

Anything But Average

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Official publication of the Leyland P76 Owners Club of Victoria

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS
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This publication is not for sale to the general public and is only available through membership.

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Cover: from modern motor magazine, "P76 ROAD TEST" JULY 1973

*****COMING EVENTS*****

**CLUB CONCOURSE AND DISPLAY SUNDAY
26NOV2006 CARRIBEAN GARDENS ROWVILLE**

Melway 72 J8

**11.30AM TO 3PM COME ALONG AND JOIN THE
FUN WHETHER YOUR CAR IS CONCOURSE OR
NOT! *The clubs biggest day of the year!!!!***

**RACV Historic Vehicle Display, Australia day
Friday 26jan2007** see mag for entry form entries close 17/11/2006

*** Picnic at Hanging Rock Sunday 11 Feb 2007**

Yarra Glen swap meet 18feb2007

British and European Car Day 4 mar 2007

*** Club test and tune day March 2007**

*** Classic Australian car show, sandown 18jun2007**

*** THE ASTERISK DENOTES AN OFFICIAL CLUB FUNCTION.**

CLUB PARTS FOR SALE

Front indicators (unpainted) \$40 a pair New old stock Leyland weathershields RH front door \$40

P76 parts manual on disc \$20 full re-print in paper: \$70 6 cylinder air filter housing oval shape \$10

Lower rust repair panel front gaurd \$20 a side

Manual steering rack second hand good condition \$50

RING MARCUS 0416508005

V8 diff drum to drum \$80 Door trim, imperial leather excellent condition, super \$25 each.

Editorial

Hi there folks that time of year is coming up...**THE**...most important club event of the year the club concourse! Give the old girl a wash, a detail, a full resto whatever you like but **BRING HER ALONG!!!!**

Seriously though the concourse attendance is **vital....Rick Perceval** in particular has made a great effort in getting out to members in the country as well as the city...I think we all owe Rick for his sterling efforts in making the "presidents runs" to the country, at which we met many great people and saw many fine cars...I am sure the country members will return the favour by making the trip down to the city for the concourse.

The metro members in turn should support the country members by getting across town for the event!

Support the President, support the committee, support the club.

All we ask is attendance at two events for the year...one of which should be the concourse, if members dont do that, even the best of committee's will lose heart and just give up the ghost and then you can kiss your club (and the car) goodbye!

This is not an exaggeration.

Enough! Ill just get down off my soapbox, lots of great events coming up and chances to promote the P around victoria.as well as the concourse. See the coming events page. I have included the entry form for the RACV historic vehicle display at the domain gardens on Australia day..its a great event, get your application and payment in before 17/11/2006.

Acknowledgements.....Dave Walker for his article on six cylinder cooling systems part numbers etc.,Jason Birmingham for his update on his taxi project (looks like he needs my rust repair man), the article by Steve Hollings from the NSW club magazine, August 2003 with notes from jason, an article from the NZ club on one of their great cars,

Parts tech....the radiator in my spanish olive v8 blew the other day...while getting a recore we found out its a holden core. This is a common mod to use the taller holden core and reduce the size of the top and bottom tanks so it fits under the bonnet. Since the re-core the car runs almost cold...struggles to get the needle on the temp gauge to vertical!

Dave Walker has discovered that wiper washer nozzles are available new...their a BMC part common with mini's.

Strut tops...the best mod I know is to have Jilden Reichardt from the SA club do a teflon job on them...jilden replaces the nylon inserts with teflon which is very durable and very slippery..ring the SA parts tech (number in last mag).

Clutch judder...featured in the later article from NSW....I put up with it for many years in my 4 speed and finally solved the problem by having a valiant clutch fitted, this is identical to the P but the clutch cover/pressure plate has 6 bolts instead of 3 anchoring it to the flywheel. Result...perfect! Trans Diff in bayswater did it bloody good job.

!!!!!! Last but not least..... **please fill in the club car survey and send to the registrar...**to update the clubs records, and have your car recorded as an official club car. **!!!!!!!!!!!!!!**

Presidents Run to Bright

By David Walker

On Sunday 24th September the club ventured off to the East, to Bright for its Presidents run.

My wife Rachel and I were staying in Healesville on Friday & Saturday night so early Sunday morning we jumped into the car and took the scenic drive to Seymour then on to Benella to visit Rachel's parents. After a long drive we arrived in Bright and were welcomed by the RAIN!

Luckily club members had arrived before us and secured a nice undercover area that we could keep out of the wind and rain so I set up the new club BBQ and cooked some lunch. A good turn out of member's and their family's brought along a fine selection of P76's that we parked along the street. What a sight! All the cars are were in excellent condition and they really looked good parked next to each other, 6 cars in total. Thank you to all the club members that attended and I look forward to seeing you at the next club event.



Bathurst BBQ

The Bathurst BBQ was held at our house in Bentleigh East on Sunday 8th October RACE DAY!

I was up early preparing for the day as I had been to a Bucks night on the Saturday, Rachel had organised most of the food the night before so she got to sleep in!

Our Vice President Ken was first to arrive so I sat him down in front of the big TV so he could watch the start of the race. As more people arrived I cooked them Bacon and Egg toasted sandwiches and as there was a TV in the backyard we could sit out in the sun and enjoy the great weather. A nice campfire kept us warm when it got windy. As lunchtime approached more people arrived and I cooked up a storm on the club BBQ, everybody was well fed and a special thanks to Rachel for her fine food preparation throughout the day. It was great to see the P76's out the front and throughout the day we ventured out to compare our cars and to explain the advantage's of the P76's 6 cylinder engine over the V8.

Thanks to club members Gunter Willemse and Bob Leonard for their attendance and to the committee members for a great day. I hope to see you all again next year. Regard's David.



Rick explaining the history of the Race to Ken



David and Bob with the cars



Future P76 owner Erin on the deluxe seat

Minutes of the Leyland P76 Owners Club of Victoria
Committee Meeting 9-10-2006

The President declared the meeting open at 7.10p.m.

*1. ****Present****: President – Rick Percival Vice President – Ken Western Editor – Michael Clarke Parts & Tech – Marcus Kneebone Secretary – David Walker Club Members – None
Apologies – Martyn and Sylvia Hayes

*2. ****Previous Minutes****

The minutes of the last committee meeting dated 11-09-2006 were tabled, and were accepted as a true record Proposed: Ken Seconded: Dave All in favour

*3. ****Business Arising****

Rick is in the process of updating the club's new website.

Ken is to reply to Ray Ikin's letter regarding 2008 nationals venue.

4. ****Correspondence * *In****: Club magazines from NSW, NZ, SA and Qld

General event advertising

Letter from Lotti Wallace with a thank you to Ken

T.C.I.S Motoring Club Insurance proposal for public liability

insurance for the club, to be looked at by David and Sylvia.

Out: Letter sent to Port of Echuca thanking them for their invite to their Steam Festival.

*5. ****Reports****

President

Rick is in the process of rebuilding the club's website and hopes to have it completed soon.

Apologies received from Trevor Wolf and John Beattie regarding their inability to attend the Bathurst BBQ.

Our thanks to David and his wife Rachel for making their lovely home available for the Bathurst BBQ. Rachel put on a great lunch for us all.

Vice President

Ken is close to finalizing the Club's revised policy regarding Club plates. Will be finished shortly and draft to be sent to the committee for comment

Ken is in the process of reviewing the Club Rules.

The 1st meeting of the 2008 Nationals sub committee was held with some great ideas from both Rick and David regarding functions and venue. A draft outline of events will be drawn up shortly.

