

Anything But Average



**May/June 2017
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**Official Publication of the P76 Owners Club
Of Victoria and Tasmania Inc.**

THE NATIONALS ARE COMING 10 MONTHS TO GO

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA

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

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BANKING DETAILS FOR PAYMENT OF CLUB FEES Etc.

Bendigo Bank **Acc Name** Leyland P76 Owners Club of Victoria Inc **BSB** 633000 **AccNo.** 129542155

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Front Cover - Living the dream. Morning break at Tullah on day 2 of the Tour de Tassie. Filling up the car park. We had 11 different P76's taking part over the 4 days of the tour.

Editorial



Fellow Pnuts

Yes folks the Nationals **ARE** coming and will be upon us sooner than you think. In the blink of an eye we are now 6 months into 2017. Let me tell you things are not going to slow down, quite the opposite. So, get cracking, start preparing now for the 2018 Nationals or be disappointed.

Winter is upon us, Easter has come and gone, with it the Tour de Tas. As you may expect, most of this issue will be dedicated to this event. For those of you who were unable to make it down under, who knows, maybe another tour will be organised in the future. I know there were a few members that wished to participate in the tour but through no fault of their own, circumstances changed and they had to pull out, that's life. Maybe that wish will be fulfilled at a later date. For those that did make it down I believe a good time was had by all.



Bugga



In the last issue, I talked a bit about bike riders and autonomous vehicles. Just briefly touching base again on the development of self-guided cars and how things can go wrong. In late 2016 there was an unfortunate death of a Tesla test driver when the Model S he was driving crashed whilst on autopilot. Was he driving? This can highlight the point where technology, ethics and law meet as these new technologies become more common on our roads.

A recent study by the University of Utah and the AAA Foundation of Traffic Safety examined distractions when using hands free mobile technology. The study found that every time we turn our attention to voice controlled gadgets in our car, it can take up to 27 secs (that's approximately **300 metres** travelling at **only 40Km/h**) for our minds to regain full attention on the road, where 100 percent of our attention should be.



When I first took over the role of club Editor I had a few teething issues. This was to be expected when you jump into a new roll and quite frankly something I had never done before. Whilst some of these issues were solved quickly another seemed to hang around for some time. That persistent issue was the emailing of your club magazine. The problem was that some people didn't seem to be receiving it. Over time this has now been fixed. However, if you feel you still may be missing out, here could be one reason, your mail box maybe full.

Thankfully I do not receive any undelivered mail back once I send off the magazine electronically. On the rare occasion that it might happen the diagnostic reads undeliverable as the delivery has expired (message to old) the mail box is full, with delivery attempts 40. As you can see if you didn't get it, it wasn't for the lack of trying. So, my advice is just make sure you do a regular clean-up of your mail box just to make sure things are working at their best.



Association of Motoring Clubs Inc. (AOMC)

PRESIDENT'S REPORT

Welcome to the cooler months in Victoria, also a chance to and enjoy our fantastic driving roads whilst taking in the beauty and colour of the autumn to winter transition and not have your car overheat.

The past few months have been the busiest on the motoring calendar, for the association our two biggest shows, the RACV Classic Showcase and the Shannon's American day have been done and dusted. We as enthusiasts have also enjoyed many club runs swap meets and events from purely social events to the ever-popular Kalorama Rally to world class showpieces such as the Phillip Island Classic.

Some great news on our shows front, with the return of the Aussie Car show in 2018. The event will be held on Australia Day at Yarra Glen Racecourse and will feature some fine home grown talent. Whilst on the topic of shows, I can also confirm that the RACV Classic Showcase and the Shannon's American Day in 2018 will also be held at Yarra Glen, with no parking fees, live entertainment and activities and greater community involvement. So, save the dates now for the Classic Showcase on Sunday 25th February and Sunday 15th April 2018 for the American Day

We have our foot on the pedal for coming events too. National Motoring Heritage Day at Bellarine Estate will be a great opportunity to get your vehicles on the road and allow the public to see our motoring heritage be it truck} bike or car being driven and, on display — vehicles are meant to be on the road not locked in a shed; so please come down to the magnificent Bellarine Peninsula and show the public just what wonderful motoring history we have in Victoria.

Also, coming up are our two feature seminars for the

- Our Business Seminar on June 17th targets issues on legislative compliance, financial management: effective committees and current management issues for clubs and will be presented by our guest speaker from 'Conscience Governance' We will also be discussing club magazines and publications with two guest speakers, one presenting on what works on engaging readers and how to go about this and a printer talking about differing ways of creating and circulating club publications and maybe how clubs can save some money and time in the process. The final session will explore the black hole that is Social Media - the different tools, how to use it, what should clubs do (and what not to do) and some good management strategies on this area — bookings will open shortly.
- Our Restoration Seminar will have a variety of guest speakers presenting on everything from powder coating to ping engines and a lot more in between - stay tuned for the final details and save the date of July 22nd now.

It is interesting to hear the many conversations that are taking place in the motoring landscape at the moment on how the values of classic vehicles are rising. It would appear that cars that were daily drives for many of us only a few years ago (well it seems like a few but that could be me ageing gracefully) are now worth significant dollars. On the same theme, I'm sure many of you would have noticed people being pleasantly surprised at seeing period vehicles out on the road with comments like 'my mum/dad/grandparent used to have one of those' or "I learnt to drive in that car". These conversations have sat sub-consciously with me and actual made me start to wonder why both of these are ringing true. I think the answer lies in the fact that our classics no matter what their flavour are different and stand out from everything else that is on the road. There is no doubt that motoring has progressed significantly over the years and current vehicle see advancements in safety economy and creature comforts. However, there is something almost homogenous in their design with even the more expensive of marques not looking markedly different those that are more affordable. This was emphasised during a recent family holiday to Thailand where a vehicle is a method of transport for most and to some a status symbol. In Bangkok on the street were two parked vehicles, a brand-new luxury car (deliberately not mentioning make and model but read AUD\$200k+) and a classic very original looking Datsun 240Z, it was the 240Z that was attracting all of the attention from passers-by and this was obvious despite the language barrier. In my humble opinion the values and interest are factors of everything from the design, sound, colour, chrome and the entire experience being so different to any modern vehicle no matter the price tag, With this in mind we all should ensure that our insurance policies reflect real replacement values for our vehicles, a conversation with your friendly insurer will not only give you quality advice but ensure that if the unthinkable should happen you are appropriately compensated.

