

Anything But Average



**January-February 2009
VOL 26 EDITION 5**

**Official Publication
of the P76 Owners
Club of Victoria Inc.**

Editorial

Welcome to the first edition of Anything But Average for 2009! Happy New Year to all of our members. I hope everyone had a wonderful Christmas. It was a shame that we didn't see more members attend the Christmas lunch. Those in attendance had a great time.

I finished work at the start of December and spent the weeks sorting out everything in preparation for the new arrival. Christmas was pretty quiet, spending Christmas day with David's family. It was a bit hard to do too much seeing as I was due to give birth on the 30th. David spent most of his time off in the shed working on the Mini with the occasional trip to the wreckers, including the day before I gave birth!



At 4:30pm on the 30th of December, we welcomed our new son into the world, Elliott Gordon. A healthy little boy, he weighed 3.65kg (8lb 1oz) and was 51cm long. The three of us spent a couple of days in hospital and came home on January 3rd. Everything is going very well. He's pretty content most of the time (except when I've put aside time to work on the mag!) and has settled into a bit of a routine which is great because we can continue doing things as before. Though it's only been 4 weeks, we've already been to meet the two great-grandmothers, taken a trip to Geelong and wandered around the Australia Day display at Kings Domain without too many issues. Hopefully we'll be able to make the trip to Hanging Rock. Not sure whether we'll take the P, depends on the temperature and whether David can fit the car seat without destroying the parcel shelf too much!



As I mentioned previously, we went to the Australia Day display. This is always a great collection of cars and this year was no exception. Well done to Phil McCumisky for registering and attending the display this year. It was great to have the P represented once more, especially by a member who has traveled so far to be in attendance. That's true dedication! Hopefully next year we can have a couple more...



This edition of Anything but Average contains the final installment of Phil's article. I hope everyone has enjoyed reading it and that it has inspired others to put pen to paper. Thanks once again to Phil for this material.

There is a lot going on in the way of events this year so be sure to keep a copy of the events calendar close at hand. More details on the P76 tour being held over the Anzac day weekend will be made available as they come to hand.

Also, plans are being made for the P76 get-together being held at Gunnedah over the Easter weekend for anyone who is interested. Activities being discussed include an observation run, motorkhana, BBQ's, dinner and trivia. Anyone interested in attending should book their accommodation at Gunnedah Tourist Caravan Park at 51 Henry St. The phone number is 02 6742 1372.

If you know of any events that haven't been included, please forward details to John or myself.

Rachel

Please send all magazine contributions, including advertisements, to the editor: 91 Stockdale Av, Bentleigh East, 3165 or Email: leylandp76@gmail.com

Deadline: First Friday of Every month

Events Calendar

February 2009

- 2 Monday Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 7 Saturday Berwick Swap Meet**
Akoonah Park, Princes Hwy, Berwick. \$5 entry
- 8 Sunday 22nd Picnic at Hanging Rock**
Woodend. Display vehicle entry from 7:30am. \$20 per car
- 17 Sunday Yarra Glen Swap Meet**
Yarra Glen Racecourse. Entry \$5
- 20-21 Fri-Sat Super Southern Swap Meet**
Ballarat Airfield, \$10 entry, opens 7am

March 2009

- ± Sunday ~~RACV-AOMC Classic Showcase 2009~~**
~~National Steam Centre, 1200 Ferntree Gully Rd, Scoresby~~ ***Date & Location have changed!***
- 2 Monday Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 14-15 Weekend Shannon's Phillip Island Classic**
Phillip Island Race Circuit

April 2009

- 4 Saturday Horsham Market & Swap Meet**
Horsham Showgrounds 6am to 5pm
- 5 Sunday Castlemaine Swap Meet**
Castlemaine Showgrounds from 6am
- 5 Sunday Shannons-AOMC American Motor Show**
Flemington Racecourse Members Carpark. 10am to 3:30pm \$15 entry
- 6 Monday Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 10-13 Weekend P76 Get-together**
Easter weekend. Gunnedah NSW
- 25-27 Weekend P76 Tour**
Anzac day long weekend. Stay tuned for details

May 2009

- 4 Monday Monthly Committee Meeting**
6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East
- 17 Sunday RACV-AOMC Classic Showcase 2009**
Flemington Racecourse Carpark ***New Date & Location!***
- 30-31 Weekend 33rd Historic Winton**
Winton Motor Raceway

Coming Events

Social Secretary's Report

Well it is the New Year and once again your P76 Club has hit the ground running. Isn't about time you take advantage of the temporary truce in the petrol price war and take the beast out for a run with your club? It is certainly our intention to give you many opportunities this year to fly the colors and enjoy your car.

