

# *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-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

## Future events



Indicates a P76 Car Club Function



### Test and Tune Day 29th April 2007 10 a.m.

**AT THE ROVER CENTRE 460 BULLARTO RD, SKYE** (look for the p76 out the front!) This is a day to raise some extra funds for the 2008 Nationals! See the President's letter later in the magazine for directions on how to get to the Rover Centre, and his article "North to Alaska".

This is a day to have your car tuned up and serviced courtesy of the club's resident qualified mechanic, David Walker who also moonlights as the club secretary. The only cost to you is the parts, please ring David on his mobile at least one week prior to confirm what you would like done (no engine rebuilds please!)

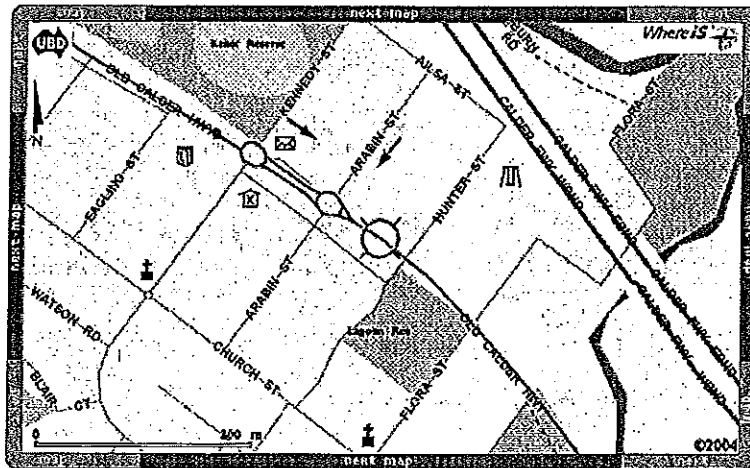
The typical job would be oil and filter change, plugs, points, timing, front end inspection, fault diagnosis...possible brake pad change, ring David to discuss on 0409 675 648

The other activities will include barby and chinwag. Also bring your tools: we will be stripping down a couple of Rick's old p76's and a wreck recently purchased by the club which are kept at the Rover Centre.



### Sunday 6<sup>th</sup> May 2007 Inaugural Keilor Rotary Car Show

In the grounds of the historic Keilor Hotel 670 Old Calder Hwy Keilor (Melways Map14 ref J6). The Show will be held in conjunction with the popular Sunday Market and all profits from the show will go towards supporting a great cause- the E.J. Whitten Foundation for Prostate Cancer Research and Awareness. The market starts at 9 a.m. and we need to have our cars turn up at 8 a.m. so we can be positioned well. There are number of prizes and a \$300 prize for the People Choice award. Call Ken on 0417364894 to assist with numbers for catering.



### May Event: AOMC National Motoring Heritage Day Sunday 20<sup>th</sup> May 2007. This will be a President's run to Ballarat.

See last month's magazine for details.

## **For Sale...CARS**

**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

**NEWISH.....**Two super V8;s white super with 4 speed and nv green deluxe column shift auto, Kilmore . No reg \$5000 the lot with a mass of second hand spares both cars under cover last reg 2003 both good condition with matching numbers Gordon : 0357 822998

**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 lr919 \$6,800 ring Howard on 03 9782 5777

**Nutmeg targa** not much known about car owner says recent respray \$1500 GEELONG AREA 0418 561043

## **For Sale...PARTS**

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 \$60 new, steering column lower bush new \$25

**NEW....imperial leather 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 ring for details. 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

**Wanted: imperial leather front bench seat.** Mick 03 97294005

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

**WANTED.....roadgoing Leyland P76 V8 auto**, very good condition with little to do, no rust or very little, roadworthy, ring Ian Cranney 03 54496977 or Mark Behr 0400734387

## Editorial

It pays to be quick...the two cars for two grand advertised in the last mag have been swiftly bought, and now advertised by their new owner in Gordon from Kilmore (non member). In the process they have increased in price by three thousand dollars, hows that for inflation!!!

Plenty of cars for sale..good ones! Get on to any family or friends who may be toying with the idea of buying a P and tell them to get in quick!

As always...if you know of any parts or cars that are unwanted, looking to be moved on, contact the parts tech officer Marcus, Martyn Hayes or myself...don't let them go to the grave too many have!!!!

Bookings continue to flood in from around Australia for the 2008 Nats! Get your deposit in to Ken!

Brakes cont....to refurbish the master and calipers with new seals was a total cost of \$60 for the kits plus brake fluid. Check the condition of the caliper pistons and bore of the master cylinder for any wear or pitting, if they are suspect the caliper pistons can be bought new, about \$70 a side for the full kit, and the master cylinder bought new for \$250-300 or re sleeved in stainless. If in doubt consult the parts/tech officer or a brake specialist.

Cars on gas...getting my Spanish olive super converted this week, will let you know how it comes out, being done by auzgas in bayswater, straight gas with distributor re-curved for gas and made electronic, cost \$2750 and with the \$2000 government rebate it should pay for itself in 6mths at the outside. When I convert to power steer and underdash air will be a nice cruiser....

Acknowledgement: to Damian Haas from the ACT club for his great article on P76 wagons in the last mag, and his article on encounter with former member Knowles in central Vic, this edition. My apologies to the ACT club for inferring there was no p76 club in the ACT, in the article I wrote for Australian Classic Car. I meant the Northern Territory....DOH!

**COLOUR MAG!!!!!! IF you would like the mag in colour email me or ken and we will email it complete!!!**



## National register information.....

Courtesy of James Mentiplay who maintains the national register:

Below is the breakdown of the total numbers built for all 13 P76 models.

