

# ***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  
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This publication is not for sale to the general public and is only available through membership.

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Cover: The Middy's car, Family day at Luna Park, December 2011. Photo by Brian Carte

# Editorial

Hi All,

Welcome to the March edition of Anything but Average. It has been a busy month with a lot of travel, more by David than me.

We headed to Benalla mid-February for a wreck-a-thon at Graeme Beck's home. Graeme is an ex-P76 club member who has moved on to other things. As a result, he sold up some of his cars and the remaining stock was purchased by the club. Martyn has provided a detailed report of the day which can be found later in this magazine. As well as the article, there is a list of parts for sale.

Elliott and I went to Benalla but because of the weather (and getting caught up talking with my mum) we didn't end up driving out to Graeme's. Also, the boys seemed to get through the wrecking really quickly, they were back before Elliott woke up from his afternoon sleep. Because they finished so early, David and John took a drive to Yarrawonga to visit David's friend. And they were still home by dinner!

David took a trip to Sydney with the minis (and I'm sure he'll provide an article for the next magazine for all our members who are interested). This left me at home with Elliott for over a week. I wasn't looking forward to it as it can be sometimes be hard enough when there are two of us. Surprisingly (or not) it actually went very smoothly. In fact, we had a lovely time. The first weekend, I went to Geelong and did a little shopping and the next weekend we went to the park in the hope of catching up with some of his friends. We also had dinner at my friend's place which was lovely.

As well as the article about the Benalla trip, this magazine also includes another article by Martyn about Picnic at Hanging Rock. We couldn't make it this year but it sounds as though the display was as good as it has been every other year. It really is one of the best car shows in Victoria.

I've also included an article by Phil about the Australia Day Display. There's also a report from Ken and all of the details about the up and coming Easter weekend. John has put a lot of work into organising the trip and I'm really looking forward to it. The accommodation is a bit more expensive than usual but that's because it is an extra-long weekend and so many of the motels are already booked out. Make sure you get in quickly to reserve your spot. If it's anything like previous years, it will be fantastic so I hope to see you all there!

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](mailto:leylandp76@gmail.com)**

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

## What happened in 1973? (Aside from the release of the P76)

These are just a few of the events from July 1973.

- Jul 1st - "Jesus Christ Superstar" closes at Mark Hellinger NYC after 711 perfs
- Jul 21st - France performs nuclear Test at Muruora Atoll un the Pacific
- Jul 21st - USSR launches Mars 4 for fly-by (2600 km) of red planet
- Jul 23rd - USSR performs nuclear Test at Eastern Kazakh/Semipalitinsk USSR
- Jul 25th - George Harrison pays £1,000,000 tax on his Bangladesh concert & album
- Jul 25th - USSR launches Mars 5
- Jul 28th - France performs nuclear Test at Muruora Island
- Jul 28th - Skylab 3's astronauts (Bean, Garriott & Lousma) launched

More highlights from the rest of 1973 will be included in future editions of the magazine. (Thanks again Ken!)

# Events Calendar

## March 2011

7 Monday

**Monthly Committee Meeting** – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



## April 2011

3 Sunday

**RACV Classic Showcase** – Flemington Racecourse members' car park. 10am to 3pm. Display vehicles (driver & passenger) are \$15, spectators \$15, children U16 free. (Formerly the British & European Show)

