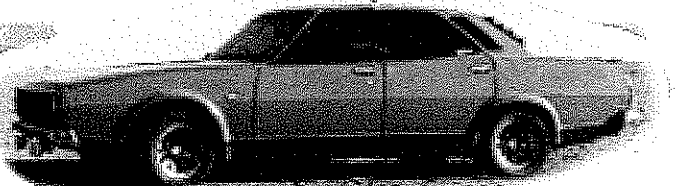


Anything But Average

July 2003



**Leyland P76 Owners Club
of Victoria**

**ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION FOR
THE LEYLAND P76 OWNERS CLUB OF VICTORIA
INCORPORATED (IAN-A0019822)**

THIS PUBLICATION IS NOT FOR SALE TO THE GENERAL PUBLIC AND IS ONLY
AVAILABLE THROUGH MEMEBERSHIP

PRESIDENT: Mark Whittaker
25 Western Way
Mooroolbark 3137
Phone: 9727 2893
Email: mrp76@hotmail.com

VICE PRESIDENT: Linda Beattie
1A Imperial Ave
Bayswater 3153
Phone: 9720 8760
Email: johnbt@tpg.com.au

SECRETARY: John Beattie
1A Imperial Ave
Bayswater 3153
Phone: 9720 8760
Email: johnbt@tpg.com.au

TREASURER: Morgan Barnes
18 Loxley Crt
Doncaster East 3109
Phone: 9848 5583
Email: jones.barnes@bigpond.com.au

PARTS & TEC: Robert Zsidi
6 Lyrebird Crt
Taylors Lakes 3038
Email: dzsidi@yahoo.com.au

EDITOR: Mark Moore
27 Harold St
Bulleen 3105
Email: tullymore@iprimus.com.au

SOCIAL SECRETARY: Susan Moore
27 Harold St
Bulleen 3105
Phone: 9850 6781

CH OFFICER & AOMC DELEGATE: Paul Vermont
14 Glamis St
Warrandyte 3113
Phone: 9844 2892

Please send all magazine contributions to
The Editor
27 Harold Street
Bulleen 3105

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THIS PUBLICATION.

**Welcome to the first issue of the Club Magazine for the
2003/2004 Club year.**

PRESIDENTS REPORT FOR 2002-2003

Unfortunately with the problems we had getting a committee last year, time restraints and disagreements amongst certain committee members, The committee was unable to achieve as much as it would have liked.

Hopefully this year with new committee members and some of last year's committee changing rolls on the committee, we will be able to get on with the job at hand and achieve some of the goals we set last year.

It is evident that there are some P76s sitting in Garages not being used, some unregistered some in need of minor repair.

Hopefully the introduction of the CH Permit scheme will assist members and bring some of these cars out of their garages

If you require any additional information on this topic please feel free to contact our CH Officer, Paul Vermont

The Web Site is well on its way. With the assistance of Glenn Tiedemann from the RS Owners Club, Adrian from the Qld Club and some senior Club Members we are just about there, It should be available in the next four weeks or so.

The Clubs Web Master Mark Moore, will be soon looking for contributions and suggestions to help our Web Pages grow.

This will be a great way for us to advertise the fact we exist and hopefully generate new interest and maybe even increase membership.

The Club will be getting its own email address as a part of our new web page,

The Clubs web master will advise members when this is up and running.

Finally I would like to thank last year's committee for their efforts and I look forward to working with this year's committee

There have been a few members ask about my Aspen Green P I've been writing about and it seems some of these people are also restoring or fixing up their P76s, Hans Bleeker has had his Dry Red repainted Morgan Barnes has been acquiring parts to fix a bad repair he had done a few years ago to his Bold as Brass and our former editor Michael Clarke is busy restoring his Eye Am Blue Six and his latest addition.

So as you can see there is a lot of activity happening amongst members, Lets hope some put pen to paper and send some photos in for the Club Magazine. Maybe we can hold a tech night at their house and we can all have a look at how they are going . We will see what happens

Till next month

Mark Whittaker,

Editorial:

It was great to see so many members at the A.G.M a few weeks ago; it was probably the best turnout that I've seen in my time on committee. I think by memory twenty-one members turned up , that's nearly half of the total club members all in one spot at the same time.

To have so many members turn up for an A.G.M is encouraging for the future of the club , with more people taking an interest in club activities shows the future outlook is great

I think that all those who were there would agree that it was an interesting meeting.

