridge. On return Cath was dropped on the other side of the bridge and filmed the cars driving across - such a beautiful sight all the P76's.

Dinner that night was at the Ettamogah Pub which had 37 cars turn up to have fish and chips and a few drinks and of course many conversations and photos of the cars. The night went well despite a wait for our meals, but was not too bad as everyone was talking and having fun.

Cath and I were pleased to meet some new faces and get to know the people behind their names on Facebook. Some familiar faces were a delight to see again.

### Easter Saturday

We started the day with bacon and egg roll from the BBQ, then headed out on the mystery run. There was a bit of confusion, Tangerine ended up on the "directly there" route. The scenery was amazing, we saw the Spanish olive going in the opposite direction to us, it was Steve Maher on the mystery run. We thought we were going in the wrong direction, it turned out that Steve was going back to double and triple check his answers to the mystery run questions.

We spent the morning in the

park having coffee and cake and waiting for most of the cars to come in, placing in their entries to the mystery run.

For the afternoon, we headed out to Campbell's wines at Rutherglen, enjoying some great music, and shared a bottle of wine before heading back to the motel.

Back at the motel we had another great afternoon of drinks, cheese, bickies, lollies and of course Easter Eggs. There were lots of people that would wander by and stop for a chat. This is the best thing about weekends away, with P76 people there is always great conversations and heated discussions with a few old pictures to review.

Saturday Night we had the rocket cover races, this was an interesting event with rocket covers with all shapes and designs. Some individuals had gone to a lot of trouble to create their machines, while others had visited the local K-Mart, purchased a skate board and placed the rocket cover on top. There were loads of heats with all of the entrants having a go. This night ended with an auction, in which we won a P76 World Cup Rally Car picture.

### Easter Sunday

This was the day for show and shine, Tangerine was waved over to the side, a request to park her all the way up the end of the concourse, it was like she

was at the head of the table. Sparkles was parked into the middle of the concourse. A total of 43 P76 cars showed up for concourse, what an amazing site to see nearly one of every colour. It was a great spot, loads of people walked by and it was a great opportunity to look in everyone's car. It was a time for judging though.

Presentation Dinner, oh what a night there was loads of raffles for the kids and the adults, I think nearly every



table won at least 1-2 prizes. Tangerine did not win any prizes on the night, although she did get a special mention, LS the world.

### Easter Monday

We were supposed to stay another night, but it seemed everyone was heading off so we decided to convoy with them. The cars always look better in packs. The drive home is always the longest, but it is better to be driving together and it is never too hard to encourage Julian to race.

It was a great weekend, we met lots of new people, and we are definitely looking forward to the next Nationals.

**LS the World**



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## ON THE WESTERN FRONT IN APRIL 2018

Tony and I travelled to France in April as part of a tour organised by Military History Tours, to celebrate 100 years since the battle of Villers Bretonneux.

I was keen to do this as my uncle, George Johnston, was there serving with the 34<sup>th</sup> Battalion AIF in 1918. Uncle George had enlisted at age 18 but after only a few months on the battlefield he was injured, requiring him to be sent to England for rehabilitation. He returned home and married his English sweetheart who he met whilst in the English hospital. They had two sons, but sadly the eldest son Billy was killed whilst serving in WW2 at Kokoda. Their younger son John enlisted at the end of the war and was then sent to Japan with the British Occupational Forces to assist with Japanese rehabilitation.



[The Lily Pond at Monet's Garden](#)

So back to the Military Tour. It was really well run and the historians who taught us so much about WW1 warfare were incredibly knowledgeable, passing on so much information in general, but in particular about relatives of those travelling on the tour.

We started in Paris where Tony and I squeezed in a half day tour to Monet's Garden at

Giverny. This was something we'd wanted to do for a while but never did. The home and gardens were spectacular.



[Monet's Garden at Giverny with the Homestead in the rear](#)

The incredible light that Monet spoke about was certainly evident and the colours of the tulips, hyacinths, daffodils and all other spring blooms were amazing.

