

Anything But Average

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Official Publication of the P76 Owners Club of Victoria Inc.

ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS
CLUB OF VICTORIA (IAN-A0019822)

This publication is not for sale to the general public and is only available through membership.

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PLEASE SEND ALL MAGAZINE CONTRIBUTIONS TO THE EDITOR

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Cover: from Modern Motor Magazine, " P76 ROAD TEST" JULY 1973

Coming events::

- * August - A Go Kart day is being planned. Date TBA.
- ..* September - An event in conjunction with another car club is being planned. Date TBA.
- *October - Presidents run to Antique stores and Airfield in Tyabb.
- ..* October - Annual Bathurst BBQ. Date TBA.
- * November-Annual Concourse
- ..* February 08 – Picnic @ Hanging Rock.

**GET YOUR CLUB MAGAZINE IN
LIVING COLOUR!!! SEND AN
EMAIL TO THE REGISTRAR OR
EDITOR WHO WILL EMAIL BACK
THE REAL THING!!!!
DON'T MISS OUT!!!!**

Editorial.

Hi all great to see such a good turnout at the agm from all over Melbourne and Gippsland as well.. the club is in good shape with the contribution of you all.

Thanks to Dave for the great article for this mag, and welcome to John Ernst on the committee John has a wealth of experience both with the club and the P76 and I for one look forward to working with him.

Any articles and photos for the mag please email or post, any items of interest no matter what. Its YOUR magazine so express yourself in it!

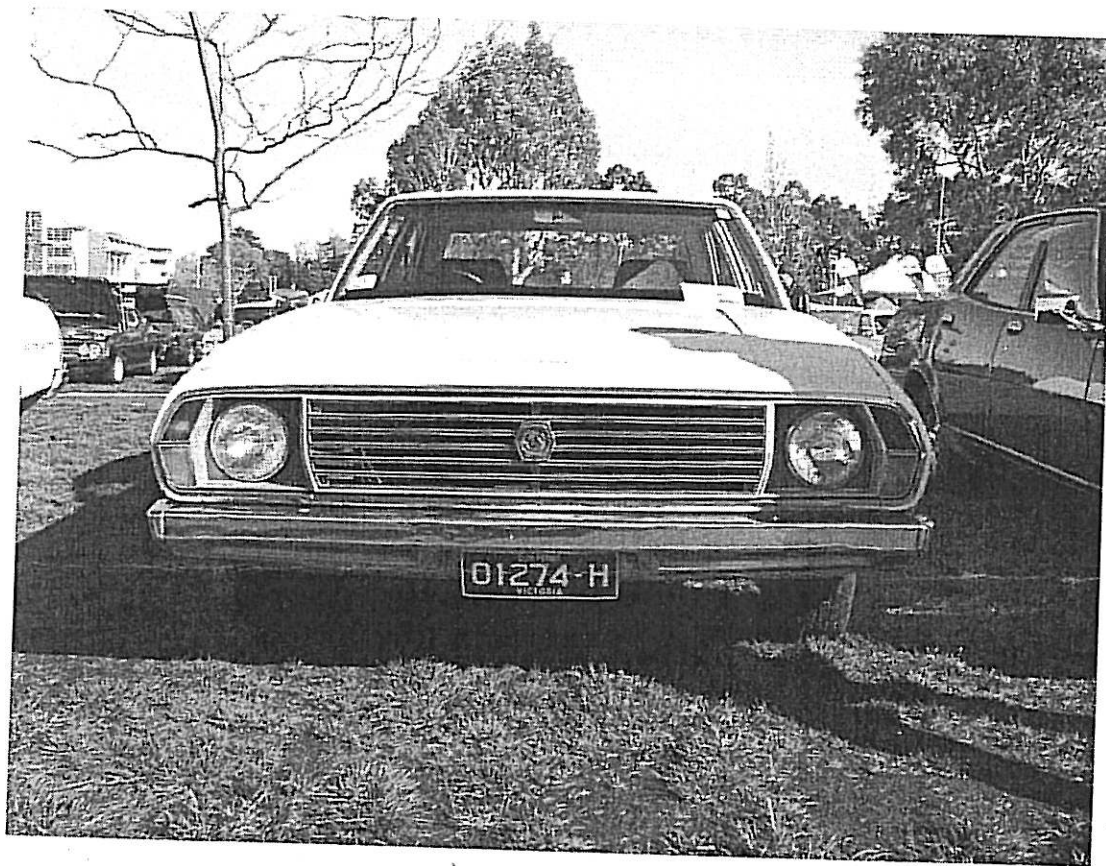
Shannons 2007 at Flemington Racecourse.