It was a good mix of new members who attended for the first time long time members who hadn't been for awhile as well as the members who turn up every year.

While on the subject of members I think now is a good time to remind everyone that as a club we're here to help if you have a problem with your car , if you need parts , technical information

or have a question about P76's then feel free to ring our parts and tec officer or any committee member and if we don't know the answer then we'll find someone who does.

I've been working on the club web site for awhile now and I'm pleased to say that it will soon be up and running (possibly in the next three to four weeks) it's taken a bit longer that we expected but we think that you'll be more than happy with the result.

There will be a photo page , parts page and more we will also have a club email address for those on the internet who wish to contact the club (as well as the email addresses that most committee members have)

Till next month Mark.

Treasurer:

Since this was my first year on committee it has been a very big learning curve , some things

have been easy and some very hard but with the help of the other committee members and

especially Sue Moore I found it very enjoyable and rewarding and look forward to the coming year.

Morgan Barnes

MINUTES
of the
2003 Annual General Meeting
of the
LEYLAND P76 OWNERS CLUB of VICTORIA INC

Meeting Opened at 1:38pm on Sunday 6th July 2003 at the Mulgrave Country Club.

Welcome: Chairman and President Mark Whittaker welcomed everyone and thanked them for attending the meeting. Mark advised that he would be chairing the Meeting strictly according to the Club Constitution.

Present: John Beattie, Mark Moore, Kent Hammant, Pam Morton, Brian Crocker, Jim Wallace, Lotti Wallace, Susan Moore, Will Ernst, John Ernst, Greg Varveris, Paul Vermont, Jim Healy, Michael Clarke, Linda Beattie, Darren Dwyer, Patrick O'Connell, Robert Zsidai, Morgan Barnes, Mark Whittaker, Les Koblinski.

Apologies: Eric Waller, Andrew Koblinski, Hans Bleeker, Bob Parnell.

Minutes of Previous AGM, also Special General Meeting of 27th October: Read by Mark Whittaker, confirmed by Brian Crocker, seconded by Les Koblinski. Adopted.

Business Arising from Previous AGM:

1. Brian Crocker enquired as to the situation with CH plates (Classic Registration). Mark said that due to several problems the system is not operating yet.
2. Jim Healy asked what CH plates are. Mark explained.

Statement of Audit: Mark advised that the Accounts had been audited by Andrea Whittaker of AC Book-keeping. Moved by Mark that the Statement be received, seconded by Les Koblinski. Adopted.

Membership Fees: Mark suggested that the Fees remain the same for 2003/2004. Brian Crocker moved "That the Fees remain the same". Seconded by John Ernst. Les Koblinski, after asking what was in the bank account, suggested lowering the Fees to attract new members. John Ernst suggested to "set the Joining Fee to zero instead". Mark explained that the committee had decided not to request a Joining Fee during the last year. Brian Crocker said "Then why not abolish it altogether?" John Ernst said this would need a change to the Constitution, whereas a zero figure would more easily achieve the same result, but also allow the Club to reintroduce the Fee later if necessary.

Brian Crocker's amended motion 'That the Annual Membership Fee remain the same and the Joining Fee be set at zero' was put and carried unanimously.

Special Business:

Insurance. Jim Healy asked how much the insurance was this year and why the Club needs insurance? Brian Crocker explained that it is to protect the equity of the Club and its members in the event of accidents and other claims. Mike Clarke said that Hal Moloney from a Sydney Club had said in a letter that his Club was dropping their insurance.

John Ernst said that we would not be able to book any venues for functions without insurance because the councils demand at least \$10m cover.

John Ernst recommended the committee investigate individual indemnities just to cover the committee and individual Club events. Mark Whittaker said he will look into this.

Committee Reports:

President: Mark said it has been a difficult year. The 7 months since the committee was elected has been dogged by issues concerning the adoption of CH plates and time restraints. However the new website would be demonstrated here today. He was disappointed that social events had been so poorly attended. Mark thanked the committee for their support during the year.

Vice President: Mark advised the AOMC membership has been a great help this year with insurance, website, functions and other matters. Currently 44 members. Displayed the new website on a laptop computer.

Secretary: John said he was concerned to preserve the club's bank balance as the insurance is due on 1st November. It cost \$682 this year, and if we believe media reports we can expect a 20 or 30% increase next year.

Treasurer: Bank balance \$5134 . 46, cash in hand \$412 . 80.

Social Secretary: None.

