

## LEYLAND P76 OWNERS CLUB OF NSW INC.

Since 1981



us on



NOVEMBER/DECEMBER 2014

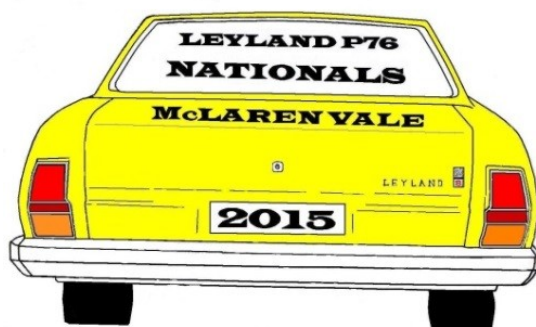
NEWSLETTER NUMBER 64

### IN THIS ISSUE

## P76 STARS AGAIN IN INTERNATIONAL CLASSIC RALLYING



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**15TH LEYLAND P76  
NATIONALS AT McLAREN  
VALE, SOUTH AUSTRALIA  
IS JUST AROUND THE  
CORNER.  
EASTER 3-5 APRIL**

P76 ON THE ROAD TO MANDALAY, RYLESTONE-  
KANDOS AGRICULTURAL SHOW, OASIS RUN,  
EXCITING NEW PRODUCTS AND MUCH MORE

**[www.p76clubnsw.org](http://www.p76clubnsw.org)**

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



# YOUR COMMITTEE FOR 2014-2015

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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:  
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WEBSITE:  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

## GENERAL MEETINGS:

**The General Meetings are held on the first Tuesday of EVERY MONTH in the Corporate Suites above the Pits at Sydney Motorsport Park, Brabham Drive, Eastern Creek. Enter through Gate A off Ferrers Rd. Food and drinks available at the ARDC Garage Café.**

This issues contributing writers:  
Greg Bryant, Steve Maher, Stuart Brown, Tony De Luca, Glenn Gray, James Mentiplay, Kay De Luca

This issues contributing photographers:  
Steve Maher, The BMC Experience, Glenn Gray, Top Gear P/L, Tony De Luca, Noel Delforce, Gordon Robb, Gerrard Brown, James Mentiplay

**Next Meetings - All Welcome  
7th April, 5th May at 7.30 pm**

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# PRESIDENTS REPORT

March/April 2015

Greg Bryant

Well I will start with the suspense of Matt and Gerry's performance and 2nd place in the Road to Mandalay rally showing, no question, the P was quick but that is rallying. We had a great run to Rylestone-Kandos Agricultural Show on the 28th February with 6 cars attending. Myself in my turquoise car and my mum in the Country Cream. We met Steve Maher and Bob Lewis in his E6 Deluxe at Lithgow for the rest of the trip. This was a good run with me trying to keep up with Steve and my mum and the E6 languishing last. Great day was had by all and was great to catch up with Phil and Kerry and thanks for the hospitality of inviting us to their place at Charbon.

I have been feverishly attending to my Deluxe with screens removed and rust repairs, passenger rear door repaired and resprayed and the floor pan rust treated so hopefully no more cabin leaks. Should be a good run for it as motor only has 1500 kms since it's rebuilt when I bought it. Looking forward to catching up with our club members, interstate and international members in SA at the Nationals.



## AND ED SAID.....STEVE MAHER

There is no doubting that the P76 could have had an outstanding international rally career back in the 1970s and beyond. You only have to look at the accomplishments of Evan Green, John Bryson, Gerry Crown and Matt Bryson to understand that. John Bryson has always said that the P76 was the best long distance rally car he has ever been in and John should know, he's sat in a few. Gerry Crown and Matt Bryson's success over the last 3 years only proves to underline what is and could have been possible with some serious factory development. The 1973 East Africa Safari which was a round of the World Rally Championship was won by Shekar Mehta in a Datsun 240Z followed by a Datsun 1800 SSS (180B) and a Peugeot 504 with 3 Porsche 911s failing to finish. By today's standards the P76 has the measure of all of them. In 1979 the Holden Dealer Team absolutely dominated the Repco Round Australia Trial finishing 1-2-3 in Torana XU1 powered VB Commodores. There is no doubt in my mind that a team of Leyland backed P76 V8s would have easily outpaced the Commodores. Driven by local hero Evan Green and international stars Brian Culcheth and Tony Ponds with the likes of John Bryson etc in the navigators seats they would have been a force to be reckoned with. Ahh - the "If Onlys". Still a big congratulations to Gerry and Matt on a brilliant result in the Road To Mandalay Rally. The story of their rally exploits are in this issue.

