

Anything But Average

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ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS
CLUB OF VICTORIA (IAN-AO019822)

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.....!!!!!!!!!!!!!!



Test and Tune / Wreckathon Sunday 29 APRIL 2007 see previous edition for full details.....and map ...

NOT TO BE MISSED!!

Keilor Rotary Car Show 6th May 2007 see previous edition for full details and brochure overleaf...meet at the park opposite the shell service station on the old calder hwy in Keilor at 8.30am!

Entry \$10 for car and driver + \$5 passenger this will include raffle ticket and sausage sizzle.

lets get there in force and show off the mighty P76!

Presidents run to Ballarat 20may2007 ...AOMC National Motoring Heritage Day details previous mags.

June 2007...Run to Geelong details to be notified

Club AGM July 2007 venue and date TBA.

Great Australian Car show Flemington 22jul2007

Rotary club of Keilor

Car Show



Sunday 6th May

Historic Keilor Hotel, Old Calder Highway Keilor.

Melways Map 14, Ref J6

- Gates open for display cars between 7.30-8.30 am
- Gates open for spectators at 9.00 am
- Show closes 1.30 pm
- Entrance fee \$10.00 for a display car and driver
(Includes free sausage sizzle and raffle ticket for driver)
- Spectator admission \$5.00 (children under 16 free)
- Food and refreshments available
- People's choice & lots of other categories with great prizes
- Held in conjunction with the Keilor Rotary Market.

Major prize

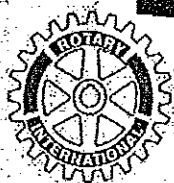
\$300

People's choice



Supporting
Prostate Cancer Awareness
for Men's Health

All profits from the car show donated to the
E.J. Whitten Foundation for Prostate cancer
research & awareness.



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Editorial....



Gday again you may have noticed differences in the mag lately as we experiment with production and colour etc etc

You also have the chance to receive the mag by email and the committee sees this as an opportunity to both save the club money in postage and production and also give you photos in colour. Martyn, Silvia and Ken have done and continue to do a mountain of work for the mag many thanks to them and all other committee and members who have provided articles and support.

I have included in this mag some info on the LPG rebate scheme, this is a way of keeping your P76 cost effective and practical as a daily driver.

On the other hand the Club Permit scheme gives the collector the chance to own and cherish his P76 vehicle and not have it cost him the earth in rego...so there is room for the collector or daily driver, and P76 ownership is relevant either way.

*Brakes part two...*this is pretty short and sweet..

When I consulted the BBLB... (big blue Leyland bible) I was surprised to see that the back brakes are self adjusting... simply apply when reversing so that they adjust up. I have always been one to get in there and adjust away furiously. I am generally of the opinion that if its working leave it alone so I did... and the rather generous pedal travel on the brakes seems to have "gone away"... perhaps the back brakes even adjusted themselves!!

I am all in favour of labour saving devices thanks Leyland Australia once again!

Interesting to note when groveling around the diff I noticed oil on the rear shocker... suspecting problems I disconnected it at the bottom and gave it a pump and its perfect... (and an original too). No oil on the LH side.. aha the air release valve on the top of the diff has the cap broken off.. under pressure diff oil may be blowing over the shocker... I scavenged a new cap off another diff and hope this makes all the difference.

Car news... I checked out a car for wrecking In the trading post ... someone must have loved it.. lots of goodies force 7 wheel country cream tarted up navy blue.. interestingly the ignition was sort of ripped off when I asked the "owner" about this he went all coy and I haven't been able to raise him since! Anyone have a P76 stolen lately??? Damned frustrating as the motor was a full reco gas motor.... apparently!

Four speed am-eye-blue in tassy... this one owner car has a had a hard but charmed life sold to a bloke 18 mths ago by the original owner for \$750, he was going to take the motor and box out and dump it... amazingly he decided not to, put some neale wheels on it and sold it for \$2500... the new owner then put it on eBay for \$500 plus... lets hope like hell it has gone to someone who will keep it intact!!!

The NV green deluxe and the white super 4 speed that went to kilmore were reported on the P76 forum as being purchased.... but the seller just rang me saying they are still for sale!! Someones telling porkies!!!!. Ring Gordon on 03 578 22998 to make enquiries about these fine original vehicles

For sale... in case you hadn't noticed I have come across genuine Leyland imperial leather material it is 1.3 metres wide and I am selling it for \$50 a metre. I also have black material at the same price.

See also John Beaties targa for sale.. these don't come round very often and they are the most popular of P76'S

Like a WEBER.....????????????????

Carb conversions to stock inlet manifold:

Leyland

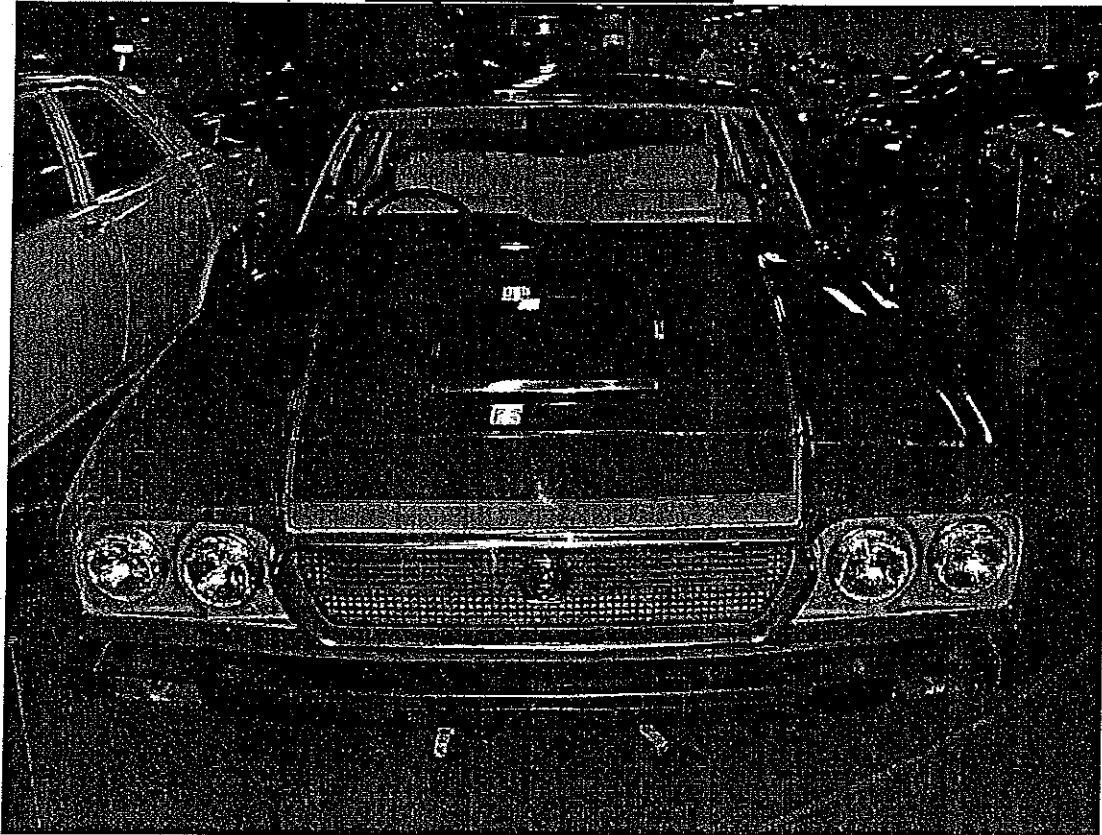
P76 V8 320 or 350 Holley 10-233 16-13

P76 V8 38DGMS Weber 10-2216 16-42

Via redline performance, Hardiman autos
NSW 02 87238888

Cost: 18930-086 weber \$630.37 inc gst 10-2216 adaptor \$67.39
inc gst 16-42 square filter \$52.25 inc gst 16-19 round filter \$35.22
inc gst all in stock plus freight

regards ken Thompson ken@redlineauto.com.au



O fudge force 7 at Adelaide Motor Museum

A BIG WELCOME TO OUR NEWEST MEMBER CHRIS RENEHAN... FROM THE NORTHERN TERRITORY!!!!

