

# *Anything But Average*

February/March 2008  
VOL 25 EDITION 7



Official Publication of the P76 Owners Club of Victoria Inc.

# EDITORIAL

Less than four weeks until Easter! David had better get cracking if he's going to get all of our cars to Geelong. We've both been working hard trying to bring the event together while preparing our cars.

We replaced all of the bits that had been removed from the Marina while it was sitting at the wreckers and after a bit of a fiddle and a squirt of aerostart we managed to get it going. Unfortunately, the engine made a whole lot more noise than it was supposed to. This is what we were expecting after speaking to the previous owner who said it had run out of oil. So we pulled the engine out and David now has the task of rebuilding it in time for Easter. Lucky I have a resident mechanic!



When I married David, I took on his name. I was hoping, as he handed me the rattle gun, that I also inherited his affinity for air operated tools. Much to my dismay (and his) I most certainly did not... I managed to undo just two nuts before it tore away half of my nail. Needless to say, I left the engine dismantling to Air Tools Walker.

We have most of the parts needs for the rebuild. We're just waiting on the machining and some bearings. I'll certainly be helping put it all back together.

Because of the Nationals falling towards the end of March, I decided to do a combined Feb-March magazine. It's coming up to a very busy time for the club with the Nationals and all of the events in April. There are some great events coming up including an Early Morning Run with the Triumph club in early April. The Triumph guys are really looking forward to the combined club event. Hopefully we'll see a few P76's on the EMR!! It also happens that the Castlemaine Swap Meet is being held the same day. Castlemaine is only about an hours drive from Romsey (the EMR destination) and it's usually a really great swap meet. I'm sure we'll be there as David's convinced he'll miss out on swap meet bargains - he's at the Ballarat Swap Meet today!!

This edition of ABA contains a lot of information about coming events including the EMR with the Triumph club and Concourse categories for the Nationals. So everyone can start thinking about what category they might like to enter their cars. There's also a bit of information and a few photos of a P76 we went to see a couple of weeks ago. I have more photos if required. It will be a great buy for someone in the market.

Hopefully we'll see many of you at the Nationals.

Rachel

***Please send all magazine contributions, including advertisements, to the editor:  
10 Jassa St, Bentleigh East, 3165 or  
Email: [leylandp76@gmail.com](mailto:leylandp76@gmail.com)***

***Deadline for contributions: First Friday of Every month***

# Events Calendar

## March 2008

- 2 Sunday RACV Classic Showcase**  
Flemington Racecourse Members Carpark. 10am to 3:30pm \$10 entry
- 8-9 Weekend The Great Pack n Stack (& BBQ)**  
Martyn & Sylvia's place - 245 Windermere Rd, Lara
- 8 Saturday Monthly Committee Meeting**  
2pm, Martyn & Sylvia's place - 245 Windermere Rd, Lara
- 21-24 Weekend 2008 Nationals**  
Easter long weekend, Geelong

## April 2008

- 5 Saturday Horsham Market & Swap Meet**  
Horsham Showgrounds
- 6 Sunday EMR With the Triumph Club**  
7:30am Leave BP opposite Calder Park Raceway for approx. 90min drive and breakfast.
- 6 Sunday Castlemaine Swap Meet**  
Castlemaine Showgrounds
- 6 Sunday Shannons American Motor Show**  
Flemington Racecourse Members Carpark. 10am to 3:30pm \$10 entry
- 7 Monday Monthly Committee Meeting**  
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 25-27 Weekend P76 Alpine Tour**  
Anzac day long weekend. Tour from Wangaratta over the mountains through Omeo and Bairnsdale

## May 2008

- 5 Monday Monthly Committee Meeting**  
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 24-25 Weekend 32nd Historic Winton**  
Winton Motor Raceway

## June 2008

- 2 Monday Monthly Committee Meeting**  
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 9-10 Weekend Echuca Steam Rally**  
A fun filled weekend of steam engine events. More details will follow closer to the date.

# Coming Events



## RACV Classic Showcase

**Sunday March 2, 2008**

This event will be held in the Flemington Racecourse Members carpark. Entry from Epsom Rd. Gates will be open from 8:30 to 11am for display cars, spectators from 10am. Entry will be \$10 for display cars and spectators.

