

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB
OF NSW INC.
Since 1982



30TH ANNIVERSARY YEAR

MAY/JUNE
2012

NEWSLETTER NUMBER 49

IN THIS ISSUE

CROWN/BRYSON SECOND IN TRANS AMERICA



P76 IN JAGUAR SANDWICH

FULL DETAILS IN THIS ISSUE

**ALSO INSIDE TRANS AMERICA LATEST, NATIONAL MOTORING HERITAGE DAY, PHILTHY
SUGGESTIONS AND MODELS UPDATE**

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



Association of
British Car
Clubs

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
12th June, 10th July 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:
Steve Maher, Kay & Tony De Luca,
Glenn Gray, Phil Crowther, Shane
Fox, Brian Hooper.

This issues contributing
photographers: Steve Maher,
Kay De Luca, Craig Watson, Matt
Bryson



PRESIDENTS REPORT

March/April 2012

Brian Hooper

G'day Pnutters,

It's been another fun couple of months for me. I've taken the plunge and moved to Epping with my girlfriend, Andy, to be closer to my work at the Willoughby Bus Depot. I have brought the XD wagon across to the new house to fix the rust and get it back on the road. This means if we have anything large that needs moving, the wagon will be ready. (400+ Hp makes it easy!!!). On the car front, my red six is using oil again due to lack of use, (again). I will make it to the next meeting in the Deluxe hopefully with the new rear springs. I've noticed it has developed a chronic case of saggy bum! Even when empty!!!!

Anyone planning on a trip to the car farm in the next few months is advised to bring snow gear. It's been getting down to -6 at night and we only just started Winter!!! We have snow chains and cars with good LSD's and tyres ready, and if really stuck, I have the keys to my neighbour's tractor. (Ask Marty about his truck last year!!!)

NEWSFLASH!!! The Lancer is dead! Yes, that's right, I killed it! Or at least the gearbox. But don't panic, I have another CB Lancer hidden at the farm which is going to replace the little green beastie I have been spotted in. After rego, I will start the transformation into green beastie MK11.

Catch you at the meeting.

NEW WINDSCRREN BANNERS

Thanks to Kay De Lucas efforts the club has now acquired new windscreen banners for display days. First used here on Greg Bryant's Super at the Nationals Motoring Heritage Day.



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. If you don't want to wait to have one done, here's your chance. Contact Glen Gray to secure this



**FOR
SALE**



AND ED SAID.....STEVE MAHER

It seems that over the last month or so most of the P76 community has been following the exploits of Gerry Crown and Matt Bryson in their P76 as they compete in the 13,500 km long Trans America Challenge. I'm sure everyone wants to congratulate Gerry and Matt on their excellent result of equal second finishing in close company with a couple of Jaguars. I have put together a bit of a story on them and the rally in this issue but we hope to have a full account in the next issue of The Leyland Post.

Once again, with the help of Kay and Tony De Luca our club hosted the Bella Vista stop on National Motoring Heritage Day. It was a great day and thanks to everyone who helped out. Marty, Drew and I have been out rescuing cars again. This time we were back at Riverstone for a couple of Targas. See story below.

Once again Dr Philthy returns to The Leyland Post in his new column, Philthy Suggestions. This time with a story on power steering - I think. The new BMC/Leyland Australia Heritage Group book on car manufacturing at the Zetland plant has been released and the club has copies for members to buy at below retail price. Contact Kay De Luca to get yours. Glenn Gray, Mr Spare Parts, has acquired some new OE style air filters for the V8 engine. These are genuine Ryco filters and we must thank James Mentiplay from the W.A. Club for organising this. Speaking of WA it seems that Alan Firth has sold his ex Jim Reid Exec to a new P76 owner to be in WA - David Bryan. Although the car is still in QLD it will soon be shipped over to WA. Another good one heads west. Don't forget that the club Annual General meeting is only 2 months away, so please consider taking a committee position. Bye for now.

