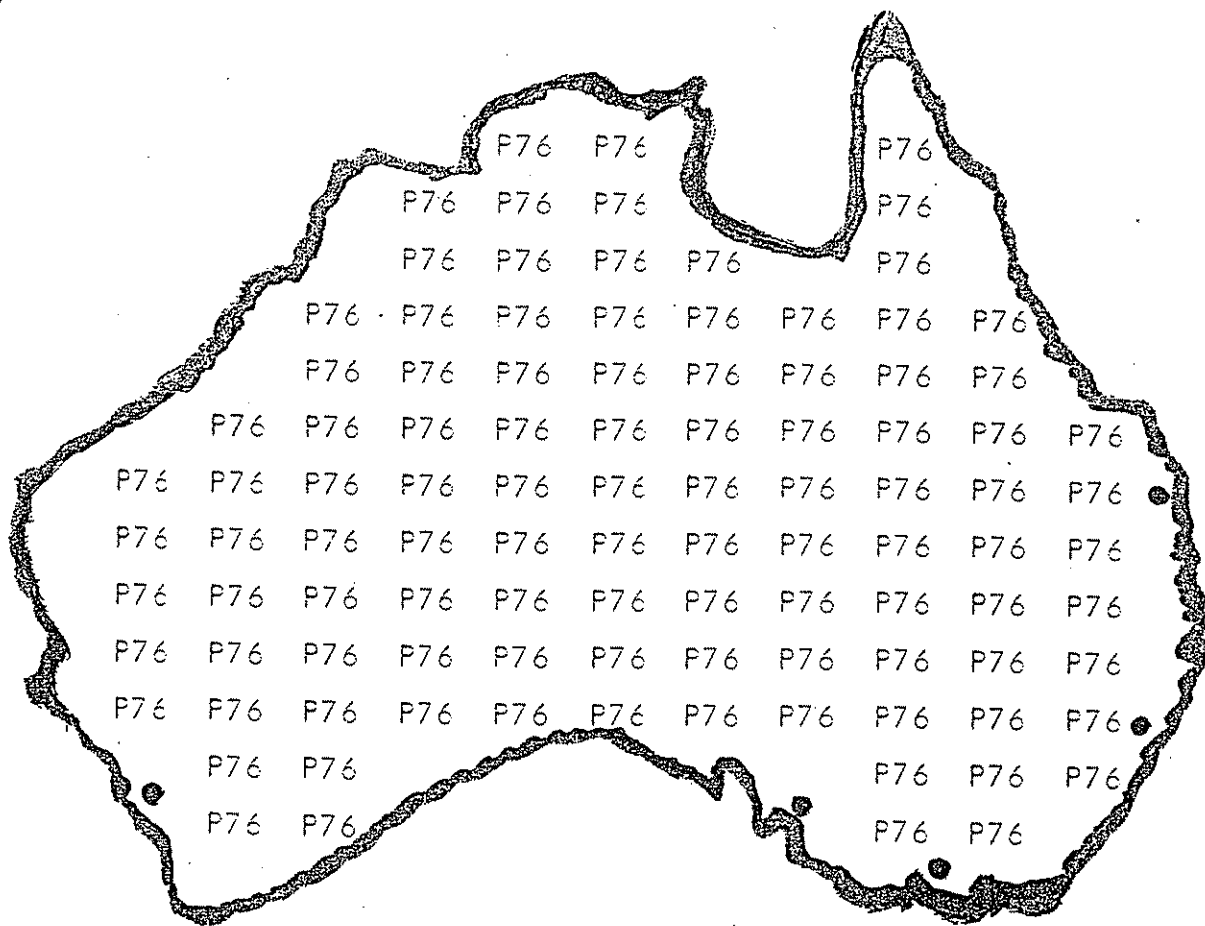


VICTORIA'S

LEYLAND · P76 · EASTER
1992



GET TOGETHER

CLUB INFORMATION PAGE

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MEETINGS

CLUB MEETINGS ARE HELD ON
THE FIRST SATURDAY OF EACH
MONTH; Except JANUARY; AT
MAC'S HOTEL; FRANKLIN ST CITY.