The 15th Leyland P76 Nationals in South Australia is only just around the corner. The P76 Nats is the (normally) biennial national get together for Pnuts across Australia, New Zealand and, as it happens, the UK. It's our chance to meet face to face and enjoy the camaraderie of fellow P76 owners as well as driving our P76s. In these days of social media it is even more important to have these get togethers so as to put a more personal touch to our discussions. Facebook is fine but too much is lost in the translation via the keyboard. It can be very easy to lose enthusiasm for the P76 and the club movement when some poorly worded facebook posts knock you for six. The Nationals is a very important part of the P76 movement nation wide. It engenders a more constructive discussion amongst those present and it has historically boosted the membership in numbers and enthusiasm of the host club. After the resounding success of the P76 40th in 2013 we cannot afford to lose the momentum from that event and we should all be supporting the members of the South Australian Owners Club. They are the second oldest P76 club to our own and only by a couple of months. Our club has gone from strength to strength on the back of the 2010 Nationals and 2013 P76 40th. We should all be showing our support for the SA Club and its members and the best way to do that is attend their Nationals. Those of us who are going, I am sure, will have a great time.

I recently took Marty Stockwell's R2 for a run to Goolgowi near Griffith to attend the ARB Griffith 400 off road race. I had been asked to commentate at the event and I thought it would be a good test run for the car. I will be driving this car to SA and I really didn't want any problems arising on the way to McLaren Vale. Just out of Blayney the water pump seal blew which meant we had to do the remainder of the trip there and back refilling the radiator every 60 kms. It made it a long trip but better than on the way to the Nats. I hope to see many of you there.





# 1

# P76 ON THE ROAD TO MANDALAY

## GERRY CROWN, MATT BRYSON AND THE P76 STAR AGAIN ON THE INTERNATIONAL RALLY STAGE



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In 2010 Gerry Crown and Matt Bryson conquered the Peking to Paris Motor Challenge in a 1964 EH Holden. An event Gerry had tried to win on two previous occasions, in 1997 with rally legend John Bryson in the same EH Holden finishing 2<sup>nd</sup> in the Classics and in 2007 with John's son Matt in a 1940 Buick Straight Eight finishing 20<sup>th</sup> after breaking the diff in half. Gerry and John also took part in the 2002 Trial to the Nile Rally in the EH. After the 2010 Peking to Paris it was decided to retire the old EH and build something faster and stronger, enter the Leyland P76. John Bryson knew the attributes of the P76 well and convinced Gerry that this is the way to go. The P76 was originally built just for the Trans America as that event was to be Gerry's last event before retirement. But Gerry thought the P76 was so good that he would have another go at the Peking To Paris.

Matt Bryson took charge of the build and the first event for the three of them was the 2012 Trans America Challenge, essentially a shakedown event for the Peking to Paris the following year. The result was an equal second place just 38 seconds behind the winning Jaguar. The P76 ran faultlessly and with a little fine tuning would be ready for the Peking to Paris. Twelve months later the Gerry, Matt and the P76 were despatched to China and 33 days later Gerry and Matt took out their second Peking to Paris victory.

Time passed and the decision was made to do the 2016 Peking to Paris again in the P76 but new rules were set out for the event restricting some modifications to the cars, primarily the banning of fuel injection and remote canister shock absorbers. The P76 was rejigged with the new rules in mind and the 2015 Road To Mandalay Rally was chosen as the event for the shakedown run. This was seen to be a good test as a number of the other competitors in the event were also entered for the 2016 Peking to Paris including the Peter and Zoe Lovett Porsche 911 that chased Gerry and Matt across Asia and Europe two years before.

The Road To Mandalay Rally was different to the Trans America and Peking to Paris. The Trans America was all Regularity Trial and the Peking to Paris is basically all special stage. The Road To Mandalay was to be a combination of both with the common thread being the navigation across hundreds of kilometres on tough roads every day. The rally departed from the world famous Raffles Hotel in Singapore on the morning of Sunday February 1. 66 classic and vintage rally cars ranging from a 1907 Itala 40 to Ford Mustangs, Datsun 240Zs and Porsche 911s including 1 Leyland P76 #66.

No sooner had the field crossed the border into Malaysia that the first Time Trial took place. Although this time trial was only short at around 8km, it was very tight and twisty with a high degree of navigation to get the correct route through the palm plantation, coupled with this it was very slippery and the big P76 was quite a handful. Gerry and Matt were up to the task though and managed to win the special stage by 4 seconds to the Peter and Zoe Lovett Porsche 911 and the Grant Tromans and Simon Russell Datsun 240Z. This was to set the tone for the whole rally as these three crews were consistently in the top group trading fastest times. The first five days of time trials was designated as The Malaysian Cup and although the 240Z was the fastest over two of the four time trials, the P76 was fastest overall and led the rally at the first rest day in Georgetown, Malaysia.



Many cars were already experiencing problems including the 1970 Chevrolet Chevelle which required a clutch change. The only problem with the P76 was the exhaust flange bolts had come loose and blew the gasket. Matt dropped the sump guard, replaced the gaskets, nuts and bolts, everything else was OK. Gerry Crown was the fastest driver to this point and he was also the oldest at 82. You've got to respect those octogenarians.