## The Great Stack n Pack

**Saturday & Sunday March 8-9, 2008**

The aim of the Great Stack n Pack weekend is to sort through the club's parts in preparation of the Monster Parts Sale & Exchange which will be held during the Nationals. It will be dirty work, cleaning, sorting and packing parts but attendees will be rewarded with a BBQ on Saturday evening. Come for an hour, stay for the day or even the whole weekend! All are welcome! Chateau De La Haye, 245 Windermere Rd, Lara. Melways Ref 422 K1.



## Leyland P76 National Meet - Update

**Friday March 21 to Monday March 24, 2008**



There is a lot going on behind the scenes in preparation for the Nationals. So far we have received 27 registrations with almost 30 outstanding!! Please send the registrations back to us as soon as possible.

We have organised a tour of the Ford Discovery centre for Saturday afternoon. The cost of this tour will be \$4 per person, payable on the day.

We are also in the process of organising some activities for Friday. Although many attendees will only be arriving on Friday, we will have some options for those wanting to explore Geelong and surrounds.

Could anyone contributing to the National Magazine please forward their articles to the editor as soon as possible. The magazine is currently being compiled and it would be a shame if we couldn't include everyone's hard work.

## Castlemaine Swap Meet

**Sunday April 6, 2008**

The annual Lions Club of Castlemaine Swap Meet will be held at Camp Reserve. This is a Sunday only Swap Meet. The oval and grounds are full of collectables, display cars and a whole range of interesting items. Head to Castlemaine after the EMR with the Triumph club and make it a full day event!



## Early Morning Run with the Triumph Club

**Sunday April 6, 2008**

For those living on the Eastern side meet at 6.45am for a 7.00am departure from McDonalds in Nunawading (corner Maroondah/Springvale Roads) Melways 48 F9.

### OR

Meet at the new BP Servo on the Calder Freeway at 8am Melways 354 J3. This is on the same side as Calder Park Raceway. We will be departing at 8:15am. Brekky will be at the Sotan Pepper Restaurant at Romsey. The following page contains full route details.



### EMR Route Details

**START** – BP service station next to Calder Park (same side)

**TL** - Calder Highway and head up towards Gisborne

**Exit** Calder Highway at second Gisborne Exit

**TR** into Barringo Road towards Gisborne Station

**Continue** along Barringo Road past station

**TL** Glen Drouitt Road

**TL** Tucketts Road

**TR** Syndicate Road

**TL** Broughan Road

**TR** MT Macedon Road (C322)

Follow the C322 up and over Mt Macedon, drivers of low HP cars prepare for a long, steady and windy climb. This is worth it as there are a couple of hairpins when start the decent from Mt Macedon.

**TR** towards Hanging Rock (follow the C322 signs)

**Cross over** Woodend/Romsey Road and **continue** towards Hanging Rock (follow C322 sign) along Straws Lane

**TR** at South Rock Road (C322 sign)

**TR** Woodend-Lancefield Road (C324)

Drive straight through Newham and continue along Dons Road

**RT** Lancefield-Kyneton Road

**LT** Salisbury Lane

**LT** Lancefield-Tooborac Road

**RT** Pyalong-Lancefield Road

**RT** High Camp –Lancefield Road

**RT** Northern Highway – Head towards Kilmore

**RT** Kilmore-Lancefield Road

**LT** Melbourne-Lancefield Road toward Romsey

**STOP** Soltan Pepper Restaurant at ROMESY for brekkie.

Parking available out the front or in shopping centre car park a few doors up.

*Run mapped by Matthew Waite (Triumph Car Club of Victoria)*



# RANTINGS OF A P NUT

## The Secretary's Report

Hello fellow P nutters,

I have been a busy again since the last magazine with lots to preparation for the upcoming national meeting. Entry forms are slowly coming in, if you haven't sent yours in then hurry up!

Recently I was contacted about a P76 for sale and was invited to go and look at the car & take some photos. The owner is 92 years old and no longer drives the P, it has been stored in the garage since the early 90's and was only brought out recently. Some fresh petrol and a new battery was all that was required to get her going and a quick drive around the block revealed that the car drives the same as it did when it was placed in the shed all those years ago! More details of this fine car can be found later in the magazine.