TIME 2 PM

DATES
=====

NOVEMBER 2ND
DECEMBER 7th
JAN 1992 -----
FEBUARY 1st
MARCH 7th
APRIL 4TH

=====
Meetings may change if and when the
Committee feels necessary as appearing
through this page.

The Committee is not responsible for
opinions expressed in this publication
except where indicated

THE ANNUAL GENERAL MEETING IS
HELD IN JULY MEMBERS TO BE
NOTIFIED OF EXACT DATE IN
LATER MAGAZINE.

=====
This is the Official publication of
the LEYLAND P 76 OWNER'S CLUB
OF VICTORIA INC" and is not for sale
to the general public.

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FOR INQUIRIES RING OR WRITE TO

EASTER CO-ORDINATOR

RON HARRIS
51 HENDERSON ST
INDENTED HEAD 3223
PH 052-571-725

PRESIDENTS REPORT.

Well I, am looking forward to the easter gathering at Rutherford Park this will be the first one I,ve been able to attend since Swan Hill back in 1986 at which a \$2500 moter rebuild was held up and ment that I could not take my P. Those that were there would probably remember the BLUE Nissan 4wd that I had to take.

I was very annoyed at the time my P, was not there but still enjoyed my self very much.

This time however I am determined to have my P at Rutherford Park The car is a different one to the one in 86 but the engine is the the one, I was waiting on back then.

I have done approx 300.00 km, but still going strong which shows that if you want a job done properly in the first place it pays for itself. Those of you that knew me in my early days know that I give my car a bloody hard time. Back in 86 people looked at me wondering why I spent 2500.00 (plus Pam) on an engine. But if you are going to do it do it properly.

P.S. Hope to see you at Easter.

Keeping on Ping
John Brett,

SOCIAL SECRETARYS REPORT.

Up coming events,

May 10th Run to Gellibrand hill park,
Melways map I77 k7 enter at Oaklands rd gate.

June 14th Pine Ridge motor museum
Melways map I59 EI2 Purves Rd
Adults in groups \$4.00 Children \$2.00 Pen \$3.00

B.B.Q. hot water milk tea \$10 .00 for the whole group
July A.G.M.

To be announced

August Counter Lunch at country pub.

Date to be fixed,

Telephone:
(03) 547 5055

Tele
AA 30625 (ME 266)

TBOCCARD.

Dear P76 OWNERS:

To Date, Response to
Ball/Joint/Lower arm project
has been slow, Manufactur-
ers Require an answer.

To make or not to make,
it's your decision Ralph!

If you want 'em

We'll make 'em

Phone George or RON

or Fax on 546.2208

CMC

TER'S VINTAGE TRACTOR

THE VICTORIAN P76 OWNER'S CLUB, IS PLEASED TO WELCOME ALL TO THE GET TOGETHER AT RUTHERFORD PARK, AND ARE SURE THAT IN YOUR COMPANY, THE WEEKEND WILL AGAIN BE A MOST SUCCESS FULL-ONE, AS IT HAS BEEN IN THE PAST.

AS WE HAVE SAID BEFORE IT IS OUR INTENTION TO KEEP THE WEEKEND AS SIMPLE AS POSSIBLE, IN OTHER WORDS, TO NOT ORGANISE TOO MUCH SO AS TO ENABLE ALL VISITORS TO SEE SOME OF THE HIGHLIGHTS OF BALLARAT, SUCH AS SOVERIGN HILL, YOU NEED THE BEST PART OF THE DAY TO SEE ALL OF THIS, THEN WE HAVE THE HEPBURN MINERAL SPRINGS, NEAR DAYLESFORD AND A WHOLE HOST OF OTHER PLACES OF INTEREST WHICH YOU MAY WISH TO VISIT

***** GOOD FRIDAY 17TH APRIL *****

BOOKING IN ALL DAY FROM 10 AM
LUNCH NOT PROVIDED (coffee only available) shops not close handy about 16 kms away, the pub is the closest about 6 km. AT BLAMPIED A CHARGE OF \$6-00 PER HEAD FOR PEOPLE NOT BOOKED INTO COMPLEX WILL BE APPLIED TO COVER B/B/QUE AND ENTRY TO BIN BILLA ECT: ON EASTER SUNDAY AND EVENINGS AT COMPLEX.

