

ANYTHING **B**UT **A**VERAGE



***THE OFFICIAL MAGAZINE OF THE LEYLAND
P76 OWNERS CLUB OF VICTORIA INC.***

*On behalf of the Committee of the P76 Owners Club of
Victoria Inc. I wish you all a Merry Christmas and a
Happy New Year.*

DECEMBER 1996

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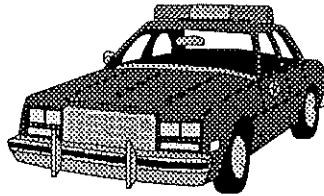
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Wanted! Situation Vacant.

**PARTS'N'TECH SUB-COMMITTEE MEMBERS INCLUDED: KNOWLES GRAY, WAYNE LYONS & JOHN ERNST.*

Victorian Club Events Calendar.

- | | |
|------------------------------------|--|
| November 30th | General Club & Committee Meeting starts 4pm
BYO BBQ, at Emerson School, 1430 Heatherton Road. |
| December 13,14 & 15..... | Raymond Island Weekend, booking essential more details in this magazine. Book with Bev Gray. |
| Sunday 15 February 1997.....
Mt | Picnic at Hanging Rock with Macedon Car Club. |
| March date to be advised..... | Family Motorkhana Day |

THE VICTORIAN LEYLAND P76 OWNERS CLUB INC., ITS COMMITTEE AND AUTHORS ACCEPT NO RESPONSIBILITY FOR ANY LOSS, OR DAMAGE RESULTING FROM ARTICLES PUBLISHED IN THIS MAGAZINE.

Drivers Seat

Well the most difficult time of year is now over for me, as my exams have finished at Uni for another year. The spare time I now enjoy has given me a chance to consider a few puzzling questions that have been nagging at me, and these weren't from Ann-Marie on washing the windows or cleaning out the gutters. All this pondering is of a more serious nature.

Firstly is that of an article that I read which was of great concern. It involved all areas of the Motoring Industry, from manufacturers to insurance companies. In essence they were being regarded as one of the strongest lobby groups to discuss with the Government the idea of reducing the number of cars over ten years old on the road. Their main arguments were that older cars released greater pollutants into the atmosphere, plus that with new car technology this could be further reduced. The one idea that stuck out in the article to me was that of passenger safety, this was really giggle territory as they started quoting that cars now days are crashed tested, in particular the safety of the Volvo. I have nothing against Volvos but lets look at Joe Averages car, he doesn't drive a Volvo nor will he ever, he'll seat his backside in a Holden or a Ford. This is were comparisons between the P76 of the seventies and the Ford of the nineties become parallel, in aspects of occupancy safety. The Ford Today program boasts of Falcons having side intrusion bars, so does the P. Crumple zones are worth bragging about they say, well so does the P. The only real difference between the two is that in places were Ford use plastic The P76 uses steel. My choice in an accident would be a car made from steel as only Superman is stronger. Another point they made was superiority of newer cars suspension, what a joke is all I can say. I agree the Commodore docs have a good set up, but the Falcon has as many front adjustments for the suspension as the P, like toe in or out, that's it. Go figure where they are coming from, as cars that are over twenty years of age in the majority tend to be better examples of their make.

The second thing worth mentioning is that of lead free petrol. I know that former presidents have written in this regard. But I hope to generate some discussion with this next piece, as you can tell me if I'm wrong or right. Now we know that New Zealand is trialing this concept, yet for the majority of our club members who run their cars on LPG, are you not already running lead free. There is know lubricating effect from running LPG except on engine wear. When we rebuild an engine, we get hardened seats placed in, to run LPG. Why not then look at head modifications to run unleaded? The only thing that I have against imposing a restriction on the use of leaded fuel, is that of our ability to choose. It is a case of changing the rules half way through the game. And from what I have read it has not been proven enough for my liking that there are no side effects from the inhalation of fumes produced by unleaded cars.

This brings us back to the first part, were these two issues merge. The lobby group have considered instead of introducing a leaded ban on vehicles, why not get those vehicles which use leaded fuel off the road. Thus allowing the fuel companies the opportunity to say "Look no more cars on the road are using leaded fuel so we will stop producing." Sometimes you find yourself saying "Geez that really does suck."

