



NEWSLETTER
NUMBER 32

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW
INC.

www.p76clubnsw.org



Since 1982



P76 Rallye before restoration.



This is what the limited edition 20 models will look like.

YOUR COMMITTEE FOR 2008-2009

President:	Steve Maher	steve@graffitigo.com.au	0417 435 830
Vice-President:	Glenn Gray	bgcomputers@hotmail.com	02 9671 4595
Secretary:	Shannon Wharton	shannon426@optusnet.com.au	0422 011 215
Treasurer:	Brian Hooper	force7pnut@hotmail.com	0433 512 449

Ordinary Committee Members:

Parts Officer:	Jason Birmingham	ley076@bigpond.com	0412 191 063
Editor:	Michael Nugent	cmnugent@people.net.au	0403 698 805
Activities Officer:	Brian Hooper		
Website Officer:	Glenn Gray		
Public Officer:	Eddie Hooper		
Historic Vehicles:	Shannon Wharton		
Marty Stockwell			02 9636 5990

IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

ALL CORRESPONDANCE TO:
THE LEYLAND P76 OWNERS CLUB OF NSW, INC.
PO BOX 90
KINGSWOOD NSW 2747
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the Second Wednesday of EVERY MONTH at the Pendle Sports Club, 14 Civic Ave, Pendle Hill.

**Next Meeting - 12th August At 7.30 pm.
This is our AGM for 2009/10**

DISCLAIMER: (ALL CARE TAKEN BUT NO RESPONSIBILITY SIDE-STEP



Warning smoking is
a health hazard!

Information produced in this Newsletter is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this Newsletter, for any loss, damage, injury, tantrums, etc, incurred and/or suffered by any person as a result, actual or imagined, of attempting to use information contained within this or any other Newsletter. We provide Technical Tips and other articles for your amusement. You are solely responsible for the consequences of any use made of the information within this Newsletter.

PRESIDENTS REPORT

July-August 2009

Well folks another club year has just about passed us by again. The next meeting on 12 August will be our Annual General Meeting and that naturally means that the clubs committee will be up election. I would like to thank everyone on committee this year for a job well done. I think the club has been progressively moving forward. Membership has slowly been growing which is pleasing to see. At this point we should Welcome back John Judd to the membership and also a special Welcome to our newest member Noel Delforce who is an ex Leyland employee working in Experimental Dept. He is possibly best known though as the crazy guy who squeezed a Rover V8 into a Marina coupe racing against the likes of Allan Moffat in his Mustang and later doing the same with Chev powered P76 Sports Sedan.

I had the chance to visit John Schmidt at Mini King in Narellan recently. He does have a small amount of New Old Stock for P76 and Marina (a lot of Mini stuff) on the shelf so give him a ring if your after something.

By the time you have read this, the Oran Park Drive Day would have gone with the Stockwell family participating on the day. This day, August 3, is sure to be a fun one (wish I was doing it) and it may be the last chance to drive on the Oran Park circuit before it becomes a new housing estate. I'm sure there will be a fair smattering of classic and modern cars doing laps and I'm sure the Stockwell P76 2M44 will surprise a few onlookers

The annual MG Classic Rally, a two day event cruising the Hunter Valley, is on the weekend of the 8/9 August. A great way to get the taste for the 2010 Nationals. I will be competing in the 73 Bug and it would be great to see some Leylands in the field.

This last 12 months has seen the club join up with the Council of Motor Clubs which opens up more activities for us to do with our cars. Most important of these is of course the Shannons CMC Display Day at Eastern Creek Raceway which is coming up soon on Sunday 23 August. We have 5 tickets for members to display their cars at a cost of \$10 each. We will be joining the Classic Club on the day so the P76 display will be larger. Cars for display must be fairly stock and presentable. Let me know if you want to be part of the day. There is expected to be around 1800 cars on display so it will be HUGE!

September 6 is the Muscle Car Masters. There doesn't seem to be a lot of interest in going this year but I will be going for my classic Motor Sport fix.

Don't forget the AGM at the August meeting. Even if you don't intend on nominating for a committee position, come along to show your support for those working on your behalf.

Well that about wraps it up for another year so thank you all for your support in the past year and lets look forward to a big 2009/10 particularly with the upcoming Nationals.