On day 7 the rally crossed the border from Malaysia to Thailand but before leaving Malaysia there was one more time trial which Gerry and Matt won by 11 seconds to the Tromans 240Z and Lovett Porsche. The quote of the day came from Phillip Lunnon who drives the 1938 Jaguar SS 100 #11 who asked Matt after seeing the P76s time "is that a car or a time machine?" The run through Thailand took the rally past some of the worst hit areas from 2004 Boxing Day Tsunami. It was on day 8 that the regularity tests started. Up to this point Gerry and Matt in the P76 were on top but with a good result in the regularity tests the Lovett Porsche moved past the Tromans 240Z. Day 9 was another rest day in the tsunami ravaged town of Khao Lak and a wander through the car park told many stories of woe. The Greenhalgh/Slowe 1939 Alvis had taken a tooth off the crown wheel in their diff and weren't expected to get much further. The Heather and Jo Worth 1968 Volvo Amazon had their throttle jam wide open resulting in a dropped valve, holed piston and damaged head. The pushrod was removed and car continued on three cylinders. The Malaysian



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crew of the Jamalullails holed a piston in their Jaguar XK150 and full credit to them as they were told by several mechanics that they would never make it. Using 5 litres of oil a day and two spark plug changes every day they nursed the car to the end. Gerry and Matt used the time to rest as the P76 was fine and there was still a long way to go.

Day 12 after leaving Hellfire Pass and into a couple of regularity tests was where Gerry and Matt made their one and only slip up. From Matt "Today wasn't our best day in terms of competition, but it was bound to happen somewhere. We made a navigational mistake on the first regularity and lost a minute. They put in a deliberate bit of trickery and we just misjudged it. I am told only 10 cars got the turn. A shame the Porsche was one of them." It was at this point the 46 second lead that Gerry and Matt had built up disappeared



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and became an 11 second deficit to the now leading Lovett Porsche and the Tromans 240Z just 46 seconds behind the P76. It was day 15 that the P76 struck its only other problem. While waiting for the start of the day's competition the o-ring on the oil filter let go depositing engine oil all over the engine bay and the road. Thankfully there was no fire and due to the generosity of fellow Aussie Rob Garnsworthy, who was competing in the #68 Ford Mustang, Matt was able to quickly borrow a Z9 oil filter, swap them and refill the oil before starting.

Day 16 was another rest day and the last before heading into Myanmar (Burma). This again is a good opportunity to check over or "spanner" the car. No problems to report, just a lot of oil everywhere. Matts only complaint at this point was that there was too much regularity and not enough time trials as more time trials would have given them the opportunity to apply more pressure to the leading Porsche. Day 19 was designated as a rest day as crews and officials navigated their way through the processes of exiting Thailand and entering Myanmar (formerly known as Burma). Myanmar has been effectively closed to most foreigners for around 60 years with only some Chinese being let in for cultural events, so this was quite a big deal and testament to the work put in by Phillip Young and the team at the Endurance Rally Association. Gerry, Matt and the P76 were now only 2 seconds behind the Lovett Porsche and time was running out. Every time trial they take huge chunks of time off the Porsche only to lose some of it in the regularities. Peter and Zoe Lovett are accomplished regularity runners.







As the last days wound down with only three regularity test over days 22, 23 and 24 the pressure was on between the Lovett's and Gerry and Matt. The Tromans 240Z was close but not close enough to pounce unless the Porsche or P76 fouled up. Neither did. On Day 22 all top three lost only 2 seconds. No one was giving an inch. Day 23 saw the 240Z best and drop 5 seconds, Gerry and Matt dropped 7 seconds and the Lovett Porsche dropped 10 so now Gerry, Matt and the P76 were back in front by 1 second and only one day, one regularity test to go. Day 24 saw the finish in the ancient Capital City of then Burma, the city of Bagan but all eyes were now on the last regularity as the result here will determine the winner. Two of the top three cars did best dropping just 2 seconds. Unfortunately Gerry and Matt weren't one of them, they dropped 4 seconds leaving them 1 second behind the Lovett Porsche for second

place. 4 countries, 24 days, 7,600 kms and only 1 second separated the top two cars. It just doesn't get any closer. Peter and Zoe Lovett deserved the win. They were very quick winning two of the ten time trials but they were excellent in the regularity tests. Gerry and Matt have some heart to take away. They won The Malaysian Cup and was clearly the fastest special stage car there winning four out of the ten time trials. In hind sight that one 60 second navigation mistake on day 12 cost them the rally. Despite that deficit they clawed their way back to be in a position to challenge for the lead by the end of the rally. A truly magnificent effort. The Grant Tromans/Simon Russell 240Z was a serious threat throughout the event. They also won four of the 10 time trials but lost out in regularity. You can read Gerry and Matt's blog from the rally at <http://mandalayroadp76.blogspot.com.au/>



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The final results are:

1st	#64 Peter and Zoe Lovett	1965 Porsche 911	1h 11m 20s
2nd	#66 Gerry Crown and Matt Bryson	1974 Leyland P76	1h 11m 21s
3 <sup>rd</sup>	#62 Grant Tromans and Simon Russell	1973 Datsun 240Z	1h 13m 04s
4 <sup>th</sup>	#56 Ludovic Bois and Julia Colman	1969 Volvo Amazon	1h 18m 24s
5 <sup>th</sup>	#52 Paul and Sandra Merryweather	1967 Mercedes Benz 300SE	1h 18m 44s

The Vintageant Category was dominated by three late 1930s Chevrolet Fangio Coupes. The US crew of Bill Shields and Scott Herbstman won by 45 seconds to Phil Garratt and Kieron Brown who in turn finished nearly 5 minutes in front of the Daniel Day/Ronald Doyle entry.

