

Anything But Average



**November-December 2008
VOL 26 EDITION 4**

**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: P's The Marina at the Annual Concourse, November 2008. Photograph by David Walker

Editorial

Welcome to the final edition of Anything But Average for 2008! It's been a very eventful couple of months so I'll start with the most recent and work backwards...

I guess the most exciting piece of news for me was that the Marina finally had a new engine installed this month. After months of hassling David, he finally finished it off and got it in the car just in time for the Concourse. Not only was it on the road, but David very diligently, polished it up to have a beautiful shine. Unfortunately though, on the day of the Concourse, we discovered that a little more than the engine had been ruined by the previous owner. David goes into far more detail in his report so I'll spare you the details. Though the Marina did make it to the Concourse (as shown on the front cover), it was on the back of the trailer, after it tried to kill me! Though the ordeal is still very fresh in my mind and I'll be a bit wary driving it next time, it now it has a racy new engine, and hopefully, it will soon have a new transmission fitted. Perhaps by the next Concourse! A very big thank you to John and Rick for their help transporting my Marina to and from the Concourse.



As I mentioned last mag, David and I took a trip to Queensland at the end of October to visit my uncle. We left very early Saturday morning to pick Phil up on the way to Winton for the Regularity Race. Practice on Saturday followed by the main event on Sunday. Though the boys didn't win any prizes, they had a great time and not too many car issues.

Bright and early Monday morning, we hit the road. We traveled in convoy with my parents and drove all the way to the Warrambungles National Park where we set up camp for the night. Really lovely spot, there were kangaroos and emus right outside our door all night! I quite like camping but it really is much nicer when the airbed stays up! Hard ground doesn't work well when you're 7 months pregnant! After a rough night, we proceeded on to Dalby to my uncle's house. The following day, Ray drove us out to his property at Miles. This was the main reason we went to QLD, Ray is selling his property (probably in about 12 months) as he's bought something much closer to Brisbane. Dad really wanted us to see the place before it was sold. It certainly was worth it! We started heading home the next day, after visiting Ray's new place. Already a couple of cars in the shed, but plenty more to come! We camped again that night, just north of Lismore. We took a bit of a strange route back as David was desperate to drive around Mt Panorama. I did it when I was about 13 but David has never been, except to watch the V8 supercars. We drove around the track twice, stopping to check out the view from the top. What a fantastic racetrack. It's incredibly steep and windy. From Bathurst, we drove back to Benalla for the night then on to Melbourne.



I've put Phil's novella on hold this month and instead have included an article from one of our more distant members, Chris Renahan. But don't worry, Phil will be back in the Jan/Feb edition. This mag also has all of the concourse winners and other shots from the day, all printed in glorious colour!. The next edition of Anything But Average will be another combined edition and will probably hit your mail box mid February. So, don't forget to pay attention to any of the upcoming events including the Christmas Lunch, RACV Australia Day Display and Picnic at Hanging Rock.

Wishing you all a very happy and safe Christmas and New Year.

Rachel

Please send all magazine contributions, including advertisements, to the editor: 91 Stockdale Av, Bentleigh East, 3165 or Email: leylandp76@gmail.com

Deadline: First Friday of Every month

Events Calendar

December 2008

7 Sunday

P76 Club Committee Christmas Function

All welcome!! Lunch @ 1:30pm followed by pool & drinks at the South Oakleigh Club.

January 2009

10 Saturday

Phillip Island Swap Meet

223/225 Settlement Rd, Cowes. \$3 pp entry fee

26 Monday

Australia Day RACV Display

Kings Domain, Melbourne

February 2009

2 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

8 Sunday

22nd Picnic at Hanging Rock

Woodend. Display vehicle entry from 7:30am. \$20 per car

17 Sunday

Yarra Glen Swap Meet

Yarra Glen Racecourse. Entry \$5

20-21 Fri-Sat

Super Southern Swap Meet

Ballarat Airfield, \$10 entry, opens 7am

March 2009

1 Sunday

RACV-AOMC Classic Showcase 2009 Celebrating 60 years of the Morris Minor and 40 years of British Leyland

National Steam Centre, 1200 Ferntree Gully Rd, Scoresby

2 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

April 2009

4 Saturday

Horsham Market & Swap Meet

Horsham Showgrounds 6am to 5pm

5 Sunday

Castlemaine Swap Meet

Castlemaine Showgrounds from 6am

5 Sunday

Shannons-AOMC American Motor Show

Flemington Racecourse Members Carpark. 10am to 3:30pm \$15 entry

6 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

25-27 Weekend

P76 Tour

Anzac day long weekend. Stay tuned for details

Coming Events



2008 P76 Club Committee Christmas Function

Sunday December 7

This year, the committee has decided to hold an informal Christmas function at the South Oakleigh Club. We have some tables booked from 1:30pm in the Bistro. After lunch, we plan to retire to the billiards room for a couple of drinks and a few friendly games.