My 6 cylinder Super is almost ready for painting, a whole weekend was spent recently with Rachel and Martyn sanding, grinding, welding & stripping the car, preparing it for a new paint job, 2 days spent on rust repairs and fine sanding has finally got it to the stage that it can be painted in undercoat, ready for the final coat of Oh Fudge. I can understand why panel beaters charge thousands of dollars to repaint a car, hours and hours of work on a single panel to get it into shape only to find more repairs needed on the next panel! So far it's only cost a few hundred dollars and the end result is going to look great. Many thanks to Martyn & Silvia for there hospitality and of course my ever suffering wife Rachel for her expert sanding and help.

My mini van project has been abandoned for the moment so I can get the P76 & Rachel's Marina finished for the nationals, the engine has been taken out and I am currently rebuilding the 4 cylinder motor. Its getting a full rebuild, new pistons, bearings etc and I will raise the compression, have it balanced and get the cylinder head recoed to suit unleaded fuel. As its Rachel's first "old" car I am going to let her put the engine back together, I have rebuilt lots of motors while working as a engine reconitioner but its all new to Rachel so I am looking forward to showing her how its done.

There's a few good events coming up, the RACV car show, the Great Pack & Stack at Martyn & Silvia's place will be fun and the Early Morning Run with the Triumph car club guys is going to be an action packed day with a good selection of Leylands best! Try and get along to this event, it looks like it will be a really fun day.

Regards,

David

davidwalker1977@hotmail.com



# A Few things that changed Big Bird for the Better

Ken Western

First of let me say that while I understand how my car works and what all the bits under the bonnet do, I cannot under any circumstances be called a mechanic. I can take bits off, but then usually struggle to get them back on the car correctly. So when a few things started to go wrong with Big Bird last year I had to seek outside help in getting them fixed.



First of all there was this red light that suddenly started to come on when the engine was idling; and then started to get progressively worse as it stayed on at higher revs. Marcus (always my first port of call on anything technical with Big Bird) said it was a failing oil pump as the engine wasn't making any knocking noises and there wasn't any smoke coming from the tail pipe. He suggested that I get a second hand oil pump, rebuild it and fit it to the car to solve the problem.

The first part I could do – tracked down an old P76 oil pump. Then my daughter Ami, suggested I take it to the mechanic that serviced her car. So down we went to FUELINE AUTOMOTIVE in Nunawading to see the owner Haydn Marston. Problem solved! Haydn took one look at the car and fell in love! A nice simple engine layout; no computers or complex electronics; a clean engine bay that he could almost stand up in, and a customer supplied workshop manual. Fixed (rebuilt) the oil pump in a couple of days, and now no red lights on the dashboard. The cost was very reasonable. Haydn's young apprentice wondered why the "heap of JUNK" was being worked on at Fueline Automotive. That is he wondered until he took it for a test drive. "What a great car" he said when he returned!!

Goes to show that it is only perception that drags the reputation of the P76 down. Once you have driven one you become a fan. While Haydn was fixing the oil pump he also fitted a set of exhaust extractors that I had bought at the 2005 concourse. This increased the engine output power quite a bit and made the engine run so much smoother. Well worth the investment.

Then my speedo cable died – the speedo reading had been bouncing around a bit and the cable finally gave up the ghost. I'm not as flexible as I once was, and although I probably could have bent my body into a contortionist nightmare, Marcus came to the rescue and fitted a new cable for me. Wonderful – I can now see how fast I am really going rather than try to average out the maximum and minimum readings!

The next mechanical problem wasn't so urgent. Marcus suggested that we replace the lower bush in the steering column to improve that, and take out some movement that shouldn't be there. Marcus kindly did that for me – this is what being a member of the club is all about. And then he fixed a problem that I had with the car almost since I bought it in 1981. The indicator stalk would never stay in position when turning left. I always had to hold it until the turn was complete – annoying as all hell! A replacement Direction Indicator switch fixed that. Well I had a new car!!

