

Anything

But

Average



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**Official Publication of
the P76 Owners Club
of Victoria Inc.**

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS
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This publication is not for sale to the general public and is only available through membership.

COMMITTEE

PRESIDENT:

Marcus Kneebone
317 O'Neil Rd
Beaconsfield Vic 3807
Mob: 0416 508 005
Email: mkneebone@aanet.com.au

VICE PRESIDENT:

Trevor Van Der Heyden
10 Walmac Close
Tooradin Vic 3980
Mob: 0414416356
Email: trevor.cassie@bigpond.com

PARTS & TECH:

John Ernst
81 Mackey Rd
Churchill Vic 3842
Ph: 03 5122 3809; Mob: 0429 007 080
Email: p76parts@gmail.com

REGISTRAR:

Martyn Hayes
245 Windermere Rd
Lara Vic 3212
Ph: 03 5282 3158; Mob: 0438 170 691
Email: gabblers76dictum@dodo.com.au

SECRETARY, PUBLIC OFFICER & CLUB REGISTRATION OFFICER:

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409 675 648
Email: davidwalker1977@hotmail.com

TREASURER:

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

EDITOR:

Martyn Hayes
245 Windermere Rd
Lara Victoria
Ph: 03 5282 3158; Mob: 0438 170 691
Email: gabblers76dictum2@dodo.com.au

SOCIAL SECRETARY:

VACANT

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Cover :

**Factory Black V8 column auto Deluxe with vinyl roof and Antique Parchment bench seat interior
Ex Funeral Vehicle Owned by Rod Warrick (VIC Owners Club) "I think P's Look Great in Black!!!!!!"**

Editorial

Fellow Pnuts

This is the last (10th) issue of ABA for this membership year. I think we have a great Mag to cap of what has been a great year with a raft on new memberships and a resurgence of positive interest in the Leyland P76.

For this issue we return to the Member Roast and my thanks to Bob Findlay and his lovely partner Georgette for being such great sports. We also have an article on the US Transam Rally P76 Entry results, the Powerhouse Museum Collection (P76 Panel Fixture), Leyland Dealer Network and some banter on the number and location of surviving Force 7 Vehicles.

I hope you enjoy the read and don't forget your vote matters so be at the AGM and Vote for Me, Editor!

Have a great Month
Martyn and Silvia

Papercut's Member Roast



Victim Bob Findlay Tasmania Branch
Nick Name Dicky Knee Bob



Findlay is an ancient Scottish Name. It is derived from Gaelic **Flonnlagh** meaning "**Fair Hero**" and the Findlay's were the descendants of the Chiefs of the Clan Farquharson. The official Findlay family motto is "**Fortis in Arduis**" meaning "**Brave in Difficulties**". bearing absolutely no resemblance to the Bob we know

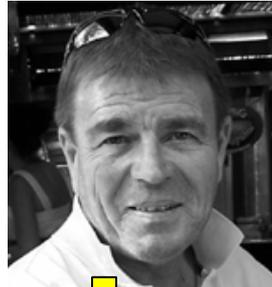
It is important also to note that the Farquarson clan supported the Scottish

King, Robert the Bruce, who was in fact the two faced snitch that handed Braveheart (William Wallace) over to the English King Edward to a fate of torture and death. Mel Gibson has never really got over it and some attribute recent outbursts and violent behaviour to post traumatic stress based on this ordeal. What does all this have to do with Bob (Farquarson) Findlay I here you ask?absolutely nothing! His Scottish heritage does make for a good photo of Bob in his Kilt; that's him on the right



Bob was born in Hobart Tasmania on 30/9/1951 and spent his youth practicing for his true calling; an Aviation Fire and Rescue Officer.

This desire came to him when his parents bought him a Thunderbirds Uniform. **(Left)** This started a career defining chain of events.



We now know that at 18 Bob landed his dream shot career starter with International Rescue (Thunderbirds). We used state of the art facial recognition software to prove that Brains is in actual fact Bob. Check out the resemblance for yourself allowing for the addition of old age.



From Left - Brains(Bob), Gordon, Alan Scott, Virgil, John and Penelope

It turned out that this gig was not all he had hoped as his pink rimmed glasses did not ooze the charisma required for a "Tough Guy Rescue Jock" image.



He had to be content with just being "Brains" while Virgil, Scott, Jeff, Alan and Gordon Tracy took all the glory.

Bob left the organisation after 2 years. Officially he left because they all act like puppets and there were too many strings attached **(Boom Boom)**, however, our roving reporter has dug up rumours of an affair with Lady Penelope that went South when Bob insisted on having sex in the boot of a P76 while fanaticising he was in control of the Thunderbird Jet Mole. **(Right)**



It would be some years before Bob would find a partner willing to satisfy this fetish

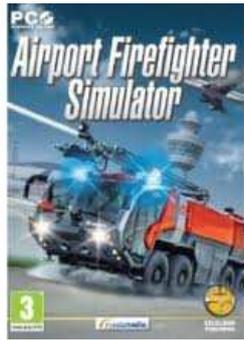
Bob joined Air Services Fire and Rescue in 1977 and has been based predominantly at Tasmanian Airports for most of his career.

I interviewed him about his job and asked a couple of pertinent questions with the following responses

Q1 "Have you ever rescued anybody" **Bob's Answer** "Lots of times we have great software for it".

Q2 "Have you ever put out a fire". **Bobs Answer** "Only ones we light".

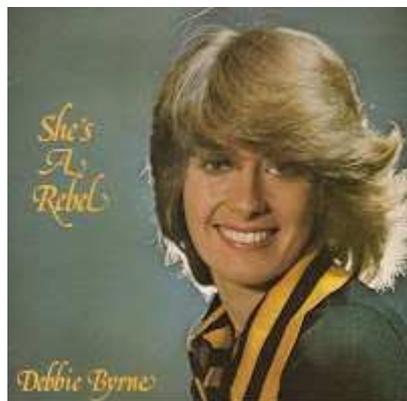
Q3 If you don't rescue people and don't put out fires what do you do on your 12 hour shifts. **Bobs Answer** "We make some coin on the side cleaning windshields"



Bob's partner of 11 years, and my partner in crime in putting together this roast, Georgette (Jet) has some interesting stories to tell about Bob

Those of you who grew up in the Seventies will remember young Talent Time Star Debbie Byrne. Debbie went on to a solo career and shot to fame with two hit songs *He's a Rebel* and *DA DOO RON RON*

Debbie also got into theatre and did a show called *Girl Girls Girls*. Having set the scene I will let Jet tell the rest of the story.



"On a particular night we decided to re-live the 70's and went to a concert called "Girls, Girls, Girls". We had an absolute ball and having had a few bottles of wine (no-one can remember how many) the show came to a close and the "Girls" came out to join the audience. Bob and my

brother in law, (both not being bad looking guys) the "Girls" decided to make a bee line towards them. I think they got more than they bargained for when Bob (in a drunken stupor) reached across the table and grabbed Debbie Byrnes' hand, nearly pulling her arm out of joint,

and then proceeded to declare his undying love for her, as well as her being the love of his life. You can imagine the look on her face when she realised "I" was sitting beside him.. The only thing she could think of to say in typical "girl" style was "I like your top, did you get it locally?". So apparently Debbie Byrne is the true love for Bob and not me.... "Lucky Debbie".....!!!

Bob is also a mischievous voyeur as it turns out. He takes the lovely Georgette to car shows and sneaks off to watch as all the old guys reminiscing stories of the P76, come up and bend Jet's ear. Jet tells me that once a guy came up, read the sign that they display with their car at car shows, in particular the part about "Bet you cant root in your boot" and was promptly asked "Your Boot or Mine"

Bobs first car was a 1948 FX Holden, however, like me Bob has had an interest in Leyland P76 for many years. This interest started when two of his mates bought new Leyland's in 1973 and 1974. Bob at the time just had to be content with riding in his mates cars as he was broke due to the undisclosed settlement of his split with Lady Penelope. It took him 30 years before he could buy one and even then all he could afford was a Spanish Olive!.