Deluxe Column Auto 6 (2C26) - 2118	Super Column Auto 6 (3C26) - 1132
Deluxe Column Manual 6 (2N26) - 2342	Super T-Bar Auto 6 (3A26) - 380
Deluxe 4 Speed Manual 6 (2M26) - 516	Super 4 Speed Manual 6 (3M26) - 719
Deluxe Column Auto V8 (2C44) - 1532	Super Column Auto 6 (3C44) - 1928
Deluxe Column Manual V8 (2N44) - 1281	Super T-Bar Auto V8 (3A44) - 2256 (including targas)
Deluxe 4 Speed Manual V8 (2M44) - 380	Super 4 Speed Manual V8 (3M44) - 1047

Deluxe Total - 8169

Super Total - 7462

Executive - 2376

Total P76 Production - 18007

### Monthly production Figures -

May 1973 : Deluxe - 642 Super - 315 Executive - 75 (1032)  
June 1973 : Deluxe - 356 Super - 509 Executive - 85 (950)  
July 1973 : Deluxe - 839 Super - 518 Executive - 126 (1483)  
August 1973 : Deluxe - 536 Super - 717 Executive - 287 (1540)  
September 1973 : Deluxe - 775 Super - 714 Executive - 97 (1586)  
October 1973 : Deluxe - 662 Super - 777 Executive - 180 (1619)  
November 1973 : Deluxe - 745 Super - 659 Executive - 154 (1558)  
December 1973 : Deluxe - 367 Super - 420 Executive - 275 (1062)  
January 1974 : Deluxe - 291 Super - 246 Executive - 192 (729)  
February 1974 : Deluxe - 582 Super - 291 Executive - 265 (1438)  
March 1974 : Deluxe - 691 Super - 523 Executive - 251 (1465)  
April 1974 : Deluxe - 183 Super - 220 Executive - 104 (507)  
May 1974 : Deluxe - 321 Super - 229 Executive - 110 (660)  
June 1974 : Deluxe - 590 Super - 254 Executive - 103 (947)  
July 1974 : Deluxe - 104 Super - 200 Executive - 22 (326)  
August 1974 : Deluxe - 59 Super - 344 Executive - 0 (403)  
September 1974 : Deluxe - 182 Super - 116 Executive - 10 (308)  
October 1974 : Deluxe - 222 Super - 99 Executive - 22 (343)  
November 1974 : Deluxe - 22 Super - 11 Executive - 18 (51)

Interesting to look at the early months of production, where Leyland completely underestimated the demand for the upper range models. They stockpiled a lot of Deluxe's for the June 26th launch thinking that this was going to be the model most in demand. As it turned out a lot of the initial demand was for the V8 Super's and Executives.

I have spoken to a number of old Leyland dealers who were losing sales to Holden and Ford simply because customers were not prepared to wait for a car to turn up. By the time Leyland had ramped up production of the upper range models and caught up with demand in early 1974 the horse had already bolted.

Regards, James Mentiplay

*From the President's Desk*

March 2007

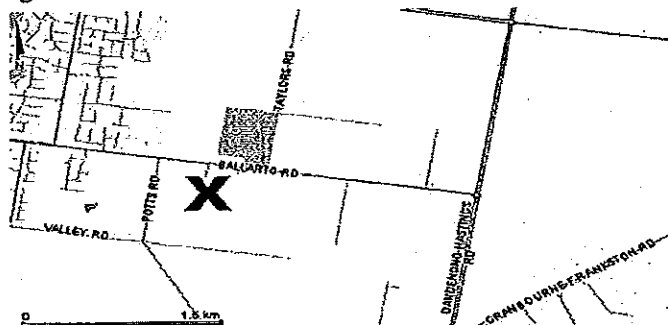
## ***Sunday April 29***

### ***BBQ , Test and Tune and a "Wreck-a-thon" combined***

**Starts 10am at the rear of 460 Ballarto rd Skye**

A ex member of our club, David Manning now runs a small but well established ROVER wreckers called "The Rover Center" behind his home in Skye just out of Frankston in Melbourne. Dave still has a love for the old "boat anchors" as he calls them and he is kindly allowing us to be there on Sunday April 29<sup>th</sup> for our event. The wreckers is not open to the public on Sundays so we will be the only people there . I will be there from 10am and there are no signs so you need to look for my blue "flag bearing" P76 parked on the road to know what driveway to turn in. Remember to drive in slowly as its Dave's day off and we need to be careful of his children potentially running around. One inside, follow the orange witches hats and head down past the workshops in the gap between cars and into rear paddock and you will see us.

----- Remember that we will be guests in someone else's home so please be considerate -----



#### **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. 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

# Club Permit Scheme (Club Rego Plates)

## The Future in Victoria

### The Current Position

As most members are aware, the current Victorian legislation regarding the use of the club permit scheme (club plates) is very restrictive, as it means that cars registered with club plates can only be driven on public roads in very limited circumstances – ONLY if an event is published in a clubs official calendar, or when a car is authorised to be driven with a Special Use Authorisation Voucher for that specific occasion. A copy of the appropriate club magazine advertising the event or the special permit issued by the club MUST be carried otherwise the vehicle is considered to be unregistered. You should also carry the AOMC booklet on the permit scheme, and your club membership card. You must be a financial member of the club. This means that a car must be fully registered if the owner wants the freedom to drive the car at any time.

The AOMC has provided a set of Frequently Asked Questions regarding the current scheme. Details can be seen on the web at [www.aomc.asn.au/cpsfaq](http://www.aomc.asn.au/cpsfaq)

### The Proposed Future

VicRoads has proposed that this scheme be changed to a system whereby heritage and classic cars of members belonging to a car club can register their cars under the revised club plate system that will allow them to drive the car on any day for up to 90 days a year. The 90 days usage would be controlled by the use of a logbook that would be issued by VicRoads each year (proposed cost is \$10). The driver of the vehicle would need to fill out the logbook on the day the car is to be driven and before the car is driven on the road. The logbook details would likely include

- ❖ Day
- ❖ Date
- ❖ Start Time
- ❖ Start Location
- ❖ Description of Purpose

If a car on club plates is then pulled over by police and it is determined that the logbook has not been completed then the vehicle is classified as unregistered.

The cost of registering a vehicle under the club permit scheme will probably remain the same as the current cost (about \$100) as will the cost of comprehensive insurance, i.e. MUCH less than the cost of full registration and insurance.

The cost of new number plates for a car using the club permit scheme is \$27.20

The logbook would cost about \$10.