Now to the General Meeting, due to the efficiency of the Editor the December Mag may reach some before the meeting and others after. To those that receive it early come along, to the others it was a great success.

Our guest speaker was to be John Stevens who was a test driver for Leyland and was the test driver of the S2 as he knows it. He has had to withdraw due to a commitment his wife had made on their behalf. I've heard that before, don't cross them. Depending on how successful this meeting is I will try and reschedule his appearance as well as others who will entertain us at these meetings. At present I am arranging for a representative from APA Industries to give us the low down on LP gas cylinders and latest developments. This is not definite but a possibility at such a late stage

Finally, Calder Park All Australian Car day. What a success. We made the organisers sit up and take note of our vehicles, as we out numbered other car clubs by 5 or 6 cars, in some cases by 9. There were those that made a long journey like Steve & Suzie Ginnavan from Cowes and Brad Fankhauser from Drouin. Thanks everyone for your participation. 11 cars rolled up, which I have been tolled was more than turned up to the Concourse of the SA Club. Apart from mine every car was of very good to excellent quality for display. Chris and Barbara Bain got their photos taken with Gentleman Jim Richards in front of their car, and he had alot of time to talk to us about the car. No one from the public bagged the cars they appreciated them for what they were. Some still asked what they were doing there on an Aussie Car day. No comment.

Have a happy and safe Christmas and New Year
Till '97
Will Ernst
The Pres

SOCIAL CALENDAR

Nov. 30 th .	General Meeting/Christmas Barbeque
Dec. 13,14,15 th	Raymond Island Club Weekend
Feb. 15 th , 1997	Picnic at Hanging Rock, Mt. Macedon Car Club.
March	Family Motorkhana Day

Remember our next social event is a General Meeting/Xmas BBQ to be held on Saturday, 30th November at Emerson School, 1430 Heatherton Road, Dandenong, just off Stud Road or Princes Highway. BBQ is available BYO food and drinks. The spare parts manufactured by the club and magazines received from other car clubs will be on display and who knows what else? So do come and join us from 4.30 p.m. onwards.

On Dec. 13,14,15th, a group of 27 people and their P76s will be meeting with the East Gippsland Group for a weekend at A'Beckett Park, Raymond Island. To get there, you travel on the Princes Highway to Bairnsdale, turn right to Paynesville and then board the ferry at Paynesville for the short trip to Raymond Island.

Friday evening and Saturday morning will be settling in time. A boat trip on the Lake visiting Ninety Mile Beach and Spermwhale Head, including afternoon tea, is booked for Saturday afternoon between 1.30 - 4.30 p.m.

Dinner will be catered for at the Camp Dining Room on Saturday evening followed by Bush Dancing and/or other more technical activities.

On Sunday, a Barbeque lunch will be provided at the Camp and then cars will be heading back home.

There is an extensive list of activities including orienteering, kite making, fishing, canoeing, bike riding, minigolf, archery, koala spotting, swimming, raft building, bush cooking, walking, and many others. A small cost is involved for some activities.

THINGS TO BRING

Each person is requested to bring a sheet to cover the mattress on the bunk bed and their own bedding including pillow, breakfast for Saturday and Sunday mornings, lunch on Saturday.

There is a kitchen and lounge area available for our use containing plenty of china, cutlery, cooking utensils, toaster, refrigerator, stove.

THINGS TO REMEMBER

The contact telephone number whilst at A'Beckett Park is 051 566 51

FERRY TIMETABLE

**First Ferry Departs
Raymond Island**

**Last Ferry Departs
Paynesville**

**Daylight Hours - Continuous
Operation Between:**

**Monday - Saturday
Sunday**

**7.00 a.m.
8.00 a.m.**

**7.10 p.m.
6.55 p.m.**

**Night Time Hours Continuous
Operation Between:**

**Sunday - Thursday
Friday - Saturday**

**9.30 p.m.
10.30 p.m.**

**9.55 p.m.
11.55 p.m.**

Remember, the Ferry crew have a break during the evening. If possible, be at Paynesville on Friday before 7.10 p.m. to avoid having to wait for some hours. The Ferry does not run between 7.10 p.m. and 10.30 p.m.