Treasurer (in the absence of the treasurer the report was provided by Ken)

Bank balance at the end of September stood at \$3750.17

Income: \$917 Membership Fees, \$535 Parts Sales, \$62 Sundry receipts

Expenses: \$113 Sundry expenses (mail)

Editor

The letter from Lottie Wallace will be included in the next magazine, Membership renewal reminder



Concourse 2002 – What a great turn out – This is what we want for 2006



Ray Ikin's Force 7 at Pakenham



Ray Ikin's Force 7 at the Pakenham show last year with an "Am Eye Blue"



Force 7's at Cootamundra – what a rare collection



President's Run to Traralgon – BBQ at Ray Ikin's place. A great day, with a terrific look at some of Ray's cars including the Force 7



Bright again – Rick and his Flag – Should be more of it!



President's run to Bright held recently – quite a good turn out, and great to meet some more of our country members and have a look at their cars.



Concourse in 2004.

will be sent out with next magazine, Colour front page is on its way! Possibility of some colour photo's throughout magazine. Current magazine being printed.

Parts and Tech

\$520 worth of parts sold, \$161 sent recently on purchase of a qty of N.O.S and trailer hire. Another complete P76 acquired for the next Wreckathon

Thanks you to Martyn and Michael for the time they spent picking up the parts car.

Registrar (in the absence of the registrar the report was provided by Ken)

44 paid up members, 19 members still outstanding – FINAL reminders to be sent out.

Secretary

Great day had at the club run to Bright, a small membership turn out, but with a great range of quality P76's on display. Thank you to the members who attended the event, even though the weather was against us! The new club BBQ was used and was well received.

Bathurst BBQ. Another great event with the committee members attending together with 2 club members, Gunter Willemse & Robert Leonard. A further apology received from Don Morrison. It was a great social event with 5 P76's parked in the street drawing much attention from neighbours. This will be an annual event, with hopefully a few more members attending.

A quote for Caps and Stubby holders with the club logo acquired from "Cap Capers"

General Business

Marcus and Martyn are investigating bulk purchase of NOS parts for the club.

Rick to send out a letter to previous club members advising them of what the club is doing and inviting them to rejoin.

An article is to be included in the September magazine outlining the new judging criteria at this year's concourse and how the concourse will be run in the future.

N.O.S parts will be available for purchase at the concourse.

The committee decided to purchase some caps and stubby holders. Artwork to be producee by Rick, and passed on to David to proceed with the order. These will be available for sale at the concourse.

David and Rick to organize trophies for the concourse.

Possible club display on Australia Day at Federation Square to be organized.

Close of BusinessThe meeting was closed at 10.40 p.m.

The next committee meeting will be held at David and Rachel's house on Monday 13th November, starting at 7.30 p.m.

Living with a P76

Below is an article I copied from the August 1983 Owners club magazine (Anything But Average) as it was called then. It was written by Stephen Hollings who purchased a new V8 Deluxe 3 speed & he relates the good & bad times he had owning his big rig. I know you are wondering "why the hell are you running this old article", well I wasn't around for the P76 when it was new (I was only 8) & I often wondered why the car failed to win more hearts, especially now, when I personally have so much fun with my cars.... This article sort of helps me to understand what was going on then, especially with me being a motor mechanic. I spent the first ten years of my working life in a motor dealership (Toyota) & I can well understand the feelings towards the car by the service managers. Remember that Leyland offered a free loan car if the problem couldn't be sorted overnight.... Picture half a dozen P76's with problems in your workshop, Leyland being tight on the warranty labour rate, so you weren't going to win on the job anyway.... & having to give out free loan cars to some of these customers!, Sort of giving out free loan cars whilst you lose money... You can understand the drama's poor old Stephen was having trying to win with the dealerships. Bear in mind that Stephen owned the car for 9 years when this article was written, so he still obviously loved the car & I am not trying to present a negative article, I just found it interesting..... I wonder where Stephen is now... I would very much like to meet him..... Read On! JASON BIRMINGHAM N.S.W.

Living with a P76 from new was not always the easiest of experiences. Indisputably it was a great car, you only had to slip behind the wheel and go for a test drive to be sure of that, but owning one was a slightly different experience. New owners who had abandoned the mediocre competition for the innovation of the P76 soon found that the dealers were not only lacking in innovation but also in basic skills and the factory did nothing to help.

For those members who haven't owned their cars since new, try running your V8s with Champion L10 spark plugs as was recommended by Leyland. Very soon the engine developed a hesitation under load & within a week this was replaced by a slicing miss which entirely spoilt any joy of driving the car. For its first twelve months our car had a faulty distributor. It was finally diagnosed by an NRMA man. (Leyland had changed the valley gaskets on three separate occasions in order to try to rectify the fault!) After all that, the only thing which affected the engine was the inadequate life of the Lucas points which has now been solved by the addition of an Echlin electronic ignition system. The clutch was always a problem and still has something of a shudder. I worked at a Leyland dealership from November 1973 to February 1974 and can state without hesitation that the dealers were just not prepared for this problem. First of all they thought the problem was in the clutch plates and kept changing plates - My P76 had three different plates in as many months. Then they decided to machine the plates so cars spent time off the road as plates were taken out sent down to be machined, eventually picked up, and finally put back in the car, all with a great lack of success. Meanwhile irate owners were fast having their fill of the warranty loan cars and the Leyland dealers. The loan car at the dealership I worked in was a purposely mis-tuned Mini Clubman with less than brilliant brakes. The rationale was that after the Mini, owners would find their own cars great and stop complaining. Naturally this failed to work. Owners who had struggled with the Mini for a day, only to find their own car had a shuddery a clutch as before (or as bad an ignition miss as before), lost their tempers twice as quickly. I don't know how many obscene phone calls were made to the Leyland problems hotline but I should imagine quite a few! The problem seemed to spread like a rash - I even drove brand new Minis which had the most shuddery clutches imaginable. Eventually, though, most plates bedded in and gave reasonable performance or owners gave up and went away!

Most owners will understand if I say that overheating was a frequent problem too. Almost all the cars had initial overheating problems because the radiator cores were filling up with aluminium filings from the water jackets.

Some continued to have problems but in many cars, like ours, it was a matter of the temperature gauge getting excited rather than the radiator. It took me years to solve the problem of the earthing of the temperature gauge, eventually in desperation I wired the earth directly to the battery and presto, all was solved. I only wish I had thought of it earlier, the four Leyland dealers we went to never did. And yes I did say four Leyland dealers - we covered the North Shore during the warranty period desperately trying to find somebody who wanted to fix the problems in our car. I used to sit on Spit Hill at 7.30 in the morning with a wavering engine which hated to idle, a rising temperature gauge, and then an enormous shudder in the clutch as the traffic inched up the hill as, I headed for the Neutral Bay Leyland dealer. Need Club members wonder why they come across so few original owners of P76s? Those with good memories will remember that 1973 and 1974 were particularly wet years and while I never heard of an owner drowning in their car some must have come pretty close. I can still remember the sales manager of the dealership I was working in going to lunch and returning about an hour later with so much water in his car that it flooded out when he opened the door. I swear that the story is quite true, I had to mop the car out! The workshop couldn't care less and eventually I fixed his car - it was a leaking windscreen, but many owners found themselves having to do the same, hunt for the leaks themselves and fix them themselves because the dealers at best only did a half-hearted job. The problem was that the dealers found their workshops full of P76s needing attention and that was hardly the way to make money. The losers all the time were of course the poor owners.

Other problems in our car were starter motor - Leyland had to rewire all the manual cars because the lead to the solenoid was inadequate for the requisite current draw. A chewed out front wheel bearing in 1,000 miles due to the efforts of a heavy handed apprentice mechanic, and a rotten idle due to the assorted electrical faults already described. This was only really fixed when the carburettor was changed and I decided to do the tuning myself. And so that was the first eighteen months of living with a Leyland P76. Owners either persevered and eventually got the problems fixed or gave up and ditched the cars, it is a shame that owners were turned away because once the cars were fixed they were like magic. Unfortunately many owners never discovered this.