INTEREST

4 Monday

**Monthly Committee Meeting** – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker



9 Saturday

**Horsham Swap Meet** - Horsham Showgrounds, 6am to 5pm

INTEREST

10 Sunday

**Castlemaine Swap Meet** - Castlemaine Showgrounds

INTEREST

17 Sunday

**Wangaratta Swap Meet & Collectables Market** - Wangaratta Showgrounds, \$5 entry

INTEREST

17 Sunday

**Lancefield Swap Meet** - Lancefield Park

INTEREST

22-26 Long Weekend

**Easter/Anzac Day Long Weekend** – P76's Go west!! Details in this mag. Contact John for further information.



## May 2011

2 Monday

**Monthly Committee Meeting** – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



15 Sunday

**National Heritage Motoring Day** – Cavalcade of transport from various start points to Yarra Glen racecourse.

INTEREST

18 Wednesday

**Motorsport Mayhem at Batman Kangan TAFE**– Kangan Batman TAFE, Coburg @7pm. Contact John Ernst



27-29 Weekend

**35<sup>th</sup> Historic Winton**- Historic racing cars, motorcycles and classic car displays.

INTEREST

## June 2011

6 Monday

**Monthly Committee Meeting** – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



## July 2011

4 Monday

**Monthly Committee Meeting** – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



TBA

**Annual General Meeting** – South Oakleigh Club, Bentleigh East. Time and date to be advised. Contact David Walker.



TBA

**Haunted Hills Hill climb** – Details to be communicated closer to the date. Contact John Ernst



Membership points are awarded for attendance to:

- Management Meetings (1 point)



- Club Functions (2 points)



- Star Club Functions (2 points)



Attendance to "Of Interest Events" does not count towards membership points but are listed so that members with vehicles on the Club Permit Scheme can take their cars.

INTEREST

**Do you know of something happening in your area that may be of interest to other P-nuts? Please send the details to the Social Secretary or Editor.**

# Future Events

## RACV-AOMC Classic Showcase 2011

**Sunday 3 April, 2011**

This event will be held at Flemington Racecourse Car park (Melways 28G12). Display cars are to enter between 9am and 11am, spectators from 10am. This year they will be celebrating 60 Years of the Ford Zephyr and 50 years of the E Type Jaguar. There will also be the Mercedes Benz Concours.

Display cars will be \$12 (pre-booked) or \$15 on the day. \$12 for spectators and children under 16 are free.

If you wish to have your car judged, and additional fee of \$20 will be payable. Entries can be made using an entry form (available at [www.aomc.asn.au](http://www.aomc.asn.au)) or on the day (prior to 9am). For further information please check the website or call 03 9890 0524.

*This is not an official P76 club event and has been published for our members who may be interested in attending.*



## National Motoring Heritage Day 2011

**Sunday 15 May, 2011, Yarra Glen Racecourse**

Celebrating Australia's Motoring Heritage, all motoring clubs and owners of classic and historic motor vehicles are invited to participate in event which is to be celebrated throughout Australia on this day.

The objective of the event is to get as many veteran, vintage and classic vehicles on the road at the same time throughout Australia to gain publicity for these vehicles, motoring clubs and the events that are run. This is the opportunity to show the community, Government and business the strength of the Australian motoring movement.

Clubs may assemble a convoy at a number of departure points (with comfort facilities) or choose their own departure point.

For further information, please go to [www.aomc.asn.au](http://www.aomc.asn.au) or [www.motoring.org.au](http://www.motoring.org.au)

*This is not an official P76 club event and has been published for our members who may be interested in attending.*



## Wednesday Night of Motorsport Mayhem

**Wednesday 18<sup>th</sup> May, 2011**

With a bit of notice we have been able to convince the training facility that prepares those that work across the world in all aspects of motorsport to open their doors for us.

Kangan Batman TAFE Motor Sport Centre is happy for us to visit them in early May for a Wednesday night. This will be a very informative evening and will provide all of you an opportunity to have a glimpse into the dark art of race/rally car preparation.

Greg Moulden the Director of the Centre will provide us with an amusing tour of the freshly renovated centre and will have some fascinating cars there for us to have a look at. Greg has been in the industry for many years and can answer all your questions in relation to race car preparation as well as his vast general knowledge on car maintenance and preparation.

The centre provides training in all aspects of car preparation and graduates become proficient in fabrication and driveline development. Many graduates are now employed both in Australian in V8 Supercar teams as well as companies such as Prodrive and F1 Racing Teams.

Date for the evening will be 7 pm at Kangan Batman Coburg on Wednesday 18th May. Please advise John if you would like to attend.