Bob purchased the Executive **076B4S4A441494** from QLD and has a record of 3 previous owners. The car was originally purchased by Connie Eggleton (NSW) whom it is believed owned two Leyland P76; this Spanish Olive Executive and a Super. Both cars were sold on her passing



When bob purchased the vehicle it was in very good original condition. The car is an excellent example of a P76 Executive (Albeit Spanish Olive) and has Factory Air

and Power Steering. Bob has "freshened" it up with some paint repairs and TLC and as a testament to his efforts the car has been recognised at car shows throughout Tasmania including two officiated by Shannon's.

We started this Roast which some information about Bob's Scottish heritage and a photo of the "Wee Bobby" in his kilt attempting to lift a 56Lb Scottish Throw Weight. Well, we thought we would finish with another photo and an opportunity to run a competition.

THIS MONTHS COMPETITION

There could be many lines and wise cracks I could make with this photo however restraint is my middle name, this is your opportunity to send in a caption.

The winner will be judged by the Committee - First Prize Ryco V8 Air Filter. All entries will be published in the next mag, however the Editor, whomever they may be (Vote for Me, Pick Me, Pick Me) will be censoring as necessary.

CAPTION



Bulletin Board

New Member

We have a new member this month so on behalf of the committee and the membership I would like to welcome **Mike Wayth** of Maldon Victoria. Mike contacted me seeking assistance with finding a P76 and has recently completed the purchase of a Restored V8 Deluxe from Rod Warrick

Coming Events

AGM

ANNUAL GENERAL MEETING

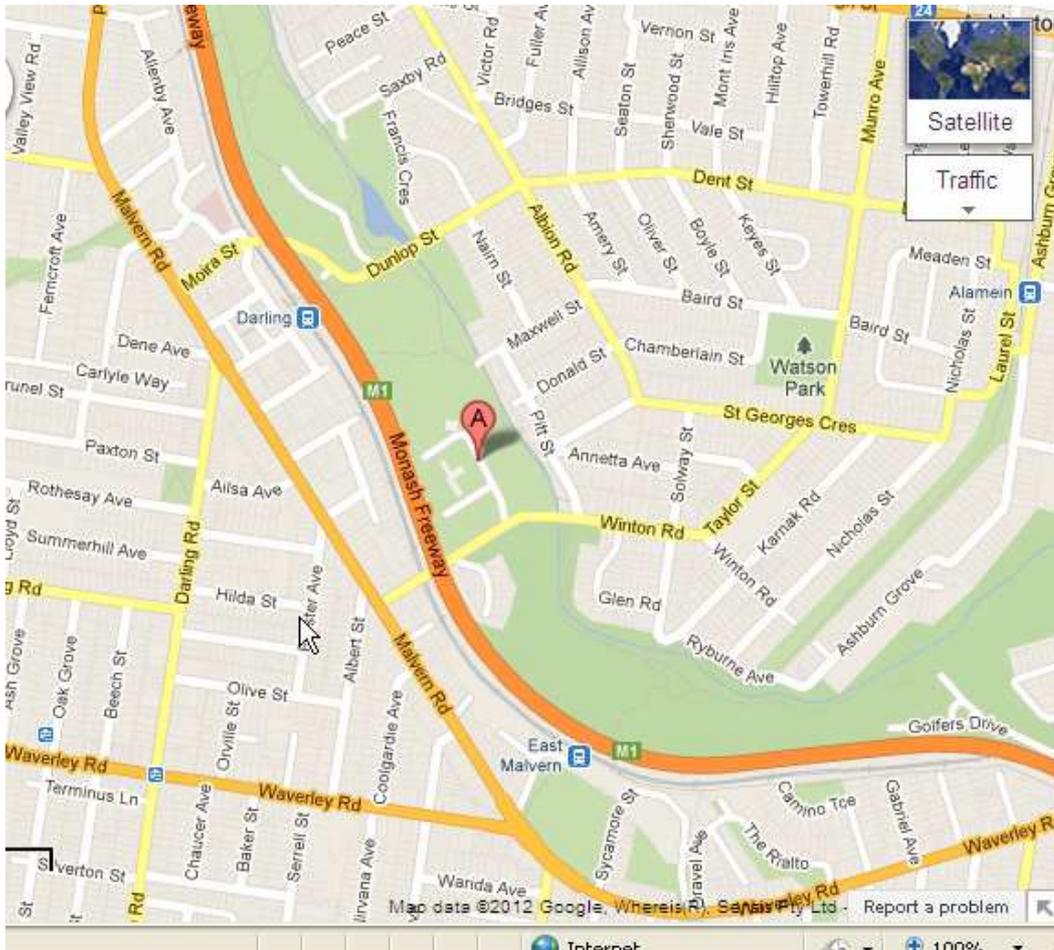
The P76 Owners Club of Victoria Annual General Meeting will soon be upon us!!! This is an important event on the Club calendar, not only is it a statutory requirement for an Incorporated body such as ours, it is an opportunity to get together with your fellow members, have a meal together, take an interest in the health and direction of your club have your say and to elect a new Committee to take the club where you would like to see it go.

I know you have all been tingling with anticipation for this one so Pencil in the **21st July 2012**

This year we have a new venue-The **East Malvern RSL Club Stanley Grose Drive East Malvern Note:** there is no direct access to Winton Road from the Monash Freeway - See map on following page.

The meeting will be conducted between 2.00pm and 3.30pm. Tea/Coffee (TOC) and dunkin bickies will be provided throughout the afternoon. For those who wish to partake a meal with mates you can enjoy a meal in the Bistro from 12.30.

If you wish to have lunch at the venue please call Katlin O'Donnell on 95712058 to book. Please mention you are with the Leyland P76 Group.



A Committee Position written nomination and Proxy Vote form accompanied the last newsletter and I included a detailed explanation of the roles and respective responsibilities for the gazetted committee positions in accordance with our constitution

If you wish to nominate yourself or another consenting member for any Committee Position please complete the form and return it to the Secretary (Address is on inside Cover) or bring it with you to the event. You may also enter a proxy vote for any nomination.

If you have an agenda item that you would like to have discussed at the meeting, please inform the Secretary.

Social Pages Events Calendar

July 2012

Mon	4th	Committee Meeting - East Malvern RSL Club Stanley Grose Drive East Malvern. Dinner at 6.00PM Meeting from 7.00PM	
SUN	8th	Mid Winter Cruise , VIC Conti Hotel, Sorrento 10:30 AM - 3:30 PM Register in the Food Hall at the Frankston Power Centre located at the Frankston end of the Peninsula Freeway from 9:30am to 10:30am. Cruise along the bay arriving in Sorrento about one hour after departing Frankston, leaving plenty of time to find a lunch spot.	
Sat	21st	Annual General Meeting - East Malvern RSL Club Stanley Grose Drive East Malvern. 2.00pm to 3.30pm	
Sun	22nd	Werribee Swap Meet Werribee Race Course 8.00am to 3.00pm [MEL 205 F9] Admission \$5	

August 2012

Sat-Sun	11th-12th	Winton Festival of Speed, VIC WINTON MOTOR RACEWAY, OLD HUME HIGHWAY, BENALLA 9:00 AM - 4:00 PM The Festival of Speed features retro touring car racing, celebrating classic eras of Australian motorsport. Highlights of the 2012 Festival of Speed include the Rose City Touring Car race 25 laps plus Top 10 shootout. Winton Group C & A Trophy race (including a pit-stop), Sports Car Tourist Trophy race, Grand Parade Sunday and Classic Car display. There will also be collector and automotive trade stands.	
Sun	12th	6th Cobram Swap Meet, VIC COBRAM SHOWGROUNDS, BANKS STREET, COBRAM 6:00 AM - 2:00 PM. On Sunday August 12th the Rotary Club of Cobram is hosting the 6th Cobram Swap Meet and All Wheels Show & Shine at the Cobram Showgrounds. Vehicle entry via Banks Street or Ivy Street, pedestrians via Punt Road. All Wheels Show n Shine 9am - 2pm.	

