

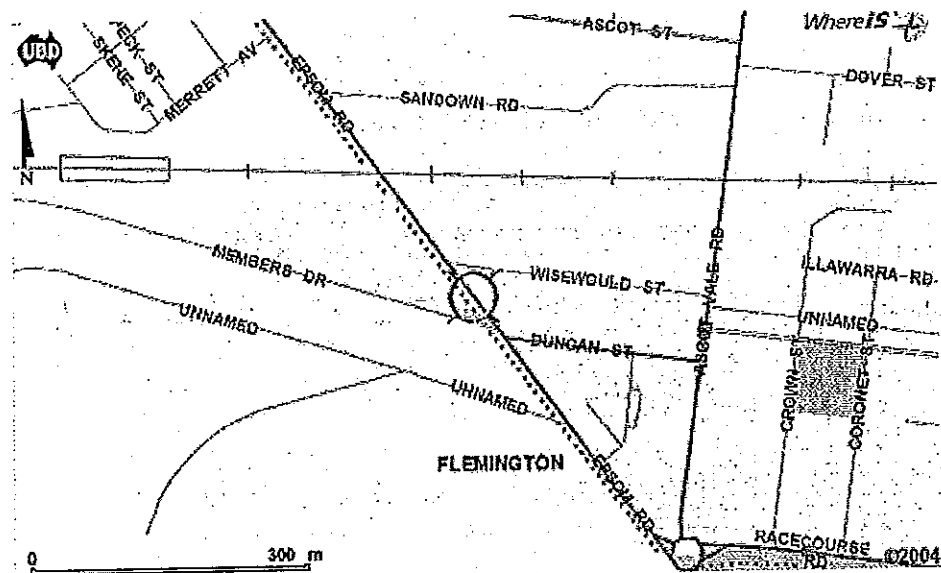
Anything But Average

*July '07
VOL 24 EDITION 10*



Official Publication of the P76 Owners Club of Victoria Inc.

**Australian classic car show 22jul2007 , 9am, MEL 28 H12 see add.
Previous edition. \$12 per car. Enter via Epsom drive.
Be there and show off THE MOST CLASSIC AUSSIE CAR!!!!**



Editorial:

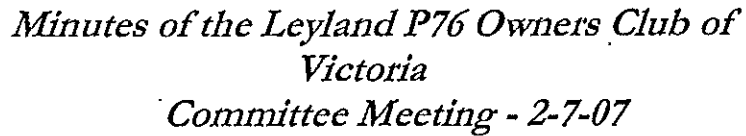
My contribution to the reports at the AGM will be short and sweet as most of what I do is self evident in every magazine but many thanks to Ken Martyn and Sylvia who have helped with production and all the members who have contributed articles. The mag is now transmittable via electronic means and this is the way of the future, it gives the benefit of great colour photos to show off our great cars.

Jason Birmingham features heavily in this edition he has some great cars and is a true P-Nut !! Jason is a member of our club (and every other!) despite living in NSW and his contributions are much appreciated. You will get the chance to meet Jason and lots of other great P76 people at the nationals in Geelong. I assure you this is not an event to be missed if you do you will kick yourself!!

Our club, fortunately, has some funds at the moment I will be pushing for the some of these to be spent equally on promotion and spare parts, for instance we could purchase at least 4 heated rear windows from the classic club in NSW and our parts tech officer should devote some time (if he has any!) to the reconditioning of intermediate steering shafts these are an item which is both essential for roadworthy and when in good condition make driving a pleasure.

As I said the club has been fortunate to have been able to make some money out of parts while keeping prices low for members, but bear in mind there are a multitude of costs associated with running an incorporated club, and currently our fees are very low in comparison to other car clubs. The parts sales were a one off as well. Whilst having some money in the bank also keep in mind the WA, SA and QLD clubs are far richer, we came off a very low base last year!!

Its important you come to the AGM to have your say and hear the reports of your committee. The new constitution must be voted on as well have a careful read and if you don't like anything then move an amendment at the meeting.



The President declared the meeting open at 7.00 pm.

1. Present

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

Apologies – None

2. Previous Minutes

The minutes of the last committee meeting dated 04-06-07 were tabled, and were accepted as a true record.

Proposed: Ken Seconded: Rick All in favor.