Below a nice NV Green car from WA..belongs to Brendan Truman and the pic was taken at the recent all Aussie car show where they had 15 P76's from their club... well done lads!



For Sale...CARS

Bob Leonard is selling 3 cars: 6cyl Deluxe, Bench seat, 3 speed manual; plus two V8 Super 4 speeds Cars good condition no reg or RWC \$1000 each ono. Ring 03 94599285.

JOHN and LINDA BEATTIE are selling their targa omega navy no rust no dents excellent condition throughout much new old stock incorporated into this vehicle including interior. Comes with extensive collection of new old stock. \$15,000 the lot 03 9720 8760

REDUCED PRICE!!!! Brian needs some room in his garage car must go!!

Six cylinder column auto deluxe bold as brass front deluxe black buckets one owner last 30 yrs no rust gas shocks 160,000 km ring Brian Kneebone \$1,500 03 9787 6097

1973 Deluxe White V8 3speed column shift, towbar, 2 spare tyres, All Tyres as new. 92,000 miles. 2nd owner...last 5 years. Good sound straight body. Interior good. New clutch and fuel pump. \$2,675. Situated Albury/Wodonga Russell 02 6059 4824.

1974 country cream deluxe 4 on the floor V8, IBC933, engine number 44081146, after market air, super grill, fair imperial leather interior, fixed buckets, tow bar, LSD, George Hammond Bairnsdale 03 51523953

1974 t-bar super six bold as brass p76076 E4S3A26 8-74 18065 excellent condition 109k since new outstanding example both inside and out, engine great, auto trans not so good \$7,000 ono ring norm southern suburbs Melbourne 03 9546 3127

1974 country cream super 4 speed six superb vehicle in every aspect nothing to spend multiple prize winner ring Joe Blitz 9379 4583 or 0407 823857 \$7,500

V8 Exec brown with parchment interior previous concours winner on gas RWC lrl919 \$6,800 ring Howard on 03 9782 5777

For Sale...PARTS..

new old stock

Radiator mount bushes \$18 set, Headlight switch new \$30, LH Lower control arm new \$150 Handbrake cable (long) \$15 Petrol cap new \$25, six cyl fuel pump \$40 new, steering column lower bush new \$25 six cylinder distributor cap new \$20 steering rack tie rod arms \$60 pair
NEW....imperial leather and black original vinyl material to re-cover your seats or parcel tray \$50/metre

Ring Mick Clarke 03 97294005

Ron Harris ... 4 speed box, front and rear bumpers, variety of other parts \$200 the lot. 035 2571725

New engine still in crate..V8..\$5000, also cars: blue targa exterior surface rust, bold as brass auto super V8 good nick Eric Johnson 03 97621248

NEW targa caps and badges, ring the S.A. club GEOFF CUTTING 08 82703799

Wanted : NV GREEN P76 Ring Nick Demopoulos 04104 64850

Imperial leather front reclining. Parchment front reclining any condition Mick 03 97294005

Roadgoing Leyland P76 V8 auto, very good condition with little to do, no rust or very little, roadworthy, ring Ian Cranney 03 54496977

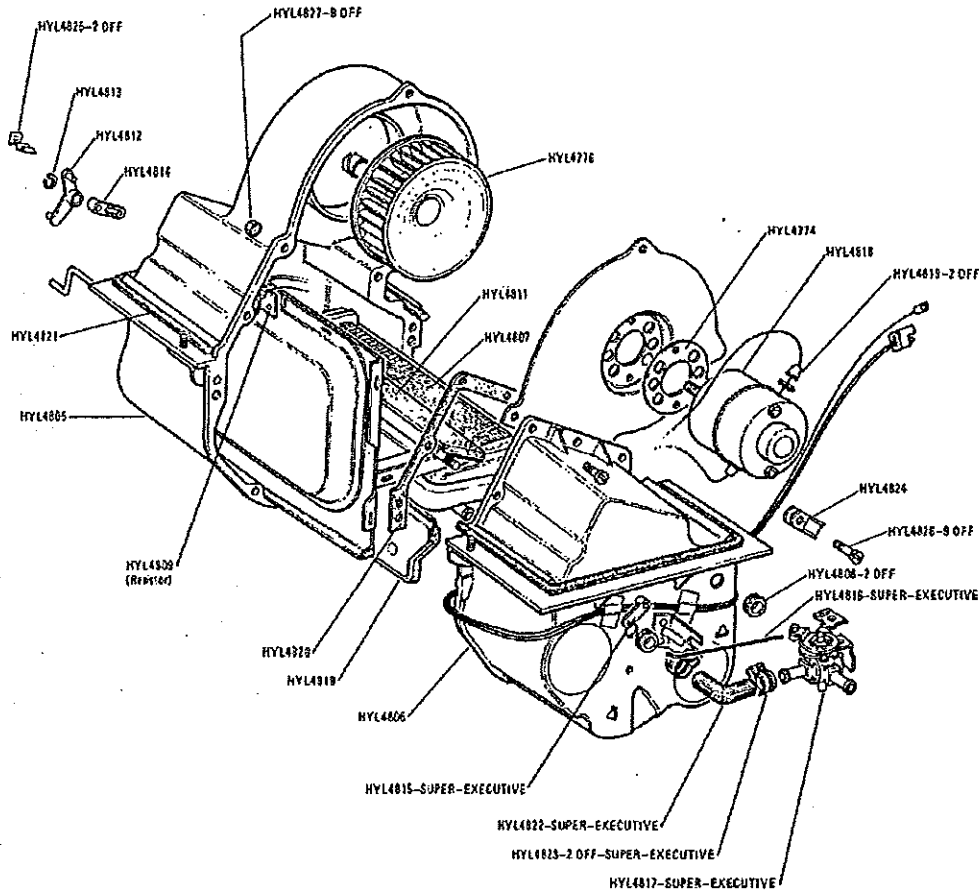
NOS Parts list from Addisons, ring MARCUS to purchase..note: these are not club parts

2 x V8 water pumps	\$400 ea		
2 x Taillight assemblies (L & R With globes)	60.00 each		
2 x Taillight Lenses	\$40.00 ea		
2 x Front Flexible brake hoses	\$60.00	2 x Super Fuel Guages	\$25.00 ea
1 x rear flexible brake hose	\$30.00	1 x frt Mudflap set	\$25.00
1 x Top Steer Column bush	\$15.00	1 x Pair rear shocks	\$80.00
1 x 6cyl Super MPH Speedo	\$50.00	1 x Auto Pedal Rubber	\$15.00
2 x V8 Deluxe Speedo's	\$50.00 Ea		
1 x Rear mudflap set	\$25.00		

MORE STUFF.....from Marcus

Thought it was about time I put pen to paper. I've been tinkering with my car a fair bit recently and thought it would be good to share some of the experiences.