A great day lots of hot cars , well laid out and easy entry. In attendance myself with the Spanish olive super, Scotty Reynolds (from wodonga) with his country cream 4 speed six resplendent with newly painted engine bay, Martyn Hayes with Marcus's white deluxe, Browny with his prize winning green super with wire wheels, always a hit.

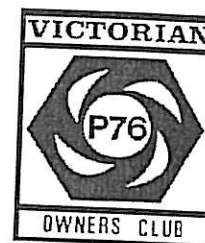
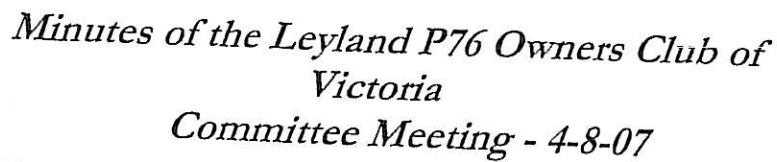
Special metion to Martyn who turned up for the first time in a P76, albeit a borrowed one for the day but he went all the way to Marcus's and back to pick it up. Another special mention to Scott Reynolds who made the trip down from Wodonga for the event two great dedicated P76 owners and a GREAT example to all our members.

Representatives from different clubs were given the course microphone to plug their marques and Martyn beat me to itdamn!! He managed to give holden and ford a pasting but luckily nobody was listening and we got out at the end of the day unscathed...









The President declared the meeting open at 7.15 pm.

1. Present

President - Rick Perceval
Vice President - Ken Western
Registrar - Martyn Hayes
Parts & Tech - Marcus Kneebone
Treasurer - Silvia Hayes
Secretary - David Walker
Club members - None

Apologies – Michael Clark & John Ernst

2. Previous Minutes

The minutes of the last committee meeting dated 03-07-07 were tabled, and were accepted as a true record.
Proposed: Ken Seconded: Martyn Passed

3. Business arising

- Marcus is still pursuing N.O.S parts
- Kens friend from the USA has been receiving the club magazine via Email and is greatly impressed. He has invited Ken to speak about the P76 and related Australian cars at the Sacramento motor museum when he visits later this year
- Silvia has purchased a new stamp
- Artwork has been sent for the new membership cards and Martyn can now have them made.
- Flags and banners required for next years Nationals, Rick has obtained Quotes

4. Correspondence In / Out

IN:

- Emails Regarding the Nationals from the Jaguar club
- RACV inquiries to the Council

OUT: RUCV invites to the Great Australian Car rally & 2008 Western District Tour, to be in next magazine

- Club magazine sent to members

5. Reports

President:

- Eric Waller has smashed his P76 and requires parts. Marcus to respond
 - Drouin Auto Parts has a P76 in for repairs and requires parts. Marcus to respond
 - AGM went well and congratulations to the committee. Will produce an article for the next magazine
- President:

Vice President:

- Nothing to report.

Treasurer:

- Silvia provided a detailed treasurers report.

Editor

- In the absence of the Editor no report was submitted.

Parts & Tec

- Marcus also had nothing to report.

Registrar

- Martyn provided a detailed Registrars report.
- One new member. 65 in total.

Secretary

- No Interior light switches have been sold, see ad in previous magazine for details or contact David directly to purchase these rare items. It has been commented that these reconditioned switches are better quality than N.O.S switches.
- The P76 Parts catalog on CD, Stubby holders and hats are all still available. Contact David.
- David is currently reconditioning the 6 cylinder engine in his P76. With some tasteful performance modifications it should go quite well. Thanks to Martyn for the donation of a new crankshaft.
- Enjoyed the AGM and was impressed with the good turnout of members. The constitution was passed and members voted to increase annual fees, its good to see membership participation and strong opinions in these important issues. The future of the club is now stronger than ever.
- Welcome to John Ernst. John has joined the committee and is the new Social Secretary. He will be a valuable asset to the club as the position has been vacant for the last year.