All are welcome!! Come for lunch, stay for pool or just drop by for a drink and a chat. We'd love to see you there! *Please advise David on 0409 675 648 if you will be having lunch so we can reserve enough tables.*

Australia Day RACV Display

Monday January 26



An annual event, RACV will again be holding a car display in the Kings Domain. Last year there were NO P76's. Unfortunately entries have closed for this event however, it's a great show if you are looking for something to do on Australia Day. Please visit <http://www.australiaday.vic.gov.au/home.asp> for updates and further information.

If you have registered to attend, please contact Philip McCumisky to organise a meeting point and enter in convoy.

22nd Picnic at Hanging Rock

Sunday February 8

Picnic at Hanging Rock is a fantastic display of cars held annually by the Macedon Ranges and District Motor Club. Last year there were over 2,500 cars on display. It opens at 7:30am for display vehicles and 8am for spectators. Entry is \$20 per car. For those who wish to travel in convoy, we will meet at the BP service station just after Calder Park (same side) at 7:15am for a 7:30am departure.



Past Events

Annual Concourse & Display 2008

Sunday November 16

The Annual Concourse and Display was held on Sunday November 16th at Caribbean Gardens. Though it didn't rain this year, the sun kept ducking behind the clouds making it a very strange day.

There were sixteen cars in attendance, including Rick's Kimberly, Rachel's Marina and Gunter's HG Ute. It was really great to see some of our country members in attendance, some even making the trip that morning. Well done to all of you for making such an effort!

This year there were some beautiful trophies up for grabs and prizes were awarded for First & Runner-up and a couple of bottles of bubbly were given out as Presidents Awards.

Congratulations to all of the members in attendance and especially to the trophy winners.



The Trophy's



The Trophy Winners



Best V8 - John Beattie



Best V8 Runner Up - Brian Carte



Best 6 - Martyn Hayes



Best 6 Runner Up - Kevin Smith



Peoples Choice - Don Morrison



Best Modified - Grant Hutcheon

Thank you to John Ernst & Scott Reynolds for the use of their photos





President's Page



Well another month has gone by, and we are getting close to Christmas again. We have just completed the concourse, and my congratulations again to all the award winners. I was very pleased to see so many of you attend this function again, and it was great to see some new (and younger) faces. The standard of the cars is improving over the years, and this is a trend we must constantly strive for. I was struck by the high quality of a lot of the cars of members of our sister clubs interstate at the Geelong Nationals this year– they have set a very high standard. I note that new under bonnet kits are again being manufactured by the Queensland club, so any of you that have poor quality insulation under the bonnet should take this opportunity to replace the insulation – it is often the most obvious fault with the appearance of our cars. I will ask our judges to put together an information kit that we can publish to give you all hints on how to improve our cars. This next 12 months I MUST get Big Bird's interior redone – the dash board and the upholstery.

My thanks to the committee for organising the concourse so well, and in particular our Judges for undertaking this difficult task once again. A great committee makes my job as President so much easier.

Dave Walker and I will be attending a meeting with the AOMC shortly to find out where the Victorian Government is at with the proposed changes to the Club Registration (Club Plates) system. This has been debated for long enough, and we will be pushing for a resolution. Club Registration will reduce the cost of keeping our cars on the road, and with a bit of luck get those cars that have been sitting in garages for years (unregistered) back in the sunshine again. We will report to you in the next magazine.

The 2010 Nationals to be held in NSW is only 18 months away. Our committee has started to think about what we will be doing to get as many of our club's cars to this event, and what things we want to do on the journey. Any ideas from you will be greatly appreciated – drop me an email or a letter.