Our car has given sterling service since that period, very rarely let us down, and travelled all over the eastern states including over a lot of dirt roads in the Snowy Mountains. It is still the most comfortable car for long trips that I have ever driven, runs effortlessly with commendable economy, and holds more luggage in the boot than many station wagons. A number of changes have been made to our car over the years. The excellent bench seat has been replaced by the equally excellent reclining bucket seats. The less than brilliant Deluxe instruments have been replaced by a binnacle from an Executive now housing the original speedometer, a highly accurate VDO tachometer, a VDO economy gauge, and Executive/Super fuel & temperature gauges. As with most members' cars there have been minor changes like new carpet, stereo system, driving lights etc. but the other major improvements, apart from the suspension upgrading which I recommend to everyone, have been the addition of a Holley 500 carburettor and a Mark IV air conditioning system.

The standard Stromberg always needed retuning and never gave particularly good fuel economy so when my brother offered me a hardly-used Holley 500 I jumped at the chance. It gives an almost unbelievable boost to the engine right through the range allowing quite illegal three figure mile an hour speeds with incredible ease. More importantly it gives excellent passing power, great fuel economy (I was third in the V8 manual class in the 1982 economy run) and requires no attention at all. The Mark IV air conditioning system is one of the most efficient I have encountered and fits very neatly both under the dash and under the bonnet. It was an excellent investment and allows greater enjoyment of the car. After all when one has a V8 with bags of power why should you swelter in the summer heat along with owners of Volkswagens & Datsun 120Y's? With a Davies Craig thermatic fan up

front my standard cooling system more than copes with even 40°C heat with the air conditioning on. I love driving the P76 and have a ball on club outings. The car is a great one and so are most of its owners, especially those who have joined the club. It was before its time as so many of the Leyland products have been, & if any person can show me a better, more economical, more comfortable vehicle with as good a performance and accommodation then I will swap the P76 for it. Somehow I think I will have the P76 for years and look forward to seeing fellow club members at all our future events. But for those of you who aren't original owners and still wonder why the P76 never took off, then think how you would have felt if your new car had experienced all those problems, and wonder no more.....

STEPHEN HOLLINGS, N.S.W.
1983.

Should that green stuff be coming out of there?

By David Walker 2006!

No! I replied to my wife Rachel recently as we looked under the P76, it seemed my lovely 6 cylinder engine had developed a water leak!

On further investigation I found the bottom radiator hose had split and was letting a large amount of green coolant flow out onto my driveway... Time to get the tools out.

All the hoses on my car seemed to be in good condition but once I removed the offending hose it was obvious that it was long overdue for change, the hose had swelled up and the hose clamp (that had been done up too tight by the previous owner) had cut into the rubber.

I decided to change all the hoses. I removed the top hose, bypass hose and two heater hoses and removed the thermostat. I then flushed the radiator, engine block and heater. I even changed the radiator cap.

After removing the thermostat it was obvious that the incorrect V8 thermostat had been fitted, the 6 cylinder unit has a extra spring loaded flap valve at the base that block's off the bypass when the thermostat is open, the V8 unit does not have this extra flap valve and when fitted to the 6 cylinder engine it allows the coolant to flow through the bypass at all times, this can cause engine overheating. Leyland printed a Service Bulletin on the subject of the thermostat problems and it was reprinted in the March 06 edition of this mag.

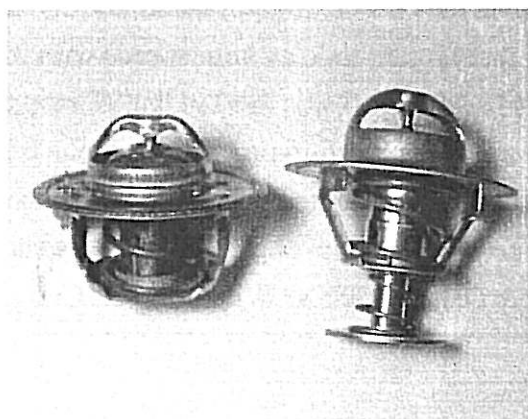
I went down to my local parts supplier to by some new hoses. Im sure the young guy behind the counter thought I joking when I asked for P76 parts but after I explained to him that yes, a few of our beloved cars still exist he was happy to help. The Parts book he then produced only listed the top and bottom radiator hoses, made by Gates part no. 05-0216 top & 05-0217 bottom. And no there was none in stock. The bypass hose had no listing under Leyland, so I suggested he look under Morris (4 & 6 cylinder Marina) or Austin (Kimberley & Tasman) finally we found the hose listed as a bypass hose for an Austin Kimberly part no. 02-0930, none in stock. Then we came to the thermostat. The entire Leyland listing in the parts book only produced one number ST1-180. A V8 thermostat! How am I to fix my lovely 6 cylinder engine when even the parts book is against me! So I searched though the offending parts book to find the correct thermostat, it was listed under Triumph (Dolomite, Sprint and 6 cylinder Stag) Part no. ST5-180. None in stock! The Thermostat housing gasket, part no. TTG43 he had hundreds of!

While I was there I ordered a new Oil Filter (Z23) Air Filter (A92) purchased 5lts of Penrite oil and decided I would replace the radiator cap (508 13).

All the parts arrived the next day and were all correct so they were fitted easily. I used new hose clamps for the hoses and refilled the radiator with new green coolant. The car runs again with the temp gauge needle is in the normal position and the heater even gets hot!

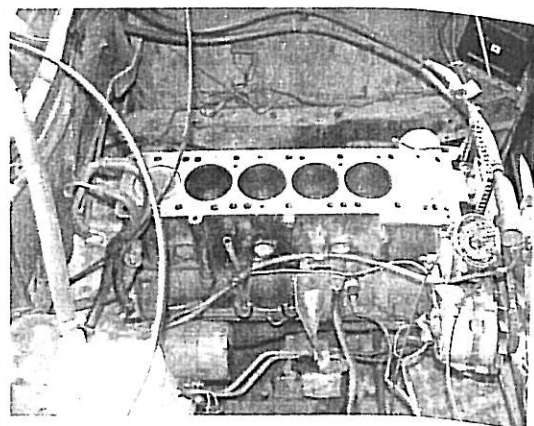
The next job is to fit my reconditioned cylinder head with a Wade Cam and extra strong valve springs. And I have my reco SU carbie and NOS Petrol pump too!

Until next time,
Regards David.



V8 Thermostat
STI -180

6cyl Thermostat
ST5 -180



My Engine without its cylinder head

RACE

Joe Kenwright

For Australia, 1973 was a biggy. The US pulled its troops out of Vietnam, Britain and the Irish Republic joined the EEC, and the Yom Kippur war led to the Arab oil-producing nations cutting supplies, sparking a fourfold increase in oil prices and a world economic crisis.

Australian Helen Reddy rocketed up the charts with *I am woman* and Carly Simon

1973 Leyland P76 was cause for a massive confidence boost and celebration. Instead, P76 jokes ate into our confidence.

By comparison the 1948 Holden was built first in the US, drawing heavily on a scrapped 1940s Chev prototype before the tooling was shifted to



arrived with *You're so vain*. The Koreans were making noises about starting their own car industry and recruited top British engineers to do it.