I close with two tips for those of us who have vehicles on the Club Permit Scheme. Make sure you write your full name as per your driver's licence in your logbook on every entry, not just initial and surname, and please make sure you have

your permit sticker fixed to your windscreen. By following the rules and stamping out abuse we can all do our bit to preserve the best historic vehicle permit system in Australia

Finally, I take the opportunity to give remind you of Historic Winton on the 27th & 28th May* always a stellar event. Until next time, drive safely and get out and enjoy all the benefits of club life and historic vehicle ownership

Keith Mortimer President - 2017

AOMC May 2017

AOMC Club Permit Handbook (Issue October 2015)

Some Additions and Amendments as at April 2017

The following are some recent additions to the FAQ's in the Club Permit Scheme Handbook, which is available from the AOMC Most of these additions come from the August Delegates meeting at which VicRoads representatives outlined the M Plate scheme.

Q.43 What are the requirements for a Club and a Member's family when the holder of a Club Permit dies?

A. VicRoads advise that it is the Club's responsibility to advise VicRoads in writing of the death of a Club Permit holding member and the termination of financial membership of the Club. Similarly, the CP holder's family/estate administrator should also advise VicRoads of the death of the CP Holder. in the case of a spouse, VicRoads will update the existing club permit into the name of the surviving spouse, for this to occur, VicRoads must be provided with:

- A: 'statutory declaration stating the permit holder is deceased' and that the person seeking the permit to be transferred is the spouse of the deceased person, and

18 AOMC May 2017

- A letter from the Club Secretary confirming that the spouse to whom the permit is to be transferred is a current financial member of the club.

in addition to the above, the administrators of the estate of the CP holder should obtain a copy of the VicRoads publication Deceased Estate Pack (July 2016)

Q.63 A car is locked away, the owner js not financial or is deceased The club is unable to retrieve the CPS number plate?

A: The Club is not required to seek the plates to be returned back to the club that signed the permit. The vehicle cannot be used if the permit lapses and the plates should be returned to VicRoads. The club is not responsible for retrieving the CPS plates. It is the permit holder's responsibility or their representative for returning or destroying the plates if the permit lapses. (August 2016))

Q64 What is the timeframe for a VASS? is it 30 days like a RWC?

A: Yes, it is 30 days, however if the vehicle is previously modified, and the VASS was originally VicRoads will accept the old VASS if the Vehicle has not been modified beyond this. For a new application for new modifications, then 30 days for the VASS and RWC. However, for an existing modification it depends on:

1-If VicRoads were aware of this modification previously — then VicRoads will have the records and you are not required to produce the VASS. However, VicRoads may not have these records readily accessible.

2 - If the modifications were undertaken previously under the appropriate documentation at the time and it was accepted, then providing this should be sufficient evidence.

3 - If the modifications were done as part of a compliance import (ie. Ford imports Factory LH drive cars modified to RHD and has the factory compliance from that time then this is sufficient, as VicRoads registered this in the first instance and the modification plates quite clearly demonstrate the modifications. (New Aug 2016)

Letters to the Editor

AGM

ANNUAL GENERAL MEETING



Once again your club needs you. Yes **YOU!** to stand up and make a difference!!

Its that time of year again (just how quick has the time gone) for the Annual General Meeting of the **LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA.**

This year the AGM will be held on the:

Sunday 16th July 2017 at 1.30pm at the East Malvern RSL. Stanley Grose Drive East Malvern

As always, all positions on the committee are up for grabs. Why not put yourself up for nomination and make a real difference. Variety is the spice of life they say and new members on the committee can help to reinvigorate a club.

**WHAT
ARE
YOU
WAITING
FOR !**

Proxy Voting Form
Leyland P76 Owners Club of Victoria
and Tasmania
2017-18

Nomination Form for the Committee
of Management of the
Leyland P76 Owners Club of
Victoria and Tasmania 2017-18

I, _____ residing at

being a current financial member for the Leyland P76 Owners Club of Victoria and Tasmania, hereby appoint:

To vote for me on my behalf as a member of the Leyland P76 Owners Club of Victoria and Tasmania at the Annual General Meeting on Sunday the 16th of July, 2017 in the election for the members of the committee of management of the Leyland P76 Club of Victoria and Tasmania.

This day the _____ day of

_____ 2017.

Signed: _____

Printed Name: _____

Please return proxy voting forms to Ken Western, 4
 Beaumont Street, Vermont, Vic 3133
 or via email to kenwestern07@gmail.com

before July 9, 2017

For the position of:

President

Vice President

Secretary

Treasurer

Registrar

Parts & Tech

Social Secretary

Editor

Nominee: _____

Nominees Signature: _____

Nominator: _____

Nominators Signature: _____

Seconder: _____

Seconders Signature: _____

ALL VOTERS AND CANDIDATES MUST BE CURRENT
(2017/18) FINANCIAL MEMBERS

Please return written nominations to Ken Western, 4
 Beaumont Street, Vermont, Vic 3133
 or via email to kenwestern07@gmail.com

before July 9, 2017

Leyland P76 Owners Club of Victoria and Tasmania Membership Application and Renewal

Individual Membership \$60

Individual Membership provides for:

- Single member with full voting rights
- Full access to Club facilities including benefits at sponsored club events
- Access to the Club Permit Vehicle Registration Scheme
- Technical support with access to club stock parts at member prices
- Issues of the club magazine (One per Membership).

Family Membership \$75

Family membership provides for:

- Two adult members and dependents under the age of 18. Both adult members will have full voting rights
- Name Tag/Membership card for both adult members
- Full access to Club facilities including benefits at sponsored club events (Family)
- Access to the Club Permit Vehicle Registration,
- Technical support with access to club stock parts at member prices
- Issues of the club magazine (One per Family Membership).

Membership subscriptions become due on the 1st of July each financial year and members have until the end of **August** to make the payment to renew their membership.

Members who have vehicles under the Club Permit Scheme administered by the club **MUST** be financial members to retain those rights (Vic Roads Rules); in other words, your membership subscription must be made before 1 July, start of each financial year.

Your vehicle will be unregistered as of 1 July if membership is not current and the Club is required to notify Vic Roads of any Permit Scheme registration holder who is no longer a financial member of the Club. Due to risk to the ability for the club to retain the right to administer this scheme to its members these rules must be strictly enforced.

Payments can be made by Cheque or Money order made payable to Leyland P76 Owners Club of Victoria or by Direct Deposit to:

BSB 633000
Account 129542155
Account Name The Leyland P76 Owners Club of Victoria Inc
Bank Bendigo Bank

Please quote your **Membership No.** or **2017[Surname]** in the payment description

New Members ONLY

Pro-rata fees are charged to **NEW** members who join part way through the year. Please refer to the table below for the applicable amount. The application form should be accompanied by the applicable fees.

