

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB
OF NSW INC.
Since 1982



30TH ANNIVERSARY YEAR

NEWSLETTER NUMBER 47

IN THIS ISSUE

JANUARY/
FEBRUARY 2012

The Leyland
P76 Owners
Club NSW
Inc is
affiliated
with the
following
organisations:



Confederation of
Australian
Motor Sport



Council of
Motor Clubs



BMC/Leyland
Australia
Heritage Group

Council of
Leyland P76
Clubs

MARTY STOCKWELL WINS PRESIDENTS TROPHY



Marty and team mate Adrienne Pearson

FULL DETAILS IN THIS ISSUE

**ALSO INSIDE TRANS AMERICA LATEST, STEVE MAHERS CHAMPIONSHIP YEAR AND
LATEST PARTS UPDATE**

www.p76clubnsw.org

YOUR COMMITTEE FOR 2011-2012

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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 1110
BAULKHAM HILLS NSW 1755
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the Second Tuesday of EVERY MONTH at the Memorial Bowling Club, 26 Pritchard St West, Wentworthville.

**Next Meetings - .All Welcome
14th February, 13th March At 7.30 pm**

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, 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.

This issues contributing writers:
Brian Hooper, Steve Maher, Kay &
Tony De Luca, Glenn Gray

This issues contributing
photographers: Steve Maher, John
Southgate, Kay De Luca, Craig
Watson



PRESIDENTS REPORT

January/February 2012

Brian Hooper

G'day Pnutters, as you may have noticed, I was absent from the last meeting. STA has me doing odd hours with no notice, but I will try to get to the next one. The good news is that I have finally sorted the brakes on my Dry Red 6. Instead of flaring the brake lines to suit the new cylinders, I drilled out the cylinders to suit the brake lines! Since doing all this work I have tracked down the kits for the originals!!! Brake Pro at Parramatta sold me the 2 dust boots and cups for just under \$10. Each side!

On the farm front, we have had rain, rain and more rain!!! Glenn and I have been trying to re-organise the shed so we can find the parts faster. Last weekend I went up with Andy to find we just missed a big storm and had lost power to the shed. We ended up having a candle light dinner (very happy I have a gas bottle stove.) And thought the power would be back by morning. It was not to be so we went back to Sydney a day early. On the way back, my trusty little lancer lost power and the exhaust note lost its buzz! On the Monday after work, I started pulling off the hot dog trying to see if I had a blockage. (I just had the exhaust replaced). Finding nothing in the end, I started shaking the rest of the system. It was rattling somewhere in the front. Removing ALL the exhaust pipe to the cat, I found the pipe blocked with some sort of brittle honey comb substance. Turns out the cat had started braking up and blowing down the pipe to be caught in the bend near the tank. Finally, after 3 hours of playing with pipes, I had it back together and running nice (although a bit louder).

The lesson here is replace your cat before it bites you!!!!

Happy Peeing, Brian Hooper

P76 DELUXE MODEL

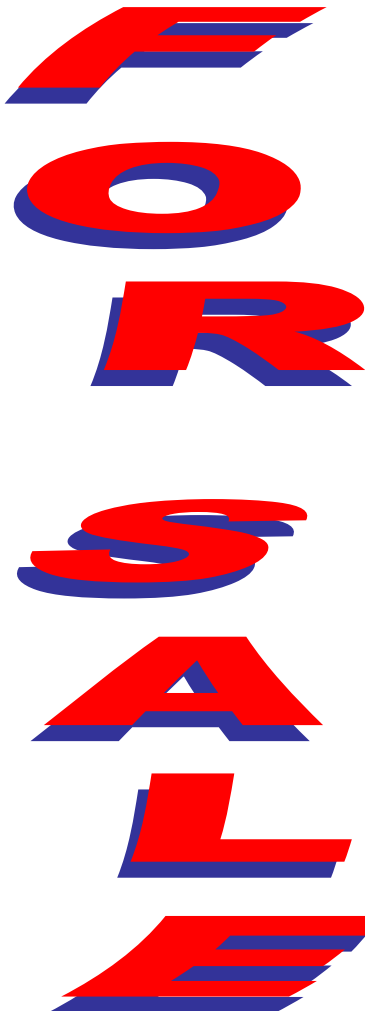
The club has had one of our Deluxe models assembled and painted by our model builder. The colour is Am-Eye -Blue with Antique Parchment interior and is model no. 13 of 100. The cost to anyone wishing to

purchase this model is \$140 plus postage if required. Can be delivered to the P76 Nationals at Easter. If you don't want to wait to have one done, here's your chance. Contact Glen Gray to secure this model.