The Military Tour left Paris with a first stop at the recently opened Sir John Monash Centre, at the Australian Memorial at Villers Bretonneux. The Monash Centre is a very special place for Australians to visit and we were privileged to see it before the official opening.



[All Australian Timbers at Sir John Monash Centre](#)

We stayed in Abbeyville (to the west of Villers Bretonneux) for the first few

days and from there we visited many Memorials and Cemeteries around The Somme. Our second touring day included Bullecourt, Beaumont Hamel, Pozieres, Thiepval, Dernancourt and the Lochnagar Crater, all of which were very interesting places.

On the third day we travelled to Delville Wood, Mont St Quentin, Maissemy, the Riqueval Canal and where the Australian Corps under General Monash finished their war at Montbrehan.

The next day was Anzac Day and we were on the coach at 2.30am being transported to Villers Bretonneux after going through tight security in Amiens, then coached into VB on Defence Department coaches. We arrived at 4.00am to join the crowd of some 8,000 people, mainly Australians, in readiness for the Dawn Service. It was a very moving service and we all felt especially privileged to be part of that Centenary Dawn Service. When the service ended we walked to the Village of VB and attended the Mayoral Town Service with French and Australian dignitaries in the Town Square.

The fifth day saw us back at Villers Bretonneux to spend some quiet time viewing the graves, the Sir John Monash Centre as well as the incredible display of floral wreaths that had been laid the day before. After that we toured the area around VB and ended up back at the Victoria School to visit its Museum

etc.

The sixth day took us into Belgium, visiting Vimy Ridge, Fromelles, Ploegsteert Wood and Messines.

The following day Saturday 28<sup>th</sup> April saw a change of pace as we visited Bruges – a World Heritage City in Belgium. Such a pretty place with horse drawn carriages, motor boat rides and people

At the end of the day we were driven to Menin Gate for the Last Post Ceremony, which occurs every day at 8pm. A huge crowd attended a very moving ceremony with many wreaths being laid, with music provided by a local band and a visiting band, the Berkshire Pipes & Drums.

On the Sunday we visited battle sites in the Ypres Salient



### **The Schoolyard in Villers Bretonneux School.**

visit to the Gents.

We had a couple of days in London at the end of the Tour, with Tony making arrangements to visit Autocar in London to collect some magneto electronic ignition systems for the 6 cylinder P76s and the Austin Maxi. He's very happy with the result, so it was a worthwhile stop on the final stages of our short holiday.

If you're thinking about doing a Military Tour, not just on the Western Front but to other battlefields, we can highly recommend the Military History Tours – they were highly efficient and the hotels where we stayed were excellent.

[www.militaryhistorytours.com.au](http://www.militaryhistorytours.com.au) click on Archives and the April/May dates and you can see many more photos of our Anzac Day 2018 Tour.

**Tony and Kay De Luca**



### **Centenary Dawn Service at Villers Bretonneux on Anzac Day 2018.**

walking every breed of dog you could imagine. We managed to get lost in that beautiful place – my phone said we walked 10,000 steps that day!!!



**Pheasant Wood – constructed between 2009 and 2010. Contains the graves of 250 British & Australian soldiers.**

ent such as Hill 60, Polygon Wood, Passchendaele, Tyne Cot Cemetery and finally the German Langemark.

The weather over the past couple of days was cold and bleak and it didn't get any better on the Monday as we coached our way to Calais. Gale force winds were being forecast and it was doubtful whether we would be able to cross the English Channel on the ferry from Calais to Dover!!! I texted my girls and told them I loved them and crossed my fingers. Anyway, we managed okay although there were dozens of people who were not travelling so well, as seen by Tony on his



## LEONNE & NOEL ON THE SHITBOX RALLY 2018

Leonne and I have just recently taken part the Shitbox Rally for 2018. We were also very fortunate to take part in the Shitbox Rally of 2017. We nominated three or four times prior to 2017 so when we received our acceptance for 2017 we were over the moon.