Applications for new memberships may take some time to be processed as all new memberships must be approved by the committee, usually at the next committee meeting. In the event that a membership application is not approved, monies paid will be refunded in full. If you have any questions, please contact the Registrar.

Month of Application	Individual Membership	Family Membership
June - September	\$60.00	\$75.00
October - December	\$45.00	\$56.25
January - March	\$30.00	\$37.50
April - May	\$15.00	\$18.75

Membership Application and Renewal Invoice Form 2017/2018

The Leyland P76 Owners Club of Victoria and Tasmania is dedicated to the preservation, support of enthusiasts and history of this ground breaking car. You are invited to join the club or renew your membership and share your passion for the car with others.

Please return this form along with the prescribed amount to the Registrar. Membership dues can be paid by cheque or money order, payable to the Leyland P76 Owners Club of Victoria or, if paying by EFT, to the following account:

BSB 633000 **Acc** 129542155 **Acc Name** Leyland P76 Owners Club of Victoria **Bank** Bendigo Bank. Please quote your **Membership No.** or **2017 Surname** in the description

Rachel Walker
 91 Stockdale Av
 Bentleigh East Victoria 3165
 Ph. 0413 243 697
 Email:
rachel.walker@optusnet.com.au

Membership Type (Please circle) Individual (**\$60**) / Family (**\$75**)

Applicant

Surname		Given Names		
DOB	/ /	Preferred/Nickname		
Postal Address				
Suburb/Town/City		Postcode		State
Home Phone	()	Business Phone	()	
Mobile Phone				
Email				

Partner (Family Memberships ONLY)

Surname		Given Names		
DOB	/ /	Preferred/Nickname		

Children u18 (Family Memberships ONLY)

Name		Name		
DOB	/ /	DOB	/ /	
Name		Name		
DOB	/ /	DOB	/ /	

New Memberships ONLY

Do you currently own any Leyland vehicles? Please circle. If yes, please complete a vehicle survey

Y	N
---	---

Are you in the process of restoring a vehicle?

Y	N
---	---

What are your main reasons for joining the Club?

- | | |
|---|--|
| <input type="checkbox"/> Technical advice
<input type="checkbox"/> Social Events
<input type="checkbox"/> Access to parts | <input type="checkbox"/> Club magazine
<input type="checkbox"/> Club Permit Scheme
<input type="checkbox"/> Other (please specify) _____ |
|---|--|

Please tell us a little about yourself and your interest in Leyland _____

Preferences (Please circle appropriate response)

Initial

- I give permission for my contact details to be provided to other club members for the conduct of Club Business
-

Y	N	
---	---	--

All personal information, contact and vehicle details provided by club members will be held on the club data base controlled by the Registrar. This information will be used by the Committee for club contact and planning purposes and to facilitate inter-member contact where all parties concerned have agreed. This information will not be forwarded to third parties.

I, agree to abide by the rules of the Leyland P76 Owners Club of Victoria and Tasmania and work towards the fulfilment of the objectives of the club.

Signed:

Date:/...../.....

2018 Leyland P76 Nationals Wodonga

2018 National Meet

Planning for the Nationals is well under way with the venue already taking bookings, a traditional fish & chip meal for Good Friday, a wholesome pub meal for Saturday night, and a 3 course Presentation Dinner at the hotel next to the accommodation venue – those staying there will be able to walk there and stagger back – not that I'm condoning the excessive intake of alcohol!

There will be plenty to keep you occupied during the daylight hours with numerous scenic drives you can take at your own leisure, a planned 'all cars' cruise with a mystery destination or visiting some of the many attractions this part of Victoria has to offer. There will be a trip to a world class winery and the option of a motorsport event (subject to sufficient interest), an 'observation run' will also be held.

We have finalised the rules for the rocker cover races and you will find those in this issue of the magazine. A huge thanks to Drew Griffith for volunteering his time and expertise to build the track and create the flyer and rules – well done Drew.

Also in this issue, you will find pricing and room types for the Nationals home base at The Blazing Stump, as you'll see there is quite a variety on offer and they are pet friendly, you can bring your four-legged friend.

Although the Blazing Stump is the home base for the Nationals there are many other accommodation options available within a 10km radius some of which are:

Motel Wellington Wodonga PH: (02) 6024 3044

Murray Valley Motor Inn PH: (02) 6024 1422

Best Western Stage Coach Motel PH: (02) 6024 2400

Please find below/following registration form for the Nationals.

We are also seeking input from members across the nation and those over the ditch to submit designs for a logo. These can be sent to P76nationals2018@gmail.com for consideration by the Committee.

The Albury Wodonga area has many churches (not as many as Adelaide though) so there should be one open in your chosen denomination for Easter Sunday Morning Services. A list will be provided closer to the event.

In the last magazine, it was mentioned that there were Murray River Cruises, this all depends on river levels at the time and they may not be operating. There is also the possibility of Hume Dam boat tours, which can hold about a dozen people.

Scott Reynolds

2018 Nationals Committee.

2018 Leyland P76 Nationals Wodonga

Leyland P76 Car Club Price List

Blazing Stump Comfort Inn Motel

March 30th – April 2nd 2018 rooms on hold until January 15th 2018

Each guest to book with motel, quoting “Leyland P76 Car Club” and providing a credit card as guarantee

Room Type	Bedding Configuration	Number of rooms	Price per night
Junior Suite	1 King bed	12	\$145.00
Twin Queen	2 Queen beds	12	\$145.00
Easy Access	1 King bed	3	\$145.00
Executive King	1 King bed	8	\$149.00
Envy Suite (1 bedroom apartment)	1 King bed	2	\$165.00
2 Bedroom Courtyard Apartment	2 Queen beds & 1 Single	5	\$210.00
2 Bedroom Executive Spa Apartment	2 King beds, can be split into 4 Singles upon request	7	\$225.00
Honeymoon Suite	1 King bed	1	\$230.00
Cabins	1 Double or 1 Double + 1 Single or 2 Doubles	10	\$90.00 + \$10.00 per extra person

These are room only prices, we offer discounted breakfast rates of \$15.00 per person for our buffet if added when making the booking.

For bookings or questions please contact the Blazing Stump Motel & Suites at (02) 6056 3433 or bookings@blazingstump.com.au

2018 Leyland P76 Nationals Wodonga

30th March to 2nd April 2018

Registration Form

Contact Details

Name	
Club	
email	
Phone	
Car registration	
Car registration 2 nd car	
Day attendance	Friday <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/>

Attendees

Person 1	
Person 2	
Person 3	
Person 4	

Vehicle details

Model	Engine	Transmission	Colour

Meals:

The Blazing Stump Motel & Suites offers a discounted breakfast to its guests if added when making your booking.