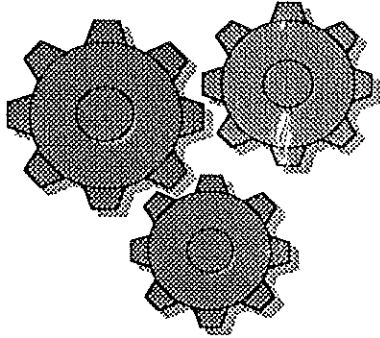
If there are any further questions, please do not hesitate to phone me on 9 878 0279.

**Beverley Gray
Social Secretary**



PARTS FOR SALE.

Exclusive to P76 Owners Club Members.



We have **original P76 Front Indicators For Sale** these are available to members only and are not for re-sale to others. These have been manufactured using the original Leyland dies and have been injection modelled using the newest high impact UV stabilised acrylic plastic. All labour was donated by our members Hans Bleeker and Laurie Hamilton. Please note if it is found that you are selling these to non-members we may need to review your membership.

Cost is Thirty Australian Dollars (yes that's right \$30) a pair plus the cost of postage.

Interstate and Overseas Clubs will need to make arrangements through their Parts people in order to access these.

Order your set by contacting:

Laurie Hamilton
3 Neil Street
Heathmont 3135
Ph: 03 9870 6672

Other stuff we sell:

Front lower-control arms: with re-conditioned ball joints on exchange bases:

Cost \$45 per side + postage (this is only for the ball-joint a new dust cover and a

grease nipple will cost an additional \$12 a pair). This is strictly on an exchange basis as I am still waiting for some people to return the ones that were to have come of their car, we can't do this any more and I must have your old ones **before** I can send you the repaired ones. (Please note the unavoidable price rise however it still represents excellent value)

New front mudflaps original Leyland: (these are the same as back).
Cost \$20 a car set (front and back) + postage.

Intermediate steering arms: these are now available on a exchange basis these have a new universal joint. Cost to members \$85 each. + postage

Order these by sending your exchange parts and order to:

John Ernst
RMB 1230
Yinnar South 3869

NO PHONE ORDERS!

RMI 25 Enviromentally friendly Radiator Inhibitor
Cost \$12.00 per bottle (you will need 2 bottles this will be enough to make up an additional 2 litres of coolant).

New Radiators \$70 each +postage
contact:

Knowles Gray
PO Box 169
Nunawading 3131
Ph: 03 9878 0279

CARS FOR SALE.

*Once in a lifetime opportunity
Multiple Concourse Winner(see Editors
Rambling this magazine.)
FOR SALE.*

Chris Bain has his Am I Blue Super V8 Auto for sale, this vehicle has been faithfully restored and would suit a new car buyer, those that have seen the car will appreciate the workmanship. *Chris is also offering a Excellent Leyland Marina.*

Chris can be contacted on
054 467 122

1974 Executive V8 with 4speed, Bold As Brass runs straight LPG has Leyland Limited Slip Diff, 80amp alternator, Hella and Narva lights, GT rear spoiler. \$1800

Contact: Owen Anderson
Williamstown
03 9397 6961

Deluxe V8 with some spares, make an offer Rusty in back window & usual places

Contact: Rex Wallis
Mt. Waverley
03 9807 2342

P76 with some parts included: Parts \$180 Car \$250 2 Bonnets, Boot Lid, Drivers Side Door, Louvre, Indicator lenses, Discs, Speedo Cable, Steering Column & Indicator Arm, Deluxe Grill, 6Cyl Radiator + Manifold.

Contact: Cheryl White
64 Glenburn Road
Kinglake
057 86 1384

3 V8 P76 Cars for sale at Hamilton. 2 Going 1 has imprint of a cow on front end.

Contact: Gordon Oliver
RMB C162
Ballarat 3352
053 42 0490



Deluxe V8 on gas motor good Country Cream (recent duco) includes workshop manual. best offer about \$900.

Contact: John Rogers
Warrandyte
03 9844 2406

Nutmeg V8 4 speed (reco) sunroof, koni shocks, body & interior OK, Jaguar diff, comes with second body shell (auto). \$1650 (urgent sale)

Contact: Greg Stanfield
03 9459 7026

Bold as Brass was a V8 (no motor) has Rear Louvre, Under dash air conditioner, body and interior poor. \$200

Contact: Gavin
03 9543 4281

If you have bought or sold one of these cars please let me know by ringing John Ernst on 051 69 1601.

