
**P76
Penzed**

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V8
192 bhp.
110 mph.
22.6 mpg.
from \$6310**

**Leyland P76.
In its class, it figures.**



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WARRANTY
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Leyland P76

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the more you'll be convinced.**



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March 2010

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P76, anything but average

Penzed for March 2010

This year will see the usual smaller March issue of Penzed as we need to include the AGM Booklet with the mail out, and that is an all important piece of work. PLEASE remember to bring it to the AGM with you so we don't have to reprint extras for distribution.

This contains your President's Report, Treasurer's Report and the minutes of the last AGM held at Pukekohe in 2009.

There is a bit of history in this issue and a few event reports with more to follow. I was looking for something and found the advertisement and Road Impressions #57 as supplied to me by Bruce Cooper ages ago. So I've included it at last and can now return Bruce's precious magazine to him. I'm talking years ago here!

I will have to hold over Clive Cottle's impressions of the Bits Missed Tour until next time and put in a few smaller items for now.

We look forward to meeting several new faces in Hawera. Remember the Firth's all the way from the UK, they will want to see your P76 and learn from it, after all, no two are the same. We also intend to enjoy the wonderful attractions on offer. Some of them we will be doing again, they are so good.

The Central Group will have a range of polo and t shirts for sale, some commemorating our 25th year and another range of shirts with the boot badge logo on them. The AEB,Deluxe has had its annual TLC in anticipation of this trip and had a few proving runs as well. It doesn't live under a blanket in my shed!

There are our annual trophies to be contested, well one is, and the other is earned by misadventure! The Bill Bolt Memorial P76 on a pole trophy is for the people's choice P76 or Force 7V so prepare to vote for your favourite car. Your choice, don't be swayed by those keen to win and for the record, last year's winner can't win it this year.

The Piston Broke Trophy, honouring past presidents and voted on by those past presidents present is awarded to the car or crew suffering the biggest problem on route to or during the event up to the AGM where the presentation will be made. Be it speeding tickets, flat tyres or worse mechanical misgivings or locking your car/unit keys away from yourself, this award is to remind you of how silly you were or to help lighten a real problem.

I can think of two people eligible to decide this award likely to be in Hawera.

It is never too late to join in the fun. Book at the **Mount View Motel on Ph 06 278 4091** and phone **Lance Wagstaff 027 444 4105** and let him know you're coming.

I would normally report on those wonderful members who have attained 20 years of membership in this issue but alas, I haven't had an opportunity to do that research yet. I hope I can at least congratulate some if they are in Hawera. They will be announced in May, by which time they should have their framed certificates. Sorry for the delay folks.

Condolences

I know the membership and Natcom wish to extend their sympathies to John Rossen and his family on the recent loss of his wife, Eileen who passed away after a long battle with illness. John is an active member of the Northern Group and has become well liked within the group. We know they, along with your family and other friends will offer you strong support at this sad time.

Troop Movements

We welcome new members R and L Goulding of 6 Todd Bush Road RD 1 Nelson 7071 to the fold. They have owned their car since 1982 and have recently changed its B as B colour to a metallic Grape finish which is supposed to look very nice indeed. It has taken a long time for them to be recruited so welcome aboard folks, enjoy the ride.

Subscriptions

On the last page of Penzed you will find an image of the Treasurer (he looks nothing like it really) reminding you that your subs are unpaid and OVERDUE at the time of typing.

This is signified by the RED DOT. If there is no dot you are all paid up, if there is please remove the dot and stick it to your cheque then send it off to John. He loves banking.

Inter Group Activities

There is currently only one, you remember it, the **Taranaki AGM 2010**

It is never too late to join in the fun. Book at the **Mount View Motel on Ph 06 278 4091** and phone **Lance Wagstaff 027 444 4105** and let him know you're coming. And bring your AGM Booklet with you to please.

Northern Group

To enjoy great food and company you can join Philip Meyer and his merry members at the **Auckland Car Club Rooms 44 Stoddard Road Mt Roskill** on the first Thursday of each month and at Bellagio's for an 8 30a.m. breakfast on the first Sunday of each month. Confirm dates and details with Philip on: H09 238 0652 or Mob 021 623 805.

