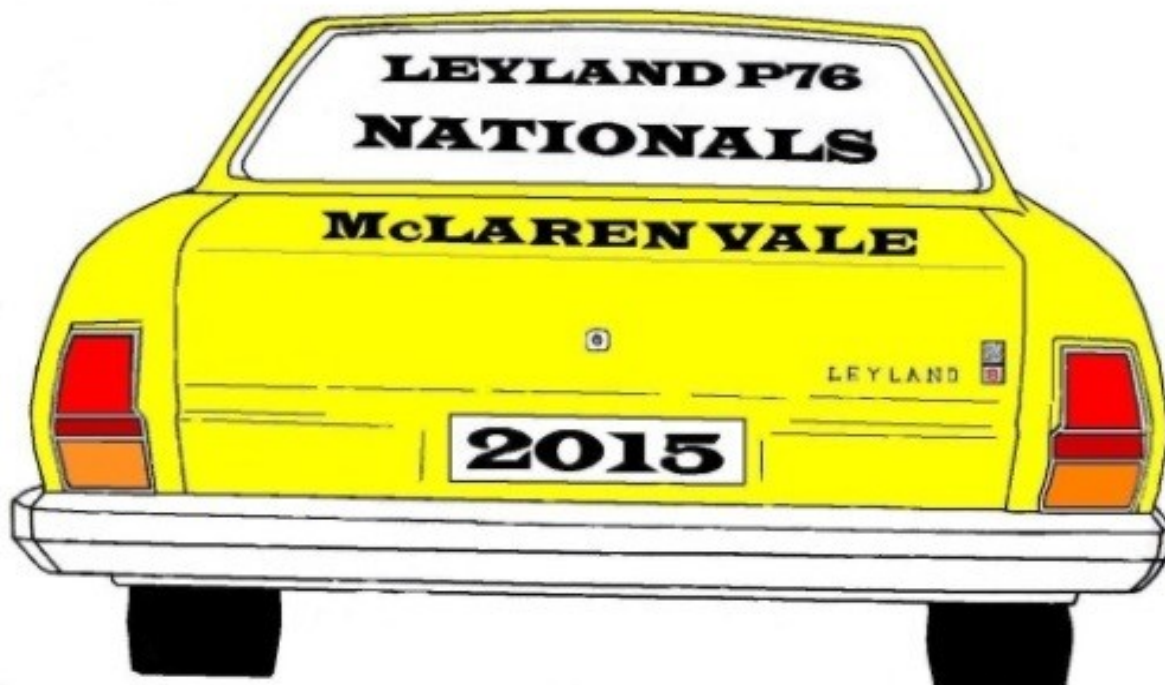




IN THIS ISSUE

15TH LEYLAND P76 NATIONALS AT MCLAREN VALE SOUTH AUSTRALIA



**VALE
JOE TORONY**

15TH LEYLAND P76 NATIONALS, VALE JOE
TORONY AND MUCH MORE

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

President:	Greg Bryant	deluxep76@outlook.com	0400 102 216
Vice-President:	Paul Patten	ppatten@ozemail.com.au	0407 284 051
Secretary:	Tony De Luca	tonkay@optusnet.com.au	0414 086 232
Treasurer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886
Public Officer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886

Ordinary Committee Members:

Parts Officer:	Glenn Gray	p76@live.com.au	0433 183 531
Editor:	Steve Maher	steve@graffitigo.com.au	0417 435 830
Activities Officer	Keith Gillian	tgillian.2@hotmail.com	0422 546 647
Webmaster	Glenn Gray	p76@live.com.au	0433 183 531
CLPC Delegate:	Paul Patten	ppatten@ozemail.com.au	0407 284 051
CLPC Delegate	Glenn Gray	p76@live.com.au	0433 183 531
Club Historic Registrar :	Shannon Wharton	shannon300c@gmail.com	0422 011 215
Technical Officer:	Tony De Luca	tonkay@optusnet.com.au	0414 086 232

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 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, Paul Patten, Denise Mort, Noel Delforce, Peter Velthuis, Kay De Luca, Marty Stockwell, James Mentiplay

This issues contributing photographers:
Steve Maher, The BMC Experience, Top Gear P/L, Kay De Luca, Peter Velthuis, Denise Mort, WA P76 Club

**Next Meetings - All Welcome
2nd June, 7th 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.



PRESIDENTS REPORT

March/April 2015

Greg Bryant

Hello again all. I have unfortunately missed a couple of club meetings due to work and illness, all fine again so will see everyone again next meeting which again has been relocated to the suites at Sydney Motorsport Park on the first Tuesday of the month. In the P76 world all members I have talked to enjoyed the Easter Nationals and again a huge success to the S A club with the organisation and balance for family involvement, as I can vouch for, as my wife and daughter were upset for the event to be over. Great to see all the interstate and international visitors again but more on that in our Nats highlights later in this edition.

I always seem to feel a little flat after returning from the Nationals and so I have not touched my cars since, to hopefully complete some much needed work at home to replace my single garage to a four car unit and complete some concreting. I am having trouble trying find balance to perform as President of the club , I suppose it is just part of the job. I am also restoring, for a good friend of myself, his Thailand Tuk Tuk , which makes searching for parts very hard compared to us lucky P owners.

On parts I would also like to commend the Vic club on the production of the rubber mats at \$180 to our club members. A reasonable price and good quality. Well until next time .