COUNTRY RESCUE MISSION

Eddie Sams from the NSW Country Club has rescued a P76 from a country property in Narrandera. This Country Cream Deluxe with Imperial Leather interior was originally a taxi in Leeton NSW and ordered as a 2M26. At some stage the 6cyl was replaced with a V8 and this is what it is today. Chassis no. is 076 A4S2M26 1212 built 12/73. Body is pretty straight with little rust but paint is poor as is the interior. It would make a great resto project. Contact Eddie on 0428 772 409 for more info and it can be yours for a measly \$50.





AND ED SAID.....STEVE MAHER

Happy Birthday to us, Happy Birthday to us, Hip Hip Hooray. Yes folks we are now officially middle aged - or something like that. It was thirty years ago today, more or less, that an intrepid bunch of Pnuts got together in Parramatta Park to officially kick off the Leyland P76 Owners Club NSW. Only a couple of months before this, at Lake Parramatta, a group of P76 Owners got together and decided to set us on the path to where we are now, thirty years later. It seems strange that we, as a club, have not only been together much longer than our P76s were in production but in fact longer than the factory that built them was in operation. I guess it says a lot for our love of our unique Australian cars. From the next issue of The Leyland Post we will have articles and pictures that will remind us of our long history.

I hope everyone got through Christmas and New Year OK as we go head long into 2012. I know I had a pretty good year doing classic rallies as my team mate, Ian Packard and I won the Classic Rally Club Championship in our division. Our story is in this issue as is the current update to Matt Bryson's Trans America P76. Things are moving fast here and the car looks like it will be a strong competitor.

We should send out a Welcome to our newest members, Brian and Jan Andrews from Singleton. Brian bought the Country Cream Super on eBay from Nunawading Toyota in Victoria for \$15,000 after missing out on buying the Shannons Aspen Green Targa. This is not Brian's first P76. He bought a similar one new in 1973 from Singleton Garage. Apart from having some steering work and replacing some suspension bushes, the car is in magnificent condition and I hope to feature it in a future Leyland Post issue. It's also good to have Chris Teschke back in the club again after a break. We hope to see his 2door convertible P76 on the road soon.

The 14th Leyland P76 Nationals, hosted by the QLD Owners Club, is now only a matter of weeks away and I sure that the QLD Organising Committee is somewhat busy right about now. The big news is that we will be visiting Bowdens Own Collection, probably the greatest private collection of historic Australian Touring Cars. For me this would be enough to get me to the Nationals on it's own. Visits here are very rare. Don't miss the Nationals.

SOLD

One of our long time members, Eric Rudd, has sold his pride and joy. Eric owned the Omega Navy Targa since 2003 having bought it from Jim Wallace in Victoria. This car seems to be on a slow trek North as it has been bought by Byron Peach from Cairns, QLD. Eric has been spending the last few weeks getting over his withdrawal

symptoms but is happy it is going to a good home. P76s and prices seem to be the talk of the town at present and in keeping with the rise in values of these cars, particularly Targas, the \$8,500 paid for this car is agreed by many to be a fair price. Despite the fact that Eric no longer has a P76 he continues to be a member of the club as his interest in P76s has not waned. Good on you Eric.



THE PRESIDENT'S 2011 XMAS RUN & SCAVENGER HUNT



The meeting place was Dural Shops on a sunny morning on Sunday 4th December. While waiting, we spent some time looking for items required on the "Hunt List" and of course, discussing cars and parts. Around 10am we pushed off following the instructions as laid down by our trusty organizers (Brian and Steve). After winding through some very leafy and pretty streets of Dural and Galston we found ourselves heading down the Galston Gorge and up the other side onto the old Pacific Highway at Hornsby Heights.