Then I found that pictures of my car compared with other P76's, always showed my car sitting higher in the front. Also Marcus thought that the suspension was way too hard. This resulted from some work I had done years ago when I had all the springs changed, as the old one's had gone far too soft and the car looked like it had been lowered. I wasn't a member of the club then, and was told by the suspension experts (bandits in hindsight) that P76 springs were no longer available, and they fitted light truck springs. The car cornered beautifully – absolutely flat in corners, but the ride was so hard it felt like it had solid tyres. Marcus suggested that I get some old P76 springs and get them replaced onto my car. Along came a club Wreckathon, and I was able to buy the front springs from the club at a very reasonable price.

I cleaned up the old springs, and painted them "Bold as Brass" – anything new on my car gets painted "Bold as Brass"! Then down to Fueline Automotive. Haydn put on the bright yellow springs; replaced the front shock absorbers (Pedders soft gas struts at Marcus's recommendation); skimmed the front discs and did a wheel alignment. What a difference all this made to the old girl.

In the mean time I had repainted all the engine bay and the inside of the bonnet, also replacing all the bonnet insulation with a kit from Tru-Fit carpets in Dandenong, as well as replacing all the carpets – again from Tru-fit.

I have been delighted with the work that Haydn has done for me, and his prices have always been most reasonable. I know John Beatty has had his P76 serviced at Fueline recently, and he told me that he had been very satisfied with the work Haydn had done for him.

I think that BB has had a good year so far and is in far better shape than she was a year ago. It hasn't cost that much and has made her a far better driving car. 2007 is the year of the interior – recover the seats, refurbish the dashboard and fit a new sound system. 2008 planning is under way with the re-fitting of the factory Air Conditioning.



**BB at the 2007 Concourse**

# 2008 Geelong National Concourse

As per the itinerary, the National Show and Shine will be held at Eastern Beach, Geelong on Saturday, 22<sup>nd</sup> of March from 10am to 2pm. Everyone who has registered take part in the Nationals will be invited to display their cars. You will be asked to register for Concourse judging upon arrival at the Nationals.

For those who are not registered for the National event, you are very welcome to come and check out the quality cars on display. You are also welcome to enter your own car for Concourse judging. However, you will be required to pay for day registration and sign the indemnity statement.



## 2008 - Judging Categories

One award per car – except "Peoples Choice" and "Greatest Adventure"



### Tier 1: Best Original (First & Second Prize)

This Award represents the car that is closest to how it was when originally built by the factory and delivered by the dealer. This award is for the best LEYLAND P76 and it includes all models (V8 and L6) in the released P76 range but gives no advantage to any one model e.g.: Targa Florio, etc. This car must have driven to the show under its own power and be road registered (includes club rego). This should be the most original car at the Nationals, and hopefully will be won by a car whose owner has kept or restored it and its accessories in the best possible condition. This is the most stringent class to judge. Non-Factory options, additions, accessories and modifications are to count directly against the car in this case. The winning car should have NO non-factory modifications if possible, if not then it should have the absolute least modification of any car in the show, and if any are allowed they must be of an absolute minor type. If in the opinion of the head judge, any modification exceeds 10% of the originality of the "best" car then the award will not be given. Actual Leyland "dealer" fitted options as detailed in the options book of the P76 are allowed and factory Leyland accessories, appropriate for the model, even if fitted after production are allowed, no matter who fitted them. If competition is tight then actual build late / vs. fitted components are examined: e.g. Early '73 cars should have Mph Speedo, late '73 cars to have mph/kph Speedo, '74 cars to have kph Speedo. Owners manuals, their types and original jacks and tools are included in the judging for this class. "Under bonnet" stickers (color, tuning, etc) are to be included. General engine bay condition should match all components (remember this is about looking as close as possible to the car just leaving the show room). Exhaust type and size can be considered as can any other thing that detracts from the original presentation of the car. Options and fitments vs. compliance plate / engine number can be considered, and the winning car should have all matching numbers. Repainting of the car is allowed, but must be impeccably done to original standards and finishes. People well experienced with the P76, with a good eye for both quality and originality should be the judges in this category.

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## **Tier 1: Best Modified (First & Second Prize)**

This award is for the most highly modified yet still roadworthy and registered car in the show. This car must have driven to the show under its own power and be road registered (includes club rego). This category is about making the car individual so there should be few "standard" P76's in here. Particular attention is to be paid to the quality and standard of the workmanship of the modifications. All modifications should appear for all intensive purposes to have been fitted at the factory no matter how unlikely. The creativity and aesthetics will be considered as well as the engineering standards. Engine changes, superchargers, body conversions may be found in this category. People well experienced with the P76, with a good eye for quality and workmanship coupled with a background in engineering of modifications should be the judges in this category.