AND ED SAID.....STEVE MAHER

It is most unfortunate that in this issue we have both great news and sad news. The great news is how great the 15th Nationals was in S.A. over Easter. A few of those who went have written a piece for The Leyland Post so if you weren't there you can read about what you missed. The sad news is the passing of our founding President, Joe Torony. Not only did he have the honour of being our first President but also the P76 Club President anywhere in the world. Despite having sold his last P76 to James

Mentiplay he still held a passion for the car and was interested in purchasing Marty Stockwell's ex Tom Horwood Super V8 4speed (R2). Sadly it was when Marty rang him to offer the car to him he was informed by Joe's partner Lynn that he had had a fall a few days earlier and was unconscious in hospital with a fractured skull. He never regained consciousness and passed away two weeks after the fall. I would like to think that something will be done to commemorate Joe's contribution to the club and the movement nationally but he will always be remembered through the Torony Extractors. It was great catching up with Joe at the P76 40th in Canberra and we were all moved by his speech at the 40th dinner. R.I.P. Joe Torony.

It was great to see Garth Taylor take delivery of R2 although I must say it was with some regret on my part. Thanks to Marty's generosity I was able to drive R2 for the last couple of years and what a pleasure to drive it was. I'm sure Garth will look after it appropriately and I know I will be seeing it on some classic rallies in the future as well as club runs.

For those of you getting this magazine via snail mail you will find enclosed a parts list from our recent buy up in S.A. thanks to Christine Cutting. Those of you on email will have already got your copy. If anything takes your fancy make sure you gat back to Glenn Gray by the 22nd May. After that they will be available to all P76 club members nationally.



Its good to see Ryan Ford, who isn't a member, but whom we supported for this years Shitbox Rally. Ryan resurrected another P76 for this rally and continues to impress everyone with its reliability, power, and drivability. Best of luck also to Craig Watson of BMC Experience magazine in his Mini van. After two previous



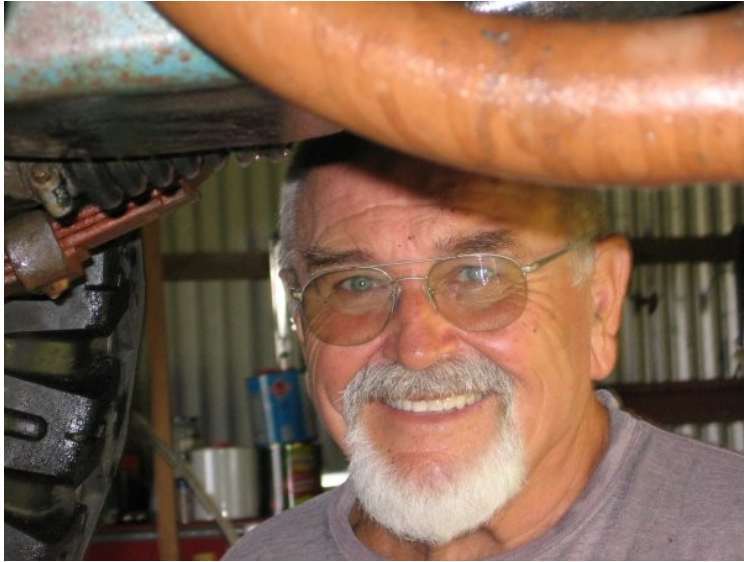
rallies and two engines lets hope its third time lucky.

Our own Matt Bryson seems to be busy at the moment. Hot on the heels of his and Gerry Crowns great performance in the Road To Mandalay Rally, Matt is currently building a Volvo 122 Amazon for a NZ crew and a Peugeot 404 for an Aussie crew as well as refurbishing the P76 for next years Peking To Paris. Until next time.

VALE JOE TORONY

It is with great sadness that we learned that Joe Torony, the NSW Owners Club founding President, passed away recently from head injuries sustained from a fall at home a couple of weeks ago. Paul Patten's tribute to Joe is below.

Joe Torony 1939 - 2015



Passionate, determined, focused, innovative, friendly, humble - all words that could be associated with Joe Torony. When I first met Joe in 1981 he was teaching Fitting and Machining at Meadowbank TAFE College. At that stage of his life he was married to Dorothy and was a father to three children, Michelle, Nicholas and Allison, and as a family they did lots of things together including sailing.

Joe and Dorothy lived about a kilometre from my parents house at Carlingford and having seen our Corinthian Blue Super parked there stopped one Sunday evening to invite us to attend a gathering of P76's in Parramatta. A month or so later 56 cars attended that inaugural meeting at Parramatta and a couple of months further along, the first membership list was published and detailed approx 150 members.

Most past and present members of the P76 movement would be very familiar with Joes' personal efforts to initiate the NSW P76 Club, and also that these efforts kick started a much larger movement which eventually expanded to include every Australian state as well as New Zealand.

In fact it could be argued that without Joes' efforts the P76 Owners Club movement would probably not have come into existence, let alone continue for 34 years and still be going strong. Of course there were a lot of people that came on board to the committee to help, and Joe would have been the first to offer a huge thank you to all of them.

Joe was born in Budapest (Hungary) in 1939 and certainly had an interesting and adventure filled early childhood. I recall him telling me how his father (a member of the resistance in Hungary) would leave a packed bag by the front door of the family home, with instructions for Joes mother, what to do if one day it wasn't there. Sure enough, one morning it was missing and his mum organised herself, Joe and younger brother Nick and started the process of fleeing Hungary. In a 'Sound of Music' style exit they walked over the alps and escaped into Austria, and then onto Naples where they boarded the refugee ship USS General W.M. Black on November 16, 1949, arriving in Sydney on December 13, 1949 with Joe aged 10 and Nick 7.

Apparently most of the passengers were on deck as the ship entered Sydney Harbour, when a 'Black Prince Cicada' landed at the feet of Joes' mother (who was complete with the scars from the barbed wire encountered during their crossing at the Austrian border). The ships' captain announced that they would all need to get used to these large flies which were a feature of Australia, try as she might Joes' mother was unable to convince the Captain to turn the boat around.