Top Gear Australia published a 4-page article about the P76 recently. Steve Maher (President of the NSW P76 Owners Club) arranged for this article, and he and his club put considerable effort into this. As could be expected Top Gear Australia didn't go into raptures about the P76, and the article didn't rave about how good the car was. But it was free exposure of our car in a good quality national magazine. A lot of people who may never have heard of the P76 now know that it exists, and that we have a national following in our state clubs. My view is that any advertising is good advertising. How many articles have appeared in this popular magazine about the Holdens, Falcons, Valiants and all the other makes of a similar vintage – None! So from me – a big well done to Steve and the NSW club. Of interest, the P76 was mentioned in another article in the same magazine. The article is about Merrick Watts, a comedian who is part of the comedy duo Merrick and Rosso, and also a part of the ABC TV comedy "The Hollowmen". Merrick Watts owns several classic cars including a 1973 Mustang, an XA Falcon, a GTO Monaro; and a Leyland P76 that he shares with Rosso.

I would like to take this opportunity to wish all members and their families a Very Merry Christmas, and a Happy New Year. Take care over the holiday period, and drive safely. I look forward to seeing you all in 2009

Ken



RANTINGS OF A P NUT

The Secretary's Report

Hello P nuts,

Well our club concourse has been run & won for another year. Well done to all the people that made it this year, we had 13 P76's 1 Marina, 1 Kimberly & 1 Holden P76 V8 powered ute! Well done to John Beattie (Best V8) & Martin Hayes (Best 6) their cars are outstanding and have taken the top prizes home again. Maybe I should paint my car Orange & I might win a prize too!

My P76 was neglected in the week leading up to the concourse to allow me to finish the Marina off so Rachel to take it on the Sunday. The engine was finished on the Monday night. It was fitted back into the car on Tuesday & Wednesday nights, with final fitting & tuning on the Thursday & Friday nights. The car was test driven on Friday and after a few small issues were fixed, Rachel & I very proudly drove the car to do our Friday night shopping in the pouring rain! The little Marina preformed well and only needed a good clean & polish for it to be ready for it's unveiling at the concourse on Sunday.



On Saturday I was up bright & early (4.00am!) so I could attend the Bendigo swap meet & 8 hours later I was home again cleaning & polishing the Marina! While at the swap meet I obtained a NOS steering wheel crash pad for the Marina and a sales brochure & parts catalog, there weren't many P76 parts but I did find a NOS 6 cylinder fuel hose! Sunday morning Rachel and I packed up the cars and proceeded to the car wash to give my P76 a good clean while Rachel filled up the Marina with fuel. Rachel was happy with Marina, it was comfortable to drive and with its new engine it was going very well. We then left to drive to the concourse with Rachel in front.

I was impressed to see the Marina on the road, it looked good with its shiny paint and it was going along nicely. Then disaster! While Rachel was driving along the Automatic transmission in the Marina decided it would seize up while doing 70kmh! This put the Marina into a long sideways slide, similar to if you were to pull the handbrake on at speed, and Rachel skidded to a halt! Luckily Rachel managed to control the car enough to not hit anything and was able to bring the car to a stop safely on the side of the road. Rachel was visibly shaken (she is 8 months pregnant!) but she was able to compose herself enough to hold the baby in and we swapped cars.

The transmission fault was intermittent and I was able to slowly drive the car back home while Rachel followed me in the P76. The short trip back home was very slow, the Marinas transmission seized up two more times while I was driving but I was able to continue and I arrived home safely. We then traveled together in the P76 to the concourse. When we arrived we were asked were the Marina was! John Ernst had brought a P76 on a trailer and he offered to go and pick up the Marina so we went back home and picked it up. It arrived a short time later and was given a warm welcome, all that hard work paid off with many comments about the car throughout the day. Rachel was awarded the Presidents award for

her efforts in getting the Marina to the concourse in one piece and it was good to see a genuine interest in the car. The weather was strange throughout the day but the quality of the P76s was good and the concourse was a success. The Marina was taken home later that day on the trailer, this time with Ricks help and now will have its transmission rebuilt. It was good while it lasted!



The AMOC has been busy lately and has proposed some new rules for the club permit scheme. The new proposal will allow us unlimited travel to club run events and a 90 day logbook to allow owners private

use of these vehicles separate to a club event. This will enable members to drive there car legally to have repairs done, to take the car to get fuel or to the car wash etc. Ken and I recently attended the AMOC AGM where this new proposal was discussed and we now must wait until final approval from Vic roads. If and when this proposal is approved I will send out a detailed information pack to members and we hopefully will be able to get a few more P76s back on the road. Most of us own more than one P76 and with a safety inspection or RWC and the club permit scheme these good cars we have locked away in sheds will see the light of day again.