1) Heater



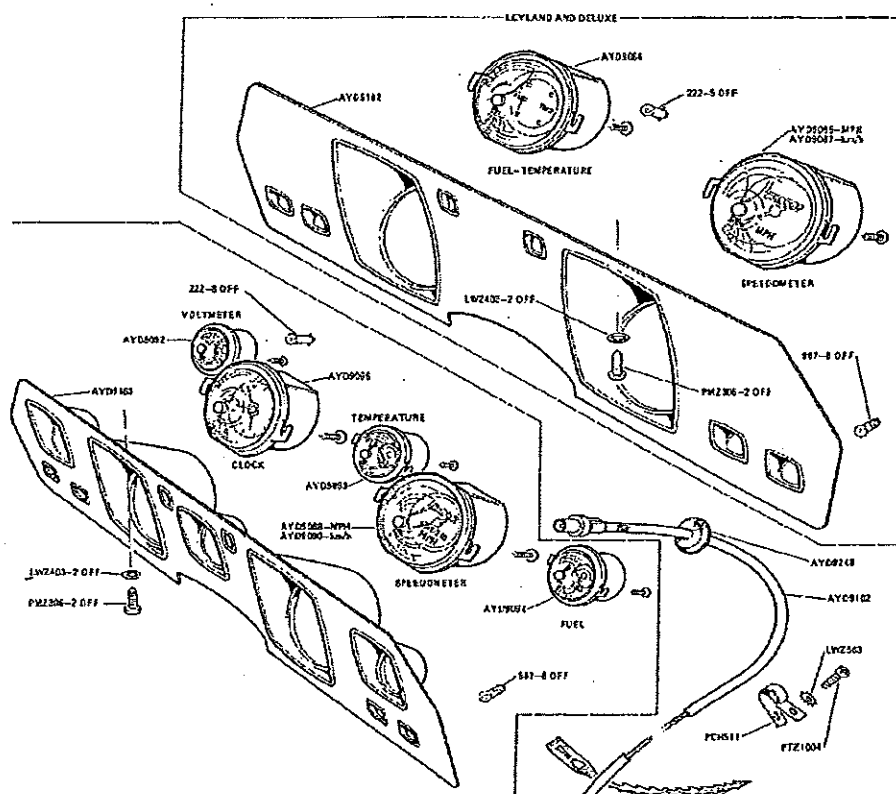
I noticed a small amount of coolant on the floor of the car recently. Upon closer inspection my worst fears were realised. A leaking heater core. I'm so happy. The upside of doing this job is as follows. DELUXE P's do not have a heater tap fitted to stop hot water entering the heater matrix(core). As it says in the big blue book only a heat control flap stops warm air entering the footwell and considering that 34 year old foam seals nothing anymore(meaning the inside of my car got very hot on 25 degree plus days) I decided that fitting a tap would be a good idea as well. It's no point rehashing here what the manual says as I found it to be an excellent guide for core removal.

Two things should be added though (a) be very careful not to destroy any copex tubing as it is hard to get and very pricey. (b) don't hit the heater box too hard when knocking it out as the corners can break. Age has made the case fragile. After pulling the heater box apart I took the core to my friendly radiator guy who removed the tanks, fixed the leak and pressure tested it. He said it was 60% blocked so I couldn't wait to see how

much things hotted up when I put it back in. The next part is the tricky bit. As is always the case with P's all the holes are there for changing things in that the bracket for holding the heater tap on the side of the heater box could be mounted via two factory drilled holes (covered up with a piece of black tape on the deluxe model).

Digressing for just a moment , I should let you know that after going this far I decided to "refoam" all the flaps and the radiator man rewrapped the core in foam also to stop it rattling around. When selling me the extra material he said "make sure you get it in the right spot because it sticks well". I had to go back and get some more foam later that day.... Anyway back to the tap. They are readily available new but I needed a "crank" (the piece that actuates the tap) and the 4 inch wire rod connecting the crank and the heater tap. John at JED motors kindly lent me a complete box so I could attach everything in the right position as this is crucial if you want the tap to fully open and close using the dash control. Everything went back together well, the tap bracket feeling quite sturdy compared to the factory setup as I put a metal brace behind it (inside the box). Just a light smear of non acidic caulking compound around the heater box gasket, a helping hand from the good wife with the 1/4 inch drive socket and before I knew it the water was being poured in readiness to start the car. The little right angled hose that goes from the tap to the core can be matched up at Bursons or the like. I also made sure the whole mechanism opened and closed fully. So after renewing some broken copex tubing and fitting an 82 degree thermostat I can tell you she COOKS!!!! Demists rapidly too. Very happy with that. Refuse to rub the screen with a rag on a cold night.

2) Instruments

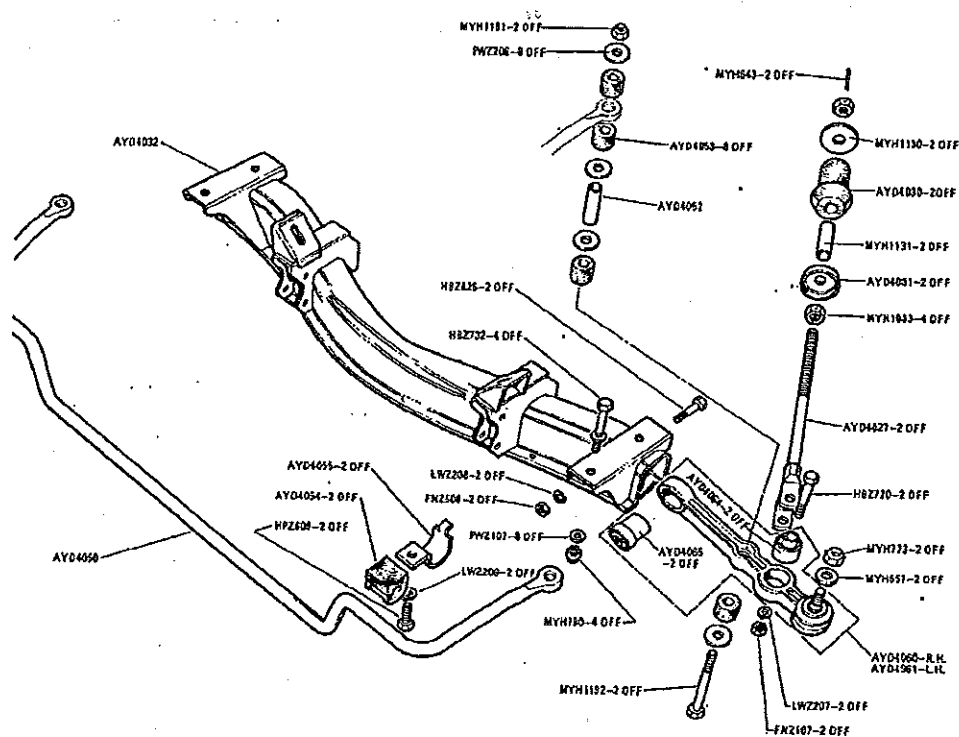


Every now and then my wipers would stop working and I deduced the problem was the switch. Since the headlight one looked daggy as well and I had both as NOS it was time for