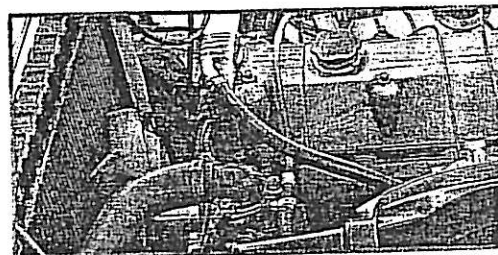
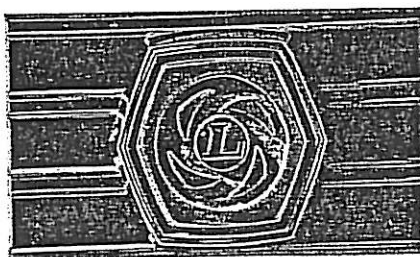
For Australians, it was the year that the first clean sheet modern car, developed and produced in Australia from the ground up, was released. The Koreans have since shown it was another lost opportunity for Australia to become a world car maker. The

Australia, and the 1960 Falcon was a hastily and poorly-adapted US design.

The P76 was a \$21 million vote of confidence in local industry after two decades of failed Anglo-Australian hybrids. Within 16 months, it was all over. Not only was the P76 scrapped, but it took the BMC factory with it and cost Australia up to 5000 jobs.

Prime Minister Gough Whitlam took on the mantle of motoring expert and pronounced it a dud. Yet it was good enough to generate a five month

Leyland's P76 was the shooting star of 1973 that left a trail of mystery and intrigue in its brief but shining time in our automotive cosmos.



Unique Cars July 96

waiting list, win the *Wheels Car of the Year* for 1973 and, in almost standard form, set the fastest time in the Targa Florio section of the World Cup Rally. Is there any other developing country where the

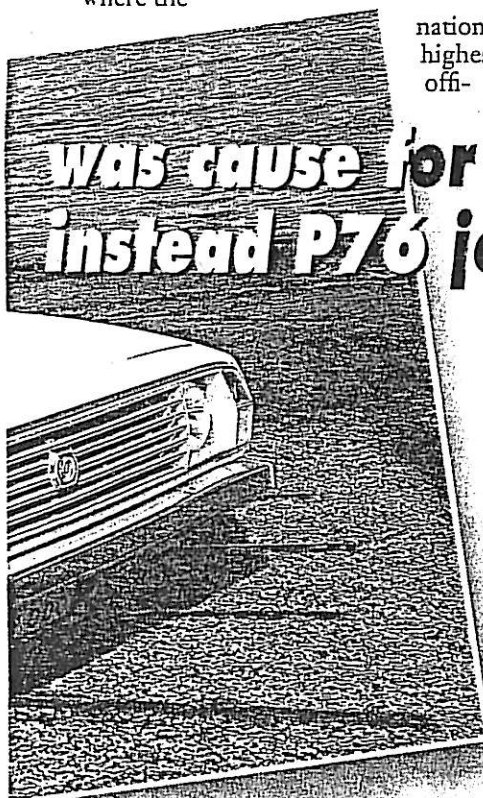
nation's highest off-

that P76 problems started with the Marina. This ordinary retro car generated much better sales than expected and highlighted shortcomings in the local components industry and labour market. When the P76 arrived on June 26, dealers were chronically understocked, with less than 800 cars spread across 330 dealers, while more than

wait for their new car were fed damaging reports of quality control problems.

Just as production was going smoothly, the P76 was king hit with a series of crippling power strikes, components shortages and a volatile industrial climate. The V8 engine plant then broke down at a critical point.

was cause for a massive confidence boost... instead P76 jokes ate into our confidence"



cials would denigrate a \$21 million vote of confidence in their local engineers and workers?

After 23 years, the P76 continues to generate some of the strongest loyalty of any volume car produced in this country with enthusiastic owners clubs across Australia. The car's V8 engine is still in heavy demand for re-powering a wide range of cars and boats. Its huge front disc brakes are snapped up for light commercials and others.

Yet a critical look at the premature demise of the Leyland P76 would lay much of the blame squarely at the feet of the government of the day.

Those close to the scene observe

2000 orders were placed in the first week. Leyland also underestimated demand for the top of the range V8.

There's little point analysing the car's Michelotti styling and whether it was botched by the locals. Nor is there much point discussing whether the stillborn Force 7 coupe and wagon would have saved it. The P76 was good enough on release to succeed.

It offered a marvellous all-alloy 4.4-litre version of the Rover-Buick V8 that rivalled Ford's 5.8-litre and Holden's 5.0-litre lumps. The overhead cam six was the first and last for another 13 years until Holden's Nissan-powered VL Commodore.

The special Borg-Warner four-speed manual was so much beefier and sought after than those of rivals that owners still have to watch that gear-boxes are not swapped during repairs. All-coil suspension, front struts, disc brakes on all models and rack and pinion steering were rarities in 1973 but to have them in one car was a treat.

Leyland's problems lay elsewhere. A waiting list might seem a dream situation, propping up prices and profits but for a mass market vehicle, even today, it's a nightmare. Buyers forced to shop elsewhere leave the market for an average three years, often forever.

P76 buyers during the five month

At the start of 1974 there was a six to 14 week wait depending on model but by year's end the momentum was lost — dealers carried 100 days supply.

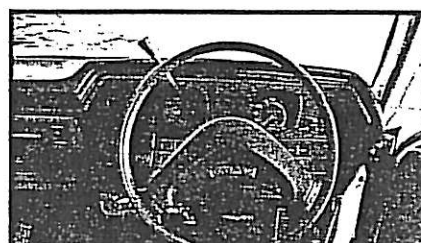
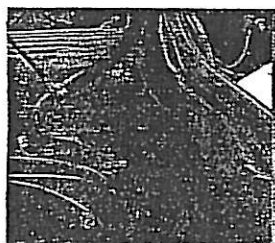
What happened? Conspiracy theories suggest that the strikes were generated by rivals who could tough it out better than Leyland but Leyland closed when there was no longer a supply problem.

Chrysler, Ford and Holden certainly didn't want a fresh, new rival and sales staff would have capitalised on Leyland's problems but it's hard to find evidence of more than that.

What isn't widely known is that it took the full budget to get the P76 to market and there were no resources left to cut costs by design.

Inside sources note that gross factory profit on a \$3600 Deluxe was \$40 and \$200 on a \$4500 Executive. When a strike or supply disruption cost an average \$20,000 a day, it wouldn't take long for the company to bleed to death. A door repair per car would have eaten the profit margin.

More importantly, it's widely agreed that there was considerable political pressure for Leyland to stop rivalling the status quo and with a new European political orientation at home, it's easy to see why Leyland pulled the pin.



PICS MARK BEAN

Year _____ Name _____

Model _____

Registration no./Club permit no. _____

Commercial and Military Vehicle Entrants, Please Complete

Height _____ Length _____ Width _____

Are you bringing a trailer as part of your display – trailers admitted at discretion of organisers (please tick if yes) ☐

Wish to start at (please tick)

- ☐ Chadsstone ☐ Veterans/motorbikes
☐ Highpoint ☐ Northland

Note: The organisers reserve the right to change starting points if the need arises. Changes will be notified.