3. Business arising

- Martyn and David attended the Australian Aftermarket Trade Show, had a great day and discovered many new automotive products.
- Marcus is still pursuing a N.O.S parts purchase for the club.

4. Correspondence In / Out

IN:

- Response for emails sent re: 6 cylinder pistons.
- Misc Correspondence.
- Interstate Club magazines.

OUT:

- Club magazine sent to members.
- Draft Constitution sent to members

5. Reports

President:

- Rick has discussed the new constitution with a number of club members..
- Received a phone call with a donation of a factory workshop manual to the club, a club poster was sent in return as thanks.

Vice President:

- Ken has a friend visiting from the USA at the moment who is interested in our club. The committee decided to send him our club magazine via Email.

Treasurer:

- Silvia provided a detailed treasurers report.
- \$9,138 held in club account.

Editor

- Club magazines were sent to members via Email successfully.
- Next magazine on its way.

Parts & Tec

- Marcus thanked Martyn for his help in sending out parts orders over the last month.

Registrar

- Martyn provided a detailed Registrars report.
- 64 members. Trial of magazine via email survey, 8 people have said yes from 38 so far.

Secretary

- Interior light switches are now available, see ad in last magazine for details or contact David.
- Club caps and stubbie holders are still available.
- A contact has been made to supply new 6 cylinder pistons for around \$70.00 ea. Contact David if you wish to purchase.
- Members with their cars on club registration must pay there membership fees immediately as there car is unregistered (as of 1st July) and cannot be driven until the fees are paid

6. General Business

- The club magazine is becoming too big to use a 50c stamp and is causing trouble when it becomes time to collate and fit into std size envelopes. The Magazine size will be kept to a max of 10 pages from now on and when a larger magazine is produced, larger envelopes will be used along with the increased cost of postage. Members are requested to receive there magazine via Email if possible to keep the costs to the club down to a minimum.
- A motion from Rick was put forward to change the clubs insurance policy. Seconded by Ken, all in favor. David to finalise details.
- Silvia requested a new stamp be purchased for the treasurers duties and a new deposit book ordered. All in favor. Silvia to purchase.
- Martyn requested that new membership cards be made. Rick to provide artwork so Martyn can have the new cards produced.
- New Flags & Banners are required for next years Nationals meeting and for the general advertisement of the club at club events. Rick will produce some artwork and get some quotes to propose to the committee.

7. Coming events

- July - 22nd Car show @ Flemington Racecourse.
- July - 28th Annual General Meeting. Attendance Required!
- 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 21-24 - Nationals
- April 08 - A Paint ball day is being planned. Date TBA.

8. 2008 Nationals

- The sub committee has finalized the events program for the national meet and will travel to Geelong on the 4th August to finalize the driving events.
- A motion was made to spend up to \$2,300 on materials required to run the Nationals event (such as food, hire costs, advertising, etc.) Proposed by Martyn, Seconded by Marcus, All in Favor.
- A 2 in 1 event (Concourse & Show & Shine) will be held.
- The Jaguar Car Club will be holding there Concourse alongside our event.

9. Close of Business

The Meeting was closed at 10.00pm

The next committee meeting will be held at the South Oakleigh Club on the 6th August starting at 6.00pm for dinner & 7.00pm for the meeting.

From the forum....

When I disconnect the battery....the clock keeps going. Nice feature but how does that work?? Mick

