

***Anything***

***But***

***Average***



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the P76 Owners Club  
of Victoria Inc.**

# **ANYTHING BUT AVERAGE**

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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 Victorian Contingent at the QLD Nationals** From Left - Martyn Hayes, Sheena Hutcheon, Bob Hutcheon, Mike Chadwick, Marcus Kneebone Rachel Walker and Austin, David Walker and Elliott

# Editorial

## Fellow Pnuts

Well we survived the fun and frivolity of a National Event and the long pleasurable drive in a vehicle made for touring. I guess for those less fortunate, who were not able to attend, you are waiting to hear all about it so this issue is predominantly dedicated to the QLD National Event 2012.

As part of this special feature in this issue there will not be the usual Member Roast as we thought it would be more interesting to make fun of a whole state. Some of the other usual popular columns have also been omitted to make way for frivolity and will return in the next issue.

Come with us on a journey of exploration and discovery as we analyse Queensland and the Peanuts that live there (Said in the nicest possible way with admiration and affection).

We will also explore the notions of privacy and Fun Police enforcement. For a taste of what is to come below is a photo I did not publish in the last Mag story on our Parts Day.

*This person is a Mechanic so we can't show you his face. As there are no defining marks moles or lesions capable of being used to identify him, invade his privacy or lead to his identity being stolen .....we can show you his bum.*



We also have for you this month some member articles, those Tasmanians bragging about more prizes won, a catch up on the progress of one of our youngest members and his restoration project, and some interesting follow up on last moths Kellows Falkiner story.

We do hope you enjoy the offerings for this month. If you are a Fun Policeman please read the disclaimer below.

### Editors Disclaimer

**This Magazine is intended for the enjoyment of P76 Club Members blessed with a sense of humour and may contain information that is confidential, privileged or unsuitable for overly sensitive persons with low self-esteem, no sense of humour, irrational political beliefs and/or an irrational gun- ho attitude to their state of residence. If you are not the intended recipient, any dissemination, distribution or copying of this magazine is not authorised (either explicitly or implicitly) and**

**constitutes an irritating social faux pas. Unless the word absquatulating has been used in its correct context somewhere other than in this warning, it does not have any legal or grammatical use and may be ignored. No animals were harmed in the printing of this magazine, although the Jack Russell over the road is living on borrowed time, let me tell you. Those of you with an overwhelming fear of the unknown will be gratified to learn that there is no hidden message revealed by reading this magazine backwards, however, by pouring a complete circle of salt around yourself and your magazine you can ensure that no harm befalls you and your pets. If you have received this magazine in error, please add some nutmeg and egg whites and place it in a warm oven for 40 minutes. Whisk briefly and let it stand for 2 hours before icing.**

Have a great Month  
**Martyn and Silvia**

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## Bulletin Board

### Stolen P76 - Be on the Look Out

The Leyland Post (NSW Club) was contacted recently by club member Greg Clarke to report that his Country Cream Executive has been stolen. The car was stolen from the Sydney suburb of East Hills on Tuesday 10th April. Understandably Greg is devastated that his much loved P76 has been stolen by some low life.

The car has been reported stolen to the Police.

The cars NSW rego no. is GMP 948. Chassis no. is 076 B4S4A44 1432. Engine no. is 44002286. The car has been converted to run on LPG Please notify Police if seen and be wary of buying and parts possibly from this car.

### Coming Events



**Fri 25, Sat 26 & Sun 27 May 2012**

**36<sup>th</sup> Historic Winton, Winton Motor Raceway, Benalla, Vic, Australia [www.historicwinton.org](http://www.historicwinton.org) Conducted by the Austin 7 Club with assistance from the Historic Motorcycle Racing Association Vic.**

**Historic Winton**, Australia's largest and most popular all-historic motor race meeting, presents a weekend of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s.

**Celebrations** in 2012 include plenty of birthdays:

- 110 years of Cadillac.
- 90 years of Austin Seven, Lancia Lambda, Austin 12/4.
- 85 years of A Model Ford.
- 80 years of Austin 10 and Hillman Minx.

- 75 years of Volvo, Cadillac LaSalle.
- 60 years for the Austin Healey 100, Renault 8, Austin Champ.
- 50 years of Ford Cortina, AC Cobra, Austin Freeway, Triumph Spitfire, Morris 1100, Lotus Elan, MGB, Chrysler Valiant.

As part of 2012 Historic Winton weekend activities, invitations are extended to join in the **Benalla & District Classic Car & Motorbike Tour** assembling 9am on Friday 25 May at the Benalla Art Gallery. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display outside the Benalla Civic Centre from 3-5pm. Further information, please phone David Lidgerwood on 03 5764 4291 or email [historicwinton@hotmail.com](mailto:historicwinton@hotmail.com). Proudly supported by the RACV, Benalla Rural City Council and The Austin 7 Club, organisers of Historic Winton.

Historic Winton **highlights** are:

- The ever-expanding **Shannons Classic Car Park** featuring car and bike club displays, including Pre-War sporting Rileys.
- Spectator access to the **Competition Paddock** where all the fabulous old racing machines are on open display.
- If you have a classic or **special-interest car or bike**, you're welcome to join the spectator car park display on the Saturday or Sunday.

Raceway entry fees: Sat \$20, Sun \$30, competition paddock \$5, children 14 and under n/c. Public enquiries: Noel Wilcox ph 03 5428 2689 email [noelwilcox@rocketmail.com](mailto:noelwilcox@rocketmail.com)

## Leyland P76 40th Anniversary Celebrations

As you are all aware next year is the 40th Anniversary of the release of the P76. There will be two "must not miss" events in celebration of this anniversary.

*Post these on your calendar for next year.*

### Historic Winton 2013

At next years Historic Winton event the P76 will be showcased by the organizers it will be a great opportunity to show the cars to the public. We need to muster a good turn out for the event.