What Gerry and Matt brought away from this rally was the knowledge that the change in regulations for the 2016 Peking to Paris hasn't hurt the P76 too much. A bigger carburettor and some fine tuning to the shocks are all that's required. Australian Rally Hall of Fame inductee John Bryson has always said the Leyland P76 is the best long distance rally car he has ever seen. A second place in the 2012 Trans America, a win in the 2013 Peking to Paris and another second in the



2015 Road to Mandalay, some 40 years after the great result in the 1974 UDT World Cup Rally all go to reinforce John Bryson's statement. Gerry and Matt themselves obviously did a brilliant job themselves. Matt prepares the car and navigates; Gerry at 82 was the oldest driver in the rally and clearly showed his class as a rally driver. One wonders what history would show if Gerry had pursued a career in rally driving instead of his business interests a half a century ago. Congratulations to Gerry Crown, Matt Bryson and the Leyland P76. You are all "Anything but average".



# LEYLAND P76 FRONT BRAKE UPGRADE AND VARIABLE PRESSURE POWER STEERING PUMP FROM DELFORCE LEYLAND

Noel Delforce continues to develop modern upgrades for your Leyland P76. The latest release is a front brake upgrade package and a modern variable pressure power steering pump upgrade package.

## FRONT BRAKE UPGRADE PACKAGE

The general brake package on the Leyland P76 was the best available on any Australian built passenger cars in the mid 1970s. It was only the Falcon GTs with their rear disc brakes that was better even though the P76 out braked the Falcon GT anyway due to its much lighter weight. Even in these modern times the standard P76 brakes are quite good but for more spirited driving and competition use improvements can be an advantage.

Delforce Leyland has now released a front brake package upgrade using the complete front brake and hub assembly off the BA, BF and FG Falcon. The kit comprise an adapter for the front stub axle so the Falcon front hub can be fitted and a modification to the P76 front strut to enable the fitment of the Falcon front callipers. Once fitted you can use the Falcons 300mm front disc rotors in either standard or slotted and cross drilled and the Falcon 2 spot alloy brake calliper with its much larger brake pad surface area. This package is more suited to 16inch wheels or larger but it will fit inside some 15inch wheels. This package is designed for off road or competition use only and fitment on a road car will require approval by the roads and traffic authority in your state. Cost is \$480.00 per pair on your supplied P76 strut legs. Does not include the Falcon hubs, rotors, callipers or freight.



Front strut with brakes fitted



Falcon versus P76 brake pads

## VARIABLE POWER STEERING PUMP

Although the steering on the P76 is again the best on the market in the 1970s a common complaint is its' over compensation particularly at highway speed making the steering too light. Delforce Leyland has now developed a complete kit to replace the standard Thompson power steering pump with a modern variable pressure power steering pump similar to that fitted to late model Falcons. The new pump gives you full assistance at low revs and progressively reduces as engine revs pick up. The kit includes a brand new pump and all fittings and brackets to bolt straight on to you P76 V8 and power steering rack. Cost is \$790.00 not including freight.



Variable pump and bracket

Call Noel Delforce on 0424538933

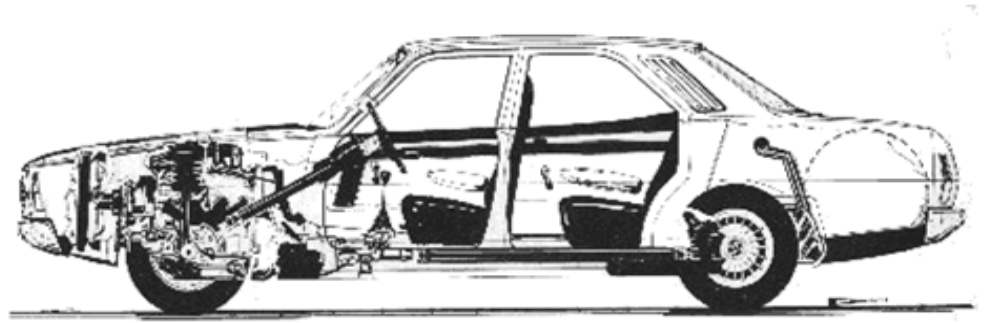
## Also available

Baffled V8 Sump

Sandon Air Cond Compressor Mount

Rover V8 to P76 V8 Engine Mounts





## Parts Report

Time seems to go by so quick and from the parts desk things are always busy, many members have been restoring cars while others have keeping their current ride in pristine condition this always keeps us on our toes.

**Currently we have quite a range of newly manufactured products.**

Rear numberplate lenses \$45.00 pr

Speedo inner oil seals \$7.50 ea

Steering couplings \$45.00 ea

Performance extractors from James in WA from \$600.00 pr

Strut top bush remanufactured by QLD club \$40.00 pr

For a complete list of club parts click on the Parts tab on our web site and download the full list.