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.

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

Committee Reports

President Kneebone's Report

SOME SAY He still wears the bootie's his mum crocheted for him when he was40
AND SOME SAY he snacks on Teething Rusks and suckles from the trucks radiator

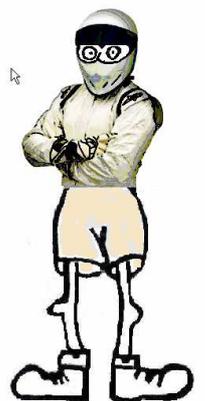
All we know is that we call him **President Kneebone**.

Hello Members,

With the Annual General Meeting upon us there is not much to say in this issue of ABA for this membership year that won't be addressed at the AGM. I would like to say that on my debut year as President, I have thoroughly enjoyed serving the membership in the role. The First Lady and I have had a tough year balancing the sum total of my time commitments between child sports for our three kids, Work Commitments and Club Activity, so I do hope that what I have been able to do is seen as being valuable and constructive.

I would like to recognise the support received from a team of dedicated and committed individuals who have served as committee members this year. The Vic Club remains healthy and is going from strength to strength. We are about to elect a fresh batch of Committee (Or a Bunch of Hand-Me-Downs) for the coming year so please come give your support by coming to the AGM, catching up with your PNut mates and have a meal over a refreshments. Don't forget our AGM is less mentally taxing than the Brownlow medal count and less expensive to frock up for than the Logies but no less important on the annual events calendar.

President Marcus Kneebone



Parts and Tech Report

I have had numerous discussions with members frustrated by the "Click Click" instead of the "Vroom" when turning the ignition key. The problem usually gets blamed on the Starter Motor and Solenoid and as we all know a Starter overhaul is not cheap. I have thermo fans fitted to my car and every time the fans had been running the heat soak onto components under the bonnet invariably lead to the old "Click Click" when attempting to start the car. This always happened at the worst embarrassing moment (Stalled at the Lights, or when trying to leave a petrol station after filling). I fitted one of the club serviced starter motors hoping this would solve the problem but alas it persisted.

I read this extract from a Leyland service bulletin and applied the fix to my car. I am very happy to report problem solved. I would suggest to anyone having these problems try this first its much cheaper than a starter overhaul.

Martyn Hayes

C 4/75

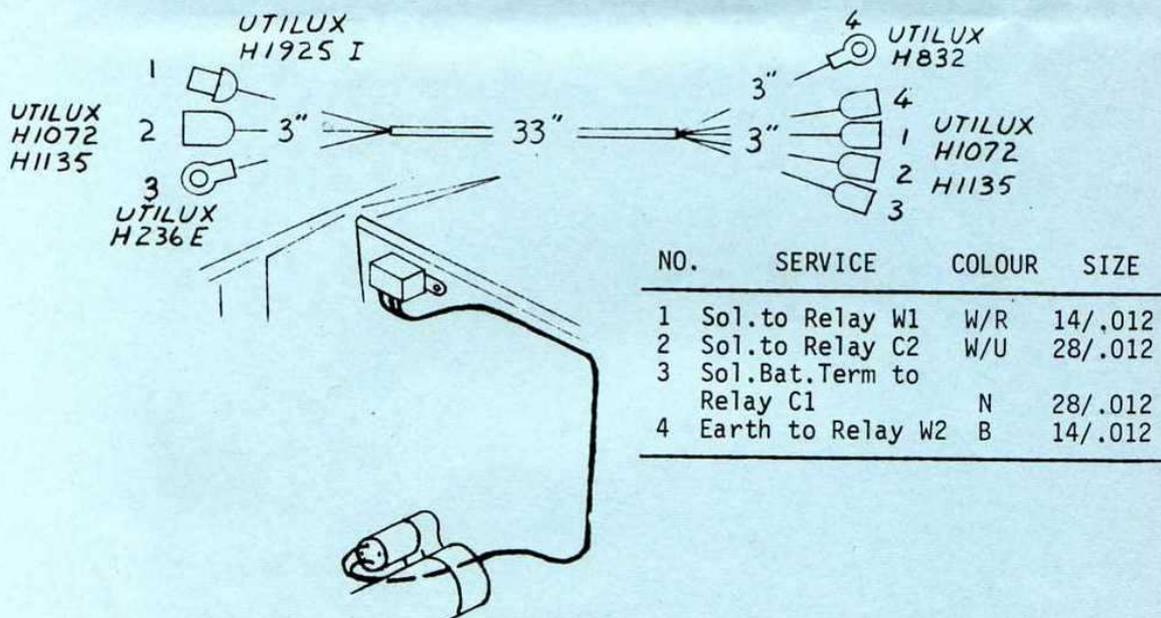
INTERMITTENT STARTER SOLENOID OPERATION

P76

Further to Bulletins C 27 and C 37/73.

Should test indicate considerable voltage drop in the ignition switch to solenoid circuit, the following method offers an alternative solution.

1. Fit Lucas relay Part No. 33213 to the plenum chamber wall on the RH side.
2. Manufacture wiring harness as shown in drawing.
3. Route cable over brake servo and follow main harness to starter solenoid.
4. Remove white/red cable from the starter solenoid and connect to male terminal on harness.
5. Connect white/blue cable to starter solenoid terminal.
6. Connect brown cable to battery terminal on starter solenoid.
7. Connect harness to relay as shown.
8. Fit earth cable under relay fixing screw.



LEYLAND AUSTRALIA
SERVICE DEPARTMENT
DOI-Y-380, 393, 339

RANTINGS OF A P NUT

The Secretary's Report

Hello everyone,

We are half way through the year already! I don't know how time slips away these days but I guess having two children to look after and a full time job helps make the days fly by.

My P76 cylinder head is finally finished and back from the head man. All I have to do now is assemble it and refit it to the car. While I have been waiting I have purchased the required 90° & 180° mandrel bent pipe so I can make up a set of extractors and I have recently purchased a twin carburettor set of a Marina so I can make a casting of the inlet manifold and make up 3 manifolds out of alloy to use 3 SU carbs. (just like the Bathurst Marina had)



The Twin SU set I have pulled apart and I am currently in the process of reconditioning the carbs. They are a factory "TC" Marina set so once they are finished I will fit them to Rachels Marina. Just for laughs I will take the Marina to work and run it on our Dyno to get a HP reading and then I will fit the Twin SUs and redo the Dyno run to see if they produce anymore HP. I might even have a new larger exhaust system made & fitted just to see how much extra power I can find.

The second Mini engine I have been working on is now finally finished. Once again I took the car to work and did the final tuning on our rolling road Dyno. Both the mini engines I built used a Weber carburettor so there is plenty of room for tuning them with hundreds of jets etc available. We have a good selection so just changing parts and re testing will give a good indication if we are going the right way. The initial run showed that the engine fuel mixture was too rich and it was making 63hp and by the time we had finished it made 73hp atw. That's up there with most Mini race cars with much larger engines so to get that sort of HP from a 1100cc engine is great! I can't wait to see the look on the owners face when he comes and picks up his car and drives it for the first time.



Now that the end of the financial year is upon us our AGM is coming up. I have been the Secretary for a number of years and I am happy to continue my roll for this next year. Of course there will be other positions available on the Committee so if anyone would like to take on the Secretary role I am happy to do something else!

We need your input and help to keep this club running. If you would like to volunteer you time and become a Committee member please come along to the AGM and put your hand up. Being on the Committee is rewarding and enjoyable experience and this club thrives on new ideas. You will be welcomed.



I look forward to seeing you at the AGM.

Regards

David.

Members Articles

TRANS AMERICA TRIUMPH By Steve Maher NSW Club



It seems like only a couple of months ago that most P76 conversations centred around the proposed return to International Rallying by a P76 with a Bryson in the navigators seat. Actually it was only a couple of months ago. Gerry Crown and our own Matt Bryson had decided to return to international classic rallying after their Outright Victory in the 2010 Peking to Paris Motor Challenge driving their 1964 EH Holden. This time though it was going to be in a Leyland P76.