### Canberra P76 Launch Celebration

To mark the 40th anniversary of the launch of the P76 the Canberra Club will host a weekend event with a celebration dinner as the main event at the same hotel at which the P76 was originally launched in June 1973. A date will be advised coinciding with a long weekend in June 2013.

## Social Pages

### Events Calendar

**7th May**

**Committee Meeting South Oakleigh Club**

**20th May**

**RACV-AOMC National Motoring Heritage Day** cavalcade to Yarra Glen, Yarra Glen Race Course. 8.00am to 4.00pm Enquiries 98900524 Entry gold coin donation.

**Picnic at Ross (Tasmania)** A very special Tasmanian motoring event. A days outing for all classic cars and motor bikes from veteran to 1990 including a display in Ross. Organised by the Post Vintage Car Club of Tasmania Inc. You are invited to "Picnic at Ross" - an autumn all weather event. 250+ classics attended in 2011, come along and be part of it in 2012. No entry form, no entry fee, just turn up from 10am. It's a picnic, bring your own or buy locally. Clubs should arrive together to display as a group. Further information contact the club on 0408 977 590.

**26-27th May**

**Historic Winton See Bulletin Board**

**24th June**

**Pakenham Swap Meet** (MEL 317 G9) Pakenham Race Course 8.00am to 3.00pm

**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

**Do you know of something happening in your area that may be of interest to other P-nuts?**

**Please send the details to the Editor**



## THE PEANUT ROAST A Galaxy Far Far Away

I guess you are all champing and the bit to here about the QLD Easter Nationals 2012 weekend adventure.

As you are all aware from my comments in the last Magazine, our illustrious First Pnut – President Marcus Kneebone and I travelled the 4000 KM round trip in my Bitter Apricot V8 Super to attend the 2012 National Event in Maroochydore QLD.

Also travelling up and attending from the Victorian Club was Michael Chadwick in his Spanish Olive Executive, Bob and Sheena Hutcheon in their Am I Blue V8 Super and David, Rachel, Elliot and Austin in the other unmentionable and vastly inferior non p76 type of vehicle.

The event was also attended by a group of 10 enthusiast from NSW, 2 from NZ, 1 from UK, and 1 from WA who as usual went home with the trophy for traveling the longest distance in a P76. The rest of the attendees were QLD based enthusiasts.

I set off on an early start at 4.00 am on the Wednesday before Easter to firstly navigate through Melbourne and pick up Marcus. With the President on board the Bitter Apricot reverted to "Leyland One" Our plan was to take a leisurely two days up the Newell Highway stopping for the night at Gilgandra just north of the half way mark; Duddo. As Mike Chadwick was coming up from Sale via Cooma and Canberra we had planned to group at Gilgandra and head off for the final day of travelling in convoy.

The car performed admirably except for a small scare along the way (West Wyalong) where a low oil level on the dipstick and a large amount of oil residue coating the rear of the car caused a momentary cold sweat. After investigation the fear subsided having revealed that oil was escaping from the rear of the Valley cover gasket. A quick tighten of the bolt stemmed the flow and being a Glass half full kind a guy I settled for the knowledge that the underside of my car got a fresh coat of rust proofing!

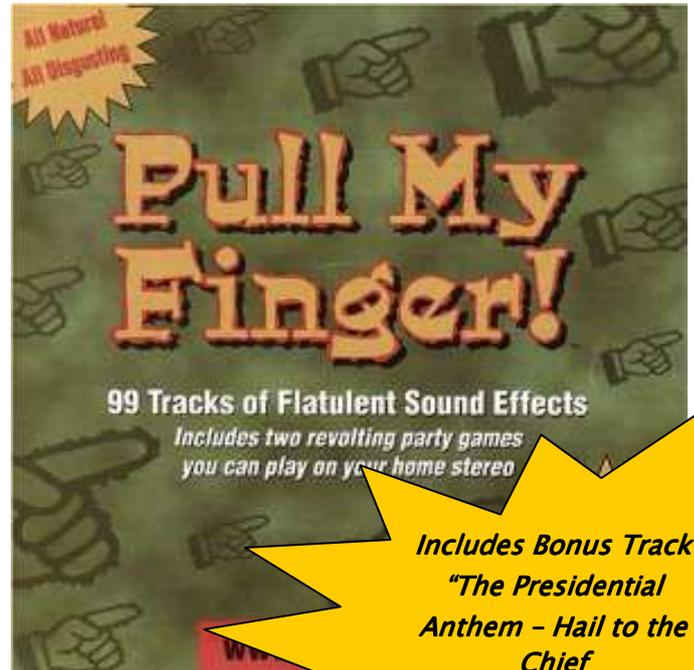
On the up side we were getting fuel consumption figures around 25 MPG and in 12 hour of travelling we stopped for three fills. Discounting the oil leak sector each fill required around ½ litre of oil top up which you would expect form a 1970's period engine.

On the down side, the usual "Tie a Yellow Ribbon round the old oak Tree" Music I love listening to on a long drive was not available (My car has original AM Radio only). Instead I had to listen to obsessive Presidential singing of his favourite jingle

**"Motor Finance Wizard  
Says Yes!"**



Not many people know that our president is also a composer. Marcus has released an album of his favourite musical masterpieces aptly named "Pull My Finger!"



On the way up to QLD I heard all 99 + 1 tracks!!!!

