

Anything But Average



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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: Josh Hugo's Easter P76. This is excerpt from Josh's entry in the National's banner competition, 2008.

Editorial

Hi All,

I hope everyone had a safe and happy Easter with lots of hot cross buns and chocolate! It's been a very quiet month for the cars. We went to Phillip Island for the Historics which was good fun, even though it poured with rain all weekend. Elliott and vegged out on the Saturday and watched a few movies while the others got soaked!

David drove to Sydney to help a friend pick up a new mini. We were going to go but later decided to ditch the mini/mower talk and spend the weekend at my parents in Benalla where my clever little boy learnt to roll! And he's only three months...



We're really looking forward to the Annual P76 Tour over the ANZAC day weekend. John has again put in the hard yards to ensure we have a great time (details included in this mag).

Also in this mag is an article by Phil McCumisky about speedos. Thanks to Martyn for his response and photos. Would it be possible that the missing part number is AYD 9250 as the pattern suggests??

It's a bit of a light month but the June mag is sure to be a doozy especially with all the photos from the Annual Anzac day trip.

Until 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: Last Monday of Every month (for the following month's mag)

Secretary's Report

Hello everyone,

The Phillip Island historic race meeting has been run and my mate Phil's Mini survived another race albeit another broken gearbox. The engines out and the gearbox is apart again for another rebuild, this time we are looking for even more power so the Weber carburetor has been rebuilt, New extractors & exhaust purchased, match port of inlet manifold to head done, new roller rockers and a trip to the dyno to get the mixtures sorted are planned. The Historic meeting at Winton is next and we are aiming for a trophy!

Coming up next on the P76 calendar is the ANZAC weekend trip. The accommodation has been booked and I have been busy getting my P76 sorted for the weekend. John has a great trip planned and we are really looking forward to it. The Wangaratta swap meet will be high on my list.

Recently after 2 years at Kenworth Trucks I was made redundant. Unfortunately truck sales are falling due to this crazy economic state the world has got itself into so 90 more good people, including myself are now looking for a new job. I enjoyed my time as a Quality Assurance Technician at Kenworth and hope that Kenworth gets back on its feet soon so I can return to a good company & good friends. Car restoration & engine building will keep the money coming in until I can find suitable employment. I have a few different qualifications so hopefully I won't have to look too hard.

My latest obsession is collecting Antique Victa lawnmowers. An old passion of mine has recently been brought back to life due to a chance meeting with a fellow Mini enthusiast that also happens to be one of Australia's leading Victa mower collectors, with hundreds of rare early Victa lawnmowers in his shed. I have been given the task of fitting a very special 1996 imported Mini engine & automatic transmission into his 1977 Leyland Mini clubman and in passing my knowledge of all things Mini on to him, he is teaching me all I need to know about the early Victa lawnmowers. Every Aussie household back in the 1950's & 60's had a new Victa and they are now one of Australia's great icons, up there with Vegemite, Football, Meat pies, Kangaroos and Leyland car's! The early Victa's are very collectable and a quite valuable so although I don't aim to own 300, a few good examples & a couple to restore will keep me busy for a while!



Looking forward to catching up with you soon.

Regards, David.

Events Calendar

April 2009

- 26 Sunday** **Wangaratta Swap Meet** - Wangaratta Showgrounds
26 Sunday **All Makes Swap Meet** - Sandown Racecourse. Gates open 8:30am
26 Sunday **Lancefield Swap Meet** - Lancefield Park
24-26 Weekend **Annual P76 Tour**
Anzac day long weekend. See Coming Events for details

May 2009

- 4 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
9 Sunday **Geelong Bay City Swap Meet**
Contact Western District Historic Vehicle Club (03) 5259 2053
17 Sunday **Pakenham Swap Meet** - Pakenham Racecourse
17 Sunday **RACV-AOMC Classic Showcase 2009**
Flemington Racecourse Carpark
30-31 Weekend **33rd Historic Winton**
Winton Motor Raceway

June 2009

- 1 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

July 2008

- 5 Sunday** **Cranbourne Swap Meet** - Cranbourne Racecourse
6 Monday **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
TBA **2008 Annual General Meeting**

August 2008

- 3 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

September 2008

- 7 Monday** **Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

Coming Events

Annual P76 Weekend Drive - April 24 to 26 2009

To commemorate ANZAC day 2009

This is a tour organised by your club. All are welcome to **join at any point** in the journey.

While it would be nice to have you in your P76, your company and participation is the most important thing!

This year we will be having a self-guided tour for those who will be able to take the Friday off work. For those that aren't we will be meeting at Bairnsdale on Friday night and will be staying at an old Country Pub. Please get there by about 8.30 pm if you can.

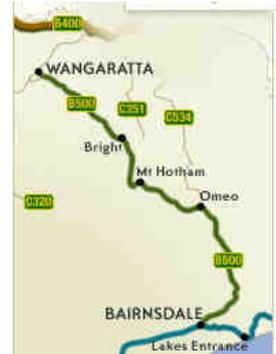
After a good nights sleep we will do some group shopping for the nights dinner, then head to the hills on some of Australia's best Alpine Roads, let the P76 do what it does well.