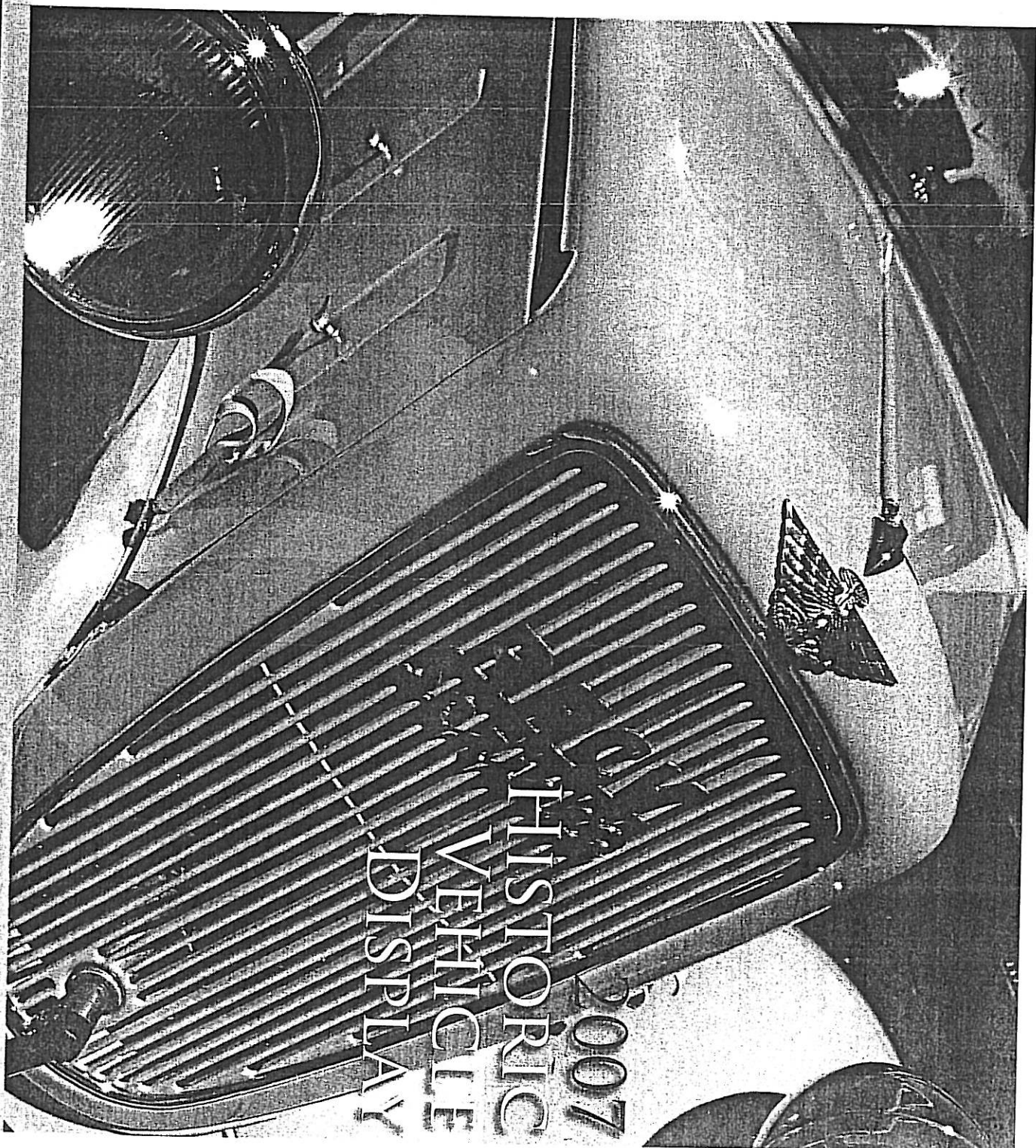
Brief interesting history of the vehicle _____

I am entrant in the 2007 Historic Vehicle Display. I certify that the vehicle listed in this form will be covered by compulsory Third Party Insurance. I and my passengers hereby release RACV, the Federation of Veteran, Vintage and Classic Vehicle Clubs, the State Day Committee (Victoria), the Event Director and Organising Committee and associated organisers, their representatives or agents from any and all liability for any loss, damage or injury however caused to me or any of my passengers or my vehicle, in the legal owner/custodian of the above vehicle. I agree to observe all conditions entry to the 2007 Historic Vehicle Display.

RED

FE

Enclosed is my cheque/money order made payable to the Federation of Veteran, Vintage and Classic Vehicle Clubs for the sum of \$15. No responsibility will be accepted for cash sent through the mail. Return the completed form and entry fee to Federation of Veteran, Vintage and Classic Vehicle Clubs, Box 802 Kyneton, Victoria 3444.



australia day

RACV



THE ROYAL AUTOMOBILE CLUB OF VICTORIA LTD (RACV)

has grown considerably from its beginnings in 1903 as Australia's first motoring Club. Today, more than 1.3 million Victorians are covered for RACV road service.

Members have access to a comprehensive range of products and services including roadside assistance, insurance, home security, personal loans,

investment products and touring advice. There is also a social club with facilities in Melbourne and Healesville and resorts at Cobram and Cape Schanck. RACV is an important advocate for Victorian motorists, representing them on a wide range of issues including petrol pricing, road safety, road funding and tolls.

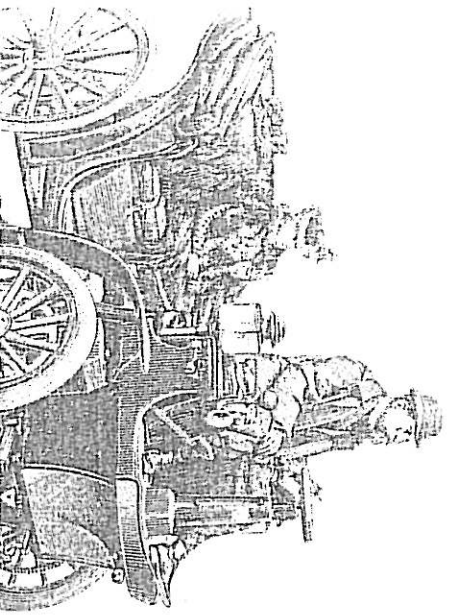
THE AUSTRALIA DAY COMMITTEE (VICTORIA)

comprises 21 members, all of whom serve in a voluntary capacity.

The Committee is supported by the Department of Premier and Cabinet.

MISSION STATEMENT

To ignite a sense of national pride in Australia's unique heritage, achievements and future endeavours. The Historic Vehicle Display is part of the Australia Day celebrations in the city and is one of the largest planned assemblies of vehicles ever staged in Melbourne. The event features more than 500 veteran, vintage and classic vehicles built between the late 1890s and 1977. It brings together more than 30 motoring organisations, clubs, societies and foundations.



THE HISTORIC VEHICLE DISPLAY

Join us as we travel through Australia's motoring history on Australia Day,

Friday 26 January 2007. Vehicles will assemble at marshalling points in suburban Melbourne, where entry tickets and other information will be distributed, before

proceeding to the display area along Kings Domain. In order to enhance the atmosphere, it is desirable that participants dress in clothing to match the period and style of their vehicle. As parking space is limited, ONLY vehicles

that are actually entered on the official entry form will be accepted. NO ENTRIES WILL BE ACCEPTED ON THE DAY. Entries postmarked after 17

November 2006 may not be accepted and entry is conditional on availability of parking space. Full details of the event will be posted to all entrants in mid January 2007.

To gain entry into Kings Domain, all entrants will be required to display the official windscreen decal of the 2007 Historic Vehicle Display.

Vehicle substitution is permitted on the following conditions: the vehicle must be more than 25 years old; the proposed substitution must be advised to Kevin Churchill on (03) 5983 8981 or 0412 802 177

THE FEDERATION OF VETERAN, VINTAGE & CLASSIC VEHICLE CLUBS

The main aims of the Federation of Veteran, Vintage and Classic Vehicle Clubs (The Federation) are to foster and promote adequate assistance for the preservation and restoration of veteran, vintage and classic vehicles, including motor cycles; to encourage membership of The Federation by clubs eligible under the constitution; to provide assistance for the study of problems related to the veteran, vintage and classic vehicle movement throughout Victoria, Australia and the world; and to co-operate, affiliate and associate with any organisation having similar objectives to those of The Federation.