Parts & Technical: Robert said parts are moving very slowly with slow sales. He has lots of spark plugs available here today. He also has 6 boxes of indicator light lens with 28 sets in each box. Rear number plate light lens are coming. Sills and rust panels are available in Queensland. We have good rapport with South Australia.

Queensland and Western Australia don't sell to non-members, so they don't advertise their parts in their magazines. New Zealand are now selling half door skins as well as lower door skins.

Editor: Michael thanked those people who have contributed stories for the magazine and said he is looking for more especially with photos. Mike said T-Shirts are on the way. John Ernst and Brian Crocker said they will buy them.

Moved that the reports be accepted: John Ernst, seconded by Les Koblinski

Nominations: Mark asked if the meeting was happy for him to conduct the nominations, all agreed. He said he would conduct the nominations subject to clause 12 and 12.3 of the Constitution.

All committee positions were declared vacant.

President: 2 nominations

Mark Whittaker nominated by Jim & Lotti Wallace, seconded by Linda Beattie

(accepted)

Michael Clark " " Albert Fuller, " " Pat O'Connell

(accepted)

Michael addressed the meeting, describing his previous role as Club Editor, and why more p76's aren't on the road, open meetings, raising membership, and what do members want from their club?

Mark spoke about having a happy club, and the achievements so far and he would like to finish the numerous projects started this year.

Result of secret ballot = 12 votes for Mark, 9 votes for Michael.

Mark Whittaker declared President.

Vice President: Linda Beattie nominated by Mark Moore,
seconded by Mark Whittaker. Accepted.

Secretary: John Beattie nominated by Mark Moore,
seconded by Linda Beattie. Accepted.

Treasurer: Morgan Barnes nominated by Mark Moore,
seconded by Susan Moore. Accepted.

Social Secretary: Susan Moore nominated by Mark Moore,
seconded by Linda Beattie. Accepted.

Parts & Tech: Robert Zsidai nominated by Morgan Barnes,
seconded by Linda Beattie. Accepted

Registrar & Editor: Mark Moore nominated by Morgan Barnes,
seconded by Linda Beattie. Accepted.

John Ernst said there are 2 General Committee positions available, and nominated Michael Clarke for one position. Michael accepted.

Mark Whittaker asked Paul Vermont to stand for the second position as adviser for CH plates. Paul accepted.

Les Koblinski thanked the previous committee from the floor for their work for the club in the last year, and wished the new committee Good Luck.

Meeting closed 3:05pm.

So Canberra is the Capital of Australia, for those that haven't been there for a few years nothing much has changed. You can still get from one end to the other quicker than it takes to drive from one side of Geelong to the other.

On arrival at the Carotel there were several P76's around, a most unusual site I must say, with their number plates giving some idea of how far they had travelled. Some from South Australia, New South Wales, Queensland, Tasmania and even West Australia, but sadly no other Victorians. After checking in I noticed a familiar Victorian face in the shop, but no he wasn't a P76 owner, though he did have a close relationship with the club several years ago. It was the lead singer, Mick, from the band "Weddings Parties Anything" a band that had several top hits in the 80's and early 90's but broke up a few years ago, ironically soon after recording a song in which the Victorian P76 Club played a major part in the Video Clip that went with the song. Mick told me that one of our old club members, and multiple concourse winner Francis Neoh was very ill. Maybe when someone is travelling through Warrnambool they might drop in to say hello.

Anyway after booking in it was time to go to the camping section and set up the tent, I prefer to do this before it gets dark. Then off to find someone to talk to about booking in for the Weekend. As is usual with me the booking desk had just closed, but these friendly people quickly re-opened their shop and soon I was booked in for the Weekend. A program was in the bag of goodies as well as general information about Canberra, but no map! From there I caught up with various people from far and wide, Andrew Kloot and James Metaplay had retreated to the Aladdin's cave, that was their room literally filled to the ceiling with a huge assortment of brand new old stock P76 parts, including items I had not seen for at least twenty years.

The story of how they came to be in possession of so many parts is a long one and I won't elaborate on it because there are people that read our magazine that would use this information and probably spoil it for the rest of us. However what I can assure you is that there are still several container loads of new old stock P76 parts becoming available shortly at a very reasonable price and we can look forward to keeping our cars on the road for the next thirty years. This includes new trim items as well as motor parts; I bought a brand new water pump for \$125 to give you some idea. Please don't ring me, I'll endeavour to keep our parts'n'tech person up to speed, as it is intended to sell these parts only to bon-fide P76 Club members, not to those that would on-sell the parts as part of their business.