DINNER 6-30 PM .
VISITORS WISHING TO ATTEND FOR EVENING MEAL, SEE MANAGER WHO MAY BE ABLE TO FIT YOU IN, \$15-00 PER HEAD TO BE PAID FOR WHEN BOOKING.
EVENING FREE- CENTRE OPEN TO ALL, AFTER EVENING MEAL , DAY VISITORS; CAMPERS ECT.
PEOPLE WISHING TO VISIT SOVERIGN HILL SEE PETER BROWN TO OBTAIN DISCOUNT FOR GROUP BOOKING
EVENING A GOOD TIME TO HAVE A CHAT WITH OLD FRIENDS

***** EASTER SATURDAY 18TH APRIL *****

BREAKFAST 7-45 AM

GROUP TO SOVERIGN HILL 9-AM
MORNING FREE TO DO AS YOU WISH, SHOPPING IN BALLARAT, VISIT DAYLESFORD, OR HEPBURN SPRINGS, WHERE THE MINERAL SPRING HOT BATHS, ARE SITUATED, BOOKINGS ARE ESSENTIAL, AND THE SPRINGS THEMSELVES OR WHATEVER YOU WISH TO DO.

12-30 (SAUGAGE SIZZLE) ON AT BALLARTO HALL, UNTIL 2-00 P M
ERIC BROWN CHEF, A CHARGE OF \$1-00 A SNAG SANGER, COLD CANS OF COKE, FANTA, LEMON ECT, \$1-00 A CAN, TEA, OR COFFEE, 50c.

2-15. AFTER THE SNACK, NOW FOR THE ACTION
JUST UP THE ROAD FOLLOW THE SIGNS TO FIND YOUR WAY TO THE HILL CLIMB, AT PETER BROWN'S, OR FOLLOW ONE OF US.

COME AND HAVE A LOOK AT PE
TREVOR'S AUSTIN A 40'S ECT
A BIT OF FUN FOR THE REV BOY'S, A BASH UP ONE OF PETER'S
PADDOCKS, IN THE FORM OF A HILL CLIMB FOR THOSE WHO WISH TO
COMPETE, TO FIND THE CHAMP OF THE DAY ON THE HILL, A TROPHY
FOR THIS EVENT WILL BE PRESENTED, IT WILL BE RUN WEATHER
PERMITTING (BALLARAT CAN BE A BIT CHANGEABLE.)

DINNER 6-30 PM

EVENING 8 PM A JIG & FUN ALL WELCOME
FEATURING A LOCAL DISC JOCKEY, DALE CALAHAN
LADIES A PRIZE OF GREAT VALUE IS ON FOR THE WINNER OF THE
EASTER HAT PARADE SO HOP TO IT AND MAKE A WINNING HAT,
JUDGES TO DECIDE ON WINNER.
B/Y/O DRINKS AND SNACKS ECT

***** EASTER SUNDAY 19TH APRIL *****

BREAKFAST 7-45 AM

RUN STARTING 9-00 AM, PETER BROWN TO ORGANIZE, AFTER THE
RUN, WE WILL ARRIVE AT BIN BILLA, WHERE A B/BQE LUNCH WILL BE
PROVIDED, FROM 12-30- 2-30 PM

BIN BILLA IS A VINYARD, WHERE YOU CAN ENJOY A FREE WINE TASTING,
SOFT DRINKS ARE AVAILABLE FROM BAR IF REQUIRED. ALSO, TEA AND
COFFEE.

AFTER LUNCH, FREE TIME TO DO AS YOU WISH, OR VISIT MALDON,
WHERE STEAM TRAIN IS RUNNING, PETER WILL LEAD, WE NEED 20 OR
MORE TO OBTAIN DISCOUNT. \$5-00 ADULTS-\$3-00 CHILDREN

DELEGATES MEETING 4-30 PM TIME PERMITTING BEFORE DINNER
DINNER 6-30 PM

8-30 PM TROPHYS PRESENTED IF ANY, RAFFLE DRAWN, SPEECHES ECT.
TALK BY HAL MALONEY ON FUTURE DIRECTION OF P76S

**** EASTER MONDAY 20TH APRIL ****

BREAKFAST 7-45 AM (COOKED)