Steve Maher

THE EDITORS SAY..

Picked up my new under-bonnet sound proofing kits from the premises of Motor Magician, where they had been posted by Geoff Cutting of the SA club. I must say that they look good and the effort taken in packing them for transport was first class. Thanks Geoff.

I was pulling the old pads out from my green car and I saw that they had what appeared to be contact adhesive all around the pad to assist in fixing it to the bonnet. Is this necessary, or are the plastic clips sufficient support for the pads? Any advice would be welcome before I start re-installing the new pads.



The other photo shows the new pads laid out on a spare bonnet. As you can see, they look and fit great. You may think that the small triangle on the right hand side looks a bit funny. This is because it is a left hand side piece which I have put in upside down, rather than leave the space empty. I had to do this because I don't actually have any right hand side pieces.

Jason and I carefully sorted out the four kits that he received into two sets of two. We put the triangles into four piles of two, being two piles of left hand pieces and two piles of right hand pieces. Unfortunately, when I picked up my half of the kits, I managed to pick up the two left hand piles, leaving Jason with the two right hand piles.

My thanks to the contributors for this magazine which started off looking very thin. Fortunately Steve Maher put in a big effort with a couple of stories and Phil Crowther sent me a Tech Tip, which is always welcome. As a result, I ended up leaving a few things out, including some great photos from Mal Herrick's (the nationals guest speaker) personal collection.

Please try to attend the AGM next Wednesday and I will see you there.

THE MOTOR SPORT REPORT

What have our members been up to in the competition department recently? If you've been up to something let us know.

Of recent times I have competed in 2 classic rallies. The first was the one-day Highland Fling run around the Southern Highlands of NSW. Brian Madigan and myself were entered in his 73 Bug in a field of 24 mostly classics. Two cars of interest were the Alfa Romeo Zagato of Rob Panetta and the Renault R5T turbo, two very rare beasts in the world let alone Australia. Our division had 14 entries and after around 300km of great highland roads we finished second behind Dave and Jessica Shaw's Nissan 280ZX and just beating out Steve Blair and Michelle Cruze in their Lancia Delta Integrale complete in Martini livery – flashy piece of kit.

The other classic rally Brian and I competed in was the two day Jaguar Mountain Rally that covered approx 850kms. A huge field of 82 cars were entered with 69 of them in our division. As this event is organised on behalf of the Jaguar Drivers Club of Australia there was naturally a large contingent of Jaguars ranging from a very pretty XK120 drop head coupe to the latest XF Diesel turbo. This car had not yet been released to the Jaguar Dealer Network and was its first public outing in Australia. My pick though was the XKR. Next to the Aston Martin DBR9 – sex on wheels! This was the toughest rally we had been on to date with a high degree of difficulty. The Bug finished 9th out of 69 so we were reasonably pleased although we were aiming for a podium finish.



Lancia Delta Integrale



Brian and I in the Bug

Coming up we have the MG Classic Rally. Our first attempt at this rally and we are really looking forward to it.

Marty Stockwell is taking his 2M44 out to Oran Park for the Classic Rally Club drive day. I believe his sons Sam and Matt will be driving so if you've got nothing to do on Bank Holiday Monday August 3, join Marty, the boys and I (me for moral support) at a truly petrol head day.

These photos from the Highland Fling and those on the back page were taken by Wendy Gibb.

THE NATS REPORT 1

The 2010 Leyland P76 Nationals Organising Committee –NATCOM– has been hard at work over the last few months putting together what looks to be a most memorable National Meet.

Of course you all should have your booking forms by now but if you've lost yours another one is with this issue of The Leyland Post. Remember bookings need to be in by the end of August to guarantee your place in the biggest Leyland event since, well, Geelong last year.

The Motto Farm Motel has new owners since our original booking and to their credit they have honoured all prices quoted and they are looking forward to having us stay with them. The itinerary that we are putting together is not yet complete but there are a couple of things that I can tell you.

The NATCOM will be in attendance from Thursday the 1st of April so if you arrive on Thursday you won't be an April Fool. Event registrations will begin on this day.