Editors Rambling's

Last month must have been a record mail out for our magazine with 104 magazines being sent to members and courtesy copies to other P76 Clubs in other states as well as New Zealand.

Calder Park saw the P76 Club of Victoria give everyone a real surprise with 12 cars 11 of which were a different colour. The club was only piped in numbers by the HDT/HSV Car Club, though

they have a membership of some three hundred members in Victoria alone. Chris Bain's Aml blue Super V8 won the best P76 on the day. Chris will be receiving a very nice trophy courtesy of Shannon's Insurance. Chris will also be eligible to attend the all makes concourse in March next year, this will precede the National Concourse in Queensland later in the year.

Whilst the promised run around the thunderdome did not happen the car racing was, well, very loud and extremely fast. A highlight for most of us was when racing driver Jim Richard's came over to have a look at the cars, he spent a lot of time looking at the P76 cars and seemed to know quite a bit about them. I am hoping to include a photo in the magazine at some stage.

As I said last month it seems not a month goes by without a P76 story in one of the Nations major motoring magazines well this month is no exception with our club member and recent concourse winner Greg Varveris having his car featured in the latest issue of Street Heat (the one wrapped in plastic with a well endowed women distracting the view of a nice car on the cover). With members like Greg giving the club a good rap as well as having such a good car our club can only grow in popularity and size. Good one Greg!

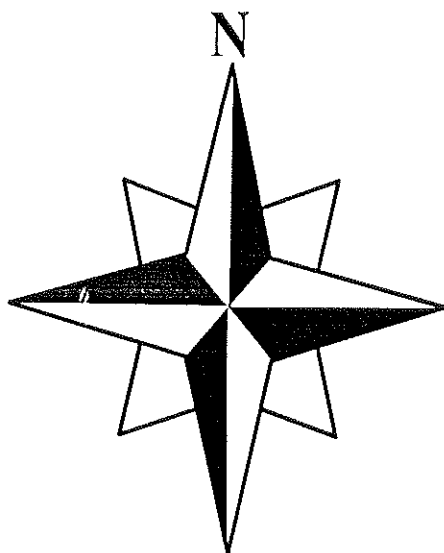
P MAGAZINES from around the compass;

A special thankyou.

Leyland P76 Club South Australia.

May I take this opportunity to thank all the P76 Clubs that have sent me their magazines. These have been a feature of club outings with many members seeking them out to read. I am also grateful for the personal contacts made by the members of these clubs and appreciate their input. May I wish all the members of these club a very merry Christmas and a Happy New Year.

Leyland P76 Classic Car Club (NSW)



Lots and lots of events coming up. Spare parts including new targa wheel caps at \$75 a set also "glow in the dark caps"? Lots of hints and tips and a very lengthy article on the benefits of ULP, published by the EPA and CSIRO justifying the Governments position on the matter.

WESTWORD Magazine of the West Australian P76 Club.
(October & November)

Article about the Kulin Charity Rally 6 P76 cars competed. Some reprinted articles about tyres (one I wrote) & one about ignition switch repairs.

All but one P76 completed the Kulin Charity Rally organisation was a bit of a disaster. Also reprinted articles from SA Club & our parts list.

More articles about ULP (Ultra Lethal Petrol). contraire to EPA and CSIRO reports doubt still exists regarding the relative safety of this product. So use caution. A phone call from Tony De Luca from this club has confirmed that Super or Leaded fuel now has a very limited life. This club has been experimenting with "Fuelstar Unleaded Converters" and are very pleased with the result. Tony would be only to happy to talk to you about them if you are interested Ph (02) 9694 1060

QUEENSLAND P76 OWNERS CLUBS

Ex -Presidents Challenge Golf Tournament. As well as a Motorkhana at the Beenleigh Rum Distillery. This club also has many many parts for sale.