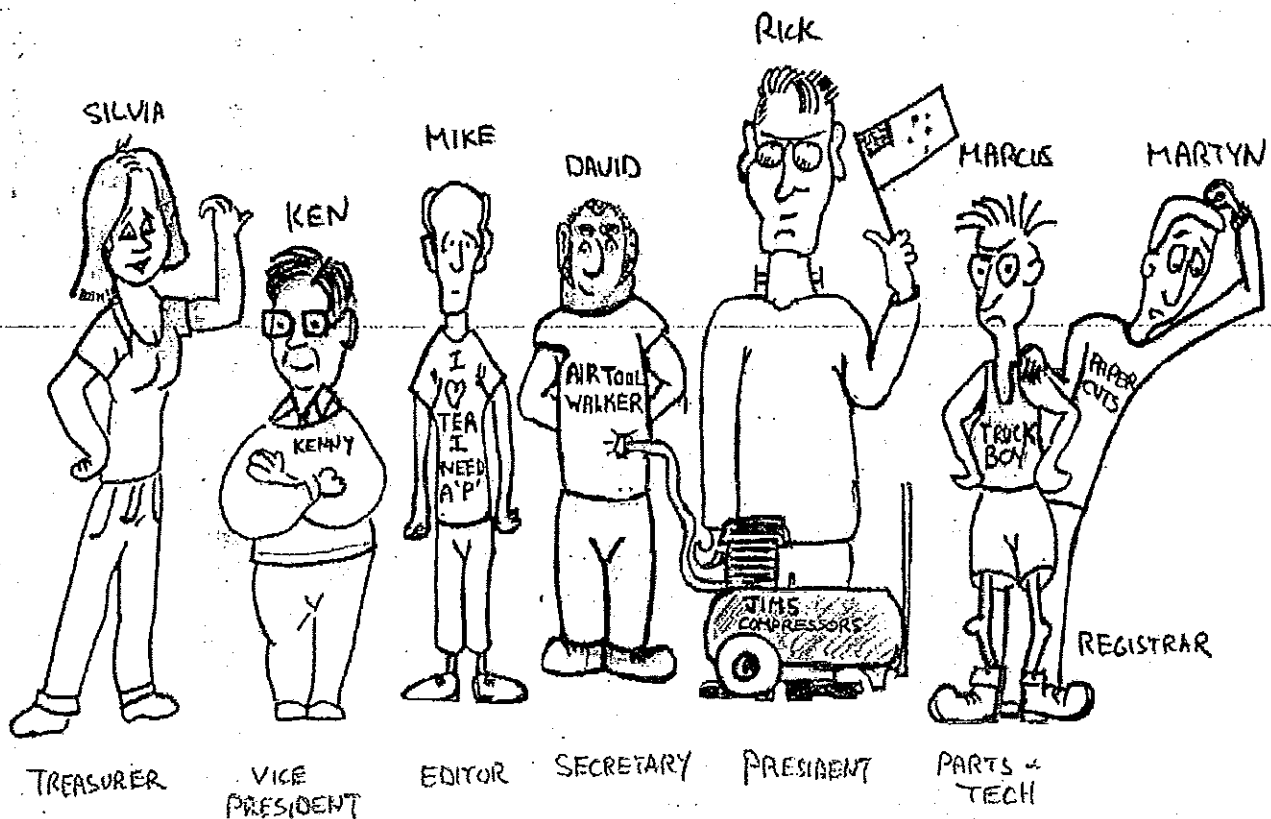
Mick, How long does it run for, an hour days or what? Has anyone fitted accessories which required a back up battery e.g. a 9 volt wired in to retain inbuilt memories in some systems and accessories ? Mark Ellery

Its a perpetual motion machine. John Ernst

The clock is a standard wind up clock, typical of the technology of the time (NOT Quartz or electronic) Inside there is a set of points & an electric solenoid. When the points close, the solenoid is energised & "winds up" the clock. (The sharp Click or Zip noise you hear) when the solenoid "winds" the clock, it opens the points to disengage power to the solenoid... The clock ticks away, un-winding the spring, until the points close & starts the whole process again.

If you sit & listen carefully to the clock, you will hear what I am talking about. Tic Tic Tic Tic.....then Click..... Tic Tic Tic....the cycle repeats every minute or so. A lot of the "Dead" clocks that are in cars are simply dirty points, not allowing power to the solenoid to "Electrically wind" the clock. It spun me out the first time too! Jason Birmingham