Friday lunch will be provided by The P76 owners club of Victoria and Tasmania at the 'Blazing Stump'.

Friday dinner

Adults	
Children	

Saturday dinner

Adults	
Children	

Sunday Presentation Dinner

Adults	
Children	

Venues are unable to provide firm meal prices at this stage. We'll get these to you as soon as they're available.

INDEMINITY STATEMENT

The entrant undertakes not to hold the Leyland P76 Owners Club of Victoria & Tasmania or any of its representatives or sponsors responsible for any loss or damage of machinery or possessions or any bodily injury sustained during the course of this event.

SIGNATURE:

Date:

Entry fee will be advised next issue.

Complete and return form online to P76nationals2018@gmail.com

Alternatively, post to:

Scott Reynolds
1312 Mahers Rd
Bonegilla
Victoria 3691

2018 P76 Nationals Rocker Cover Racing Rules



1. This is a fun event. Any person found to be taking it too seriously will be soundly ridiculed.
2. Any constructor who enters a protest will be automatically disqualified. Oh, that's a bit harsh. Okay, they'll be given a stern talking to, asked to smile more and lighten up a bit.
3. Cars shall be based on an actual rocker cover (valve cover) from any **P76** vehicle.
4. Cars must retain at least 75% of the original **P76** rocker cover.
5. Cars must **not** have any form of mechanical propulsion or steering. Gravity is your friend!
6. Cars must weigh no more than 4 kg.
7. Cars overall length shall be no more than 61cm. (Note: The staging lane is only 61cm long.)
8. Cars must have 4 wheels, (one per corner) each no greater than 15 centimeters in diameter.
9. The course shall consist of two divided lanes, approximately 50cm wide. With a track length of between 6-8m.
10. Cars will be run in heats of 2 cars each. The first car to have its front wheels cross the finish line shall be declared the winner. If neither car makes it to the finish line, the car going farthest shall be declared the winner.
11. A points scoring system will decide, which cars to advance to final round.
12. While the judges' decision is final, all bribes will be gratefully accepted.
13. Constructors wishing to wear racing clothes, fireproof overalls, helmets, etc., do so at their own risk of being laughed at.
14. Downforce wings, spoilers, air dams, etc. are all permitted. They probably won't do any good, but we will all get a good chuckle out of them.
15. Sponsorship logos, racing stickers and car names are all encouraged.
16. There are no more rules. So get cracking, but above all, have fun!

Coming Events/Social Pages

Leyland P76 Owners Club of Victoria & Tasmania 2014/2015 Club Event Schedule

16 July 2017	VIC TAS	Club AGM	1.30pm East Malvern RSL Stanley Grose Drive East Malvern. Victoria
8to10-9-2017	VIC	Shannons Nationals Round 6	Phillip Island Circuit
23/24-9-2017	VIC	Gippsland Vehicle Collection Melbourne to Maffra Run	Akoonah Park – Berwick Showgrounds Gate 5 from 8.30am
1-10-2017	VIC	Australian National Show and Shine Euroa	Parks and Streets of Euroa 8am to 3.30pm
13to15-10-2017	VIC	Motorclassica – Australian International Concours d'Elegance & Classic Motor Show	Royal Exhibition Building from 9am
29-10-2017	VIC	Hazelwood Car & Bike Show	Gaskin Park 10am to 3pm
29-10-2017	VIC	Hamilton Motorsport park	Hamilton 8am to 4pm
21-1-2018	VIC	Annual Northern car/bike show	Cole Reserve Pascoe Vale 10am to 4pm

16 July 2017	TAS VIC	Club AGM	1.30pm East Malvern RSL Stanley Grose Drive East Malvern. Victoria
17-9-2017	TAS	Shannons Convicts to Classics	Woolmers Estate 10am to 3pm

If people have any ideas for future runs or places of interest please let Trevor know
Contact details on second page of ABA

Coming Events/Social Pages

Report on Mystery Club Run 26th March..... report by Trevor Brown

Beautiful sunny day for a drive in the country side in a P76. We arrived at the meeting place BP Calder outbound. Not long after we had 5 cars being John, Ken, Brian & Vicki, Rollie & Helen and Trevor & Lyn.

We headed off taking a road across to Bulla then stopping at a winery at Sunbury which to our disappointment was closed, so it was in our cars again next stop an old homestead called Emubottom where the tv series Cash & Co was made along with some scenes of the series Against the Wind. This was a very interesting place now used for wedding receptions etc.

Time to head off again out into the country side, travelling through Riddels Creek onto Lancefield, stopping here for a break and look at the shops etc. We created some interest here with people coming over to talk about our cars. I don't think they had ever seen 5 P76's all in one place.

In our cars, again as everyone is getting hungry we head to our final stop being Kilmore Park. With all the cars parked together we walked to the local pub where we tucked into a lovely roast.

Thank you to all those that came along on this run, we all had a great day.

Report on the run to Phillip Island on 21st of May..... report by Trevor Brown

We left home at 7am and had a very good run to Tooradin our meeting point, we had a look around the market we then met up with John Ernst, Ken Western and Robert Bothwell in his p76 which he recently got on the road and Ryan Ford. Time to head off, stopping at Grantville for coffee away we go again with Ken in the lead arriving at the Vietnam Vets Museum about 11:30 am. Very interesting museum, well laid out and informative, plenty helicopters and tanks etc. After a couple of hours here we are getting hungry so back to San Remo for lunch at the hotel, after a good feed and chat it is time to all head for home. We had 4 p76s and 1 other classic on this run.

La página de Presidentes



In the Driver's (Captains) Seat.

Presidents Report

Well what a wonderful quarter is has been in the life of your club. As you will no doubt read and see in this magazine we went to Tasmania for the first time as a club. But we also had a successful mystery run only a fortnight earlier which put us over some roads that most of us would also appreciate when we got to Tassie.

Firstly, a big thanks to Trevor for organising the mystery run and to our Tasmanian members who got behind the Tassie tour and went to great lengths to make this one of the most memorable P76 expeditions ever. To Julian and Catherine welcome and thanks for your great attitude and fantastic company, they travelled from NSW to be part of the Tassie tour and I hope we made them feel welcome.

Of course, on returning we started to focus on the next big thing; this being the National Meet during Easter 2018 – we are heading north to Wodonga. Again, members from around the States are stepping up and a lot of organisation is already happening behind the scenes. Some major decisions have been made with venue locked in a fun activity already planned rocker cover races. The place is open for bookings and we are looking forward to wonderful experience in the North East. Scott Reynolds will be our camp chief (yep I'm a Scout Leader) which is great because he is also a local to the area and people know Scott is full of enthusiasm for the car. This also means we need people who are interested to step up and assist his small but dedicated team.