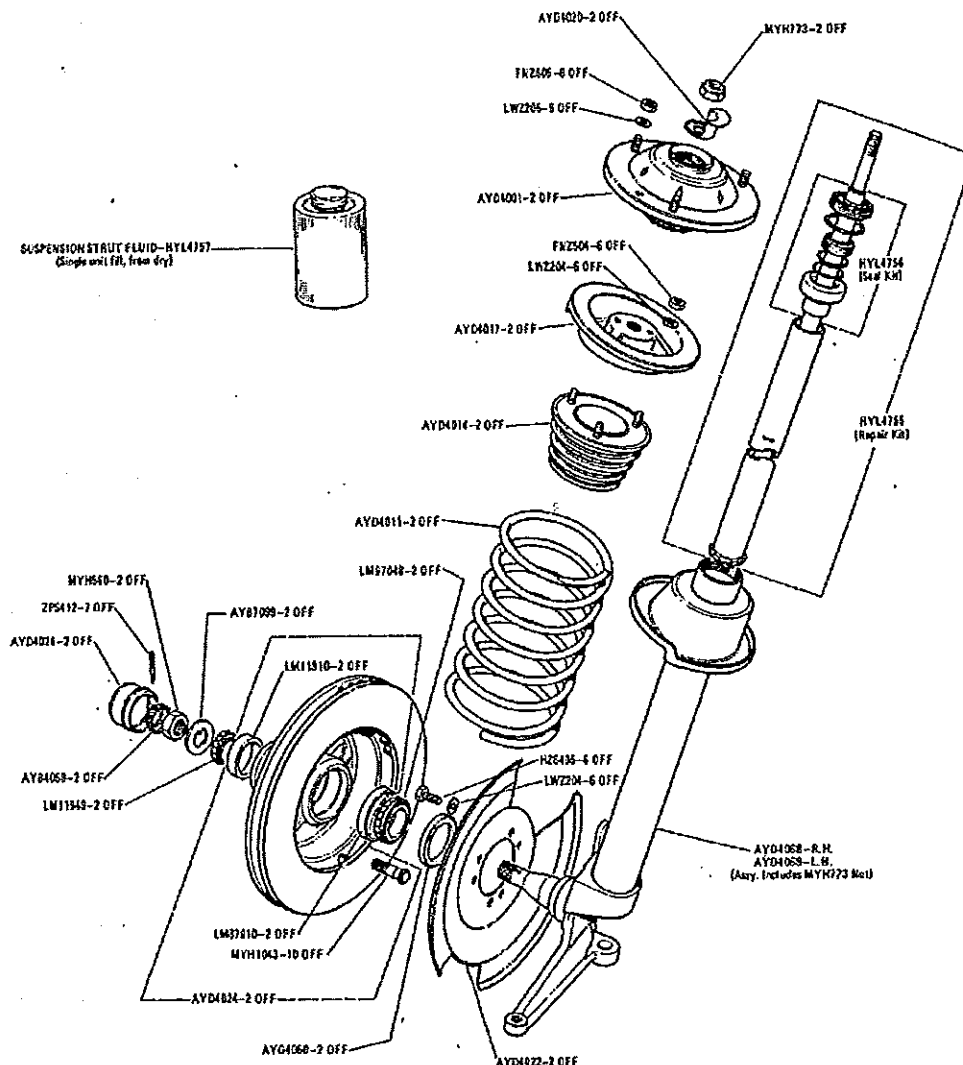
some instrument cluster removal. Dropped the speedo cable, undid everything and then realised I had never done this on a column shift car before. To this day I'm not sure how it all happened but nothing broke. I moved the gear lever fully to the left and just jiggled things gently. After the cluster is free the switches pop out when the four pins in each are removed. Some have suggested dropping the steering column and others do the job without removing the cluster but then the job is a little easier on a floor shift car too. If your speedo cable doesn't push back on fully then get it as far as you can by hand and then roll the car forward and it will suck itself back on. New slightly brighter globes in the gauges, two new switches and

things are looking good. Don't go too bright with the bulbs or they can melt the blue parts inside the bulb socket

3) Front End.



Did a lot of front end work as well. New strut tops, lower control arms and castor bushes, but the single biggest improvement was the addition of a remanufactured intermediate steering shaft. A cluey interstate member built one up for me that made the steering very precise and eliminated all "cattle grate rattle" travelling up the column on bad roads. Got a wheel alignment done by a fussy bloke and it came up great. Light steering considering it is not power assisted. I drove an XE ute with manual steering the other month and nearly popped the forearms. All the parts required to do this work are easily obtained too.



This is not meant to be a tech article as such but more an illustration of what can be done to make your car a whole lot better. They certainly would have been nice to drive when brand new. As always contact me with any problems and if I can't help I'll point you in the right (or maybe wrong) direction. I've had a look at some of the work done by Ken Westerns mechanic and can assure you he would be a great option if you are not confident or unable to do the work yourself. There is also a mechanic in Berwick I know who likes working on older stuff and is ridiculously fussy as well. In saying that there is nothing more rewarding than doing it yourself (lets not talk about 3 water pump failures though).

Bye for now.....Marcus

P.S It's always funny when a backyard mechanic can help a BMC qualified mechanic with his car. Last I heard Daves beast was running sweet as a nut. ha ha ha



Fact sheet: *LPG Vehicle Scheme*

What does the *LPG Vehicle Scheme* offer?

- A grant of \$2000 will be paid following the LPG conversion of a suitable new or used petrol or diesel vehicle, for private use
- A grant of \$1000 will be paid following the purchase of a new vehicle, for private use, with an LPG unit fitted at the time of manufacture of the vehicle.

The grants are available to individuals who buy a new LPG vehicle or who have a new or used petrol or diesel vehicle converted to LPG on or after 14 August 2006.

Who can apply?

Individuals who are the registered owners of a new LPG vehicle, with an LPG unit fitted at the time of manufacture, or a petrol or diesel vehicle converted to an LPG system where the vehicle is for private use (not for commercial or business use).

Vehicle owners who are incorporated entities (eg a company or association), or are sole traders or in partnerships are not eligible to apply for the grant.

Vehicle owners can only apply for and receive the grant once every 3 years, regardless of the number of eligible vehicles registered in that person's name. Further details are available in the [Customer Guidelines](#).

What is the purpose of this scheme?

The purpose of the scheme is to encourage the use of LPG as a transport fuel.

The grants provide an incentive for prospective buyers to purchase new

LPG vehicles or to convert an existing petrol or diesel vehicle to LPG.

Prospective LPG users should consider the economics of an up-front grant, the purchase cost of an LPG vehicle and/or system, and longer term prospects for fuel prices relative to the purchase and operation of a petrol or diesel-only vehicle.

How do I claim?

Customers wishing to access the *LPG Vehicle Scheme* need only lodge a completed application form with supporting documents (vehicle registration papers and proof of payment for the new car or LPG system installation) at any Centrelink Customer Service Centre or Medicare office either by hand or by post. Where lodged in person, supporting documents will be copied at the counter. Postal applications will require certified copies of supporting documents.

The claim form, together with information on how to complete the form, is available from AusIndustry at www.ausindustry.gov.au

How much does an LPG conversion cost?

Systems typically range in price from about \$1500 to \$3400 installed, depending on the type of vehicle, type of system and options.

Almost all unleaded petrol-fuelled vehicles can (subject to space limitations) be converted to LPG operation.

You should seek independent advice on LPG conversion options.

Further information

For further information, please contact the AusIndustry hotline on 13 28 46 or visit the AusIndustry website at www.ausindustry.gov.au

From the President's Desk

April 2007

The Carmakers movie finally goes to DVD ...