For all those religiously inclined we will be listing all the local churches for those who wish to attend on Good Friday morning. Event registrations will continue through Friday morning. NATCOM will be providing a light lunch so we can all get ready for the Friday afternoon activities which are yet to be confirmed. I can confirm that late on Friday afternoon, for those who wish to go, we will be providing a vintage double decker bus ride from Motto Farm to Anchors Seafood Restaurant where we will get our traditional fish and chips dinner, and burgers for those who don't eat fish. From there we hop back on the bus for a cruise through Newcastle at night returning to Raymond Terrace for a night of Ten Pin Bowling. Friday is shaping up to be a big day and many thanks must go to our own Scotty Wilson who is organising the vintage, hopefully Leyland, double decker bus.

Saturday morning has been set aside for the National Concourse with more details to come. Dinner on Saturday night will be at the Muree Golf Club in Raymond Terrace where we will have a guest speaker in the form of Mal Herrick. Mal is an ex-Leyland employee who worked on the Force 7 project among others. Following Mal we will be having a trivia night so brush up on your 70s stuff.

Sunday morning will be available for those who wish to attend church. An Observation Run will follow with a lunch break during the run. Delegates will have time to return to Motto Farm for a Delegates Meeting in the afternoon which will be followed by the Presentation Dinner and Auction on Sunday night at the Motto farm Motel and of course Monday morning is for checking out and farewells.

This is by no means the final itinerary as there are many gaps to fill but suffice to say you won't get bored and you will probably need a holiday to get over the Nationals.

One thing we do need from everyone is input on the design for a 2010 National Meet banner. Get those artistic juices flowing. Marty Stockwell has already started and has had his whole family involved. We need as many as possible to get the best.

Stay tuned for more news as it comes to hand.

THINKING SMALL

Much has been happening on the model front with the production of the P76 Deluxe column V8 sedan and Super Station Wagon both in full swing. Our model builders home is once again looking like a miniature Leyland factory only this time more so. The Force 7 project was for only 76 models but we are building 100 each of the Deluxe sedan and Super Wagon.

The Deluxe sedan will be the first to come on line and using the same process as for the Force 7 each club will be allocated a number of models for purchase in the first round. Each club will have the option of buying up to 11 models with one model, no. 76, being put up for auction at the 2010 Nationals. The process for the wagons will be exactly the same. The wagons will not become available until all the Deluxes sedans have been sold. Prices are unchanged at \$75 each with the build/paint service also available but at an increased cost - \$65 for colours already in stock and \$75 for new colours.

Get your orders in to me ASAP so you don't miss out. These are sure to go fast going by our last project.

Also I am doing a little model project of my own. I was contacted by our own Bruce Rose who owns the P76 Rallye design concept car asking if he could get a couple of models recoloured to look like the Rallye. I thought geez I wouldn't mind one either so I looked into doing a small run of these. Talking to my model contacts I have secured an artwork designer to design and make the decal kits with our regular model builder, the guy who did the Force 7 build/paint, to strip and rebuild the Rallye model. I am doing 20 only models numbered 1 to 20 at a cost of \$80 each. You will need to supply your own Trax Targa Florio model as a base to start with. It has to be this model as it has the correct wheels and so cuts down on costs. Currently almost half have already been reserved with the first 3 already in production. If you want an ultra rare model of this ultra rare car contact me ASAP to reserve yours.

Steve Maher



-ANOTHER FAMOUS TECH-TIP- BY DR.PHILTHY

Starter Motor Problems

Recently, some P-nutz, whilst doing some preparations to their P's before the big gathering at Gunnehdah, had a bit of trouble with their starter motors. Now, most P-nutz know that our starters were designed by the Prince of Darkness, Mr Lucas himself, and it is often rumoured that he invented the concept of planned obsolescence in order to boost the sales of spare parts. Personally, I think that the starter motor for P-76's were pretty good little units, because many starters have good service for years before any servicing became necessary, and most of the problems blamed on P-76 starters were actually faults in the wiring harnesses.

This Tech-Tip deals with starter motor solenoids, which are usually fairly reliable little critters. When one considers that the amount of current which gets switched by these dudes is more than enough to melt metal under the right or wrong circumstances, it is a good thing that they are built as well as they are. I will attempt to explain what they do (when they are working properly) and how you can do some basic fault-finding when your starter doesn't want to play. To best understand this Tech-Tip, you might like to have a spare solenoid handy as you read through this article.