We then had to decide what car we were going to use. After researching various propositions (mind you the P76 was never in our plans) we decided to use my 1979 VB Commodore which was built for the 1995 Mobile Round Australia Trial. We achieved fourth outright in the Challenge section which was for pre-1980 cars. After the rally, both my daughters used the Commodore as their first car. It then became a paddock basher which was used by all four of my kids on the property here at Lochinvar. It was then put away in a shed down the back for 10 to 12 years.



When we decided to use the Commodore I was concerned that being an ex-rally car it might exceed the \$1,000 maximum value that the car is allowed to be worth to qualify for Shitbox. Consequently I decided to phone the rally director James Freeman, who I think might one day be



nominated for Australian Of The Year for his commitment to raising money to fight cancer. I explained the situation to James about the Commodore being an ex-rally car he said to me "Noel it does sound a bit good you should send some photos for me to look at". Leone got her camera out and took quite a few photos of the outside of the car as the paint was very second hand. She also concentrated on the interior as we discovered rats had made it home while it was stored in the back shed so consequently there was a lot of rat shit throughout the car Leone concentrated on this. We sent the photos off to James within 10 minutes he emailed back and said "Noel any car full of rat shit qualifies for the Shitbox" end of story.

The Commodore was still in exactly the same condition as it was when it returned from the 95 Mobil Trial, so after a quick respray a clean out and a few minor mechanical repairs and a thorough check over, the car was ready for the Shitbox. The 2017 Shitbox went from Adelaide to Cairns - it was 3,800 km mostly on unsealed roads which we did in a week. I have said many times if you are the slightest bit prudish and worry about personal hygiene Shitbox is not for you. I managed to have one shower and Leone had two. In all the pre Rally info one of

the main things that was stressed to carry was baby wipes- baby wipes and more baby wipes for your pits and bits. We were able to finish the rally with absolutely no mechanical problems. One thing we had a bit of a laugh about was that while we were on the Rally and sleeping in our pop-up tent with our blow up air bed, we never had one ache or pain until we slept in a proper bed in the hotel at Cairns - a lot of other people made the same comment.



The 2018 Shitbox went from Brisbane to Darwin approximately 3800 km once again mainly on unsealed roads and a one-week time frame again we used the VB Commodore as it was ready to go after an oil change and a few minor touch-ups. We left Brisbane on Saturday, 19th May actually one of the hardest parts of the Rally was getting out of Brisbane with all the traffic and roadworks that are going on at the moment.

We had six overnight stops on our way to Darwin. All the overnight stops had their own special characteristics. Three come to mind for various reasons. The first overnight stop was in Mitchell, the overnight temperature got down to -1 or 0° everybody in their swages or tents froze that night as I don't think anyone was prepared for such low temperatures except Leone - she slept with her Beanie on all night! The Shitbox family



consists of approximately 513 people made up of 220 cars which equals 440 people and the balance is made up of support crew and organisers of the Rally. Camping areas and all our meals for the Shitbox are supplied to us in a prepaid package.

The second one that comes to mind was our overnight stop in Mitchelton which normally has a population of two people who run the Pub. When the Shitbox family arrived in town the population went to 515 people so you can imagine the strain so to speak that we put on the two showers and several toilets, one of which blocked up consequently I don't think anyone showered which is all part of taking part in Shitbox. Anyway as far as the blocked toilet goes, use your imagination. Despite all the little setbacks including having to queue for two hours to get fuel as they only had two pumps one of which failed, mind you being stuck in a fuel queue to 2 hours gives you a chance to have a glass of wine and a beer while walking up and down the queue having a great time and a lot of laughs with all the other people in



the queue. Amazingly with some outside help they were able to feed and water us without any problems. The third overnight stop that everybody loved was Mataranka. I think if you asked everyone on the

Shitbox their favourite overnight stop most people would like to go back to Mataranka. We arrived there just on dusk after we put our tent up and got organised we put on our swimmers and headed straight to the Hot Springs. After a day on the road on mainly unsealed roads with lots of bulldust we couldn't wait to jump into the Hot Springs, it was an amazing experience and just what the doctor ordered after a long day on the road. It was a highlight for me and I counted the swim as a hot shower technically giving me two showers for the week, which is one more than I had last year. Mataranka is definitely on our list to visit again.