We joined the F3 Freeway at Berowra and motored along until the Calga turnoff, following Peats Ridge Road to Kulnura. Then it was onto Mangrove Creek Dam, where we stopped for morning tea and a chat, collecting more items for the scavenger hunt, including dirty drink cans out of rubbish bins!!

The next leg of the journey took us backtracking back to Kulnura then onto the Wisemans Ferry Road, through Spencer and Gunderman. The weather was starting to look overcast and eventually the P76 wipers were needed, as we followed the winding road along the River to Wisemans Ferry.

Highlight of the trip for us was the Ferry Ride across the Hawkesbury River, these days there are two Ferries passing each other on the River at Wisemans. The ferry carries up to 24 vehicles and the trip across takes 4 minutes. On the Sydney side we made our convoy entrance into Wisemans Ferry Park, however everything had been well watered by the rain and it hindered our picnic intentions. Before moving on, we did the traditional lineup of cars and drivers for a photo shoot. Then it was decided to gather at the Wisemans Ferry Hotel for lunch.



The results of the Scavenger Hunt were collated and the winner with a 100% effort was Marty Stockwell and his navigator, Adrienne Pearson. Marty's name will be etched into the historic annals of the P76 Owners Club President's Trophy and was presented at the December General Meeting. It was a great day, even though it was blemished slightly by the rain. The P76s, one Kimberley and one Lancer all performed well, proving that the P76 was such a wonderful car in its day!

Kay & Tony De Luca

Leyland P76 Owners Club QLD invites enthusiasts to the



Sunshine Coast

At the Maroochy River Coach House.

Lots of events and fun for the whole family.

**Concourse, Swap meet, Monster raffle, 70's night,
Auction of NOS parts, Go-karting, Observation run.**

Easter 2012

For more info on this great event go to

www.leylandp76nationals.com

NEW LEYLAND P76 GROUP TO START

Latest news on the clubs front is the formation of a new P76 based owners group from the Hunter Valley. Hal Moloney has been hard at work garnering support throughout the area to form the new group.

Hals group, which at the present totals around 10, will be joining up with the NSW Country Club.” Eddie Sams and I have been friends for a long time. We have been discussing this and decided to get together to help both groups” said group organiser Hal. The Leyland Post believes that having the 2010 P76 Nationals in the Hunter may have provided the spark to get the ball rolling for this group. Interested parties can contact Hal on 4966 1763.

Of course the NSW Owners Club wishes them all the best.

MEDIA WATCH

The Mini Experience is a national magazine that has been published since January 2005 by Craig Watson.. 29 issues later this high quality magazine is about to expand from just a Mini and Moke platform to a new magazine covering all products that were produced and marketed by BMC and Leyland Australia from 1950 to 1981. **The BMC Experience** will cover Austin, Morris, MG, Austin Healey, Riley, Wolseley, Jaguar, Rover and of course Leyland branded vehicles. Craig Watson, or “Watto” as he is best known, is a big BMC/Leyland enthusiast and has been a guest speaker at the BMC Leyland Australia Heritage Group luncheon. Watto has generously agreed to allocate at least one page every issue for the Council Of Leyland P76 Clubs to promote and discuss all things that are important in P76 land. Give this magazine your support when it hits the stand in April this year. Congratulations to Watto for taking the jump to bring to the world everything that came from the Zetland and other associated factories in Australia.

Austin • Morris • MG • Austin-Healey • Riley • Wolseley • Jaguar • Rover • Leyland

The B.M.C. Experience
www.bmcexperience.com.au

Issue 1 - April to June 2012
Aus \$9.95 NZ \$10.90

MGB turns 50
1962-1982 MGB

- Wolseley & Austin
- the birth of the British motor industry.
- History of the A-series engine

Issue 1

Back on Track
Neptune Racing Team Mini re-born

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2012 MOTOR ENTHUSIAST CONFERENCE - NSW

FEBRUARY 26th at EASTERN CREEK
RACEWAY

All Enthusiasts are welcome to attend this very important
Motoring Enthusiast Community Event.