When a starter motor doesn't operate as it's supposed to, there are a number of things which you will need to check to determine which component, if any, is faulty. Most workshop manuals have a fault-finding list of things to check to identify the cause of starter motor problems, so I won't go over that ground again in too much detail.

Basically, a solenoid is an electrically-operated heavy-duty switch, which does two things at the same time when it is operating correctly. When the ignition key is turned to the "start" position, power is fed to the internal solenoid coil via the "sw" terminal, and when the coil is energized, it draws the solenoid piston in towards the end cap of the solenoid. Which means that the piston travels towards the front of the vehicle, moving the starting motor pinion towards the rear of the starter motor armature shaft, and causing it to mesh with the flywheel ring-gear, to turn the crankshaft and start the engine (if you're lucky, and about twenty other things are working properly!).

When the solenoid piston moves up into the solenoid body, it also presses on a little plunger thingy, which in turn pushes a movable internal contact so that power or current flows from the outer (heavy) battery cable terminal to the inner heavy terminal, which is directly connected to the starter motor armature and field windings. IF everything in your P's wiring system is in a good mood, the power will go where it's needed and the starter motor will turn the crankshaft, your engine might just burst into life! Surely it's a miracle of modern engineering.

So, if everything is happy in the P 76 starter land, turning your ignition key to the "start" position will make your engine go. But, if you turn the ignition key, and instead all you hear is a muted "click-click-click" while the key is held in the "start" position, that means that there is not enough power to make the solenoid operate properly, and that means either a flat battery or dirty connections in the starter wiring.

If you turn the key to start, and all you hear is one "click" or faint "clunk", this usually means that the solenoid is moving, or trying to operate, but for some reason, the starter armature is not kicking into life. These symptoms usually indicate either dirty or burnt contacts in the solenoid switch itself, severe voltage drop in the starter wiring, or perhaps the armature brushes are badly worn.

Bench-testing a starter to pin-point the cause of trouble is fairly straight forward. When you bench-test, you just have the starter securely clamped in a workshop vise so it cannot move. You should use a battery which is known to be fully charged for the bench-test. First, carefully connect a spare heavy battery cable from the battery positive terminal to the outer terminal on the solenoid.

Next, connect a spare earth lead from the battery negative terminal to the body of the starter.

Next fabricate a switch wire using a suitable length of 3 or 4mm diameter cable, and crimp a female spade terminal on to one end of this wire. This wire should be of the same size and current capacity as the white wire with the red trace which serves as the starter switch wire in the standard P76 wiring harness. Next, strip about 10mm of insulation from the other end of the switch wire, and twist the exposed strands together. Push the female spade terminal firmly onto the upper or outer male spade terminal on the solenoid end cap. Usually, the upper terminal is marked with the letters "sw" which denotes the terminal for the switch wire. Now, briefly touch the other end of the switch wire to the positive terminal of the battery. There should be a loud "clunk" as the solenoid operates, immediately followed by the starter motor starting to spin. Do not hold the switch wire onto the positive terminal for more than a few seconds.

If the starter does not operate when the switch wire is touched to the battery positive terminal, it usually means that the terminal solenoid contacts require servicing or replacement. If there is a loud 'clunk' and the pinion gear moves along the armature shaft, but the starter does not spin, then there is definitely a problem with the starter itself. This is job that is best left to a trained and experienced auto-electrician, as a bodgy job on any part of your starter motor can quite easily lead to an electrical fire, which can destroy your vehicle and that's why I don't recommend that you try to replace your starter motor brushes yourself. However, if help is too far away and you have a few basic workshop tools, you can strip and clean the solenoid yourself.

Just to check that the solenoid itself is the source of the problem undo the heavy cable from the (large) outer solenoid terminal and touch it briefly to the inner (large) terminal. If the starter motor starts to spin freely, then we know that it is probably quite alright and the contacts in the solenoid cap itself may be suspect.