6. General Business

- The committee agreed to send a letter out to members advising them of the new annual fees & a copy of the Annual General Meeting Minutes. Rick to produce the letter and send it out ASAP.
- The new constitution was passed at the AGM with minor changes and is effective immediately. Copies are available from the secretary upon request.
- New club rules will be developed by the committee and they will be registered with Consumer Affairs along with the new constitution.
- Michael and John both requested that the committee meetings date be changed. The committee discussed the alternate days and due to the availability of the venue and fellow committee members, it was decided to keep the date as the first Monday of the month. A motion was moved by Ken and seconded by David. Passed.
- Clubs current website is outdated and needs to be changed immediately. Rick to respond ASAP.
- A discussion was had regarding our clubs vehicle registrar and the details of Victorian P76s held by interstate clubs. Rick moved a motion to obtain details of Victorian P76s from the national registrar. Seconded by Martyn. 5 votes against. Denied.
- Rick moved a motion for a sub committee to be set up to obtain Information on Victorian P76s to benefit the Victorian registrar through our own investigation. Seconded: David. 5 votes for. Passed.
- John will provide a report on the AGM for the next magazine.

7. Coming Events

- August - A Go Kart day is being planned. Date TBA.
- September - An event in conjunction with another car club is being planned. Date TBA.
- October 7th - Annual Bathurst BBQ.
- November - Presidents run to Antique stores and Airfield in Tyabb. Date TBA.
- February 08 - Picnic @ Hanging Rock.
- **March 08 - Nationals in Geelong. Not to be missed!**
- April 08 - A paint ball bay is being planned. Date TBA

8. Nationals 08

- The sub committee is working along side the Jaguar car club to finalize the Concourse and associated events.
- Ford has been contacted to organize a tour of the Discovery centre and the factory.
- The sub committee will be visiting Geelong to finalise events shortly.

9. Close of Business

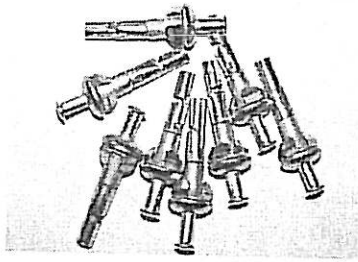
The Meeting was closed at 9.25pm

The next committee meeting will be held at the South Oakleigh Club on the 3rd of September starting at 6.00pm for dinner & 7.00pm for the meeting.

Committee meetings @ the South Oakleigh Club

Come and join the friendly committee members for dinner before the meeting. The Specials board has \$12.00 & \$15.00 meals that are value for money, really tasty and the desert menu is great!

The South Oakleigh Club
No. 1 Victor rd East Bentleigh. Mel ref 78 D4



Reconditioned Switches now Available!!!



Reconditioned Interior light, Boot light, Bonnet light, Glove box light, Hand brake warning light switches factory fitted to the Leyland P76, Mini, Marina etc.

These switches are usually inoperative and are damaged due to years of corrosion & dirt build up and lack of maintenance

Previously these switches have been unavailable but recently a number of second hand switches have been obtained, disassembled, sandblasted and repaired and then cad plated. They look and operate like new!

They can now be purchased through the Victorian P76 Owners Club on a change over basis for only \$ 6.50 ea + P&P

Ron Harris former club secretary and member in his garage:



Being pulled along by a string.

By David Walker

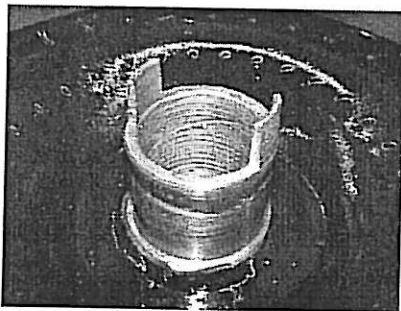
On a trip to the car wash recently I decided to give the engine of my P76 a once over. I wanted to wash the engine so I could find the oil leaks. I gave the motor and engine bay a good clean and it came up really good but as usual, when I got back into the car to start the engine it would not go!

Now I have washed a lot of engines and I know to avoid getting the distributor wet, years of working on Mini Minors have taught me that lesson! So I removed the distributor cap and checked it anyway, to find it completely dry inside. Great now what?