For myself I have been working, when I can, to get my Executive registered and out on runs with you. So far work has consisted of replacing head gaskets, having radiator cleaned, getting both the brake master cylinder and booster overhauled and replacing the front and rear pads and shoes. Body wise a bit of rust repair is all I'll do for now. Thanks to Martyn I can once again have a leak proof boot and thanks to the club I have been able to locate some chrome door kick plates. Still to go before roadworthy; rust repair bottom guards, black tea treatment on Targa Mags, new exhaust and find the galvanized plates I had made years ago to replace the rusted metal ones that hold on the rubber bumper over riders.

OK so what have we got to look forward to:

22nd Picnic at Hanging Rock will be held on Sunday 8th February 2009 at the Hanging Rock Reserve near Woodend in Victoria. Hanging Rock is approx 80 km North of Melbourne along the Calder Highway.

The event is designed to be a family picnic day where enthusiasts can bring their classic, veteran, vintage and special interest vehicles along and share their passion with other enthusiasts and the general viewing public.

Rocker Cover Racing, raffles, face painting, animal farm, sack races, coloring competitions and thousands of vehicles to view along with sponsor displays and commemorative t-shirts and badges for sale.

Display vehicle parking areas open at 7:30am – clubs and groups are advised to arrive together. Entry on the day at the gate - \$20.00 per car, \$5.00 per motorcycle. No pre-registration required for this event.

General parking area open from 8:00am – follow signs and traffic directions - \$20.00 per car, \$5.00 a head for pedestrians and buses (per passenger). Food and refreshments available for purchase on-site or bring your own picnic.

All event enquiries should be directed to Graham Williams (Coordinator) via email graham.williams00@gmail.com or phone on 0419 393 023.

P76 CLUB MEMBERS TO DEPART WOODEND AT 7.30 AM. BE WARNED IT IS SOMETIMES A LONG QUEUE TO GET IN. BRING COOL DRINKS AND A DECK CHAIR.

Other events for 2009;

April 5th The Shannon's American Motoring Show Flemington Racecourse

April 24th till April 26th Annual ANZAC Alpine Run taking in the high country and staying in a ski lodge. This time we'll go the other way around in an anti-clock wise direction.

May 17th RACV AOMC Classic Showcase Flemington Racecourse Members Carpark. *Please note, this is the new date and location for this event.*

Please note we are also seeking a combined run with other car clubs, including a run at Bryant Park.

We are also looking for other places of interest that we can go as club run. Please contact me with any ideas.

John



RACV New Date and Venue

CLASSIC SHOWCASE

SUNDAY 17TH MAY 2009
FLEMINGTON RACECOURSE - MEMBERS CAR PARK

Celebrating 60 years of the Morris Minor and 40 years of British Leyland

Incorporating the Annual Mercedes Benz State Concours

Club Displays Encouraged

OPEN TO ALL VEHICLES MANUFACTURED IN ENGLAND AND EUROPE

Music, Kids Entertainment, Trophies, Catering Available
DETAILS 9890 0524

Partly Sponsored by THE ASSOCIATION OF MOTORING CLUBS INCORPORATED IN AUSTRALIA
www.aomc.asn.au

More details and site plans

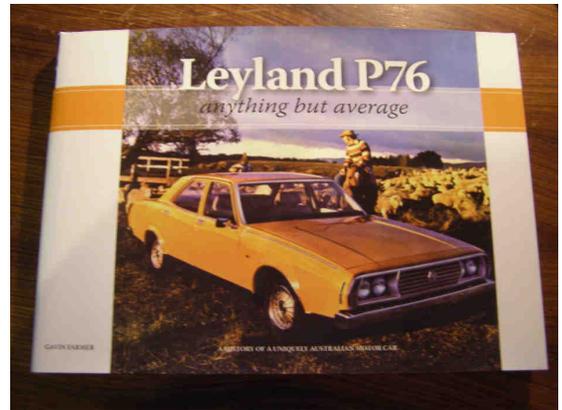
Mercedes-Benz

President's Page

The start of another year is upon us, with January almost over already. A Happy and Safe New Year to all our members and their families.

The last couple of months have been very quiet from a club perspective. People have enough to do with finishing off the year, and then enjoying the Christmas break with families, and the committee needed a well deserved break

A small number of club members enjoyed Christmas lunch and a couple of drinks together at the South Oakleigh Club just before Christmas. It was at this lunch that Dave delivered the new P76 book written by Gavin Farmer. What an excellent addition to any P76 owners' collection of P76 memorabilia. I bought two copies. One for myself, and the other to send to the Sacramento Automobile Museum in California, where you may remember I was asked to give a talk during 2007 on "Motoring in Australia", and the history of the P76. So we are well known internationally.