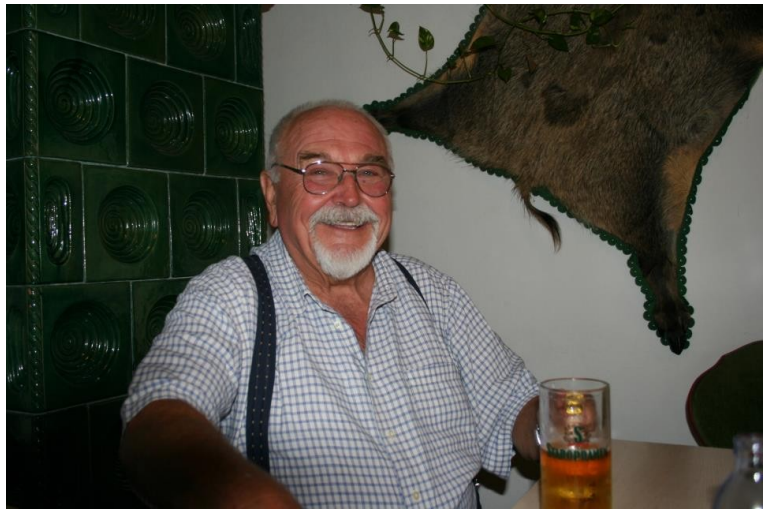
From here, the family went to an immigration hostel at Cowra for a time before moving to Camden. At Camden Joes father was part of the management team that worked on the Rotolactor at 'Camden Park' which was the second rotary milking machine of this



By the stage the family left Camden the youngest of the Torony brothers, Roland, had come onto the scene. The family went from here and continued farming at Windsor until the 1956 floods wiped them out completely, after this the family moved closer to the city.

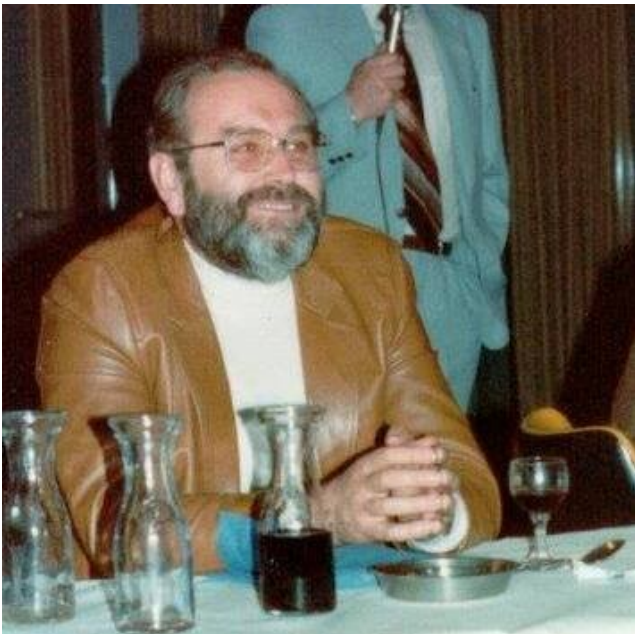
Joe went to school at Canterbury Boys and apparently amongst his possessions is a photo taken with a fellow student that everyone referred to as the 'Twerp' who was in fact a young John Howard. They continued to move around a bit, living at Rhodes, where they lived 4 doors down from a young Murray Rose and then Bondi, where Joes father was employed as a science teacher at Vauluse High.

Joe did his apprenticeship as a tool maker with the Water Board, before working at Garden Island and due to the death of brother Nick, as a result of a motorcycle accident his first 'family approved wheels' were a Standard 10. From here Joe went into teaching, firstly at Sydney Technical College then Petersham Technical College and his last Sydney based job was at Meadowbank TAFE.



In the late eighties Joe left his first wife and moved to Queensland with new partner Lynn and between them they purchased and managed a Betta Electrical franchise at Manly. Joe was reasonably content being able to help people with their problems, repairing televisions and computers, however he eventually decided that fitting TV aerials onto peoples roofs was probably pushing the limits of his physical agility, so they eventually sold up and moved to Toogoolawah.

The small rural property at Toogoolawah allowed Joe to continue to potter around on an enormous number of 'projects'. In fact Joe always seemed to have an enormous number of projects around him, some works in progress, some waiting for further motivation or inspiration and many that had seen their day come and go. One of his greatest enduring passions was flying remote controlled aircraft and back in the eighties he not only flew his own aircraft but he was frequently engaged by other modelers to race or tune their machines, of course he had an airstrip set up on the property at Toogoolawah.



As we march through life, busier and busier with our own roles and issues we get to meet a variety of people, a few of which become friends and many simply remain as acquaintances. If you are extremely lucky though, you may find a someone who becomes much more than a friend, a soul mate perhaps, someone who you can discuss anything and everything with, agree on most things and when you don't it doesn't matter and someone who you can debate things at a technical level, Joe was such a friend to me, and I feel honored to have know him.