It is unsure when these changes will take place, but probably towards the middle of 2007. We hope that these changes will encourage members who have unregistered cars sitting in their garage, to get them road worthy and then get them on the road under the club permit scheme.

As more details become available your committee will keep all members informed.

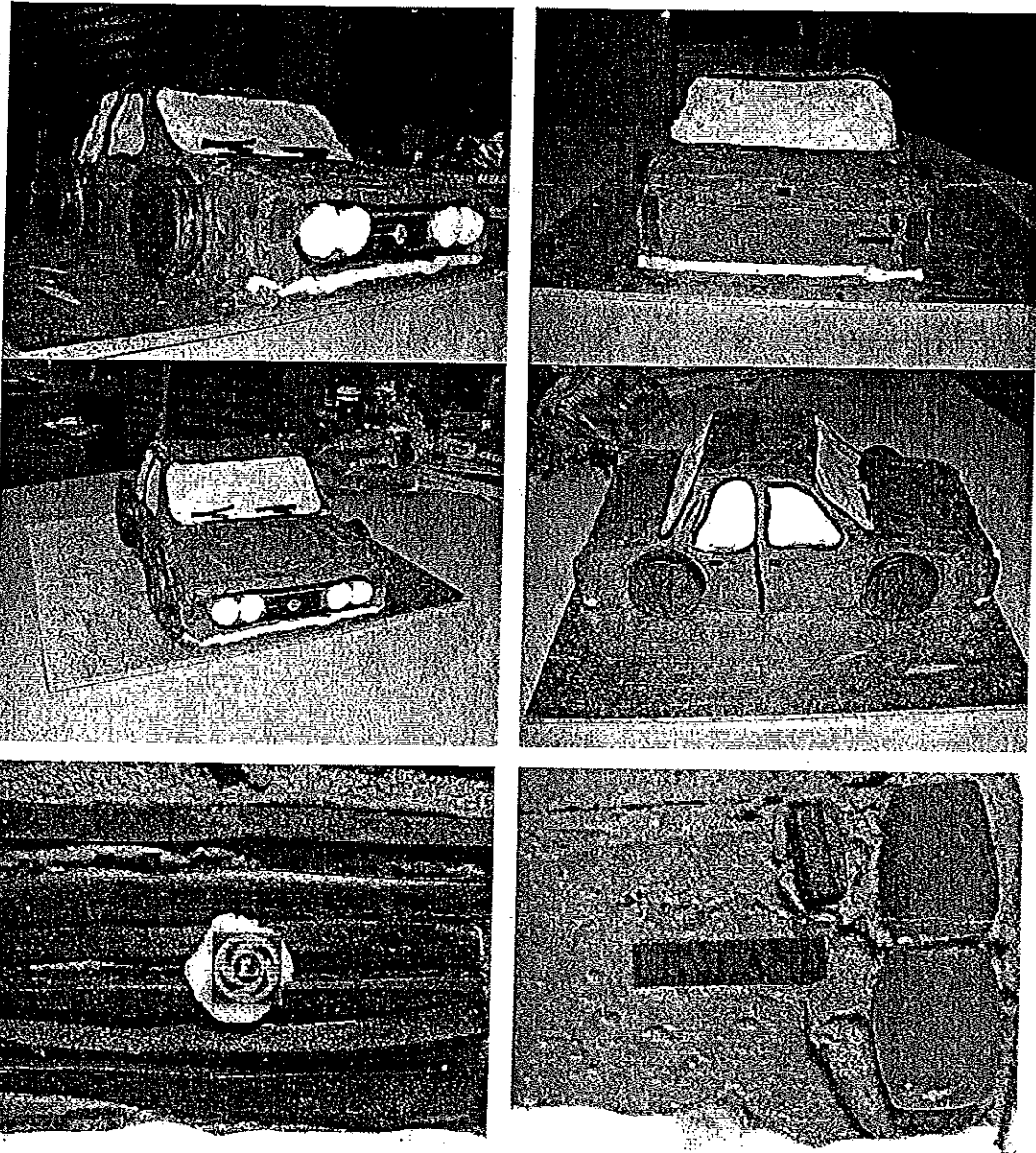
The P76 Owners Club of Victoria Inc. will advise all members of the club requirements to have cars placed on the club permit scheme separately.

Ken Western  
Vice President  
15March2007



## David's 30<sup>th</sup> Birthday

Our illustrious Secretary David celebrated his 30<sup>th</sup> Birthday recently with the committee members, friends and family at a pub in Port Melbourne. The event would not have been complete without the inclusion of a P76, so David's wife Rachel made a replica of their Oh Fudge 6 cylinder P76 for his birthday cake!



A great night was had by all!!!

# Fixing the Wobble

By David Walker

While driving Marcus's very nice P76 Deluxe recently, I found the steering of his car to be vastly superior to my own 6 cylinder P76. Marcus had recently had the front end reconditioned and it would have to be one of the nicest cars to drive, even better than most new cars! I went home and proceeded to pull my P76 front suspension to bits.

The front suspension is very easy to remove from a P76; you can remove the Strut & Spring assemblies, Caster bars and lower suspension arms in an hour or two.

The main problem with my cars steering was lack of any maintenance over the years. On inspection of the front end I found that the caster bar bushes and lower suspension arm bushes were worn out. After removing all of the front-end bits I stripped everything down and cleaned and inspected the parts. Apart from the rubber bushes, the factory springs, struts and strut tops, caster bars and lower control arms, steering rack and tie rod ends were all in very good condition, even the ball joints were tight and reusable. On further inspection of the brake components the brake discs have never been machined and the Original Leyland Brake Pads are still ok!

I sandblasted all of the components and painted them with a good epoxy black paint, I noticed when I was cleaning the parts up the front springs had a dab of red paint on them (Leyland did this at the factory, blue or red paint for identification purposes) so naturally to keep my car original I did the same!

I removed the original rubber lower suspension arm bushes with a press (they have a steel sleeve around the outside and are pressed into the arm) and replaced them with nolathane bushes. The Original Rubber bushes (Part no. AYD4065) are getting hard to get now and the nolathane replacement bush should last longer and you can buy them easily.