Rescue Mission part 2

Marty, Steve and Drew returned to Riverstone recently to try and recover the 2 Targas that remained there and The Leyland Post was on hand to capture the event. The Nutmeg Targa gave up its position without too much of a drama and with a bit of help from Steve's Rodeo was dragged onto the car trailer for transport to the farm. Unfortunately she is way too far gone from rust to restore but there are some good parts on her. The Aspen Green Targa was another story.



Despite the best attempts by everyone she could not be recovered in one piece as she started to break in 2 as we dragged it out from the trees. We hope to return another day to see if we can get some parts off the car before it goes to the metal recyclers, not that they will find much metal on her. Many thanks to Steve, Drew and particularly Marty who transported the Nutmeg Targa to the farm. We should also thank Wally, the owner of the cars for donating them to us.



NATIONAL MOTORING HERITAGE DAY 2012

Each year the Australian Historic Motoring Federation (AHMF) encourages States of Australia to celebrate National Motoring Heritage Day on the 3rd Sunday in May. State umbrella organizations as Members of the AHMF ask their Member Clubs to participate by showcasing their Vintage, Veteran and Classic Cars to members of the public by drives to various destinations so they can be seen by the motoring public.

The Council of Motor Clubs (CMC), which is the State Council for metropolitan Clubs in Sydney and surrounds set up venues in various places including Mittagong Public School, Motorlife Museum (Albion Park), Macquarie Park Windsor, Berry Showground, Sydney Harbour National Park Middle Head,



Mount Annan Botanic Gardens and Bella Vista Farm near Castle Hill.

The Leyland P76 Owners Club hosted the Bella Vista Farm venue, as it has done for the past 2 years. The Farm has historic significance as it was owned by Elizabeth & John MacArthur from 1801 to 1821, before they moved to Camden. Bella Vista was the place where the MacArthurs introduced Merino sheep to Australia.

This year, we had the Fiat Club who set up a very interesting and comprehensive display, in relation to their co-founder Ted Ansell. Other Clubs included The Riley Club, Hudson AMC Car Club, Sunbeam Owners Club and of course



the Leyland P76 Owners Club Inc. The display of P76s created much interest and can be seen on the CMC website www.councilofmotorclubs.org.au.

Huge thanks to our Members Glenn Gray, Marty Stockwell, Greg Bryant, Steve Maher, Drew Griffiths and Tony De Luca for their wonderful assistance in making the other Clubs welcome.

Marty organized a fantastic BBQ and Tony brought his vintage "Waltzing Matilda Barbecue" and we all enjoyed great snags and rolls.

Kay De Luca



HISTORIC REGO NEWS

With Shane Fox

To all fellow Pnutters

Yes its that time of the month again I firstly have to apologies for absence
As work is flat chat and will be for a while

This past month has been strong and seen no changes as for our numbers and is going strong. As Club Registrar it is my duty to learn all and view all new policies coming our way which brings me to this months report which is more like a friendly reminder as there have been a few calls this past month regarding these issues. Secondly before I dive in to those, I'd like to thank all for their communication in previous months of car movements

Modifying a P76 and having it on club rego

The RMS have strict laws against modified cars and club rego as you would already be aware of this but it needs to be said again to clarify for possible new members or members new cars. To be valid for club registration your car must have the same engine and body work as well as suspension as it rolled out in the factory.

There has been a crack down in the past couple of months where cars have been stripped of rego and the club has been fined (thankfully not us) as we are all above board any car that is found to be heavily modified will be stripped of its registration and club membership as I'm shore people who cherish theses cars will understand that, yes, we want our cars to look good and go fast, etc but we must abide by the rules of the RMS as this is a privilege not a standard registration

Membership & AGM

It also must be re confirmed that if you have historic registration on your car you must have your membership paid in full by the August AGM meeting (please check calendar) to set a reminder so that payment is received by due date or registration will be invalid and your car deemed unregistered by the RMS therefore being uninsured. This is an RMS thing that has been drilled into the Club Registrar (me) by the former RTA head chief (no RMS)

NEW V8 AIR FILTERS AVAILABLE

James Mentiplay from the W.A. Owners Club has been working hard on a couple of remanufacturing projects. His first one is the remanufacture of Ryco A259 air filter elements for



P76 V8 engines. These are the same style as was fitted OE to the V8 cars with the large top flap. There are a limited number of these available so make sure you contact Glenn Gray, our Spare Parts Officer, to secure yours. At a cost of only \$35 each they are very reasonably priced. Remember - Stocks Are Limited!.