Marcus and Martyn have been busy lately going through the clubs selection of P76 parts. They have been sorting, cleaning, inspecting, pricing and compiling a list to enable members to gain access to these valuable stocks. All of our cars have some area that needs improving and with the vast selection of good parts we should be able to help. Contact our Parts & Tech man Marcus for your parts needs.

As this is the last magazine for the year I wish you all a safe & happy Christmas & New Year and I hope to see you soon at the next club event!

Regards,

David.

P.S Don't forget to attend our Christmas lunch on Sunday December 7th at the South Oakleigh Club. See you there!



P76 Owners Club of Victoria
2008 Christmas Lunch

December 7

South Oakleigh Club

Lunch in the bistro @12

Followed by a couple of friendly games of pool

RSVP December 5

David 0409 675 648



P Ramblings

By Chris Renahan

I'm one of the clubs newer members, having joined last year. I have lived in Darwin for the past twenty three years, although I grew up in Heidelberg. I visit family in Victoria regularly, and that is why I joined your club. That, and the wish to fulfill a childhood ambition of owning a Leyland P76.

When I was a wee lad, I remember all the controversy over the introduction of the car, particularly the pre-publicity. I remember reading Wheels magazines with artists' impressions of what the car was going to look like. I remember rumours coming out of the factory regarding whether or not the car would have independent rear suspension, and the fact that the bean counters canned the idea, as there wasn't enough money in the tin. I also distinctly remember George Mallaby driving a P76 in the TV show known as 'The Box'. We weren't allowed to watch 'The Box' or 'Number 96' as kids, because whenever the ratings dropped, they would do a nude scene to create controversy. Suffice to say, I used to get out of bed and turn the telly back on in the back room and watch it.

When I first came to Darwin in 1986, there was a mint condition Omega Targa Florio getting around. It was driven by a local Speedway solo champion by the name of Sam Moffat. Sam was the Workshop foreman at the Leyland dealership up here which was Port Darwin motors and I have since gotten to know him. I have also gotten to know Des Nudl, who is retired now, but who was the owner of Port Darwin motors and a Speedway midget champion. Des told me that more P76's were sold in the Territory per head of population (virtually all of them V8's) than anywhere else in Australia. At one time 80% of the Darwin Taxi fleet were P76s. They were popular up here because long distance travel is a fact of life, and the P's were very comfortable on long trips, had massive interior room, and the V8's had plenty of squirt for overtaking Road Trains or sitting on 160 km/h all day. Then of course there is the boot!

Des also imported crate V8 engines up by the truckload. Besides being popular in ski boats because of their power to weight ratio, they were used in Airboats on cattle stations. Airboats (aircraft propeller driven punts) are used during the wet season on many stations where much of the ground turns into wetlands for five or so months of the year. I know of several cattle stations which have old airboats with P V8's in them.

Des presented me with his P76 collection of cufflinks, old sales brochures and Force 7 glove box handbook. He also has old 16mm film of some of the adventures of Evan Green and others in some of the early BMC publicity runs of the Austin Freeway etc and others.

BMC publicity runs invariably meant sending their products to the Northern Territory and flogging the guts out of them. He provided all the service and support, and he and his staff served as co drivers and pit crew on many of the runs.

Among the runs were:-

East West with the Austin 1800

Tortoise and the Hair - when a Morris 1100 raced a plane

The Longest Road - where drivers including Galignite Jack Murray, Scott Polkinghorne, Evan Green, Ian and Pete Geogeghan, flogged a Morris 1500 until it ran out of Warranty.

There was another one where three female drivers went around Australia in a Mini Moke.

I bought the Omega Navy Leyland P76 Targa Florio off Andrew Stewart in Stawell earlier this year and had it sent up to Darwin. It was advertised in 'Anything but Average ' Before I can register it up here I need to do a fair bit of work on the suspension, brakes and the steering, basically replacing all the consumables, bushes, shocks etc. It also needs a respray. Otherwise the car is mechanically excellent, the engine was recently rebuilt and the trans and diff are on song. The interior is in really good nick as well. I also bought an original P76 Air Con system off Andrew (really is essential up here) which I have to install.

But alas, I can only work on one project at a time.