# HEAD WEST YOUNG MAN..... AND HE DID.

**Friday 22<sup>nd</sup> to Tuesday 26<sup>th</sup> April 2011**

The P76 Club is again on the move this time we are heading out into the Western District of Victoria.

## **Thursday 21st April.**

Escape the rat race a take the Highway to the beautiful town of Beaufort on the Western Highway. Here we can be transformed overnight as we allow the stresses and strains of the build up to this event slip away.

## **Friday 22nd April.**

After a breakfast it is time to load up and make the short trip to Ararat and on to Seppelt Great Western, a tour of the Winery is a must and we can then go over to Bests Great Western if we haven't yet stocked up enough on "supplies".

From here we head up to Stawell which will be a hive of activity as they prepare for the Stawell Easter Gift footrace, with athletes and their entourages arriving all day. A quick trip in to have a look from viewing platform overlooking the Gold mine and then into town for a relaxed lunch at one of the many eating places.

It is now time to again join the Western Highway and head toward Horsham, possibly stopping at the Big Koala and enjoying the magnificent views of the Grampians on our left. Soon the road opens up as we sweep on to the vast plains of the Western District, eventually arriving at Horsham which will be our base for the next few days. We will be staying in town at the Majestic Motel.



## **Saturday 23rd April**

After breakfast it and a quick visit to the main street of Horsham to pick up the BBQ supplies and a bit of a look around we are heading off to the Leyland Museum at Inverness Motors, Kiata, where we will meet up with the Warrick's and their wonderful collection. From here things are a little less organized and maps will be provided for those that wish to travel up to Sir Robert Menzies birthplace of Jeparit to have a look at Lake Hindmarsh which after decades of no water is finally full or you might just like to find your way back to the motel and use the pool.

## **Sunday 24th April**

Easter breakfast in the park with an Egg theme, Bacon and Eggs. Horsham has a lot to see and the purpose of the day is to look at what we might like to have a look at in the morning during breakfast and then go as group. Sunday Night will be our Club Dinner at a venue to be determined.

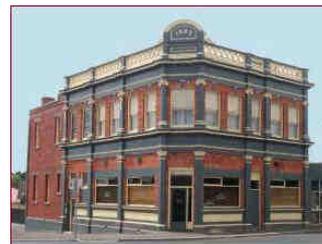


## **Monday 25th April**

For those up early enough there will be a dawn service for the rest of us we will attend the official ANZAC service. I have arranged an 11am checkout to give us time to attend the service and get ready for our trip back toward the big smoke.

Our tour today retraces some of our steps but we will go back via Halls Gap and the Grampians.

We will end up at Ballarat where we will be staying the night. Those wanting to attend the Blood on the Southern Cross will be able to do this tonight.



## **Tuesday 26<sup>th</sup> April**

Anyone interested in having a look at Sovereign Hill, you can do so at your leisure. For the others, sadly it is now time to go home...



## **Booking**

Bookings and pre-payment are essential secure your place.

The total cost for the 5 nights is \$440 per couple + meals. Extra people will be \$10 per night.

Those wishing to attend must complete the enclosed booking form and pay their deposit by the end of March with the balance payable on the 15th April.

# President's Page



It's March already and although I haven't been able to attend much this year so far, the committee has been busy as usual and the club has attended some good functions. There was the Australia Day car show, Picnic at Hanging Rock, and the trip to Benalla to recover parts from Graeme Beck. This latter event was a great success (well done Marcus for arranging everything), and the club was able to purchase a lot of very good parts to add to our club stocks. Our thanks also to Graeme for allowing the club access to all his parts and cars.

March will be a quieter month, but that is just in anticipation of a busy month in April with the RACV Classic Car show at Flemington at the start of April and our annual long weekend away over the Anzac day/ Easter period. John Ernst will be busy arranging his usual great trip for us.