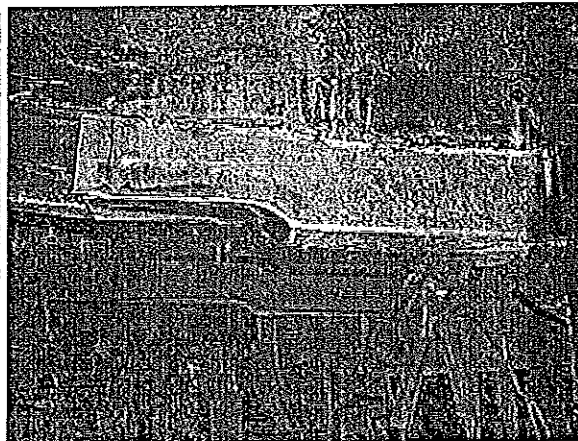
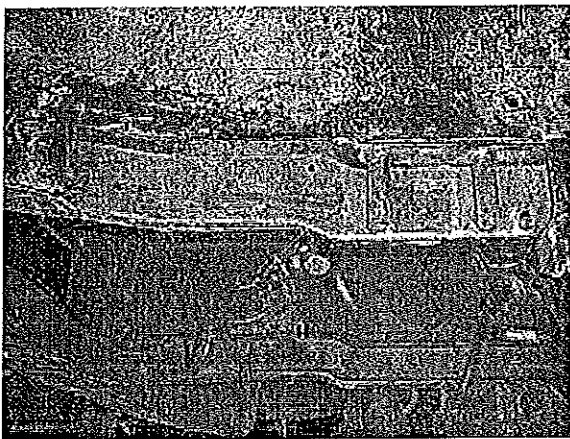
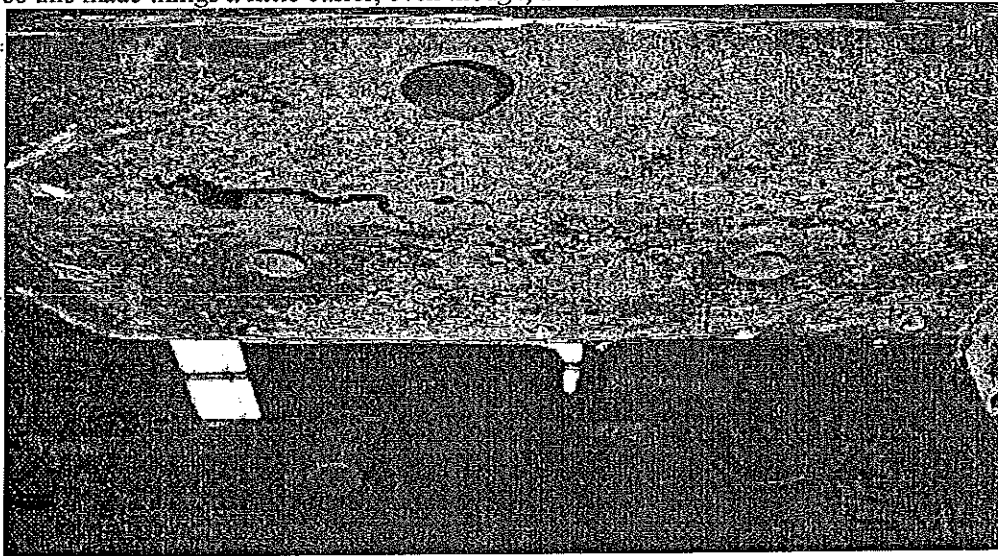
Below: Your Humble Committee.....



Taxi Talk

Latest instalment from Jason Birmingham.

Well we are started on the big Taxi....& things are moving ahead. The Deluxe is on the hoist & I have removed the front end/crossmember, struts, rack & all the stuff on the front. The first job I tackled was the rust in the LH chassis rail. As is always the case with rust, things are worse than they seem, & I eventually cut 400mm out of the rail, both on the bottom & outside. Where the crossmember bolts up to the rail, there is another section inside, along with two tubes to stop the rail collapsing when the crossmember bolts up. I replaced all of this. There is a bus Depot opposite my work & they have a body shop with a guillotine & folder, so this made things a little easier, even though, all the curves make it a challenge