James is also working on getting the Ryco Z86 oil filter remanufactured. These are very hard to get and are usually way overpriced when you can get them. James is talking with G.U.D. Manufacturing to get them remanufactured at a reasonable cost.

TRANS AMERICA TRIUMPH

By Steve Maher

It seems like only a couple of months ago that most P76 conversations centred around the proposed return to International Rallying by a P76 with a Bryson in the navigators seat. Actually it was only a couple of months ago. Gerry Crown and our own Matt Bryson had decided to return to international classic rallying after their Outright Victory in the 2010 Peking to Paris Motor Challenge driving their 1964 EH Holden. This time though it was going to be in a Leyland P76.



Due to the short time available to build the car from scratch, a world wide search (well, Australia and New Zealand) was instigated to find a suitable P76 ex rally car. Phillip Meyer in New Zealand, a big fan of

the 1974 World Cup Rally Car, had a P76 V8 that he had been using in rallies for some years. After a Trans Tasman phone call from John Bryson, Phillip agreed to sell them his car. A very competitive car, seam welded body with a Possum Bourne Motorsport roll cage and many other “good bits”. The car was shipped to Australia where it had a new Graham Wilkins/Trevor Seaman 5 litre engine fitted with T5 gearbox, beefed up BW rear end with 4 wheel disc brakes and Murray Coote Suspension. This car was built to take on the world.

The car was shipped to New Jersey on the US east coast for the start of the 2012 Trans America Challenge. A 13,500 km event traversing the US from east to west then turning north through Canada and the finish some 31 days later in Anchorage, Alaska. The rally was interspersed with 6 rest days leaving 25 days on the road which meant they averaged just over 540 kms per day. There were some flash cars entered from all over Europe and the US including a brace of Jaguars, Mercedes Benz's, Porsches, some 1960s Ford Mustangs and even a Chevy Camaro. There was also a Ford Escort Mexico, a Datsun 240Z and, believe it or not, a Rolls Royce Silver Cloud.

The event was to be run as a series of Regularity stages and the impression given by the organisers was that the target times were going to be almost impossible to achieve. This sadly turned to not be the case. The rally was no walk in the park though as most cars struck problems of one kind or another. The P76 did not. Some cars left the road at different points with no injuries. In fact the only serious accident occurred on Day 4 when Sonja and Claudia Schaefer were t-boned by a locals car whilst driving through town. They spent the rest of the rally in hospital and their 1924 Bentley was a right off.

Matt was having his first go at regularity style competition and was coping well learning a new skill whilst trying to keep Gerry's enthusiasm for fast driving under control. They fought their way from an early fourth place up to first before slipping back to equal second in the last days. First place went to Richard Worts and Nicola Shackleton in their 1961 Jaguar MkII with 3 minutes 21 seconds in penalties. Equal second with Gerry and Matt were Phil Garratt and Kieron Brown in their 1970 E Type Jaguar accruing 3 minutes 59 seconds in penalties.



PHILTHY SUGGESTIONS

FROM DR PHILTHY

Once upon a time in P76 land, some Pnuts who wanted to fit power steering to their P76s ran into a few problems when they actually tried to fit their “new” power steering components to their cars. There are a few little tricks which are worth knowing to make the job easier, so in a future Tech Tip, I will give my happy readers a step-by-step guide to fitting power steering to a P76.