**[www.p76clubnsw.org](http://www.p76clubnsw.org)**



## Web site

Quite a lot of changes have been made to our club website over the past few weeks.

We have updated the parts list, added our club merchandise, club calendar, club forms and rules for HCRS just to name a few. So please take a look.

There will be additions to the site on a weekly basis over the next few months, this will

include all the historic documents that have been put on the " ***Leyland Australia Zetland Plant Historic Documents*** " facebook page, as well as many more.

Any suggestions, documents, pictures etc. will be gratefully received as this is our club web site and all input is welcome.

Glenn Gray [p76@live.com.au](mailto:p76@live.com.au)

[www.p76clubnsw.org](http://www.p76clubnsw.org)

**For all spare parts enquiries contact our Parts Officer, Glenn Gray  
[p76@live.com.au](mailto:p76@live.com.au), 0433 183 531**



# **Budgie** Systems.

NOW AVAILABLE!

## Tuned length Extractors for the P76

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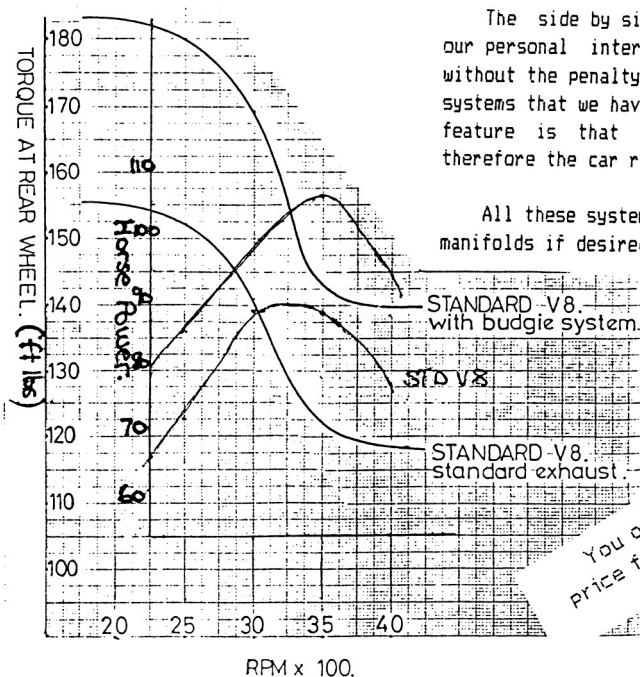
- Either to match the above or standard manifolds.
- Quiet side by side system or,
- Pipes either side.



All available in stainless or mild steel.

Spanners only required for fitting!

These systems have been developed on the 'Budgie' the highly successful Sport Sedan campaigned by Paul Patten and Joe Torony for the last 18 months. During this time the car has managed to win on most of its outings, setting several outright FTD. The design was finalised with the aid of a chassis dynamometer to prove its acceptability for a standard road car and the figures contained in the enclosed graph come from the final test-run. Impressive as these figures are further tests were run on a car with modified engine on which the improvement is even more spectacular. This car achieved a peak of 145 Bhp. at the back wheel!!



The side by side exhaust system came about as a result of our personal interest in obtaining twin-system efficiency without the penalty of increased noise, which all of the other systems that we have examined seemed to exhibit. An additional feature is that it will fit onto the standard mountings and therefore the car requires no modifications whatsoever.

All these systems are available to fit standard Cast Iron manifolds if desired.

You owe it to yourself to ring us before you accept a price from **anyone**

Available from Mentiplay  
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## A Better Class of Oil



# RYLESTONE-KANDOS AGRICULTURAL SHOW

Several of our Club Members took up the invitation to attend the Rylestone-Kandos Agricultural Show on Saturday 28<sup>th</sup> February 2015. The invitation came through the BMC-Leyland Australia Heritage Group's Barry Anderson, via his friend Roger Page, one of the organising Committee Members of the Agricultural Show.

The majority of the Club Members had never been to Rylestone and it was thought it would be a good day trip to Country NSW and this certainly proved to be the case. We were made feel most welcome and experienced the true country hospitality and atmosphere in Rylestone.

Arrival there was intended to be 9am and whilst most of those travelling agreed to meet at Lithgow at 7.30am Tony and I were a few minutes late and subsequently didn't arrive at the Showground until 9.15am.



The P76s were lined up in a prominent position on an adjacent oval to the Parade Ground. Bob Lewis, along with Scotty and Amelia Wilson were in Bob's Spanish Olive 6 cylinder Deluxe, Denise Mort in her Country Cream Super, Greg Bryant and his daughter Mia and her friend in Greg's aqua P76, Noel Delforce and friend, Ray, from



Lochinvar in Noel's Omega Navy Targa, Steve Maher in Marty Stockwell's Aspen Green P76 and Tony and I in the Crystal White 6 cylinder Deluxe.

Steve had set up shop under a bright green canopy (many thanks Paul Patten) which proved a big success as it warmed up considerably during the last day of summer and he managed to sell quite a few items of merchandise on behalf of the Club.

The Show Organisers presented a great array of activities and events and I was most impressed by the "Hall of

Industries" where the display of craft, local produce, horticulture, cake making and decorating, art and photography looked just like a mini Royal Easter Show. The examples of wool from the local sheep were given pride of place in this display of district exhibits.