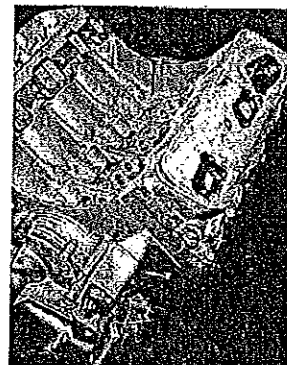
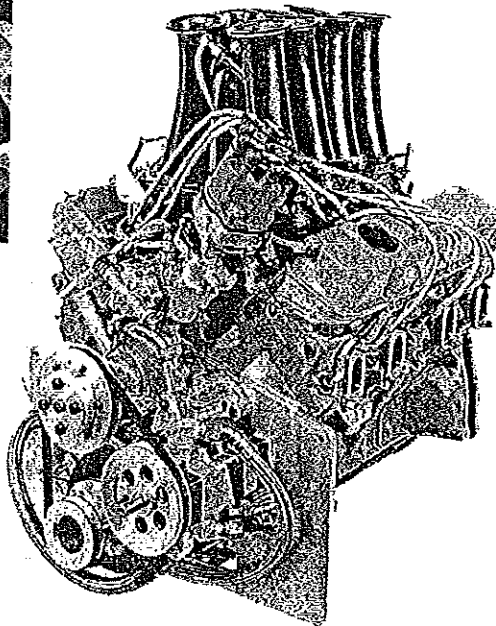
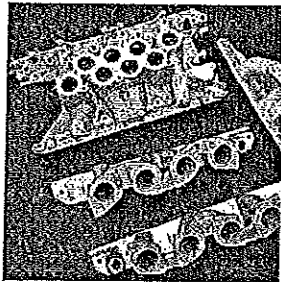
Having faced the reality of my own resources not being able to finance the final release of the carmakers DVD , I pointed some other gentleman towards to movies director Terry Ohlsson in Sydney . As both me and Terry had already done most of the work relating to the copy write release of the movie it has been great to see the final release of the movie thru the BMC-Leyland Heritage group for approx \$25.00

This DVD has been mastered from the original 18mm color print . Of course all normal copy write laws apply to this product and so you are not allowed to copy it and it is only legal for private display . Roger Foy in Sydney can organize you a copy (02 9449 1524) and I am also told it is now available thru Mountain books in QLD on 07 33976845

All P76 enthusiasts should consider buying a copy as much "behind the scenes" work has gone into making this movie available for all to see . Originally "misplaced" / hidden from British Leyland, the original print has survived over 30 years waiting for its audience and it is fantastic to see the Heritage group finish this project . Please support the financial commitment of the Leyland Heritage Group and buy one today ...

And now , Just to tease you , here is a few photos I found with a "Terrier Truck" motor supplement , I am still gathering information for a article on these ones

**Leyland P76 / Repco
Formula 5000 V8 Motor**



Sunday April 29

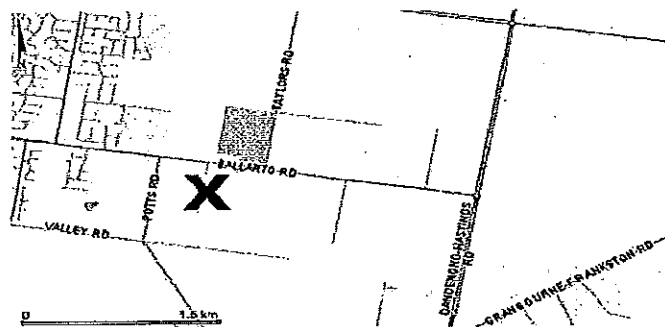
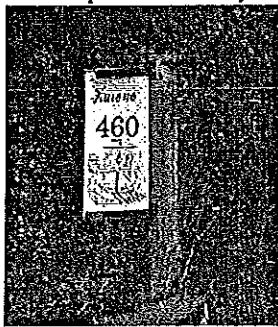
“Sausage sizzle”, Test and Tune

and a

“Wreck-a-thon”

Start 10am at the rear of 460 Ballarto rd Skye

We will be parked in a paddock at the rear of “The Rover Center” in Skye just out of Frankston in Melbourne. Dave Manning is kindly allowing us to be there on Sunday April 29th for our event. Remember, the wreckers is not open to the public on Sundays so we will be the only people there. I will arrive about 10am to start things going and all are welcome from this time on. As you get to the top of the hill, watch out for his house number (460) or my blue “flag bearing” P76 parked on the road to know what driveway to turn in. Please drive slowly as its Dave’s only day off and we need to be careful of his children potentially running around. Once inside follow the witches hats and head down past the workshops in the gap between cars and into rear paddock and you will see us.



Test and Tune

Mechanically experienced club members, under the watchful eyes of your secretary David Walker will be on hand to assist with the tuning and possibly minor mechanical repairs to your P76. The Rover Center will allow us limited use of their workshop for minor repairs but it is under the condition that we do not disturb their work in progress and only authorized people are inside the workshop. Try to bring your own “tuning” parts like plugs, points, oil and filters and some minor tools if possible. Try to make sure you get there early.

Wreck-a-thon

For the wreckathon, we have four cars to attack and for this you will need some tools. I have my two derelict P76 executives there. The moors are long gone and I am keeping the power steering and factory air units but all other parts are up for grabs and proceeds go straight to our club. Both myself and David Walker picked up a rusty deluxe for the club which awaits stripping and I also have a V8 Rover hatch back with electric windows and a sunroof there that I am only keeping the motor and LPG from. Other items like aluminum Rover rocker covers and the like will also be available from the “Rover Center” on the day.

BBQ – Parts trade

Don’t want to take cars apart for the day, well that’s ok – bring some snags and come for the BBQ. Consider bringing some of your own parts to trade with. We have access to a large grass paddock so room isn’t really a problem as long as we clean up after ourselves.

Be there or be left behind

Rick Perceval

A Few things that changed Big Bird for the Better

Ken Western

First of let me say that while I understand how my car works and what all the bits under the bonnet do, I cannot under any circumstances be called a mechanic. I can take bits off, but then usually struggle to get them back on the car correctly. So when a few things started to go wrong with Big Bird last year I had to seek outside help in getting them fixed.

First of all there was this red light that suddenly started to come on when the engine was idling; and then started to get progressively worse as it stayed on at higher revs. Marcus (always my first port of call on anything technical with Big Bird) said it was a failing oil pump as the engine wasn't making any knocking noises and there wasn't any smoke coming from the tail pipe. He suggested that I get a second hand oil pump, rebuild it and fit it to the car to solve the problem. The first part I could do – tracked down an old P76 oil pump. Then my daughter Ami, suggested I take it to the mechanic that serviced her car. So down we went to FUELINE AUTOMOTIVE in Nunawading to see the owner Haydn Marston. Problem solved! Haydn took one look at the car and fell in love! A nice simple engine layout; no computers or complex electronics; a clean engine bay that he could almost stand up in, and a customer supplied workshop manual. Fixed (rebuilt) the oil pump in a couple of days, and now no red lights on the dashboard. The cost was very reasonable. Haydn's young apprentice wondered why the "heap of JUNK" was being worked on at Fueline Automotive. That is he wondered until he took it for a test drive. "What a great car" he said when he returned!! Goes to show that it is only perception that drags the reputation of the P76 down. Once you have driven one you become a fan. While Haydn was fixing the oil pump he also fitted a set of exhaust extractors that I had bought from Jeds spares at the 2005 concourse. This increased the engine output power quite a bit and made the engine run so much smoother. Well worth the investment.

Then my speedo cable died – the speedo reading had been bouncing around a bit and the cable finally gave up the ghost. I'm not as flexible as I once was, and although I probably could have bent my body into a contortionist nightmare, Marcus came to the rescue and fitted a new cable for me. Wonderful – I can now see how fast I am really going rather than try to average out the maximum and minimum readings!

The next mechanical problem wasn't so urgent. Marcus suggested that we replace the lower bush in the steering column to improve that, and take out some movement that shouldn't be there. Marcus kindly did that for me – this is what being a member of the club is all about. And then he fixed a problem that I had with the car almost since I bought it in 1981. The indicator stalk would never stay in position when turning left. I always had to hold it until the turn was complete – annoying as all hell! A replacement Direction Indicator switch fixed that. Well I had a new car!!

