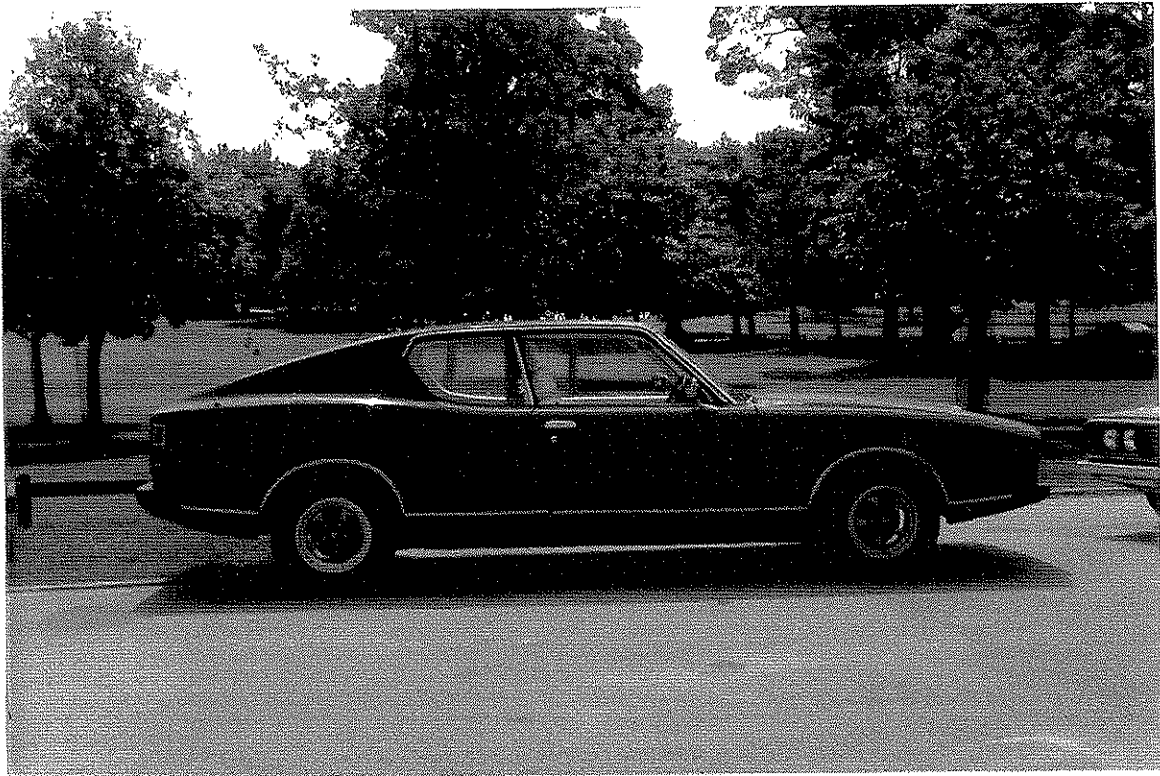


*ANYTHING
BUT
AVERAGE*

MARCH/APRIL 2001



LEYLAND DRIVING INTO THE FUTURE

ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION FOR
THE LEYLAND P76 OWNERS CLUB OF VICTORIA
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THIS PUBLICATION.

It's been a little quiet on the club scene lately,
I can only assume that our member's cars are all running well and no one
has any problems.

Probably the most interesting news to come to light, is the proposed sale of
what could be one of the rarest cars in the Leyland Australia s history, the
add is as follows

Leyland Force 7 prototype number 1.
First registered in the UK 09/05/1974
Very nice condition. 30,200km
Owned by us for 22 years, only one
Previous private owner.
Price 20,000 Pound Sterling.

It turns out that Rover (Leyland) in England had this car shipped home and
had it registered on the 09/05/74 for display/promotional/advertising
purposes.

Then, because of the demise of Leyland Australia, Rover decided to sell the
car to a Peter Yates, who in turn sold the car to its present owners on the
10/05/79

This would be a great opportunity to get a piece of history,
So if anyone is interested in a rare car, Please feel free to contact
David Morton 69 Haydn Rd, Sherwood, Nottingham NG5 2LA.England
Tel/Fax +44 115 960 6967

I was talking with some friends the other day, when one of them came up
with a story that I thought might interest some the members.
It goes something like this.

This young guy had recently purchased his dream Car a Falcon.
He'd been driving it around for about 3 months, when for no reason the
temp gauge starts reading hot and steam starts poring out of the front of the
car.

So the young fellow calls up a tilt tray and had it sent it to his mechanic to
be diagnosed.

As usual the first thing to be looked at was the thermostat.

Nothing was found.

Next the fan belt was checked for slippage.

Once again nothing was found.

Hmmm, must be the radiator, so the radiator was pulled out and sent to a specialist for inspection.

The verdict from the radiator specialist, (nothing wrong here).

By this time his mechanic was letting this problem get to him.

So the car was put back together and test-driven.

5kms down the road the car again started boiling it head off.

Back to the workshop.