This was Marcus's first album after perusing a solo career. Previously he was part of a boy band known as the Singing Butts . Click the link below to sample their pinnacle album "The Singing Butts Unplugged."  
<http://www.youtube.com/watch?v=r1BCfjbn3s>

I digress; we arrived in Gilgandra around 5.00pm and after checking in to our Motel, headed straight for the local pub for a meal. There is a lot can be said about NSW country town hospitality and friendliness suffice to say we enjoyed our meal, a couple of beers and jostling with the locals about the ridiculous football code blaring from the TV, likened by us Victorians to one bloke trying to shove four blokes heads up three blokes rear ends. **See Below - I rest my case**



Mike Chadwick caught up with us arriving in Gilgandra around 7.30 PM. This was later than expected on account that he got lost coming through Canberra on their circular road system. Given the true purpose of the design of Canberra's roads, that is for polities to go around in ever diminishing circles until they disappear up their own .....Ballot Box, then is it any wonder that ordinary citizens get caught up in the confusion.



While Mike did get lost, after knocking on a door to get some directions (A big official looking building called "The Lodge") a friendly local a was able to help get his bearings.

She said that she knew all about lemons and how to suck them and that she would be leaving Canberra herself real soon. Our grateful thanks to Ms Julia Bean for helping our Member in need.

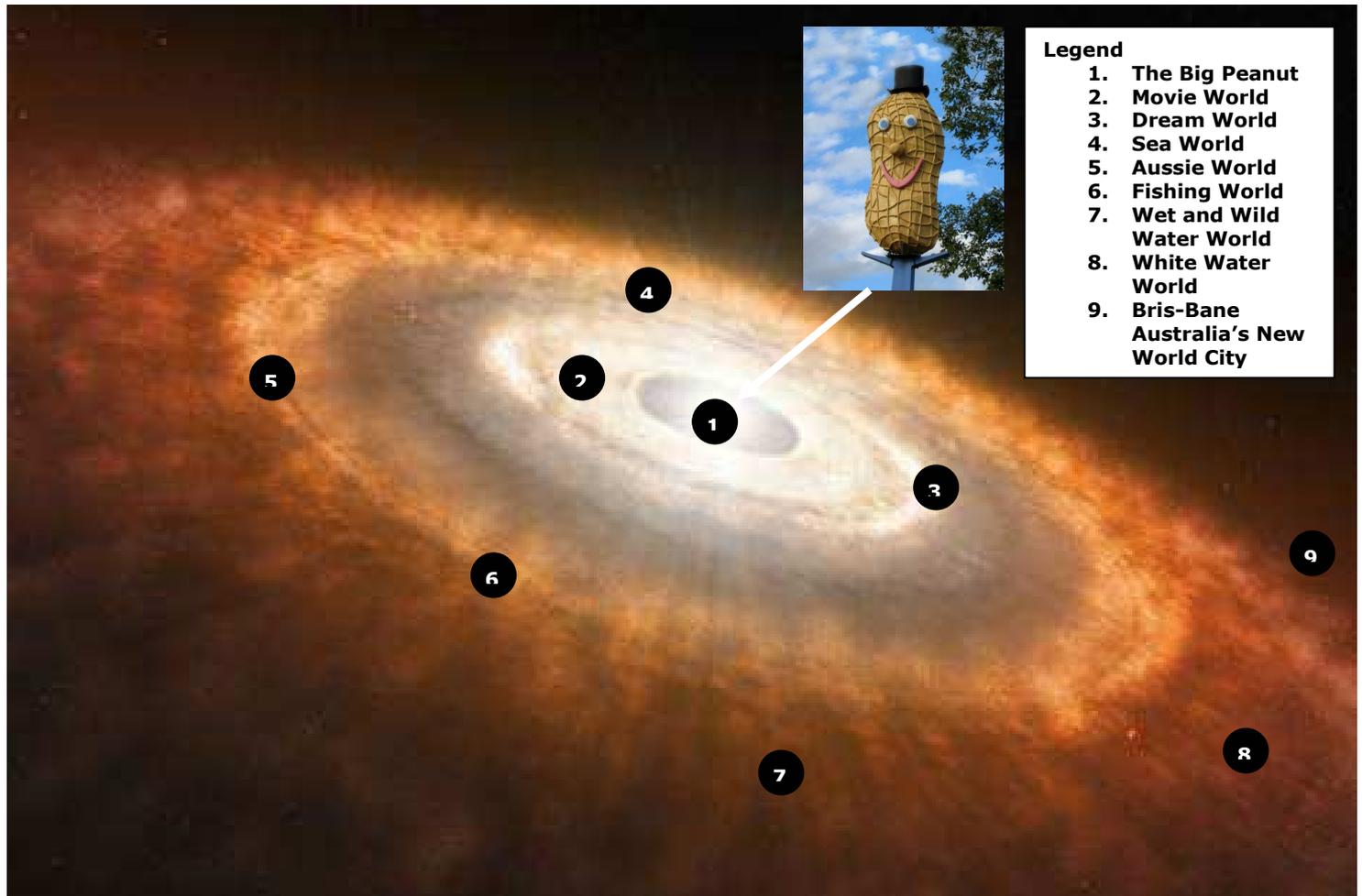
We departed early the next morning on the home leg of our journey. By midday we had crossed the border into Queensland, you begin to get a sense that things are different however you cant put a finger on the reasons for your intuition. The truth does not become apparent until you are well past the "border crossing.



This sign seemed to be the first clue leading us towards a scientific explanation for our feelings. The first conclusive evidence came from a malfunctioning GPS device confused about how to get to Maroochydore. It was as if it did not have a map of anything north of the border. As we got closer to the coast the evidence mounted until we were able to come to the inescapable conclusion.....

## Queensland is not a State of Australia but rather a Solar System!

I contacted our Science Columnist' Dr Weldon Snooper who was able to map the Queensland cosmos with its new World Centre and Worlds of various descriptions.



Dr Snooper has named the discovery "The Peanut Constellation" after the Big Peanut at its Atherton tablelands epicentre.