Due to the short time available to build the car from scratch, a world wide search (well, Australia and New Zealand) was instigated to find a suitable P76 ex rally car. Phillip Meyer in New Zealand, a big fan of the 1974 World Cup Rally Car, had a P76 V8 that he had been using in rallies for some years. After a Trans Tasman phone call from John Bryson, Phillip agreed to sell them his car. A very competitive car, seam welded body with a Possum Bourne Motorsport roll cage and many other "good bits". The car was shipped to Australia where it had a new Graham Wilkins/Trevor Seaman 5 litre engine fitted with T5 gearbox, beefed up BW rear end with 4 wheel disc brakes and Murray Coote Suspension. This car was built to take on the world.



The car was shipped to New Jersey on the US east coast for the start of the 2012 Trans America Challenge. A 13,500 km event traversing the US from east to west then turning north through Canada and the finish some 31 days later in Anchorage, Alaska. The rally was interspersed with 6 rest days leaving 25 days on the road which meant they averaged just over 540 kms per day. There were some flash cars entered from all over Europe and the US including a brace of Jaguars, Mercedes Benz's,

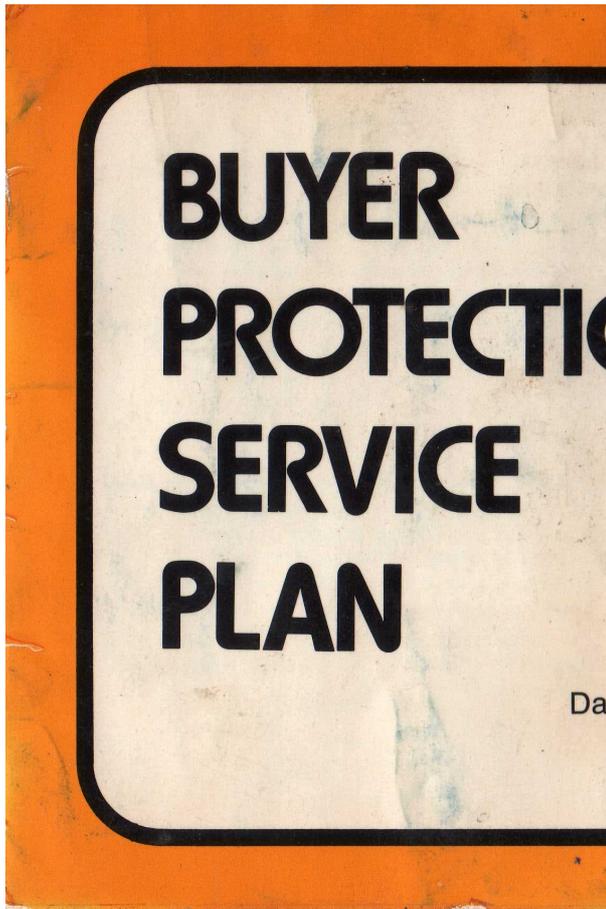
Porsches, some 1960s Ford Mustangs and even a Chevy Camaro. There was also a Ford Escort Mexico, a Datsun 240Z and, believe it or not, a Rolls Royce Silver Cloud.

The event was to be run as a series of Regularity stages and the impression given by the organisers was that the target times were going to be almost impossible to achieve. This sadly turned to not be the case. The rally was no walk in the park though as most cars struck problems of one kind or another. The P76 did not. Some cars left the road at different points with no injuries. In fact the only serious accident occurred on Day 4 when Sonja and Claudia Schaefer were t-boned by a locals car whilst driving through town. They spent the rest of the rally in hospital and their 1924 Bentley was a right off.

Matt was having his first go at regularity style competition and was coping well learning a new skill whilst trying to keep Gerry's enthusiasm for fast driving under control. They fought their way from an early fourth place up to first before slipping back to equal second in the last days. First place went to Richard Worts and Nicola Shackleton in their 1961 Jaguar MkII with 3 minutes 21 seconds in penalties. Equal second with Gerry and Matt were Phil Garratt and Kieron Brown in their 1970 E Type Jaguar accruing 3 minutes 59 seconds in penalties.

DEALER AND OTHER DETAILS – By Martyn Hayes

As you are all aware we now have a National Data Base of P76 Vehicles One of the historical aspects that can be established is details of the Selling Dealer, the Original Owner and verification of original Build Standard and Engine Number (Authenticity). These details can all be found on the back page of the Buyer Protection Service plan which may be still lurking in your glovebox. If you have this history on your vehicle please forward to Martyn Hayes for entry into the database via email gabblers76dictum@dodo.com.au Even if you don't have your Buyer Protection Plan Booklet and you know from which dealer your car was originally purchased please let us know.



Code	a	Order No.		
1 - 4	5 6	7 - 12		
S A 0 5 9 0				

These particulars to be supplied by the Selling Dealer.

OWNER/REGISTRATION DETAILS

OWNER'S NAME Creel Manufacturing Co. Pty. Ltd.

ADDRESS 50 Bennets Street

SUBURB/TOWN DANDENONG POSTCODE 3175

TELEPHONE (pte.) _____ (bus) 792 5661

MAKE Leyland MODEL P76 Executive

SERIAL/CHASSIS NO. 17472 076 E4 S4 A44

ENGINE NO. 4404 2801

DATE OF PURCHASE (FIRST REGISTRATION) 29th November, 1974.

Owner's Signature _____

ALL ENTRIES MUST BE TYPED OR PRINTED

MAINTENANCE SERVICE LABOUR TIMES—HOURS	5 km	10 km	20 km	30 km
	3 Service	6 Service	12 Service	12 Service
	Leyland	Daimler/Jaguar	Rover	
	1.3	1.5	1.3	4.8
	2.5	4.4	4.4	4.7

These are suggested times for a normal Service as detailed in the approved schedules. The cost of oils and materials used in each Service is additional to the labour charge. Owners will be advised of any additional work that may be found necessary and permission obtained by the dealer before proceeding.

Selling Dealer

Dealer Code No.

Printed in Australia by Boylan & Co. Pty. Ltd.
June 1974

ST. GEORGE Micron Traders, Grey Street (4393) Street (4215)
SOUTHPORT Southport Motors, Scarborough Street (4215)
STANTHORPE McCosker Motors, High Street (4380)
THALLOON Thallon Motors, Pine Street (4323) Street (4350)
TOOWOOMBA Howards Motors, Ruthven Street (4350)
TOWNSVILLE U.K. Motors, Sturt Street (4810)
WARWICK Fitzroy Motors, Fitzroy Street (4370)
WINTON Winton Motors, 21 Oondooroo Street (4735)
WOODFORD Cars, Trucks & Tractors, Archer Street (4514)
YARRAMAN L.W. Asher, Toomey Street (4314)

SOUTH AUSTRALIA

ADELAIDE METROPOLITAN

ADELAIDE Freeway Motors, 222 Morphett Street (5000)
BLACKWOOD Darwins Motors, 169 Main Road (5051)
GLENELG Dave Potter Motors, 141 Brighton Road (5045)
HENDON Stuart Martins Newport Motors, Cnr. Tapleys Hill & Old Port Roads (5014)
NORWOOD Borgel's Motors, 144 Magill Road (5067)
PROSPECT J.W. Taylor & Sons, 80 Main Road (5082)
SALISBURY Edinburgh Car Sales, 158 Commercial Road (5108)