Could other clubs please post their magazines to:

The Editor

**Leyland P76 Owners Club of Victoria Inc.
RMB 1230 Yinnar South 3869 AUST.**

"TEN COMMANDMENTS

for reducing stress

1. Thou shalt NOT be perfect, nor even try to be.
2. Thou shalt NOT try to be all things to all people.
3. Thou shalt leave things undone which ought to have been done.
4. Thou shalt NOT spread thyself too thin.
5. Thou shalt learn to say "NO".
6. Thou shalt schedule time for thyself, and supportive network.
7. Thou shalt switch off and do nothing regularly.
8. Thou shalt be boring, untidy, inelegant and unattractive at times.
9. Thou shalt NOT even feel guilty.
10. Especially, thou shalt NOT be thine own worst enemy, but be they best friend.

I'M TIRED

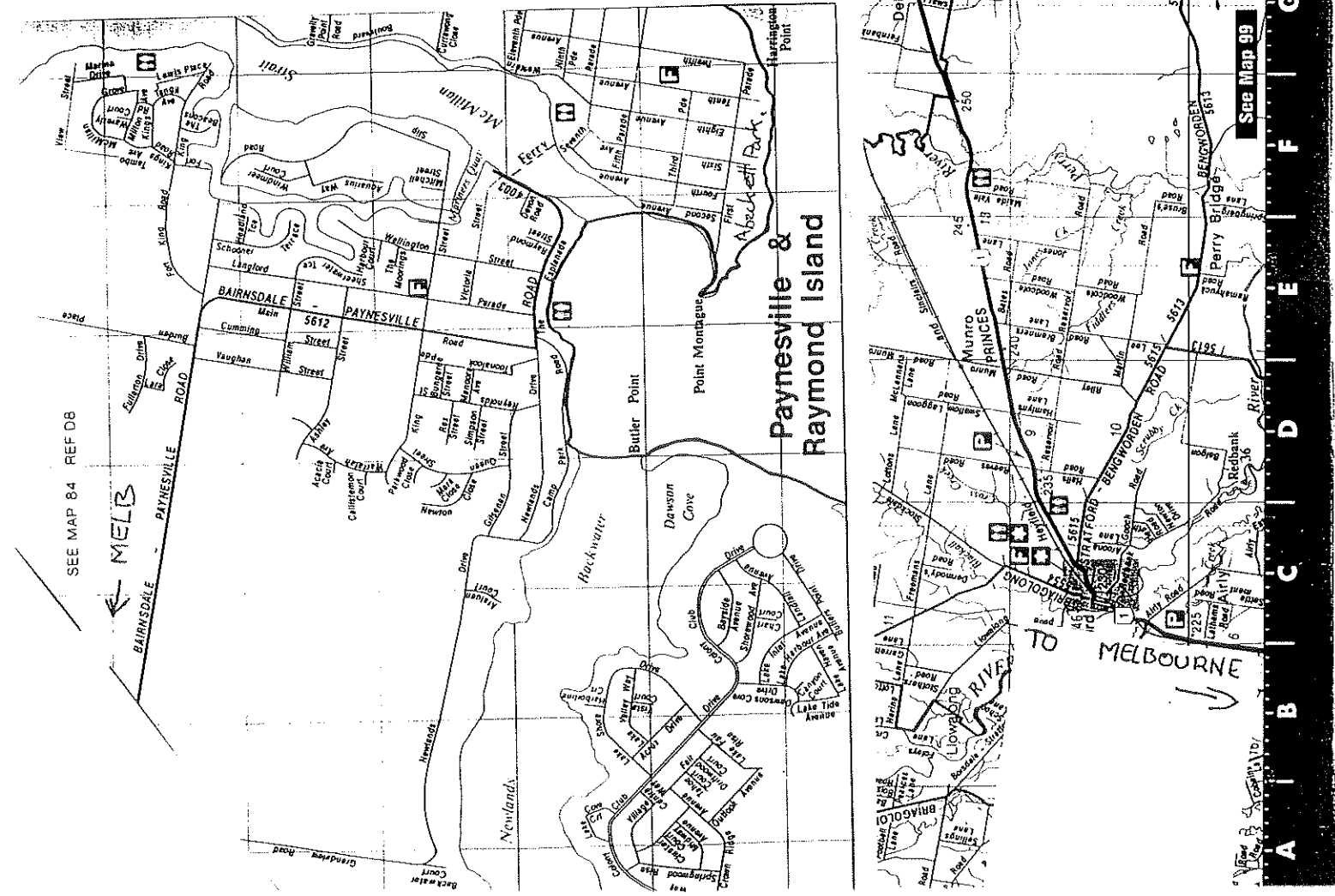
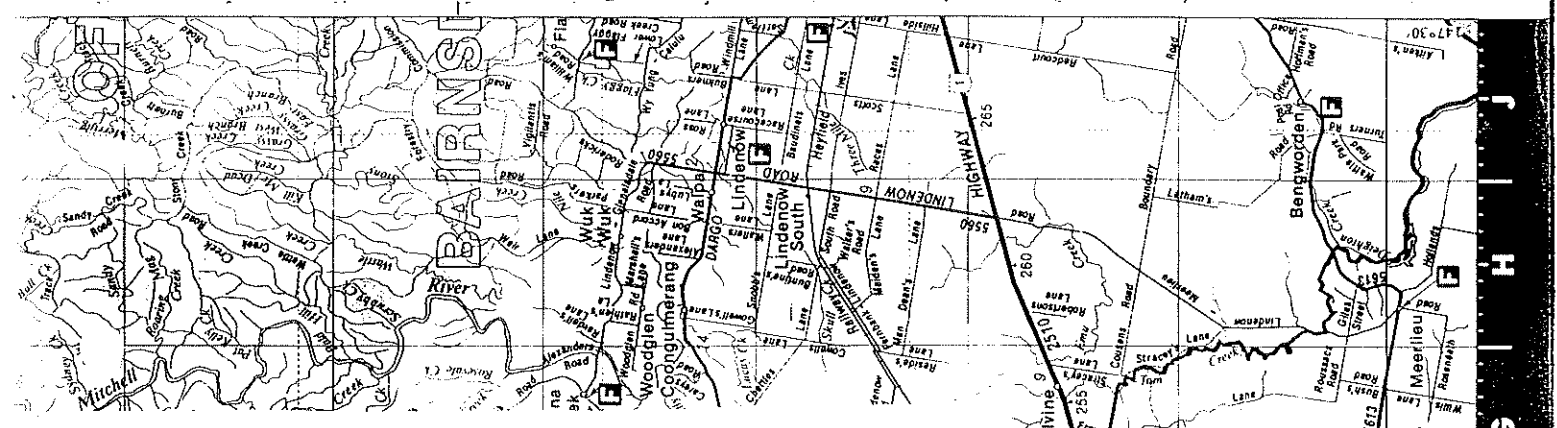
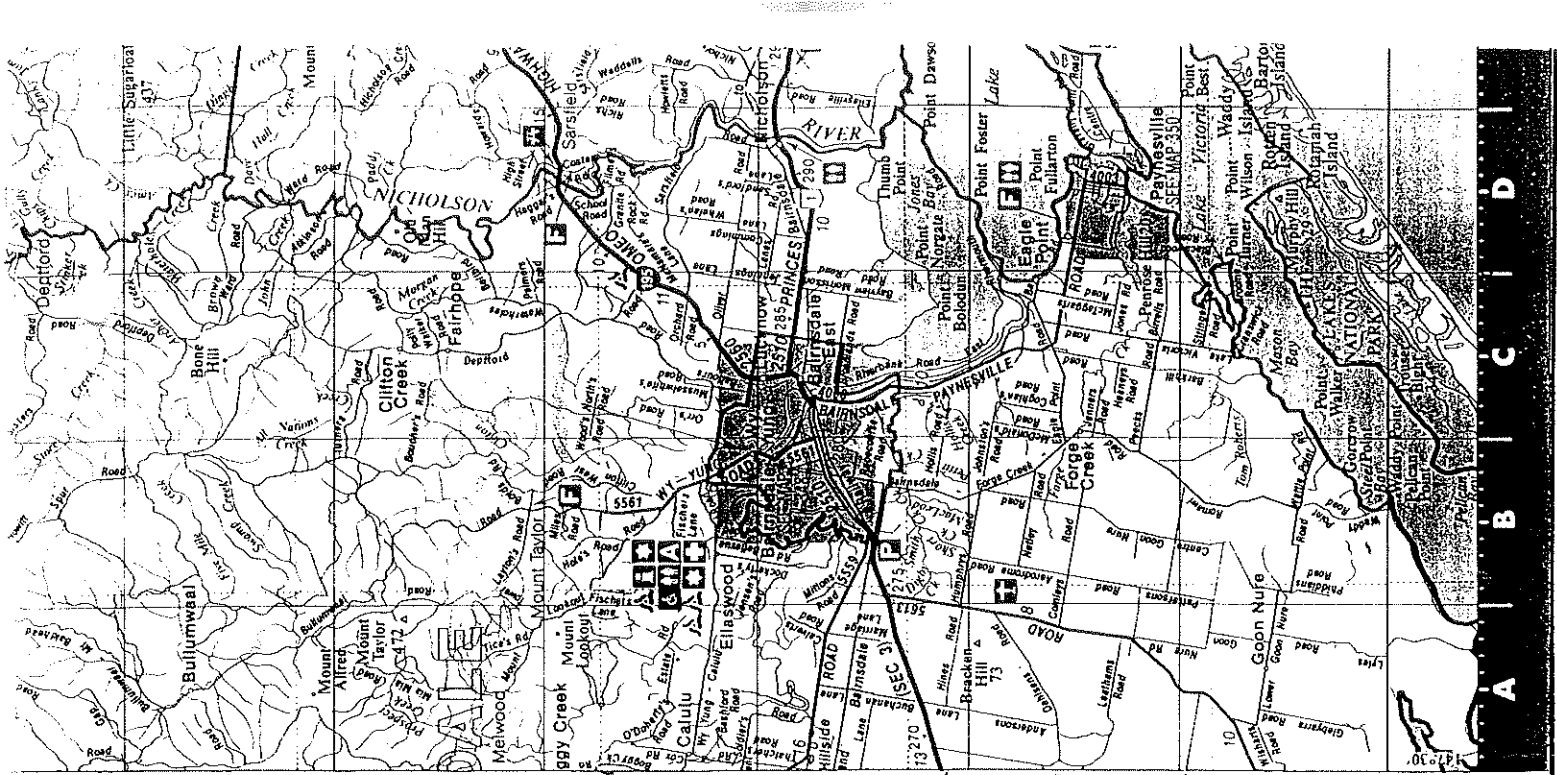
YES, I'M TIRED. FOR SEVERAL YEARS NOW I'VE BEEN BLAMING IT ON MIDDLE AGE, DROOP, POOR BLOOD, LACK OF VITAMINS, AIR POLLUTION, SACCHARIN, OBESITY, DIETING, UNDER-ARM ODOUR, YELLOW WAX BUILD UP, AND OTHER MALADIES THAT MAKE YOU WONDER IF LIFE IS REALLY WORTH LIVING.