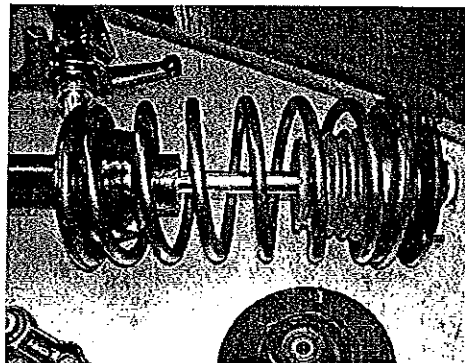
The caster bar bushes in my car were of the original type (AYD4030) a single bush that was prone to failure after a short time, Leyland soon fixed the problem and replaced these with a new 2 piece heavy duty bush, (HYL5080) The Leyland service bulletin is reprinted on the next page. These rubber bushes are still available, (There the same as a Ford XF Falcon) so I used them.

The ball joint boots were both torn and N.O.S is no longer available, I used new boots from a Nissan Patrol (Part no. N14852201J00) these are better than the original and are available at any Nissan Parts Shop.

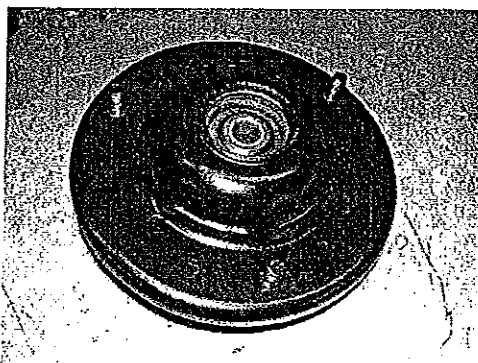
I cleaned up the brake discs and had them machined, and although I love the original 33 year old brake pads I replaced them with some new good ones, just incase I happen to incur a famous Leyland quality parts problem while I'm testing the power of my 6 cylinder engine!

Also while I had the brake discs off I replaced the wheel bearings. These are easy to replace and can be purchased anywhere as they are the same as Holden front wheel bearings, but the seals are different (part no.4000X1N)

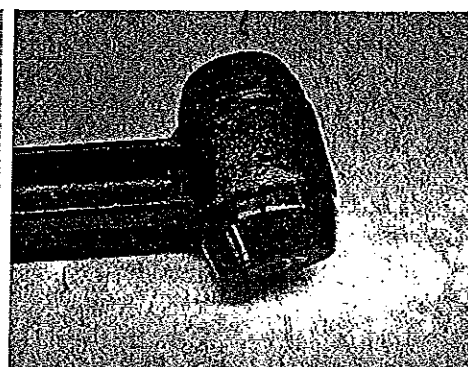
After I reassembled the front end and put the wheels back on I drove the car to a very good front-end alignment shop to have the alignment checked and adjusted. The Caster was spot on (I set the caster bar length as instructed by the Service Bulletin) and only a small amount of adjustment was required for the Toe. The Camber is not adjustable but was checked and was found to be ok.



Assembled strut



Strut Top



Nolathane Bottom arm bush

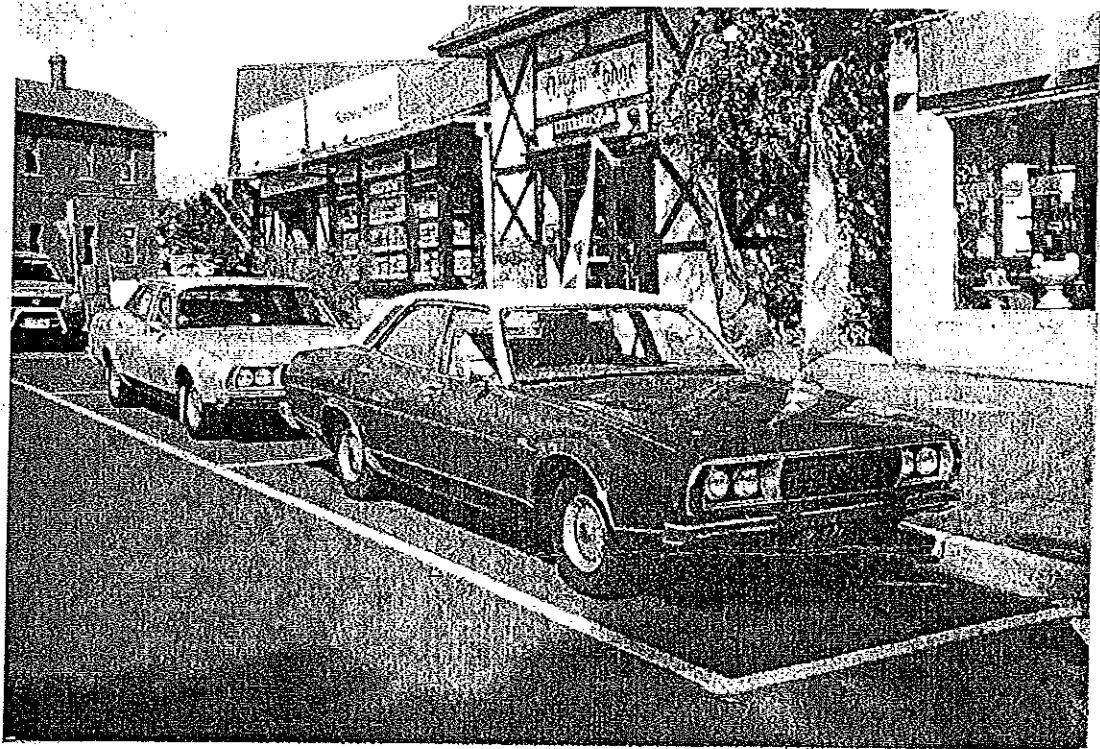
Canning special...note extra windows rear quarter panel, Burwood 1993 courtesy John Ernst.