Anyway I decided I needed to find a car wash as the P76 looked as if it had done a full season in the Australian Rally Championship, so after getting some directions, I found the nearest service station and bought a map! More directions and I was soon off to discover the car wash facilities of Canberra. To be quite frank I only found one and this only had two bays, there was a corvette in one and a hot looking Hyundai in the other. Being a friendly sort of country bloke I struck up a conversation with the owner and found out that she had done all the work on her Hyundai herself, oh and the Corvette owner said there was a National Convention of Corvettes on in town. Eventually I got into the bay next to the Corvette and put my dollar in to do the pre-soak, I got half way around the car when it stoped, I then realised that unlike the car washes I use in Gippsland these only went for one minute on one dollar! What a rip off! Fifteen dollars later and some hours sharing a chamois with the Hyundai owner, I was satisfied that my car was as good as it was going to look.

So I headed back to the campground only to find a rowdy mob of Queenslanders and New South Welsh men and women talking about everything including their P76's and Force 7's, as well as the various interclub action that had happen between and too members over the years (thanks Dave)! This went on till the early hours and eventually I went of to my tent to enjoy a few hours sleep.

As this was a National Gathering rather than the National Meeting, the program was geared toward informal social gatherings, although there was a concourse it was not a National Concourse with big prizes etc. it was more to showcase the cars to the public. It was held on the lawns near old parliament house with Photo's in the last magazine giving you some idea of the cars involved. I was able to appreciate the restored original cars such as Joe's ForceV and his immaculate low kilometre Executive, which I was lucky enough to have seen several years ago soon after, he acquired it (then it only had a genuine 15,000 kilometres on the clock and the crayon marks on the gearbox and diff etc.) it now has historic registration. Whilst no big prizes were on offer Joe and Troy got up at some ridiculous hour in the morning to drive down from Sydney, this was greatly appreciated by everyone, though I can understand that Joe and Troy are P nuts I reckon Troy has done well to convince his mate to put in the effort and drive down with him as well!

After the Concourse people were free to discover Canberra, I went off to look for a big bang and soon discovered that you can get really big one's in Canberra. It seems that our Bureaucrats believe that only those Australians that live in the National Capital are mature enough to be able to handle certain liberties, this includes being able to buy and use fireworks (hence the big bang) alcohol is sold everywhere and by everyone and they have a rather large industry based on certain types of video productions and sales. So armed with my map and some suggestions from the Hyundai owner from the previous night I found myself in the street where Neil Bates has his Rally headquarters, only to find that the place I was looking for had moved. So there I was in this back block on Easter Saturday afternoon in Canberra everything was closed except for one of THOSE video shops. So I did a U-turn in their drive and headed off to the other suburb.

Now many people may not be aware but Canberra also has many "junk" shops where you can literally find everything including the Kitchen Sink. One of these shops looked interesting so I stopped to check it out; to my surprise I found several interesting books and trinkets including Leyland Workshop and Parts manuals for the P76, Marina and Kimberly/Tasman cars. After purchasing the lot I headed off and found my big bang shop! Time to head back to camp and get changed for the official 30 years after the launch dinner, which was to be held in the same Hotel that was used for the P76 Launch nearly 30 years ago.

The Dinner was attended by some forty people and I shared a table with some people from Tasmania, this was a great night, with a seafood smorgasbord which include prawns, oysters and Morton bay crabs, all great stuff. Then James ushered us all down to the videoconference room where he showed early footage of the P76 road tests. This included the first episode of Torque, a episode of 4 corners where the P76 went up against the big three, and it had piece of footage of a P76 Launching itself down the quarter mile with the actual take-off resulting in the front wheels nearly coming off the ground (very impressive).

Saturday night ended up being a very late session in Andrew, Nick and James's hut talking all kinds of P business and I'm sure we sounded like people from a star-trek convention. I went to sleep dreaming of the time I drove Dave's Force 7.....ah!

Sunday and it was time for our Navigation Run, my co-driver was the very capable Andrew Kloot, armed with our secret weapon (a map of Canberra) we headed off. Soon though the car suddenly stoped, in the middle of a traffic light, well Canberra people hate to be held back even on Easter Sunday and the abuse was well, not as bad as Melbourne. The problem, the low-tension lead had broken out of its crimped plug, so I quickly stripped back the wire took the plug off folded the bare wire over the socket and pushed the crimped plug back over.... (Oh no I've just remembered I haven't fixed it properly yet. Woops).