In this tech tip, I will tell the exciting story of how one Pnut hit the panic button BIG TIME when he realized that there was one very important bolt missing from the collection of power steering parts that he had recently purchased. Not knowing where to go to get a suitable replacement bolt, he phoned Dr Philthy, who was able to suggest a workable solution, using a SUBSTITUTE bolt from, of all places, a P76 front suspension!!

Let me explain.....P76 power steering pumps are held in place mainly by a long bolt, which passes through two supporting brackets. The larger front bracket is attached to the lower left side of the timing cover, while the smaller rear bracket is bolted directly to the side of the engine block. The long bolt provides support for the P's pump. This bolt is 5 11/16" long, has a 9/16" AF head and is threaded to accept a 3/8" UNF nut. A steel tube or cylindrical spacer 4 7/16" long is fitted between the two support brackets to help keep the P's pump in its correct position so that the pumps pulley lines up correctly with the pulley on the crankshaft. The spacer also helps to prevent the support brackets from bending or warping when the support bolts are tightened.

The Pnut who called me had everything he needed except for the long bolt and spacer. Luckily, he had in his big box of P76 spares two spare front sway-bar vertical link bolts. Most Pnuts who have fitted a new sway-bar or rubbers to their Ps will know about these bolts. They are 6 3/4" long, with a 9/16" AF head and they are threaded to accept a 3/8" UNF nut. Also, they usually come with a steel tubular spacer which is 2 1/4" long. What a happy coincidence!

Now, a few words of warning!!

When you look at a P76 P/S pump, you will notice that the P/S “dip stick” fits into a short tube which is attached to the metal body of the P/S pump. The metal body acts as a fluid reservoir for the P/S fluid and it can be damaged very easily! It is most important that when it is time to tension the P/S belt, no pressure or force is applied to the body of the P/S pump.

With a bit of care and using a suitable lever against the raised boss on the front of the P/S pump's pulley, the P/S pump can be levered away from the crankshaft pulley to obtain adequate tension on the P/S belt.

When fitting the rear support bracket to the engine block, use 2 x 5/16" UNC bolts with spring washers and flat washers.



Leyland P76. Anything but average.

Before fitting the rear bracket, use a suitable tap to clean the two threads, then test-fit both bolts to make sure that they will thread in fully. (Yes, I have heard of those castings being snapped off a block when the bolts were wound in using excessive force to overcome the resistance of dirty threads.) The two mounting bolts should be about 1 ¼" long x ½" AF heads. Holding the rear bracket in place, wind both bolts in just a bit more than finger-tight and position the bracket as far towards the rear of the block as it will go.

If there is any likelihood of foreign matter being present in the reservoir of the P/S, it is a simple matter to remove the reservoir and clean it. Remove the thin nut from the threaded union at the rear of the P/S pump.

Remove the rear support plate – you may wish to scribe some marks on the rear of the pump body, so you will be able to refit the rear support plate in its correct position.

Remove the second thin nut from the union – this nut holds the reservoir casing on to the front body of the P/S pump.

Gently pull the reservoir away from the front body. On some pumps, fibre washers may be fitted to the threaded union.

Check inside the casing for any metallic residue or fragments.

Immerse the front casing in a tub of fresh cleaning fluid and rotate the pulley by hand. Check that the pulley rotates freely without any harshness or binding.

Note: Looking down at the front face of the P/S pump pulley and holding the front casing submerged in the tub of fresh cleaning fluid, rotate the pulley in a CLOCKWISE direction and check to see if fluid is being ejected from the union at the rear of the pump.

If the P/S pump appears to be serviceable, clean around the rubber seal where the casing mounts onto the front casing. A light coating of SILASTIC will help prevent fluid leaks.

Note: Do not use a reservoir casing which has suffered significant damage from impacts as the casing may not be leak-proof. Be particularly wary of any casing which has large creases across its lower portion.

The Sequence of Assembly:

The long bolt must be fitted with the head towards the front of the vehicle. Firstly, the bolt passes through the support plate which is already bolted to the front of the pump.

The bolt then passes through the front pump mounting bracket.

The bolt then passes through the spacer (or spacers/plural) if you have had to use a sway-bar link bolt and spacers.