P76 on a pedestal...power house museum Sydney



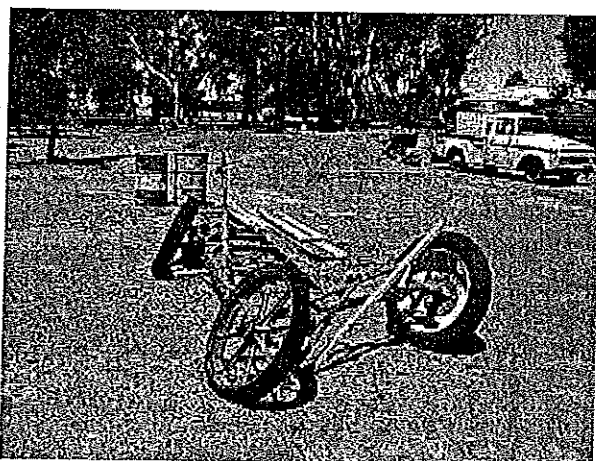
More pics from hanging rock



## *More Misadventures*

*Damien Haas*

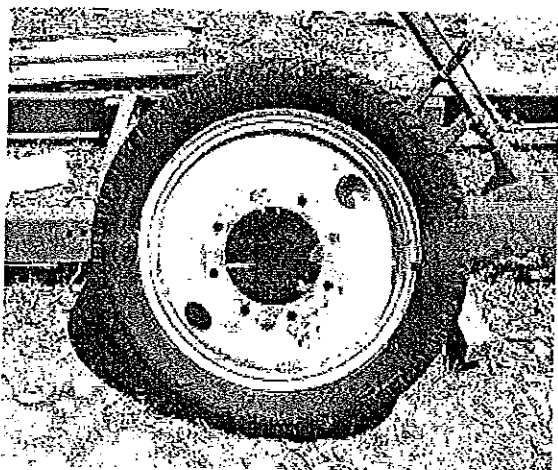
Being a Leyland P76 owner means that invariably fellow citizens approach you in the street and reminisce about the P76. Either they owned one, knew someone who owned one, wished they had owned one, are convinced its got a Chrysler engine or on rare occasions – actually own one themselves. In mid December I drove from Canberra to Newstead in Central Victoria for my annual Xmas break. While relaxing one afternoon, there was a knock at the door and a gentleman introduced himself and asked if I owned the black flamed P76. He introduced himself as Knowles and we talked p76's.



It turns out that the gentleman lived nearby and had several on his farm. Would I like to go and have a look at them? Sure I said. Upon arrival at his farm, it was apparent that he was a truck nut. There were trucks all over the place – Internationals, Dodges, Morris's, Bedford's, Commer's, and others I couldn't identify. Most of them were working too.

*Mid 20's Albion Chassis*

Knowles has three P76's in his collection of vehicles. Two are Bitter Apricot, and one is a Dry Red. All are V8's. It's clear that his P76 days are behind him. He has kept all sorts of parts and the cars are in good condition, but he doesn't have any real plans to get them back on the road, and none are registered.



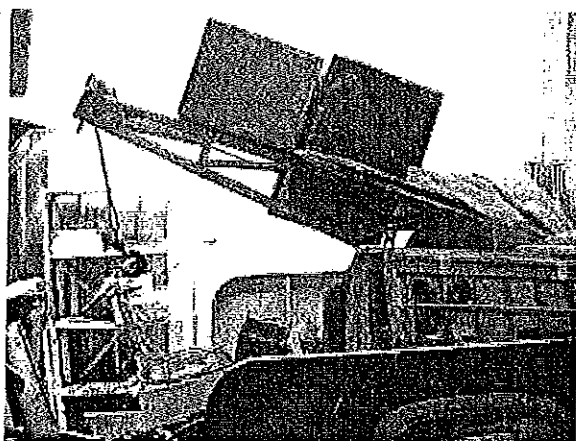
*1920's era Albion wheel. Tyre is 33x5 Olympic*



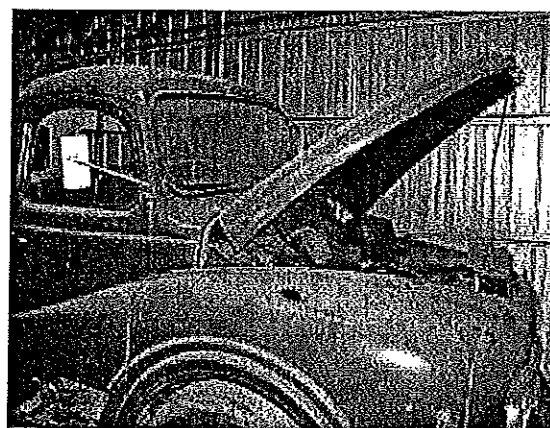
*Knowles, a P76 and a Bedford*

The old truck chassis lying in the paddock near his Bitter Apricot P76 was bought for the wheels and a few other parts. In his main shed is a 1923 Albion undergoing restoration.





*Everyone needs their own tow truck.*



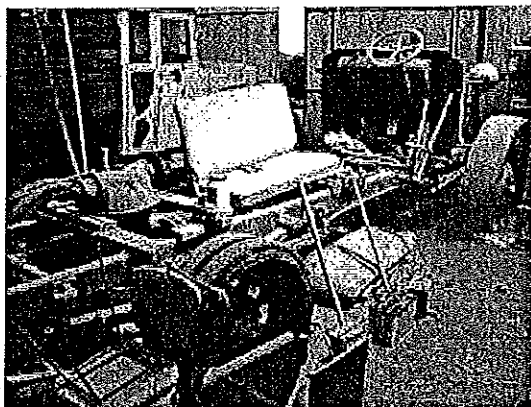
*I think this is a Morris.*

Inside the sheds I found an incredible collection of old English trucks. All pre 1960. Although they look dusty, the complete ones run and are in very good condition. He outlined his various restoration plans to me and I think he will need another 30 years on the planet to achieve all he proposes. A jeweller by trade, he has the skill and machinery on hand to perform some complex restoration tasks such as casting parts etc.



*Bedford rescued after a bushfire, the cab shows how close this came to being incinerated.*

His main restoration focus is however a 1923 Albion truck. This truck has spent its entire life in the Newstead district and started life working at the Newstead Butter Factory. These trucks are quite scarce and several gents from Scotland visited Knowles to look at his truck. The records kept by the Albion club in the UK are very good and the sales details and options for this truck are all able to be verified. This has aided restoration.