The other issue looming largely is our AGM – which is locked in for July at the East Malvern RSL. If you have any ideas you'd like to see your club be involved with that you might like to assist with please feel free to step up. As president of the Club I have been privileged to be part of such a dynamic and professional committee. Which brings me to Ken Western – as many of you may know Ken has made a long and sustained contribution to club life over nearly a decade – Ken jumped into the breach this year when we found ourselves without a club secretary. Ken said he would do it once to help us out but has said all along that he can't do it beyond this year so once again we are looking for a Secretary; fortunately, we have a person step up and express their interest. Ken has made the job of secretary a lot easier, his detailed minutes and accompanying "Actions" sheet has kept us on task. With everyone presenting reports prior to meetings, our meetings are now almost exclusively focused on the future – this has also cut them down to about 1 hour maximum leaving more time for social activity. Every member should join us for our committee meetings as we always have a meal together prior to meeting. We usually finish (including dinner) by about 8.30 pm!

Comments on Tasmania Tour and lessons for the Nationals.

The first comment we all made (including those with National Concourse Winning Cars) was that the cars are meant to be driven not just displayed. These cars make excellent cruising vehicles, which even by today's standards are remarkably economical in fuel consumption and maintenance. So, it is the intention to fly the flag by having tours as a major feature of the 2018 Nationals. The North East of Victoria has historical towns, world class wineries and even two motorsport complexes. So, we'll have plenty of opportunities to drive. There was a real sense of pride in the cars when we bunched up prior to arrive in a town – in many of the towns there was a real sense of occasion with St Helens even reserving a special place in the towns centre for us to park as we arrived. We are hopeful we can replicate this feeling of pride of ownership for all those that attend the Nationals. Of course, being pressed into only a few days means that we will not be spending a whole day doing the concourse – this will be a few hours and then on to the next activity so get ready.

The other comment made about the Tas Tour is the recognition that Easter is also a time for some to hold religious observations so every effort will be made to find out details for worship in the area and publish this as part of Nationals information. There is also a need to have activities for children, this is essential if we hope to attract families to events and activities. So, for those that feel they have something to contribute to our wonderful club please feel free to contact me to discuss how you can assist. In the meanwhile, enjoy what we have to offer you and please take pride in ownership by joining us when we go for drives.

Member Articles

Tour de Tas article by the editor and participates

The Tour de Tas unofficially started on Thursday, the day before everyone was going to meet at **Elizabeth Town Café (ETC)** after getting off the boat. I was out in my shed when I heard the unmistakable rumbling of a P76 cruising up the driveway. Who should it be but none other than John Ernst and his son Tim. The two of them arrived earlier in the week and I invited them to stay Thursday night. Nick Kounelis was also due to arrive later in the afternoon, travelling up from Hobart to stay the night also. It was great to have all three staying over. On arrival, there were some crumblings from the Ernst camp, not all was good with the car.

“She’s been running like a dream since we left Melbourne” said John. They had been doing some sightseeing around the north of the Tassie notably the Mole Creek Caves. On realising they needed fuel they topped up at the local Mole Creek servo. Now when you go to pay and the person behind the counter comes out with a statement **“I don’t like V8’s”** you just get that feeling somethings in the air although in this case it’s in the fuel tank. After filling up, the Ernst P started to play up. Once at my place (after a cuppa) up went the bonnet. John went about checking possible causes. I noticed there was no fuel filter so we stuck one on. Things were better but not quite right. After a phone call to one of my mates we took off the top of the carby and took out the idler tubes/jets. Cleaned the bowl and blew out the tubes with compressed air. Job done, running like a dream again.

John hard at it trying to work out the problem which, was bad fuel.



Good Friday morning dawned, you couldn’t have asked for better weather. We jumped in our cars and headed off to ETC to meet the other participates who arrived off the boat that morning. On arriving at ETC we were meet by Trevor and Lynne, Ryan and Kate and Julian and Cath with a couple more to come. Rachel and her children were the last to arrive due to being the last off the boat.

MMMM.....whats going on here, back of the boot dealing at ETC.

Once everyone was settled it was time for breakfast or just a cuppa. All official welcomes were done and stories of the trip down on the boat, and for Julian and Cath the trip so far from their home in NSW. There was to be an award presentation later in the event. Julian and Cath had their name on one prize right from the start. After our refreshments, I presented each participate an event pack to take home as a memento of the event. Included were one off bottle openers, coaster and also the notes on the observation run that was to be held over the first three days of the event. This turned out to be a hard fort battle on all three days. We even threw in some Easter eggs.



The Event bag showing contents.

On leaving ETC we hit the road, start of the Tour and observation run, next stop Sheffield, the town of murals. We had a brief look around with John especially interested in the old second-hand shops with all sorts of interesting nick knacks.



The ANZAC and Blacksmith murals, just a couple of the many murals to be seen at Sheffield, and Julian in love with the petrol bowser “ will it fit in the boot?”

Next stop was Tasmazia and the village of Lower Crackpot. I believe this is the largest maze in the southern hemisphere including the interesting village of Lower Crackpot and Embassy Gardens.



All lined up at Tasmazia, sort of. Still more members were to catch up with us later in the day.



Just a couple of pics showing some of the village of Lower Crackpot. **Top left foreground is the *University of Lower Crackpot School of Wood Chopping Professor David Foster.***

Left. Tomb stone self-explanatory.

Below: Would you believe it, after their eyes just about popped out of their heads Trevor and wife Lynne did manage to devour most of the pancake they ordered.



With the visit to Tasmazia over it was time to head to our first overnight stay, Cradle Mtn.

We arrived there in the afternoon with time enough to take the shuttle bus up to Dove Lake and have a bit of a look round. Surprisingly the weather was still on our side. I say that because up in the highlands it can change from good too bad in the blink of an eye. The road

to cradle took us past Lake Cethana, what a great run with all the corners and the decent and assent into and out of the dam area. We passed a few Alpha's that were on a club run heading the other way. The scent of an over cooked brake system was smelled but no one had any issues.

We had a wonderfully cooked dinner that night at Cradle along with the odd beverage or two. The evening was chilly with temperatures dropping to 0 degrees. Nick and I shared a cabin. I put the cabin heater on flat out before dinner. On returning the cabin was, let me just say warmer than outside, just. I still reckon our heater was dodgy as everyone else the next morning said their cabins were very warm and cosy. We paid the bill the next morning after de-icing our cars, the woman behind the counter being a petrol head once owning a Charger (brilliant). Still liking her fast cars and loved our P76's.