The bolt then passes through the thin metal support plate, which is already attached to the rear of the P/S pump.

Next, the bolt passes through the rear pump support bracket, which should be already loosely bolted to the side of the engine block.

Then fit a spring washer and the 9/16" nut to the bolt.

Remember that you will need to remove the other bolts from the crankshaft pulley and the timing pointer from the water pump before you fit the P/S belt onto the crankshaft pulley.

Note that when you restart the engine, you will need to top up the P/S fluid several times as the pump circulates fluid and pushes air out of the system.

An in-line fluid filter should be fitted to the low-pressure fluid return hose before the system is used for any length of time.

While the engine is running, check that the high pressure hoses and lines are not chafing against any other fittings. One suggestion which has merit is to slice a length-wise cut in 3 of 4 lengths of old rubber fuel line and fit the old fuel line around the metal high pressure P/S lines to help stop them chafing.

Another tip which will save you some grief later on is to drill a 1/8"/3mm hole in the lower end of the steering column, about 40mm up from the bottom end. Use an oil can fitted with a fine nozzle to squirt about 50 ml of oil into the steering column. The reason for this little modification is simple: In the past, Pnuts have gone to the trouble of replacing their power steering racks and/or intermediate shafts when their steering became too stiff and started binding. Eventually, after much trouble, the real source of the problem was identified: Moisture accumulating in the lower end of the steering column was causing the steering shaft to rust and bind against the surface of the plastic bush in the bottom of the column.

Likewise, check that the universal joint at the top end of the intermediate shaft moves freely. If it is a bit stiff, immerse the universal in a bottle of heavy oil overnight.

**Happy P-ing
Dr Philthy**



Have you seen that brilliant Aussie movie RED DOG? Did you know that a P76 appeared in the movie? Here it is! Looks like a Crystal White Super with Antique Parchment interior and a "Grandpa's Hat"



Matt Gray has purchased Ron Naylor's Super V8. We hope to see it on the road soon. This one certainly didn't stay on the market long.

graffitigo

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Steve Maher
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po box 1140
Baulkham Hills NSW 2153

LIMITED EDITION 1:43 SCALE LEYLAND P76 MODELS

The Leyland P76 Owners Club NSW is offering for sale Limited Edition



LEYLAND P76 models.

Following on from our super successful Force 7 model kit these models are 1:43 scale so they will look great next to your Trax P76 Supers and Targa Florios. These models are available as either kits or

fully assembled, painted and mounted.

The Station Wagon is limited to a production run of only 100 numbered kits and is available for \$75 in kit form or \$140 fully built up and mounted.

The Deluxe and Evan Green/John Bryson 1974 World Cup Rally car are based on the

same kit with a total production run of also 100 numbered kits split between the



two. Deluxe models are \$75 in kit form and \$140 fully built up. The World Cup car is \$110 in kit form and \$195 fully built up. Once these kits are sold they will not be remanufactured as the moulds will be destroyed. Contact our Parts Officer Glenn Gray to secure yours before they are all gone.



Models shown here are pre-productions only.



LEYLAND P76 OWNERS CLUB OF NSW INC.