Their latest Summons tells of a successful meeting tinged with sadness at the news of Eileen Rossen's passing away. Several local members supported John and his family at Eileen's funeral. There is also news of a river boat trip arranged by Ed for Northern members to undertake while en route to Hawera and a proposal to take the "Forgotten Highway" home. We make the most of our little excursions don't we! I can see a new event report coming?

As to the locals, Alex Reid took his MGBGT to Bellagio's, not his P76 and the group are taking bets on when Gordon Gruebner's B as B Super will return to the road...not while he is holidaying in Ireland I would venture!

Central Group

Meet at The Fireman's Arms 313 Jackson Street Petone

Tuesday April 6 May 4 June 1 July 6

Meet for dinner with a 7.30 p.m. start to the Central Group meeting. There is some parking at the rear of the premises as well as on Jackson Street.

Wheels with Attitude in Dannevirke and the British Car day in Wellington have been and saw seven different P76's in attendance at the two meetings. If a report and pictures does not appear in this issue they will later.

Various members are still contemplating the Wanganui Classic Car Show and Wheels on Windsor in Hastings on March 14. Details are contained in January's Penzed.

March 2 saw the Central Group holding its AGM at the Fireman's Arms. Key decisions were to continue meeting here for the foreseeable future and for us to adopt a similar breakfast/brunch idea to that undertaken in Auckland. Officers elected were no surprise; Rob Jones Secretary/Treasurer, Paul Heath Social Convenor and Bryan Lawrence Brunch Co-ordinator. Bryan gets the job as he is a member of most of the other car clubs we are likely to have conflicting dates with. Many of you will understand this problem.

DECW Dawnbreaker Rally May 2

This long running annual event is on again. P76 has been represented on many of the runs and we have had some success. My CC Super was placed 2nd many years ago as was our AEB Deluxe more recently, so you see it can be done. Often we appear at the bottom of the points table as well! Better information will be available soon, however, we know that it will start at the Porirua New World underground car park, probably setting off from 6.30 a.m.

It is after all the Dawnbreaker Rally and it takes you to many wonderful places, both scenic and culinary. Yes, there is a big breakfast to follow, but where you ask?

I will include a little history of the rally taken from a DECW magazine from some time ago.

Dave and Sandra Bray have made the event their own now giving continuity a better chance than the old system of having the winner set the next one. I once wrote a story entitled "Second is best" based on the fact that I got some glory but didn't have to set the next rally as part of my winnings! This came about after placing second in a Dawnbreaker and a Sunbeam Club rally shortly afterwards. Two firsts would have resulted in a lot of work!

So you see it is perfectly safe for you to give it a go, there is a range of awards on offer like first Daimler, first DECW car, oldest Daimler, Rising Sun for the inevitable Japanese entrants and first guest car. Give it a crack and go for first guest in your P76. There is also first, second and third overall of course. It is a great start to the day, albeit damn early!

Southern Jottings by Bev Clifton-Mogg

January 31 in Christchurch was warm and sunny and saw 27 people attending the Southern branch BBQ at Blue Skies Scout Headquarters in Kaiapoi. Wow, what a gathering, Frank and Robyn Waghorn came over all the way from Reefton to join in on what became a fun afternoon. It was great to have Fleming and Betty Biddick along to; Fleming is starting to regain his health and joined in all the fun. Good health to you Fleming.

Teams were drawn up and bowls was played. It was great to see Francis Warren and Marion Blowers giving this game a go. Betty became Chief Distance Measurer and turned this into a fun tournament. The eventual winners, Don Alexander and George Weigel were awarded an extra sausage from the BBQ being managed by Sandy Downes and Adrian Clifton-Mogg. Members were asked to provide a salad or sweet and they all went way out providing a great display and enough for everyone to have a second go! The Club provided meat and refreshments. A great day out for everyone involved, young and old.

We look forward to our next outing on March 14 when we will be viewing a private collection of tractors and vintage machinery followed by a meal at The Rock in Rolleston.



The photo on the previous page shows some of the Southern Groups Elder Statesmen to the fore and some of the younger members to the rear, and a few P76's as well.

L to R we see Don Alexander, Murray Hatchard and Frank Waghorn from Reefton. The elbow of Robin Blowers is also visible. I know this as I can see it in colour.