Seeing as the coolant level was ok and the car was going ok,

The next assumption was that the timing was out or a head gasket had started to leak, but once again after some investigation.

Nothing was found.

This was when the mechanic noticed that when the car was running at a reasonable idle, the top of the radiator was hot - too hot and the bottom was cold, so after carefully taking the cap off he found the coolant wasn't moving. The mechanic removed the water pump, only to find, some lazy person had changed the welsh plugs at some stage and knocked them into the motor instead of pulling them out, which inturn, one had found its way to the water pump impeller, causing to brake / damage the blades, infact it actually sheared the impeller clean off.

A new pump was fitted and the problem was solved

Mark Whittaker

Editorial:

Well I thought that I would be inundated with articles and photos of P's after the last Mag came out, but I was wrong.

A couple of articles and NO photos for the front cover.
Thanks to Michael Clarke and John Ernst for their stories

If ANYONE wants to see their car on the front cover then feel free to send a photo you will get your photo back.

The front cover this month is from England , a nice Force 7
That's for sale (see marks article).

If you have 20 thousand Pound to spare then this would be a great buy.

After cleaning out my garage over Easter (should have done it at Christmas) I found that I still had my old P-76, it sat there waiting for a much needed rebuild.

So I decided that this car WILL be back on the road before I retire, I even moved it up the driveway I steered and Sue pushed, it was the first time in years that the car had been out in the sunshine.

It was decided at committee that all articles ect would now be covered by copyright.

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IF IN DOUBT THEN CONTACT THE EDITOR**

CARS /PARTS FOR SALE

Targa Florio Dual Fuel Reco Motor Alternator Carby and Frontend Rebrushed Mechanically
Sound No Rust Good Tyres Force 7 Steering Wheel New Battery And Muffler
Low Klms
Contact Jack 9725 6565

Leyland P76 Deluxe Auto V8 IAN 454 Well Maintained Very Good Mechanically Some bodt rust
Would Restore Very Well Air Con (Sanden Non Factory) Regassed Works Well Good Tyres
11 Months Rego Two Owners Dual Fuel (Inco) \$1200
Contact Ken Kinson 9560 0396

For Sale Aspen Green V8 Super Brown Interior second in Class at This Years Concours \$2000 Firm
Without RWC or Reg Contact Harold 9762 4987

Wrecking Dry Red Executive V8 With Holly Carbie Factory Air Cream Interior Most Parts
Contact Mark 9727 2893

P-76 V8 Diff Drum To Drum Brand New \$450
Contact Trevor 03 53 5568

P-76 Deluxe Vinyl Rear Seat Good Cond \$20 3 Speed Man Gearbox Shifter & Linkages
\$100 4 & by 14 Inch Peanut Mags With 2 Tyres 235 By 60 Roadworthy Cond \$250 2
Left Single Head Light Surrounds Good Cond & 1 Right \$20 1 Radiator Fan & Guard
\$10 Front Half Center Console Free 2 Deluxe Grills 1 Needs Cleanup 1 With 1 Crack
\$5 Each 1 Leyland towbar Needs Painting \$20 Prices Negotiable Contact Morgan
Barnes 56 74 2830 Mobile 0409802432

Wrecking Spanish Olive P all parts except motor
Contact Joe Blitz 9379-4583

P-76 Deluxe Was 6 Cyl Now V8 Dual Fuel T-Bar Auto Bucket Seats Good Interior Tyres
3 Months Old Straight Body V8 Done 31111 Auto Rebuilt 3 Years Ago Limited K's 4
Months Reg No R.W.C Gas Tank Tested Nov 2000 Force 7 Steering Wheel Unfinished
Project \$600 Contact Kevin 57 92 3510

PLEASE NOTIFY EDITOR ON 98506781 IF YOU HAVE SOLD CARS OR PARTS ADVERTISED IN
THIS MAGAZINE

NON MEMBERS WILL BE CHARGED \$10 FOR THREE
MONTHS WHEN THEY ADVERTISE ON THIS PAGE THEY
WILL BE SENT A COPY OF THIS MAGAZINE FOR THE
THREE MONTHS

Report on Picnic at Hanging Rock.

By John Ernst.

Having been a regular attendee at this day for more than ten years I must say that it is now mammoth. When I started going the P76 club was very well organised and we went in convey after meeting at the zoo car park at 8 am. At the time we were one of the largest clubs in attendance. My how things change, with several thousand people and cars there and a traffic line stretching for five kilometres back from the gate this event has grown to provide a smorgasbord of cars from all parts of the globe.

It was great to see our friends promoting the P76 as proud club members do, but it was also again nice to observe the change in attitude from the general public, with many members of the public now being much better informed about the fact that it is an all Australian car. Many commented on the efforts made to get the P76 featured in many of the motoring magazines. If we had an award for the P76 ambassador in Victoria it must surely go to Barb and Chris Bain who were again present at Hanging Rock. They have also managed to get their "Alloy 8" into more magazines than even the legendary Joe Green's "Home'on'the Range" (orange) Force 7V. Watchout in Wheels as they were also at the Car of the Year Awards for the Subaru Impreza with there car representing the P76 V8 that won this coveted trophy in 1973.