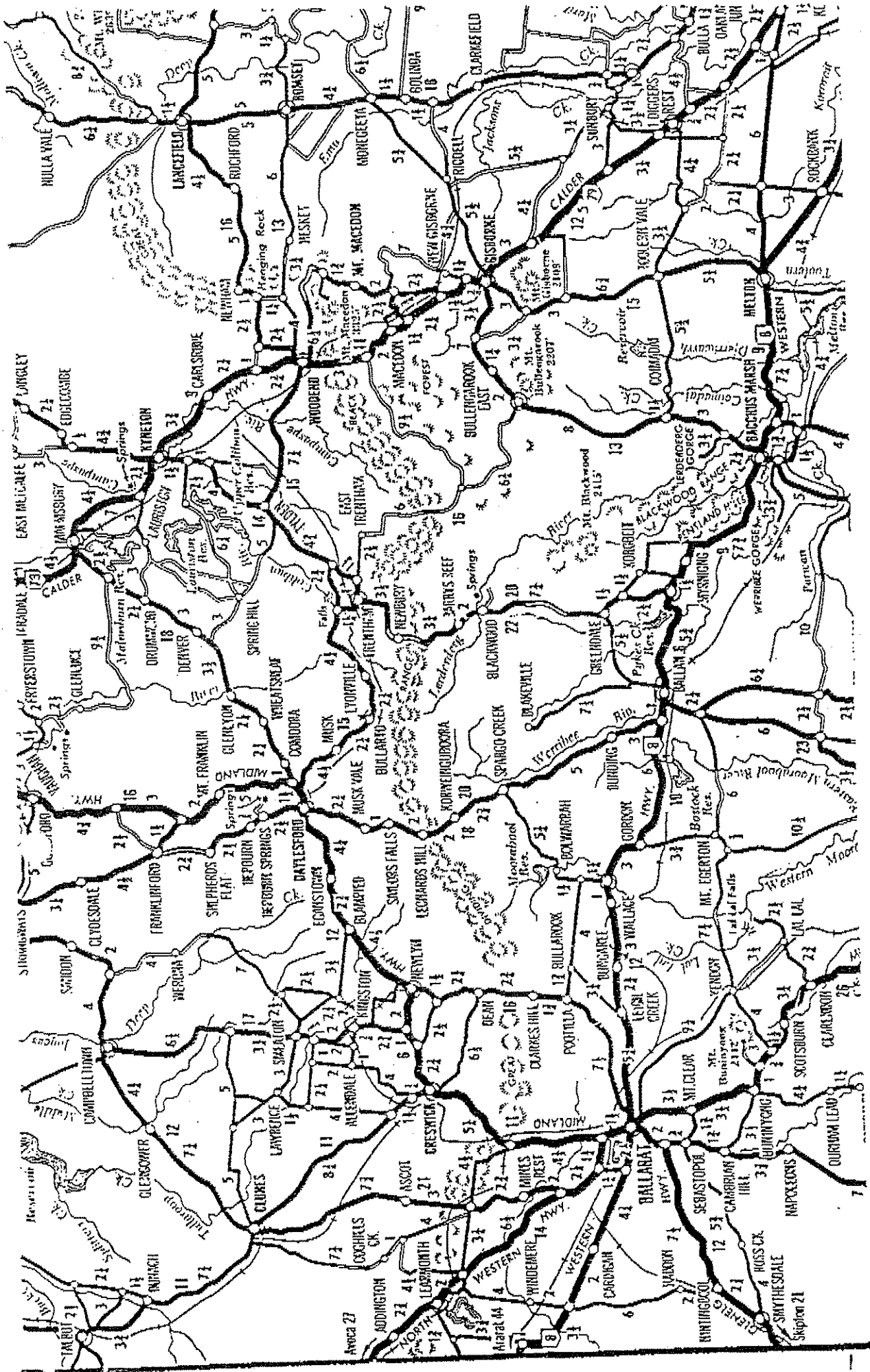
FAREWELLS TO VISITORS

IF YOU WISH TO STAY OVER FOR ANOTHER DAY YOU MAY DO SO IF
YOU MAKE ARRANGEMENTS WITH THE MANAGERS, PHILIP OR HELEN
JACKSON OUR HOSTS.