Kevin Churchill, Event Director (03) 5983 8981

John and Margaret Davis, Entry Directors (03) 5422 3570

ENTRY FORM

RACV, The Australia Day Committee (Victoria) and the Federation of Veteran, Vintage and Classic Vehicle Clubs, invite you to participate in this exciting Australia Day event.

Conditions of Entry

1. Entries close on 17 November 2006 and are conditional on availability of parking space.
2. Vehicles (including motor cycles) manufactured before 31 December 1977 are eligible for entry.
3. Only one vehicle can be entered per entry form.
4. A \$15 entry fee per vehicle applies (this includes a badge to be collected at the event).
5. To participate in this event, you MUST complete the official entry form and send it and the entry fee to the address on the back. Event details will be posted to entrants in mid January 2007.
6. Officials' directions must be observed at all times.

Note: Please enter only one vehicle per form. Extra forms are available from your historic vehicle club and RACV shops. This form may be photocopied.

ENTRANT'S NAME _____

Address _____

Postcode _____

Telephone _____

I AM A MEMBER OF _____

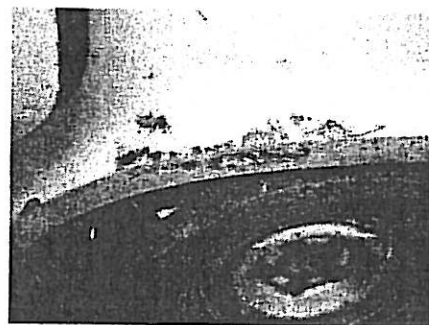
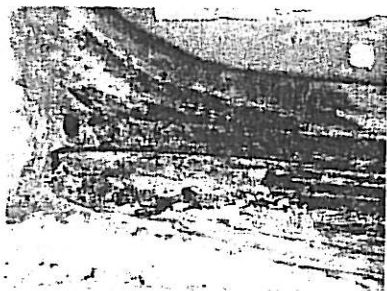
Club _____

Taxi Talk

Speaking of projects after the hairy lime one....It's time to waffle on about the big Taxi! Now I know you keen & learned readers will remember my last story about dragging a shitty Spanish Olive Deluxe back from Cootamundra, with the idea of making a replica P76 Taxi. Now I've been pretty flat out with the other projects on the go (Haven't said much about the other big one) & this LPG bonus from little Johnny has been keeping my back to the wall with work. Speaking of which... I converted a P76 last week... An "Oh Fudge" V8 4 speed Super...Pretty good car too, It worked out quite nicely, fitted up very neatly & worked well. Anyway, back to me being busy... I still managed to find some time to have a bit of a look at the Taxi.... We'll call it the Taxi... It's easier to write than the Spanish Olive Deluxe.... Anyway, I figured it was time to have a look at what I had, so I could start to drag up the bit's & pieces required to make it all happen. The interior was completely stuffed....20 years outside in the sun had completely ruined everything... I mean the rear parcel shelf looked like it had been on fire... It was just black crispy vinyl....I cant overestimate how stuffed it all was... I chucked it all out! Backed the trailer in beside it, pulled all the seats, carpets, door trims, "B" pillar trims, Dogleg trims, scuff plates.. The lot... Chucked it all out. I couldn't even salvage the big piece of vinyl from the back of the bench seat... it was crook too! Strange that it had carpets though.. I thought Deluxe's only had rubber mats... it was factory carpet too.. Who knows!! I wish I new a bit of it's history, but that looks like remaining a mystery. It's a 5/74 model, & the last rego label on the screen is 1986, so it wasn't on the road for a terribly long time. The speedo says 55,000 km & there is a wheel alignment sticker on the "B" pillar from 1983 that says 29,000 km, so I guess it has 155,000 km on it. I haven't much left of the mechanical bits to tell how much wear has taken place, but it's all pretty irrelevant really. When I cut the back off the bench seat I found a couple of place cards from a wedding with a phone no. on the back... I tried it but it's no longer connected so I guess we will never know it's history.... It has been pretty unloved though. Michael Livingstone got it as part of a "job lot" of P76's & parts. The guy he got it from got it from a wrecking yard ages ago for the doors (which are stuffed), so it's been on death row for a long time. Funny.. The thing that saved this car was the same thing that killed so many other good P76's... The fact that it's a base model. If it had of been a Super, or Executive I would have left it where it was!

Anyway, like I said, the doors are gone, so is the boot lid, but the rest is certainly saveable. There is rust in the LHR wheel arch, RHF Screen pillar & a little under the petrol filler & funnily enough in the base of the B pillar & Dog leg on the LHS, I think where water has been sitting for a long time. The usual rust spots are remarkably clean... The Stone tray & radiator support, Nose Panel, Firewall & plenum chamber, sills & A pillar posts, boot floor & wheel wells, even the lower rear screen are clean...Go figure.. I suppose it's that "clean country air"! So I will dig up some good clean doors & fit them rather than trying to fix these ones, even though the doors off one car don't often fit another without a lot of stuffing about, I'd rather spend the time getting good doors to fit properly, than spending time fixing rusty doors that don't fit real well anyway.

As I said earlier, Neville Humphries came down from QLD & he bought my interior down with him.Allan Shultz (QLD club) had wrecked a Bitter Apricot Deluxe some 20 years ago & hoarded the stuff in his shed. Neville remembered he had that stuff, knew what I was doing & made the connection happen, So I now have a good bench seat, excellent back seat, 4 door trims, B pillar trims, Dog leg trims & even a good parcel shelf. Neville also cut out the back of an old bench seat on his dads property so I could use that piece of vinyl for the door tops. The only downer is that some critter has chewed a couple of holes in the backrest of the front bench, but I have a spare good back seat & my trimmer mate assures me he can take panels out of that & put in the bench... Should come up excellent! Neville also had a couple of new blank side badges, so using our club decal kits I can make up new "Deluxe V8" badges. Bought a grille & headlight rims off ebay last week, & a pair of new front corners too... So while I'm not actually working on it, stuff is coming together for it already. Easter 2008 will be here before you know it so I need to pull my finger out!



FROM THE LAND OF THE LONG WHITE CLOUD...

Steve's P76 Surfaces At Last!

Steve Learmonth became interested in the Leyland P76 right back in 1973 when he was working for Elzen Motors in Huntly. He had the opportunity to go for a drive in a demonstration model before the cars were even launched. By 1977 he had purchased one for himself.

Number Two (aka "The Old Girl") was purchased about 18 years ago. It was an Australian assembled, NZ new Executive with factory air conditioning, painted "Oh Fudge" which Steve decided needed changing pretty quickly. He set out doing the car up, and chose a metallic version of "Dry Red" for the colour. He promised his wife that he would be finished doing up the car before Anna was born! Debbie resented the amount of time he invested in the car and swore he loved the car more than her. Funny thing is, he still has the car.....



When Karen first met Steve, he proudly showed her a big ugly old car, covered in dust, monopolising the bulk of his garage. (She was slightly confused about his apparent excitement.) Since then, she has witnessed the car's second metamorphosis, beginning with a complete acid dip and hours and hours of panel beating. Joining him in his obsession, Karen has had to endure the humiliation of being driven on P76 Club Meets in a Honda! Everyone began to believe that Steve's car would never be finished! This is why:

- After a fantastic panel job, the car has been painted in stunning "Rosso Fire". (an Alfa Romeo colour)
- It now uses a Falcon T5 5-speed manual gear box.
- It has a hydraulically operated clutch.

