

Anything But Average



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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.

COMMITTEE

PRESIDENT:

Ken Western
4 Beaumont St
Vermont VIC 3133
Ph: 03 98735581; Mob: 0417364894
Email: ken.western@exemail.com.au

VICE PRESIDENT:

Rick Perceval
108 Lesdon Ave
Cranbourne Vic 3977
Mob: 0401778501
Email: rckp@allsuburbs.com

PARTS TECH:

Marcus Kneebone
P.O. Box 149
Officer Vic 3809
Mob: 0416508005
Email: mkneebone@aanet.com.au

REGISTRAR:

Martyn Hayes
245 Windermere Rd
Lara Vic 3212
Ph: 03 52823158
Email: cybermuddin@dodo.com.au

SECRETARY, PUBLIC OFFICER &
CLUB REGISTRATION OFFICER:

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409675648
Email: davidwalker1977@hotmail.com

TREASURER:

Silvia Hayes
245 Windermere Rd
Lara Vic 3121
Ph: 03 52823158
Email: cybermuddin@dodo.com.au

EDITOR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413243697
Email: leylandp76@gmail.com

SOCIAL SECRETARY:

John Ernst
81 Mackey Rd
Churchill Vic 3842
ph: 03 51223809; Mob: 0429007080
Email: jaernst@optusnet.com.au

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Cover: Rare un-cracked P76 steering wheel. Photograph by David Walker

Editorial

August has been a pretty quiet month as far as club activities are concerned but it looks like we're going to more than make up for that in the coming months.

David and I popped along to the Sandown swap meet at the end of August and were a bit disappointed. Although we didn't get there until just before lunch, stall holders were already packing up for the day. It wasn't the bad weather turning them away so maybe there wasn't a lot of interest this year. Needless to say, we didn't manage to find even one swap meet bargain.

This meant David was hanging out for the Shepparton swap meet. Unfortunately we didn't make that one. We had a wedding in Bendigo on Saturday night and planned on taking the long way home but by the time we got moving in the morning, we didn't think it would be worth our while. So I guess the next one will be Bendigo (which falls on the same weekend as the Concourse). I think David will have to find a swap meet buddy for that one as I'll be pretty pregnant by then!

There're a couple of big things happening in the next month. The biggest is the Gippsland weekend. Unfortunately, we've only just put together plans for this but hopefully there will a sizable group making the trek from Beaconsfield to Maffra and back again. If you do decide to come, please let one of the committee members know so we know to wait for you at one of the meeting points, and so we can cater for you if you're attending the breakfast meeting. See the Coming Events section for full details.

The Bathurst BBQ is on again this year. I think David's looking forward to it more than me. And why wouldn't he...a day of cars, food and beer. All are welcome but please advise David or myself if you are planning on attending so we know how much meat to cook! And bring a chair - if it's fine, we'll be outside.

This month's mag sees a continuation of Phil's article, Cars I have Owned. I must apologise to Phil as I've again inserted some pictures of the cars he has owned and I'm not entirely confident they are at all representative of the cars mentioned in his article. I've also included an article from Trevor Brown about his recent engine troubles. It's always great to hear from members about the issues they've encountered, how they've managed to solve the problems and what they learned in the process.

I have also culled a lot of the classifieds. Many of the ads have been in the mag since I took over as Editor. Unfortunately, I don't always hear if an item has been sold or found. So, I've introduced a new system. From now on, advertisements will only be run for THREE months. After this time, they will be pulled unless I am contacted and advised to continue running the ad. If you are trying to sell something and not having any luck, perhaps think about lowering the cost or changing the content of your ad.

The most exciting news of the month (for me) is that the club has purchased a new printer! This means no more sourcing of printing facilities each month. Although we have purchased a colour printer, we will still be producing the magazine in black and white. The cost of colour printing is outrageous and cannot be sustained. However, the magazine is available in full colour each month to those who opt to receive it by email. It also means you receive it earlier than those waiting for snail-mail. So, if you have access to the internet (even at the local library!) let me know and I can send you the magazine in **FULL COLOUR!**