So, for the last fifteen months I have been working on a model of a Road Train for my mate Brooke David who owns Direct Haul, who cart fuel across the Top End and down to the centre. Continuing the Speedway connection, he races a Sprintcar and I race a Go Kart (we have vastly different budgets). It is the largest Road Train in Australia and hauls Avgas from Darwin to Alice Springs Airport and Ayers Rock Airport. There are several of them and they are basically on the road 24 hours a day. Statistics are as follows:

DIRECTHAUL Quad Road Train

Long Haul Aviation Fuel Runs:-

Darwin - Alice Springs Airport, 2978 kms round trip

Darwin - Ayers Rock Airport 3864 kms round trip

Prime Mover:- Mack Titan Highway Tri Drive

Engine:- Cummins Signature 620 15 Litre 6 Cylinder 447 KW 2780 Nm torque

Transmission:- Mack 18 Speed

Tare:- 13 500 Kgs

GVM:- 14 200 Kgs

'B' Lead Trailer:- Marshall Lethlean

Tri Axle, Aluminium Tank, Hendrickson AA 230T Air Suspension

Tare:- 6 500 Kgs

Capacity:- 25 800 litre

'A' Trailer:- Marshall Lethlean

Tri Axle, Aluminium Tank, Hendrickson AA 230T Air Suspension

Tare:- 7 000 Kgs

Capacity:- 45 000 litre

'Dolly ':- Haulmark

Tri Axle, Air Suspension, Steel Construction BPW Suspension

Tare:- 4 200 Kgs

Overall Statistics

Total Length:- 53. 5 Metres

Net Payload:- 150 000 Litres

GCM:-Gross Combination Mass fully loaded 169 000 Kgs

Combination consists of 86 tyres and wheels

Maximum Loaded Speed 90 km/h

Average trip speed 81 km/h

Average Fuel Consumption 0.96 Kilometers per Litre

Largest Road Registered Highway Road Train in Australia



I have now finished the Road Train model and can at last start on my P76. The upgrades I have to do are fairly simple, and I have been in contact with Marcus and Martyn re parts. I can't wait to get in to it! I get temporary permits every now and again and take it for a drive. I find it very exciting, as it is pure fun to drive.

There is another P nut up here but he is very private. I have visited him and he has an Omega Navy Targa and a home on the 'range Deluxe. He also has three V8 engines in his shed. My mate saw mine, fell in love, and rescued a cream Executive which is under restoration. He actually wishes to restore it as a replica of Darryl Eastlakes race car and he would like to enter it at Hidden Valley. Another fella has two P's rotting away on his block.

There is also a P76 ute which is quite famous among the car nuts up here. It has the rear end of an HQ ute grafted on to it, with P fairings and was apparently registered at one time. I believe it is sitting in a shed and will chase it up in time.

I have studied all the press write-ups and road tests of the P76 and its competitors. I have also owned various Kingswoods etc. The P76 really was some car. It is a credit to the Designers and Engineers who worked on it, and the opposition was right to be worried about its impact on their sales. It's a pity about what happened in the end. I guess all that's left is for P nuts like us to enjoy them.

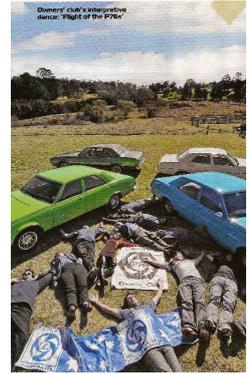


Odds 'n' Sods

Reading Material

The most recent edition of Top Gear Australia contains an article about the P76. Although the article is not all favourable and has copped a bit of criticism from P owners all over the continent, it is a good read. In fact, if you're used to copping a bit of flack, you might even have a giggle. Well done to Steve for organising the run and to all who attended. It may be true that not all advertising is good advertising, but this certainly isn't bad.

The magazine is available from most newsagents.



Best Wishes...

To one of our members, Jim McHarg. Jim's wife is unwell at present and we would like to wish her a speedy recovery.

Accommodation

If you're looking to stay in the beautiful North-East of Victoria, whether it be to sample the great food and wine of the region or to check out the Winton races, there will soon be another option. Brian (Rachel's dad) is currently in the process of renovating a small house to be let out on weekends (and through the week) for people visiting the region. The house should be available in the early months of 2009. Not sure whether I'll be able to procure a special deal for P76 owners, but we'll see what we can do!

P76 National 2010 Meeting

The Victorian committee is currently thinking of things to do/see/experience on the way to and from the Nationals in 2010. As there will be a group traveling in convoy, we are planning on taking a couple of days to get there and back and want members to contribute their thoughts about possible activities on the way. Please send your ideas to Ken.

Victorian Club Permit Scheme

VicRoads has received a number of enquiries recently concerning the use of vehicles issued with Club Permits operating outside of the conditions of the Club Permit Scheme. The following information is provided for the interest of motoring club members.