- The engine has been balanced and match ported, using ST1 inlet and exhaust valves, and runs a mild cam. It produces 200 horse power at the rear wheels.
- It has a custom built fuel injection system using a Link G2 computer.
- A limited slip diff.
- 4 wheel disc brakes. All 4 discs are drilled and slotted.
- It has Wilwood front brake callipers.
- A duel diaphragm brake booster.
- Remote central locking
- A steel sliding sun roof.
- Heavy duty sway bars front & rear.
- It has been lowered 30mls using uprated King Springs.
- It sports 16 x 8 Simmons F90 mags.
- The front seats are VS Commodore seats, re-trimmed with the original Executive Trim.
- It has a Force 7 rev counter.
- It has a modified fuel gauge with "doesn't wave all over the place."
- Fitted with an Electronic Rust Protection System.

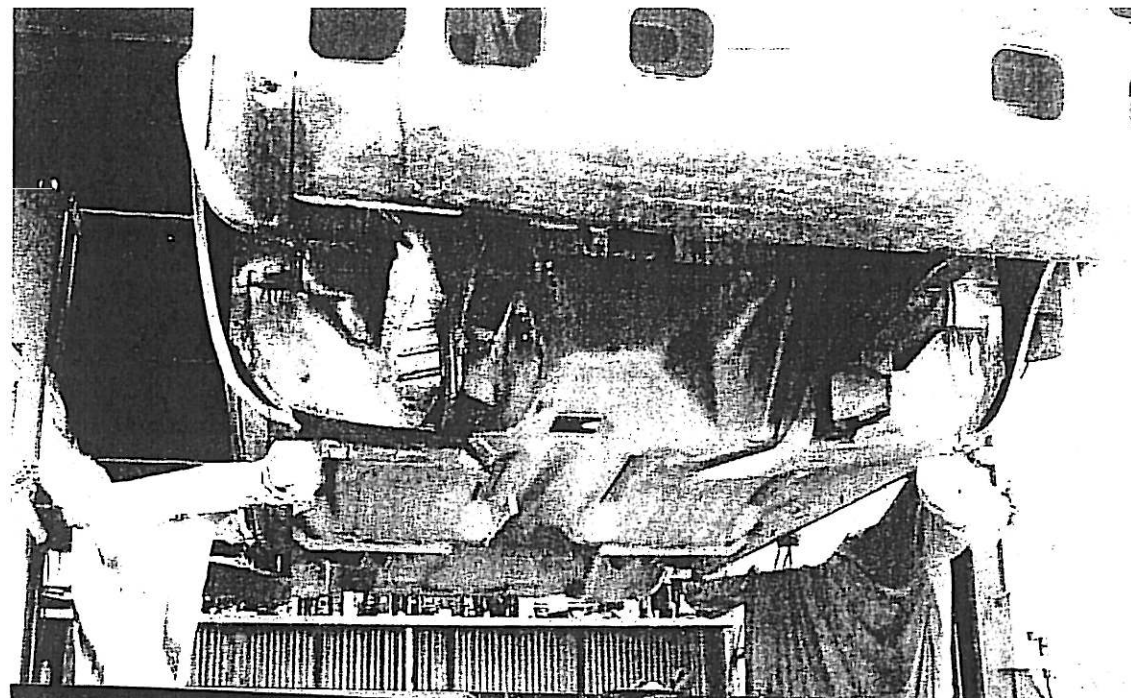
All of this adds up to a very user friendly modernised P76! It starts, stops and handles like a more modern car. Luckily it still sounds something like a Leyland!

Watch out for Steve and Karen on the next Leyland Run. No more Honda's!



A brief tribute to
Steve's tenacity
and skill.

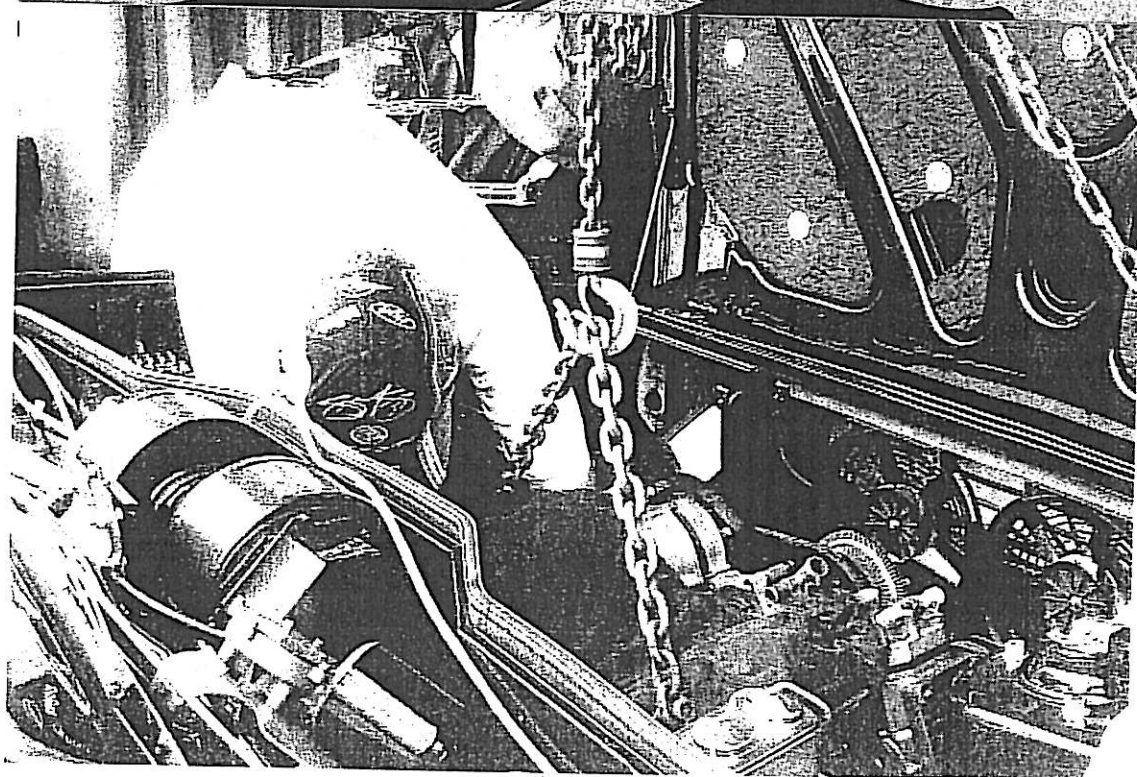
First you strip it.
And no, it isn't
upside down.



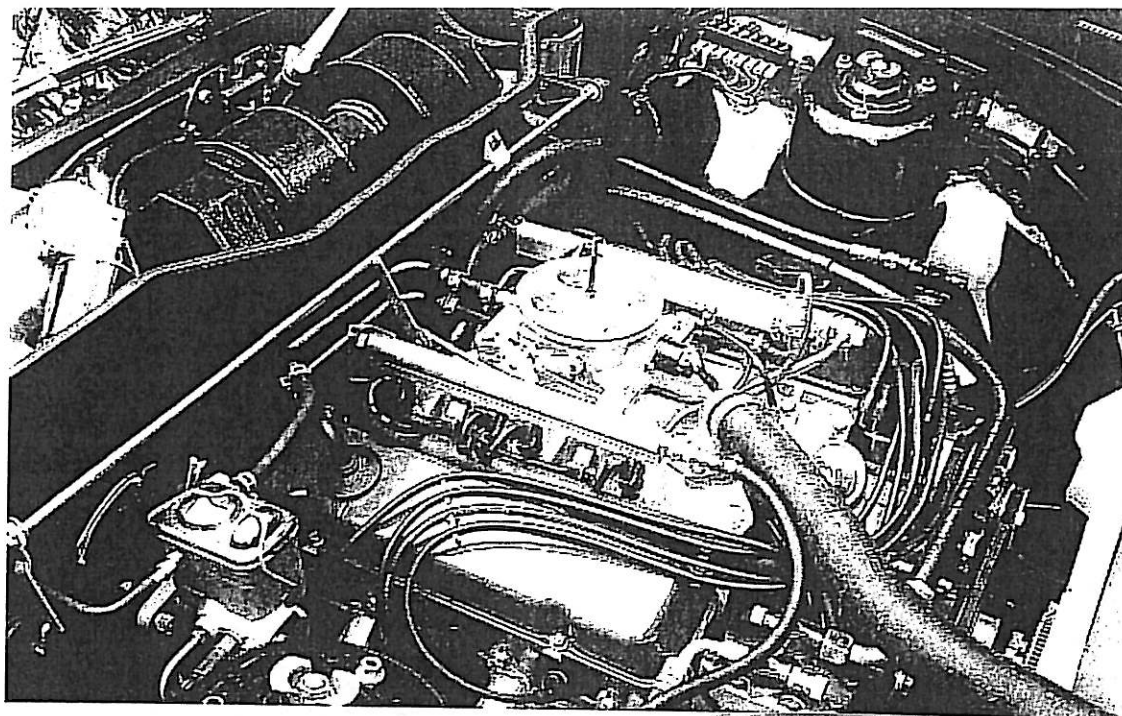
Then you prime it.