Till next month,

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

October 2008

- 4 Saturday** **Monthly Committee Meeting**
8am breakfast meeting, Kneebone residence, 317 O'Neil Rd, Beaconsfield
- 4-5 Weekend** **P's on Tour (in Gippsland)**
Take the scenic route to Maffra, stay overnight in Warragul, spend Sunday at the Cora Lynn Country Display. See Coming Events for details
- 5 Sunday** **Euroa Show 'n' Shine**
10am to 3:30pm
- 12 Sunday** **Bathurst BBQ**
Annual BBQ held at David & Rachel's. Race starts at 10am. All welcome
- 18-19 Weekend** **Melbourne to Maffra Rally**
Inaugural event - run from Berwick to Maffra
- 25-26 Weekend** **AROCA Winton 6 hour Regularity Relay**
Practice on Saturday and the main event on Sunday

November 2008

- 3 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 16 Sunday** **Annual Concourse & Display**
10am to 3pm. Caribbean Gardens
- 15-16 Weekend** **Bendigo Swap Meet**
Bendigo Showgrounds. Gates open 6am Saturday, 7am Sunday
- 23 Sunday** **VACC Cars of the World**
Show 'n Shine, Morning Star Estate, Mornington Peninsula

December 2008

- 1 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 7 Sunday** **P76 Club Committee Christmas Function**
All welcome!! Pool & drinks at the South Oakleigh Club.

January 2009

- 26 Monday** **Australia Day RACV Display**
Kings Domain, Melbourne

Coming Events

P's on Tour (in Gippsland)

Saturday & Sunday October 4-5

Summary of events:

1. Committee meeting
2. Scenic tour of Gippsland ending at Maffra Museum (Art Deco Display)
3. Cora Lynn Country Car Show & Swap Meet.

Come along to one of the events or make a weekend of it!

The weekend will begin with a breakfast committee meeting at the Kneebone residence (317 O'Neil Rd, Beaconsfield, Melways Page 212 C11) from 8am. Eggs & bacon will be provided, all are welcome. Please let **Marcus** know if you'll be at breakfast so he cooks enough food!

At 10am we will leave Officer and make our way down the Princes Highway about 40km to the twin BP Service Stations on the Princes Highway at Labertouche where we will rendezvous with other P-nuts.

Leaving Labertouche at 10:45am, our drive will take us away from the Latrobe Valley Towns and will instead go past Australia's newest Hill Climb Circuit in the Haunted Hills near old Yallourn; we will then travel via Yallourn North to Tyers on to Maffra via Toongabbie, Heyfield and then Maffra. We will have lunch here and admire the cars on display, this is a car club owner museum and the display is changed regularly.

Those who that attended the ANZAC weekend will remember that the previous theme was Italian Cars, now it is cars from the Art Deco era. Period vintage and classic (largely American) cars and bikes (including a 1936 Cord originally owned by Amelia Earhart), are part of the current display at Maffra.

When we leave Maffra we will head toward Warragul where we will stay overnight at the Warragul Gardens Caravan Park. (56232707) Make your own booking please.

Sunday 5th October

A short run down the highway to Cora Lynn and the Last of the Chrome bumpers.

Starting at 8am, there will be a Poets breakfast, vintage displays and other amusements. Free entry for display cars & drivers, \$5 per person for the general public. Children u12, free.

Cora Lynn Recreation Reserve, Cnr Main Drain Rd & Nine Mile Rd. Melways page 14 R16



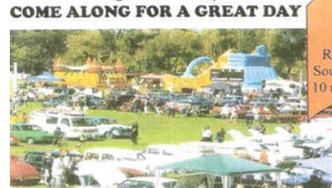
RACV proudly presents

"The Last of the Chrome Bumpers"

4th Cora Lynn Country Car Show
& Market / Swap Meet

Sunday 5th October 2008 Starting at 8.00am

If you drive a classic,
vintage or sports car,
hot rod, ute, pick up or
interesting station wagon
up to 1978,
COME ALONG FOR A GREAT DAY



CORA LYNN
RECREATION RESERVE
South Eastern Key Map pg 14
10 minutes south of Pakenham



INCLUDED ON THE DAY
Poets Breakfast
Vintage Caravan Display
Vintage & Classic Truck Show
Vintage Stationary Engine Display
Children's Amusement Rides

ENQUIRIES

Dennis Jones 0409861088
Terry Thomas 59684641
Gary Fisher 0421520504
Market Bookings
Andrew 0407093657