SOUTH AUSTRALIA

COUNTRY

ANGASTON Fiebiger Motors, 71 Murray Street (5353)
BALAKLAVA W.T.E. Anders, 5 Edith Terrace (5461)
BERRI Hayman Motors, Cnr. William Street & Terrace (5303)
BORDER TOWN Inglis Motors, South Terrace (5268)
BRIDGEWATER Vimy Ridge Service Station, Mount Barker Road (5155)
CEDUNA H.G. & J.W. Betts, O'Loughlin Terrace (5690)
CLARE W.S.B. Distributors, 198 Main North Road (5453)
CRYSTAL BROOK Thompson's Roadhouse, Eyre Road (5523)
KINGSOTE Nepean Motors, Kingscote Terrace (5223)
KINGSTON Bagby's Garage Pty Ltd, Agnes Street (5275)
MAITLAND Eglinton Bros, 18 Yorketown Road (5200)
MOUNT GAMBIE Ottaway Bros, Port Germein Road (5540)
NARACOORTE Vickers Motors Pty. Ltd, 11 McDonnell Street (5271)
PINNAROO Ronco Motors, Railway Terrace, (5304)
PORT AUGUSTA Pavway Motors, 55 Stirling Road (5700)
PORT LINCOLN Nick Tromp Motors, 72 Mortlock Terrace (5606)
PORT PIRIE Ottaway Bros, Port Germein Road (5540)
STRATHALBYN Nancarrow, High Street (5255)
WAIKERIE Della-Zoppa Auto Repairs, (5330)
WHYALLA Cowan Motors, 54 Playford Avenue (5600)

NORTHERN TERRITORY

DARWIN Port Darwin Motors, Stuart Highway, N.T. (5790)
ALICE SPRINGS Sutton Motors, N.T. (5750)

WESTERN AUSTRALIA

PERTH METROPOLITAN

PERTH Winterbottom Motors, 148 Adelaide Terrace (6000)
WILMINGTON Motor Company, 464 Canning Highway (6152)
EAST VICTORIA PARK North Brede Leyland, 950 Albany Highway (6181)
FREMANTLE Dave Johnson Motors, 93 Market Street (6160)
MOUNT LAWLEY Vincent Motors, 591 Beaufort Street (6050)
MORLEY Motorways Leyland, 50 Collier Street (6062)
NEDLANDS Windsors Leyland, 101 Sterling Highway (6009)
OSBORNE PARK Allenby Leyland, 404 Scarborough Beach Road (6017)
ROCKINGHAM Dave Johnson Motors, 23 Ambrose Street (6168)

WESTERN AUSTRALIA

COUNTRY

ALBANY Tony Moor, Chester Pass Road (6330)
BEVERLEY Avon Trading Company, Vincent Street (6304)
BRUCE ROCK A. & N. Arlidge, Main Street (6418)
BUNBURY Southstate Motors, 72 Spencer Street (6230)
CARNARVON John Theaker Motors, Robinson Street (6701)
COOROW W.M. O'Callaghan, Main Street (6515)
CUNDERDIN B.L. & W.J. Chatfield, 81 Main Street (6407)
DALWALLINU N.E. District Motors, McNeill Street (6609)
ESPERANCE Proudfoot & Seimer, (6450)
GERALDTON Drennan O'Malley, 121 Eleanor Street (6530)
KALGOOLIE Harlan Motors, 32 Coventry Street (6430)
KATANNING T.J. O'Brien, Clive Street (6317)
KOJONUP Watson's Garage (6395)
MANDURAH Scott Bros, 52 Mandurah Terrace (6210)
NORTHAM Ross Leyland, Fortune Street (6312)
NORRHAM Muirs Service Station, Peel Terrace (6401)
PINGARING Piggaring Motors, (6367)
PORT HEDLAND Landy's, 32 Anderson Street (6721)
QUAIRADING D.W. Chandler & Co, Jennaberring Road (6383)
WONGAN HILLS W. & P. Bookman, Fenton Street (6803)
WYNDHAM Kimberley Motors, Great Northern Highway (6740)



Leyland.
The new driving force.

15M 2/74



DEALERS AND SERVICE CENTRES IN AUSTRALIA

VICTORIA MELBOURNE METROPOLITAN

MELBOURNE Kellow-Falkiner, 206 Russell Street (3000)
BOX HILL Fiske Bros. Motors, 883 Whitehorse Road (3128)
BRIGHTON EAST Linacre's Motors, 363-379 Nepean Highway (3187)
BRUNSWICK Plaza Coburg, 824 Sydney Road, (3056)
CHELTENHAM Brentmor Leyland, 1240 Nepean Highway (3192)
DANDENONG Lanes Motors, 17-27 Lonsdale Street (3175)
ESSENDON NORTH Regent Motors, 144 Kellor Road (3041)
FERN TREE GULLY Broome Bros, 1034-1038 Burwood Highway (3156)
GOOSCRAY Swing Bridge Motors, 25 Irving St, Highway (3199)
FRANKSTON Lanes Motors, 448 Nepean Road (3124)
HARTWELL Lanes Motors, 376 Camberwell Road, (3124)
LILYDALE Etheridge, Cnr. John & William Streets (3140)
MALVERN Malvern Motors, 1178 High Street, (3144)
NORTHCOTE Brentmor Leyland, 219 Heidelberg Road Fairfield (3078)
OAKLEIGH Lanes Motors, 1547-1551 Dandenong Road (3166)
RINGWOOD Brentmor Leyland, 68 Whitehorse Road (3134)
ROSANNA Rosanna Motors, 259 Rosanna Road (3064)
ST. ALDAS Brentmor Leyland, 7 Brighton Road (3620)
SOUTH MELBOURNE Lanes Motors, 189 Sturt Street (3205)

VICTORIA COUNTRY

ARARAT Ayer & Stephens, 42-46 High Street (3377)
BACCHUS MARSH Grant Motors, 66 Grant Street (3340)
ALPHINGTON J.J. Dwyer Garage, 42-56 Ballarat Street (3875)
BALLARAT E. Collins Motors, 15-19 Armstrong Street South (3350)

BEAUFORT RIPON Motors, Neill Street (3373)
BEECHWORTH Reliance Garage, Ford Street (3747)
BENDIGO A.W. Puffer Motors, Cnr. Hargreaves & Mundy Streets (3550)
BRIGHT SHOWERS & LOWE, Gavan Street (3741)
CAMPERDOWN Fullarton Motors, 235 Manifold Street (3260)
CHARLTON M.P. Hudgson, 79 High Street (3235)
CHERTON W.H. Gray's Garage, Connors Street (3683)
COBRAM Alan Marxsen Motors, Cnr. High & Main Streets (3644)
COLAC Quinton Bros, 78 Bromfield Street (3250)
COLERAINE L.E. & M.D. Baudinette, Whyte Street (3315)
COWES Tyrell Motors, Thompson Avenue, P.I. (3922)
DROUIN Drenthe's Garage, Buin Buin Road (3818)
ECHUCA C.P. Healey & Sons, 555-561 High Street (3625)
GARFIELD L. & J. Motors, Main Street (3814)
GEELONG Brown-Murphy, 144-146 Myers Street (3220)
HARROLD Combined Motors, Ballarat Road (3200)
HEALESVILLE McVea Motors, Fernshaw Road (3777)
HEATHCOTE G.E.M. Ferguson's Garage, High Street (3606)
HORSHAM Emmett Motors, Victoria Parade (3400)
KERANG A. Franzini, 25 Fitzroy Street (3579)
KILMORE K.L. Motors, 47 Sydney Street (3601)
KYABRAM Kyabram Auto Repairs, Allan Street (3620)
KYNETON Easton Motors, 180 Mollison Street (3444)
LEONGATHA Edney's Garage, 1 Blair Street (3953)
LISMORE R.T. Rhook, High Street, Lismore (3324)
MARLBOROUGH Vern Grose Motors, Mount Joy Parade (3465)
MARYBOROUGH Colman Bros, 204 High Street (3500)
MILDURA Syd. Mill's Motors, 115 Eighth Street (3500)
MOE Noel Rodda Motors, 46 Moore Street (3825)