FINALLY

WE HOPE THAT YOU HAVE ENJOYED YOUR STAY WITH US, AND WE
WISH A SAFE JOURNEY HOME TO ALL, AND THANK YOU AGAIN FOR
COMING *****

PLEASE NOTE, HEALTH REGULATIONS DO NOT PERMIT SMOKING IN
ROOMS. *****



**WE WISH TO THANK THE FOLLOWING
*** SPONSORS *****

RUTHERFORD PARK MANAGEMENT

**FARMERS ARMS SERVICE STATION
DAYLESFORD**

SPA AUTO SPARES DAYLESFORD

BULLARTO GENERAL STORE

**THE SERVICE STATION & STORES
WILL BE AT YOUR SERVICE OVER
EASTER PLEASE SUPPORT**

**ALL DONORS TO THE RAFFLE
WILL BE THANKED PERSONALLY
ON SUNDAY NIGHT**

MY LEYLAND P'S
by John Ernst.

During the time I have had my licence I have owned and driven a number of P76 cars ranging from super 6's through to a Aspin Green Targa Florio. The motors and gearboxes have varied from three speed manuals on the column through to autos both column and t-bars as well as my favourite the V8 four speed. The love affair with the P76 started back in 1972 when my father bought our first Leyland unfortunately it was a Marina Super Deluxe with T-Bar, Auto, Radio the works. This experience should by rights have frightened us away from Leyland products for life but after two years with the Marina we went to Adelaide for holidays and as usual the Marina broke down several times. Whilst being repaired at the Leyland garage in Mount Gambier, dad felt it was not going to be reliable enough to get us home, so he started to make enquires about a replacement. He went to the local Valliant dealer, who wouldn't give him much for the Marina same with Holden and Ford, well to cut a long story short the Leyland Dealer had a demand for second hand Marinas and ours fitted the bill, so after some haggling the dealer offered us more than we payed for the Marina and we bought our first new car of the showroom floor for less than the equivalent Valliants and Kingswoods. We stayed in Mount Gambier a day longer than we were going to and then drove home in a new car complete with trader plates. This car we kept in the family until it was

involved in serious accident in Union Rd. Surrey Hills during 1979 it was replaced two weeks later with a V8 super in Bitter Apricot with a white vinyl roof. This car was used constantly and clocked up some 300,000 miles before the motor began to use more oil than petrol an exchange motor was purchased and fitted in Ballarat. This car was involved in a collision with an brand new SAAB/Scania truck which was skidding out of control down Springvale road. The running gear was transfered into a Deluxe 6 auto which was purchased for \$125 with a dead motor and only 45,000 kilometres on the clock. This vehicle is still in use by the family and three years ago it received a new set of pistons and size fitted rings total milage for this motor is approaching 250,000 kilometres with the diff having covered close to half a million miles. Whilst this was going on I had purchased my own P76 in 1981 a super six with a four speed its colour was Spanish Olive interior was black and the body was in very good condition I payed \$900 with a roadworthy and four months rego. This car was used extensively over the next year until it started to over heat because of a broken Head Gasket I kept driving it and filling it up with water, eventually it started using oil as well. Late in 1982 after a quick trip to Shepparton the Oil warning light lead fell off and the motor ran out of oil coming across the flats near Yarra Glen. I stopped after the

clanking in the motor drowned out the radio, I filled it with oil again but the clanking didn't stop. I was nearly home when there was a huge bang in the motor I opened the bonnet and found a hole in the side of the engine block with a conrod going in and out as the motor was still running. I got back in the car and drove the last mile home. The car sat around the side of the house until late in 1982 a friend who owned a couple of Leyland Terrier Trucks asked me if I wanted the old motors as they had just replaced the Leyland Motors with Holden 308's. He didn't have to ask twice. One of the motors was installed as it was and ran beautifully for two years, after which I replaced the rings and bearings and converted it to run exclusively on LPG. I used it to go to college in Coburg from Croydon every day it went to Sydney once Canberra and on the way home lost a wheel which damaged the rear wheel arch and bent the diff housing, I fixed this with a brand new one that Ian Waddell still had on his shelf. I continued to use this car until I bought my Magna in 1987. The car was then loaned to a needy family who took it to Queensland and Western Australia on Holidays. When it came back the front end and steering were in a bad way so I replaced the whole front end with a good one out of the many spare cars I collected over the years. The final curtain fell on this very hard driven car when I loaned it to my brother in law who stuffed the car into the side