To remove the solenoid from the starter, first you will need to clamp the body of the starter securely in a work shop vise. Next, you will need to undo the large nut which holds the short braided copper cable onto the inner large bolt on the solenoid cap. Next, undo the two 7/16" nuts which hold the body of the solenoid onto the end housing of the starter motor. With a little careful jiggling, you should be able to draw the solenoid away from the end housing. Take care not to lose or drop any of the components. With jobs like this, it's a good idea to remove them, to place all parts into a clean container such as a plastic ice-cream tub which has been thoroughly cleaned. When the solenoid has been removed from the end housing, the solenoid piston, spring and connecting arm should still be loosely attached to the pinion arm, which is attached to a pivot pin inside the end housing. The solenoid piston and connecting arm can be removed from the pinion arm simply by pressing the piston gently towards the end housing, while applying some upwards pressure. You should then be able to slide the connecting arm up and off the end of the pinion arm. Put these parts aside for later inspection.

To dismantle the solenoid, you will need a good quality soldering iron, equipped with a thin soldering point. Firstly, clamp the metal studs of the solenoid body firmly in a vise and use the soldering iron to heat and remove the solder which holds the wire which is soldered to the base of the "sw" spade terminal. Take care not to break this wire as it must be re-soldered to the terminal when you are re-assembling the solenoid. It may help to use a flat bladed screwdriver to clean the solder off the terminal while applying heat to it with a soldering iron.

At the base of the large inner bolt, there is a nut which holds a small metal plate against the face of the solenoid end cap. There is a second wire soldered to the face of this plate. Remove the nut and use the soldering iron to remove the solder that holds the end of the wire to the plate. When all the solder has been removed, remove the two Philips head screws which hold the end cap to the solenoid body. (The original style of Lucas solenoids use Philips head screws to hold the plastic end cap on to the solenoid body, while the Ingams solenoids use hex-headed screws.) If all of the solder which was holding the two copper wires has been properly removed, you should now be able to gently lever the plastic housing away from the solenoid body.

Inside the solenoid cap, you will find a small piece of copper shaped like a rectangle, with a few

notches along each side. This is the moveable contact which does the actual job of switching the power from the outer to the inner solenoid bolts. It will have an insulated hub, with a brass pin pressed through its middle. To make the starter operate, the solenoid piston presses against the brass pin to move the contact plate up against the heads of the two large bolts inside the solenoid cap. There are two small coil springs inside the solenoid cap. One is captive on the brass shaft and the other is free fit on the shorter end of the brass shaft. Its job is to prevent the moveable plate making accidental contact with the heads of the large bolts. Examine the condition of the contact plate. If the side which faces the two bolts is pitted, rough or corroded, then the contact plate will need to be either cleaned or replaced.

Examine the condition of the heads of the two bolts inside the plastic solenoid cap. If the heads of the bolts are pitted, rough or corroded, then you will need to remove the bolts from the plastic housing and clean the heads so that a good electrical contact will be made when the moveable contact is pressed against them. It is a good policy to replace these three items when you service the solenoid, if you can locate suitable spare parts via your local auto electrician. Before re-assembling the solenoid, thoroughly clean all components and ensure that there is no oil or moisture present inside the plastic end cap.

Before you attempt to re-assemble the solenoid, use a very fine drill to remove all old solder from inside the holes where the two wires fit. This will make it much easier to re-insert the two wires into the end cap without damaging them. Carefully match up the solenoid end cap to the body. If you check it out carefully, you will see that the positioning of the two wires in the end cap is not symmetrical, so the cap can only be mated to the solenoid body in one position. When the two wires have been pushed fully through the holes in the end cap, hold the end cap against the solenoid body and refit the two Philips head screws. Use only enough heat from the soldering iron to get the solder to flow around the two copper wires when you re-attach them to their respective terminals.

As mentioned above, the solenoid functions as a heavy duty switch when it operates the starter motor and there is a serious risk of fire if repairs are not carried out in a proper manner. If you have any doubts at all about whether the solenoid can be re-assembled correctly, don't take chances – put all the bits in a plastic bucket and hand the job over to your local auto electrician. It is far better to pay out a few extra dollars to get the job done properly than to have your P suffer a starter motor melt down.