I have been extremely fortunate to do what I have done in motor racing or rallying since 1969. I can assure you the satisfaction levels in taking part and being involved in such a fantastic cause to help raise money for the Cancer Council to fight cancer is right up there with anything I have done. I know Leonne will agree as will everyone involved in the Shitbox.

Every one of us has a cancer story to tell whether it is personally, friends or family, there were several people on the rally who are still having a personal battle fighting cancer - in fact one of the girls involved is back on Dialysis.

We in the Shitbox family have this year raised \$1.96 million to fight cancer, next year is the 10<sup>th</sup> anniversary of the Shitbox. The rally was instigated by James Freeman. James lost both parents to cancer and in the same year he decided that he had to do something to help in the fight against cancer. Next year's Shitbox is going from Perth to

Sydney via Uluru. It will be the 10<sup>th</sup> anniversary of the Shitbox. James Freeman and all of his Support Crew do an amazing job - the whole Shitbox runs like clockwork from start to finish with no major issues. I know if James is nominated for "Australian Of The Year" every single person who has taken part in the Shitbox will applaud that decision if it happens. There is compulsory dress up days, we had "Jazzsize", "Famous Duos" and "Overalls" day dedicated to Shaun (a Shitboxer who lost his life in a car accident at Easter). We choose our theme on start day as "Storm Troopers" hence our team name "McForce".

Another highlight for us was having Laurie Grogan and his partner Louise Barthelson in our "Buddy Group" driving their P76, which completed the Shitbox with no major problems. Laurie and Louise decided as a personal challenge they would not change their clothes until they arrived in Darwin. It was hard to tell if they started out wearing white t-shirts or were they always a "bulldust red" colour. Our "Buddy Group" consisted of 6 teams - we got along great and had a very fun time while helping raise money to fight cancer.

Leonne and I are keeping our fingers crossed that we will be selected to take part in next year's Shitbox, so we can help fight the good fight against cancer and kick its arse.

## The Leyland P76 Owners Club of NSW Inc - Proxy Voting Form 2018

I, \_\_\_\_\_

residing at \_\_\_\_\_

being a current financial member for the Leyland P76 Owners Club of NSW, hereby appoint:

To vote for me on my behalf as a member of **The Leyland P76 Owners Club of NSW** at the Annual General Meeting on Tuesday August 14th, 2018 in the election for the members of the committee of management of The Leyland P76 Owners Club of NSW.

This day, the \_\_\_\_\_ day of \_\_\_\_\_ 2018.

Signed: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Please return proxy voting forms to Kay De Luca, C/o **THE LEYLAND P76 OWNERS CLUB OF NSW INC.**

**PO BOX 2769 CARLINGFORD NSW 2118 or via email to [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au) before July 30, 2018**

## The Leyland P76 Owners Club of NSW Inc – Nomination Form 2018

I, \_\_\_\_\_ being a current financial member for **The Leyland P76 Owners Club of NSW**, would hereby like to nominate the following for positions on the Clubs committee (please indicate if you have the consent of the nominee):

President      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Vice President      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Secretary      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Treasurer      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

HCRS Registrar      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Parts Officer(s)      Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Activities Officer Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

Magazine Editor Nominee \_\_\_\_\_ Discussed with Nominee (Yes/No) \_\_\_\_\_

PLEASE NOTE ALL VOTERS AND CANDIDATES MUST BE CURRENT (2017/18) FINANCIAL MEMBERS

Please return written nominations to Kay De Luca, C/o **THE LEYLAND P76 OWNERS CLUB OF NSW INC.**

**PO BOX 2769 CARLINGFORD NSW 2118 or via email to [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au) before July 30, 2018**



# Membership Application/Renewal



## Leyland P76 Owners Club of NSW

P.O Box 2769  
Carlingford N.S.W. 2118  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

*Payment by Direct Credit can be made to the Club's  
Commonwealth Bank A/c*

Leyland P76 Owners Club NSW Inc.  
BSB: 062 336      Account No. 1017 1082  
*Please email receipt to: [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au)*

**Family Name:**

..... Membership No.