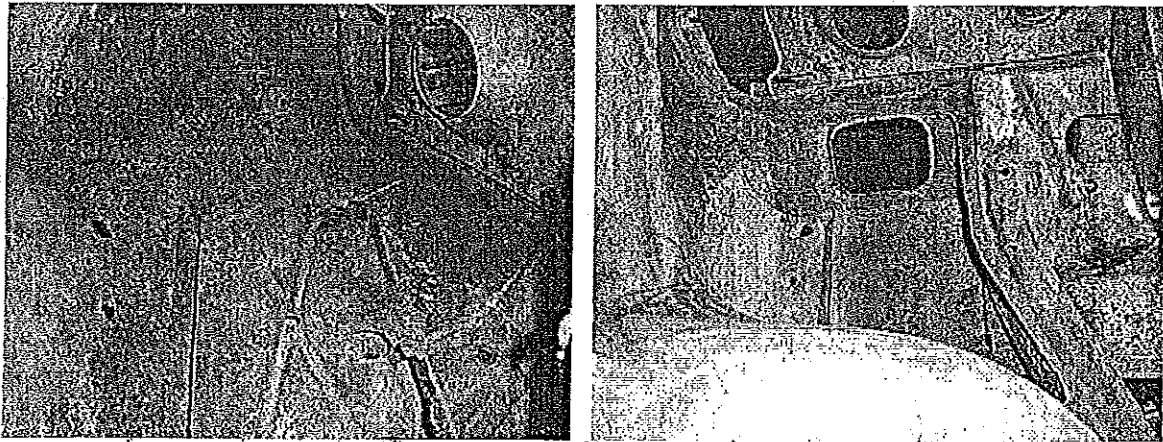


Top: rusty rail. Bottom left: outer rail taken off showing inner rail.

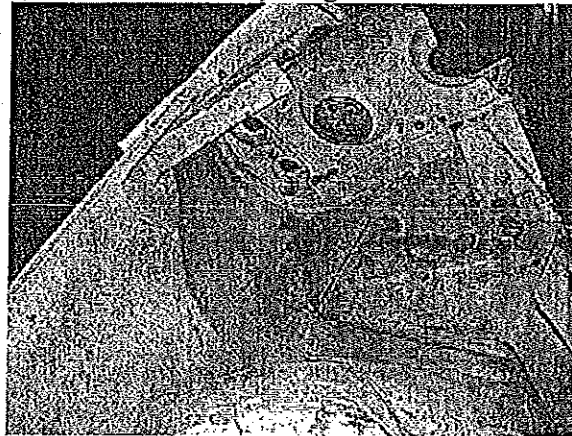
Bottom right: reco rail

The rail turned out very good, When I proof Cote it you wont be able to pick that's it ever been repaired. Next task was the battery tray/skirt area. The leaking battery that caused all this rail damage had also rusted the Battery tray & skirt area behind the headlight. I chopped the battery tray out first, then appraised where the good metal starts, drew a line around it & got the air hacksaw into it.... Leaving me with a rather large hole. The plan was to get another battery tray folded up across the road & make up the skirt from flat sheet steel, but talking to Alex Shoobridge from ACT revealed

he had just the thing for me,,, A whole Corner off a car he wrecked many years earlier. Anyway, the battery tray/skirt repair will wait until I finish the nose /front of car repair.



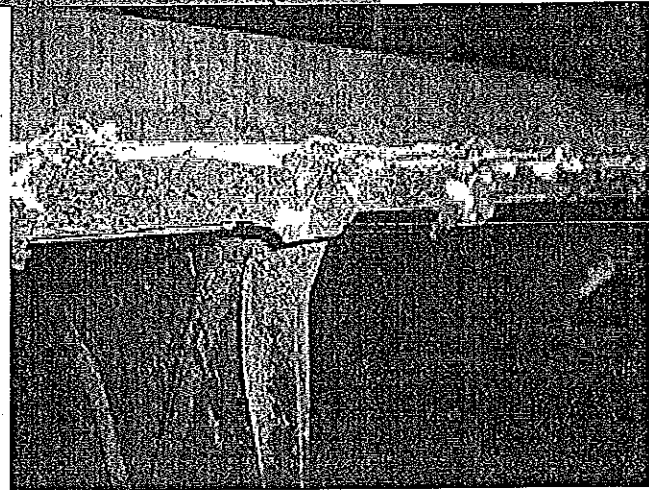
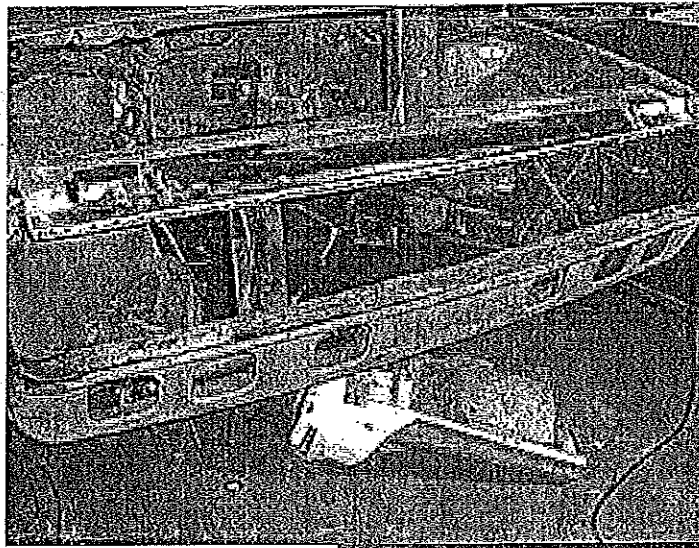
Above: old battery area. (I've seen worse! Ed.)... Right: cut out. Below left: "new" ready to go in.