People were waiting to use the wash bay so I very unhappily pushed my P76 over into the car park, not a good look to help the reputation of our fine car! I had no tools, rags nothing at all to try and fix the fault. I checked all the wiring, ign leads, coil and anything to do with the ignition system and could not find a problem. Every time I tried to start the car it turned over but would not fire up. The car can run on petrol or LPG so I started to look at the gas system but all seemed ok. I decided to let the engine and components dry out for a while but impatience got the better of me and I continued to try and start the car until the battery decided to give up!

My wife Rachel had just arrived home and gave me a call to see where I was, I told her my story and got her to bring over some tools, a new battery and some jumper cables. When she arrived I connected up the new battery and had another go at starting the car. Still it would not go so I connected the 2 battery's together to get 24 volts. That will teach the naughty engine a lesson! (This is a good fix for uncooperative engines but will usually cook your starter motor after a while so be careful) As you can imagine the starter motor turns very quickly and without too much fuss the V8 fired up. It didn't run very well and it didn't want to idle but a few good revs to clear it out soon had the motor running smoothly enough to be able to drive it back home and fix the fault.

I closed the bonnet, got in the car and selected Reverse to back out of the parking spot. Nothing! No reverse, drive anything. Now what? I stuck my head under the car to see if the transmission selector shaft was still connected to the transmission, it was of course so now my engine was running but my Auto trans was broken. Ahh the joys of owning an old P76! Rachel was happy enough to go home and get the tow rope and so my P76 made its way back home being pulled along by a string! Once home I jacked the car up and proceeded to remove the Automatic Transmission, (it had been slipping and shuddering when cold so I decided it was time to be fixed anyway) Once I had the trans out I carried it into the shed and proceeded to pull it apart to see what had broken. I didn't have to look hard, the torque converter, the first item I removed had broken its drive tangs off, thus no drive to the oil pump & no oil pump means no go!



The drive tangs on the converter



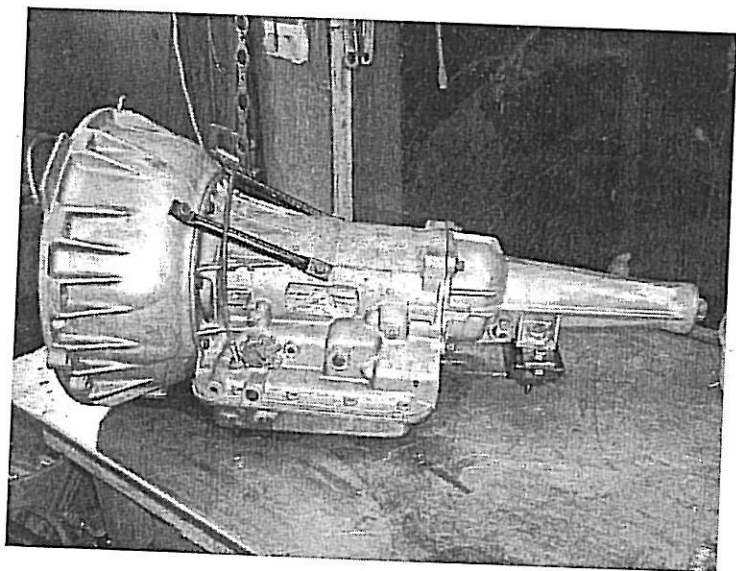
and the broken off ones.

Replacing the torque converter would have fixed the main transmission problem but as the Auto was showing signs of wear I pulled it apart and gave it a good clean, purchased a parts kit and set about reconditioning the transmission. I replaced the broken torque converter with a good S/H unit from the clubs parts stocks and refitted the transmission to the car with a new filter kit and new oil.

Why had the Converter tangs broken off? Over the years as a mechanic I have serviced and repaired many automatic and manual transmissions but I had not seen a converter break. Talking to a good friend that owns an Automatic transmission Reconditioning business the first thing he asked was the car running on LPG? Yes. That's why the converter was broken. As engines that run on LPG are more prone to Backfire when not tuned properly (or when there owner has just washed the engine...) a good backfire can and will often break the drive tangs of the converter! You learn something new every day!

So why wouldn't the car start in the first place? As far as I could tell the only problem I could find was a loose and corroded terminal on the Gas control unit under the bonnet that had gotten wet and was not contacting properly. A new terminal, soldered on has seemed to fix the problem.

The next time you go to the car wash keep in mind to not drown your engine with water and remember if your car runs on LPG make sure it is properly tuned and the wiring that controls the gas system is checked and fitted correctly or you may end up needing to buy a tow rope!