"The Central feature of my discovery is that the Big



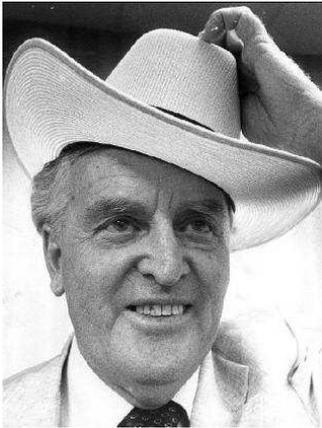
Peanut is made up of dark matter and photon particles colliding at the speed of light creating a façade of fake sunlight emanating from its centre while consuming all that venture into its gravitational pull. This atomic fusion emits neuro-toxic Radiation which prevents work

function explaining why the inhabitants of the solar system subsist on welfare payments and resits carrying a heavy object, a condition they call "Compo":

**Ah, gravity—thou art a heartless bitch.**

The outer rim is bounded by a eerie world called Brisbane where it is rumoured that a tribe of elderly Peanuts gather in ghetto's who's reclusive diamine is manifested by never quite getting over the fact that during the time of the world war (1942) a threat of invasion prompted the southern states of Australia to draw a line of withdrawal low enough rendering Queensland territory expendable and conceded to the invaders but only after a scorched peanut policy was applied.

The science if telling us that the "Big Bang" originated from Bris-Bane; the "New World City", and not the epicentre as one would expect.



Actually it happened during the Queensland Elections in 1968. Far from natural phenomena, it was caused by the ambitions of a Peanut Farmer and part time Dark Lord; Bjelke Peanutwalker. Through mastery of the dark side of the Force (Now known as the Qld Police) and the development of a Gerrymander Weapon of Mass Disruption, he became Emperor and remained so until 1997

As Master of the Queensland Empire he ruled in totality and taunted the southern states with cryptic verbal onslaughts; ***Don't you worry about that" "Just you wait and see." "Let me tell you, what is good for Queensland is good for Australia."***

During the height of his reign Queensland's reputation as a secretive rogue state was enhanced when Lord Bjelke had sex education banned in state schools, his Storm Police arrest comedian Rodney Rude for foul language, and in dawn raids removed condom-vending machines from university toilets. He had protest

marches outlawed and dissident Peanuts were -a - **"salted"** in the streets .....**Boom Boom!**

- **Below – A Bashing Victim**



Lord Bjelke made a bid to dominate the outer colonies by standing for Prime Minister in the 1997 Federal Elections. He was defeated by a democratic rebellion however Lord Bjelke was not prepared to remain quiet in his retirement. In 1998 he gave a separatist smurf herder Pauline Hanson a ringing endorsement, saying she had struck a chord with voters the major parties could not match -fish and chip cooked in pure Peanut Oil. **All said and done when Queenslanders think of peanuts they think of former Emperor Bjelke**



Dead the Emperor may be, power does the dark side gather, cloudy the future is, for where there is a Dark Lord there is always two; a **Master** and an **Apprentice**.

**Hmm!!!!**



**DARTH HATTER MP**  
**Federal Member for Queensland and**  
**Minority Government Power Broker**

Darth Hatter's biofuel political platform is more than coincidental, but in fact a step in a longer term plot to re-establish the Peanut Empire! Biodiesel has become a buzzword among advocates of petroleum fuel alternatives - but did you know the original "biofuel" was peanut oil and that the first Diesel Engine invented in 1892 ran on 100% Peanut oil. It is important to note that Queensland produces 95% of Australia's Peanuts

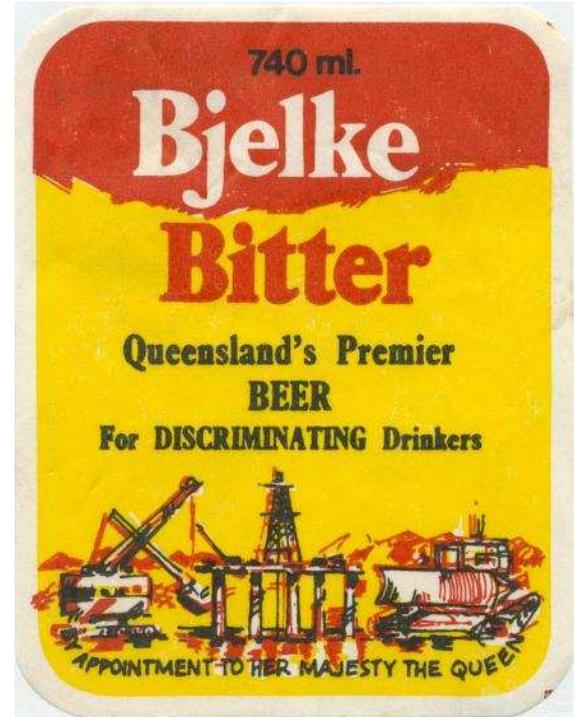
**Live long and Prosper - Dr Weldon Snooper Reporting**

Having set the scene we will now get back to the Nationals Event. Our journey was almost complete when we once again found ourselves lost in Maroochydore, damn GPS! With verbal instructions at hand from QLD Nationals Central Traffic control we arrived mid afternoon. Thanks Nev!. The accommodation was at the Coach House Resort a typical 1970's resort venue, - How Nostalgic. After registering both for our room and the event it was time to relax. The scene was serene and the cars looked great all lined up in the paddock as the sun set.



### Sun sets over the Accommodation Block at the Coachhouse

What can I say about the rest of the day; Beer was consumed over a hearty pub meal and I witnessed my first Cane Toad. Even while having a quiet drink you cannot escape reminders of Queensland Dark Past.



These constant reminders of the legacy of Emperor Bjelke reign, causes Queenslanders to be a touch sensitive about their identity and who knows it. As a mark of respect for their affliction (Disability) you will notice that any reference to persons living or deceased have been removed from this article or altered to protect the guilty.