DESCRIPTION	GENUINE PART NO.	QTY	Unit PRICE
Air Filter V8 Reman		10	\$ 35.00
Front Blinker clear reman set		2	\$ 45.00
Engine Gasket kit complete full VRS KIT & bottom end		3	\$ 179.00
Model Wagon		2	\$ 75.00
Model Deluxe		5	\$ 75.00
Model - World Cup P76 By order		6	\$ 110.00
Door switch		28	\$ 2.00
Speedometer KPH V8 (no Tripmeter)	AYD 9085	1	\$ 75.00
Manual steering shaft	Reduced	1	\$ 60.00
Snib knobs		4	\$ 2.00
V8 crankshaft front pulley hub	Reduced	1	\$ 40.00
Headlight switch		1	\$ 35.00
Air conditioner thermostat	HYL 4791	1	\$ 35.00
C pillar interior lights	Reduced	2	\$ 30.00
Front seat headrest insert (set of 2)	AYB 7330	1	\$ 5.00
Automatic brake pedal rubber		1	\$ 15.00
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	Reduced	2	\$ 15.00
Exterior rear vision mirror arm	Reduced	1	\$ 10.00
P76 Strut top bush Remanufactured by QLD club		3 sets	\$ 30.00
P76 spark plug holder NOS		12 pr	\$ 15.00
P76 door weather strips (3 mtr) aftermarket		4	\$ 30.00
P76 Horn badge Std NOS		23	\$ 4.00
P76 throttle ball joint NOS		17	\$ 5.00
P76 rear springs set NOS		2	\$ 24.00
P76 aftermarket grill badge Reman by owners club		1	\$ 10.00
Paint decal various colours Reman by owners club		50	\$ 5.00
Marina NOS			
Marina doors NOS		2	\$ 50.00
Marina door Skins front left NOS		4	\$ 50.00
Marina door skins front right NOS		1	\$ 50.00
Marina steering arm NOS		1	\$ 5.00
Marina steering NOS		1	\$ 5.00
Marina tail light NOS		8	\$ 10.00
Marina Boot lid NOS		2	\$ 50.00
Marina parts misc NOS		20	\$ 10.00
Lynx Inlet Manifold to fit Weber DCOE side draught to Leyland E series 4 cyl engine		1	\$ 50.00
Memorabilia			
2010 Nationals Pins	Reduced	47	\$ 2.00
2010 Nationals Key Ring	Reduced	22	\$ 3.00
2010 Nationals T-shirts CALL FOR SIZE	Reduced	9	\$ 10.00
2010 Nationals Caps	Reduced	7	\$ 9.00
2010 Nationals Magazine	Reduced	18	\$ 10.00
2010 Nationals White Stubbie Holder	Reduced	11	\$ 9.00
Number plate frame 40th Anniversary ea		40	\$ 10.00

Parts are only available to current members of P76 CLUB's nationally

Send orders to Parts officer at p76@live.com.au Or call Glenn on 0433183531

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING **HELD ON TUESDAY 17TH APRIL 2012 AT 8.30PM**

- Present:** Members as per attendance book. Steve Maher in the Chair.
- Apologies:** Scott Wilson, Shane Fox, Brian Hooper.
- Minutes Of** Minutes of the previous Meeting were read and confirmed.
Previous Meeting: Accepted: Glenn Gray; Seconded: Marty Stockwell
- Business Arising:** Kay to order Windscreen Banners – same fabric as flags – blue with white print & Leyland Logo. Cars at Riverstone – action when the weather is favourable.
- Treasurer's Report:** As Per Bank Statement
- Correspondence:** **IN:** Mail: CBA Bank Statement No.70; Letter from Ron Naylor re sale of his P76; CMC Preserve March 2012; Membership Application George Ford; Aust Post Redirection (Andrew Griffiths to return Kingswood PO Box Key); Sutherland Cops & Rodders Road Safety & Car Show 14.10.12
Email: Wings Over Illawarra Information, Maps etc; 2012 Nationals Sales List; April Leylines ACT Mag; March Victorian Mag; Shannons Newcastle Cruise to The Entrance 12.5.12; April Westwards Mag; March Qld Mag.
- Correspondence:** **OUT:** Email: Various
Mail: Nil.
- Reports:** Parts Officer: Parts sold at the Nationals total \$1,603. Glenn advised further funds to come from sale of parts locally. There is an opportunity to purchase air filters at \$25 each – it was decided to purchase 2 boxes of 6 total cost \$300 (freight free) and sell at \$35 each. Discussion also about Z8g filters from GUD and other parts to be purchased.
- Registrar's Report: Not available.
- Activities Past:
- Motorlife Museum Albion Park 25.3.12 was a good day
 - 2012 Nationals on the Sunshine Coast a successful weekend.
- Activities Future:
- Wings Over Illawarra – Sunday 6th May 2012 – Albion Park Airport.
 - National Motoring Heritage Day – Sunday 20th May 2012
 - Shannons Eastern Creek Classic – 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:** BMC Heritage Group Book Launch on Friday 20th April 2012 at Ryde Eastwood Leagues Club. Club's order will be collected then.
Club Shirts & Bumper Stickers – Glenn to organize quotes.
Insert on Models to be included in the next Magazine. Need to obtain a Trax Model for the President's Trophy.
Club Website has been updated – members to check it out. Non members can't order parts.
Kay to email members re Wings Over Illawarra 6.5.12
- Next Meeting:** Next General Meeting – 15th May 2012.
- Closure:** Meeting closed at 9.40pm