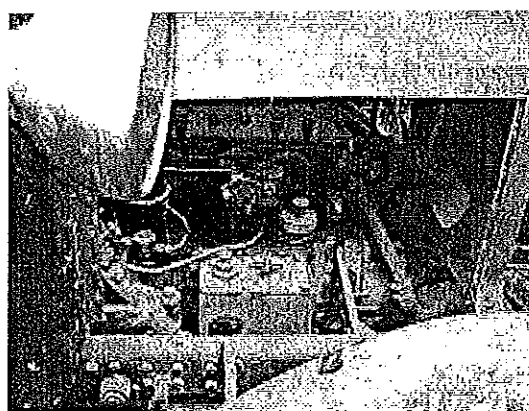


*1923 Albion Chassis and Cowl.*

He showed me several old photos that he has acquired showing the truck. One shows the truck being used in a parade and it has been fitted with pneumatic tyres. The wheel tyre combination it had when it entered service at the butter factory was steel wheels with solid rubber tyres. I imagine that this would have helped the cream as it was trundled from delivery point to the factory the jarring and churning would have aided the transition to butter. It's just a guess however.



*Truck in original working guise.*

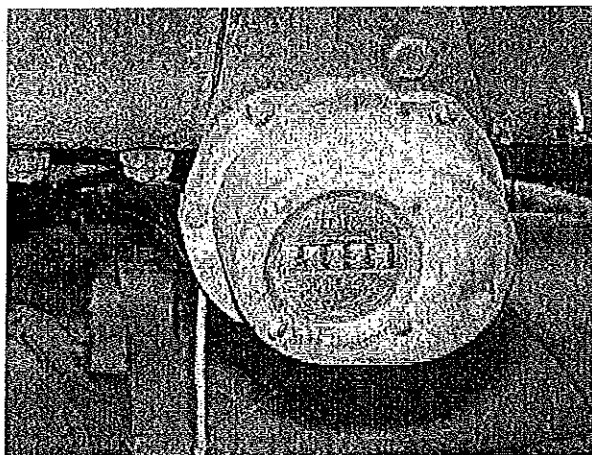


*Engine is pretty complete.*

When we think about New Old Stock parts we think a nice P76 Mk II hubcap from Addisons. Knowles has turned up a pair of genuine 1920's Acetylene lamps to use on the Albion resto. They look brand new. I'm not sure the ACT rego inspectors down at Dickson would pass them though, adjustment could be problematic. The engine is also different. It's petrol, but has an odd flow through oil system. Basically all oil circulates once and then gets dumped on the road. There is a little pipe just under the left hand side of the cab which deposits oil onto the road as you motor to and from the Butter Factory.

The odometer is also odd, it's not in the dash where you expect your instruments to be located, but mounted on the chassis below where the passenger would exit from the cab. I guess if you want to know how fast you are going you ask your passenger to hang out the door and have a look.

*Chassis mounted odometer*



Considering the amount of work required to complete this restoration I think it will be some years until the people of Newstead see this truck parked out the front of the butter factory (which is now a candle factory). Knowles has all the parts though (including enough milk cans for the NOS tray he has) and a clear idea of what he wants to do. He has also experience restoring other trucks and I imagine this will be as nice as those.



*1923 Albion radiators and hay for the horses*

Parked out the front of one of his sheds is his favourite P76. A Dry Red Super V8 speed. Although it's covered in dust, the body is in excellent condition with no visible rust. Its not registered but apart from a detail and a change of fluids, I think it could be registered tomorrow. It also has a Force 7 steering wheel and Targa mags.

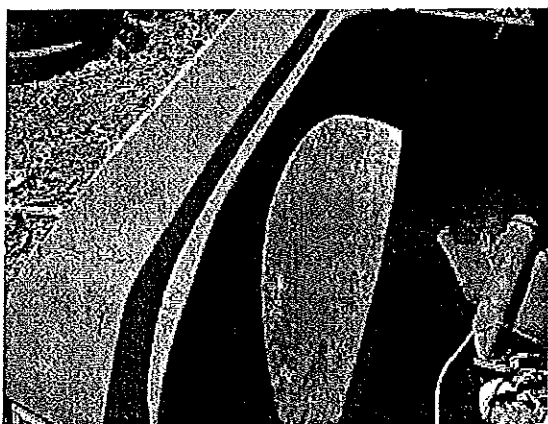


*All it needs is a good polish and a detail.*

Parked next to the P76 are a Moke, a sports sedan mini (Knowles used to race) and a Mini panel van converted to a trailer. I don't think he has ever got rid of a car! This of course is one of the benefits of living in the country where you have plenty of space to



park 'no longer used' cars away from nagging spouses who demand you rid their backyard of mechanical heritage so they can build a water feature.