Friday was consumed with new arrivals "P" talk, car washing, Beer Drinking and betting on the Cane Toad races

Saturday was the first day of scheduled activity. Pnuts were up early with chamois in hand removing the morning dew from their vehicles. After breakfast we had a briefing on the day's activities.

I must tell you the conversation stopper of the briefing was the girl in the pink bikini; and she was almost wearing it! Officialdom and welcoming speeches faded into obscurity as old men tried to make out they were not looking and wives whispered OMG under their breath. To place a photo in the mag would have been grossly inappropriate and sexist so we won't go there. This Victorian Club through their Magazine has a reputation to uphold.



Marcus headed off with the Hutcheon's on the observation run while I stayed back to fix my recurring drivers side door window problem. That story is the climax to a much bigger one so I will leave that for another issue. The Observation run finished at the Ginger Factory and was followed by Go Cart racing. I on the other hand relaxed by the swamp and enjoyed a few sherbets. Sunday was the day of the Concourse and after once again enjoying a breakfast and a Chamois down of the car we set off for the Ettemogah pub. The clouds came creating some worried looks on the faces of the QLD Club organisers reassuring us it was ok it was only liquid sunshine. The threat abated and we were treated to a great day of perving.....on the vast array of gleaming P76 lining both sides of the car park. I have to say that the Queensland club members certainly set the standard with their vehicles.

There were numerous pristine examples of how a P76 should look and be displayed and I think congratulations goes to the Queensland members for their efforts for which they should feel proud. In Victoria we have come along way in raising the bar on presentation of our vehicles over the years and I hope that with all the cars that our members currently have under restoration that we can mirror the QLD Members efforts. The Concourse winners are as follows;

**DELUXE CLASS**

Tony Deluca HDL000 White Deluxe 1st  
Shane Fox 41508H Deluxe 2nd

**SUPER CLASS**

**CENSORED** LP 76 Corinthian Blue 1st  
Greg Bryant 38744H Cream Super 2nd

**CENSORED** 74LEY Orange Super People's Choice

**EXECUTIVE CLASS**

**CENSORED** G 768 Bitter Apricot Executive 1st  
Alan Firth 45126H White Executive 2nd

**TARGA CLASS**

**CENSORED** Th 76 Brown Targa 1st

**CENSORED** M 76 Omega Navy Targa 2nd

**MODIFIED CLASS**

Jason Birmingham P76 Pink Modified 1st + Grand  
Champion

Jason Birmingham LEY076 Green Modified 2nd

**CENSORED** X 162 Bitter Apricot Modified 3rd



OWNER - **CENSORED**



OWNER - **CENSORED**



OWNER - **CENSORED**



OWNER - **CENSORED**



OWNER - **CENSORED**

I would also like to say a few words about engine bays. It is obvious that the Queensland club members put a lot of effort in the total presentation of their vehicle in its totality. Here in Victoria I think we do not put the same effort into the presentation of our Engine Bays as we do the rest of the vehicle. I have included a few picks for inspiration



On Sunday evening was the presentation dinner with its 70's dress up theme. Not everyone got into the spirit of dressing up but those who did seemed to have the wrong impression on the 70's; The 70's that I remember blokes had long scruffy hair or a Mullet with sideburns wore jeans, T Shirt, ripple sole shoes and a denim jacket. We did not all look like Garry Glitter wearing Elton Johns oversize "Dame Edna" Glasses. My vote for "Best Original Seventies impersonator" goes to none other than our very own David Walker.



The trip home on Monday/Tuesday was relatively uneventful except for two noteworthy events. We pulled into a petrol station around midnight in Coonabarabran. Marcus had been filled with stories from his truckie mates about there being problems with the indigenous population in some of the central NSW towns

With him buzzing around the car "checking stuff" while I fuelled it, an occasion transpired which prompted me to tell him to "stop his whinging black guts". Immediately following this he turned around to look in to the face of an Indigenous Australian who was standing behind him at the time. While Marcus still had his eyes and mouth wide open the Gentlemen said "Nice Car Mate"

The other noteworthy item is that we passed an AM-I Blue P76 travelling North towing a caravan outside of Wagga Wagga.

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# Committee Reports

## President Kneebone's Report



**Motor Finance Wizard says.....ZZZZZZZZZZ**

### **SOME SAY**

He chews criptonite in his high fibre low fat diet and wears brightly coloured eddible leartards under his truckies uniform

**and some say** his rellflexes are faster than a speeding Muppet.....



All we know is that we call him **President Kneebone**.

Hello members,

I hope you are all well and keeping warm now that the cold is suddenly upon us. Martyn and I recently drove his P76 to Maroochydore for the Easter National meet. It is sometimes only upon reflection you realise just how much fun the trip was. I am not going into too much detail as that will be covered elsewhere but I can let you know that the car ran faultlessly. It had one small oil leak that we remedied in 5 minutes and I was thoroughly impressed with Martyn's attention to detail in preparing the car for the trip. His aircraft background played a big part. Truck drivers do not make good passengers! At times I was probably too critical of my sidekick's driving but I just can't help it. Fortunately I think Martyn understands that I have issues with perfectionism and he gladly soldiers on with a smile! My wife agrees with him on many fronts.

The road trip for me was therapy and I really enjoyed it. Australia is a great place and a long drive reminds me of how little of it I have seen. No Bali holidays for me, just more of this fantastic place. We were kept company by Mike Chadwick on the way up who needs a massive pat on the back for his effort in driving solo. Bob and Sheena Hutcheon were in the same boat, and there was nothing but admiration from Martyn, David and myself for their great attitude and huge effort in getting there. David and Rachel performed well carting two juniors up the eastern seaboard. Elliot is a top little bloke who never gets grumpy. Good on ya mate. Thanks to Bob and Sheena for taking me along on the observation run which we won.