VICTORIA COUNTRY CONT'D

MORTLAKE H. Goodall & Sons, Dunlop Street
 (3172)
 MURPHY A.P. Mason, 65 Victoria Street (3418)
 ROCHFESTER Golf Link Motors, 88 Echuca
 Road (3561)
 ROSEBUD A. & R. Patterson, Nepean Highway
 (3339)
 RUPANYAPUP Emmett Motors, Cromie Highway
 (3388)
 SALE Slattery's Service Centre, Princess Highway
 (3850)
 SHEPPARTON Watson & McCabe, 20-24 High
 Street (3630)
 TERANG H. Goodall & Son, (3264)
 TRARALGON T.G. Cobbledick & Co, 18 Princes
 Street (3844)
 WAINCIPATTA Showers & Lowe, 46-48 Parfitt
 Road (3677)
 WARRBURTON E.J. Gerrish Motors, P.O. Box 82
 (3799)
 WARRACKNABEAL B. & S. Schubert, 44 Lyle
 Street (3393)
 WARRAGUL Littlehales Motors, Queens Street
 (3820)
 WARRNAMBOOL Warrnambool Motors,
 200 Timor Street (3280)
 WONTHAGGI Wonthaggi Motors, 25 McKenzie
 Street (3995)
 YARRAM Newmans Service Station, 296
 Commercial Road (3971)

TASMANIA

HOBART Sparco Motors, 161 Murray Street
 (4000)
 HOLLANDIE Mitchell Motors, 131 Wilson Street
 (7372)
 DEVONPORT Cambridge Motors, Cnr. William &
 Steel Streets (7310)
 LAUNCESTON Mitchell Motors, 188-190 York
 Street (7250)
 SMITHTON T.J. Murphy & Sons, 29-31 Nelson
 Street (7330)

NEW SOUTH WALES

SYDNEY METROPOLITAN

SYDNEY Lancaster Leyland, 101-111 William
 Street (2000)
 SYDNEY Larke Hoskins, 74-78 Wentworth
 Avenue (2000)
 ARNCLIFFE Purnell Motors, 139 Princes
 Highway (2205)
 BALGOWLAH White Motors, 449 Sydney Road
 (2093)
 BANKSTOWN R.M. Campbell, 228 Chapel Road
 (2200)
 BANKSTOWN Fourways Motors, 164 Canterbury
 Road (2200)
 BLACKTOWN Lancaster Leyland, 160 Main
 Street (2148)
 BONDURONG ACTION Larke Hoskins, 268 Oxford
 Street (2022)
 BRIDGE ROAD WYN Barry's Motors, 84 Parramatta
 Road (2050)
 CAMPSIE L. & D. Motors, 459-463 Canterbury
 Road (2194)
 CHATSWOOD Lancaster Leyland, 728 Pacific
 Highway (2067)
 DRUMMOYNE Larke Hoskins, 69-71 Victoria
 Road (2047)
 GORDON Radford Motors, 810 Pacific Highway
 (2072)
 HABERFIELD Barry's Motors, Cnr. Parramatta
 Road & Bland Street (2045)
 HOMEBUSH Larke Hoskins, 190-196 Parramatta
 Road (2140)
 HURSTVILLE Larke Hoskins, 41-43 Treacy
 Street (2620)
 LIVERPOOL Hollywood Motors, 420 Hume
 Street (2070)
 MIRANDA Larke Hoskins, 25-27 Kloro Road
 (2238)
 NARRABEEN Gilman Motors, 1329 Pittwater
 Road (2101)
 NEUTRAL BAY Intercity Leyland, 99 Military
 Road (2089)
 PARRAMATTA Lancaster Leyland, 8-10 Church
 Street (2150)

ROSEBERY Larke Hoskins, 118 Epsom Rd, (2018)
 WENTWORTHVILLE Austasia Motors, 343
 Kent Western Highway (2145)
 WEST RYDE Eric Skinner & Sons, 1046 Victoria
 Road (2114)

NEWCASTLE METROPOLITAN

NEWCASTLE WEST NSW Motors, Cnr. Hunter,
 Railway & Tudor Streets (2302)

NEW SOUTH WALES

COUNTRY

ALBURY Baker Motors, 478 Olive Street (2640)
 ARMIDALE Little Motors Service, 157
 Rusden Street (2350)
 BARRABA J.S. Loveday & Son, 14 Alice Street
 (2347)
 BATHURST Gurdon Motors, 210-218 Howick
 Street (2795)
 BEGA Geoff Renard Motors, 137-141 Auckland
 Street (2550)
 BELLINGEN Central Garage, Church Street
 (2454)
 BINNAWAY Binnaway Motor Garage, 46-48
 Building Street (2855)
 BLAYNEY Blayney Motor Garage, 131 Adelaide
 Street (2795)
 BOWRAL Lomas' Garage, 80-86 Maybe Street
 (2543)
 BOURKE Wood Bros. Mitchell Street (2840)
 BOURKE Reynolds Motors, 252 Bong Bong
 Street (2576)
 BROADMEADOW R. W. Brown Pty Ltd,
 65 Bunker Road (2292)
 CANNERRA Larke Hoskins, 24-26 Mort Street
 Bradburn (2601)
 CANNERRA New Breed Leyland, 69-71
 Newcastle Street, Fishwick (2600)
 CANOWINDRA Henry Worboys & Son, 120
 Gaskill Street (2804)
 CASINO Capital Car Sales, Centre Street (2470)
 CESSNOCK Sharpe's Garage, 211 Vincent Street
 (2450)
 COFFEYS HARBOUR Kent Motors, 115 High
 Street (2450)
 CONDOLUN Olympic Garage, 138 Bathurst
 Street (2877)
 COOMA Burke Churchill Walter, 103-109
 Commissioner Street (2630)
 COONABARRAN Antaw & McCormack,
 Charles Street (2857)
 COONAMBLE Roy V. Golsby, 47 Taloon Street
 (2829)
 COOTAMUNDRA Morrissey Leyland, 108
 Suttou Street (2590)
 COWRA Lachlan Steel Products, 5 Macquarie
 Street (2794)
 CROOKWELL Bassingthwaite Bros, 8 Goulburn
 Street (2625)
 DENILIQWIN North Demilquin Motors, (2710)
 DUBBO Paul's Service Station, 34 Bultige Street
 (2840)
 DUNDURRI E. Allen, 915-923 Old Northern Road
 (2158)
 FORBES Jelbart, Dawson & Company, 40-42
 Templar Street (2871)
 GLOUCESTER Gloucester Machinery Co,
 19 Denison Street (2422)
 GOULBURN Lowe's Garage, 108 Auburn Street
 (2580)
 GOSFORD Regal Motors, 358-364 Mann Street
 (2250)
 GRAFTON Karsales Korner, 169 Prince Street
 (2460)
 GRIFFITH Pat Flakelar's Garage & Service
 Station, 2 Griffin Avenue (2680)
 GUNDURRI J. Luff & Son, 32 West Street (2722)
 GUYRA J. Whiteman Bros, 93-97 Marquis
 Street (2381)
 GUYRA Cox's Garage, 164 Bradley Street (2365)
 HAY Walter's Motors, 227 Lachlan Street (2711)
 INVERELL Russell Motors, 24 Vivian Street
 (2360)
 JERILDERIE Central Service Station, Jerilderie
 Street (2716)
 KATOOMBA Katoomba Leyland, 269 Bathurst
 Road (2780)
 KEMPSEY Chapman Prior, 6-8 Beigrave Street
 (2440)

QUEENSLAND

BRISBANE METROPOLITAN

ASPLEY Grand Prix Leyland, Gympie Road
 (4034)
 BOWEN BRIDGE U.K. Motors, Campbell Street
 (4064)
 CAMP HILL U.K. Motors, 425 Old Cleveland
 Road (4152)
 CHERMSIDE U.K. Motors, 705 Gympie Road
 (4032)
 FORTITUDE VALLEY U.K. Motors, 365
 Wickham Street (4006)
 KELVIN GROVE Wedmalers, 150 Kelvin Grove
 Road (4059)
 MILTON Grand Prix Auto Service, 36 Douglas
 Street (4064)
 MOOROOKA Howards Motors, Ipswich Road &
 Keors Street (4105)
 MOUNT GRAVATT Howards Motors, Logan
 Road (4122)
 REDCLIFFE U.K. Motors, Anzac Avenue (4020)
 TINGALPA Monument Motors, 409 Wynnum
 Road (4174)