All proceeds to the Cora Lynn Community
Sporting Clubs & Recreation Reserve

TROPHIES FOR ALL
CATEGORIES

WIDE VARIETY OF
FOOD AVAILABLE

DISPLAY CAR &
DRIVER FREE ENTRY

GENERAL PUBLIC
ENTRY \$5.00 PP

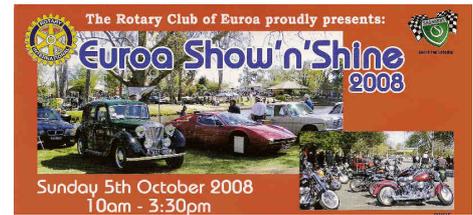
CHILDREN UNDER 12
ENTRY FREE

All Plates welcome ASRF Sanctioned

Euroa Show 'n' Shine

Sunday October 5, 10am to 3:30pm

This is Victoria's fastest growing Show 'n' Shine. Last year over 1,150 cars and 300 motor bikes were in attendance. Catering for all car types, there will also be a jumping castle, rocker cover races, farm animals, modified tractors, a craft market and much more! Entry by gold coin donation.



The Great Bathurst BBQ 2008

Sunday October 12

It's that time of year again - the big race starts at 10am (but David will be watching well before that!) and all eyes will be on the TV until around 5pm. Come along for some or all of the race. A Spit roast lunch will be provided. BYO booze & bum holder (chair).

Melbourne to Maffra Rally

Weekend, October 18-19

The Gippsland Vehicle Collection in Maffra is holding its INAUGURAL "Melbourne to Maffra Rally". It is a Club Permit Event on sealed country roads in Gippsland. It is open to ALL Vehicles over 25 years of age (as of the start of the Rally). It is a 2 day run from Berwick to Maffra & return. The suggested route is on all sealed country roads within close proximity to the Princess Highway. A map & directions will be given to you and if you choose to take your time there are also Points of Interest that you may want to visit on your way to Maffra. You may choose to follow the course, or choose your own way to the meal stops. The distances are around 110 Miles or 180 Kms per day.



For more Information call Ian on 03 5147 2118 or email ian.kennedy7@bigpond.com or Peter on 03 5147 3223 or email peterquennell@wideband.net.au

AROCA 6 hour Regularity Relay

Weekend, October 25-26

The 2008 AROCA 6 hour regularity relay is now in its third year. We hope that this year's event is the most enjoyable yet. . It is the "spiritual successor" of the old MSCA event and it is open to marque sports cars, street sedans and sports cars, but not open wheel cars.

The Alfa Romeo Owners' Club of Australia (Victoria Division) 6 Hour Regularity Relay is intended to be a friendly club level motor sport event where friends and family can participate in supporting competing teams. The event is a team event, so the performance of cars, drivers and teams is important to win. It is a regularity event where consistency is rewarded rather than speed. As a Team Regularity Relay event, racing will not be tolerated and participants who demonstrate race-like behaviour on or off the circuit may be excluded from the event.

Saturday is practice day and the main event will be held on Sunday.

Further information is available at www.aroca6hour.org.au



President's Page

At our last committee meeting your committee decided to purchase a small colour laser printer so that our esteemed editor, Rachel, would have a slightly easier job in producing the club magazine. Our intent in any of our decisions is to come up with robust and long-term solutions to issues facing the club. The magazine is a vital part of our club activities, and I know that I look forward to receiving the magazine each month (well almost each month). It always contains great articles about what our members are up to with their cars, and frequently contains good "Tech Tips". The committee has also decided that two colour editions will be printed each year with the remainder to be in black and white. Colour printing is substantially more expensive to produce, and also takes a lot longer to physically print.

I would like to point out to all our members, that Rachel creates the magazine in PDF format, and that every magazine is in full colour. So for those of you with computers and a decent internet connection, you could receive the magazine electronically IN FULL COLOUR each month (this is what I do) which is so much better – especially seeing all the cars in colour. The added benefits to the club are the financial savings we would make and which we could make available to other club activities, and it would save Rachel a little production time. If you would like to receive the magazine in colour every month, email, phone or write to Rachel (see details on the inside of the magazine cover), and she will arrange for it to happen.

Another important issue which the committee has started to address is the club's website. Up until now Rick has very kindly hosted and maintained the current website for a substantial period of time at no cost to the club. This has been quite an onerous task for Rick! And if it had not been for Rick we would probably not have had a website at all. Rick will be continue to be a vital part of this process, and we will need his expertise and experience

The committee has undertaken a review of the whole issue of the website, in an attempt to make it easier to maintain and update, and to make it more robust. As part of this project we will also update the appearance and contents. We see that the website can play an important part in publicising the Leyland P76 and our club, particularly to the younger generation. If you have any thoughts about what you would like to see in the future website the committee would love to hear from you (drop a line to myself or to Rick).