I hope the photo comes out ok, late on Sunday when I printed it I found my colour ink to be running low so it's kind of sepia toned in a purple sort of way! Thanks for the photos Bev; they do enhance a story especially if I can print them properly

The Southern Group holds their bi monthly meetings at Robbie's in Riccarton at 7.30p.m. each even month and arrange an outing, generally on the second Sunday of each odd month. Their Event Co-ordinator is Sandy Downes who you can contact on 03 337 1647.

Sandy is happy to hear from any Southern member, or a Northerner touring around down south should you want to join in the fun. Give Sandy a call and get in on the act.



The History of the DawnBreaker Run

By Dave and Sandra Bray



The first Daimler Dawnbreaker took place in Wellington in 1991 as near as we can remember, as Sandra and I sought to persuade the club to do something a little 'different' from visiting gardens and museums.

A number of people have run the event since that time, and all 18 Dawnbreakers to date have been broadly along the same lines of having a simple navigational event followed by a collective breakfast and announcement of results.

Navigation has been by simple instructions, slightly more cryptic things like compass directions or clock faces and even the old-fashioned 'straight-line' style of thing - though this did manage to thoroughly confuse a few people.

This gave us the excuse to run a training evening on the topic a year or so back.

Competition has been based on the straightforward answering of questions, doing anagrams and even adding up numerical results with only that total being considered - there is always a search for a new way to do these things and maintain interest.

Breakfasts? Ah yes, breakfast - probably the important part of the proceedings, especially after a couple of hours on the road working the brain box a bit more than is usual at that time of day.

We have been fed and watered at a different place each year - in 1991 at the old Big Tex just south of Paraparaumu, and in other

years at Cobb & Co, Petone, a now-defunct cafe on a farm property on the Wainuiomata Coast Road, Melling Railway station, Kaitoke Country Gardens, The Lodge at the Inlet, Southwards Museum, the Brass Monkey around the bays, Waterfront (Petone), the Crows Nest (Whitby), Lindale Farm Kitchen, Next Door (Paekakariki), the Rockz (Porirua), Cafe Pica in the Megacentre, a café in Upper Hutt, and last year at Monteiths in Mana

One venue we cannot recall, neither can our filing system, but someone with a full set of the old Daimler magazines might care to enlighten us?

Some events have been memorable, some not so, and the same applies to the after-match feeding facilities, though the quality seems to be pretty good these days.

Overall it still seems to be a fun thing to do and a fun thing to organise, though the number of potential breakfasters is making it increasingly difficult to find a venue that can accommodate us all - mind you, approaches to cater breakfast for 50 or more people are usually welcomed enthusiastically by those cafe owners where sufficient space and parking is available.

We believe that the present starting place is about as good as it can get with shelter from the weather and good lighting, but any and all suggestions about the nature of the event and possible breakfast locations will be very welcome. ■■■

ROAD

IMPRESSIONS

No 57

LEYLAND P76

It is over 50 years since the familiar name "Leyland" was applied to a car, but the Leyland of the early 1920s was a name to conjure with. Whether the latest bearer of it will carry the same nostalgic glow remains to be seen, but in its context the Australian-built Leyland P76 V8 has every chance of achieving considerable popularity and a good deal of respect among drivers.

That original Leyland was also an eight, but of the straight variety with a capacity of a whacking great 7266 cm³. The single overhead camshaft unit put out 108 kW (145 bhp) with two carburettors and the car was in the super-luxury class, competing with Rolls-Royce, Hispano-Suiza, Lanchester, Napier and the other "greats" of the time. The chassis cost £1875 at a time when the Rolls was no more, but only 18 of these great cars were made.

The genius behind them was the Welsh designer and racing driver Parry Thomas, who attacked the world land speed record with his chain-driven Liberty-powered "Babs" in 1926. The chain broke at speed, whipping up to decapitate Thomas, and the wrecked car was buried on the spot on Pendine Sands. Recently it was dug up again, in remarkably well-preserved condition, and is being restored.

Today's Leyland, built to compete with the "Big Three" in Australia and New Zealand — Holden, Ford and Chrysler — is scarcely in the same category, but it does belong to a different

conception of motoring from others in its price class and should carve out a fair slice of the market.