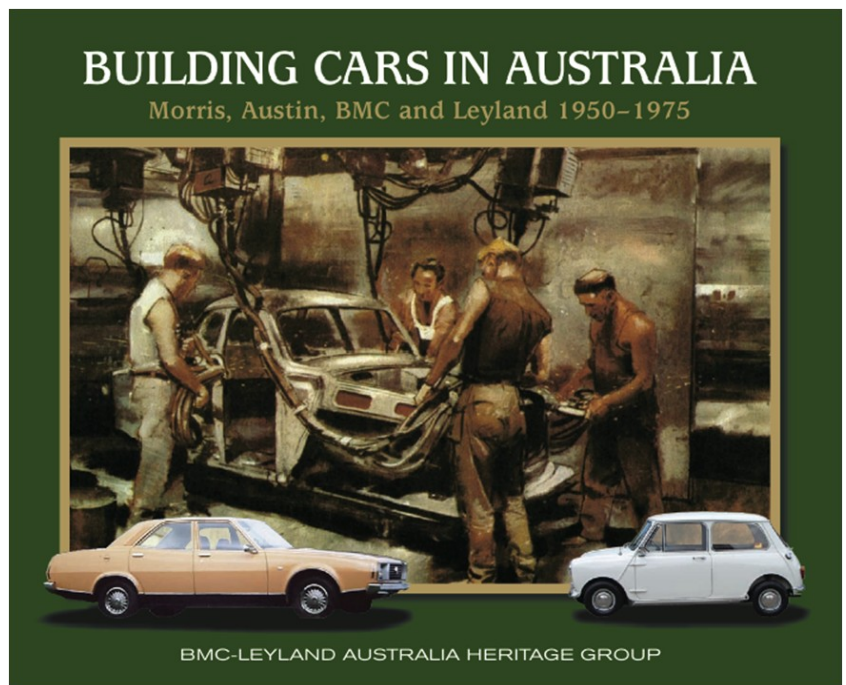
LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING **HELD ON TUESDAY 8TH MAY 2012 AT 8.15PM**