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## **Tier 1: Best V8 Car (First & Second Prize)**

This award is for the best LEYLAND P76 car - powered by the factory LEYLAND V8 and includes all models, but gives no advantage to any one model e.g.: Targa Florio, Executive etc . All previous judging criteria from the original class apply. A mix of any and all options are allowed, as are small amount of non factory modifications, but anything fitted to the car must look as though it was fitted by the dealer and is a normal part of the car. Preference will be given to original cars over highly modified cars. Workmanship, finish, cleanliness, aesthetics are all considered

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## **Tier 1: Best L6 Car (First & Second Prize)**

This award is for the best LEYLAND P76 car - powered by the factory LEYLAND L6 and includes all models, but gives no advantage to any one model e.g.: Targa Florio, Executive etc . All previous judging criteria from the original class apply. A mix of any and all options are allowed, as are small amount of non factory modifications, but anything fitted to the car must look as though it was fitted by the dealer and is a normal part of the car. Preference will be given to original cars over highly modified cars. Workmanship, finish, cleanliness, aesthetics are all considered

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## **Tier 2: Best Experimental / Prototype / Limited release (First Prize Only)**

This award represents the car that is closest to how it was when originally built by the factory, team etc. Only cars with a clear historic value or history and are widely recognized as LEYLAND prototypes, race cars or limited releases are eligible for this category. Force 7's, Historic P76 race cars, Prototype Station wagons and "Pre production" prototypes are the sort of things you will find in this category. If you are not sure if your car qualifies then contact the HEAD JUDGE for clarification on your vehicle. Only the best presented experimental or prototype P76 variants should win this prize and this category includes all models V8 and L6. This award gives no advantage to any one model e.g.: Targa Florio, Force 7, Station Wagon etc. This car does not have to be driven to the judging or be road registered but it should be complete and drivable. Hopefully the winner of this class will be a vehicle that the owner has kept or restored it, and all its accessories in the best possible condition. Leyland accessories, appropriate for the model are allowed. If the entry is a competition vehicle then all sponsorship decals, race fittings and the like are allowed. Anything that detracts from the original presentation of the car when originally built or raced is bad. The winning car should have all matching numbers for its history. Repainting of the car is allowed, but must be impeccably done to original standards and finishes.

***If you feel your car may not be widely recognized in this category the burden of proof lies with the entrant, be PREPARED to prove your eligibility by documentation, photos etc if requested.***

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## **Tier 2: Peoples Choice (*First Prize Only*)**

This award is for the car that appeals the most to all people present and so is judged solely by all interested P76 people present, by virtue of "judging slips" placed in a box and the winner is decided by the total amount of votes the car gets. The normal judging criteria's of "boot, bonnet, interior and exterior" are wavered here. This is the only award that can be won in conjunction with another award.

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## **Tier 3: Best Non P76 car (*First Prize Only*)**

This award is for the best NON P76 (or variant) displayed. Cars with a relationship to LEYLAND or the P76 (eg: using a P76 V8 to power it, or another Leyland /BMC product) will get preference here but that alone will not guarantee a win. Vehicles are judged under the same basic guidelines as a modified P76 without any consideration to the cars originality. The entrant must be a financial member of one of the recognized P76 clubs.

*This award has only first prize*

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## **Tier 3: President Choice (or occasionally called "Braveheart")** **(*First Prize Only*)**

The intent of this award is for the inspiration of the winner to continue the improvement or restoration of their car. No car should win this award twice. This award could go to a car that is "under improvement or restoration" by its owner. The actual quality of current repairs or modifications need not be considered, but the efforts and attempts of the winner should. A car requiring immense repairs or restoration may be awarded this (hence "Braveheart"). It is not necessary for the car to be in RWC or registered – but it must have arrived at the show Legally. The hosting President and his delegates are the judges in this category.