**FREE ENTRY FOR CAR SHOW &
SHINE & SPECTATORS !!**

All Enthusiast Delegates wishing to be part of the official 9am
Conference proceedings with the RMS & Minister for Roads in
NSW have a \$25 registration fee payable in advance which
includes Lunch.



Please come along and show your support for the Motor
Enthusiast Community of NSW and "DRIVE OUR FUTURE"
**Gate 4 is off Peter Brock Drive - Open from 7am
& Delegates Conference Starts 9am.**

THIS IS NOT A PROTEST DAY !!!



SHARE THE PASSION

Media/Event/Sponsorship Inquiries please email us

ASAP- secretary@confederationofmotorclubs.org.au

TRANS AMERICA P76 COMES TRANS TASMAN



The Matt Bryson / Gerry Crown Trans America project has been moving fast since the last issue of The Leyland Post. As time is of the essence now everything has to come together very quickly. To save building a car from scratch Matt and John Bryson went on the hunt for a P76 that was already built as a rally car. They located Phillip Meyers car in New Zealand which wasn't actually for sale but after a chat with John, Phillip decided to sell them his car. This NZ assembled car was built by Possum

Bourne Motorsport some 10 years ago with a full FIA roll cage, seam welded body, fuel cell and fibreglass bonnet and boot lid among other things. The body is in pretty good condition considering it has been a rally car for the last 10 years. After running the gauntlet of international bureaucracy and red tape the car finally arrived in Sydney.

The engine, which is currently being built by Grahame Wilkins, will be something else. Resleeved out to 5litre with Manley alloy conrods and Mercedes Benz forged alloy pistons tied together with ARP studs and a steel crankcase girdle it should be a 300 to 350hp engine with enough torque to pull a semi. This is topped with electronic ignition and Rover fuel injection. Behind that is a Borg Warner T5 gearbox and modified Borg Warner diff sporting 4 wheel disc brakes. The all important suspension is being built by Murray Coote. Nothing but the best.

Members of both NSW and Qld Owners Clubs have sourced or donated parts for the project as everyone is keen to see the P76 strut its stuff on the world stage again. To finish the car off it will be liveried very similar to the World Cup Rally car which it currently sits right next to. By the time the next Leyland Post comes out the car will be on its way to New York for the start on the 7th of May. All being well, 16,000kms and 32 days later they will be on the winners podium in Anchorage, Alaska. Matt is very busy at the moment.



Leyland P76. Anything but average.

A TOUR TO THE TOP

It seems strange now that about 12 months ago I was looking at another quiet year of classic rallying. Brian Madigan and his 73 VW bug, whom I usually rally with, like me was also planning a quiet year. I was approached by another rallying buddy, Ian Packard, to run with him in his 78 Peugeot 504 at the first round of the Classic Rally Club Championship, The Riverina Run and I thought "sounds great". Essentially this was a one off deal for this 2 day event and Ian was keen to give it a go so our entry was submitted. The Riverina Run was held over the weekend of 5-6 March and started and finished in Goulburn with an overnight stop in Wagga Wagga. Ian and I had entered the rally at Tour level as, sadly, that's my level of competence. Brian Madigan and I gave the Championship a big go in 2009 and unfortunately missed the Championship win due to not scoring points at a couple of rounds due to mechanical problems with the VW. We did finish second though so I felt confident Ian and I could give this event a good shake. Like most 2 day rallies this event covered around 800km.



The rally went really well for us with a clean sheet at rally's end so we were on top of the podium. Unfortunately we weren't the only ones. Eight other crews also clean sheeted so a tie breaker was brought into play. And that was where it all went south. Hero to Zero – almost. We were worst in the tie breaker so our final position was ninth. The event was won by Doug Barbour and Xanthea Boardman in their 74 Porsche 911. What a major disappointment. To have done so well and then finish barely in the points was certainly a letdown, but so be it, it was still a great rally and Ian and I were happy to have clean sheeted. Ian was so pleased that he invited me back to have a go at the next event. A 1 day rally called the Classic Capital Caper.