Our Social Secretary has a number of exciting events planned over the next few months, and I would encourage all members to participate and show off your cars. The events are great fun, and provide a great forum to share ideas, learn more about this wonderful car, and get them out into the public eye. This is particularly important for any of the cars that are slightly different, have been modified or are unusual in any way, such as being experimental models etc. And I want to see more V8's. The 6's are taking over the world! Only joking – I'm delighted that the 6 cylinder is alive and well – they certainly draw a lot of comment from the public.

Marcus has done a great job over the past 2 years in building a super stock of good quality spares for the club – his contribution has also gone a long way to boosting our bank balance as well. So if you need a spare, or just some technical information, he is your man! Between Marcus, and his two "assistants" Dave Walker and Martyn Hayes, they have a wealth of knowledge about the technical side of the car and where to obtain spares if the club doesn't have the part you need, in stock. The Tech Team are also doing a great job in sourcing some refurbished parts as well (I see an article coming up from Marcus and Dave on this).

I look forward to seeing you all at our forth-coming events.

Ken



RANTINGS OF A P NUT

The Secretary's Report

Hello fellow nutters.

Not a great deal has happened this month in the world of the P76. My Brown car received a new carburetor recently to try and fix a starting problem. It did help a little but there is still a problem. The next thing to look at will be the distributor. Hopefully after I recondition it, it may improve things. There's nothing worse than being a mechanic for years and owning a car that you don't want to drive because it won't start! Some problems with cars for reasons unknown, however simple can be difficult to find. Another fault I recently fixed on my brown beast was a tyre with a slow leak. The tyres are new but the man didn't replace the valve when he fitted the tyres so it has been leaking from between the rubber body and the rim, a slow leak that always seems to let all the air out just before I want to move the car! Next on the list is to fit a NOS set of rear shock absorbers and obtain a RWC so I can register the car with full Vic rego. As my good Holden ute was traded for Rachel's new Baby transport, I don't have a car anymore! Driving a P76 everyday will be a new experience for me, one I look forward too.

Speaking of my job, I still have it! Kenworth Trucks recently made the news as unfortunately over 100 workers were retrenched. Slowing truck sales due to high fuel prices, and a slowing economy, forced Kenworth to reduce its build rate and its staff. People were notified and tastefully walked out of the factory. It was a very sad day to see friends and good people loose there jobs. In my 16 years in the motor industry I have never experienced a day like that and I hope don't have to again, no one went home happy that day.

The Cooper S race car engine and gearbox are apart again, new gears and a new case have been obtained and I need to get busy putting it all back together. When 2nd gear broke it tossed gear teeth around and damaged the crank, 2 rods and 1 piston and destroyed the very rare gearbox case. As much as BMC had a great idea putting the gearbox in the sump of a Mini engine, when things break it usually causes havoc and pain to the wallet.

We have a few good events coming up. Rachel and I will hopefully be at all of them so I hope to see you soon.

Regards,

David.

PS. Here's a photo of another recent Ebay purchase, a rare Sunbeam collectable 1950's "Toastermatic" People don't understand my obsession with old things but I do and that's all that matters...