The Organisers requested that the cars participate in the "Grand

Parade" and this meant being parked on the main arena for a while during the afternoon festivities and the cars were given recognition for their attendance on the day.

Local identity and Club Member, Phil Crowther travelled all the way from Charbon (a couple of kms down the road) to invite us back to his place for afternoon tea. So when all was done at the Showground we proceeded to drive to Kerry and Phil's place at Charbon. They went to no end of trouble to welcome us and provide an extraordinary afternoon tea for us. Phil took the opportunity to show off the contents of his garage and hobbies and we found their home to be most accommodating and inviting. Big thanks again to Kerry and Phil.

We all agreed that a trip to the country is a great way to spend time together as Club Members. Bring on SA.

**Kay De Luca**





# MEDIA WATCH

## THE BMC EXPERIENCE

will hit the news stands now

Features stories include:

- ◆ BMC And The Police
- ◆ The Closing of Waterloo Part 3
- ◆ Vanden Plas Princess
- ◆ MG RV8
- ◆ Austin Healey 100/6
- ◆ David Garlicks Collection
- ◆ And More

Issue 13 is still 104 pages so it's full of great reading with some great photos. Get yours today. Only \$11.95 or subscribe at

[www.bmcexperience.com.au](http://www.bmcexperience.com.au)

You can also now get your issues of The BMC Experience in digital format. Apart from being cheaper you also get more photos and links to videos, websites etc. Check it out at:

<http://pocketmags.com.au/viewmagazine.aspx?titleid=2423&title=BMC+Experience>

Mini • Austin • Morris • MG • Austin-Healey • Riley • Wolseley • Leyland & More

## The B.M.C. Experience

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Issue 13: April to June 2015

Aus \$11.95 NZ \$12.90



MG RV8



Healey 100/6



## BMC and "The Bill"

- Morris Minor
- Wolseley 6/90
- Triumph TR3A
- UK & Oz Minis

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Australian Mini Estate



BMC/Leyland Collections



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**DON'T FORGET** to get your Trax model of the Evan Green/John Bryson 1974 World Cup Rally car. This is a rare opportunity to get a model of a piece of Australian Motorsport History and a Leyland P76 all rolled into one. Part no. is TR42H and is available while stocks last at \$54.95 including postage and handling. Only 2000 were made and by all reports are selling well with well over half already sold. Visit [www.topgear.com.au](http://www.topgear.com.au).



## SPECIAL CLUB DISCOUNTS

Thanks to Ian Packard of Classic Bolts and Nuts we have been able to secure an across the board 10% discount to all their products. If you are in the process of doing a complete restoration or any sort of freshen up Ian Packard and Classic Bolts and Nuts can help you with all you old school nuts, screws and bolts as well as other fasteners and accessories such as washers, split pins and pop rivets.

All these products are available in a variety of materials from mild to stainless steel and aluminium etc. They are also a stockist of all Penrite oil products including their high zinc oils for non catalytic converter cars.

Check out the website at [classicboltsandnuts.com](http://classicboltsandnuts.com) or call Ian on 0414 516 869 and tell him you're a Pnut.



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Postal: PO Box 443, Frenchs Forest 1640

Ph: 02 9451 6869

Fax: 02 9453 1069



# THE OASIS RUN – 3<sup>rd</sup> MARCH 2015

Starting time this month was 9.30am at MacDonalds Panthers, for the run to Mt Tomah Gardens. Unfortunately my brother-in-law John and I were late, arriving at MacDonalds at 9.40 but proceeded to continue on to Richmond and then up the Bells Line of Road to Mt Tomah.



The little Maxi performed so well – it was a delight to let her loose on the Kurrajong Mountains. We gained time as we arrived only minutes after the main contingent. This is the first time that both John and I had been to Mt Tomah and found it a most delightful venue to visit.

We joined the 11.30am bus tour of the Gardens after a coffee overlooking the view and this was most enlightening as the guide was so knowledgeable on the history of the Gardens. It certainly is a worthwhile venue for any Car Clubs to visit and what's more entry is free! The custodians of the Gardens have certainly excelled themselves in the care thereof.



The convoy then proceeded to the Kurrajong Hotel for lunch. The food was great and the view was outstanding. As per usual everyone enjoyed the social outing of the OASIS Run and we will be looking forward to the next one in May (no outing in April due to Easter). We had 30 vehicles and 50 people in attendance this month. This social outing is becoming more and more popular and our thanks go to Reg Short of the Morris Minor Picnic Club for all the organising.