If your starter motor turns only sluggishly, even with a fully charged battery, it may be “poling” which is a fault which occurs when worn bushes or bearings allow the armature to drag against the field windings. This is definitely a job for a qualified auto electrician, because any faults in starter motors have the potential to cause a fire in your P-76, so don't take any chances.

And here is another little Dr. Philthy Tech-Tip which may just save your P from a major electrical fire: Quite a few P's are still getting around with their original thirty something year old battery cables still in place! These cables may still be operating quite alright, but there is a serious risk of fire because the insulation on most of these cables will by now be pretty much dried out. In some cases, there will be serious cracks, chafing or wear marks on the cable's insulation. So don't take any chances. Either buy a nice new (positive) battery cable and clamp it securely in place so it won't get chafed, or, at the very least, remove your old one and slide a length of old garden hose along it to provide an extra layer of insulation. Check the condition of your earth leads too. Make sure that the connections at both ends of your earth leads are clean and dry and free from corrosion. In the old days, many a P-nut went to the expense of buying a new battery only to find that their starter problems were caused by dirty battery lead connections! Remember, when there's an electrical problem in your P, always check the basic things first!

Phil, I am looking forward to you getting e-mail facilities so that I don't have to re-type these tips. This means that any typos are down to me, not Phil. Ed

MINUTES OF GENERAL MEETING WEDNESDAY 10 JUNE 2009

- Meeting Opened:** 8.25 pm
- Attendance:** As per the attendance book
- Apologies:** Shane Fox; Tony and Kay Deluca; Steve Foldhazy; Chris Teshke; Michael Nugent; Glen Gray
- Minutes of Previous Meeting:** Accepted by Steve Maher and seconded by Marty Stockwell
- Correspondence In:** Letter and Registration Forms for Orange Blossom Festival to be held on 27 September 2009; Cams Magazine for Issue 158; Letter from Department of Fair Trading; Western Australia Magazine (June 2009); South Australian Magazine (June 2009); New Zealand Magazine (May 2009); Western Australia Magazine (May 2009)
- Treasurer Report:** Closing balance for May/June - \$2071.28
- Reports:**
- 1 National Committee Report
 - 2 Bank account has been opened
 - 3 All going ahead as scheduled
 - 4 Next meeting is in early July
 - 5 Club Registrar
 - 6 Steve put forward a motion to charge a fee of \$10 per year per car for club registration, with proceeds to go to the club
 - 7 Agreed to by all present at the meeting
 - 9 Steve went on National Motor Heritage day with Classic Car Club, from Rhodes to Picton via Stanwell Tops
 - 8 Activities
 - 10 Shannons Display Day at Eastern Creek for 18 August 2009
 - 11 Muscle Car Masters is on 6 September 2009
- General Business:**
- 12 Under Bonnet Kits
 - The Under Bonnet Kits from South Australia are ready
 - 13 Membership Fees
 - Membership fees are due as of the end of the month
 - 14 Darrell Eastlake P76
 - Steve has tracked down some history on the Darrell Eastlake P76
- Meeting Closed:** 9.40 pm



MINUTES OF GENERAL MEETING WEDNESDAY 8 JULY 2009

Meeting Opened: 8.15 pm

Attendance: As per the attendance book

Apologies: Tony and Kay Deluca

Minutes of Previous Meeting: Accepted by Shane Fox and seconded by Brian Hooper

Correspondence In: Westwords (July 2009); Classic Magazine (June 2009)

Treasurer Report: \$1783.28

Reports:

- 1 Activities
 - 2 Invite from Fordust Cobra Owners Club to attend a drive day at Wakefield Raceway; \$160 per vehicle on 18 July 2009
 - 3 Driver Training Day with Classic Rally Club at Oran Park for 3 August 2009

General Business:

- 4 Membership Fees Membership is due as of this month
- 5 Under Bonnet Kits Under Bonnet Kits are ready for people who have ordered
- 6 Annual General Meeting AGM next month, if you have any spare time please put your hand up to help the club
- 7 Car Models Wagon and Deluxe models are progressing well, should be ready soon
- 8 Trax Targa Florio Steve has organised to get the Trax Targa Florio made into the Rally P76, only 20 to be made at \$80 each

Meeting Closed: 9.45 pm

FOR SALE

Jim Farmer is selling his Bold as Brass Super plus a shed load of parts. The car is dual fuel, with factory air (not currently working) and cloth seats. It is a 4 speed manual. Jim has owned it for over 30 years but rarely gets to drive it anymore. It is registered until October, 2009. The car is in Newcastle. He is looking for \$3500, with twelve months rego. This car is now advertised in the trading post and will sell soon. If you are interested, please come up to Newcastle and have a look. If he doesn't get a buyer soon it will go to the wreckers!