The Club Permit Scheme allows the members of VicRoads approved clubs to use their vehicles for a low cost that reflects the limited use of their vehicles.

Vehicles issued with Club Permits can only be used on a highway in connection with official activities organised by or under the auspices of an approved club, and in preparing the vehicle for such club activities. There is also a provision for a club to issue a 'Special Use Authorisation' so that members can use their vehicles for 'one-off' activities such as a family wedding providing there is no commercial gain associated with this use.

Any use of a vehicle issued with a Club Permit outside of these conditions can lead to the vehicle operator being issued with an infringement notice for owning or using an unregistered vehicle which carries a fine of \$500.00. Furthermore, it is also an offence for a person to knowingly pay the incorrect transport accident charge.

Where a veteran, vintage or classic and historic vehicle is intended to be used beyond that permitted under the conditions associated with the Club Permit Scheme, full road registration is required under the Road Safety Act 1986.

Further information concerning the Club Permit Scheme can be obtained from your respective motoring club official. Information relating to full road registration is available from VicRoads Telephone Information Service on telephone number 13 11 71.

Out of the Shed...CARS

NEW! Immaculate **Crystal White Deluxe** 6 cylinder with luxury pack. 4-speed transmission and floor shift. Original condition throughout, no rust. 38,910 miles. Built 8/73 and first reg 8/73 - LPB 053. Now on club plates. RWC supplied. Concourse winner 2006 - Best 6 cyl \$5,500 ONO



NEW! Nutmeg V8 Auto Restorer. Restoration started years ago, but still sitting in shed. Rust free with all parts available in good condition. Buyer able to select from all new and second hand parts in collection as well as old vehicles. \$2,500 ONO



Or **Enthusiasts Package!** Take the lot, both cars and parts \$7,000 Graeme 03 5762 4093 0407 500 439

Marina 2 door Coupe 4cyl Good condition, no rust, mechanically sound. Close to RWC. Faded paintwork. \$500. Trevor 03 5348 5568

Please visit <http://www.leylandp76.itgo.com/general/forsale/forsale.html> for more cars

Out of the Shed...PARTS

P76 6 cylinder VRS sets and **V8** sump/water pump/oil pump & timing cover gasket sets are available & are cheap! Also VRS, gaskets/seals for marina 4 cyl David. 0409 675 648

P76 V8 Engine. NOS Still in crate. \$5,000. Also 2 cars: **Blue Targa.** Surface rust on exterior. **Bold as Brass** auto Super V8 good nick. Eric Johnson 03 97621248

In to the Shed...(Wanted)

NEW! Automatic transmission & Twin carburetor set to suit 4 cylinder Marina, Genuine set of Leyland P76 rubber floor mats, NOS Marina/Force 7 steering wheel centre, NOS or very good S/H "Parchment" rear parcel shelf lining to suit P76, BMC Hydrolastic suspension pump. Please contact David 0409 675 648

Various parts Philip McCumisky 03 5484 2020

Metal rear window Venetian blind

Front metal sun visor

Two fuel cap spill trays

Eight head light wire guard protectors

Two sets of Glove box mirror Kits

Force 7 steering wheel

External insect screen for Super grille

A set of Extractors for an Executive V8

NV GREEN P76 Nick Demopoulos 04104 64850

Targa Florio in good condition. Must be well presented - David 0409 675 648

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

NEW! Under Bonnet Kits - Back due to popular demand. The SA club is organising for a run of under bonnet kits to be produced. They will be starting in a couple of weeks.

The club will be placing an order in the coming weeks. **Anyone who is interested in purchasing one of these kits should place their order with Marcus before December 15** on 0416508005 or mkneebone@aanet.com.au

As an indication, the previously produced the insulation kit was \$120 and the hanger set \$10. Exact costs will be provided when available.

Reminder - Items for sale and wanted will only be advertised for THREE months.

If your advertised items sell, you wish to re-advertise or if you have new items you wish to advertise, please send details, including pictures, to the Editor.





Leyland P76 Owners Club of Victoria Inc

Membership Application and Renewal Form 2008/2009

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 for 2008/2009 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 gabbler76dictum@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
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Preferences (Please Circle Appropriate response)

- 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

Initial						
<table border="1"> <tr> <td>Y</td> <td>N</td> <td><input type="text"/></td> </tr> <tr> <td>Y</td> <td>N</td> <td><input type="text"/></td> </tr> </table>	Y	N	<input type="text"/>	Y	N	<input type="text"/>
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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 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. Contact Martyn on 03 52823158 for more information.