My daughter Ami also gave me a copy of the P76 book written by Hal Maloney as a Christmas present. So I had a very Merry P76 Christmas.

And we now have the youngest club member ever. Welcome to Elliot Gordon Walker, and congratulations to David and Rachel. Mum and Bubs both doing extremely well!

Now into 2009! The club will continue to organise events and functions for members so we do hope you will join the committee and other club members in these. You will be surprised at how much fun you will have. The next big event is the Hanging Rock car show, which is always big on our calendar. Unfortunately I will not be able to attend, but I know many others of the committee will be there. John Ernst is also organising our weekend away later in the year (around Anzac day), which was a great event last year. I hope to see many of you – it would be great to have a bunch of Leyland's (P76's, Marina's etc) all away together.

And John has promised an event this year centred on some activity at a hill climb or the like!

What is in store for Big Bird this year? – Probably an engine rebuild – it's starting to burn oil, even though it is running beautifully. I also intend to do an interior job on it too – upholstery, the dash and the steering wheel could all do with some work.

All this in time for the 2010 Nationals in NSW, which I am looking forward to immensely. I expect the Victorian group will all drive up together as far as possible to provide mutual support, and our committee is looking at organising something extra either on the way up or on the return trip.

Our next committee meeting is on 2nd February 2009 at the SOC, where we will be discussing our club insurance; the current website (good, but we need to get better); Club Rules; the annual social program and other things important to the club. All are welcome to attend – just let Dave Walker know if you are attending. We normally have dinner beforehand.

We have a big year ahead of us with plenty to do and enjoy.

All the best for 2009

Ken



RANTINGS OF A P NUT

The Secretary's Report

Hello everybody and welcome to 2009. I hope you all had a great Christmas and New year.

Firstly, I would like to congratulate Rachel on the birth of our new baby boy Elliott Gordon Walker. Elliott was born on December 30th at 4.30 in the afternoon and mum & bub are both going along very nicely!

As Elliott has taken up much of our time I haven't had a chance to do much to my P76. The last club event we took the car on its 6 cylinder engine had a thirst for oil so rather than replace the motor with another second hand unit I have decided to recondition a new engine for the car. To date I have hot tanked an engine block and got out some NOS pistons but that's as far as I have gone. I will take the block, crank & rods down to the machine shop soon.

It's the 50th anniversary of the Classic Morris Mini Minor this year so the Victorian Mini Club (I have been a member for 16 years) is running the Phillip Island Classic Race meeting in March and is holding an all Mini regularity race alongside the usual historic racing. My good buddy Phil Reynolds will be racing his Mini with its new engine & gearbox *with* all its teething troubles fixed so it looks like its going to be a fantastic weekend. Along with the racing there will be a great number of classic cars on display (maybe my P76 as well) so I encourage everybody to take the trip to Phillip Island on the Sunday in there P76's to have a look.

Martin and Marcus have finished counting, sorting and pricing our selection of club parts. Rachel will put a condensed list in this magazine but for any parts you may require please contact Marcus as he will be happy to help. We have a great selection of good quality parts available, all very reasonably priced so I encourage you all to replace your worn out P76 bits ASAP!

I recently purchased a 1968 Mk 1 Austin 1800 ute. I know my car collecting is getting out of hand but when an opportunity comes up to purchase a rare & collectable classic car I can't say no! I purchased my ute off the second owner, it was given to him 8 years ago complete and in good condition by his neighbour who purchased it new and no longer had a use for it so he gave it away so the new owners son could learn to drive. Unfortunately



the "learner driver" used the car in the paddock and it hasn't had the TLC it deserves. Anyway, the car is basically complete and not very rusty so after I finish of my Morris 850 van resto I'm going to start on the ute. I'll paint it up in the same BMC livery as my van so it will look great next to the mini race car at race meetings as the BMC support vehicle.

If anyone can put me on to someone that has a Hydrolastic Suspension Pump they are willing to sell please give me a call. I need one for a few cars I'm working on and any leads would be appreciated.



See you all at the next Club event.

Regards David

Cars I have owned (Final)

By Philip McCumisky

Phil's tales in the October issue of Anything but Average talked of an FB ute, XB Falcon, Mercedes Benz and the many Valiants which brings us to 1990...

Around 1990, I bought an almost fully restored Simca Vedette which I still have. Although it is now fully restored and has won many trophies. It is never hard to find at a car show, you just look for the crowd and there is a Vedette. For those who do not know about them, they are basically a French Ford with a side valve 2.2 litre V8 marketed in Australia from 1957 to 1960, sold by Chrysler and built in Adelaide from fully imported CKD parts from France.