**First Name:**

.....

**Family Members:**

.....

.....

.....

.....

**Home Address:**

.....

**Postal Address:**

.....

**Phone (Home):**

.....

**Phone (Mob):**

.....

**Email Address:**

.....

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

**Signed**

**Date**

**Office use**

**Date Paid:**

**Payment Type:**

**Card Sent:**

*In all of my technical articles, the information is based on the actual work that I or my friends have done to complete any repair, modification and/or servicing task.*

*Unfortunately, we live in an era of litigation and so even with a disclaimer in the front of each newsletter or magazine, there is still a legal "grey area" which has been of concern to the committee. Ideally, us older, long-term Club Members should be able to share our mechanical experiences with all newer members by way of technical articles and, by sharing such knowledge, we may be helping our newer members get more enjoyment and better performance and handling from their P76's, but there is no way that any social club committee will ever be in a position to effectively evaluate the level of technical and mechanical expertise and competence of any club member.*

*Way back when I was last acting as the Editor of the Club's Newsletter, there was always a lengthy disclaimer on the inside front cover page. Sadly, in today's politically-correct climate, even a competent solicitor would have trouble drafting a bullet-proof disclaimer to protect the interests of the Club and its Members in the event of someone suffering injury, damage or loss as a result of attempting to, or actually making use of the information in a "Tech Tip" or "Handy Hint". So, from now on my articles are simply stories about how my P-nut friends and I did various modifications and repairs to our P76's and how these repairs etc were done and sometimes why and how the repairs etc improved the handling and/or performance of our P76's. Caveat Emptor, sort of .....having said that here's another story.....*

As our famous P76's age, it is sometimes necessary to modify and fit components from other types of vehicles to keep our P's roadworthy. At other times, old, original components can be refurbished or reconditioned. One of the problems which affects our P76's these days is wear in the rear suspension components. It is quite common to find that the bolt-holes in the upper trailing arms have become elongated and, when this occurs, the attitude of the diff changes, causing the nose, or pinion shaft of the diff to point downwards to some degree, increasing the wear rate of the tailshaft uni joints and often allowing the whole diff housing to move around a small amount, sometimes creating a "dunking" noise when accelerating or braking. Given the age of our cars, it can be very difficult to locate sets of upper trailing arms which are in good condition. If the bolt-holes have become elongated, but the bushes are still in reasonable condition, there is a simple fix which can make the trailing arms serviceable again. This is one modification which I have successfully carried out on "HOS", my mongrelised P76 farm-pig/firewood/part-time rally car.

First, you need to use a rotary wire-brush to remove all road-grime from both sides of the rear end of each trailing arm. Then select a pair of steel flat washers which have the same inside diameter as the flat washers originally fitted to your P76. It is important that the flat washers you use are a fairly close fit to the bolts which go through the trailing arms. I used a set of four of the large flat washers which hold the front cross-member onto the chassis rails at the front of a P76.

That way I know the washers are a good, close fit onto the trailing arm bolts. Next, fit one of the original bolts, with a flat washer on each side, through the worn holes of your trailing arm and then wind the 1/16" nut down until it is just holding the bolt in position. Now, gently tap the head of the bolt and the nut until the bolt and washers are as far to the rear of the trailing arm as possible. Without altering the position of the bolt, tighten the nut to hold the bolt in place. If you have an original, unworn trailing arm in your parts bin, you can compare the fitted position of the bolts in each arm, worn and unworn, to ensure that the bolt in the worn arm is correctly positioned.