*The 'parts' P76 and the baldest tyre I've ever seen.*



*Very stock and completely dusty*

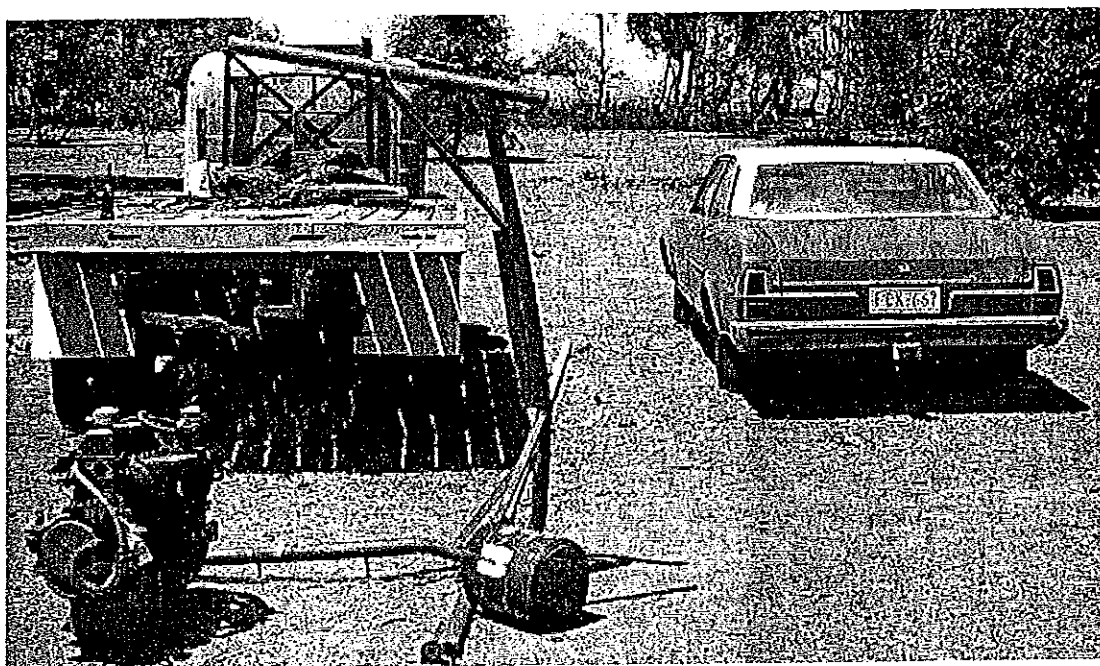
The other two P76's are both Bitter Apricot V8's. One is a 'parts car' and has been dragged around the back. Although the body has some dings, its nothing a few weekends of panel beating couldn't solve. All the panels are there and it doesn't have too much rust, except in the boot floor. The interior has rubber floor mats and good condition deluxe interior trim. It has no motor in it. Too good to scrap though.

The other car is very complete, and apart from the ever present country dust is very stock and tidy. Sadly the back window on the drivers side is broken and the environment will ruin the interior soon. It has a vinyl roof and its completely intact with no tears. There are some rust bubbles in the C pillars, but the car is worth saving. When he was in the Victorian P76 club this car won a concourse (The award is in his house with dozens of other car trophies). I think it would need a lot of work to get back to that standard, but would be a good prospect for a not to difficult restoration. This car is for sale.



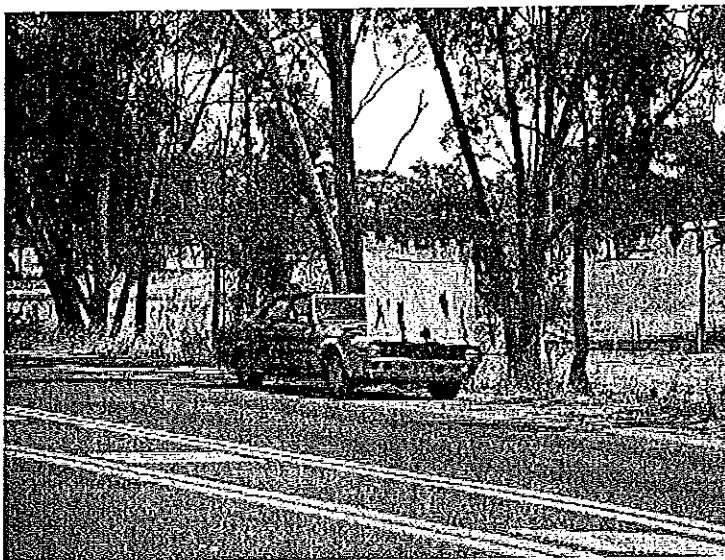
In his sheds Knowles also has 4 or 5 engines, all covered with orifices plugged. There are boxes of parts pulled from cars and NOS parts. As his P76 passion has passed these parts are just gathering dust (quite literally – look at the photos).

*Tidy interior but will soon suffer from elements with broken rear window.*



*Country living playground equipment.*

A few days after my trip to the truck and P76 museum I left Newstead for Melbourne. I drove about 20km and then the engine just died and I glided to the side of the road. I could start the car but as soon as I let the key back to the ignition position the car would just die. I made a few calls to mechanical types including El Presidente Alex who diagnosed a faulty ballast resistor. Alex said if I reversed the wires going into the coil I could drive around 20km but I'd cook the coil. As I could see the 'Castlemaine 4km' sign this seemed like a sound option. The parts should be easily available at a Repco etc as they are common to a lot of cars.



*Lovely day on the side of the Pyrenees Highway.*



*J'accuse!*

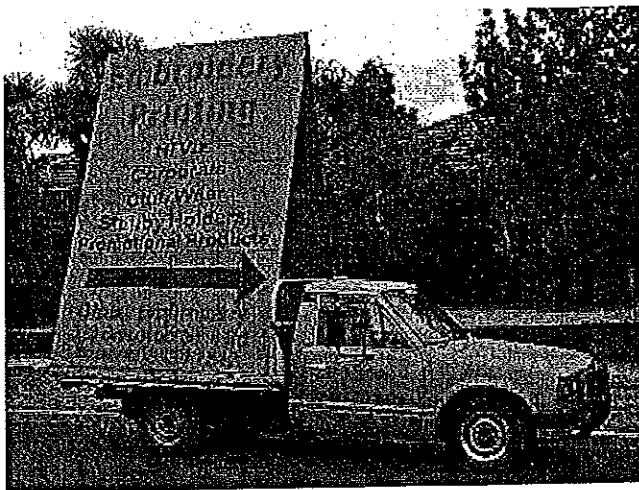
I had a poke around the wires and a wire leading to a clip at the bottom of the ballast resistor just came away in my hand. Odd. Normally they are connected to, you know, other clips. So I clipped it back on, and on a whim, turned the key. The car started.

So after an hour cooling my heels and without having to cook my coil (with a side order of chips please) I proceeded through Castlemaine and on to the Calder highway to Melbourne. This is where the second weird car thing occurred.

As I was cruising along at 120kmh I looked in my rear view mirror and saw a nice stream of white smoke coming from the right hand side exhaust pipe. I pulled into Gisborne and as I slowed down the smoke disappeared. White smoke – coolant or auto fluid? I checked fluid levels and everything seemed OK. There may have been smoke on the trip from Canberra – but with the bushfires there was so much smoke I could sometimes only see 500 metres or so, and hadn't noticed it before now.