My brother and I formed a small P76 Convoy (two cars) and Joe Blitz did the same several hours earlier. Joe is a member of another car club that is able to provide historic plates for it's members cars that are over 25 years of age. So one of Joe's cars had these historic plates, pity our club can't seem to do this for its members..... maybe one day. Later in the day we spied one of the Brown's cars not sure if it was Peter of Trevor and with the huge crowds I was sorry I missed them as it is not often enough that we meet our friends from the other end of the State.

This year my son and his cousin competed once again in the famous hanging rock rocker cover races. Last year we did well, but this year we reduced rolling resistance and it payed dividends by allowing their cars to win several heats. The P76 rocker cover was a three wheeled special with a roller blade wheel at the front, or was that the rear, and two CD's.... I think they were Hanson on the rear (no sorry they were Windows 95). As we also own a Mini we used a rocker cover out of a mini and made it into a rolling racer. Having a shorter wheel base seemed to help, but the poor old CD's soon developed structural cracks and eventually a grudge race between the P76 and Mini saw the P76 win!

A walk up to the top of Hanging Rock was rewarded with a birds eye view of one of RAAF roulettes going through it's paces high over the grounds. With great weather, great friends and great cars..... we all had a great day. Maybe next year someone on the committee might once again try and organise a P76 Convoy so that the picnic at hanging rock will be what it is supposed to be, a day for car clubs to get together, because while there was a good representation of P76 owners there was no sense that a P76 Club existed in the same way as say the Mini Car Club or even the WRX club.....can you believe that the REX has a club?

CLUB PARTS FOR SALE

EXCLUSIVE TO P76 OWNERS CLUB MEMBERS

FRONT INDICATORS - CLEAR \$35 A PAIR
- PAINTED \$50 A PAIR

LOWER FRONT RUST PANELS - \$70 A PAIR

T-SHIRTS - \$15 S/M/L (NEW DESIGNS SOON AVAIABLE)

JUMPERS - \$20

SPARK PLUGS V8 - 8 FOR \$8

ORIGINAL MUD FLAPS - \$10 A PAIR

CUSTOM NUMBER PLATE FRAMES - \$12

FRONT INDICATOR SURROUNDS (FIBERGLASS) \$40 A PAIR

INTERMEDIATE STEERING SHAFT - \$85 (CHANGE OVER REQUIRED)

TARGA STRIPES - \$120 PER SET

V8 OIL FILTERS - \$15 EACH

MORE COMING SOON

I am proud to announce a new arrival at the Clarke household, no, not another baby I've got enough of those, a spanish olive executive, '74 auto with power steering, purchased recently from a couple who had it for just the last 24yrs. I have the impression it was a much loved family car and its a tribute to the owner he managed to hold on to it for so long because his health isn't the best, he's a stubborn bugger like most p76 owners..

Having been looking for a body with no rust on and off for a while I couldn't pass up this one as it was good in all the usual suspect spots and only had a couple of minor holes, and some dings in a couple of panels. The motor and transmission were ok and the power steering was quite nice. The executive lights, power aerial and cassette player are also cute.

Since buying the car I've had to replace the indicator switch, indicators and surrounds (courtesy of the club), put a thermostat in (missing!) have the starter fully reco'd by Eastern Auto Electric's in Ringwood, replace the thermostat on the thermatic fans, the windscreen and install a wiper washer and now its off to the panel beaters. Once I replace the engine mounts and uni's the only thing left will be the seats, the cloth trim is pretty much gone.

I have rung around a lot of places to see if there is any left anywhere but the response is always no! Not surprising but I've got the feeling there would have to be some in OZ. somewhere, but it has to be cream! If any readers can point me in the right direction please let me know phone 9729 4005. Thanks.

MIKE CLARKE.

WANTED: Strut tops in excellent condition. Cream executive seats in excellent condition or cream executive cloth. Ring mike clarke 9729 4005 a.h.

FINANCIAL REPORTS FOR FEBRUARY AND MARCH 2001

OPENING BALANCE AS AT JANUARY 31 2001	\$4381.85	
PLUS DEPOSITS FOR FEBRUARY AND MARCH	\$ 45.00	

BALANCE MARCH 31 2001	\$4426.85	
MINUS BANK FEE/GOV.DUTIES	\$ 12.19	
MINUS FEES PACIFIC ACCESS	\$ 43.89	

BANK BALANCE AS AT MARCH 31 2001	\$4370.77	AS PER BANK
	=====	STATEMENT
CASH IN HAND		
OPENING BALANCE 31 JANUARY 2001	\$402.05	
MINUS MAGACINE PRINTING AND POSTAGE FOR FEBRUARY AND MARCH	\$176.48	

BALANCE CASH IN HAND MARCH 31 2001	\$225.57	
	=====	

THE BOOKS CAN BE INSPECTED BY ANY MEMBER ANY TIME
TREASURER APRIL 5 2001