Everyone enjoying a warm Cradle Mountain dinner



Greg doing a selfie at Cradle Mountain



Frost on the car the next morning



Some of our members at Dove Lake Cradle Mountain.

Brian and Vicki Carte arrived that night at Cradle and joined the rest of us the following day for the start of day two.

Next stop Tulla after travelling over some great open sweeping roads. After Tulla we set off and had a cuppa at Roseberry. Tulla was a major Hydro Town and Roseberry still is a mining town. Once on the road again and after more exhilarating driving we stopped at Zeehan. While at Zeehan John got onto a hot tip about some bloke selling a heap of car parts. Off he went with Nick and Greg in hot pursuit, always on the lookout for a bargain. After quite some time the rest of the party had to put out a search party and phone call for them. They all returned with a treat they brought from the guy. Well, next stop Strahan for Lunch and a look round. After that it was onto Queenstown for a good night's sleep after dinner.

The road between Strahan and Queenstown is brilliant and no wonder its part of the Targa Tasmania Tarmac Rally. Whilst we didn't whip along at the speeds in Targa we all enjoyed the driving experience of these winding, changeling roads. This is what this event was all about and what the P76 was built for and loves. When we arrived at Queenstown we parked up at the ABT Railway station only to find it just closed within minutes of our arrival, so we decided to check it out the following morning. We all checked into our relevant sleeping quarters then after a freshen up we all meet at the old Majestic Hotel for dinner. We enjoyed a beautifully cooked meal and after a few ales called it a night. Mmmmm, did I say ales, a certain person from NSW was liking the local drop.



Part of the staircase at the Majestic Hotel Queenstown.



Nick, I'd like to help mate. No, looks like you have it all under control. Hey good use of the curb/gutter.

In the morning (day three of the event) we awoke to the soothing sounds of gentle rain on the roof tops, hey its Queenstown! After breakfast and a look round the Abt Railway station (breakfast for some) we motored off, ahead of us the infamous 99 bends out of Queenstown (another Targa stage and rightly so). What a hoot and slippery, what fun! In fact, one of our touring companions was enjoying himself so much, that he was persuaded to stop what he was doing when he came within millimetres of reshaping their P76 with the use of a very large boulder.



The winding road out of Queenstown is so famous for its twists and turns that it's unofficially known as the 99 Bends. Formally called Gormanston Road, it's by far the most fun and frightening stretch of black-top you'll encounter on Tasmania's West Coast. The curvaceous route over a mountain range is great if you want to put your car through its paces and pretend you're a pro. Targa Tasmania's talented rally racers can drive its 6 km in a touch over four minutes. Rated as one of the top ten roads you have to drive in Australia.

On the other side of Queenstown, it's still more entertaining driving on the road to Derwent bridge and a rest stop. Day three was also the last day for the touring group to participate in the observation run. The last of the questions were answered and that night I marked them all to find the winners of each day.

At Derwent Bridge, we had a break and watered the horses. From then on it was easier going to New Norfolk where we stopped to meet up with Ray and Pam Till (new club members) and have a late lunch. After lunch, back on the road with just 30kms to go to reach Hobart. Nick took point in the convoy and lead us up Mt Wellington to give us a great view of Hobart from the observation building on the summit. Wasn't cold much.



Left: on the road and above: lined up at Ouse.



***Above: Julian and Nick enjoying the cool temp
On Mt. Wellington with Hobart in the back ground.
Right: Tucking into dinner in Hobart on the 3rd day.***

That night we all enjoyed a meal in Hobart with Martyn and Silva Hayes and David Walker joining us. Day four arrived with clear skies and the prospect of a great run from Hobart to St. Mary's on the north east of the State. We all meet at Salamanca Place in Hobart where we meet up with Mike Wayth who was down from Vic visiting his son. It was great to catch up with yet another club member. We set off early and first stop for the day was the old township of Richmond famous for its gaol, shops and stone bridge. At Richmond, it was decided to hold our monthly club meeting as most of the exec. were on hand. We gathered at the local bakery and commandeered a number of tables and chairs. Alfresco meeting.



Salamanca with Mt. Willington in the background



Alfresco meeting at Richmond.

After the end of the meeting prizes were given out to the lucky winners of the observation run. Winners were as follows. Day one was won by John and Tim. Day two was won by Ryan and Kate and Day 3 was won by Rachel and her kids. I might add that Rachel and children were only 1 point off winning day 1 and day 2. Day 3 was a tie breaker between three competitors. Also up for grabs were three trophies. One trophy was for the longest distance travelled to get to the event, and the winner is Julian and Cath who drove their mighty P76 all the way from NSW. It was great to have these two on board for the event. They helped to create an aura of never a dull moment throughout the Tour. The other trophy was called the technical difficulty award. Deciding the winner of this award proved quite difficult, as not one of the P76's that took part in the event actually gave any trouble that would have put them out of the Tour. In the end, it was decided to draw the winner out of a hat from three possible winners. It was John and Tim Ernst that won the trophy.



Parked up at Richmond with the famous Richmond Bridge in the background.

On departing Richmond, we made our way to the Midlands Hwy via Colebrook and then onto St. Mary's (close to the east coast and lunch break) with a brief stop at Ross on the way. The road through to the Midland Hwy was as usual, a great experience to drive with twisting and winding black top. Once at St. Mary's we were fortunate to catch up with more club members. Grant Faulkner, a well-known St. Mary's personality and club member had arranged for our cars to be parked up on the Village Green. Everyone enjoyed lunch with typical country town hospitality. Due to the lateness in the day it was decided not to push on to St. Helens and Scottsdale but turn around and make our way to Launceston via the Midland Hwy. Sadly, this decision meant that our convoy of members and their P76's, would not have the pleasure of experiencing three of Tasmania's best bits of black top, those being Pyenganna Saddle, Weldborough Pass and the famous Sideling. All three a pure driving experience like no other. Do yourself a favour and a google map search of the Tasman Hwy from St. Helens to Scottsdale and on to Launceston, you will see what I mean.

Anyway, all's well that ends well. Once in Launceston we ended the event at Andy's place (editor) with a BBQ and drinks. This was great as it left enough time for those that had to, to catch the boat back to the mainland, a 1 hr drive from Andy's. With everyone enjoying themselves at the BBQ it was a good time to reflect on the event. Without exception, all members agreed **"it delivered !!"** What next?



Parked on the Village Green St.Mary's



Some of the P's parked at Andys place.