Then I found that pictures of my car compared with other P76's, always showed my car sitting higher in the front. Also Marcus thought that the suspension was way to hard. This resulted from some work I had done years ago when I had all the springs changed, as the old one's had gone far too soft and the car looked like it had been lowered. I wasn't a member of the club then, and was told by the suspension experts (bandits in hindsight) that P76 springs were no longer available, and they fitted light truck springs. The car cornered beautifully – absolutely flat in corners, but the ride was so hard it felt like it had solid tyres. Marcus suggested that I get some old P76 springs and get them replaced onto my car. Along came a club Wreckathon, and I was able to buy the front springs from the club at a very reasonable price.

I cleaned up the old springs, and painted them "Bold as Brass" – anything new on my car gets painted "Bold as Brass"! Then down to Fueline Automotive. Haydn put on the bright yellow springs; replaced the front shock absorbers (Pedders soft gas struts at Marcus's recommendation); skimmed the front discs and did a wheel alignment. What a difference all this made to the old girl.

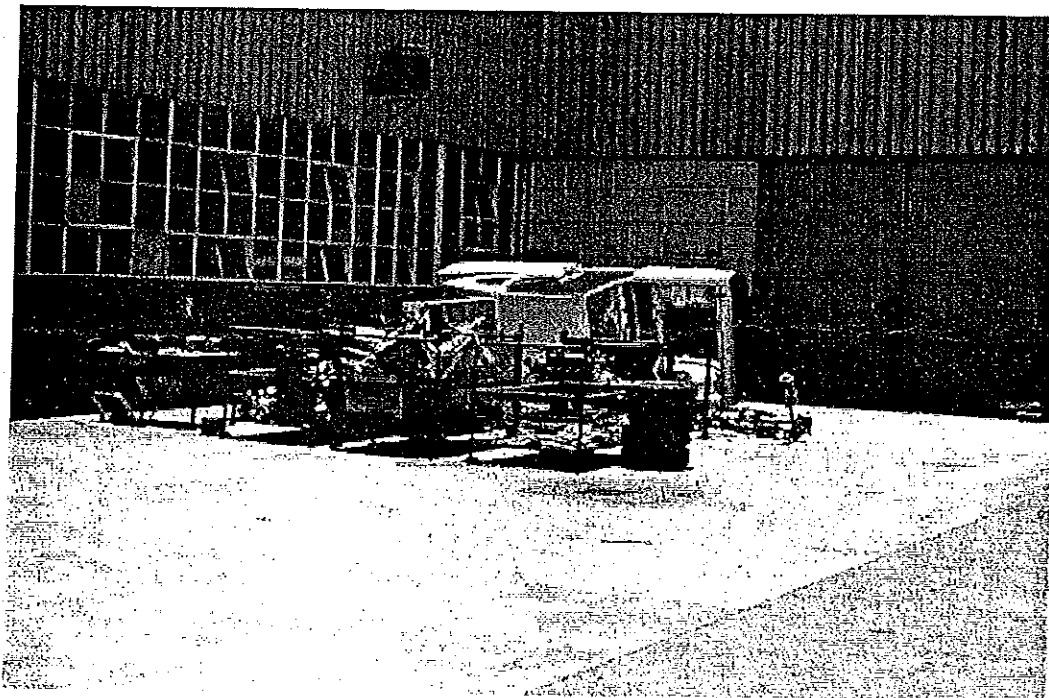
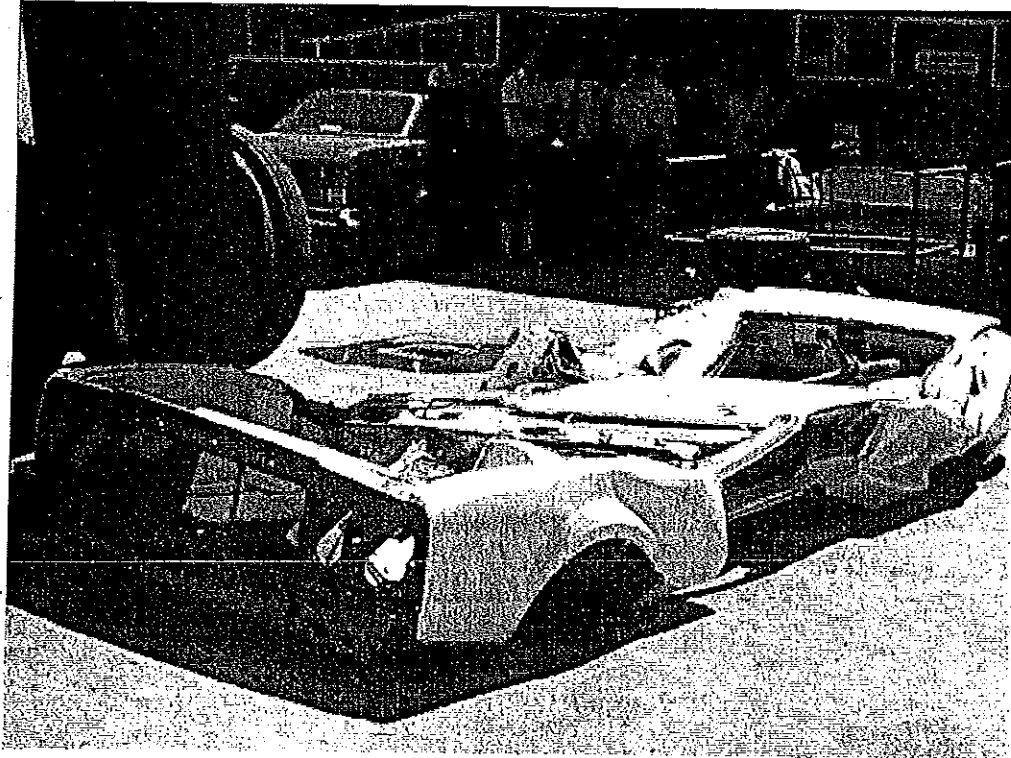
In the mean time I had repainted all the engine bay and the inside of the bonnet, also replacing all the bonnet insulation with a kit from Tru-Fit carpets in Dandenong, as well as replacing all the carpets – again from Tru-fit.

I have been delighted with the work that Haydn has done for me, and his prices have always been most reasonable. I know John Beatty has had his P76 serviced at Fueline recently, and he told me that he had been very satisfied with the work Haydn had done for him.