Tony De Luca

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## LEYLAND P76 OWNERS CLUB of NSW Inc

### MINUTES OF GENERAL MEETING

HELD ON TUESDAY 10<sup>th</sup> FEBRUARY 2015 AT 7.55 PM AT SEVEN HILLS-TOONGABBIE RSL CLUB

- Present:** 14 Members as per attendance book. Greg Bryant in the Chair. Greg welcomed new Members Kevin and Elizabeth O'Connor.
- Apologies:** Matthew Gray, Shannon Wharton.
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.  
**Accepted:** Paul Patten      **Seconded:** Steve Maher
- Business Arising:** Greg to phone Shannon regarding the next Committee Meeting.
- Treasurer's Report:** As per Bank Statement  
**Moved:** Glenn Grey      **Seconded:** Bert Colombin
- Correspondence:**  
**IN:** **Email in:** Westwords February Magazines; Retro Autos February; SA Newsletter No.5 re Nationals; Hills Shire Council re Australia Day; Membership List from Steve; Wheels @ Wollondilly 9<sup>th</sup> May 2015; Kandos Event (numbers); Sport & Rec Training Workshops; Wyn Addison re Shed Cleanout; Assoc. of British Car Clubs (Subs and date for All British Day 30/8/15); Paul Patten updated Committee Handbook, Westwords Qld Magazine Dec 2014/Jan 2015.
- Mail In:** PNZed Magazine January; CAMS Receipt; Membership Kevin O'Connor; BMC Heritage Group Newsletter.

Correspondence: Email out: Draft January General Meeting Minutes; Hills Shire Council re Australia Day; Phil Crowther  
OUT: article to Steve.

Mail Out: Nil

Reports: Registrar's Report: Nil

Parts: Number Plate Lenses should be available by Friday 13<sup>th</sup> February. 20 sets of under bonnet "decals" have been ordered from the Victorian P76 Club. Boot mats are now available through the Victorian P76 Club. We need to look at having front suspension inserts remanufactured – 100 units i.e. 50 sets.

Website: Still under upgrade maintenance.

Merchandise: One coffee mug was sold at the Australia Day Display at Bella Vista.

Activities Past:

Australia Day at Bella Vista Farm unfortunately was rained out – we had 14 vehicles – 5 Holdens from the FX/FJ Holden Club and 9 P76s on display.

Kellyville Coffee & Cars on Sunday 1<sup>st</sup> February – no one attended.

Oasis Club Run on 3/2/15 was to Fagan Park – approx. 40 vehicles and 52 people attended which was a great day and included a picnic lunch.

Activities Future:

1<sup>st</sup> Sunday of the month Kellyville Coffee & Cars (Wrights Rd, Kellyville)

28/02/2015 - Rylstone-Kandos Agricultural Show. 8-10 P76s will be attending. Roger Page contacted Steve re numbers for the day.

Shannons Sydney Classic – 16/8/15 – it was decided to purchase 12 tickets and book a Pit Lane Garage.

All British Day at The Kings School – Sunday 30<sup>th</sup> August 2015.

General Business: Email from Wyn Addison re parts disposal from Addison's Corner Garage.  
Wheels on Wollondilly 9<sup>th</sup> May 2015  
Club Training Workshops through Hills Shire Council have been booked – details to be forwarded to Greg, Steve and Glenn.  
James Mentiplay now has available to Torony Extractors for the V8 motor – cost being \$600 for Mild Steel - \$800 for Stainless Steel.  
Noel Delforce now has available an upgraded front brakes conversion for the P76.  
Gerry Crown and Matt Bryson are now competing in the Road to Mandalay – they are leading the event with 14 days to go.

Next Meeting: Next General Meeting – 10<sup>th</sup> March 2015.

Closure: Meeting closed at 9.15 pm.

## **LEYLAND P76 OWNERS CLUB of NSW Inc**

### **MINUTES OF GENERAL MEETING**

**HELD ON TUESDAY 3<sup>rd</sup> MARCH 2015 AT 8.15 PM AT SYDNEY MOTORSPORT PARK**

Present: 12 Members as per attendance book. Paul Patten in the Chair. Paul welcomed Phil Crowther to the meeting, all the way from Charbon. Phil celebrated his 59<sup>th</sup> Birthday today.

Apologies: Greg Bryant.

Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed.

Accepted: Marty Stockwell Seconded: Bert Colombin

Business Arising: Training Workshops – 11/3/15 Steve Maher & Paul Patten to attend. 22/4/15 Glenn Gray to attend. 27/5/15 Kay and Tony De Luca to attend. Venue for each Workshop – Hills Shire Council, 3 Colombia Court, Norwest.