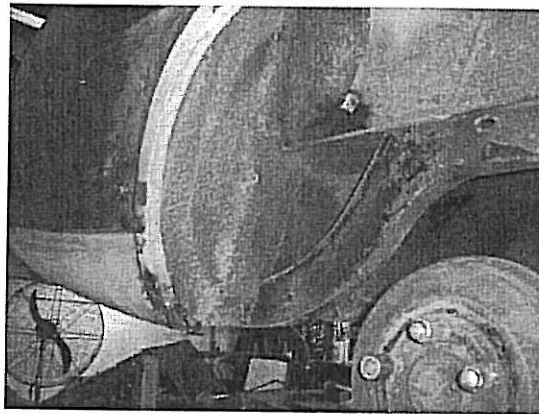
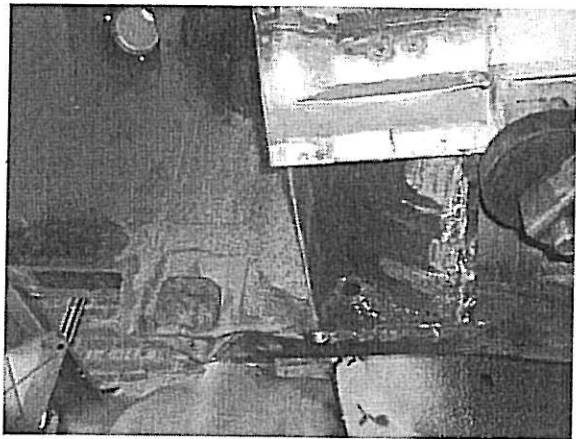
The reconditioned Automatic Transmission

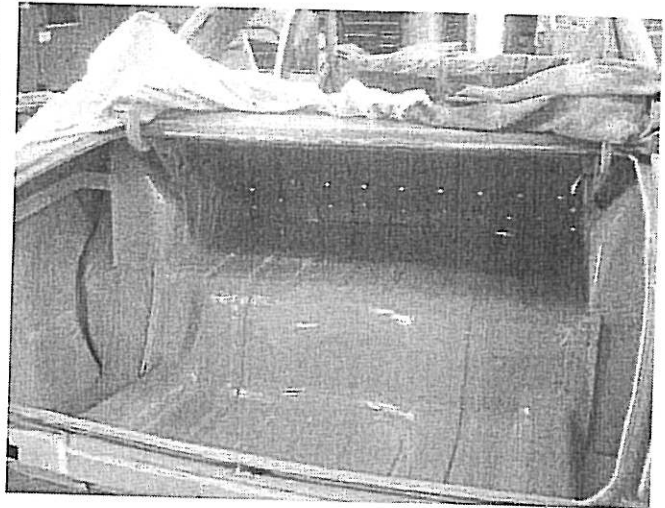


The Naughty Engine

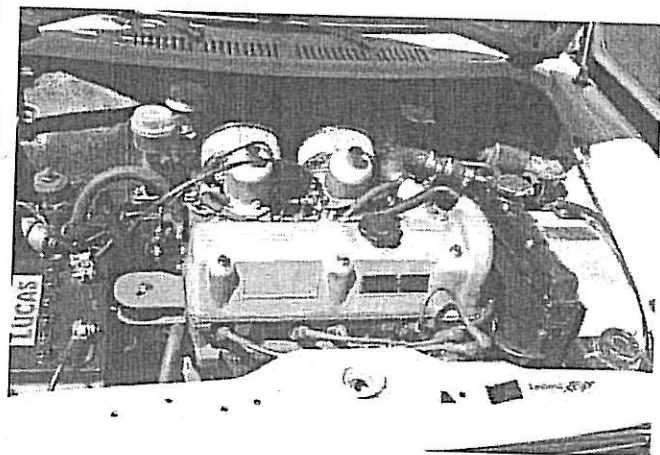
Until next time,
Enjoy driving your P76.
Regards David.

Interstate resto, Steve Maher President of the NSW OWNERS CLUB:





Jason Birmingham's Nomad (note engine wrong way round):



For Sale...CARS

Jim McCarg is selling his bitter apricot super V8 VHK453 column auto reco motor 40 k ago reco gearbox 5k ago excellent brown interior layback buckets slight rust bottom door on gas tank in date september reg. Close to RWC new carpets , Venetian close to RWC \$3,500 ono 0418 507019

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.