of a Mitsubishi Nimbus after running a red light. The wreck was brought back to my place in Gippsland it was stripped and eventually found its way to the local tip. The motor and gearbox are currently being rebuilt and will go into my project car. The next car came along after I got sick of driving a VJ Valiant and the P76 club in Sydney had advertised a Aspin Green Targa Florio so three years ago I got on the train in Gippsland and eventually found my way to Malcolm Thom's place in Sydney, at the time Malcolm had three P76 cars, one Spanish Olive Executive, one Omega Navy Executive with genuine blue interior and the back seat still in plastic and he had the Targa Florio, which was Aspin Green with air, T-bar, power steered and LSD. I drove it home with no problems and it became the new family car it received selby springs all round, new shockers front and back and a set of NCT radials. I converted it to Gas and used it constantly, with trips to Queensland, and South Australia. Late last year I took the motor out to give it a long overdue rebuild, I put a spare rebuilt motor in whilst the other one was being rebuilt as it was important that the car was of the road for as little time as possible. At the end of November on my way home from work I was struck by a Wombat this caused the car to swerve off the road and onto its roof. Although I was not hurt the car was a write off and my poor Targa was no more. It eventually found its way back to my house and

will be rebuilt but in the meantime I needed another car. Only two weeks before the Wombat incident I had been to Bendigo for the Swap meet and picked a body shell from one of our members. During the two weeks after the accident I used a borrowed car and set about building another Leyland. I took two weeks off work and started on the shell, it had no glass, no wiring loom, shot front suspension and steering, a six cylinder diff, broken bushes in the steering column, no interior, no dash panels, no heater, lamps or lamp holders. After two weeks the car was registered as a V8 super with Column shift Auto, it is Oh Fudge, it has LPG and a Valiant 4 pinion Limited Slip Diff centre (found at the tip), RT Charger Steering Wheel (found at the tip), I put a new head lining in along with the new brown interior. All the work was done by brother and I. The morning after the Wombat incident I had to take some rubbish to the local tip and there someone had dumped a Bold as Brass V8 Auto with a perfect interior and reconditioned frontend, we towed the car home and used some of the parts on the new one. So here we are today with a yard full of spare cars and one Oh Fudge V8 which has been adopted by My wife, Heather. I have just purchased a Am I Blue Super V8 Auto From a deceased estate with 40,000 kilometers on the clock, still has the original wide ride crossplys. For the cost of a new exhaust system wipper blades and two tyres I got the car registered. It runs too warm

on hot days but I will sort that out later. In the meantime I will just enjoy driving this lovely original car and hopefully avoid the wombats!

by John Ernst.

TREASURER'S REPORT.

THIS IS JUST TO LET YOU KNOW THE STATE OF OUR CLUB'S FINANCE.
THE BANK STATEMENT SHOWED ON THE 31 MARCH 1992 A CREDIT OF \$2,878.19,
WITH RUTHERFORD PARK ACCOUNT OWING THE CLUB ACCOUNT A LOAN OF \$500.00.

I SHOULD HAVE WRITTEN A FINANCIAL SUMMARY FOR JANUARY/ FEBRUARY
AND MARCH BUT I HOPE YOU DON'T MIND, I WOULD PREFER TO LEAVE THE
REPORT UNTIL AFTER THE RUTHERFORD MEET.

HAVE A HAPPY EASTER HOLIDAY AND I HOPE TO SEE YOU AT THE
RUTHERFORD PARK MEET.

YOURS SINCERELY,

LOTTI WALLACE

FORE SALE.

Leyland F76 Exec V8

Good motor, 4 speed box,
12 slotters good tyres
3 core radiator,
Electronic ign 350 Holley
Air con, L.P.Gas reasonable body
needs respray rego Dec lots of spares
\$200.00 O.N.O.

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White super.

6 cyl body and mech very good, Auto.
White Blue int, air shockers,
heaps of spares, \$1500.00

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6 cyl col auto..Body damage L.H.S.
Mech fair good restorer \$300.00

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Dry Red Exec v8

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Long reg Reco motor approx 2 years,
Power steering, Air, less comp, New struts
new shockers

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\$220 ~~00~~ or Discount on
the lot

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