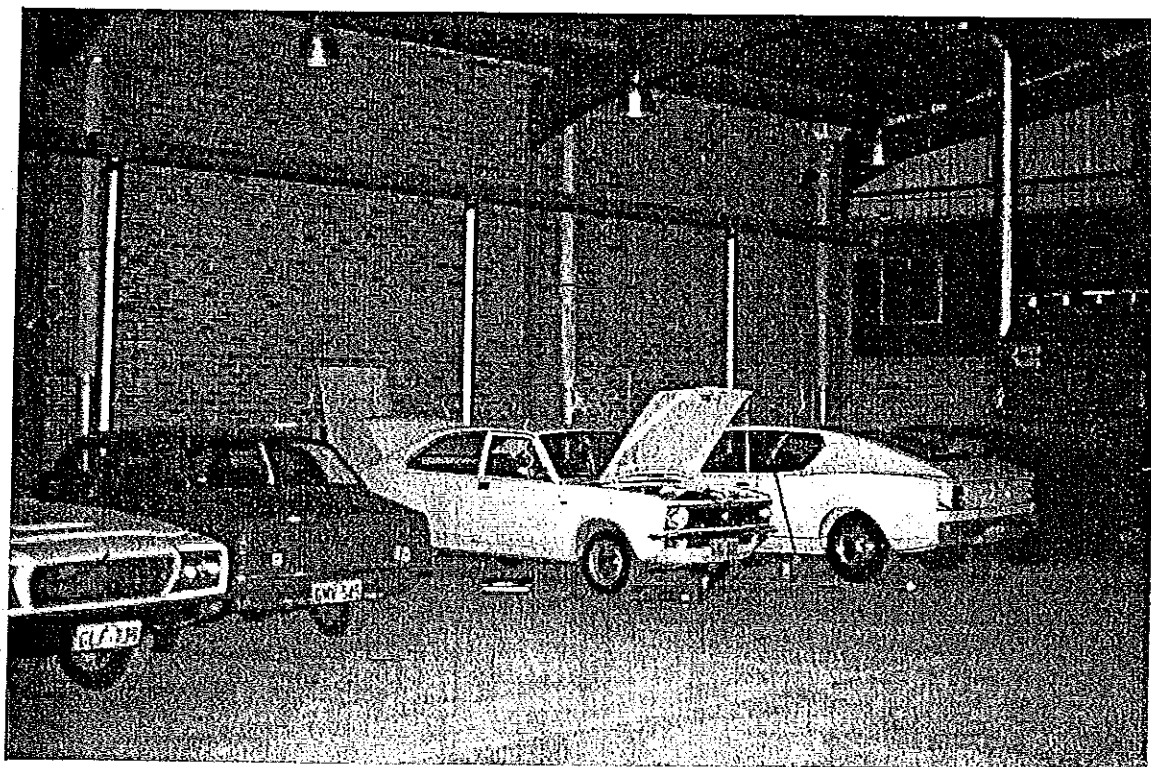
I think that BB has had a good year so far and is in far better shape than she was a year ago. It hasn't cost that much and has made her a far better driving car. 2007 is the year of the interior – recover the seats, refurbish the dashboard and fit a new sound system. 2008 planning is under way with the re-fitting of the factory Air Conditioning.

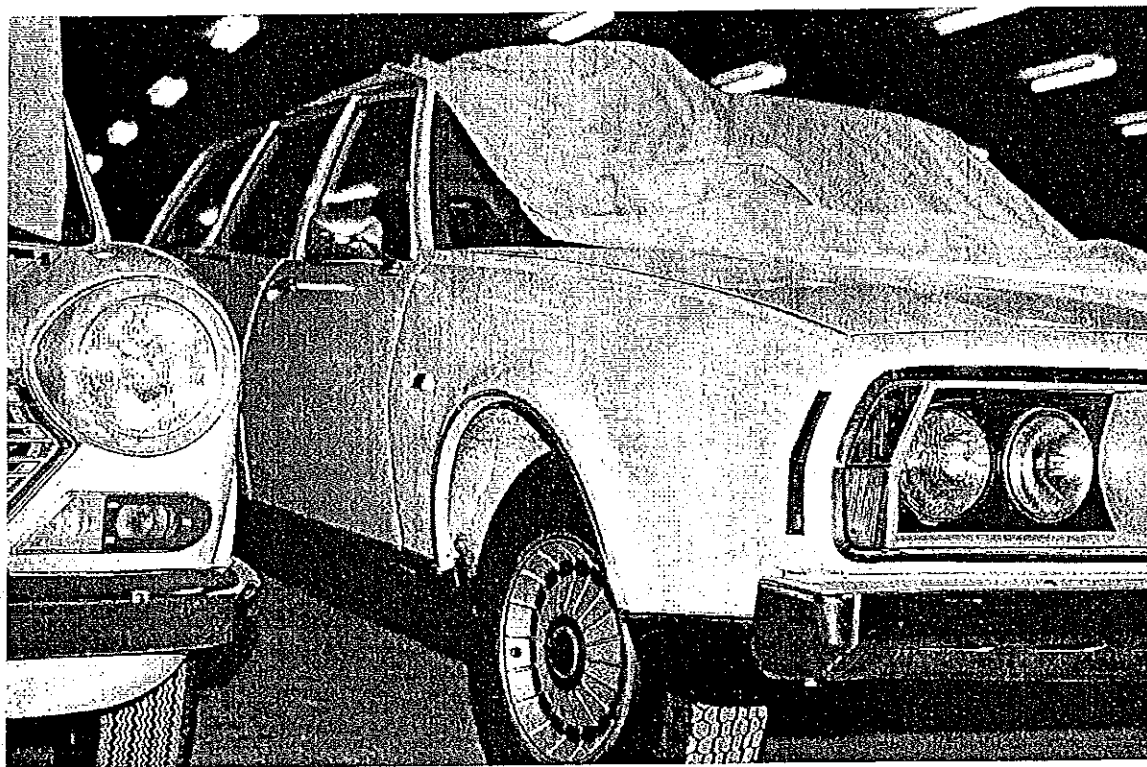
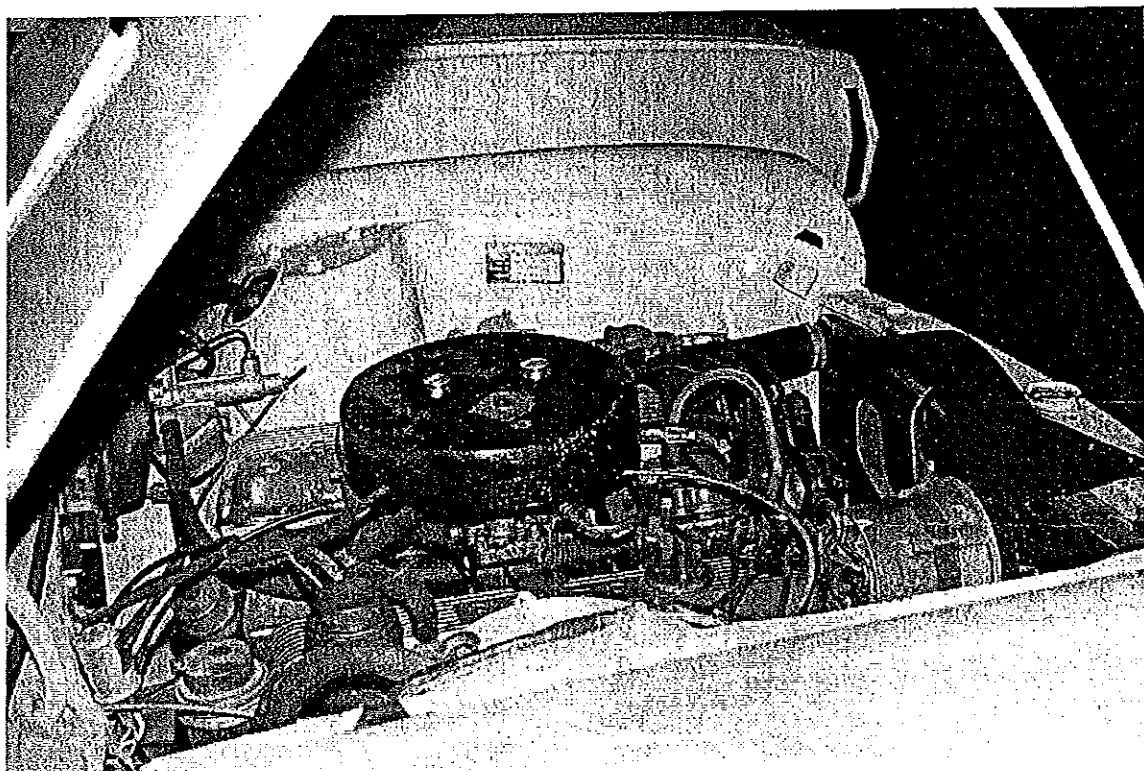
Death of a Force SevenAttached are photos of a Chrystal White Force 7 being stripped and then crushed in 1975 by a Leyland employee. Another 50 odd Force 7's met this same fate. These photos have only just seen the light of day for the first time since 1975.

WARNING..LEYLAND LOVERS MAY FIND THESE SCENES DISTRESSING.