QUEENSLAND

COUNTRY

ATHERTON L.A. Aldridge, 18 Mabel Street
 BEAUDESERT Service Motors, Anna Street
 (4285)
 BILLOELA Barry Johnston & Co, Dawson
 Highway (4715)
 BLACKALL J. Muir & Sons, Clematis Street (4723)
 BOONAH David Evans, (4310)
 BOWEN Doyles Centenary Service Centre,
 22 George Street (4805)
 BUNDABERG Johnston's Garage & Service
 Station, 9-11 Bourbong Street (4670)
 BURLINGHEADS Leon McGrath Leyland,
 35 West Burleigh Road (4220)
 CAIRNS Cairns Leyland, Hartley & Lyons Sts,
 (4470)
 CHARLEVILLE Charleville Driveway, 79 Willis
 Street (4470)
 CHARTERS TOWERS Dalrymple Motors,
 123 Mosman Street (4820)
 CLONCURRY L.W. Rooke Motors, Ramsay
 Street (4824)
 DALBY M. Evans, 20 Eileen Street (4405)
 DIRRANBANDI Donnelly Motors, Moore Street
 (4392)
 GATTON Naumann's Total Service Station,
 Crescent Street (4343)
 GLADSTONE Smith Bros, Coondoon Street
 (4680)
 GOONDIWINDI Jack Rose's Garage, 4 Morfitt
 Street (4390)
 GYMPIE Jack Casey Motors, 69 Monkland
 Street (4710)
 HIGHAM Delta Motors, Tenth Street (4806)
 IPSHAM U.K. Motors, Herbert Street (4850)
 IPSWICH Beres Jackson Motors, 77 Brisbane
 Road (4740)
 LONGREACH Longreach Panel Works, Swann
 Street & Galah Street (4730)
 MACKAY Carlisle Motors, 36-38 Gregory Street
 (4740)
 MALENY Austin's Service Station, Maple Street
 (4552)
 MARYBOROUGH Jack Casey Car Sales, Alice &
 Lenox Streets (4650)
 MILLAA MILLAA Midway Motors, 5 Maple
 Street (4886)
 MOSSMAN A. McCoist & Sons, Mossman (4873)
 MOUNT ISA Western Garage & Inland Motors,
 Simpson Street (4825)
 MUNDUBBERA McAilen Motors, Lyons Street
 (4626)
 MURGOON Taylors Cars & Tractors, 129 Lamb
 Street (4605)
 NAMBOUR United Engineering, Lowe Street
 (4580)
 PALMERBINE McDermott's Automotive Service,
 136 Main Street (4800)
 ROCKHAMPTON U.K. Motors, 171 Denison
 Street (4700)
 ROMA Active Leyland, McDowall Street (4455)

POWER HOUSE MUSEUM COLLECTION – P76 Panel Checking Fixture

- **Designed:** Leyland Motor Corporation of Australia Ltd; Australia; 1965 - 1975
- Built in England by an unknown contractor to Leyland Australia, c 1970.
- Full Scale Pattern

Panel checking fixtures are wooden patterns used in the manufacture of motor cars between the 1940s and the 1980s. Their main function was to provide patterns (precise shapes) for the manufacture of press tools which formed the sheet metal panels of a car's body. They were also used to confirm the accuracy of the early production run of each sheet metal body panel for a particular car.

The need for panel checking fixtures in motor car body engineering commenced with the advent of the "monocoque" (French for "single shell") motor body construction technique developed in the late 1930s. Also known as "unibody" construction, this form of construction relies on the steel panels comprising the structure to impart the necessary strength to the body and chassis of the car. This technique represented a revolutionary change from the coachbuilding methods used until the mid 1930s in which a wooden framework provided structural integrity, with metal panels covering the framework but not bearing loads.

While monocoque construction remains the main form of motor car body construction today, panel checking fixtures were gradually phased out with the emergence of computer aided design and manufacture, in which the degree of accuracy and level of engineering tolerances required for motor car body manufacture could be greatly enhanced during all stages of production.

This panel checking fixture was an integral part of the tooling up process for the Leyland P76. The P76 would have been one of the last cars developed in Australia to use this now obsolete technology. The checking fixture was made in 1970 in England during the design development phase for both the sedan and station wagon forms of the P76. The fixture is of special interest because the company ceased operating before the station wagon could go into full production, although one prototype was built which survives today.



The Fixture consists of a solid timber framework of a Leyland P76 to which are fitted wooden patterns, each representing the full size and shape of a particular body panel for the Leyland P76 sedan and wagon. Each pattern represents the internal body panel dimensions of the body so that it will receive and exactly fit against the internal face of the sheet metal panel that is fitted against the pattern to check the accuracy of the press tooling for the body panel. Each body panel pattern may be removed and replaced, allowing for the conversion of the fixture to the station wagon form of the P76 body. The exterior surface of each pattern forming the fixture is painted black with a satin finish.

A secondary purpose of the fixture was to confirm that the shape and dimensions of each external body panel were correct when testing that the setting up of press tools was accurate. A test panel would be fitted over its matching wooden form to check its accuracy before large quantities of panels were produced.

Even though the P76 was ultimately unsuccessful in achieving acceptance and long term sales success in the Australian market, it nevertheless represented the most successful attempt of a British car manufacturer to build a family car suited to the particular motoring requirements encountered in Australia.

Follow up on the Force 7/11 Story

There has been a bit of email traffic regarding the number and location of the Surviving Leyland Force 7's so here goes.....

Quiz Question...how many countries have a Force 7 in residence, and which are they, where are the F7's in Australia state by state, what are their colours and which states (including territories) do NOT have a F7 in residence? Prize for best answer: a ride in a Spanish Olive P76 – **Michael Clarke (Vic Owners Club)**

Nick Kounelis(VIC Owners Club – Tassie Branch)

Hi Mike I'll have a go.

- VIC 2 - Bold as Brass, Home on the O'Range
- NSW 3 - Home on the O'range, Bold as Brass, NV Green
- WA 2, Home on the O'Range and Crystal White
- NZ 1 Omega Navy
- SA 1 Oh Fudge
- TAS Hand made CKD kit assembled on a Oh Fudge super body.
- Greece1, NV Green
- Who does not have a F7 NT as TAS (but a CKD One),QLD
- Total amount of countries 3. Aust,(9)Greece1 and NZ 1

Nick

Steve Maher (NSW Owners Club)

I wouldn't count the Tassie one as it isnt a real Force 7. One might call it a kit car.

Steve

Darren Holt (NSW Hunter Valley Club)

By my reckonings, based on the 1974 Photo's from the Factory and Nick's Contribution (thanks Nick), there should be **12** Force 7's in existence in the WORLD !!!

The Original Factory Built 9 Force 7's, that survived the Factory Crusher, as depicted here in the Photo's, and as Nick states,

"NSW 3, Home on the O'Range, Bold as Brass, NV Green" (all these 3 are in depicted in the Top Picture "Leyland's At Factory"
Total so far = **3**

"SA 1, Oh Fudge". The 1st Force 7 on the Left in the Top Picture
Total so far = **4**

"Greece 1, NV Green". The 2nd Force 7 from the Left in the Top Picture
Total so far = **5**

"VIC 2, Bold as brass, Home on the O'range". The 3rd and 4th Force 7 from the Left in Top Picture.
Total so far = **7**

"WA 2, Home on the O'Range and Crystal White". Last 2 Force 7's on the Right, in the Top Picture
Total so far = **9** (these are the 9 in both attached Leyland Factory Photo's from 1974)

The Omega navy Force 7 that was sent to British Leyland in England, and is now in New Zealand, as per Nic's info... "NZ 1, Omega Navy"
Total so far = **10** (this Force 7 is Not depicted in the 2 Leyland Factory Photos attached)

"TAS Hand made CKD kit assembled on a oh fudge super body" (thanks Nick) Total so far = **11**

Last but not least, the REPLICA Force 7 listed on Ebay in 2010.Grand Total = **12**



Who does not have an S2 Force 7??? NT, QLD & TAS

Total amount of countries in which a Force 7 resides... that would be 3Do I win? Do I Win?