The CCC was a new event on the calendar and unusually for a 1 day rally was run on a Saturday. Most are run on a Sunday. The CCC started in Mittagong and finished in Canberra covering some 350km. Once again we clean sheeted the event, along with seven other crews but as the tie breaker was unable to separate us, we all finished equal first. A nice scoop of points saw us move into equal fourth place.

Round 3 was the May Medley, another 1 day rally which was run much closer to home. The event started and finished in Penrith with a morning loop up through Dural and an afternoon loop down through Camden, again covering some 300km. Despite dropping 15 points we still managed to win the event in our own right. The Championship was now beginning to look good as we were now in second place behind the Barbour/Boardman Porsche. It was at this point that Ian and I decided to do the whole Championship as we felt that as a team we could just win it.

Round 4 was the Tour d'Corse, a 1 day rally organised by the Alfa Romeo Owners Club on the 19th June. This event started at Maccas at Penrith and finished at Riverside Oaks, Cattai. The rally course took us down through Mulgoa to Wallacia then up through Richmond and Kurmond and on to Galston/Glenorie. Again around 300km. One small mistake in the morning division cost us points and so our finishing position was 6th. This was enough to move up to equal first in the Championship with our friends in the Porsche.



The Jaguar Mountain Rally, organised by the Jaguar Drivers Club, was back to a 2 day format. Lithgow-Queanbeyan-Cobbitty, around 900km. In mid July, um it was cold. This was a really tough event with 61 entries in our class. You can't afford any mistakes at this level and we made one small one finishing a disappointing 11th but despite this our meagre points grab slipped us into the Championship lead – just.

September brought on the 6th round which was back to a 1 day event – the Barry Ferguson Classic, so named after one of Australia's Rally Legends who also assisted in running the event. This rally started down in the beautiful Southern Highlands at Sutton Forest and looped around Goulburn, finishing back at the Sutton Forest Inn. The Barry Ferguson Classic traditionally has a lot more dirt roads and causeways to cross and this year was no different. The Peugeot proved why it is well known around the world as a great car on dirt. Long soft suspension and rugged reliable mechanicals is just the thing for pounding through potholes and washaways. Again one small mistake cost us but second place was still a good result. We now had a firm grip on the Championship trophy, or so we thought. Two more rounds were left including the toughest on the calendar, the Alpine Classic and that was next.

The Alpine Classic is an event steeped in tradition and has many facets to it. Not only is there the



Ian and Steve. Serious Competitors?

competition for a Class win but all competitors are grouped into teams of 3 to compete for a Teams prize then on top of that a Motorkhana is held during the rally incorporating 2 tests. The Alpine is the last 2 day rally for the year covering some 800 plus km starting and finishing in Lithgow with the overnight stop in Orange. This event is arguably recognised as the “Bathurst” of the Championship year and THE event to win every year. We didn't but a 4th was one of our best against some very stiff competition. The Barbour/Boardman Porsche finished in front of us so closing the gap between us but we were still in front with one event to go. They were to prove our stiffest competition all year. One of our team mates dropped out so we were out of the Teams prize and the Peugeot didn't disgrace itself in the Motorkhana either finishing 16th.

The final event for the year was the 1 day rally ubiquitously known as the Penrith Pas de Deux or in English the Penrith Dance for Two. The PPD was a collaborative effort between the organisers of the Riverina Run and The Jaguar Mountain Rally so we expected a tough event. Another 300 or so km looping through the Hawkesbury and Hills districts. Ian and I were having a great run, clean sheeting the morning run and well on track to do the same in the afternoon until a stupid oversight entering the finish control cost us big time. A sure win was dashed to a less than satisfying 6th but what was more important to us was where the Kermit green Porsche finished. They beat us by 2 places finishing 4th gaining a few more points but it wasn't enough to take the Championship away from us.