NEW ring steve exton he is selling his exec off road last 8 years straight body some spares pwr steer no reg or rwc \$1000 9548 4780

1973 Deluxe White V8 3speed column shift, towbar, 2 spare tyres, All Tyres as new. 92,000miles . 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 lr1919 \$6,800 ring Howard on 03 9782 5777

For Sale...PARTS.. new old stock

Radiator mount bushes \$18 set, 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, steering rack pinion new \$20
Ring Mick Clarke 03 97294005

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 orvery 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) 60.00each 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 firt Mudflap set \$25.00 1 x Top Steer Column bush \$15.00 1 x Pair rear

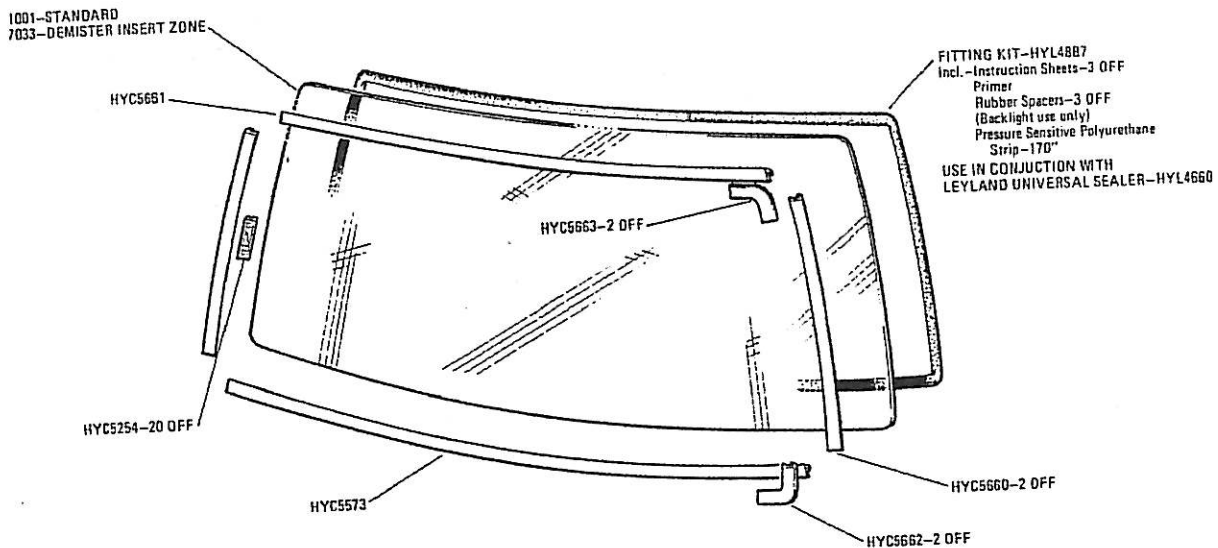
shocks \$80.00 1 x 6cyl Super MPH Speedo \$50.00 1 x Auto Pedal Rubber \$15.00