End of the line. Members enjoying a well-earned BBQ and rest after the Event.

On reflection, everyone thought the Tour de Tas delivered on its promise. A great touring and driving experience on some of Australia's best driving roads. A well organised event.

Throughout the Tour we were all confronted by folk that either had a P76 or knew someone that did. Everyone we spoke to had great respect for the car and really enjoyed seeing our convoy of P76's on the road.



There were hundreds of pictures taken, this has just been a small sample and don't forget to check out the Facebook page for more pictures and video clips.....should we do it again

Part 3 and final instalment of the Shit Box Rally Article by Ryan Ford.

Day 5 – Birdsville to Boulia. With the worst of the roads behind us, we looked forward to a little bit of a reprieve. 382km over various roads, from dirt to well-sealed surfaces. The bashing over the last few days had taken its toll on the old P76. The night before I had removed my exhaust manifold to get a new thread tapped into it. I was very reluctant to take the P76 to the mechanics bay, we have never had to do it before, and usually their efforts are reserved for those that have genuine problems that mean their car won't be able to front up the next day. So when I went there telling them my exhaust problems, they looked at me and asked "Is that it? Is your car still running". Oh yes, I replied, she is running great! But it's a little loud as the flange gasket was lost. They wouldn't admit the car to the bay but agreed to tap a thread in to the manifold if I removed the part.

The next day as we left Birdsville on the dirt road heading north, the car was still loud, but the exhaust was firmly attached again, albeit holier than a block of swiss cheese! But, she was still running, and mechanically was holding up very well. I was becoming concerned about the sloppy rear end as the last few days had clearly taken its toll. Its not that we had over loaded the car, anything but, but the shock absorbers were there, that's about it, they didn't do much. But the poor bump stops had been smashed and were starting to split. The rear end had sagged quite a bit.

As we made our way towards Boulia we stopped at a little town called Bedourie. Like all Aussie outback towns, there was a pub, so we stopped for a beer, as did many of the drivers. This is one of the un-sung side effects of the rally. These little towns that may only see a dozen or so cars drive through in a day, suddenly 200+ cars are coming through, and we all like to chip in. Whether or not the town is putting on lunch, or just stopping for a cold one. We found out the publican had lived there his whole life, and had only left the town on 1 or 2 occasions. His whole life had been spent in this little town.

The days driving was quite easy, we arrive in Boulia in good time and set up camp at the local racetrack. We got a photo opportunity of another team that was driving a Datsun that was sporting the same colours as us, they were having braking issues, so we kept our distance!



Day 6 was Boulia to Hughenden. This looked like it would be an easy stretch, just under 600km, lunch in Winton with a stopover at a scenic lookout. Our team had not pulled in for fuel last night, but having topped up recently we checked the map, Middleton was the next marked fuel stop. Being just under 200km away, we determined every car had enough fuel to make it the distance, so we skipped the servo and hit the roads.

Outback Queensland can have some of the most boring and breathtaking sights as you drive along. Not far out of Boulia there was a scenic lookout, a large rock formation that if you climbed up, the view was spectacular. What was almost as amusing was that there was an old what appeared to be a disused 4WD track that went up to the lookout, it was heavily pot marked and uneven due to water run off, some shitboxers thought it would be amusing to see if their car could make it up. Some cars did make it up, others didn't, and a Datsun 200b SSS broke his diff trying! After having a laugh at the Datsuns expense, we all jumped in to our running cars, and headed for Middleton. We were starting to get low, but not far to go.



As we approached Middleton we could see a roadhouse on the horizon. As we pulled in, we were really in the middle of nowhere, and we looked left, right, up and down.....all we could spot was the remains of an old, rusty, petrol bowser. When we questioned the owner where the petrol was, they laughed and said he hadn't pumped fuel in decades. We were in trouble. Out jerry cans were empty, so as a team we had to come together.

Focus was put straight on the P76 and the Merc, being the 2 thirstiest cars. But unlike some other shitboxes, at least our fuel gauge worked! We knew we were low, and the next stop was in Winton, about 180 km away. We had some fuel amongst the team, but having to ration it to those who needed it the most, we simply decided to drive until one of us ran out. So we hit the road, not knowing how long for.

As we all know, P76 drivers smile a little bit wider when we turn right and all of a sudden we have a full tank again! Or go all sad when we turn left and we have an empty tank. What keeps the sad face on a little longer is when you turn right, and the gauge still doesn't move. We were very low on fuel, but we kept going. Sure enough the inevitable happened, about 30km out of Middleton, we ran out.

With 150 km to go to the next station, we pulled over and assessed the situation. We got a top up of 20 litres, and the rest was divvied out amongst the team, and we opted to drive at 80 km as this was judged to be the speed where you could achieve the best economy. Whether or no that's true, we hit the road again, and drove gently into Winton. With fuel low we arrived in Winton, just! We full tanked the car, and our 2 jerry cans and hit the home stretch to Hughenden.

Day 7, Hughenden to Townsville. The last day is always a little bit of mixed emotion. You cant wait to get to the destination and complete the mission, and sleep in a proper bed! But its also sad the adventure is over. For us the adventure was only half over, once we had finished, we had our trip home! We cruised into Townsville without any real hassels, we stripped the top off one of the rear shock absorbers, thanks Phil for the photo bomb. But at about 2.00 on the Friday afternoon, our team rolled in to Townsville. P76 number 2 had completed its mission!



It was a hell of a trip, the car looked like it had gone through the battle field. Filthy dirty, rear suspension sagged, exhaust barely hanging on, she certainly had proven herself, and like with my first P76, I could not part with her, I brought her back home. It was hard to imagine that less than 12 month earlier the car was dying a slow death in a paddock, we nearly didn't buy her, I was told that this car was only worthy of scrap. And I can see why people would have thought this. But when looking at cars this old, you need to focus less on what's wrong with the car, and what is right. After I got her back to Melbourne, I decided i would use this car to cross one of my long term goals off my bucket list. I would restore her myself. Since her rebirth, she was stripped back down to bare metal in metal places, smoothed and filled rust removed where it was needed and painted her Aspen Green. She is back on the road again, with a new coat of paint, new exhaust, new brakes and springs, and the ratty old motor had been removed, but the adventure that the P76, Phil and myself went with this remarkable car will never be forgotten.

TRUT PIVOT - STRUT TOP BUSHES.

Your Club now has New Strut Top Bushes for sale made from Engineered Nylon Compound suited to high pressure low speed application in dirty environments. The Bushes also come with New Stainless Steel Crush Tubes.

\$40.00 per set (Members Only Price)



GENERAL FITTING GUIDE

Please use these hints and tips along with any professional advice when fitting the bushes.