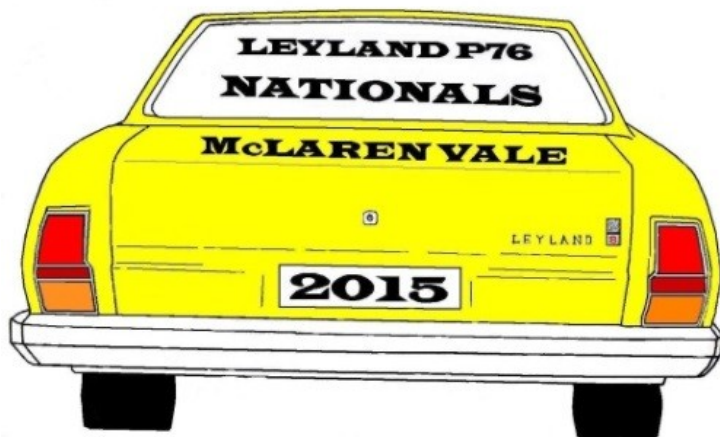
Joe is survived by younger brother Roland, his partner Lynn, daughters Michelle and Allison, son Nicholas and grandson Max.

Rest in Peace dear friend and thank you for being a part of all of our lives.

Paul Patten 2015



Joe with Paul at the P76 40th



The 15th Leyland P76 Nationals
in McLaren Vale South Australia was undoubtedly a success and many of our members went along. Here's what a few of them thought.

2015 NATIONAL MEETING McLaren VALE **SOUTH AUSTRALIA**

I went to the National with my Son Greg Bryant and his Family. We travelled in his recent purchase, a White Deluxe, which spent some of its life as a Taxi (mid 1970's till early 1980's) in Footscray, Melbourne. We left Penrith early Wednesday morning staying overnight at Balranald. We got a few looks and comments on the car as it was looking like it would have when it was a taxi.

Taxi light did say "Not for Hire". Greg stopped at an old service station and took a photo of the car also went off road with the car on the red dirt for one.

We arrived late Thursday afternoon at McLaren Vale where we booked in and enjoyed a nice BBQ put on by the South Australian club.

Friday was a free day. Greg decided we would go for a drive around the area. Got to see a few beaches. Cars allowed to drive on the sand, even 2wd. Sand is very firm. We stopped at a pretty village called Normanville to have a drink. Then on to another beach. We arrived back at the motel in time for a lovely lunch.

The evening meals were at the local Bowling club at McLaren Vale, the Alma Hotel at Willunga, a lovely village not far from McLaren Vale and a Football club (Panthers). All the meals were very nice.

Saturday we headed off to a Museum. Not the car museum booked but a Historical museum who allowed us to visit, which was very interesting and we had morning tea. After lunch we headed to Goolwa for the boat trip on the Murray. After leaving the wharf we went through the lock, this keeps as much of the salt water out of the Murray River. Saw lots of New Zealand fur seals around the lock. Plenty of fish for dinner. Stood on the sand at the head of the river and the ocean. Loved the boat trip. After the meal on Saturday night they held the Rocker Cover Racers. I was very proud of my Grand Daughter Mia, she was the Official Starter, did the job well. NSW did very well, Marty Stockwell 1st and Noel Delforce 2nd.

Sunday was Concourse day. Before we could go to the concourse we had an Easter egg hunt, only two to find the eggs. My Grand Daughter Mia and Alan and Jane Firth's Grand Daughter, both managed to find all the eggs. The Concourse was held at Glenelg, couldn't have a picked a better spot. Lots of people passing by, many stopped to look at the cars. Glenelg has a marina and the ocean, plenty to see and plenty of places for coffee and food.

Monday was time to pack up and head home, we were heading to Hahndorf to look around then down to Mount Gambier, then onto the Great Ocean Road. The club provided an enjoyable breakfast where we were able to say many goodbyes and safe trips.

Once again a big Thank You to the South Australian car club for a job well done. Enjoyed my time away. Thanks again to Greg for the ride in the Taxi.

Denise Mort



P76 CAR CLUB OLYMPICS

2nd Placed Team Am Eye Blue



The Winning Team NV Green

3rd Placed Team Bold As Brass



I know I have said this before at other P76 celebrations the immense satisfaction that I get from observing the appreciation that is shown for P76 by everyone involved is a very proud part of my life. Serving my apprenticeship with BMC and being transferred to the Experimental Dept was a dream come true. I was involved with P76 from the very start of its development so my love affair with P76 started nearly 50 years ago.

Leonne and I had an amazing time in McLaren Vale; I cannot thank the SA Club enough for their hospitality and fantastic organisation. There were many highlights; several stand out, the river cruise and the concourse at Glenelg especially helping push the Plymouth (I think) off the intersection and analysing what was wrong with the old girl, ignition coil had died.

Picking up 2 trophies was a bonus especially 2nd place in the Rocker Cover Racing, if I had to lose who else would I rather lose to than Marty? I am trying to be gracious in defeat. My theory on racing has always been if you don't win what is the point, 2nd place is just a polite way of saying 1st loser consequently I left a lot of race meetings over the years saying to myself what is the point? lol. I am building my own RC Racer track so I can fine tune the beast my brother Russ is designing the electronic timing device, look out Marty I am coming to get you.

We are really looking forward to the next Nationals regardless of where they may be, everyone made it home safely apart from the odd Kangaroo which was an added bonus.

Cheers

Noel Delforce and Leonne McDonald



After hearing about the P76 40th at Canberra, we just had to go and have a look. Being involved with the P76 Owners Club and Sporting Car Club back in the 80's, I just had to go and take a look at the cars again and hoping to catch up with some old friends. Little did I know I wanted one. Got back home and started thinking can I do this? Got in contact with Steve Maher and he started looking out for one.

In about a months time he found one, A Deluxe V8 auto column shift Race car outside Ford Pro Wreckers. It had a roll cage, some race buckets and some serious work needed to get this car to my specs. After no sleep that night I drove to Smithfield the next day and I bought it.