They are an interesting and rare car these days and I could do a separate article on this car at a later date (Ed. Yes please, Phil!)

I also bought a fully restored 1957 Ford Mainline ute, I have a real soft spot for them. This was Mainline number two and I was to own and sell this ute three times over the next few years. It had a stock body, worked stock engine, four speed box, XB GT front end, LTD rear end, four wheel discs. Serious power, handling stopping, bright yellow all over, twelve slot eight inch rims, lowered, very smart vehicle, cruised at unheard of 1957 speeds, very dear to re-fuel, more so now, need to take out a bank loan!!

So, now I have a nice 1983 280 ZX Nissan Coupe, the Simca Vedette and three Leyland P76's. If anyone had told me in 1973 that I would own three of these cars some 35 years later, I would have had them committed immediately. It is interesting to read the full history of these cars and realize that there were some motoring oriented people in the two year history of the P76 who had a much faith in the P76 as did David Beech and his crew. Those of you who may not know of this mans enthusiasm for the P76 had better go and read up on it.

The good thing about owning what are considered "orphan cars" is the fact that they will always attract attention at any gathering of motor cars on show or for that matter, even in the street. I have lost count of how many people approach me when I venture out in either the Simca Vedette and in any of the P76's that I have that are roadies. When these cars go on show I always have a "bible" for people to view and in that I tell the reader some of the history of the car(s) they are viewing and ask for leads on cars/parts for the benefit of club members. It is surprising how many people then want to more fully discuss the car, biased view are often changed for the better after this!!

One other vehicle that I owned that now comes to mind was a 1966 Ex Police two door Studebaker Daytona Coupe, this was powder blue in colour (standard police colour then). I bought the car privately in Melbourne. It was sitting in an open driveway in Burwood one day when I was driving past. It was unregistered but looked ok.



I stopped, went and had a look, rang the doorbell, enquired what was wrong with it. The owner said no brakes, no exhaust pipes, I said how much and we did the deal on the spot. I got a mates trailer and took the car home. Less than a grand later, the car was on the road, registered and very, very good on the performance scale with a 283 Chevy V8 (standard in Studes from 1964 onwards). These police cars had the floor shift conversion fitted, column shift was too clumsy and was a left hand gear box entry job. I fitted a chrome 12 inch dummy roof aerial and then watched the horrified look on some motorist's eyes in their rear view mirrors as they saw what they perceived to be an un-marked police car on their tail!!

I fitted the Stude with a dual header full exhaust system, Lukey of course, standard fitment fifteen inch skinny wheels were replaced with 14 by 6 Falcon XR road wheels which had they same bolt pattern to the Stude hubs. This conversion did wonders for the handling of the heavy but nimble Stude. I used to get the occasional wave and toot from the real fuzz when our paths crossed. Maybe they thought me and the mates were "undercover" boys "on the job"?? This was another very good car to own.



One car I never owned but used to drive a great deal was a 1960 Mk2 Ford Zephyr station wagon. This car belonged to David Leighton from Leighton Constructions in Melbourne. David, with his wife, Diana, and his brother, Jon, used to be into motor racing in a big way. Then, Jon drove a very fast Cooper Climax, same as Jack Brabham's. Diana drove either a standard TR3 A or an Ausca bodied TR3 A - two different cars but the same mechanicals. I used to be with them for quite a while before I joined

the army and we went to various racing tracks in Victoria and South Australia. I used to help with the preparation of the cars and be a general dog's body. Very good experience and learning curve in those days, with a family who treated you like one of them.

One of the jobs I did was to take the cars to the tracks they were racing at. The Zephyr wagon was the tow car. This wagon was like no other, it had a full English Raymond Mays engine conversion, factory worked camshaft, fully worked cylinder head, dual header exhaust system right through to the rear, triple two inch SU carbys, modified distributor, bigger radiator and fan shroud. All this on a fully balanced engine. Transmission was standard three-on-the-tree, but there was a Laycock De Normanville overdrive unit also fitted - overdrives were offered and an extra on all Zephyrs in the '60's.

The look on some people's faces when you pulled out to pass them along the Hume Highway on the way to Hume weir circuit towing a car on a trailer and with a few people on board was something to behold, especially when you changed back to second gear and accelerated away at better than 60 to 70 mph in second overdrive!! Real grunt in those days and from a six cylinder motor as well!! That car had a genuine top speed in excess of one hundred mph and the torque to match. All built with the benefit of good motor racing experience and know how.