2 x V8 Deluxe Speedo's \$50.00 Ea 1 x Rear mudflap set \$25.00

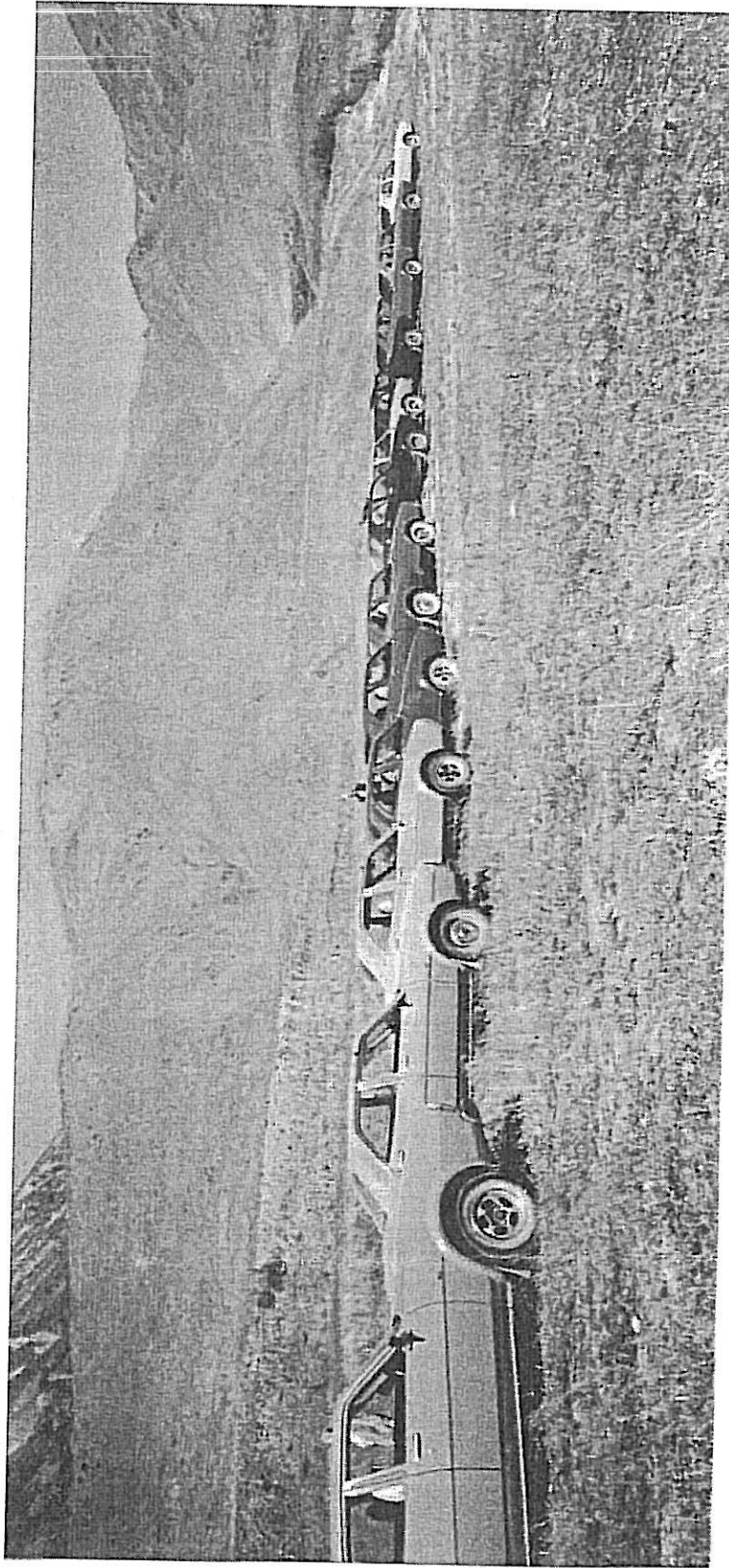
Heated Rear Screens!!!

Tinted: \$230 Clear: \$220 Ring Troy Green 0409 988757 or Joe Green 02 9522 6529

The NSW classic club has had these made up and is waiting on orders to do another run. Ring to book yours now, and get rid of that misted up rear screen on those foggy cold mornings!



KEN AND JOE AT KEILOR CAR SHOW WONDERING WHO PUT THAT 44 GALLON DRUM THERE!



The dirty dozen, somewhere in New Zealand



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



Leyland P76 Owners Club of Victoria Inc

Vehicle Register Survey

Members are invited to list their vehicles on the Leyland P76 Owners Club Vehicle Register. The purpose of the register is to establish a history of all vehicles residing in Victorian driveways sheds and back paddocks (Dead or Alive). As with all endangered species it is the aim of the Club to facilitate the preservation of this ground breaking Australian Car and create an archive of its history.

The Information you provide will be used to identify where the breeding stocks are and to support enthusiasts in their quests to preserve the species. Your personal contact details and the information you provide in this survey will not be disseminated to other members without your permission. The Registrar will act as a conduit and facilitate member contact where it is in best interest of both parties and express permission has been received. Please feel free to submit updates on this form to keep the club informed of new acquisitions, disposals, resurrections and "laid to rest" vehicles.