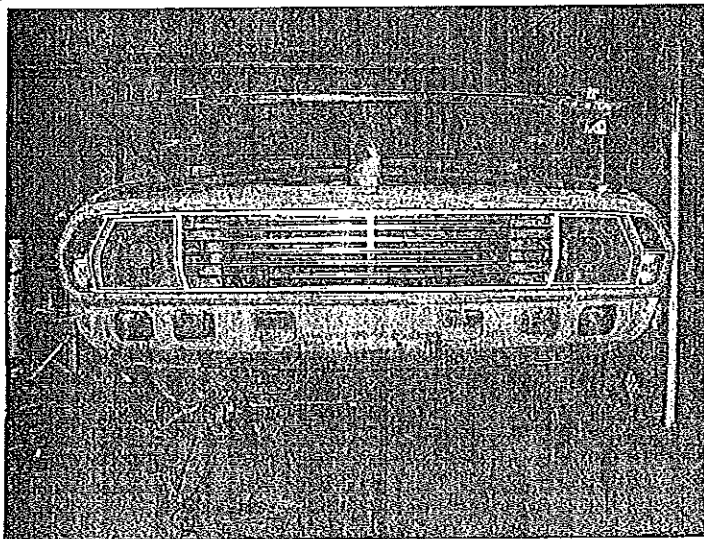
next job turned into a bloody headache. When I picked the car up from Coota, the bonnet wasn't fitted, so when I got it back to work I fitted & lined the bonnet up to check the gaps...Yeah well the gaps were shit! The main concern centered around the LHF corner of the bonnet which was about 5mm too high. I knocked it around with a block of timber & a hammer (Great tools for adjusting the gaps!) but it wasn't going anywhere much. On closer examination, it wasn't the bonnet that was too high, but the nose & LHF guard that was too low. You see it has had a little hit in the front & Dodgy Brothers had repaired it. The front 2" of the LHF guard were bent down, Either they hadn't picked it up or couldn't be bothered, & when they welded the new nose in place, they lined it up with that. Comes time to put the bonnet on & guess what? It doesn't fit! I can hear the words "Who cares... It's only a Fu#\$%ing P76"

The front of a P76 is very straight & angular, & irregular gaps & lines stick out like dogs Balls & it's also a pet hate of mine, so there was no easy way out. First thing was to cut the welded nose back off the front of the car. Originally Leyland spot welded it to the bonnet plate, but our boys had mig welded it from the top meaning I couldn't drill out the spot welds. What I had to do was open up the gap between the welded areas & cut through the welds with an air hacksaw. Yes it took ages, but I got the nose off in surprisingly good shape. When I got the nose off, I was tidying up the front of the bonnet plate where it welds on to, & was looking at all these bits of metal still on the bonnet plate, spot welded there.....It then dawned on me ... The bloody pricks before me were too lazy to grind off the leftovers of the 1st nose....they just left it there & welded the new nose on top of it! The headlight panels on both sides were rooted as well, as the headlights had been punched back through them, so they had to go...at least I could drill out the spot welds here though.

Now that that was apart, I can go back to lining stuff up. I had to repair the front edge of the guard that was too low, stick the bonnet on & line that up with the guard. The "Eyes" on the bonnet hinge on that side had somehow opened up, allowing it to move around a lot, so I cut the hinge off the bonnet, closed the eyes up in the vice & welded it back on. Happy at last with the fit of the bonnet & guard, it was simply a matter of welding the nose back on in the correct position. Not having access to a spot welder, I drilled 8mm holes through the bonnet plate & "pool welded" the two together so as to achieve a similar finish to a spot weld. Came up good.