Prior to heading up the hills we will lay a wreath at the Bruthen Cenotaph.

Lots to see on the way as well as morning tea at the Bruthen Bake House. From here we continue along one of the most amusing roads which includes a guide to the many names along the way. We pass through legendary towns including Swifts Creek and Omeo.... Then on to our destination Dinner Plain! Bring your togs for the SPA.. All chip in as we are saving money and eating in... so we don't

need to drive.

Sunday we will be traveling directly to Wangaratta for the Swap Meet. Then home down the Hume Freeway.



The details you need to know COSTs...

Accommodation at Bairnsdale Grand Terminus

Single: \$50.00
 Double/Twin: \$60.00
 (all double rooms have queen size beds)
 Triple: \$90.00
 Four singles: \$100



Accommodation at Dinner Plain Currawong Lodge

\$60 per person/per night (twin share)
 \$75 single person
 \$50 per person multi share (3 or more in a room)



Please note that all accommodation has been booked through the club but you need to let me know if you're coming so I can send you details maps and other great FREE giveaways. John Ernst 0429007080

Step-by-step directions from Dandenong to Grand Terminus Hotel, Bairnsdale

Segment	Travel	Est. Time
Continue along MONASH FWY, ENDEAVOUR HILLS	7.98 km	5 mins
Continue along PRINCES FWY, BERWICK	80.46 km	47 mins
Continue along PRINCES HWY, TRAFALGAR	2.82 km	< 3 mins
Continue along PRINCES FWY, TRAFALGAR	29.26 km	16 mins
Continue along PRINCES DR EXIT, MORWELL	959 m	< 1 min
Continue along PRINCES HWY, MORWELL	30.73 km	25 mins
At the ROUNDABOUT - take the 1st exit onto PRINCES HWY, ROSEDALE	26.75 km	19 mins
At the ROUNDABOUT - take the 1st exit onto PRINCES HWY, SALE	1.43 km	< 3 mins
At the ROUNDABOUT - take the 2nd exit onto PRINCES HWY, SALE	15.63 km	11 mins
At the ROUNDABOUT - take the 3rd exit onto PRINCES HWY, STRATFORD	49.68 km	35 mins
Continue along A1, BAIRNSDALE	30 m	< 1 min
Continue along PRINCES HWY, BAIRNSDALE	1.69 km	< 3 mins
Turn right at SERVICE ST, BAIRNSDALE	166 m	< 1 min
At the ROUNDABOUT - take the 3rd exit onto MACLEOD ST, BAIRNSDALE	3 m	< 1 min
Stop: Stop at 98 MACLEOD ST, BAIRNSDALE		
Total:	253.19 km	2 hours 50 mins

Donning the Speedos

By Philip McCumisky

I recently purchased a December build Executive which was not sold new by the Leyland Geelong dealers in Victoria until March 1974.

This car was equipped with a km speedo, as I understand it, the car would/should have has a mph speedo as metrication did not officially start until January 1, 1974.

I spoke with both Marcus and Martyn about this and decided to buy a mph speedo from club parts and fit this to maintain the "originality".

When the car was bought by me, a km speedo was in the car, and has 56,000+kms recorded. This led to some mild concern as to what mileage the car has actually done. Was it as shown or was it the second time around?

The car is in pretty good nick, but not that good to only have the mileage as shown on the speedo to be considered as being accurate and original whether it was miles or kilometres that had been recorded.

This has led to the following questions, for which other P-nuts may appreciate factual answers, from any Leyland past employees who are not yet in a retirement home or suffer from Alzheimer's or dementia.

1. When did Leyland start putting km speedos into production Leyland cars at Zetland?
2. Did Leyland start replacing the mph speedos with km speedos some time in December 1973 knowing that those cars would not be sold until early in 1974 and knowing also that it may have been illegal to sell a new vehicle from 1/1/74 with a mph speedo?
3. Did VDO replace the face of the speedos with a km face in late 1973 and "convert" the distance travelled to km as well?
4. If so, why only a five figure distance recorder on a km speedo and not a six figure one when fitted to new Leyland cars in December 1973?
5. When did VDO start sending km speedos to car makers?
6. When did six figure recorders start appearing on new cars?
7. Did Leyland start fitting km speedos in December 1973?

There is no evidence that the dashboard had been tampered with on my Executive, which somewhat discounts the theory that:

1. The selling dealer may have replaced the speedo either prior to sale to himself (as his own company demonstrator)
2. The next owner replaced the speedo with a km one

When I removed the km speedo from the car, to replace it with a mph speedo, there was a small old paper slip on the rear of the speedo which gave the following information:

AYD 9090 W:0.63 1.11.73

Does this mean that the speedo could have been an original fitment at the factory? Normally the build date and serial numbers of the instruments supplied by VDO to Leyland (and others), has this information stamped into the rear case of the instrument, e.g. AYD 9090 11/73

In the lead up period to official metric conversion in Australia, that is from 01/01/73 until the start of metrication on 01/01/74 all new car sales had dual readings on their speedometer, mph on the outside in bigger figures and kms on the inside in smaller figures. This type of speedo as described is fitted to all Leyland cars during that period, my other P76, 3M26 is no exception.