The end result for the Championship was close, very close. The winning margin was a mere 3 points. But 3 points or 30 points, a win is a win. It was a long way from Goulburn at the start of the Riverina Run to the finish in Penrith. Over 4,000km of rallying plus probably another 1,000 km just travelling to and from the start/finish of each event. There were a lot of highs and lows during the year. The highs were definitely the 2 wins in the Classic Capital Caper and the May Medley and the second in the Barry Ferguson Classic and the very respectable 4th in the Alpine Classic. Without a doubt the lowest was the Hero to Zero (almost) in the Riverina Run. I guess the biggest highs though were spending time with some great classic car people whilst travelling some of the best back roads in NSW. Thank You's are always in order after such a big year. Of course all the organisers and officials should get a big one for all their excellent work, to Doug, Xanthea and that green Porsche Thanks for keeping the pressure on but most of all to Ian Packard, my team mate, who helped out in many ways and always fronted with the Peugeot in top running order. The old girl never failed us once.

The Championship presentations were held at the Classic Rally Clubs Christmas Party which was precluded by a short rally to get to the party venue. It really topped off the year when my youngest daughter, Jacelyn and I won that rally in my P76. A special way to end a special year. Bring On 2012.

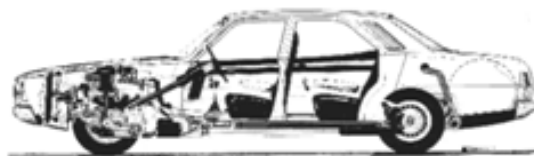
Steve Maher

competition for a Class win but all competitors are grouped into teams of 3 to compete for a Teams prize then on top of that a Motorkhana is held during the rally incorporating 2 tests. The Alpine is the last 2 day rally for the year covering some 800 plus km starting and finishing in Lithgow with the overnight stop in Orange. This event is arguably recognised as the “Bathurst” of the Championship year and THE event to win every year. We didn't but a 4th was one of our best against some very stiff competition. The Barbour/Boardman Porsche finished in front of us so closing the gap between us but we were still in front with one event to go. They were to prove our stiffest competition all year. One of our team mates dropped out so we were out of the Teams prize and the Peugeot didn't



A Champion and proud Father

Shop 76



LEYLAND P76 OWNERS CLUB OF NSW INC.

DESCRIPTION	GEN PART NO.	QTY	PRICE
<u>P76 NOS</u>			
Speedometer KPH V8 (no Tripmeter)	AYD 9085	1	\$ 75.00
Timing chain V8	TC-359	1	\$ 50.00
Manual steering shaft	AYD6024	1	\$ 100.00
Bonnet release cable		2	\$ 25.00
Windscreen trim clips		42	\$ 0.50
Snib knobs		3	\$ 12.00
V8 crankshaft front pulley hub	AYD 112	1	\$ 80.00
Headlight switch		1	\$ 35.00
Fusebox		1	\$ 15.00
Fuel cap (Hairy Lime)	AYD 2098	1	\$ 20.00
Air conditioner thermostat	HYL 4791	1	\$ 35.00
C pillar interior lights	AYG 9439	2	\$ 80.00
Front seat headrest insert (set of 2)	AYB 7330	1	\$ 5.00
Accelerator pedal	AYD 2020	1	\$ 10.00
Automatic brake pedal rubber		2	\$ 15.00
Manual brake/clutch pedal rubber		4	\$ 10.00
PCV valve hose		1	\$ 2.00
V8 inlet manifold heater hose		1	\$ 5.00
Carby kit Stromberg (Fuel Miser)	SB-651	1	\$ 15.00
Roof interior light	AYD 9037	2	\$ 25.00
Exterior rear vision mirror arm		1	\$ 25.00
Oil pressure relief valve piston		4	\$ 1.00
P76 Strut top bush Remanufactured by QLD club		5 sets	\$ 30.00
P76 spark plug holder NOS		15 sets	\$ 15.00
P76 door weather strips (3 mtr) aftermarket		8	\$ 30.00
P76 Horn badge Std NOS		29	\$ 4.00
P76 throttle ball joint NOS		18	\$ 5.00
P76 rear springs set NOS		2	\$ 24.00
P76 aftermarket grill badge Reman by owners club		4	\$ 10.00
B pillar door bump stops NOS		11	\$ 1.00
Paint decal various colours Reman by owners club		50	\$ 5.00
<u>Marina NOS</u>			
Marina doors NOS		2	\$ 50.00
Marina door Skins front left NOS		4	\$ 50.00

What's Happening in Canberra?