Member/Owner

Vehicle 1

Vehicle Identification No. 076	Manuf (Mth/Yr) <input type="text"/>	Model <input type="text"/>	Registration No. <input type="text"/>	Last Registered (Year) <input type="text"/>	Last Registered (State) <input type="text"/>
Engine Capacity <input type="text"/>	Engine No. <input type="text"/>	Paint Colour <input type="text"/>	Trim Colour <input type="text"/>	Manual <input type="checkbox"/> Automatic <input type="checkbox"/>	Column Shift <input type="checkbox"/> Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Good <input type="checkbox"/>	Repairable <input type="checkbox"/> Rust/Damage/Paint Parts Only <input type="checkbox"/>	Interior Excellent <input type="checkbox"/> Fair <input type="checkbox"/>	Good <input type="checkbox"/> Poor <input type="checkbox"/>	Engine Reconditioned <input type="checkbox"/> Reco Required <input type="checkbox"/>	Good <input type="checkbox"/> Parts Only <input type="checkbox"/>
				Rear Arm Rest <input type="checkbox"/>	Towbar <input type="checkbox"/>
				Mudflaps <input type="checkbox"/>	Original Cassette <input type="checkbox"/>
				Original Radio <input type="checkbox"/>	
Non Standard Equipment <input type="text"/>				Year Purchased <input type="text"/> Purchased From (If Known) <input type="text"/>	
				Original Owner <input type="checkbox"/>	

Vehicle 2

Vehicle Identification No. 076	Manuf (Mth/Yr) <input type="text"/>	Model <input type="text"/>	Registration No. <input type="text"/>	Last Registered (Year) <input type="text"/>	Last Registered (State) <input type="text"/>
Engine Capacity <input type="text"/>	Engine No. <input type="text"/>	Paint Colour <input type="text"/>	Trim Colour <input type="text"/>	Manual <input type="checkbox"/> Automatic <input type="checkbox"/>	Column Shift <input type="checkbox"/> Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Good <input type="checkbox"/>	Repairable <input type="checkbox"/> Rust/Damage/Paint Parts Only <input type="checkbox"/>	Interior Excellent <input type="checkbox"/> Fair <input type="checkbox"/>	Good <input type="checkbox"/> Poor <input type="checkbox"/>	Engine Reconditioned <input type="checkbox"/> Reco Required <input type="checkbox"/>	Good <input type="checkbox"/> Parts Only <input type="checkbox"/>
				Rear Arm Rest <input type="checkbox"/>	Towbar <input type="checkbox"/>
				Mudflaps <input type="checkbox"/>	Original Cassette <input type="checkbox"/>
				Original Radio <input type="checkbox"/>	
Non Standard Equipment <input type="text"/>				Year Purchased <input type="text"/> Purchased From (If Known) <input type="text"/>	
				Original Owner <input type="checkbox"/>	

Vehicle 3

Vehicle Identification No. 076	Manuf (Mth/Yr) 	Model 	Registration No. 	Last Registered (Year) 	Last Registered (State)
Engine Capacity 	Engine No. 	Paint Colour 	Trim Colour 	Manual <input type="checkbox"/> Column Shift <input type="checkbox"/>	Automatic <input type="checkbox"/> Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment				Rear Arm Rest <input type="checkbox"/>	
				Towbar <input type="checkbox"/>	
				Mudflaps <input type="checkbox"/>	
				Original Cassette <input type="checkbox"/>	
				Original Radio <input type="checkbox"/>	
				Year Purchased _____ Original Owner <input type="checkbox"/>	
				Purchased From (If Known) _____	

Vehicle 4

Vehicle Identification No. 076	Manuf (Mth/Yr) 	Model 	Registration No. 	Last Registered (Year) 	Last Registered (State)
Engine Capacity 	Engine No. 	Paint Colour 	Trim Colour 	Manual <input type="checkbox"/> Column Shift <input type="checkbox"/>	Automatic <input type="checkbox"/> Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment				Rear Arm Rest <input type="checkbox"/>	
				Towbar <input type="checkbox"/>	
				Mudflaps <input type="checkbox"/>	
				Original Cassette <input type="checkbox"/>	
				Original Radio <input type="checkbox"/>	
				Year Purchased _____ Original Owner <input type="checkbox"/>	
				Purchased From (If Known) _____	

Member Part Mart

It is the interest of Club and all members to keep as many cars on the road as possible as per our charter. If you have parts that you would like to register as available for sale or trade (No matter how inconsequential you may think they are), or have a burning need to obtain particular parts, use this section of the survey to register that interest. Details will be stored in the club data base and the Registrar will match needs and facilitate member contact. Keep us up to date with your needs.

Wanted

For Sale or Swap



*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 \$60.

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 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.