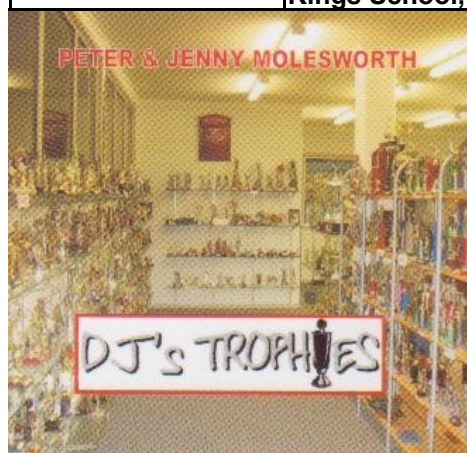


<u>Treasurer's Report:</u>	<u>As per Bank Statement Moved:</u> Glenn Gray <u>Seconded:</u> Bert Colombin
<u>Correspondence: IN:</u>	<u>Email in:</u> Retro Autos March; SA Newsletter Jan/Feb Magazine; Leyland Post #65; Classic Club February Magazine; Committee re HCRS/Shirts/new mtg venue; Folding Marquees; Hawkesbury Model & Hobby Show 4&5 July; SMSP venue for Mtg Suite 2.  <u>Mail In:</u> Hunter Valley Steamfest Maitland – Sunday 19/4/15; CAMS Affiliation; PNZed March Magazine.
<u>Correspondence: OUT:</u>	<u>Email out:</u> Draft February General Meeting Minutes; Committee re HCRS/Shirts/new meeting venue; Leyland Post #65; Oasis Report; Sport & Rec Dept/CAMS Workshops to Committee.  <u>Mail Out:</u> Leyland Post#65
<u>Reports:</u>	<u>Registrar's Report:</u> The HCRS Rules were amended and distributed to those present. To be forwarded to those not present in due course. The amended Rules have been approved by the Committee as well as Historic Registration Application Form. The Club's Constitution will need to be amended to include the amended HCRS document. The next General Meeting on 7 <sup>th</sup> April will be a Special Meeting to amend the Constitution. All relevant documents will be on the Club's Website by 7 <sup>th</sup> March 2015. Steve will email amended HCRS Rules to all Members on email. Kay to send hard copies to those not on email.  <u>Parts:</u> Number plate lenses have arrived – cost \$45.00 a pair. The NZ Club has ordered 30 speedo cable seals. It appears that Addisons Garage is putting parts on EBay.  <u>Website:</u> The new forms will be displayed by 7 <sup>th</sup> March 2015.  <u>Merchandise:</u> Steve reported that the Club sold approx. \$160 at the Rylestone-Kandos Show on 28 <sup>th</sup> February. An order for 2 x made up Station Wagon models has been received from Victoria.  <u>Activities Past:</u> 28/02/2015 - Rylstone-Kandos Agricultural Show. Steve reported on a great day with 6 cars in attendance. The cars were invited to participate in the Grand Parade. The group were invited to Phil & Kerry's place at Charbon for afternoon tea. We thanked them very much for their hospitality.  Coffee & Cars at Wrights Rd, Kellyville on Sunday 1 <sup>st</sup> March – no one attended. Oasis Club Run on 3/3/15 was to Mount Tomah – around 30 cars and 50+ people in attendance. It was a great outing finishing at the Kurrajong Hotel for lunch. <u>Activities Future:</u> 1 <sup>st</sup> Sunday of the month Kellyville Coffee & Cars (Wrights Rd, Kellyville) SA Nationals – Confirming several members going to McLaren Vale. Shannon's Sydney Classic – 16/8/15 – It was agreed to apply for Pit Lane Garage No.9 again this year. All British Day at The Kings School – Sunday 30 <sup>th</sup> August 2015 – it was decided to purchase 10 tickets.
<u>General Business:</u>	Steve reported that if you would like to have the Torony Extractors for the V8 engine delivered back by Marty, these need to be ordered within the next two weeks. Steve reported on the Road to Mandalay Rally – Gerry and Matt finished second overall by One Second behind the Porsche. They will now prepare for the 2016 Peking to Paris. Kay reported to the meeting that a choice of shirt has been made for Club Shirts and the order is ready to be placed. Members to be invited to notify their required sizes. The Committee to agree on Club Logo stitching. Kay also presented to the meeting research that she has done regarding a Marquee for the Club – Steve will make further enquiries.
<u>Next Meeting:</u>	Next General Meeting – 7 <sup>th</sup> April 2015.
<u>Closure:</u>	Meeting closed at 10.25 pm.

# LEYLAND P76 OWNERS CLUB NSW

## 2015 Events Calendar

20/22 Mar	ARB Griffith 400 Motor Race	Steve Maher
3/6-Apr	15th Leyland P76 Nationals McLaren Vale, South Australia	
5-Apr	Cars and Coffee at Kellyville	Steve Maher
7-Apr	OASIS Run	Tony De Luca
7-Apr	Club Meeting Sydney Motor Sport Park	Tony De Luca
3-May	Cars and Coffee at Kellyville	Steve Maher
5-May	OASIS Run	Tony De Luca
5-May	Club Meeting Sydney Motor Sport Park	Tony De Luca
9-May	Wheels at Wollondilly Wollondilly Anglican College	
17-May	National Motoring Heritage Day Bella Vista Farm	Kay De Luca
2-Jun	OASIS Run	Tony De Luca
2-Jun	Club Meeting Sydney Motor Sport Park	Tony De Luca
7-Jun	Cars and Coffee at Kellyville	Steve Maher
13/14-Jun	Milbrodale Mountain Classic Milbrodale	Steve Maher
5-Jul	Cars and Coffee at Kellyville	Steve Maher
7-Jul	OASIS Run	Tony De Luca
7-Jul	Club Meeting Sydney Motor Sport Park	Tony De Luca
18/19-Jul	Kempsey 250 Kempsey	Steve Maher
16-Aug	Shannons Sydney Classic Sydney Motorsport Park	Kay De Luca
31-Aug	All British Day Kings School, North Parramatta	Kay De Luca



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