The Club Permit Scheme is up and running and I haven't heard of any difficulties from any of our members who have cars on this scheme. For those members that have P76's either fully registered and infrequently driven, this is one way of saving costs and then putting the money into work on the car. If you have an unregistered P76, get a roadworthy and put the car on the Club Permit Scheme, and get it out on the road on club events.

Although it is only the start of March, I would encourage all members to start thinking about the next AGM, and in particular volunteering to take up a position on the committee. The current committee have been and are continuing to do a great job, but there comes a time when fresh blood and ideas can bring great benefits. If you want to find out what the committee does then join us at one of our meetings – usually held on the first Monday of each month at the South Oakleigh Club. We normally start the meeting around 7 pm, but get together for dinner at 6 pm.

That's all for this month

Safe Driving

Ken



Some more pictures of the Middy's car at Luna Park Family Day.

Thanks Brian!



# Australia Day at the Domain 2011

By Philip McCumisky.

I left Rochester at 0530 on Australia Day in the V8 P76 for the quite run down to Melbourne for this annual event, it was a good chance to try out the up-dated electrics and headlights that were fitted to the car prior to Christmas. I was aware that I would probably see some Kangaroos so I elected to run through Bendigo and down the Calder, I thought I would have a better chance of seeing them before I was on them. The run down to Melbourne was very pleasant with no hassles, the lights were very good and the car ran well.



I met Martyn and Mike, as arranged, near the Domain and we progressed under direction to our designated car parking places in the Domain gardens, after a bit of a hiccup with the organisers directing the traffic, we set up our display and had a late breakfast and discussed the state of the Nation while all the others were settling in.

I had a 44 gallon drum in the boot, painted cream of course, and Martyn had a rather scungy blue drum in the boot of his P76, I cannot tell you how many photos were taken during the course of the day of the rear of the cars with the drums!! It was a constant talking point with the visitors who saw the P76's there.

Martyn and I had our bonnets open for viewing, but for some reason Mike left his shut??!!

Walking around the display there were a number of desirable vehicles to view, among them were a Lincoln V12 model K le Baron Coupe, 414ci, three speed floor change with a freewheel, vac assisted mechanical brakes, six wheel equipped. These cars were very well made and very expensive in their day.

Lincolns were made by a father and son team. The father had worked for Cadillac for some years prior and then left and started to make aeroplane engines for the First World War planes, and then from early 1921 until March 1922 they made Lincoln cars. The name for the car was decided on as the manufacturer wanted to name his cars after the President of the USA. Due to finance problems and the approaches from Henry Ford, who wanted a prestigious car for a top of the range product, the father and son team decided to sell, there were a few provisos to the sale however, not the least of which was that the name Lincoln had to remain, the quality of materials had to be the best available for the lifetime production of the car. As you all know, the Lincoln was a prestigious car for the Ford Motor Company for many years and has only recently been discontinued from the Ford Motor company line-up.

A few nice Studebakers were there this year, a 1957 pale blue Studebaker President (very smart) an 1952 Studebaker Champion Sedan, very rare here, a 1964 Studebaker Cruiser station wagon with the sliding rear roof section. This allowed you to carry tall items that you may have bought at the hardware shop etc. and you were then able to carry them home. Not a great many Holden's or Fords there this year, must have all rusted away by now perhaps?



Some early Volvos, very well presented, numerous Oldsmobile's including two 1947's, one 1949, a few late fifties models with bucket loads of chrome and a good selection of military jeeps also well-presented complete with authentic war fittings, period camouflage mounted weapons of the era and correctly dressed "action" mannequins manning the jeeps on display. A very well put together one make display and should be the winner of the "club" award for their effort.

The theme car for the day was the Chevrolet of various years. These were well represented as you would expect of the guest make each year.

Vanguards were again well represented and all were in exceptionally good condition, including the late six cylinder model which although equipped as standard with a six cylinder engine four speed gearbox and overdrive was in fact a smaller capacity engine than any of its predecessors. This make was often affectionately referred to as "Guardsvans".