- Present:** Members as per attendance book. Steve Maher in the Chair.
- Apologies:** Scott Wilson, Shane Fox, Brian Hooper.
- Minutes Of** Minutes of the previous Meeting were read and confirmed.
Previous Meeting: Accepted: Marty Stockwell; Seconded: Glenn Gray
- Business Arising:** Windscreen Banners have been ordered. Check with Andy Collier re return of Kingswood PO Box Key. Corinthian Blue Model acquired by Marty Stockwell for the President's Trophy.
- Treasurer's Report:** As Per Bank Statement
- Correspondence:** **IN:** Mail: CBA Bank Statement No.70; CBA Receipt for \$205 T. Johnson; Orange Blossom Festival – Bull N Bush Day 16.09.12
Email: CAMS Workplace Health & Safety Legislation; Aust. Flagmakers Artwork/Invoice; Leyland Post No.48; All British Day M'ship; Qld April Mag; Ron Naylor's P76 for sale; new email address Bruce Rose.
- Correspondence:** **OUT:** Email: Aust. Flagmakers re windscreen banners; Leyland Post No.48; All British Day Assoc M'ship Form; Frank Colavito prospective member; Wings Over Illawarra reminder.
Mail: Nil.
- Reports:** Parts Officer: Parts sold \$310; Ryco Filters \$35; waiting for production date for oil filters.
Registrar's Report: Not available.
- Activities Past:
- Harry's Café De Wheels – Steve attended.
 - Book Launch – BMC Heritage Group – very successful event to launch a wonderful book.
- Activities Future:
- National Motoring Heritage Day – Sunday 20th May 2012
 - Shannons Eastern Creek Classic – 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:** Club Shirts & Bumper Stickers – Glenn advised proofs coming re bumper stickers; getting quotes re shirts/embroidery.
Windscreen Banners will sell for \$30 each. Club to look at replacing Club Banner.
Steve spoke about the Trans America expedition of Gerry Crown & Matt Bryson and receiving a call on 7th May from Matt who was in New York. The P76 had just arrived and they are checking it over – ball joints needed replacing. The event starts on Wednesday 9th May. Steve organized 4 shirts for Matt & Gerry for the Trans America trip – members agreed to reimburse Steve for the cost of the Shirts (\$149.72).
Glenn Gray advised that his son Matt had bought Ron Naylor's P76, which was advertised in the last Leyland Post.
- Next Meeting:** Next General Meeting – 12th June 2012.
- Closure:** Meeting closed at 9.40pm

The Leyland Post has had the opportunity to read the new BMC/Leyland Australia Heritage Group book "Building Cars In Australia". The book gives a fascinating inside look into the history of BMC/Leyland Australia particularly centred on the Zetland

manufacturing plant. It paints an eye opening picture of the constant battles that the Australian management had with their British bosses whilst desperately trying to engineer a car that would be suited to Australian conditions and relevant to the Australian buying public, a battle they finally won and lost with the P76. The book also looks at all the different models of cars produced at Zetland from the Morris Minor lowlight to the P76, Marina and Clubman Mini interwoven with stories from some of the key personnel who worked there. Whether you have Hal Moloney's and Gavin Farmers books or not, this is a must read for anyone interested in Australian BMC/Leyland Australia products and the history of car manufacturing in Australia.



MEDIA WATCH

The first issue of **THE BMC EXPERIENCE** hit the newsagents shelves recently with, as expected, a much more diversified range of articles on many of the cars produced at Zetland, not just Minis.

There was still a fairly large Mini content but stories were also included on the beginning of Austin and Wolseley, the birth of the MGB which turns 50 this year, the Morris Minor Million and the London to Sydney Marathon Austin 1800s.

For P76ers there was a piece on the Council of Leyland P76 Clubs as well as a full page spread on the Victorian Club Concourse.

The next issue due out toward the end of June should have major coverage of the 2012 P76 Nationals and the Crown/Bryson Trans America rally P76.

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

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2012 Events Calendar

12-Jun	Club Meeting		
17-Jun	Tour d'Corse Classic Rally Alfa Romeo Owners Club		
6-Jul	First Friday Cruise to Harrys		Steve Maher
10-Jul	Club Meeting		
22-Jul	Lunch Run to Kiama with Classic Rally Club		Steve Maher
3-Aug	First Friday Cruise to Harrys		Steve Maher
14-Aug	Annual General Meeting		
19-Aug	Shannons Eastern Creek Classic		Tony De Luca
26-Aug	All British Day Kings School, Parramatta		Tony De Luca
2-Sep	Muscle Car Masters Sydney Motorsport Park, Eastern Creek		Steve Maher
7-Sep	First Friday Cruise to Harrys		Steve Maher
11-Sep	Club Meeting		
23-Sep	BMC/Leyland Australia Heri- tage Group Lunch		Kay De Luca
5-Oct	First Friday Cruise to Harrys		Steve Maher
9-Oct	Club Meeting		
2-Nov	First Friday Cruise to Harrys		Steve Maher
13-Nov	Club Meeting		
7-Dec	First Friday Cruise to Harrys		Steve Maher
11_Dec	Club Xmas Meeting		

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