WHO IS THIS DODGY LOOKING CHARACTER?

No Idea? It is in fact the President of the ACT Owners Club, Alex Shoebridge. Alex and the rest of his MoBros took part in the Movember campaign to raise funds and awareness for mens health issues including Prostate Cancer and Depression. Although this photo surfaced just after our December issue of The Leyland Post was published we felt that Alex should get a well done from the P76 Community. Could this picture have been used by the Federal Police? :-)



SANTA NABS IMPOSTER?

If you think something looks strange here it might be ACT heavy hitter Damien Haas. Damo had obviously been doing some fairly serious Christmas shopping and figured a quiet word with Santa might be helpful. We hope Santa was good to you Damo. Is there a reason why you are smiling with the big fella sitting on your lap?



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LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING **HELD ON TUESDAY 13th DECEMBER 2011 AT 8.40PM**

- Present:** Members as per attendance book.
- Apologies:** Brian Hooper, Shane Fox, Scott Wilson.
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.
Accepted: Marty Stockwell; Seconded: Glenn Gray
- Business Arising:** Car Club Banners – no contact – Kay to find another source.
PO Box Key – A new PO Box has been opened at Baulkham Hills and when the Kingswood Box expires in March 2012 it will be cancelled.
- Treasurer's Report:** As per Bank Statement. Moved: Glenn Gray Seconded: Marty Stockwell
- Correspondence:** Mail: CBA Statement No.66 Nov; P76enzed Nov Magazine; SA Dec Magazine; Membership Application & cheque Brian Andrews.
- IN:** Email: Vic Oct Magazine; WA Dec Magazine; Qld Nov Magazine; CAMS Calendar 2012; CAMS Display at 2012 Aust Grand Prix; CAMS Come & Try Day 28/01/2012 Eastern Creek; Kathy Ward thanks for Newsletter.
- Correspondence:** Email: November Minutes; Leyland Post
- OUT:** Mail: Letter to Australia Post re new PO Box.
- Reports:** Parts Officer: Parts totaling \$1,527.90 have been ordered by Club Members with some \$2,500 remaining.
Registrar's Report: Not available.
Activities Past:
Harry's Café De Wheels 2/12/11 –Steve and Matt Bryson and friend attended.
Xmas Run – won by Marty Stockwell with a 100% result.
- Activities Future:
Suggest Australia Day run
Leyland P76 Nationals Qld. 2012 at Maroochydore on the Sunshine Coast (Maroochy River Resort).
National Motoring Heritage Day – Sunday 20th May 2012
Eastern Creek – Sunday 19th August 2012
BMC Heritage Group Reunion – 23/09/12 Ryde Eastwood Leagues Club.
- General Business:** CMC Update – NMHD (P76 Owners Club to host in 2012), SECC dates listed above.
There is a GEAR Display weekend in Goulburn on 13/14/15 January 2012 – free admission. It was decided to make this an official Club Run.
- It was reported to the Meeting that Les Farley's Nutmeg Targa was sold recently for \$9,000 to Reg Jones.
- Steve Maher advised that the name for the National Body is to be Council of Leyland P76 Clubs. It was also mentioned that the new name for the Mini Experience Magazine is to be BMC Leyland Experience. Members are to be encouraged to buy this Magazine.
- Matt Bryson's USA Car is to be made up from a car bought in New Zealand. It is hoped that it will be imported into Australia after being worked on.
- Accounts for payment include CAMS Insurance \$290; CMC Affiliation \$30; reimbursement K. De Luca for Xmas Party \$45; S. Maher Postage & Rolls \$27
- Next Meeting:** Next General Meeting – 10th January 2012
- Closure:** Meeting closed at 10.00pm