*This award has only first prize*

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## **Tier 3: Greatest Adventure (or occasionally called "The Warbler")** **(*First Prize Only*)**

This Award is judged at the Sunday dinner by the present public. This award is for the greatest tale of distance, struggle, drama, entertainment, ghosts or gremlins for a Leyland P76. Entertainment is the key here... Entrants in this category do not need to have the car their story relates to present at the Nationals, Car Judging or the dinner, but the car must be a P76. They do not need to be the owner or driver of the vehicle and can be of any age. Another person can present the "story" to the dinner if the writer wishes. The award is presented to the writer or presenter of the "adventure" and not the car. All reasonable props and pictures are allowed here. This award is judged by the entrant presenting their tale of P76 adventure to the national dinner and judged solely by the M.C. who can call for assistance from all guests present at the dinner.

*Both myself and the Nationals committee for 2008 hope that this bit of info helps you in your final preparations and we all look forward to seeing you and your car at the P76 Nationals in Geelong for 2008.*

*Enjoy - Rick Perceval (Head Judge)*

# P76 For Sale ~~No longer for Sale!~~

1974 White Executive V8 Auto.

Following a lead on a P76 for sale in the nearby suburb of Ashburton, David and I grabbed the camera and went to check it out.

Although Archie was the contact person, he's a long time friend and neighbour of the man selling the car, Wilf Jones. Wilf, now 92, has owned his P for 20 years and it was last registered in 1998. Since then, it has been garaged and only driven once. Now the garage has filled with more modern cars and the time has come for Wilf to sell the car onto another P76 lover.

It didn't take much to get it going, a new battery and some fresh petrol so we could get some good shots.

First impressions: nice, clean, straight car. No rust, could do with a re-spray but could just as easily be driven as is.

Upon closer inspection: factory air, factory power steering, Casino Blue interior, Force steering wheel, build date - November 1974.

Minor issues: slight dent in LH front guard, exhaust leak.

This is a very clean and quite original car requiring very little work to get it back on the road.

The asking price is \$2,500 which is not negotiable. Please contact Archie on 03 9885 9428 if you are interested. Please be aware that Wilf is quite old and we request that **only serious buyers** contact Archie.



# Out of the Shed...CARS

**NEW!**

**Marina 2 door Coupe** 4cyl Good condition, no rust, mechanically sound. Close to RWC. Faded paintwork. \$500. Trevor 03 5348 5568

**1974 Country Cream Deluxe** 6cyl 3 speed column shift manual. Interior in great condition. 128k on the clock P76 076 A4S2N26 14192 3/74. Deceased estate. \$2,000 with spare car V8. Horsham. Les 03 5384 6313



**1973 Crystal White Deluxe V8** 3 speed column shift, towbar. All tyres as new. 92,000miles. 2nd owner. Sound straight body. Interior in good condition. New clutch and fuel pump. \$2,675. Albury/Wodonga. Russell 02 6059 4824.

No longer for Sale!



**Bitter Apricot Super** V8 VHK453 column auto reco motor 40k ago, reco gearbox 5k ago. Excellent brown interior, layback buckets, slight rust on bottom door gas tank in date, new carpets, Venetian. September reg. Close to RWC \$3,500 ono. Jim McCarg 0418 507019.

## 2 cars (Crystal White V8 SOLD):

Cars good condition, no reg or RWC \$1,000 each ono. Bob Leonard 03 9459 9285.

**Crystal White** 6cyl Deluxe Bench seat, 3 speed manual

**Bitter Apricot** Super V8 4 speed manual



**1974 Country Cream Deluxe** 4 on the floor V8, IBC933, engine number 44081146, after market air, super grill, fair imperial leather interior, fixed buckets, tow bar, LSD. Bairnsdale. George Hammond 03 5152 3953.

**1974 t-bar Super 6 Bold as Brass** P76076 E4S3A26 8-74 18065. Excellent condition 109k since new. Outstanding example both inside and out, engine great, auto trans not so good \$5,000 ono Southern suburbs Melbourne. Norm 03 9546 3127

**1974 Country Cream Super** 4 speed manual. Vehicle in every aspect, nothing to spend. Multiple prize winner. Contact 9379 4583 or 0407 823 857

**SOLD**

**Oh Fudge V8 Exec** with parchment interior previous concourse winner on gas RWC LRL919 \$6,800. Howard 03 9782 5777

**Crystal White V8 Super.** T-bar auto, newly upholstered seats. Good body, currently unregistered with little work required to obtain RWC. Any reasonable offer will be considered. Bill & Jean Laws, Eildon 03 5774 2147 or 0428 350 005 [jlaws@virtual.net.au](mailto:jlaws@virtual.net.au)



**3 cars for sale:**

These three cars are located in Western Victoria. They were discovered on Martyn & David's Adelaide trip.