When the Zephyr wagon was not doing tow duties and was on the highway, the fun we had in this car and all the "snobs" in their Jags and Healeys was just so good! One incident I remember, we were coming back from David's farm south of Geelong, and a six cylinder Healey went rocketing past us. We decided to give chase and soon we were right on his tail at better than 90mph. He had the hood down and his girlfriend was thinking of bailing out by this time. We gave him the polite "toot", he gave us the two finger salute. We showed him a real close up view of the Zephyr badge on the bonnet and the Lucas name on the headlights. He decided he had better move over. We waited until we were alongside his door and then dropped the wagon into overdrive top. He got an earful of that via the dual exhaust system on the Zephyr and although he took the bait, we left him with the thought that he had better go and see his engine tuner or his nearest Ford dealer and do a trade.

Sadly, this brings us to the end of Phil's novella but perhaps someone else out there has similar tales to tell...

Note: Images are not of Phil's own cars and have been included by the Editor as examples and may not be true representations.

Out of the Shed...CARS

Immaculate **Crystal White Deluxe** 6 cylinder with luxury pack. 4-speed transmission and floor shift. Original condition throughout, no rust. 38,910 miles. Built 8/73 and first reg 8/73 - LPB 053. Now on club plates. RWC supplied. Concourse winner



2006 – Best 6 cyl \$5,500 ONO

Nutmeg V8 Auto Restorer. Restoration started years ago, but still sitting in shed. Rust free with all parts available in good condition. Buyer able to select from all new and second hand parts in collection as well as old vehicles. \$2,500 ONO



Or **Enthusiasts Package!** Take the lot, both cars and parts \$7,000 Graeme 03 5762 4093 0407 500 439

Please visit <http://www.leylandp76.itgo.com/general/forsale/forsale.html> for more cars

Out of the Shed...PARTS

NEW! VICTORIAN CLUB PARTS. Many hours have been spent sorting through parts currently held in Club stock and they are now available to members. The following is a small selection of parts that are available (more next mag). Full listings are available on request (email or hard copy). Please contact Marcus if you would like a full listing or to make a purchase.

Part No.	Description	Cond	Quantity	Member Price
	Accessory - Jack Bag	NOS	1	20
HYC5725	Body - Corner LHF	S/H	3	5
HYC6402	Body Fitting - Boot Letters "Leyland" (Various Letters)	S/H	15	1
	Body Fitting - Chrome Door Front Upper RH	S/H	8	5
	Body Fitting - Chrome Front Guard Rear Lower LH	S/H	2	5
HYC5674	Body Fitting - Chrome Windscreen Front LH	S/H	1	5
HYD5661	Body Fitting - Chrome Windscreen Rear Top	S/H	4	8
	Body Fitting - Headlight Surround Deluxe RH	S/H	1	5
	Clips - Door Side Trim (Bag of 30)	NOS	1	5
	Brake - Front Calliper L/H	S/H	5	5
	Fuel - Air Filter V8	NOS	2	20
	Instrument - Speedo MPH 8 Cyl	S/H	1	10
	Lens - Number Plate Light (Single)	S/H	1	5
	Motor - Bell Housing V8 Manual	S/H	2	10
	Transmission - Transmission Cooler Kit	NOS	1	20
	Trim - Backing Plate Door Opening Super	S/H	20	2
	Trim - Door Trims Imperial Leather Exec RHR	S/H	3	25
	Trim - Rear Seat Bottom Deluxe Imp Leather	S/H	1	20

In to the Shed...(Wanted)

NEW! RH door, complete with handle, preferably NV Green. Contact Joe Blitz 9379 4583

Automatic transmission & Twin carburetor set to suit 4 cylinder Marina, Genuine set of Leyland P76 rubber floor mats, NOS Marina/Force 7 steering wheel centre, NOS or very good S/H "Parchment" rear parcel shelf lining to suit P76, BMC Hydrolastic suspension pump. Please contact David 0409 675 648

Updated Various parts Philip McCumisky 03 5484 2020

Two fuel cap spill trays	One set of Glove box mirror Kits
Eight head light wire guard protectors	Force 7 steering wheel
External insect screen for Super grille	Executive spare tyre cover & strap

Targa Florio in good condition. Must be well presented - David 0409 675 648

If your advertised items sell, you wish to re-advertise or if you have new items you wish to advertise, please send details, including pictures, to the Editor. Items for sale and wanted will only be advertised for THREE months.



Leyland P76 Owners Club of Victoria Inc

Membership Application and Renewal Form 2008/2009

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 for 2008/2009 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 gabbler76dictum@dodo.com.au

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

		Initial
<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.