A nice 1935 Auburn Speedster was there in all its glory, a very expensive and well known American make and quite often the preserve of film stars and 'heavy' industrialists of the era. This one was powered by a supercharged side valve v-eight. Auburns had a trademark side exit exhaust four pipe set-up out of the engine cowling on both sides and then went under the car through mufflers and out the back on each side, also trade mark 'racing' type small dual windscreens and a ducktail type rear coachwork; a very ostentatious type of vehicle for its day.

The P76's were well received by almost all who saw them and most of the public were interested enough in them to talk to all of us about their experiences with the car either directly or via someone that they knew who owned one. You always learn something about the P76 when you take the time to talk to the public at these events.

Martyn and I were convinced that Mike was an acting immigration officer as he spent a great deal of time talking with a visiting young Asian lady who reckoned that his car was the best P76 there!! Such a nice, but misguided young thing.

It was good to see the Walkers there with Elliott.



# Picnic at Hanging Rock 2011

By Martyn Hayes

The annual Picnic at Hanging Rock event was held on the 13th Feb and as always a spectacular display of cars including hot rods, muscle cars, antique and veteran cars, trucks and bikes, chrome bumper classics, old favourites, new favourites, to the much loved, loved nearly to death and the just plain ugly, that only a dedicated enthusiast could love.

It was a lovely day for a rally and our club was represented by four vehicles and their owners, Bob Hutcheon and his lovely wife, Brian and Travis Carte, Trevor Brown and yours truly.



**On Display** **Left:** My Bitter Apricot and Bobs Am I Blue Super  
**Top Right:** Trevor Brown's Aspen Green Executive  
**Bottom Left:** Brian Carte's Country Cream Super

Brian and I met at the Calder Park Service Station rally point. The station was doing a roaring trade with a car park full of enthusiasts and their cars all heading to the Rock in club convoys. We departed the servo at 8.15 as scheduled and connected up with Bob at Diggers Rest/Calder on ramp, where he was waiting until a P76 came along. We drove through to Hanging Rock along the highway alive with pristine roaring V8's and spectacular machines from yesteryear just cruising proudly along at their own pace.

This makes for a great atmosphere for people like me, dreamers with our heads stuck in a 1970's time warp; a world of, Alvin Purple, Lolly Gobble Bliss Bombs and Captain Matchbox Whoopee Band. I admit as a sixteen year old I drove my first car (a Mini), listening to ABBA, ELO and the Village People on a one speaker radio/cassette, took girls to drive-in theatres only ever seeing half the movie and drooling at P76 thinking one day I would own one. 36 years later I still have these memories and my P76 to keep them alive; alas I digress.

There would have easily been over 500 cars exhibited and large crowds of public that had come to see them. As we entered the gate, photographers and onlookers lined the road; a comment was heard **"WOW! It's a P76, where the hell would you get one of those these days"**.

It's a great day for all who attended; lots of people took a great interest in the P76 and wanted to have yarn about what they remember. Mostly it was "You can fit a 44 gallon drum in the boot" so the empty drum in my boot was always a conversation starter and talking point. Not a single derogatory comment was heard so I didn't need the "opinion persuader" after all (that's what I call my wheel brace).



This event would have to be the premier public car club event on the Victorian calendar in terms of sheer numbers of cars, enthusiasts, onlookers and most of all, atmosphere. It was well organized and access in and out very smooth and trouble free. I would encourage all members to include this annual event on their must do calendar going forward. Next year let's get 20 P76's on display!

**Below:** Some of the other cars on display



# Parts Trip to Benalla 2011

By Martyn Hayes

As you are all aware the club was offered to purchase a cache of parts collected over many years by Graeme Beck. Graeme had been a long standing member of the Victorian Club. He joined in 1984 and became an active member of the committee as publication Editor for many years. Graeme retired from ownership of P76 through the sale of his immaculate 4 speed L6 Super to some lucky owner from NSW. Sadly Graeme has also now retired from membership of the club and now has his sights set of lugging a rather large caravan around the outback.