Next job was to make the die cast corners fit the front guards correctly. In a perfect world, you would just "Bolt them on"....Yeah right! The leading edge of both front guards were damaged enough to make this part a joke, Much welding, heating, adjusting (read hitting with hammer) & lastly, a skim of bog, got the corners fitting ok. You see I had to have the corners fitting correctly for the next job, which is fitting in new headlight panels. I got the new panels from James Mentiplay in WA & they will make the end result terrific. Getting these in correctly is all important. Have a think about the front end of these cars... Everything bolts on to these headlight panels. The indicators, headlight rims & grille all run off these panels, so if they weld in crooked, the front will look crooked. So....I "Self Tappered" them in place, with large enough holes so I can move them about. Next I assembled the front together, that is indicators, headlight rims, & grille, so I can set it up correctly. A fiddly bloody job... put it together....look at the gaps.....pull it apart & adjust the headlight panel position. Then put it back together again... & so on & so on! Eventually I got it pretty well straight, then it was simple just to weld it all together. That's the end of that part now...I can go back to the battery tray & get a go at that



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.

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 Bainsdale 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 1r1919 \$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 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) 60.00each 2 x Taillight Lenses \$40.00 ea

2 x Front Flexible brake hoses \$60.00 2 x Super Fuel Guages \$25.00 ea

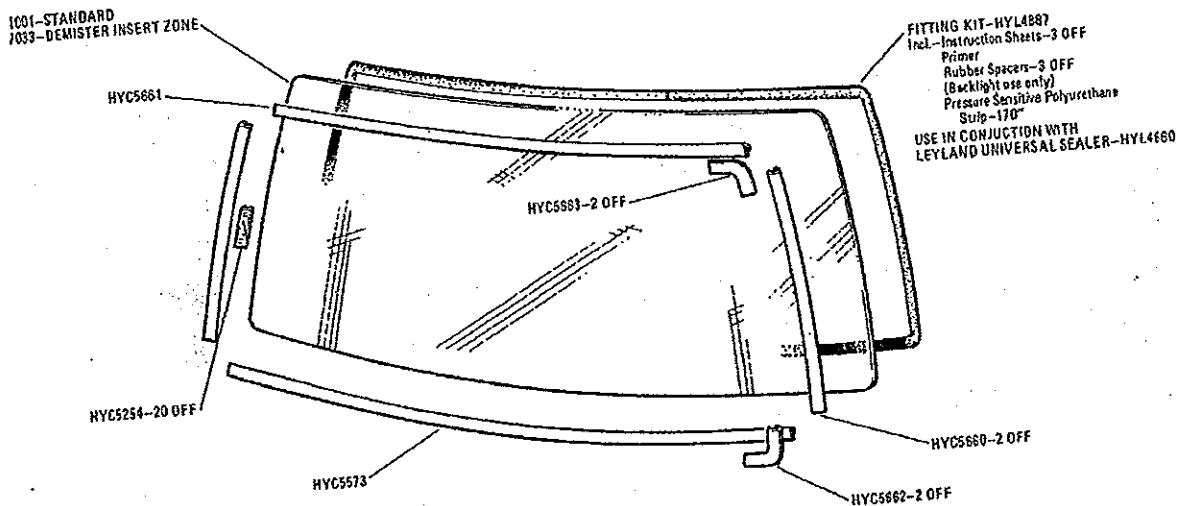
1 x rear flexible brake hose \$30.00 1 x frt Mudflap set \$25.00 1 x Top Steer Column bush \$15.00 1 x Pair rear shocks \$80.00 1 x 6cyl Super MPH Speedo \$50.00 1 x Auto Pedal Rubber \$15.00

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

Heated Rear Screens!!!