The event itself was a much anticipated opportunity for me to catch up with interstate mates. Neville was a legend letting me drive one of his cars and Jason and his kids most definitely made me laugh. Thanks to those people in particular. The New Zealanders (yes you Ed), Steve Maher, Greg Bryant, Riley Bradley and plenty of other top people need to be mentioned as well. Great company. One thing I have to add here is my amazement that Denise Morts (Greg's mum) car did not win its class at the display. I did some judging and looked at all the vehicles. It stood out to me, but then we all see things differently and opinions are an Aussie way of life.

Now for something that is a little more controversial. Quite frankly the way Martyn in particular and Steve to a lesser extent were received by some for their extensive VOLUNTEER efforts on both the national database and national body was Everything but Average!. People need to remember that there is no problem with criticism as long as it is delivered respectfully and constructively, especially when it is directed at volunteers. Apologies were made which is good but in future a bit more thought put into any criticism of such work should be considered. It is with this in mind that I extend a massive thank you to the Queensland Nationals organizing committee for a great event. It is a mountain of work and they did a sterling job. The next nationals will be in three years as the P76 40 year anniversary is in 2013 and the ACT club is doing a smaller thing for that. The 2015 event lies pretty much at the feet of the Victorian Club. We have not committed the club to it yet and are waiting to see what shape the next committee takes and if any other club members put their hands up to help. It is a very rewarding experience to be involved in such a get together and you do not need to be part of the regular club committee to do it. If you are thinking about doing some volunteer work then don't worry about feeding the homeless, help fellow Pnuts.

That is the longest rant I have had in a long time. If you have any energy left then read Martyn's account of our trip as at least that will make you laugh.

Thanks also to all the members contributing to the mag.

See ya.....Marcus

## Parts and Tech Report

### ***V8 Air Filters Scoop Purchase !!!!!***



*On behalf of its membership the Victorian Owners Club has purchased 30 Ryco V8 Air filters. These filters are now hard to come by and if you get them off Ebay you will probably pay through the nose.*

*We are making them available to members for \$35 each and we expect they will be snapped up quickly. There will be a purchase limit of 2 per member and we will take a very dim view to any member who we see attempting to auction their club purchase on ebay.*

*To order call John Ernst*

## Members Articles

### **P76 Nationals Easter trip – by Bob & Sheena Hutcheon**



We left Melbourne on the Wednesday after work via Shepparton and onto the Newell Highway, driving through most of the night with just a minor sleep stop. It was easy finding our way as there were P76 parts strewn along the highway probably off Martyn's car. Well north of Goondiwindi we stuck to the to the 100 kph limit as cars sped past us. One was a Nissan Patrol probably doing 200 kph – the driver (Dave) reckoned that if you reduce the time between fuel stops then you save fuel?

Late on Thursday afternoon we passed through Beewah and noticed two lost olive and apricot P76's (Mike & Martyn). We continued and stayed at Noosa for the night. Friday morning we made our way down to Maroochydore and booked into the hotel, registered for the events, then off to the beach for a swim. Saturday saw us take part in an observation run through the Hinterland. It was a pleasant scenic drive with Marcus joining in the back seat and picking up on all the clues. **Left: Bob and Sheena with their award for the Observation Run.**

We went to the beach again afterwards for another swim then back to the hotel for a sausage sizzle and interesting talks. Sunday saw us taking part in the concourse with some

fine cars turning up. Looks like the Queenslanders spend a fair bit of money on modifications. In the afternoon we

visited Bowden's to view their expensive car collection. It was so exciting that there were 4 blokes sitting side by side at one stage fast asleep. Then dinner and presentations on Sunday night and to my surprise we had won the observation run. We left very early Monday morning and got back to Melbourne within 21 hours – our P76 made it with ease.

**Cheers Bob and Sheena**

## **My P76 Project by Chris Bardwell**

Hi fellow members, I cannot stand the nagging any more from our illustrious editor so I thought I would share an update and a few pictures of the progress on my P76 Restoration Project. I purchased the Bold as Brass V8 4 speed Super in 2010 from James Mentiplay (WA Club).



**Pictured left the car as picked up -prior to any work being done.**

I have decided not to do a "to original" restoration but rather build an eye catching custom machine. I have completed a lot of the necessary work to the point where I can say the car is in the final stages of its restoration now.

Pictured below are the wheels that purchased for it; I had them on the car as a trial to test fit. On the rear I will be running 295/50/15's on 15x10 Performance Challengers and on the front 225/60/15's on 15x7's. Unfortunately the 225's on the 7's scrub on the studs so I have some 2" wheel spacers to push them out.

There were a few rust and body repairs required prior to respray. The rust was mainly in the boot floor.



I have painted the body, engine bay and the two rear doors so far. Pictures show the engine bay after painting fitted up with some shiny stuff and a 3 core VK V8 alloy radiator. I have also completed some work on the interior Dash panels I have applied brushed alloy vinyl covering/sticker to replace the curled plastic wood grain.

I hope to have the car registered by November..... Thats my hope anyway

**Chris Bardwell**



## Tasmanian Show and Shine Success - Bob Findlay

At the last two "Show N Shine" events I attended in Tassie the "SPANISH OLIVE" Executive was recognised as a genuine Aussie Classic Car contender with the award of two trophies

- Devonport Motor Show held at the Mersey River, attended by over 400 show cars – Awarded "Top Ten - All Cars"
- Tasmanian V8's held at Symmons Plains on the following weekend attended by 75 show vehicles Awarded "Top Five" – All Cars.