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING **HELD ON TUESDAY 10TH JANUARY 2012 AT 8.15PM**

- Present:** Members as per attendance book.
- Apologies:** Brian Hooper, Andrew Griffiths, Scott Wilson, Eric Rudd.
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.
Accepted: Marty Stockwell; Seconded: Glenn Gray
- Business Arising:** BMC Experience Magazine to include an article on Council of P76 Clubs.
- Treasurer's Report:** As per Bank Statement Moved: Shane Fox Seconded: Greg Bryant
- Correspondence:**
IN: Mail: Tech Reports from Phil Crowther (hand written).
Email: Media Releases (2) from Roads & Maritime Services; Acknowledgement by RMS of Owners Club's Officebearers; CMC Guidelines re Handover, SECC/NMHD, Login to download Minutes; Quote from Australian Flagmakers re Windscreen Banners.
- Correspondence:**
OUT: Email: December Minutes; RMS & CMC – Advice re Officebearers.
Mail: Letter to Commonwealth Bank re new PO Box; CAMS Affiliation Form; CMC Affiliation Form.
- Reports:** Parts Officer: Parts totaling \$1,633.00 have been sold and orders totaling \$550 are in the pipeline.
Registrar's Report: Club now has 8 vehicles on HCRS. Discussion re Alan Firth's Car and whether it should be on HCRS or full registration. Shane to do some research.
- Activities Past:
Harry's Café De Wheels 06.01.12 –Steve, Tony & Kay and Matt Bryson and Alana attended.
- Activities Future:
Australia Day was discussed but no run arranged.
Leyland P76 Nationals Qld. 2012 at Maroochydoore on the Sunshine Coast (Maroochy River Resort).
National Motoring Heritage Day – Sunday 20th May 2012
Eastern Creek – Sunday 19th August 2012
BMC Heritage Group Reunion – 23/09/12 Ryde Eastwood Leagues Club.
Club to consider participation in the 2013 Motorfest conducted by NRMA.
- General Business:** It was noted that Eric Rudd sold his car for \$8,500 to Byron Peach from Cairns.

Website needs updating – Glenn advised invoice is pending from Webmaster.

Steve Maher mentioned the 2 cars at Riverstone need to be relocated – Marty and Steve to organize.

Discussion took place relating to articles presented for inclusion in the Club's Magazine by members.

Tony De Luca expressed concern where technical tips are given which could be misconstrued by Members, possibly resulting in litigation issues. CAMS Insurance Schedule to be checked in relation to this. It was suggested that the Tech Tips could be called "Suggestions".
- Next Meeting:** Next General Meeting – 14th February 2012
- Closure:** Meeting closed at 10.00pm

2012 Events Calendar

30-Jan	CMC Meeting		Tony De Luca
3-Feb	First Friday Cruise to Harrys		Steve Maher
14-Feb	Club Meeting		
26-Feb	ACMC Motor Enthusiast Conference and Picnic Eastern Creek Raceway		Tony De Luca
2-Mar	First Friday Cruise to Harrys		Steve Maher
13-Mar	Club Meeting		
26-Mar	CMC Meeting		Tony De Luca
1-Apr	Oakville Bush Fire Brgade Family Day and Car Show Pitt Town Sports Club		Ian Irons 0407 774 348
6-Apr	First Friday Cruise to Harrys		Steve Maher
5/9-Apr Easter	14th Leyland P76 Nationals Maroochydore, Queensland		Adrian Spencer 0414 383053
10-Apr	Club Meeting		
4-May	First Friday Cruise to Harrys		Steve Maher
8-May	Club Meeting		
20-May	National Motoring Heritage Day		Tony De Luca
28-May	CMC Meeting		Tony De Luca
1-Jun	First Friday Cruise to Harrys		Steve Maher
12-Jun	Club Meeting		

**NORWEST
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