Leyland P76 Owners Club of Victoria

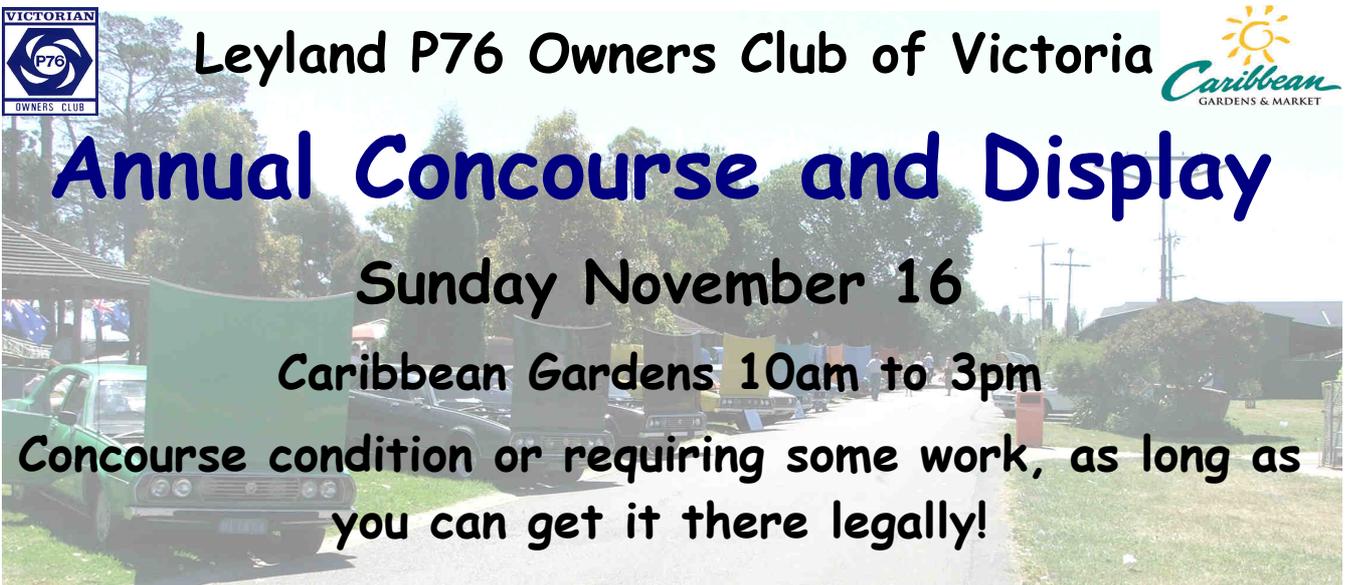


Annual Concourse and Display

Sunday November 16

Caribbean Gardens 10am to 3pm

Concourse condition or requiring some work, as long as you can get it there legally!



Cars I have owned (Part 2)

By Philip McCumisky

As you'll remember from last edition of Anything but Average, Phil was in need of another car and decided to purchase another new, light blue, Bugeye Sprite. The new Bugeye was Australian built but converted it to conform with the items that were on his first Bugeye.

I did the usual hot up things on this one but not with a supercharger, had good success with the car until the racing rules changed and the Sprite was no longer that competitive. So I sold it and bought an imported demo mini, wood trim interior, tinted windows, heater, remote gear shift etc. Later model minis were to come out dressed like this but not until the arrival of the first Cooper Mini's. This one had a fully balanced engine and was supercharged with a Shorrock blower, the same as what was on my first Sprite. Sports car grunt with sedan comfort was now mine!



The "Brick" was raced in the then new category of "Sports GT" which meant that you could strip the inside of the car out and race in that class in the under 1500 CC Class, not a great deal of competition in those days, if you had a quick car you usually won most of the races, but you had to just win them rather than bolt it in, the handicappers were right on to that, many people thought that the mini would have been much quicker than it was, it was quite quick enough thank you very much!! Don't want to give the handicappers ammunition for their job, do we!!



Around that time, 1963 to be exact, a good friend of mine at that time of life had a hobby shop in Bankstown selling all sorts of toys, cars, Meccano sets etc. He drove a pink and grey FB Holden sedan, had 30 plus thousand miles on the clock, he suggested that we should enter the car into the Armstrong 500 at Bathurst, the first one held at that circuit.

My existing sponsors at the time were interested in this exercise, so we went ahead. In those days you "Run what you brung" with no modifications at all. Remember those were the days of stock standard sedan car racing designed to prove that what was on sale on Mondays was the same as what was raced on Sundays. This led to the "Special" minimum number of one-off Armstrong 500 built cars, in that year it was the first of the GT 500 Cortinas and the S4 Bathurst Holdens.

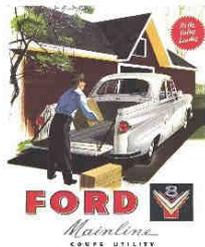
Anyhow, we ran the race finished in a place in our class. Not many S4 Holdens finished that year, they kept dropping tailshafts and ripping wheel centres out. The photos that I still have of that car in the race prove that FB Holdens can corner pretty well, even on skinny wheels and tyres, mind you, the door handles get a hiding!!

My army career took a turn for the better and I was sent to Wodonga for a Raeme Mechanics course of some twelve months. Motor racing was put on the back burner. The mini was brought back to standard form and sold.