With this retirement came an offer for the club to purchase his 30+ year collection of parts and to strip the remaining cars around the back of his shed. A parts weekend was quickly organized by Truck Boy Kneebone and a working bee group descended on Benalla to help with the dismantling of cars and sorting and loading of the parts.

With a good turnout of members to assist, we had the cars stripped and parts loaded by about 2.00pm. Our thanks also go out to Graeme and Noela for the lovely BBQ lunch and the all-day tea, coffee and cake.

**Left: Dodgy Brothers in Action**

**Right: Relaxing around a country BBQ or goofing off when there's parts to be loaded; you be the judge?**

I would also personally like to thank those members who came to lend a hand, traveling to Benalla at their own expense. Thanks goes to our Parts and Tech mogul Phil McCumisky, Marcus (more mongrel than mogul) and son Alex (Mini Knee) Kneebone, Brian and Travis (Dickie Knee) Carte, Scott Reynolds, John Ernst, David Walker and Bob and Grant Hutcheon.

All in all it was a great day of frivolity and fun and we came away with two trailers and one ute load of bits and pieces.



The collection of parts has meant a significant injection into our club stocks. We are currently stocktaking the parts on our inventory list which will be updated on our website over the next week or two. Some of the parts however, are NOS and are of course, of great significance to those members in particular, who have P76 under restoration. We have decided to make these available by listing them in this magazine below with the applicable member prices. Some of these prices do reflect the rarity of some of these parts but are still below the selling price of similar examples selling on ebay.

This selling process will be first in best dressed by ringing M Hayes on 0438 170 691. Any of these items not sold after one month will be offered to other clubs and from there sold on ebay.

Description	Cond	Quantity	Comment	MEMBER Price
Accessory - Air Cond Compressor Dealer Fitment Kit	NOS	1		80
Accessory - Cig Lighter Element	NOS	1		10
Body - Corner LHF	NOS	1		40
Body - Corner RHF	NOS	1		40
Body - Front Guard	NOS	1		160
Body Fitting - Badge Front Guard (Blank)	NOS	5		5
Body Fitting - Bonnet Hinge	NOS	1		10
Body Fitting - Chrome Stone Guard (Pair)	NOS	2		180
Body Fitting - Bumper Bar Attachment Iron Front	NOS	2		20
Body Fitting - Bumper bar Attachment Iron Rear RH	NOS	2		10
Body Fitting - Clips Armrest Retaining	NOS	4		2
Body Fitting - Clips Front Windscreen Trim Retaining Set of 13	NOS	4		13
Body Fitting - Clips Rear Windscreen Trim Retaining Set of 20	NOS	2		20
Body Fitting - Grille Super/Executive	NOS	1		90
Body Fitting - Level 2 Scuff Plates (LFR)	NOS	2		35
Body Fitting - Level 2 Scuff Plates (LHF)	NOS	1		35
Body Fitting - Level 2 Scuff Plates (RHF)	NOS	2		35
Brake - Hand Brake Cable (Long)	NOS	5		20
Brake - Rear Wheel Cylinder Seal Kit	NOS	4		5
Brake Master Cylinder	NOS	1		150
Brake Master Cylinder Seal Kit	NOS	2		20
Clutch - Clutch Cable	NOS	2		20
Electrical - Fuse Box	NOS	2		40
Fuel - Accelerator Linkage Boot V8	NOS	1		3
Fuel - Pump V8	NOS	2		60
Instrument - Fuel /Temp Deluxe	NOS	2		40
Instrument - Fuel Gauge	NOS	6		30
Instrument - Fuel Gauge (Mechanism Only)	NOS	1		15
Instrument - Temp Gauge	NOS	7		30
Instrument - Temp Gauge (Mechanism Only)	NOS	2		15
Lens - Tail Light ASSY RH	NOS	1	Lens Only no back plate	40
Lock - Boot with Key	NOS	1		20
Lock - Glove Box with Key	NOS	2		15
Motor - Gasket V8 Rocker Cover	NOS	1		10
Motor - Oil Filler Cap	NOS	1		25
Motor - Oil Filter V8 Original Leyland	NOS	1		40
Motor - Spark Plug V8	NOS	10		3
Mudflap Set - Front	NOS	8		20
Mudflap Set - Rear	NOS	2		20
Power train - Rear Axle Bearing Seals	NOS	2		5
Power train - Rear Axle Bearing with Retaining Ring	NOS	2		10
Power train - Universal Joint	NOS	4		20
Rubber - Exhaust Hanger	NOS	2		2
Steering - Column Lower Bush	NOS	4		15
Steering - Pwr Steering Pump Gasket Set	NOS	1		10
Trim - Door Trims Parchment Exec RHF	NOS	1		75
Trim - Door Trims Parchment Exec RHR	NOS	1		75
Trim - Seat Squab Super/Targa Bucket Bottom (Parchment)	NOS	2		100
Wheels - Front Wheel Bearing Set Incl Seal	NOS	1		10
Trim - Glove Box Surround Panel	NOS	1		50