Please contact Andrew Stewart on (03) 5359 8233 or 0428 382 494

Email: [turnbuckle@bigbond.com](mailto:turnbuckle@bigbond.com)

**1973 Corinthian Blue V8 Executive** 2 speed Auto. Black interior, factory air and rear venetian. Good body. Comes with spare reconditioned auto. \$2,000 ONO.

No longer for Sale!

**1973 Country Cream V8 Super** 3 speed T-bar auto. Leather interior in good condition. On gas, power steering. \$2,000 ONO.

SOLD

**1974 Omega Navy Targa Florio** 3 speed T-bar auto. Dual factory alloys & Force 7 steering wheel. Original AM radio, interior in good condition. Drives and runs well \$7,000.

SOLD



## Out of the Shed...PARTS

**New V8 Engine.** Still in crate. \$5,000. Also cars: **Blue Targa.** Exterior surface rust. **Bold as Brass** auto Super V8 good nick. Eric Johnson 03 97621248

**NEW Targa caps and badges.** S.A. Club Geoff Cutting 08 82703799

### **NOS Parts Available from Addisons**

2 x V8 water pumps \$400 ea	1 x Top Steer Column bush \$15.00
2 x Front Flexible brake hoses \$60.00	1 x 6cyl Super MPH Speedo \$50.00
1 x rear flexible brake hose \$30.00	1 x Auto Pedal Rubber \$15.00
1 x Front Mudflap set \$25.00	

Contact Marcus and he will place an order with Addisons on your behalf.

## In to the Shed...(Wanted)

**NV GREEN P76** Nick Demopoulos 04104 64850

New **0.010 Main bearings** to suit 6 cylinder P76 - Leyland part no HYL4587/010. & any new 6 cyl engine parts, pistons, bearings, gaskets etc. Also genuine parts catalog for a Morris Marina. David 0409 675 648

Roadgoing Leyland P76 V8 auto, very good condition with little to do, little or no rust and roadworthy. Ian Cranney 03 54496977

*If your advertised items sell, or if you have new items you wish to advertise, please send details, including pictures, to the Editor.*







*Join the fun and have your machine  
seen at the Easter Nationals  
Geelong 2008*



# Leyland P76 Owners Club of Victoria Inc

## Membership Application and Renewal Form

The Leyland P76 Owners Club of Victoria 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. The Annual Membership fee is \$60.

Please mail this membership form along with a cheque or money order payable to the Leyland P76 Owners Club of Victoria to the Registrar:

Martyn Hayes  
245 Windermere Rd  
Lara Victoria 3212  
Ph 0407170691  
Email [cybermuddin@dodo.com.au](mailto:cybermuddin@dodo.com.au)

<b>Surname</b>	<b>Given Names</b>	<b>Preferred/ Nickname</b>	<b>Date of Birth</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Postal Address</b>	<b>Town/City/Suburb</b>	<b>State</b>	<b>Postcode</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Home Phone</b>	<b>Business Phone</b>	<b>Mobile Phone</b>	<b>Email</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Preferences (Please Circle Appropriate response)**

- I would like to receive Club Correspondence and Magazines by Email
- I give permission for my contact details to be provided to other club members for the conduct of Club Business

		<b>Initial</b>
<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="text"/>
<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="text"/>

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 specific permission is obtained by the Registrar). 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 work towards the fulfilment of the objectives of the club.

Signed: .....

Date: .....



# Leyland P76



“Henry Ford’s model T has been voted car of the century. Yet the standout candidate did not even rate a mention. Organisers trotted out plausible justification for their choice: its assembly line production and affordability for the masses. But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland’s P76”

The Australian – date unknown.

*Join the Leyland P76 Owners Club of Victoria. We will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips, parts and social get-togethers to celebrate this great Australian historical car. Contact Martyn on 03 52823158 for more information.*