My next series of cars seemed to favour the older type, I rescued a Twin Spinner Ford Ute from the wreckers for 50 quid, it was in very good nick except for a stuck exhaust valve, so it was used as a project car for the mechanics course and was the subject of a total mechanical and suspension re-build in the army workshops. When that was

finished, it had a re-paint. It was a dark green colour from new, with brown leather trim and had a good heater and radio from the factory. The final colour was a watered down army deep bronze green, courtesy of the tax payers.

This ute was just magic, never broke down and earned it's keep by towing a trailer for fire wood sales for army people in Melbourne each weekend and bringing back furniture for army personnel based at Wodonga.



A mate of mine at the camp at that time started doing the same thing but he did the Sydney run from Wodonga, also in a Twin Spinner Ute. He had a very bad accident one weekend (not his fault) and was hospitalized for a long time. I saw him in Sydney some two years later and he was visibly scarred and had been given a sizable insurance payout, in those days, as the result of the accident, he went on to do buggy type rally work with a monstrous Chevy V8 light truck.

The next car I owned, from memory, was a rescued FJ Holden that was a project waiting to be completed. This car was a street car but was very quick and did not look as if it could do what it did, a real sleeper, won many contests down at the Homebush night drags in the late sixties. Readers who were in Sydney around that time would remember those Friday and Saturday night drags.



The Olympic Stadium is now built on that site at Homebush. The abattoirs were there also then. But you can still smell the rubber if you drive past!! The fuzz had no chance of catching us then, their cars could not handle the pace, the road blocks did not work either, too many exits not known to them, we could exit the place without any headlights on, we knew them that well!!



I then went "Show Style" with a fully re-built FX Holden sedan bought already restored, again, a real sleeper. Stock Burnley Cream colour, lowered, slightly wider wheels, heasman suspension right through, Pirelli Cinturato tyres (the best) a full house waggott motor. It was a real gem, so well restored by the previous owner and went and handled like you would not believe.

This car made way for a secondhand, low mileage 1967 XR Ford Fairmont, 289 C4 auto, very sedate, very comfortable, one of the best road cars I have owned.



By this time I was out of the army after having been discharged after my not being able to go to Vietnam due to a back injury I had sustained in the army. I was still asked if I wanted to go to officer cadet school, but I would have had to sign on for a ten year period after graduation. I did not relish the thought of that at the time, again in hindsight, I should have had better advice or not been so impetuous.

I started working for myself as a freight broker with the assistance of ESSO at a new transport terminal in Sydney. I needed a set of wheels, very cheap wheels

Stay tuned for Part 3 which will be published in the October edition of Anything but Average.

Note: Images are not of Phil's own cars and have been included by the Editor as examples and may not be true representations.

P76 Motor Troubles

By Trevor Brown

At the Easter Nationals, the motor in my car developed a tapping noise when hot (which I suspected was lifters) I got home. I pulled the motor down to put in new lifters and also, while I was at it, I thought I would put on the new reco heads which I had. I assembled the motor and took my P76 for a road test and guess what? It still had that peculiar tapping noise! Now with the Mt Hotham trip coming up, I had to decide whether to pull the motor down again or risk the long trip to Hotham and back. So I tried different things: other rockers etc. all to no avail and would only make the tapping noise when hot and idling. I also put an oil pressure gauge on and oil pressure was fine.

Anyhow, I ran out of time to go any further, now as the alpine trip was only days away. So I decided to risk it and go. My P did the trip with 1200 km's more under the speedometer and had no trouble except that infernal tapping sound. The following weekend I pulled out the camshaft etc. it looked okay. Couple of lifters had a few marks on them but nothing too dramatic. Camshaft was then sent away and then came back. (Once again they said it was fine) Oh well looks like I'll have to go further.

Remove sump, get a good light to enable visibility looking straight up underneath the piston skirts etc. turn motor over everything looks ok then I notice some metal hanging down around one sleeve. At the bottom where it sits onto aluminium. On the block now I have found something, the cylinder sleeve is moving in the block that explains why only the tapping sound is heard when hot, because the block expands a little. Now I have to remove the motor and decide whether to fix this motor or put in another motor.

I then talked to the engine rebuilder in Ballarat who says this is starting to happen a little bit with these type motors now because of age and kilometres traveled etc and tells me you have to bore these out and press new liners in and you need to do them all so with a quote of \$1100+ to do job+ pistons gaskets etc so it starts to get expensive. I decide now to remove a motor from a donor car which seems to run very well.