Next, clamp the arm in a vice and drill two 1/8 holes through each washer and into the trailing arm. Insert 1/8 rivets into each hole to hold the washer securely in place. Now you can remove the bolt and nut from the arm and use a MIG welder to tack each flat washer to the sides of the arm. When both sides of each arm have been welded and the weld has cooled, test-fit a bolt to the holes to make sure that each bolt will be an easy fit. Carefully file-out any burrs which prevent the bolts from passing through the arms easily. Then drill-out each rivet and then paint your "remanufactured" trailing arm, so that the welded parts don't rust.

If our Editor is able to print the photo I took of two trailing arms, you will be able to see how the arm on the left has the flat reinforcing washer riveted to its side prior to being welded. The large



flat washer was previously used to hold a front cross-member onto a P76's chassis rail. The arm on the right shows how the bolt-hole has become elongated to age and general wear.

**Dr Philthy**



## EXPRESSIONS OF INTEREST REQUIRED FOR THESE PRODUCTS

UNISEX TRACK SUIT JACKETS	S	M	L	XL	2XL	3XL
Full Chest - centimetres	119	124	129	134	139	144
Length (Top Shoulder Point - centimetres)	72	74.5	77	79.5	82	84.5
<i>If you would like to order please contact Kay</i>						



Royal Blue / White

*These unisex jackets are peach skin microfibre with contrast sleeve panels and piping. 100% polyester mesh lining.*

*They will be Royal Blue with White as per picture and embroidered with the logo same as our blue chambray Club Shirts.*

*Estimated cost per jacket \$45.00*

*If you would like to order please email:  
tonkay@optusnet.com.au OR*

*Text/phone Kay on 0410 688 886*



## Shannons Sydney Classic Sunday 12/08/18



Tickets for this year's Shannons Event are now available - \$20.00 per vehicle. Contact Kay or Tony – 02 8812 2479 or Email: [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au)

*If you wish to enter your P76 in the prestigious CMC Concours, contact Tony for an Application Form. Entries close 21/07/17.*

Sydney Motorsport Park, Brabham Drive, Eastern Creek

### OWNERS CLUB MEMBERSHIPS ARE NOW DUE

Memberships fall due on 30<sup>th</sup> June each year - \$40.00 per annum

Please complete the Renewal Application in this Newsletter and forward to PO Box 2769, Carlingford 2118 with cheque OR EFT your payment & email the receipt and Application Form to:  
[tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au)



### BMC-LEYLAND AUSTRALIA HERITAGE GROUP Inc.

#### YOUR INVITATION TO THE NEXT MOVIE AFTERNOON

SATURDAY 23<sup>rd</sup> JUNE 2018, 1.30PM

At Ryde Eastwood Leagues Club – 117 Ryedale Rd, West Ryde in the Willandra Room  
Limited seating will be available for our showing of “CROSSROADS ALICE”

Our Master of Ceremonies, Will Hagon, will introduce the movie and other special “shorts”.  
The movie will be followed by Afternoon Tea.

**Payment should be made by either Cheque or EFT:**

**By CHEQUE:** Payment of \$15.00 P.P. to: Kay De Luca, 7 Savoy Court, West Pennant Hills 2125  
(Cheques payable to BMC Leyland Aust. Heritage Group Inc)

**By EFT:** Payment incl. your Name as Ref. to: A/c No.131 434 941 St George BSB 112-879  
Email your bank receipt together with this form to: Kay at - [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au)



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# LEYLAND P76 OWNERS CLUB of NSW Inc

## MINUTES OF GENERAL MEETING

**HELD ON TUESDAY 12<sup>th</sup> JUNE 2018 AT 8.00 PM AT TOONGABBIE SPORTS & BOWLING CLUB  
12 STATION ROAD, TOONGABBIE**