**We also have for sale the following significant items**

Motor - V8 complete Engine No. 44004307	S/H	1	Good Cond	350
Motor - V8 complete Engine No. 44041805	S/H	1	Good Cond	350
Motor - V8 complete Engine No. with Auto Gearbox No.44004965	S/H	1	Low KM	500
Transmission - 4 speed Manual	S/H	1	Comes with bell housing tail shaft pedal box, clutch torque tube linkage assy and Shaft	300

**All other parts will listed on the Club Web Site**

# Out of the Shed...CARS

**New!! 2 P76 V8's.** Not Registered

1: Owned since new, not driven since 1997 - garaged whole life. Now **Omega Navy** was repainted from White - Blue interior. Very good condition.

2: **Red** with parchment interior. Not driven since 1997 - and garaged since owned. Reasonable condition but may only be good for spares. Call Sara on 03 97394218

**UPDATED!! Leyland P76 1974 Super V8 auto**, 1 owner, previously registered to Feb-12. Country Cream with tan trim. Good condition. 206,000 km. ~~\$4,000 ONO~~ \$3,000 Graham Atkinson 03 9844 3951

**NV Green with vinyl roof 1974 Super V8 manual**, 1 owner, currently registered. Straight, rust free body, excellent interior, twin exhaust, mechanically sound, heavy duty rear sway bar. Only 81,000kms. Comes with a set of jelly-bean mags. Offers around \$50,000 Contact Thomas 0415 316 581



**Green 1973 Leyland P76.** Owned since 1974, is in good running condition. On gas, 4 speed manual, exec trimming, only needs slight body work, has small marks on body work, interior like new. Comes with spare door panels and a variety of other spares. Reason for selling is moving to Qld. Very regretful sale. Contact Bob 0422 388 570

# Out of the Shed...PARTS

**FREE to a good home** a three speed manual gearbox before it goes to scrap. Contact Will on 03 5122 1791 after 6.30pm or email [awza23@optusnet.com.au](mailto:awza23@optusnet.com.au)

**AVAILABLE NOW** Please contact Martyn to purchase

Ryco Z86 oil filter (suit V8)	\$18
Ryco Z23 oil filter (suit L6)	\$21
Uni Filter reusable air cleaner (suit L6)	\$65
Uni Filter reusable air cleaner (suit V8)	\$65



**P76 Windscreens no longer available.**

# In to the Shed...(Wanted)

**NOS Valve stem seals** for 6cyl P76, **Diff** for 4cyl Marina, **P76 4-speed gear stick rubber boot** and a **Leyland P76/Force 7 Tachometer**. Please contact David 0409 675 648

*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 3 months.*

Page 14—Herald-Sun, Tuesday, May 5, 1992

## Letters

Lemon still runs so sweetly

● The Leyland P76 sedan ... still beloved by enthusiasts around Australia.