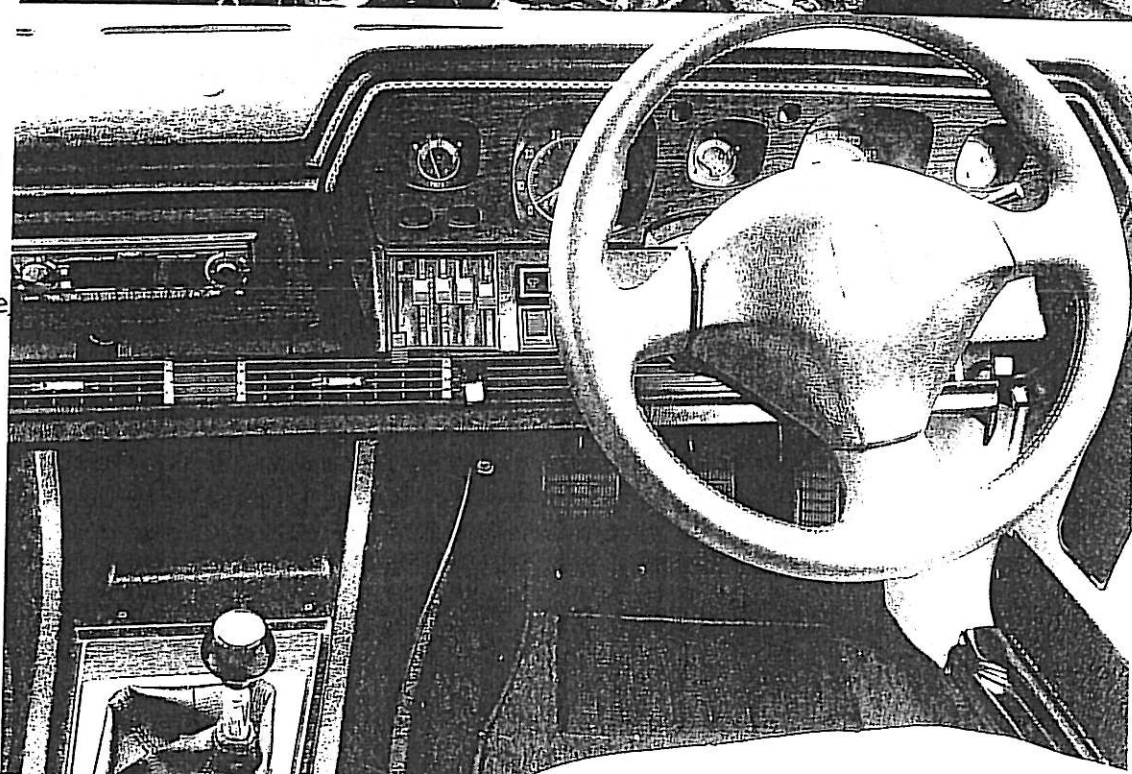
After adding paint
You put bits in.
Note the fans,
twin aircon' fans
and spot the
detailing.



Sweet, 4 barrels, fuel injection, extractors and more detailing.



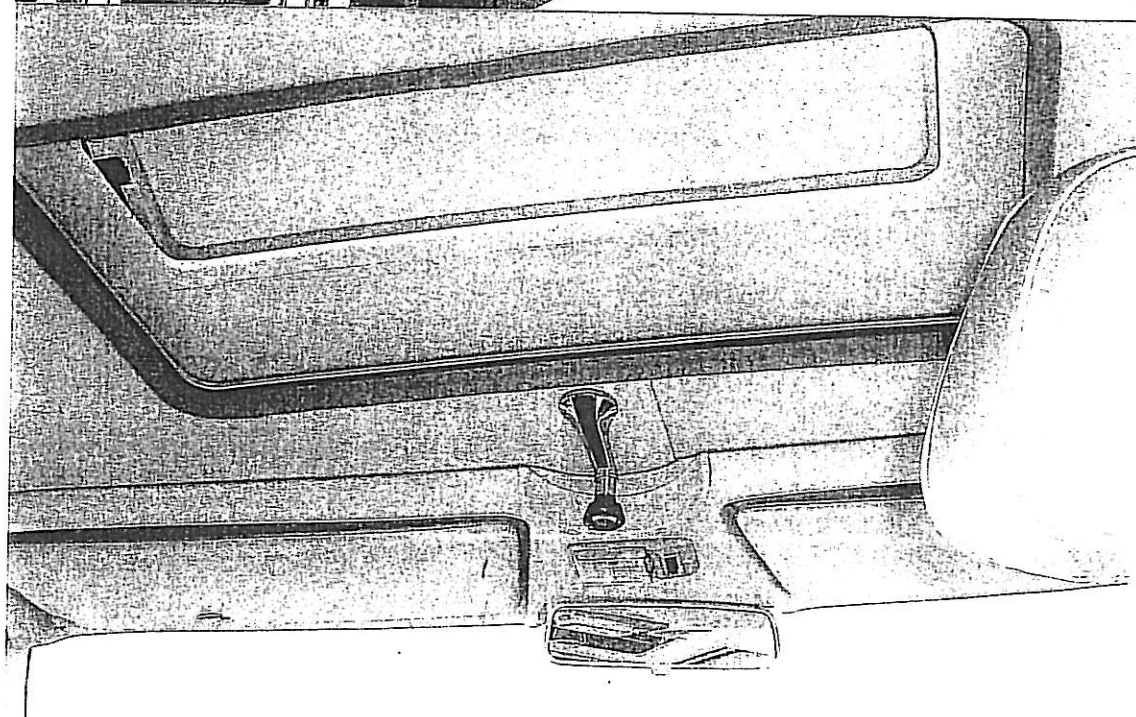
Moving inside, we see the 5 spd looking normal in a P76 console, Momo wheel with Leyland centre piece, trust me air con controls and vents for those unfamiliar, a very steady fuel gauge and a rev counter.



The sunroof mechanism. Note the window winder, and additional cab lights.

Very nice indeed.

Well done Steve.





Leyland P76.



"Henry Fords model T has been voted car of the century. Yet the stand-out candidate did not even rate a mention.

Organisers trotted out plausible justifications for their choice: its assembly line production and affordability for the masses.

But these are trivial innovations compared with the edge of the seat excitement and red-hot flair of Leyland's P76."

The Australian, date unknown.

Join the Leyland P76 Owners Club, we will assist you to acquire one of these great cars and also maintain it....tech tips, parts, social get togethers ring Michael on 97294005 for more info.