Well after spending the best part of the morning discovering all parts of Canberra including Neil Bates's rally workshop again, Andrew and I successfully made it back to the Carotel. While we didn't win it was lots of fun. During the presentation special mention was made of the fact that I was seen the previous day at that Video Shop near Neil Bates's Rally workshop.... You can't get away with anything in these small country towns!

The afternoon was spent at what is called a delegates meeting, this is where people who are members of clubs from various states get together to discuss P76 business the items on the agenda included the handling of the newly discovered (uncovered) treasure trove of new P76 parts and the future venues for National Meetings. With both items decided it appears we are off to Queensland next year and Gippsland in 2006.

With an evening meal together I had an early night so that I could set off early in the morning. This time my Journey would take me to Bombala and Cann River and back to the Latrobe Valley via Orbost and Bairnsdale, all Bitumen and very busy. I know some people who didn't understand had some criticism of the Canberra Club for not "organising" more to do, but as far as I'm concerned it was great weekend and it is not the idea of gathering to have the planned and organised activities. Thanks to James Metaplay and Andrew Kloot as well and Nick for the long nights yarning... good on ya guys hope to see you all soon.

John Ernst.



Dates to Remember

August 10th Bairnsdale swap meet at Bairnsdale speedway complex

August 10th Calder Park swap meet/stunt show at Calder park raceway

September 14th Shepparton swap meet at Shepparton show grounds

October Concourse

Leyland P76 Owners Club of Victoria INC IAN-A0019822K
Financial Report For 1st July 2002 to 30th June 2003

Transactions previous to the 1ST of July 2002 were the responsibility of the previous Treasurer. The Bank balance as at the 28th of June 2002 was taken from the Bank statement period ending June 28TH 2002.

BALANCE JUNE 28TH 2002 \$ 5397.18

DEPOSITS
 JULY 1ST TO JUNE 30TH \$ 1319.00
 SUB TOTAL \$ 6716.18

WITHDRAWALS
 JULY 1ST TO JUNE 30TH \$ 1581.72

BANK BALANCE JUNE 30TH 2003 \$5,134.46

CASH IN HAND: JULY 1ST \$ 335.80

CASH TAKINGS: JULY 1ST TO JUNE 30TH \$ 1538.70

CASH WITHDRAWALS: JULY 1ST TO JUNE 30TH \$ 1461.70

CASH IN HAND 30TH JUNE \$ 412.80

TREASURER 05/07/2003

Morgan Barnes

| | | |
|--------------------------------------|-------------|--------------|
| IND LENSES CLEAR 68pr | PAINTED 6pr | R.ZSIDAI |
| LOWER GUARD RUST PANELS | 3Xrh | R.ZSIDAI |
| F/GLASS IND SURROUNDS | 2pr | R.ZSIDAI |
| SPARK PLUGS | 225 | R.ZSIDAI |
| WINDSCREENS | 2x | M.WHITTAKER |
| INDICATOR LENS DIES | | H.BLEEKER |
| 1 ELECTRIC STAPLER | | M.CLARKE |
| LEYLAND P76 REG PLATE | | JIM WALLACE |
| 1 BANNER | | JOHN BEATTIE |
| 1 BANNER | | JOE BLITZ |
| 1 AUSTRALIAN FLAG | | M. BARNES |
| 2 SILK SCREENS | | R.ZSIDAI |
| 8X VICTORIAN PERMIT SCHEME HANDBOOKS | | M. BARNES |
| 10X CHRISTMAS CARDS | | M. BARNES |
| 2X LEYLAND BADGES | | M. BARNES |
| 3X BORNHOFEN BADGES | | M. BARNES |
| 8X SASHES | | M. BARNES |
| 3X T-SHIRTS | | M. BARNES |
| 3X WINDCHEATERS | | M. BARNES |
| 50X SMALL STICKERS | | M. BARNES |
| 15X 20cm CAR STICKERS | | M. BARNES |
| 4X 33cm CAR STICKERS | | M. BARNES |

LEYLAND P-76 CLUB

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SPECIAL

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- **RING SET CAST** **\$100**
- **CON-ROD BEARINGS** **\$65**
- **CAM BEARINGS** **\$65**
- **CAM SHAFT – STD & STG 1** **\$160**
- **LIFTER SET** **\$70**
- **TIMING GEAR SET – CAST** **\$70**
- **TIMING GEAR SET – STEEL** **\$100**

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CLUB MEMBERS**

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