*(Editors comment – You would think the Judges were drawn to Bob's car by the colour (NOT!!!) On the contrary these awards are a fantastic achievement as they were won despite the colour!!!!*



Both events were organised by Shannon's. There seems to be a resurgence of interest in the P76's by the judges and spectators alike as attested by the favourable comments made at presentations.

**On behalf of the Club- Congratulations Bob!**

## Longford Revival by Nick Kounelis

I attended the second "Longford Revival" Tasmania after doing a bit of work to my Orange Super. I had an early start; on the road by 7.00 am and surprisingly there was little traffic going my way. I didn't see or passed any classic cars along the way until I arrived at the gates at about 8.37am.

The car performed faultlessly, definitely an improvement over its earlier set up. I parked next to a Maserati Ghibli, one of my all time favourite 1960's cars and met up with many of my old friends. I wonder if the Maserati was a Giovanni Michelotti Design?



During the day I noticed a lady with her husband mesmerised by my car. I introduced myself and in conversation she revealed that she owned a Home on the range exec in Launceston from 1976 to the early 1990s. I new of and informed her of the cars current

Bob Findlay with his Spanish Olive "Green Machine", had been set up from 8.00 am even though the event would almost be within walking distance from his house!. All the cars competing did some practice runs and it was great to see the Bathurst A9X and the True blue XD Falcon Group C Touring cars from the Bowden Family collection.



position. Parts of the "a" pillar posts headlining in my car was out of this Exec, given to me by Kerry Quinn the current owner of this car. Kerry rescued the exec after this lady's ex husband sold the car registered for about \$600 and the young guys drove it to Hobart ripped out the engine and left body shell at the tip.

When Kerry saw it and took it home. It had a black interior and factory air car. Kerry wanted it for the AC set up he needed for a Nutmeg Exec he was putting back together. The lady indicated that she would ring me to get the current location address. By the way she was talking her sons wanted to rescue the car to restore it.



I caught up with Bob after lunch and we chatted about the cars that people has told him about. There is another Super near Ulverstone that might be coming up for sale and another Home on the Orange body shell, at the back of Westerway.

I checked out the rest of the cars at the event and there was a black 1959 Aston Martin Zagato that was a concourse restoration complete with aluminium body panels that appeared like a mirror paint wise (see the pic) The Flying mile speed event showcased cars that were very impressive to watch and hear especially the highly tuned V8's, and some were getting up to 260 kph

I went back to Relbia to stay with Andy Firth and his wife Judy where I got to see his immense shed and great P76 car collection. The next morning and day I spent with Andy Frith, and went again to Longford but that warrants another separate story next month so stay tuned.



The orange car got home on the same tank of petrol I left with and I wondered why I was pulling away from all the traffic. The only car that overtook me there and back was a current model Passat twin turbo diesel and On the trip home I realised that 3000 rpm in top gear in the P76 represents 120KPH!

I doubt that the car will make 572 klms on 1 tank of fuel ever again but the grin on my face is worth the extra fuel costs!

**Cheers Nick**

## **Last Months Kellow's Falkiner Dealership Story follow up – By John Beatie**

I found the story in last months issue of ABA interesting and I thought our readers would like a follow up story. I bought my Bitter Apricot Executive from the Kellow's Russel St showrooms. I had originally ordered a car from Fiske Bros Motors at Box Hill but after waiting 8 months they still could not get the car I wanted, Then I saw and advert in the Melbourne Herald where Kellow's had advertised twelve P76 ready to sell. I rushed in on 16th Jan 1974 and placed a \$20 deposit on the car we have now and picked it up the day before Australia Day. An image of the original sale documents are below. You will note that we traded in Linda's Triumph Herald for \$200..50 After I had restored the body of the Herald, the twin SU, the motor and the brakes were still R/S. When Kellow's asked me to drive it up the ramp to the first floor car park I was terrified it would not make it to the top. Whoever eventually drove it down would have a fright when they went for the brake.. Also note that on the Kellow's Receipt it mentions Rolls Royce, Bentley, Morris, Austin, Jaguar and Triumph but no mention of Leyland. Kellow's used that small receipt book 44 times between when I ordered the car on the 16th Jan and took delivery on the 25th Jan; Busy Shop!! I had the Executive serviced at Kellow's during the 3 year warranty which also gave me Free parking while I worked in the city. During that time I noticed that there were no more new P76 to sell. Kellow's took up a Peugeot franchise to fill the gap. About the time my warranty ran out, I also moved to work at Clayton so I changed to a different workshop. I still remember the new P76 V8 long

motor wrapped in plastic mounted on a pallet on the showroom floor when Leyland stopped production. I think it was priced at \$500. and I still wish I had bought it. Of course they sold Mini's for a while, beside the Peugeot 504's. The Russell St Showroom is now a Hotel just like the St Kilda Showroom.

John Beattie

**KELLOW FALKINER Pty. Ltd.**  
 196-218 RUSSELL STREET, MELBOURNE 3000  
 Telephone: 66 6042  
**ROLLS-ROYCE, BENTLEY**  
**MORRIS, AUSTIN, JAGUAR and TRIUMPH**

No 48251

INVOICE ONLY

M MR. J. A. BEATTIE,  
 4 KUBBA ROAD,  
 RINGWOOD. VICT. 3134.

25th. January, 1974. 19

SOLD BY	ORDER No.	ENGINE No.	CHASSIS No.	REG'D No.
L. COX	48251	4412 1081	076B4S4A44/2074	LTJ-

To 1 P76 V8 A/T Executive Saloon, (H)

Colour - Bitter Apricot/Parchment Trim,  
 KEY.NO. NH-2239. Ign. Strg Lock, Door,  
 FT-111. Boot & Glove Box,  
 A/T.No. 5337.