- Present:** 10 Members as per attendance book. Paul Patten in the Chair.
- Apologies:** G. Gray, A. Blacklock, J. Portelli, C. Rich, S. Brown, G. Bryant, S. Wilson, G. Taylor, T. Brown
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.  
**Accepted:** Steve Maher                      **Seconded:** Bert Colombin
- Business Arising:** Nil.
- Treasurer's Report:** Report as tabled  
**Moved:** Steve Maher                      **Seconded:** Bert Colombin
- National Council:** Bank Balance – no change. J. Ernst (Vic) commented re the combined club database.
- Correspondence:** **Email in:** Retro Autos June; Vic/Tas May-June Mag; DJs Trophies badges, A. Blacklock w'screen banners, Mag article Cath/Julian; Club M'ship Graph (S. Maher).  
**IN:** **Mail In:** BMC Heritage Group Newsletter, Club Badges, CBA Statement No.98, PENZed Magazine June.
- Correspondence:** **Email out:** Draft May Meeting Minutes; Club Magazine No.79; Tas/Vic Magazine May-June, WA Club (not receiving Westwords), Magazine Articles, Alison Homestead Wyong, back issues of Club Mags to Phil Thompson  
**OUT:** **Mail Out:** Membership Card/Magazines to Members without emails.
- Reports:** **Registrar's Report:** Two HVS vehicles due for June 2018.  
**Parts:** \$322.50 sales for the month. Struts being sent to NZ.  
**Merchandise:** No sales this month.  
**Website:** Nothing to report. Needs some updates.  
**Activities:** **Past:** - 2<sup>nd</sup> Sunday of the month Sydney Cars & Coffee at Luddenham  
- 20/05/18 - National Motoring Heritage Day at Fagan Park Galston.  
- 10/06/18 – Muscle Car Masters Sydney Motorsport Park.  
**Future:**  
- 2<sup>nd</sup> Sunday of the month Sydney Cars & Coffee at Luddenham  
- 23/06/18 – BMC Heritage Group Movie Afternoon "Crossroads Alice" Ryde Eastwood.  
- 12/08/18 – Shannons Sydney Classic SMSP Tickets \$20; orders to Kay please ASAP.  
- 08/09/18 – Sandy Hollow Motorfest  
- 23/09/18 – All British Day The Kings School Nth Parramatta  
- 28/10/18 – BMC Heritage Group Reunion Ryde Eastwood Leagues Club.
- GENERAL BUSINESS:** **Club Magazine** – to be issued this week.  
**Club Jackets** – still wanting numbers – see the Club Magazine.  
**2023 Nationals** – suggestions for venue required (e.g. Parkes, Forbes, Queanbeyan) Sub-Committee to be formed.  
**Xmas 2018** – Noel and Leone have once again offered their place at Lochinvar for the Club's Xmas function. General consensus is that we look for other venues in a different direction, so as to cater for members in other areas.  
Drew Griffiths reported that Water Pumps can be rebuilt in Victoria for \$220 + postage and handling – approx. \$35  
Steve Maher reported that the date for "Lost in the Fifties" has been set down for 19/08/18.
- Next Meeting:** Next General Meeting – 10<sup>th</sup> July 2018
- Closure:** Meeting closed at 10.00 p.m.

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***Paul Patten - Chair***

## 2018 Club Events Calendar

12 June.....Club Meeting  
23 June .....BMC Leyland Australia Movie Afternoon  
3 July.....OASIS Club Run - Tony De Luca  
10 July.....Club Meeting  
7 August.....OASIS Club Run - Tony De Luca  
12 August.....Shannon's Sydney Classic Sydney Motorsport Park Eastern Creek  
14 August.....Club Meeting/AGM  
19 August.....Lost in the 50's Motor Museum, Cameron Park  
4 September .....OASIS Club Run Tony De Luca  
11 September .....Club Meeting  
23 September.....All British Day The Kings School, North Parramatta  
2 October.....OASIS Club Run Tony De Luca  
9 October.....Club Meeting  
28 October .....BMC-Leyland Heritage Group Reunion - Ryde Eastwood Leagues Club  
13 November .....Club Meeting  
11 December .....Club Meeting



*Since 1981*

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

**THE LEYLAND P76 OWNERS CLUB OF NSW INC.  
PO BOX 2769 CARLINGFORD NSW 2118**

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