I have now put this motor into my P, gave it an oil drain, put on holley carb and a scorcher disi off other motor. Time for a test and I am quite surprised as it goes extremely well.

Perhaps later on I may get original motor re-sleeved, but I will see how the other motor turns out first.

Has any one else had this problem with their P motor? Or will it be something that may happen to some as they get older?

Odds 'n' Sods

Congratulations!

Hearty congratulations to Eric Waller who has recently been awarded Life Membership by the Leyland P76 Owners Club of Victoria.

Eric attended the first official meeting of the Victorian Leyland P76 Club held at Jells Park in June 1983. Since then, Eric has held several positions on the committee; he has demonstrated an outstanding level of commitment and continues to support the P76 movement 25 years on.



P-ublicity

Another mention on radio - not entirely sure of the context, but a work colleague was recently listening to the radio commentary of the match between Hawthorn & West Coast round 21. The commentator referred to one of the teams as being like a P76 while the other was like a Porsche! My colleague assures me it wasn't in the usual derogatory terms, more as in one being a work horse and the other a show pony! Either way, it's exposure of the car we love!

In Memory

Many members will be aware that Jim Healy passed away recently. The club sent flowers to Jim's family to express our condolences. Although Jim loved the P76, he was not able to enjoy his cars over the past years due to failing health.

Jim's family very kindly decided to donate Jim's cars and any parts to the club and we would like to take this opportunity to thank them for their generous donation. The committee has decided to dedicate the Best V8 trophy awarded at the annual concourse as a memorial to Jim.



2008/09 Membership - Final Reminder!!!

Club membership is now **overdue!!**

September sees the end of the 3 month "grace" period. If you have not paid your membership, you will no longer be entitled to receive a copy of *Anything But Average*.

If you have not paid your membership, please forward the renewal form (found at the back of this magazine) with the amount due to the Registrar as soon as possible.

P76 National 2010 Meeting Notice

The next National Meeting is being organised by the Leyland P76 Classic Car Club and the Leyland P76 Owners Club of NSW. The combined committee has recently announced that a venue has been selected and booked! Though more information will be provided as it comes to hand, the venue for 2010 will be the Motto Farm Motel Complex at Raymond Terrace (just north of Newcastle). See you there!!

Well Wishes

Members may be aware that Sue Green (Leyland P76 Classic Car Club) has been very ill for several weeks. Our thoughts are with Joe, Sue and Troy at this difficult time and we wish Sue a speedy recovery.

Out of the Shed...CARS

NEW! Rare Aspen Green Executive has been donated to the club by the family of the late Jim Healy. It's in a state that could be easily brought back to life with some body work and reassembly. Parts generally complete and very restorable.

SOLD

Five P76's in various V8/6 cylinder configurations. Mostly complete but in a very poor state of repair. \$1,000 the lot! Name & phone number from Marcus



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

Out of the Shed...PARTS

P76 6 cylinder VRS sets and **V8** sump/water pump/oil pump & timing cover gasket sets. 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

NOS Parts Available from Addisons

2 x V8 water pumps \$400 ea	1 x Top Steer Column bush \$15.00
2 x Front Flexible brake hoses \$60.00	1 x 6cyl Super MPH Speedo \$50.00
1 x rear flexible brake hose \$30.00	1 x Auto Pedal Rubber \$15.00
1 x Front Mudflap set \$25.00	

Contact Marcus and he will place an order with Addisons on your behalf.

In to the Shed...(Wanted)

NEW! Various parts Philip McCumisky 03 5484 2020

Metal rear window Venetian blind	Two sets of Glove box mirror Kits
Front metal sun visor	Force 7 steering wheel
Two fuel cap spill trays	External insect screen for Super grille
Eight head light wire guard protectors	

NV GREEN P76 Nick Demopoulos 04104 64850

Any new 4-6 cyl E-Series engine parts, pistons, bearings, gaskets etc. Also genuine parts catalog for a P76 and a new ring gear for a 4cyl Marina. 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

Coming Soon...

Victorian Parts List - The club currently has a lot of stock available to its members. Marcus (and his helpers) are in the process of inventorying the stock and a list will be made available to members in coming months.

*** NEW ADVERTISING POLICY ***

Items for sale and wanted will only be advertised for THREE months. All items currently listed will be removed in two months from now, unless the Editor is otherwise instructed.

If your advertised items sell, 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 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 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
<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="text"/>
<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="text"/>

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. Contact Martyn on 03 52823158 for more information.