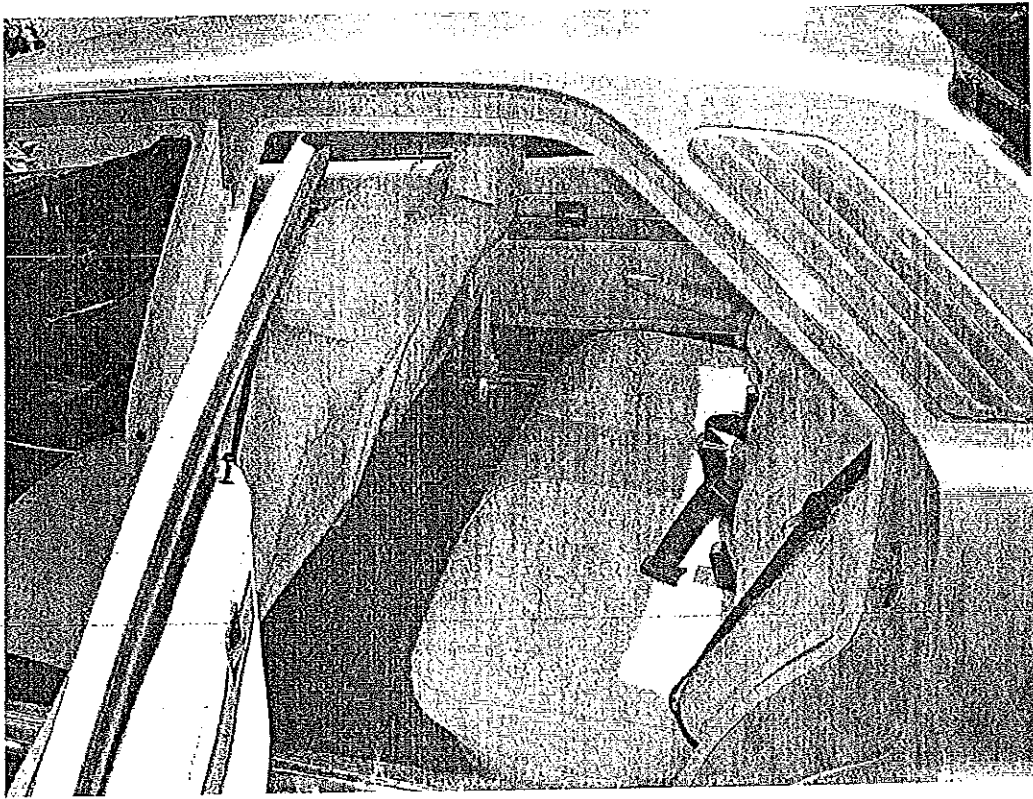
Tinted: \$230 Clear: \$220 Ring Troy Green 0409 988757 or Joe Green 02 9522 6529

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!



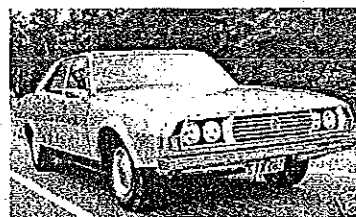
Eric Browns Plum Loco Circa 1980's...

Jason Birmingham's Hairy Lime...





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

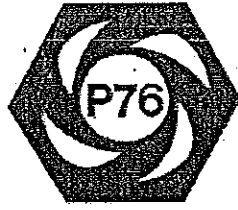
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All personal information, contact and vehicle details provided by club members will be held on the club data base controlled by the Registrar. This information will be used by the Committee for club contact and planning purposes and to facilitate Inter-Member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

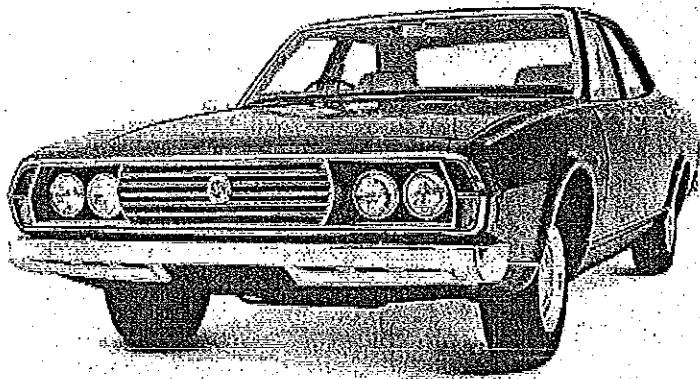
I, agree to abide by the rules of the Leyland P76 Owners Club of Victoria and work towards the fulfilment of the objectives of the club.

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.