Here in New Zealand the line has been launched initially with the de luxe and super automatic V8 range. We tested two examples of the latter, one with floor control and priced at \$5764, the other with column quadrant and costing \$5749. Other models, ranging from the manual six at \$5198 up to the executive automatic V8 at \$6165, will be introduced gradually.

The sixes inherit the motor from the transverse-engined Kimberley and Tasman models, but stretched to 2.6 litres with 90 kW (121 bhp) available at 4500 rpm.

The V8s also use a motor which has been around for a long, long time. In its more recent form it has been the 3½-litre used in the Rover range, but it stems right back to the early 1960s, when it was first used in the Buick and Oldsmobile ranges of General Motors in the United States.

A lightweight aluminium motor, it proved too costly for mass production, and the Rover company acquired the patents, modifying the motor with great success.

Then, in the mid-1960s, Repco used the block as the basis for their enormously successful 3-litre sohc motor which won

Jack Brabham the world drivers' championship in 1966 and Denny Hulme his in 1967. The stroke was shortened, incidentally, to bring the capacity down by using Daimler SP250 connecting-rods!

Now the well-tried 3½ has been stretched to 4.4 litres, giving completely "square" bore and stroke dimensions, and Repco are again using it for racing in Formula 5000 with considerable success.

So the new P76 (the project name which has stuck to the production model) has a wealth of tradition and experience behind it. At the same time, for practical reasons, the basic specification has been kept down to the strictly orthodox. This means that costs can be competitive with the other Australian makes; the difference comes in with the conception behind the car.

The Leyland objective was to produce something with an appeal to more than the bread and butter market at a reasonable price, and in this they have succeeded.

Taking a bit of the best from several worlds, they have produced a front-engined, rear drive V8 with Macpherson strut suspension in front for a comfortable but not unduly soft ride, rack and pinion steering for precision and freedom from kickback, and four-link coil suspension for the live rear axle

which locates this area extremely well. Add radial tyres as standard equipment on the V8 and the whole set-up works very well.

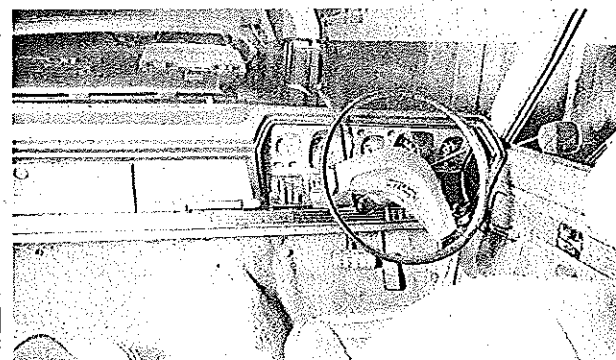
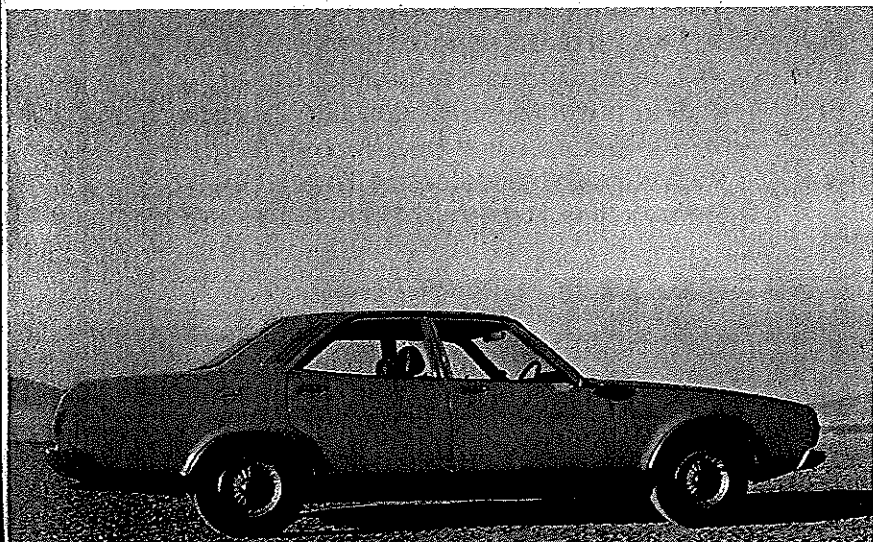
At first glance the P76 looks large but not lumpy, although the view from the rear quarter is not particularly flattering. There is a good reason for this, as in the Renault 1300; both have good head-room for the rear seat passengers while allowing them a decent look at the countryside to right, left and behind.