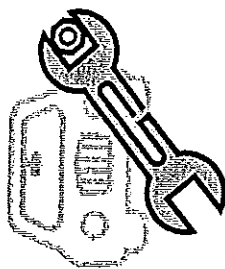


Priceless images from Zetland...Force 7....Wagon...V8 Austin 1800..





Member Part Mart

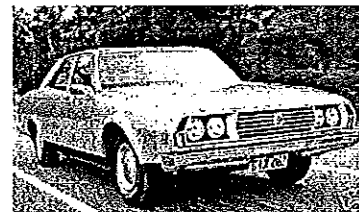


Status	Parts	Name	Location	Status	Parts	Name	Location
Wanted	Door LH Front - Country Cream	MICHAEL	Bayswater	For Sale	Headrest Trim - Parchment \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Console Top - Imperial Leather	MICHAEL	Bayswater	For Sale	Headrest Trim - Imperial Leather \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Door Tops - Parchment	MICHAEL	Bayswater	For Sale	P76 Car of the Year Stubby Holders	CALL MARCUS	VIC P76 CLUB
Wanted	Bumper Front	MICHAEL	Bayswater	For Sale	Door Window Regulator RHR \$10	CALL MARCUS	VIC P76 CLUB
Wanted	Boot Lid - Country Cream	MICHAEL	Bayswater	For Sale	Trim-Chrome RH/F Guard Upper S/H	CALL MARCUS	VIC P76 CLUB
Wanted	Bumper Rear	MICHAEL	Bayswater	For Sale	Door Window Regulator RHF \$10	CALL MARCUS	VIC P76 CLUB
Wanted	Rear Louvre	MICHAEL	Bayswater	For Sale	Door Window Regulator LHF \$10	CALL MARCUS	VIC P76 CLUB
Wanted	Mud Flaps (Set)	BRENDA & IAN	Bunninyong	For Sale	Towbar \$30	CALL MARCUS	VIC P76 CLUB
Wanted	Arm Rest Rear RH - Black	BRENDA & IAN	Bunninyong	For Sale	Disk Brake Rotors S/H Set RWC \$40	CALL MARCUS	VIC P76 CLUB
Wanted	Fixed Bucket Seat - Casino Blue	MARTYN & SILVIA	Lara	For Sale	Console - Rear (Imperial Leather) \$30	CALL MARCUS	VIC P76 CLUB
Wanted	Arm Rest Rear LH - Black	MARTYN & SILVIA	Lara	For Sale	Bonnet \$30	CALL MARCUS	VIC P76 CLUB
Wanted	Arm Rest Front RH - Black	MARTYN & SILVIA	Lara	For Sale	Bonnet Hinge NOS \$20	CALL MARCUS	VIC P76 CLUB
Wanted	Arm Rest Front LH - Black	MARTYN & SILVIA	Lara	For Sale	Rear Corner RH S/H \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Bumper Rear	MARTYN & SILVIA	Lara	For Sale	Rear Corner LH S/H \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Plastic Seat Belt Adjuster	RAYMOND	Swan Reach	For Sale	Rear Corner RH NOS \$20	CALL MARCUS	VIC P76 CLUB
Wanted	Plug Lead Holders V8	PETER	Omeo	For Sale	Trim-Chrome LHF Guard Upper S/H \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Pedal Rubber - Power Disk Brake	PETER	Omeo	For Sale	Headrest Trim - Parchment \$5	CALL MARCUS	VIC P76 CLUB
Wanted	Electric Aerial Original	PETER	Omeo	For Sale	Fixed Bucket Seat (Imperial Leather)	CALL MARCUS	VIC P76 CLUB
Wanted	Arm Rest Front LH - Brown	WAYNE	Omeo	For Sale	Headrest Trim - Imperial Leather \$5	CALL MARCUS	VIC P76 CLUB
For Sale	Trim-Chrome LHF Door Upper S/H \$5	CALL MARCUS	Kempsey Mail Centre	For Sale	3 Speed Manual Gearbox V8 \$80	CALL MARCUS	VIC P76 CLUB
For Sale	Vic P76 Club Caps \$15	CALL MARCUS		For Sale	Fixed Bucket Seat (Imperial Leather)	CALL MARCUS	VIC P76 CLUB
For Sale	P76 Car of the Year 1973 Stickers \$5	CALL MARCUS		For Sale	Rear Corner LH NOS \$20	CALL MARCUS	VIC P76 CLUB
For Sale	Exec Pillar Light NOS \$15	CALL MARCUS		Available	Tail Light Assy RH	RAYMOND	VIC P76 CLUB
For Sale	Trim-Chrome RH/F Door Upper S/H	CALL MARCUS		Available	Boot Lid	RAYMOND	SWAN REACH
For Sale	Trim-Chrome LHF Door Upper S/H	CALL MARCUS		Available	Tail Light Assy LH	RAYMOND	SWAN REACH
For Sale	Trim-Chrome RHR Door Upper S/H \$5	CALL MARCUS		Available	Crankshaft V8	RAYMOND	SWAN REACH
For Sale	Door Window Regulator RHR \$10	CALL MARCUS		Available	Rear Corner RH S/H \$5	KEN	VERMONT
For Sale	Ring Gear V8 NOS \$40	CALL MARCUS		Available	Camshaft V8	KEN	VERMONT
For Sale	Pwr Steering Rack with Pump S/H	CALL MARCUS		Available	Headlight Surround Super LH	KEN	VERMONT
For Sale	Survivor Front Windshield \$20	CALL MARCUS		Available	Headlight Surround Super RH	KEN	VERMONT
For Sale	Front Corner RH S/H \$5	CALL MARCUS		Available	Rear Corner LH S/H \$5	KEN	VERMONT

Anything you require? Contact the Registrar to facilitate contact on 0438170691 or by Email cybernuddin@dodo.com.au
For Vic P76 Club part enquiries call Marcus Kneebone 0416508005



*Join the fun and have your machine
seen at the Easter Nationals
Geelong 2008*



Leyland P76 Owners Club of Victoria Inc

Membership Application and Renewal Form

The Leyland P76 Owners Club of Victoria is dedicated to the preservation, support of enthusiasts and history of this ground breaking car. You are invited to join the club or renew your membership and share your passion for the car with others. The Annual Membership fee is \$40.

Please mail this membership form along with a cheque or money order payable to the Leyland P76 Owners Club of Victoria to the Registrar:

Martyn Hayes
245 Windermere Rd
Lara Victoria 3212
Ph 0407170691
Email cybermuddin@dodo.com.au

Surname	Given Names	Preferred/ Nickname	Date of Birth
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Postal Address	Town/City/Suburb	State	Postcode
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone	Business Phone	Mobile Phone	Email
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Preferences (Please Tick)

I would like to receive Club Correspondence and Magazines by Email

I give permission for my contact details to be provided to other club members for the conduct of Club Business

<input type="checkbox"/>
<input type="checkbox"/>

All personal information, contact and vehicle details provided by club members will be held on the club data base controlled by the Registrar. This information will be used by the Committee for club contact and planning purposes and to facilitate Inter-Member contact (Where specific permission is obtained by the Registrar). This information will not be on forwarded to third parties.

I, agree to abide by the rules of the Leyland P76 Owners Club of Victoria and work towards the fulfilment of the objectives of the club.

Signed:

Date:



Leyland P76



“Henry Ford’s model T has been voted car of the century. Yet the standout candidate did not even rate a mention.

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

But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland’s
P76”

The Australian – date unknown.

Join the Leyland P76 Owners Club of Victoria; we will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips; parts and social get togethers to celebrate this great Australian historical car. Call Michael on 97294005 for more information.