I worked every weekend and some week nights for the next 14 months to get the car ready for the 2015 South Australian P76 Easter Nationals. The car is now a deluxed V8 4 speed with a limmy targa diff. The day before we left the Central Coast I still had ignition problems. After spending all day driving around tuning adjusting I finally got it and packed the car and off we go to Adelaide. I had only clocked about 300 ks on the car and I was very worried about what would go wrong. As a previous trip to Perth back in 1990 was haunting me (engine rebuild in Port Augusta), I will not go there, some of you might remember.

We set off and the car felt good to drive, Thought 3x500km trips is a good idea. Well it got us there and with no problems at all. We arrived at McLaren Vale motel on the Thursday afternoon, checked in to the room and met up with the South Aus car club people. We instantly felt welcomed and loved the place we were staying in. We had a good time met up with old friend and made heaps of new ones as well.

I thought the whole Easter weekend was so well organised and run. The 14 month build was all worth the effort with getting Best Modified and runner up Peoples Choice. I was blown away when I got those awards, I didn't think I would get anything as I still haven't finished the car yet.

Gai and I would like to thank everyone involved with the organising of the event. I think there was something special about it. We just enjoyed it so much. Cant wait for the next one. We stayed in Adelaide for the rest of the week before heading back to the Central Coast via the Great Ocean Road. Wow Wow and Wow! How good is that road! I was at the age of 24 again and I drove that car so hard and it never missed a beat.

All that work was worth it. Can't wait for the next run.
Peter and Gai Velthuis.



McLAREN VALE & back via HAY 2015

For the journey to McLaren Vale for the 2015 P76 Nationals we decided that as Hay (in outback NSW) is the half-way point, we would stay there overnight each way. Tony thoroughly serviced the 6-cylinder De Luxe Automatic for the journey, hopefully covering all aspects for approx. 3,000 kms of driving. This included overhauling the mechanical fuel pump. We pushed off from West Pennant Hills on Wednesday 1st April, later than expected at 10.30am (supposed to be 8am) due to a late meeting the night before with the Council of Motor Clubs. The car was heavily laden in the boot and the back seat, with our own stuff as well as Club Merchandise etc.



First fill-up of petrol was at Wagga Wagga around 4pm and arriving in Hay just before 8pm. Next morning we were on the road by 8am after re-fuelling and checking the car, but barely half an hour out of Hay we thought we could smell petrol. So stopping at a rest area on the bleak, wind-blown and rainy Hay Plain, Tony proceeded to check under the bonnet. Petrol was leaking from the pressure side of the fuel pump and after an attempt to tighten this the petrol flow increased!! He then attempted to seal it with a piece of rag against the “olive” and this reduced it quite a degree but we still had a leak. He said “All



I need is some Teflon tape as used by plumbers for sealing threads” (this was the **one thing** he didn’t have in the car). Within seconds of saying this, would you believe this white utility with WA plates pulled up and the guy came over and asked if Tony needed any help!!! Tony said “You wouldn’t have any Teflon tape by chance would you?” And the guy said “I think I have.” So they walked over to his vehicle, the guy lifted the cover on one side of the van and **lo and behold** there was a huge roll of Teflon tape – he said “how much do you need – I’m a plumber!!!” So here in the pic left you can see one happy Tony walking back carrying a piece of very valuable Teflon tape!!! A portion of this was wrapped around the leaking olive and

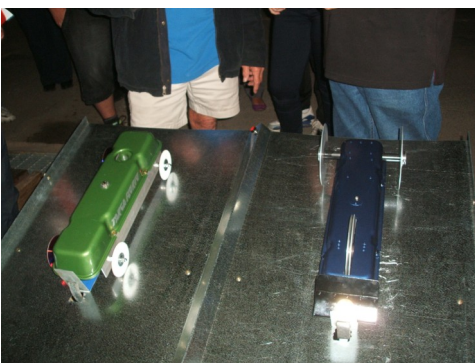
the remainder carefully stored - wrapped around a screwdriver. Problem solved – someone up there was looking after us! We were off again, driving across the Hay Plain!

Stopped a couple of times to eat fruit before the Victorian & South Aust. Borders and one of those stops was a tiny place called Tooleybuc – photo below where the bridge crosses the Murray River – a really pretty little town. Another fuel stop was Pinaroo in SA – every time we stopped for fuel, people wanted to talk about the P76 and Pinaroo was no exception. A lady made the comment “I haven’t seen one of these for years”. She excitedly told us she used to work at Leyland Australia in Melbourne. We made it into McLaren Vale after a very picturesque drive through Strathalbyn, arriving around 7pm and the SA Club had a barbecue going for all those who had arrived on the Thursday. It was great to meet new and old friends and chat about our experiences in getting there. Our motel room at the venue was outstanding and facilities in general were fantastic.



We thought that Good Friday would be a good opportunity to see some vineyards, so along with Leonne (Noel Delforce’s partner) we checked out a few that were supposed to be open in the morning, however Rosemount Estate was the only one open and we could even do our own tasting! The girls had a good time knowing that Tony was doing the driving! Friday night’s meal at the Bowling Club was a great success with everyone mixing and talking about old times. Friday afternoon was great fun with the Olympics and all teams were very competitive. This continued in the

evening when the practice runs began for the Rocker Cover Races.



Saturday was a big day with the run to Victor Harbour and the Southern Fleurieu Historical Museum at Port Elliott where the Museum's volunteers provided a wonderful morning tea for everyone. This was followed by the run to Goolwa before boarding the Spirits I and II for a cruise along the Coorong to the mouth of the Murray. This was spectacular as we went through the lock in the barrages which separate the salt and fresh water of the River. Going through the lock was interesting and especially seeing several fur seals sunning themselves on walls of the lock. Once we passed by the Murray's mouth we were able to step off onto the sand for a few minutes and enjoy the view of the Southern Ocean.