The design is by Michelotti, but the lithe elegance of the Italian's usual line has been modified to accommodate five people with sprawling room and a big 36 cu. ft boot. In spite of its expanded rear end it is still a handsome car in an unpretentious way.

Safety has been a major consideration, from the layout of the controls to the body construction. It has the Mercedes-style "safety box" body, a light but strong unit with strengthening bars in the doors against side-swipes and an impact-collapsible dashboard. The one area in which safety seems to have been forgotten is in the boot lid, where poor tensioning allows the great steel canopy (surely there can't be another anywhere in the world as large as this?) to descend on any unsuspecting head. With one of the cars parked facing uphill, we couldn't persuade the lid to remain open without assistance.

Seating is extremely comfortable, with individual reclining seats plus headrests in front,

PHOTOS: Lower left illustrates sloping bonnet and high boot. Interior shot, below, shows boomerang shape steering wheel boss. Facing page photos show the front from two angles and the rear end. Interior view of spacious rear seat department highlights recline angle of the individual front seats. Extremely accommodating luggage boot is seen at bottom of page.



and the standard of finish is excellent in all respects. Equipment is sufficient without being lavish, but one strange omission in a modern car is the absence of a vanity mirror in the passenger's sun visor.

For the driver there is a full range of adjustment to the seat, for distance and rake, and the safety belts fitted, with their fixed sockets on flexible stalks between the seats, deserve full marks for the type.

In driving the P76 one is quickly aware of two major factors — that it is quite a performance vehicle, even in automatic form, and that it is a very quiet one. The bonuses which come with further acquaintance include safe and predictable handling and a fatigue-free, long-legged feeling across country.

Taking performance first, the Type 35 Borg Warner automatic gives the Leyland very much the same figures as the Jaguar XJ6 at little more than half the price. The P76 reaches 80km/h (50 mph) in little over 7 sec, 96km/h (60 mph) in just over 10 and has a top speed hovering around 177km/h (110 mph). At the same time fuel consumption is reasonable for the size of the car, both this and the acceleration reflecting the good power-to-weight ratio given by the lightweight aluminium block.

That same lightweight motor is responsible for much of the

accuracy and lightness of the steering; although power assistance is available, it is scarcely necessary. The steering is high-geared for the size of car but not heavy in parking or other slow manoeuvring, and is a delight on the open road.

Until the P76 is driven on metal its true worth isn't known. On tarmac it is just another big car, quiet, docile, quick in a straight line and scarcely tested for handling. But taken on to winding metallised surfaces it proves to be a very good machine for rough going. The front suspension sops up practically any type of bump, and the four-link arrangement at the rear holds the tail down well in ordinary circumstances.

Naturally a slide can be provoked with close on 200 horses under the bonnet, but that steering brings the big car out nicely, and there is remarkably little roll (thanks to the roll-bars front and rear) for a vehicle of these dimensions.