The cars books also have a recorded service history, but there is an anomaly here as well. The last service entry in the Buyer Protection Service book dated 5/4/79 lists the speedo reading as 60,130km. When I bought the car, the speedo reading was 56,416km.

Service book entries indicate that very little mileage was done over a long period between listed services, which carry the selling dealers official servicing stamping each new entry.

Could this seemingly incorrect mileage entry for the last listed service be the result of "anticipated" mileage by the dealer service department as to when the car would be due for its next service?

The history of the car indicates that the previous owner did not use the car at all after he had a slight accident and in his advancing years did not drive the car at all, and it lay in the garage until his demise and his estate then sold the car.

None of the previous owners (up to five in total) as far as I know, including the original dealer (no longer in the trade) have any answers for any of these questions.

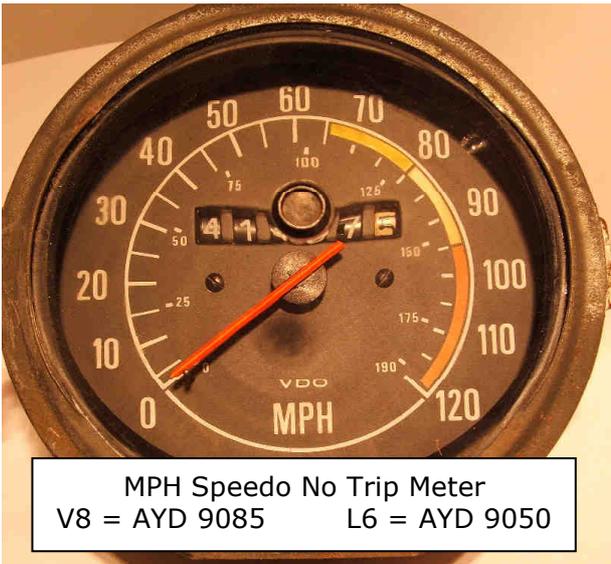
I would appreciate some factual answers/opinions on this from readers.

Hopefully fellow P76 owners may also benefit from this article and I would encourage other owners to ask for any factual information from those who used to work in the trade in those years past. Perhaps there may be an ex Leyland employee reading this who would do a series of articles on everything that he/she may have experiences whilst in the employ of the last truly Australian car builder.

Perhaps someone could fill in the gaps the parts book does not appear to list the part numbers for the Six Cylinder speedos.

Phil,

Some of the info you seek follows. The 6 Cyl Km/h speedo is still a mystery. Anyone out there know the answer?



An Easter Gigue...

A man is driving along a highway and sees a rabbit jump out across the middle of the road.

He swerves to avoid hitting it, but unfortunately the rabbit jumps right in front of the car. The driver, a sensitive man as well as an animal lover, pulls over and gets out to see what has become of the rabbit. Much to his dismay, the rabbit is the Easter Bunny, and he is DEAD. The driver feels so awful that he begins to cry.

A beautiful blonde woman driving down the highway sees a man crying on the side of the road and pulls over. She steps out of the car and asks the man what's wrong. "I feel terrible," he explains, "I accidentally hit the Easter Bunny with my car and KILLED HIM." The blonde says, "Don't worry." She runs to her car and pulls out a spray can. She walks over to the limp, dead Easter Bunny, bends down, and sprays the contents onto him. The Easter Bunny jumps up, waves its paw at the two of them and hops off down the road. Ten feet away he stops, turns around and waves again, he hops down the road another 10 feet, turns and waves, hops another ten feet, turns and waves, and repeats this again and again and again and again, until he hops out of sight.

The man is astonished. He runs over to the woman and demands, "What is in that can? What did you spray on the Easter Bunny?" The woman turns the can around so that the man can read the label.

It says... (Are you ready for this?) "Hair Spray Restores life to dead hair, and adds permanent wave."

Out of the Shed...CARS

4 speed **Super V8 Country Cream**, brown interior. 30,996 miles. Has been off the road since '94 prior to that was a one owner car very carefully looked after. Since 94 has been undercover and given a run occasionally. Excellent condition both inside and out, motor running perfectly no rust. No reg or RWC, \$10,000 negotiable. Ring Kevin on (03) 53982136 Warracknabeal Victoria.

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

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 or 0407 500 439

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



Out of the Shed...PARTS

VICTORIAN CLUB PARTS. Full listings of all parts available have been sent to members. Please contact Marcus to make a purchase.

In to the Shed...(Wanted)

RH door, complete with handle, preferably NV Green. Contact Joe Blitz 9379 4583

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, 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

Two fuel cap spill trays

Eight head light wire guard protectors

External insect screen for Super grille

One set of Glove box mirror Kits

Force 7 steering wheel

Executive spare tyre cover & strap

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



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
<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.