Another great night on Saturday at the Alma Hotel Willunga (down the road from McLaren Vale) followed by the highly contested Rocker Cover Races back at the Motel. The home-made racers showed off the engineering expertise of several of our P76 fraternity with Marty Stockwell coming out the winner, ahead of Noel Delforce (both members of our Club). Everyone enjoyed the fun.

On Sunday we decided to bypass the Concours and head to the National Motor Museum as it had been 10 years since we had been to Birdwood. We wanted to be able to report back to the Committee of the BMC-Leyland Australia Heritage Group on the condition of the Force 7 & P76 there. It was good to see the Force 7 in a prominent position on the 1st floor with the P76 alongside. Some reports indicate a few parts were missing but it looked good anyway. As we had arrived in a 1970's Classic, we were given the opportunity to park on the concourse in front of the Museum. After a short stop in Hahndorf, it was time to head back to McLaren Vale for the Presentation Dinner at the South Adelaide AFT Club. The evening dinner was most enjoyable including the talk from Guest Speaker, Gavin Farmer.

It was a big job loading the car again with Club parts purchased, merchandise etc. We had no room in the boot for our bags and clothes all of which occupied the back seat.

Monday morning it was time to say our goodbyes and thank all those on the SA Committee who had done such a fabulous job organising the Nationals. We headed in convoy with the Delforces, with our destination being Hay for the night. We drove through heavy rain during the morning, then a quick stop at Tooleybuc again saw us on the last leg to Hay with Kay looking left and right for Kangaroos as the light began to fade. With just over a kilometre out of Hay to go, a couple of roos jumped out of bushes on the left giving us no warning and we collected one across the RH front of the P resulting in considerable damage – guess it could have been worse and fortunately Tony will be able to do the repairs. After the shock of that we enjoyed a quiet dinner with Noel and Leonne and next morning said goodbye to them as they were heading for Shellharbour. After tying up the loose grill, repairing the right trafficator and securing other bits, we were off for the 700+ km journey back home. It was a mostly uneventful trip on Tuesday morning, driving through lots of rain until we were north of Canberra when the sun came out. This enabled us to enjoy the drive into Sydney – we were anxious to arrive home before dark as we only had one headlight working. We clocked up 3,200 kms on the trip and overall the car performed extra well.



All in all a fantastic weekend with great people from all over the country, our mates from New Zealand and the Firth family from the UK. Well done again to South Australia a very special P76 Nationals – Geoff would have been very proud.

Kay and Tony



GT & SM GO TO S.A. IN R2

OR

2 PNUTS IN A P GO NATS

I headed off from Sydney at 4am on the Thursday morning prior to Easter set for an appointment with other world wide Pnuts. Garth Taylor (GT) was to be my co driver and company for the long trip to South Australia. I picked up GT at 5am in Leura and headed West. Over the Blue Mountains and on to Bathurst for breakfast, Maccas at sunrise, was there ever a more beautiful sight. Feeling good



R2 hides behind Greg Bryant's Taxi

and Marty Stockwell's R2 Super V8 4speed purring like a kitten we headed to our first fuel stop at West Wyalong. Fuelled up, swapped drivers and on to Balranald to repeat the procedure. From Balranald we headed South then West to Tailem Bend where we stayed the night in the Tailem Bend Hotel Great little pub with some very accommodating publicans. Friday morning it was up before dawn and off to Mt Barker for breakfast, Maccas at sunrise, was there ever a more beautiful sight. Oh! Already done that. Two sunrises in a row at Maccas. Who would have thought? It was from Mt Barker to McLaren Vale that we drove the best roads on the whole trip down, ah, but I digress.

The whole 15th Nationals experience was nothing less than satisfying. Over the three days of the event the hard working South Australia P76 Owners Club members kept the 75 odd registrants from all corners of the globe fed, entertained and suitably most welcome.

Yes, I said "the globe". Not only did we have entrants from Queensland, New South Wales, Victoria, West Australia, Tasmania and of course South Australia but also from New Zealand and the United Kingdom. All P76 enthusiasts. From the Southern Fleurieu Historical Museum at Port Elliott, the Spirit of Coorong Mouth of the Murray boat cruise to the National Concourse at Glenelg, it was all memorable. The meals we had were from diverse venues, the Alma Hotel, McLaren Vale Bowling Club and the South Adelaide Football Club. All were delicious. Our guest speaker on the Sunday night was Gavin Farmer, author and motoring journalist. Gavin's talk was interesting spiced up with assistance from those gathered.

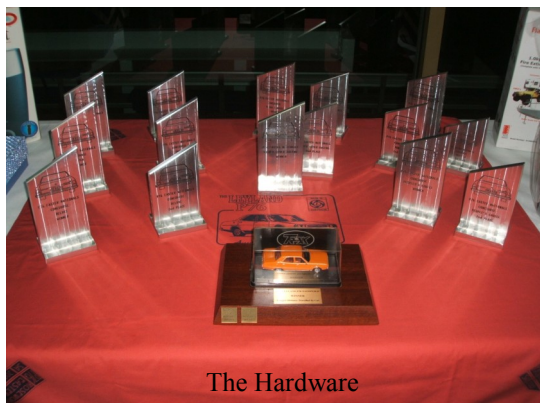
A huge congratulations and thank you to the South Australian Club and its members. You were perfect hosts and you deserve all the accolades. All this despite the sad loss of Geoff Cutting during the all important organising period. R2 behaved

herself for the whole weekend and covered the 3000km without missing a beat. Thanks to Marty for that. GT was so impressed with the car he bought R2 upon our return to Sydney. Bring on the 16th Leyland P76 Nationals in.....?