Incl. Sales Tax	\$4525.00
To Registration Fees, Act Insurance, Weighing, Fitting Number Plates	93.50
Delivery Fee	50.00
Stamp Duty	92.00
Factory fitted Air Conditioning. Ser.No. GK-5570.	435.00
Side Moulding strips	35.00
	<u>\$5230.50</u>

By allow on Used Triumph Herald  
 \$200.50 Regn. No. JWF-723  
 20.00 Stock No. 22995.  
 Dep Paid \$220.50

DEPOSIT \$220.50 BALANCE \$5010.00

*own. Ins.*

No 111483 16-1-74

RECEIVED from MR. J. Beattie

the sum of Twenty Dollars

being P76 Executive with air-condition.

KELLOW-FALKINER PTY. LTD.

\$ <u>20-00</u>	per <u>RBW</u>	S. D. 472 <u>cash</u>
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No 111527 25.1.74

RECEIVED from Mr. J. A. Beattie

the sum of five thousand & ten Dollars

being payment Jw-48251 P76 V8 HK Jwce S

# CLASSIFIEDS

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## Parts Trader

**New Fitted Carpet Chocolate Brown** made by Tru Fit Carpets new and surplus to requirements.  
**Please contact Bob 0409 160 116**

### Club Parts

**Windscreens** - \$185 Ea.

**Reconditioned Starter Motors** \$135ea. The starters come with a 6 month replacement guarantee and are sold on a changeover basis.

Please contact John Ernst (Parts and Tech).

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## Parts Wanted

Leyland P76/Force 7 Tachometer  
Original Leyland 8 track tape player  
Twin carburettor set to suit Morris Marina TC  
**Please contact David 0409 675 648**

Leyland P76 Executive Carpet Ginger Brown  
New or Good S/H  
Leyland P76 Executive Boot Carpet New or S/H  
**Please contact Bob 0409 160 116**

Leyland P76 Factory Air Conditioning under dash unit  
Set of Targa Florio Wheels  
**Please contact Carl 0439900835**

## Vehicle Trader

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**Spanish Olive Leyland P76 Super V8 Column Auto VIN 076B4S3C442086 VGC**, RWC, Reg Jan-11, B&W plates, VG interior very good, comes with recliner buckets and original



imperial leather fixed buckets, interior parcel tray re trimmed and top of back seat re trimmed in original vinyl. New kmh speedo, working clock, new light and wiper switches, dash top excellent condition, door trims excellent cond. Exterior:

honest, original paint excellent for its age having been garaged most of her life very straight, no rust. New grill, bumpers very good. Tow bar. Remanufactured heated and tinted rear screen. Running gear brakes suspension: new old stock rear shocks, refurbished front struts, re-bushed strut tops, new old stock lower control arms with 60k on them, new old stock front discs never been skimmed, new rear brake cylinders, new shoes, kits through master cylinder and calipers. Engine low k pulls very well, auto sound, ice cold under dash aircon with all new hoses and condenser. Straight gas impco system 80 litre tank 2 years old electronic ignition, new old stock distributor. **\$8,000 ono contact Mick Clarke 03 9729 4005**

**Country cream super VIN 076D4S3M2615974 Eng No. 2603/1954** Four speed 6 cylinder. Under dash air con, excellent Imperial Leather interior believed to be very low km car (38,000km) no reg or rwc suit restoration. some rust, paint fair, body work needs attention excellent running gear needs new clutch and may have blown head gasket. Drove really well when I brought her over from S.A. couple of years ago went up hills like a train but some overheating probs due to lack of use by previous elderly owner. **\$1800 Contact Mick Clarke 03 97294005**

**Leyland P76 Super Six T-bar Auto. VIN 076B4S3A261253** Resprayed in original colour, any rust cut out and repaired, new windscreen, tinted rear screen, new door rubbers, new waist seals, new grill, new indicators and surrounds, new wheel arch trim, new old stock petrol tank. New old stock wiper washer motor, heater core reconditioned. New old stock exhaust tail pipe. New rear brake cylinders.

Suspension all good, reconditioned auto box, motor needs work lost all its oil out of the breather thats the only reason I stopped driving it!



Interior: parchment, black carpet, parcel tray re-upholstered, drivers seat very low k no sag, new old stock speedo, fuel gauge, temp gauge and wiper/headlight switches. Prize winner for best six at club concourse, car was at national meet Cootamundra drove up beautifully sad the engine went a year later, and i am letting her go as I have to rationalise my collection.No reg or RWC but little to do for that. **\$3,000 Contact Mick Clarke 03 9729 4005**

You can advertise your vehicle IN HERE for free

Please contact Editor at [leylandp76@gmail.com](mailto:leylandp76@gmail.com) and provide a short description including the VIN or engine number and photos for your entry Items will be advertised for three months. Contact the Editor to extend your advertisement or to remove it if sold.

**VIN 076B4S2C441361 V8 Column Auto Deluxe** with Super seats, door trim and grill, Still has the original Deluxe Rubber Mats \$3,000 **Contact Rod Warrick on 0428 861 695**



**VIN 076A4S2N441838 Deluxe** with Super seats, door trim and Grill/Lights Config. Was originally a 3 Spd Column Shift Manual now a 4 speed floor shift Dual Fuel Restored 10 years ago

**\$6,000 Contact Rod Warrick on 0428 861 695**



**VIN 076B4S4A441302 Corinthian Blue Executive T Bar V8** Auto Black Interior, Factory Air Cond. Car is in good restorable condition and has been shedded for many years. Car is relatively rust free except for the bottom of the spare wheel and the transmission is suspect.



The vehicle comes with a parts car; Bitter Apricot Super **VIN076B4S3A441480** complete with a Terrier motor, a reconditioned auto transmission and many other spares. The cars are located near Stawell in country Victoria \$3,000 the lot, **Please call Andrew Stewart (03) 5359 8233 or 0428 382 494**