I tentatively started up again and headed back out onto the Calder. As I hit 100kmh again the white smoke appeared. Now this could be related to the whacky temperature problem I had encountered since I installed the 2<sup>nd</sup> hand engine I bought off a fellow club member. I swapped my manifold over, but for whatever reason the temperature sender didn't work, and I noticed a temperature sender on the right hand cylinder head, at the front.

With the sender clipped on I had a temperature reading but now the temperature would suddenly rise to way over the right hand side of red and then drop back down to normal temperature. I had written this off as another P76 eccentricity and planned to replace the temperature sender on the manifold (but didn't) before my trip. Of course when you're 750km from home and your car starts to emit clouds of smoke, you do tend to worry. I continued to Melbourne and parked the car in my folks carport. I was thinking a blown gasket allowing coolant into a cylinder or auto fluid somehow making its way into the engine (but how?).



*I'd like to see this drive over the Westgate bridge*

Several days later a friend of a friend who is a mechanic and drag racer (Dave Decastella) had a look at the car and performed a compression test and a basic tuneup. Apart from extremely loose spark plugs and out of whack timing the engine was OK. Once again El presidente answered his mobile and reeled the correct timing figures off from memory while my bonnet was up. I wish I had taken my camera to Daves garage – he has two drag cars in it and is building a rail. It's well setup.



Driving away from his garage, the car sounded better but he couldn't find the source of the problem. Out on the ring road at about 110kmh the smoke appeared again. Oh well, I figured if I could make it back to Canberra and cruised (smoke only appeared with foot down) I should be OK and I could pull heads off in my own garage.

The next day I left Melbourne and started up the Hume. Although it smoked under load for the first hour or so it then stopped. I even planted my foot several times to see if it really had stopped. Then one of those chills up spine moments – no smoke = no fluids = engine about to go boom. I pulled over and once again checked coolant, trans fluid, oil etc. All perfectly normal – although I figure with all the fluid level checks id carried out in the last two weeks I must have wiped off several litres.

I then had an uneventful and pleasant and relaxing drive back to Canberra. Except out of Tarcutta where the traffic had come to a dead stop. It started slowly crawling again and then I saw why. A Shetland pony had busted loose from somewhere and was being chased by a very fat woman. The pony darted out onto the highway and crosses sides several times. Fortunately it was in town limits and on a two lane section, so most traffic was slowing down anyway. This had disaster potential. I slowly drove past and then continued back to Canberra carefully watching the tailpipe for any more strange clouds of smoke. Since I returned the car has not repeated this behaviour.

If any amateur mechanic can diagnose what happened and why it stopped – email me.



*Minutes of the Leyland P76 Owners Club of  
Victoria  
Committee Meeting – 5-3-07*

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The President declared the meeting open at 7.39pm

**1. Present**

President - Rick Percival  
Vice President - Ken Weston  
Editor - Michael Clarke  
Registrar - Martin Hayes  
Secretary - David Walker  
Club members – Rachel Walker

Apologies – Marcus Kneebone & Silvia Hayes

**2. Previous Minutes**

The minutes of the last committee meeting dated 29-1-07 were tabled, and were accepted as a true record.

Proposed: David

Seconded: Ken

**3. Business arising**

- The committee decided against sending a letter to previous members of the club. Most of these people had legitimate reasons to leave the club and a letter inviting them back would be useless.
- David is having trouble locating suitable clips for the NOS wind deflectors but he will keep searching.
- Kens daughter Ami is still working on a new magazine front cover design.
- Some response to the National P76 registrar, work in progress.

**4. Correspondence In / Out**

IN:

- Email received from Sovereign Hill regarding the Presidents run on the 20<sup>th</sup> May.
- Letter from the AMOC regarding the club permit scheme will be summarized and printed in the club magazine.
  - Invoice for annual fees due from the AMOC.
- Letter and cd sent to all committee members from John Bettie. Ken to respond.
- Current Bank statement.
- Interstate Club magazines.

OUT:

- Response letter sent to the AMOC re: 20<sup>th</sup> May Presidents Run.
- Draft Nationals Program sent to WA club via email.
- Club magazine sent to members

**5. Reports**

President:

- 2 contacts from non members via club website, 1 person happy to donate a very rusty P76 to the club, David and Rick went to pick up the car and Rick will write an article about the day for the magazine.
- Another contact via the website with a car for sale.
- Rick is still working on the club website.
- Test and Tune / Wreckathon to be held on the 29<sup>th</sup> April at the "Rover centre" 460 Barlanto rd Sky starting at 10.00am Club BBQ will be available, BYO Food & Tools.

#### Vice President:

- February magazine produced and sent to members.
- Ken requested that he be allowed to spend up to \$100.00 of club funds on a PDF program to aid in production of the club magazine, Proposed by Rick, Seconded by Martyn, All in favor.
- General discussion on production of the club magazine electronically and availability to members via email.

#### Treasurer:

- In the absence of Silvia, Martyn provided the treasurers report.

#### Editor

- Experiments with the club magazine going well, soon will be able to make the magazine available via email to members that wish to receive it electronically.
- National Yearbook discussed, with the possibility of articles from all the P76 clubs to be included.

#### Parts & Tech

- Due to work commitments Marcus was unavailable to attend the meeting.

#### Registrar

- Martyn provided a detailed Registrars report.
- 2 stubby holders sold.

#### Secretary

- David responded to the letter received from the AMOC.
- Contacted the Bendigo bank and has now been made one of the clubs account signatures.
- Is in the process of designing new club stickers, 2 quotes have been received to produce the stickers.
- Discussed the possibility of the club purchasing a Marquee to be used for the benefit of committee and club members at events. Will look into prices for a good quality marquee.

#### 6. General Business

- The committee discussed and confirmed the Rover centre as the location for the Test & Tune / Wreckathon day. Details to be printed in the next club magazine.

#### 7. Close of Business

The Meeting was closed at 10.03pm

The next committee meeting will be held at Ken's house on the 2-4-07 starting at 7.00pm.



# 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.*