Steve Maher



National Concourse at Glenelg



The Hardware



Some Lucky Winners

Hello All

Steve asked me to write a short piece on the 2015 National Meeting. What a glorious affair! There are not enough superlatives to describe the event. Nigel, Chris, Dianne and the South Aussies, organised a really memorable Easter, as I am sure all who attended will agree. My weekend started perfectly, as the first people I saw were Riley and Lyn Bradley, the only West Aussies able to attend.

What can one say, standing at mouth of Murray River - humbling, the food at all the venues - delicious and from the concourse to the rocker cover races (which I was fortunate enough to win) everything was more than anyone could have asked for. Once again well done S.A. Cant wait until the next one, wherever and whenever that is.

On a personal note, I was very thrilled/relieved that R1, R2 and the Martybargo arrived safely and returned with only minor blemishes to R1. I continued on to W.A. to meet the West Aussies at a car show at Waroona, lots of fun! Despite very average weather, a great 3 weeks.

Remember the MG slogan Safety Fast.

Cheers Mart



IMPORTANT NOTICE

National Motoring Heritage Day is Sunday 17th May at Bella Vista Farm. Our club are the hosts once again for this venue. All cars need to be in place by 9am at the latest. No one will be allowed in after that. The club will meet at the gates to Bella Vista at 8am. Be there for a great family day out.

The latest issue of **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

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
www.bmcexperience.com.au

Issue 13: April to June 2015 Aus \$11.95 NZ \$12.90

PRINTED IN AUSTRALIA

MG RV8 **Healey 100/6**

BMC and "The Bill"

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

ISSN 1839-7794

9 771839 779023

Australian Mini Estate BMC/Leyland Collections



© topgear.com.au

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.



AN INVITATION FROM THE WEST

4th Annual Leyland P76 State Meeting Albany: 17th & 18th October 2015

The beautiful south west town of Albany has been chosen as the location for the State Meeting that our club holds each year.

The weekend will be full of activities to ensure that the long drive is well worth while.

Some members will be heading down on the Friday (16th of October), and activities will be planned to cover the whole weekend.

Further information regarding the itinerary and accommodation will be released in the coming months.



A Better Class of Oil



Brand New Reproduction P76 Boot Carpets



Original Style Charcoal Loop Pile

- Exact replica of the original item, fully moulded, trimmed and edge bound like the original
- Original Style Charcoal Loop Pile
- Comes with either an original style masonite or more resilient black ABS tool cover board

Only **\$230**
Including Postage

- Optional colour and loop or plush style of your choice at the same price



*Optional
Black Plush
Pile*



We also invite you to have a look at our website to see our restoration work on P76s and other classic cars

Call Stuart Brown on **0400 995 515**
or visit www.ausclassics.com



2015 HERITAGE GROUP REUNION



Venue: Ryde Eastwood Leagues Club, Ryedale Rd, West

SATURDAY 19TH SEPTEMBER 2015

COST: \$45 PP includes finger food & 2 course meal (from 12 noon)

Guest Speaker will be **Terry McDermott**, who was a Group Commercial Vehicle Engineer at Leyland Australia in the early 1980's and later with Jaguar Land Rover. Terry has had international experience with Jaguar & Rover UK, Leyland Truck & Bus UK, Daimler Benz & Porsche Germany and Hyundai & Kia in South Korea.

To celebrate the **50th Anniversary** this year of **Austin 1800**, **Tony Cripps** will give a short talk about his beloved Austin 1800.

Will Hagon will be **Master of Ceremonies** at our Reunion again this year.

BMC LEYLAND CAR DISPLAY on the Rooftop Car Park from 10.30am—
contact Roger Foy 9449.1524/email: rogerfoy1@bigpond.com to be part of this Display.

PAYMENT SLIP for 2015 REUNION—Forward this section with cheque for \$45 per person to:

Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (phone 02 8812 2479 or 0410 688 886)

OR: Electronic transfer: A/c No.131 434 941 St George Bank BSB 112-879

If paying by EFTPOS please email your receipt with this Payment Slip to : tonkay@optusnet.com.au

RSVP: 11/09/2015 (*Cheques/Money Orders payable to BMC Leyland Aust. Heritage Group Inc*)

NAME: AMOUNT PAID:

PARTNER/FRIENDS NAMES:.....

ADDRESS:..... POSTCODE:.....

PHONE:.....EMAIL:.....

I would like to be seated with:.....

I would like assistance with transport: YES/NO (please circle)

Special Dietary Requirements:.....

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING

HELD ON TUESDAY 3rd 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 59th Birthday today.
- Apologies: Greg Bryant.
- Minutes Of Minutes of the previous Meeting were read and confirmed.
- Previous Meeting: 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.
- Treasurer's Report: As per Bank Statement
Moved: Glenn Gray Seconded: Bert Colombin
- Correspondence: Email in: 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.
IN: Mail In: Hunter Valley Steamfest Maitland – Sunday 19/4/15; CAMS Affiliation; PNZed March Magazine.
- Correspondence: Email out: Draft February General Meeting Minutes; Committee re HCRS/Shirts/new meeting venue; OUT: Leyland Post #65; Oasis Report; Sport & Rec Dept/CAMS Workshops to Committee.
Mail Out: Leyland Post#65
- Reports: Registrar's Report: 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 7th April will be a Special Meeting to amend the Constitution. All relevant documents will be on the Club's Website by 7th March 2015. Steve will email amended HCRS Rules to all Members on email. Kay to send hard copies to those not on email.
Parts: 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.
Website: The new forms will be displayed by 7th March 2015.
Merchandise: Steve reported that the Club sold approx. \$160 at the Rylestone-Kandos Show on 28th February. An order for 2 x made up Station Wagon models has been received from Victoria.
Activities Past:
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 1st 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.
Activities Future:
1st 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 30th August 2015 – it was decided to purchase 10 tickets.
- General Business: 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.
- Next Meeting: Next General Meeting – 7th April 2015.
- Closure: Meeting closed at 10.25 pm.