BUT NOW I FIND OUT THAT I'M TIRED BECAUSE I'M OVER-WORKED. THE POPULATION OF THIS COUNTRY IS 17 MILLION BUT 6 MILLION ARE RETIRED. THAT LEAVES 11 MILLION TO DO THE WORK. THEN THERE ARE 4 MILLION AT SCHOOL. THAT LEAVES 7 MILLION TO DO THE WORK. OF THIS TOTAL 1 MILLION ARE UNEMPLOYED AND 3 MILLION ARE EMPLOYED BY THE GOVERNMENT. THAT LEAVES 3 MILLION TO DO THE WORK. TAKE FROM THAT TOTAL THE 2 MILLION EMPLOYED BY COUNCILS AND LOCAL AUTHORITIES, AND THAT LEAVES 1 MILLION TO DO THE WORK. NOW THERE ARE 620,000 IN HOSPITALS AND 379,998 IN PRISONS. THAT LEAVES *JUST TWO PEOPLE* TO DO THE WORK. YOU AND ME. AND YOU'RE SITTING ON YOUR BACK-SIDE READING THIS. *NO WONDER I'M TIRED.*

I KNOW YOU BELIEVE YOU
UNDERSTAND WHAT YOU
THINK I SAID BUT I AM
NOT SURE YOU REALISE
THAT WHAT YOU HEARD IS
NOT WHAT I MEANT

The bigger the
smile, the sharper
the knife.



SEE MAP 84 REF D8

MELB

See Map 99

A B C D
E F G H
I J

POSTAGE
PAID
AUSTRALIA

Les & Ann Kobylinski
2 Kumara Place
Clayton
Victoria 3168

IF UNDELIVERED PLEASE
RETURN TO 3 ANNE ST.
BERWICK 3806