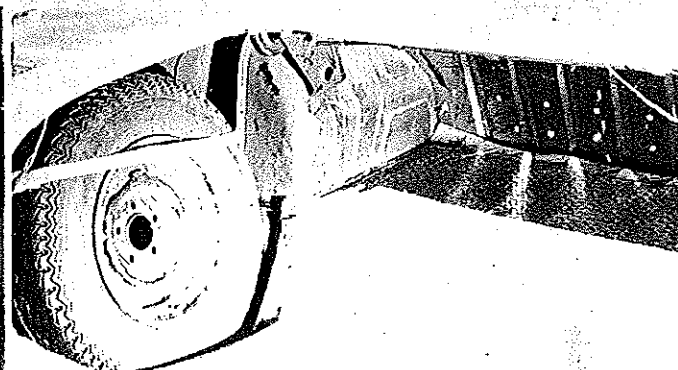
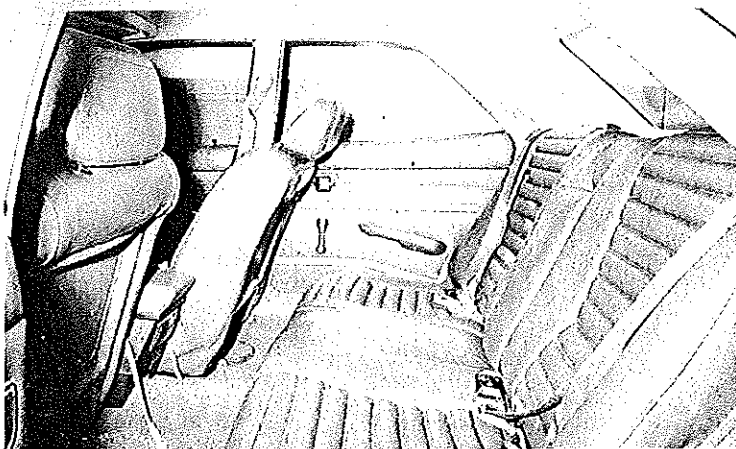
Summed up, the P76 is a surprisingly good car, and on first acquaintance a satisfactory compromise between a go-anywhere load carrier and the more agile European car. Racing being out of the question at the moment it can only be a speculation that the P76 might go very well in production saloon racing despite its size. In any case the \$5000-\$6000 price range now has a real challenger. □

Brief Specification

Price: \$5198-\$6165.	Suspension: Mac-pherson strut type front, live axle four-link with coils at rear.	Track: 4ft 11in front, 4ft 11½in rear.
Motor: V8 ohv.		
Capacity: 4416 cm³.		
Power: 143 kW (192 bhp) at 4250 rpm.	Fuel Capacity: 74.8 litres (16.4 gal).	Length: 16ft.
Max torque: 285 lb ft at 2500 rpm.	Electrics: 12v alternator.	Width: 6ft 3in.
Brakes: Front disc, drum rear, powered.	Wheelbase: 9ft 3¼in.	Height: 4ft 6in.
		Turning circle: 37ft.
		Weight: 2770lb.
		Seating capacity: 5.

Performance

Top speed: 175 km/h (109 mph).	Standing ¼-mile: 17.46 sec.	0-60 mph: 10 sec.
		Petrol: 17-21 mpg.



The Smallest Oz Trail

I may as well include these as I have read and the magazines and I know Fred Maunder will be waiting for me to send them on!

South Australia Dec 09 An interesting issue in support of left handed folk. The magazine is stapled on the right hand side to illustrate how it is for "southpaws" to handle what might be considered normal books. Otherwise the content is mainly to do with the National Rally with some good jokes and a letter from an ex member in the process of building a rally P76 to compete in the East African Safari -no joke! He has worn out his first P76 rally car and now needs one stronger and faster than before.

Victoria Nov/Dec 09 A rainbow cover of cars at the Concourse. Your big annual event well depicted in pictures, especially all those scratch built model P76's. Some people are just too clever, damn it!