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING

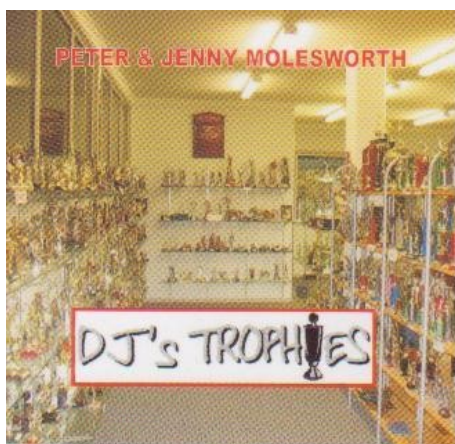
HELD ON TUESDAY 7th APRIL 2015 AT 8.09 PM AT SYDNEY MOTORSPORT PARK

- Present: 7 Members as per attendance book. Glenn Gray in the Chair.
- Apologies: Greg Bryant, Paul Patten, Marty Stockwell, Peter Velthuis, Bert Colombin,
- Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed.
Accepted: Shannon Wharton Seconded: Keith Gillian
- Business Arising: Steve reported on the Planning Workshop on 11/3/15. The course was basically the same as the Sport & Recreation Course held approx. 1 year ago. Steve has circulated the Amended HCRS rules and application form to all members by email and hard copy to those without email.
- Treasurer's Report: As per Bank Statement
Moved: Steve Maher Seconded: Shannon Wharton
- Correspondence: Email in: Retro Autos April; Vic Jan/Feb Magazine; April Westwords; Leyland Post #66; Qld Feb & March
IN: Magazines; HCRS Club Rules.
- Mail In: Bank Statement 85; Aust. Post PO Box Rental Invoice
- Correspondence: Email out: Draft March General Meeting Minutes; Leyland Post #66; Oasis Report.
- OUT: Mail Out: Leyland Post#66
- Reports: Registrar's Report: The HCRS situation is in order at present.
- Parts: Parts Sales \$1,420 for March. Parts purchased approx. \$2,600. List of new Parts available in next Magazine. For expressions of interest to purchase prior to be listed on the website. Chase up Addisons re VRS kits – if no luck will go about re-manufacturing quotes.
- Website: Under constant update over the next few months. Current new pages added. Historic documents (60+) added with more to come; Club Forms, HCRS etc and Club Merchandise Order form. Updated pages – Club contact details, club parts, venue and club calendar. Still to come – more documents in sections incl. P76 bulletins, photos old and new, P76 Publications as well as stories.
- Merchandise: \$274 worth of merchandise sold at the SA Nationals.
- Activities Past:
SA Nationals – Easter at McLaren Vale was a huge success. The SA Club organized the weekend extremely well – 40 cars at the Concours.
- Activities Future:
1st Sunday of the month Kellyville Coffee & Cars (Wrights Rd, Kellyville)
National Motoring Heritage Day – 17/05/15 – Bella Vista Farm
Shannon's Sydney Classic – 16/8/15 – Pit Lane Garage No.9 again this year.
All British Day at The Kings School – Sunday 30th August
BMC-Leyland Australia Heritage Group Reunion – Saturday 19/09/15 – Ryde Eastwood Leagues Club.
It is anticipated the next Nationals could be in Tasmania – in 3 years' time.
- General Business: It was decided to change the Constitution so that Article 15 will be deleted and the following inserted in its place: "Refer to Club HCRS Sub-Rules".
The Sub-Rules have been amended accordingly.
Moved: Glenn Gray Seconded: Keith Gillian Carried
- Glenn Gray suggested as a Club Outing we could visit Mayfield Gardens in Oberon. These Gardens are open twice a year (Autumn and Spring).
- Next Meeting: Next General Meeting – 5th May 2015.
- Closure: Meeting closed at 9.53 pm.

LEYLAND P76 OWNERS CLUB NSW

2015 Events Calendar

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
4-Aug	OASIS Run	Tony De Luca
4-Aug	Club Meeting Sydney Motor Sport Park	Tony De Luca
16-Aug	Shannons Sydney Classic Sydney Motorsport Park	Kay De Luca
31-Aug	All British Day Kings School, North Parramatta	Kay De Luca
1-Sep	OASIS Run	Tony De Luca
1-Sep	Club Meeting Sydney Motor Sport Park	Tony De Luca
19-Sep	BMC-Leyland Aust Heritage Group Lunch & Car Show Ryde Eastwood Leagues Club, West Ryde	Kay De Luca



PETER & JENNY MOLESWORTH

DJ's TROPHIES

UNIT 2
12-18 VICTORIA ST EAST
LIDCOMBE NSW 2141

PHONE: 9643 2201
FAX: 9643 1763

EMAIL:
djstrophies@optusnet.com.au

WEB:
www.djstrophies.com.au



Computers - Laptops
Tablets - Printers
Mobile Service - Networking
Virus Removal - Data Recovery

Bloody Good Computers
Pty. Ltd

Shop 3/38 Railway Road
Marayong NSW 2148
E: sales@bgcomputers.com.au
www.bgcomputers.com.au

Tel: 9622 4236
Open 6 Days
Except Public Holidays