1. Clean all paint, rust and rubber deposits from the bore of the Strut Top.
2. Inspect for damage, pitted or worn Strut Top.
3. After fitting the bush if required resize the bush bore by removing some material so that the tube can be pushed into the bush by hand.
4. Use a PTFE BASED lubricant.
5. COAT all bush surfaces designed to pivot such as the flange face and internal bore of the bush.
6. Tighten all bolts and nuts as per Leyland specifications whilst the vehicle is at normal ride height.

Your club now has Ryco **Z86 Oil Filters** in stock.

Cost to members is **\$30 plus postage.**



BOOT MATS NOW AVAILABLE



The P76 Owners Club of Victoria and Tasmania are pleased to announce that we have remanufactured P76 boot mat's which are now available. The mats are made from superior Urethane rubber with the correct factory surface finish.

Vic/Tas Club Member Price \$170 ea

Other Club Members \$180ea.

To place your order please contact Brian Carte on 0407400468. It is preferred that Greater Melb Metro members pick up their purchases, as these are very difficult to pack and freight. For country interstate and across the "dutch" club members, Postage/Freight will be advised depending on destination location however you should allow \$20 to \$30

Payments can be made to Bendigo Bank Acc Name Leyland P76 Owners Club of Victoria Inc BSB 633000 AccNo. 129542155 Please ensure that you indicate you're Name in the Payment Description.

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CLASSIFIEDS

Parts Trader

Windscreens -The Victorian Club has new Laminated Windscreens in stock priced at \$185 Ea. **Please contact Brian Carte (Parts and Tech).**

Z295 V8 Air Filter Cartridges – We have a stock of original fit airfilters for sale at \$35 each. These are no longer being manufactured by RYCO **Please contact Brian Carte (Parts and Tech).**

V8 Ignition Points- The club has recently managed to procure the a number of P76 V8 Points. There is mixture of Echlin CS217V, Repco L20, Bosch GL27 contact sets. These are available to Members Only. If you want a set **Please contact Brian Carte (Parts and Tech).**

P76 V8 Engine Main Bearing Sets . With the closure of ACL the Club has made a last ditch purchase of engine bearing sets for the P76 V8 Engine.

Bearings are available in .010 and .020 oversize at \$130 per set **Please contact Brian Carte Parts and Tech**



P76 Restoration Decals

Due to demand from a number of P76 enthusiasts, I have re made some of the Leyland restoration decals that complement the Engine Bay Decals offered by the Vic/Tas Clubs. Windscreen decals have been re manufactured with extra UV resistant materials to the Original Design.

- To Club Members the prices are as follows
- Quality OK panel and Paint \$5.00
- "I'm Driving the Car of the Year" internal reversed decal \$20.00
- Leyland Part number decal (a new one) where you can write in the part number you are displaying \$5.00
- Leyland Australia 2 sided Service decal (with use Castrol oil) on the inside (a new one) \$10.00
- Radiator inhibitor decal (Rolls Royce). Limited stock \$15.00
- Leyland Part number on a 1.25 metre roll. The "L" symbol in the Leyland logo is missing. This can be used as bunting or cut down to do part numbers (on NOS parts that the labels have fallen off!) \$10.00

Postage on all these is \$1.00 per each on individual orders (bubble wrapped and cardboard outers). On large orders, say 5 total I will pack and post for free.

Please email me directly with your name and address and my CBA bank account details are 7000 00685400. Contact **Nick Kounelis 0418882043**

Under Bonnet and Front End Decal Set. The Vic club has reproduced the underbonnet Decals ideal for that restoration of the engine bay where invariably the original decals are damaged or destroyed on removal. The decals are printed on Metallic Silver and include;

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label
- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



Due to the reflective surface the Decals are difficult to photograph and appear blurred. Sold Items are good quality.

\$20 per set If you want a set **Please contact Brian Carte Parts and Tech.**

For Sale two Leyland 4 Speed Gearbox

Both gearboxes are condition unknown and therefore suitable for reco. One gearbox comes with 6 cyl Bell Housing (\$250) the other without Bellhousing(\$150). **Contact Brian Carte (Parts and Tech)**

V8 VRS Gasket Sets Come Complete with Valley Cover gasket and rubber seals Limited Stock **\$250 Contact Brian Carte (Parts and Tech)**

VRS Gasket Set Conversion (Crank Case Overhaul) 60\$ Contact Brian Carte (Parts and Tech)

Mentiplay Leyland

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the **only** aftermarket extractor developed specifically for the P76 V8. The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains. On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning. These extractors are available now exclusively through Mentiplay Leyland. **Mild Steel: \$600.00** **Stainless Steel: \$800.00**



Urethane Steering Couplings:

\$40 plus \$5 postage and packaging.



Gearbox Urethane Gearbox Mounts

\$170 plus \$10 postage and packaging

Contact James Mentiplay

Mentiplay Leyland

Phone: 0408 918 127

Email: leylandp76@westnet.com.au

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- Exact Match to original materials, finish, colour with grain matched cutting

- **Optional** - We can cut these in other coloured vinyls including carbon fibre etc
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Need a new speedo cable?

Then try the guys at Flexible Drive Hobart or at Kensington Victoria. Just send them your old speedo cable and they will build you a new one to the same length or different length if required. Everything brand new, but you do need to supply the orange gear. Once made both your new cable and the old one will be posted back to you.



Contact them on/at:

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Tasmania 7009

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Flexible Drive
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Kensington
Victoria 3031

Ph. (03) 9381 9222
Email vicsales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Parts Wanted

WANTED Leyland P76 Super/Deluxe Boot Mat –
Used but in good condition for age.

Please contact Ray Ikin 03 51766086

WANTED-

- (1) Set of GC P76 Window Seals Inner @ Outer.
- (2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.
- (3) W/Screen Trim Front Top Section only x1 GC
- (4) Original Boot Rubber Mat in GC

Contact Michael Hare Mob- 0401092265

WANTED ACCESSORIES

Wire Headlight Accessory Guards for a Super
Force 7 Steering Wheel

Contact Philip McCumisky 0408 842 800

WANTED V8 4 SPEED MANUAL TAIL SHAFT

I am partway through converting the General Lee to a 4 speed manual, I have the box, the bell housing, the pedals, but no tail shaft my phone number is **0410424695 if anyone can help out. Thanks.**

Vehicle Trader

Vehicle Wanted

I'm looking for a V8 executive or preferably a Targa, either transmission I don't mind. I would prefer a completed restored car, but would also consider a refurb job **Contact Rob Calvert Newcount 0419 885 189**

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