Darren

Hal Malony (NSW Hunter Valley Club)

Just sold an Ignition Switch to Harry Zagalis in Greece for his Force 7 Looks like you lot have been checking up the Force's in my book?

Hal

Nick Kounelis(VIC Owners Club – Tassie Branch)

Hi Darren. The Ebay Force 7 in primer and the car in Tasmania are one in the same car. As you might or might not know the brown car was pulled from the auction and another NV green one saved (not crushed). Gavin Farmer says in his book that up to 120 Force7s were made but nearly all were missing nose cones and interior trim panels and most were stored in botany in an old wool shed.

Nick

Darren Holt (NSW Hunter Valley Club)

Hi Nick. The Brown Force 7 you mentioned, is located at the Birdwood Motor Museum in South Australia, and has been there since Leyland Closed, Donated FREE by Leyland Australia to the Car Museum. The SA P76 Club was fortunate enough to BORROW it in 2008, and we got it Traveled to a "Secret Location" (some reserve) for Filming on "Today Tonight", a Channel 7 Current Affairs Program. This was arranged with Paul Makin from Channel 7, and me, in conjunction with the SA P76 Club, to commemorate the 35th Anniversary of the Leyland P76! I still own my CC Executive that featured in the Programme. If you go to Today Tonight Site, copy and Paste this Link into your web Browser...<http://www.todaytonightadelaide.com.au/> Then Type "Leyland P76" in the Today Tonight Search Window, you can View the Special!

Darren

Hal Malony (NSW Hunter Valley Club)

There were defiantly only 65 Force 7 vehicles sent down the assembly line. The Oh Fudge car is Chassis number 1058 which made it one of the last.

Hal

Conclusions



There are Eleven Force 7 surviving today comprising 1X Omega Navy, 1X Oh Fudge, 1 Crystal White, 2X NV Green, 3X Home on the O'Range 2X Bold as Brass and 1X Grey Primer (No sign of a Spanish Olive anywhere!!!!!!!!!!).



In overwhelming disagreement with some comments - If it looks like a duck, quacks like a duck and is located with our Vic Club brothers in Tasmania its counts as a Duck!!!!!!!!) Force 7/11 is in.



Australia has Eight+One, Greece has One and NZ has One so for those states that don't (QLD, NT) Neener Neener

Driving in the rain ..This may save your life

How to achieve good vision while driving during a heavy downpour We are not sure why it is so effective; just try this method when it rains heavily. It is useful...even driving at night.

Most of the motorists would turn on HIGH or FASTEST SPEED of the wipers during a heavy downpour, yet the visibility in front of the windshield is still bad. In the event you face such a situation, just try your **SUN GLASSES** (any model will do), and miraculous! all of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of **SUN GLASSES** in your car, as you are not only helping yourself to drive safely with good vision, but also might save a friend's life by giving him this Idea.. Try it yourself and share it with your friends! Amazing, you still see the drops on the windshield, but not the sheet of rain falling. You can see where the rain bounces off the road. It works to eliminate the "blindness" from passing semis spraying you, too. or the "kickup" if you are following a truck or car in the rain.

They ought to teach that little tip in driver's training... It really does work.

LIMITED EDITION 1:43 SCALE LEYLAND P76 MODELS

The Leyland P76 Owners Club NSW is offering for sale Limited Edition LEYLAND P76 models. Following on from our super successful Force 7 model kit these models are 1:43 scale so they will look great next to your Trax P76 Supers and Targa Florios. These models are available as either kits or fully assembled, painted and mounted.



The Station Wagon is limited to a production run of only 100 numbered kits and is available for \$75 in kit form or \$140 fully built up and mounted.

The Deluxe and Evan Green/John Bryson 1974 World Cup Rally car are based on the same kit with a total production run of also 100 numbered kits split between the two.



Deluxe models are \$75 in kit form and \$140 fully built up. The World Cup car is \$110 in kit form and \$195 fully built up. Once these kits are sold they will not be remanufactured as the moulds will be destroyed. Contact our Parts Officer Glenn Gray on 0433 183 531 to secure yours before they are all gone.

Models shown here are pre-productions only.

CLASSIFIEDS

Parts Trader

Parts for Sale

Windscreens -The Victorian Club now has 10 new Laminated Windscreens in stock priced at \$185 Ea. Please contact John Ernst (Parts and Tech).

Starter Motors - Reconditioned Starter Motors are available for the very reasonable price of \$135. The starters come with a 6 month replacement guarantee and are sold on a changeover basis. If you would like a starter please contact John Ernst (Parts and Tech)

Z295 V8 Air Filter Cartridges - We have a stock of 30 for sale at \$35 each. These original fit filters are no longer being manufactured by RYCO so be quick Please contact John Ernst (Parts and Tech).

Parts Wanted

Leyland P76/Force 7 Tachometer
Original Leyland 8 track tape player
Please contact David 0409 675 648

RHF Door Seal Wanted
Please contact Mark Atwell 0408 527 405

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

Set of Targa Florio Wheels
Please contact Carl 0439900835

Vehicle Trader

Vehicle for Sale

**Country Cream Super L6 Four Speed Manual
12/73
VIN 076A4S3M264755 Engine No. 26031543**

A former Concourse Winner, this car is in excellent example of a Six Cyl Super and is on offer to club members.

The car has travelled a genuine 98,000 mile from new and runs like a swiss watch. The vehicle comes with an equally low mileage spare six cylinder engine, all original Service and Owners Guide books, Workshop Manual, Factory Stickers and many NOS and S/H Parts, I had intended to rework the spare engine to a higher performance however as I have decided to sell to make room for another project, the performance components already purchased will also be included in the sale (You will need your trailer to pick everything up).

The car has the original Imperial Leather Super trim in very good condition and a few period accessories such

as a rear venetian and drivers door wind deflector shield.

Since owning the car I have had the duco touched up to remove stone chips, the underbody cleaned and professionally coated with pro15 body sealing paint. This paint will never crack or stone chip, is an excellent all weather under body sealant. The car has new heavy duty front and rear stabilizer bars, a brand new set of Steel Radial tyres and handles supurbly.



This is a rare vehicle with only 719 produced in the Super L6 Four Speed Manual configuration between May 1973 and Nov 1974. The four speed version of the six cylinder range was really the only way to experience what potential a sensible modified, good Six Cyl powered P76 could deliver.

The car is currently registered on the Club permit Scheme which is not transferrable however it comes complete with Victorian Roadworthy Certificate and a set of reserved period 1973 Black and White Victorian number plates with the letters it was first registered with and tripple zero numerals



The car will be on sale to club members for 2 months at **\$10,750 FIRM**. If not sold by 31st July the car will be advertised publically for a higher price. The car is located in Rochester Victoria

Contact Phil McCumisky 03 54842020

VIN 076B4S4A441302 Corintian 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**



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 076E4S2C26 ???? Bitter Apricot Deluxe 6
Cylinder Column Auto Luxury Pack Trim (Antique
Parchment front bucket seats, brown carpet) The car is
located in Tasmania and has had only two owners from
new.



The body is fairly straight with minimal rust. There are
a couple of easy repairs to the front chassis rail and
the spare wheel well. The boot floor is rust free.



The left front guard has been previously damaged and
repaired however needs some further attention. The
car has 75000 on the odometer and the interior needs
a freshen up.



The car comes with 6 months registration and is priced
at \$1950 ono **Contact John Lobban On**
0362486006.

You can advertise your vehicle IN HERE for free

Please contact Editor at 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.