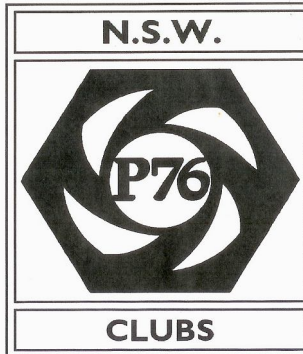


2009 Events Calendar			
Date	Event	Info	Contact
3-Aug	Oran Park Drive Day	Info	
8/9-Aug	MG Classic Rally	Info	Steve Maher 0417 435 830
12-Aug	Club Meeting - Annual General Meeting		
23-Aug	Shannons Eastern Creek Classic Display		Steve Maher 0417 435 830
6-Sep	Muscle Car Masters Eastern Creek	Info	Steve Maher 0417 435 830
9-Sep	Club Meeting		
27-Sep	Orange Blossom Festival Classic Car Show Baulkham Hills		Steve Maher 0417 435 830
14-Oct	Club Meeting		
17/18-Oct	Alpine Classic Tarmac Rally	Info	Steve Maher 0417 435 830
8-Nov	Pas de Deux Classic		Steve Maher 0417 435 830
11-Nov	Club Meeting		
9-Dec	Club Meeting		
2010 Events Calendar			
7-Feb	Michael Livingstone Memorial Run		Gwen Livingstone 0428 421 039
1 Apr/5 Apr Easter	Leyland P76 Nationals Hunter Valley, NSW		Steve Maher 0417 435 830



Leyland.
The new driving force.

Membership Application/Renewal



**Leyland P76 Owners Club Of
NSW
P.O Box 90 Kingswood
N.S.W. 2747
www.p76clubnsw.org**

Family Name: **Membership No.**

First Name:

Family Members:

.....

.....

.....

Home Address:

Postal Address:

Phone (Home): **Phone (Mob):**

Email Address:

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed

Date

Office use

Date Paid:

Payment Type:



BMC LEYLAND AUSTRALIA HERITAGE GROUP



THE 2009 REUNION

After the success of the 2008 Reunion, we're returning to
RYDE EASTWOOD LEAGUES CLUB
Ryedale Road, West Ryde

Sunday 18th October 2009

Once again the **CAR DISPLAY** will occupy the rooftop carpark, so if you would like to bring along your BMC Leyland motor vehicle, please contact Roger Foy (9449 1524). Cars on show should be in place by 10.00am.

Guest Speaker, **George Fowler** will enlighten us with a presentation of his experiences with BMC Leyland and life after Victoria Park, Zetland

Cost will be **\$32.00 per head** and includes appetisers, full buffet (including carvery and hot dishes), desserts, tea/coffee & mints, as well as some liquid refreshment. (Great value for just \$32.00)

We look forward to seeing all our "old friends" again – either as an ex-employee of BMC or as a Car Club Member.

Bring your families/friends along & make 2009 a memorable event.

Please tear off this slip and forward with your payment:

PAYMENT FOR BMC LEYLAND HERITAGE GROUP 2009 REUNION

Please forward this section with your payment of \$32.00 per person to:

Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (Phone 02 8812 2479 or 0410 688886)

RSVP: 25/09/2009

(Cheques payable to BMC Leyland Heritage Group)

Please give your preferred first name for nametags.

NAME:

PARTNER/FRIENDS NAMES:

YOUR ADDRESS: P/CODE:

PHONE: EMAIL:

Please advise if you have a Special Dietary Requirement.....



Alfa Romeo Zagato

Renault R5T



RYDE EASTWOOD LEAGUES CLUB

117 Ryedale Road, West Ryde

Phone: [9807 2444](tel:98072444)



Location map for the 2009
BMC Reunion—to be held on
18 October.