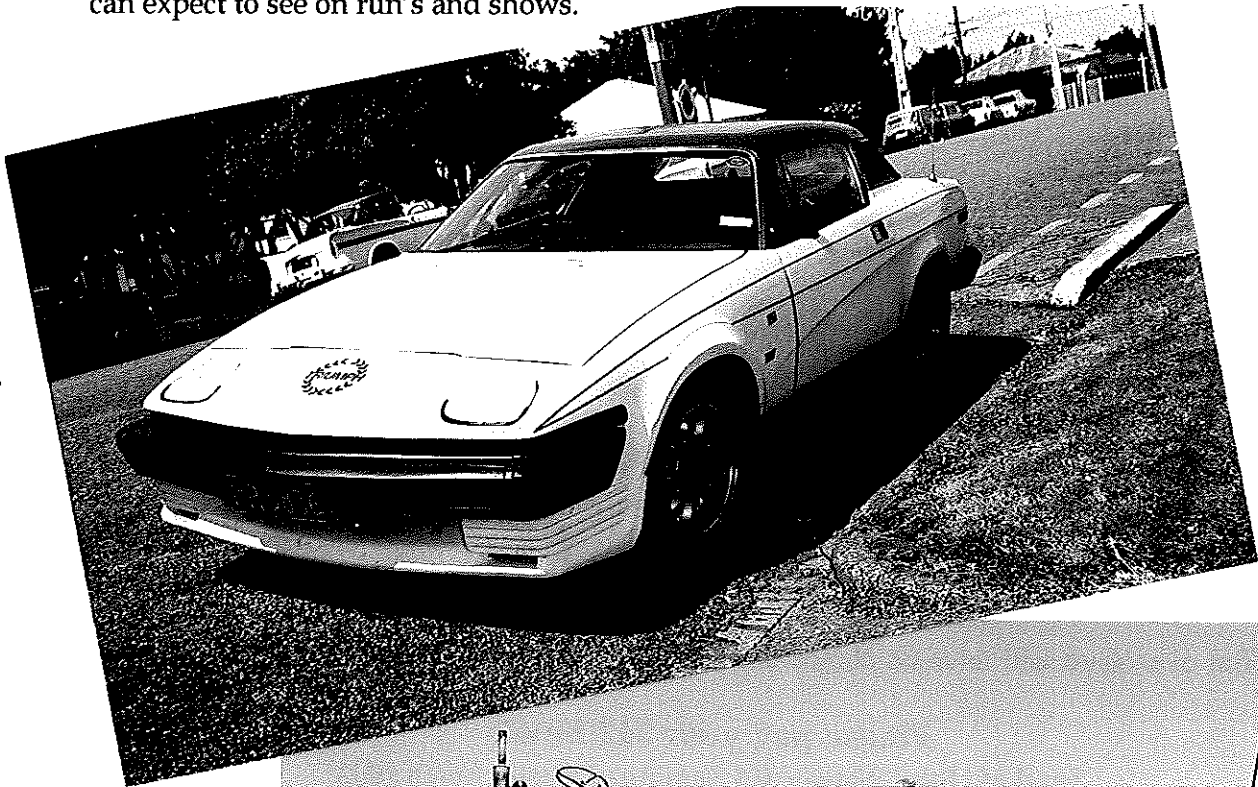
Westwords Jan2010 A tank on the cover, with turret and everything. Lots of event notices and a report on an out of town show that impressed the Leyland group with its quality and variety, borne out by the photos. And Andy Renn's story on the rebirth of his B as B Deluxe 6, good to see another deluxe 6 about.

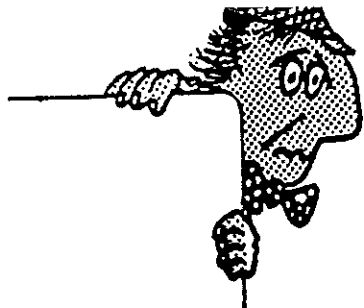
And now for something completely different, a P76 and a DeLorean parked together on a British Car Club outing to the Wairarapa late in 2009. Abby and I enjoyed wandering around the lavender plantation and the small stand of native bush, playing with the many breeds of chook roaming the estate and chasing, or being chased by the unusual Swedish sheep, Angora goats and a Donkey. Cars present represented many counties including Ireland, UK, Korea, Germany and Australia. It was the British Car Club, truly.

Those are Paua shells on the fence behind the cars. Note the number plate on the time machine. And we were less than 10 minutes from home. Thanks BCC.



And just to whet your appetite for future event reports we show some of the vehicles you can expect to see on run's and shows.

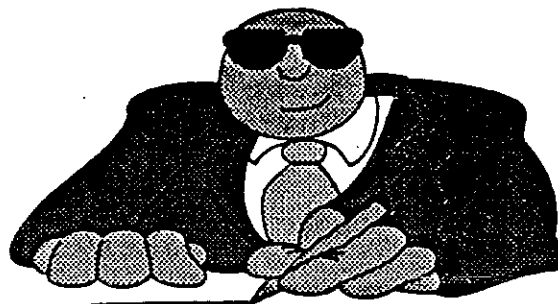
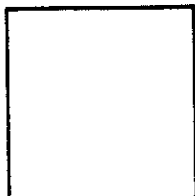




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We draw your attention to the club constitution p2 No 11b.

"(b) Each member has an obligation to pay the subscription due. Subscriptions are due on 1st January of each year in respect of the year commencing on that date. Any member will be deemed to have resigned from the Club when the due subscription of that member has remained unpaid for two months from the date it fell due."

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LEYLAND P76

THIS IS THE FINAL REMINDER!