I WAS elated to see you printed the letter from Brian Kneebone of Oakleigh (*Herald-Sun*, April 22) entitled "Good cars come in strong, sturdy steel". I, too, own a V8 Leyland P76 which I drive from Ballarat to Melbourne and back daily.

I consider it to be a safe, reliable, comfortable car despite the notorious reputation the P76 had in the '70s.

I thought you might be interested to know that over the Easter period, about 200 Leyland fans from all over Australia and even New Zealand, gathered at Rutherford Park near Daylesford for a National Leyland P76 rally. Most of the cars were restored to the stage where they were undoubtedly better than when they were new.

Some Leyland Club members who attended the rally own Force 7s (the two-door Coupe P76 — only nine left in the world).

An immaculate P76 now costs about \$7000, while the sports version, Targo Glorio P76, can cost up to \$20,000. A Force 7 P76 could sell for in excess of \$40,000 in shabby condition.

Every year a national Leyland rally is held somewhere in Australia, attracting hundreds of die-hard enthusiasts. Next year heralds the 20th anniversary of the Leyland and the national rally will be held in Sydney.

Maybe you would be kind enough to print another article on the Leyland in the near future as I'm sure most of your readers would be surprised that the so-called "great lemons" have such a huge following.

— Brenda Davis,  
Buninyong,  
Victorian Leyland P76 Owners Club.

I CAN heartily endorse the letter from Brian Kneebone concerning the lack of strength in a lot of modern car bodies now marketed, and the flimsy nature of what are still referred to as bumper bars but in the majority of cars seem to be just a bulge in the body panels.

The answer by some manufacturers is that the bumper bars form part of the front and rear crumple zones which are designed to absorb the impact of a collision.

I suggest that it would be appropriate for would-be purchasers of the majority of new cars to request "a little less crumple please".

— Mr D.E. Pentegost,  
North Balwyn.



## Minutes of the Leyland P76 Owners Club of Victoria Committee Meeting 7-2-11



The President declared the meeting open at 11.00am.

### **Present**

Vice President	Marcus Kneebone	Editor	Rachel Walker
Secretary	David Walker	Treasurer	Silvia Hayes
Registrar	Martyn Hayes	Social Secretary	John Ernst
Apologies	Ken & Phil		

### **Previous Minutes**

The minutes of the last committee meetings dated 15/1 were tabled and accepted as a true record.

Proposed by John, Seconded by Martyn.

### **Business arising**

- Membership for the SOC has been paid
- Storage has been found for the indicator mould

### **Correspondence**

- IN:**
- Club magazines
  - Top Gear email
- OUT:**
- Email response to Top Gear
  - Magazine sent

### **Reports**

President: N/A

Vice President: Trip to Benalla has been organised for the 19<sup>th</sup> of Feb  
Top Gear re: the request for cars. It was decided that we would not attend.  
Email response sent by Ken

Treasurer Detailed report provided

Editor Jan/Feb mag sent  
Cartridge purchased for the printer  
For Sale form not yet done

Parts and Tech All of the windscreens have been sold, David to chase up 10 more  
Require more oil filters, Silvia to chase up supplier

Registrar Nothing to report

Secretary Aust Post contacted about PO Box  
John proposed that David proceed with the purchase of a PO Box, seconded  
by Martyn. All for  
Received log book from Vic Roads

Social Secretary Coming events include Hanging Rock, Easter, TAFE (May) and Haunted Hills  
(July)

### **General Business**

- Joining Fee – is becoming a burden and it was suggested that we abolish the fee as it is not working as intended. Decided that it will not be reviewed until July after the new committee is formed
- Club Permit Scheme – info in next mag
- Indicator moulds – Brian Carte has been able to store them. Thanks to Brian for his help.

### **Close of Business**

The Meeting was closed at 8:20pm

The next committee meeting will be held at the SOC on the 7<sup>th</sup> March at 6.00pm for dinner, 7.00 meeting.



# 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.*