

WESTWORDS

VOLUME 15

MAY 2013

ISSUE: 23



Is this for real?

OFFICIAL PUBLICATION OF
THE LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA DIVISION) Inc

Leyland P76

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA DIVISION) Inc.

Postal Address: PO Box 507 Kwinana WA 6167

Email: leylandp76@westnet.com.au

Website: <http://www.leylandp76.com/jameswa.html>

General Meetings are held on the last Monday evening of every month at 7.30 PM (unless otherwise notified). The Meetings are held at the Kenwick Community Hall

The AGM is held in July. For dates of club meetings and events, refer to the Coming Events section of this Newsletter.

Committee Members 2012-2013

President:	James Mentiplay	0408 918 127
Vice President:	Dave Bryan	0400 884 841
Secretary:	Adam Woodward	0439 492 143
Treasurer:	Mick le-Cocq	0414 731 535
WestWords Editor:	Sam Murray	0415 768 485
Public Relations:	Paul Banham	0403 774 377
Vehicle Scrutineer:	Andrew Mentiplay	0457 038 877
Vehicle Registrar:	Gary Mentiplay	94977754
Non-Office Bearers:	David Neuzerling	0410 000 354
	Ken Domeyer	0408 940 593
	Andrew Mentiplay	0457 038 877
	Matt Truman	0411 485 813

Disclaimer: In regard to products, services and/or procedures which are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements.

The Leyland P76 Owners Club of Australia (WA Division) Incorporated cannot accept responsibility for any product or service statement made herein and the opinions or comments from any contributor are not necessarily those of the club, the committee, the members or the editor.

□ □ □

EDITOR'S CORNER:

Well, I have to say it is not easy to spark controversy within the P76 community. Last month I dared to suggest that the Mitsubishi 380 was, in my opinion, the closest configuration to which the P76 might have evolved, if it had had the opportunity to continue production into the 21st century. Alas, the only response was deathly silence! That can mean two things: either no one gives a damn or everyone agrees. I'm inclined to think the former is the case. Here endeth the lesson!

This month brings Part 1 of a section of a recently-published book by Chris Cowin: *British Leyland: Chronicle of a Car Crash 1968-1978*. Chris graciously gave permission for the Australian part of the story to be re-printed in *WestWords*. It makes for interesting reading as it presents the tale from the perspective of a European automotive marketing strategist and based on his research into the general collapse of British Leyland. It should be pointed out that the extracts are scanned directly from Chris's book and, as a consequence, will have a lesser print quality than the rest of *WestWords*. The book can be purchased via Amazon.com for approximately \$23, including postage.

Finally, members with cars seeking or renewing Club concessional registration are reminded that The Club's annual inspection session is being held on Saturday 11 May. See details in *Coming Events* on page 4.

□ □ □

The Lighter Side

A mechanic was removing the cylinder heads from a car when he spotted a famous heart surgeon in his shop who was standing off to the side, waiting for the service manager to come take a look at his car. The mechanic shouted across the garage, "Hey Doctor, please come over here for a minute."

The famous surgeon, a bit surprised, walked over to the mechanic. The mechanic straightened up, wiped his hands on a rag and asked argumentatively, "Doctor, look at this, think about your job, it's like mine. I also open hearts, take valves out, grind' em, put in new parts, and when I finish everything works as new. So how come you get the big money, when you and I are doing basically the same work?"

The doctor smiled, leaned over and whispered to the mechanic, "That's all very well but try doing it when the engine's running."



□ □ □

COVER PICTURE

This month's cover picture features a radically-stylized Targa coupe that would be expected to be a head-turner at any car show. However, it is notable that not a single bystander in the frame is looking at the car. Does this suggest that the car is, in fact, the result of clever Photoshop editing? What do you think?

Last month's cover picture featured a shot of a 1973 Executive in *Midnite Spares* (1983) starring James Laurie, Gia Carides, Max Cullen, Bruce Spence, Graeme Blundell, Terry Camilleri, and Jonathan Coleman.

The picture above is taken from another movie featuring a P76. Can you tell the name of the movie? The answer appears next month.

□ □ □

WA Club Parts List

Andy Mentiplay has prepared the following parts list for interested Members:

Targa Hubcaps – set -	-	-	-	\$100.00
Rear Speaker Grills -	-	-	-	10.00
Steering Column Bushes	-	-	-	10.00
Short handbrake cables	-	-	-	5.00
7" Headlight Surrounds	-	-	-	5.00
Strut-top Bushes -	-	-	-	50.00pr
V8 Air Filter elements (Genuine Ryco A259)				35.00
Lower Front Guard Rust Repair Sections -				80.00pr
Timing Cover Seal -	-	-	-	45.00
V8 Oil Filters -	-	-	-	24.00ea

Contact Andy on 93932428 or 0457038877 to place an order.

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division) Inc.

GENERAL MEETING 25 FEBRUARY 2013

Open: 7:40

Apologies: Roger Pattern-Williams, Dave Neuzerling, Dave Bryan, George Garofallou, Nick Moisley

Correspondence in: Allan Bell, BMC Leyland Heritage group, Combined Torana Club

Correspondence out: Nil

Minutes for January were read and seconded by Kirsty Carr and Ken Domeyer

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- Members were saddened to hear of the passing of former member Merv Tonkin
- Members were informed of a new member, Andrew Tonkin
- Strut inserts will be delivered by next meeting
- The Up-coming shed run event was discussed
- The Up-coming All Aussie Car Show was discussed
- The recent Committee meeting was talked about
- The date of 11th of May for concessional license inspections was set. There will be the normal fee of \$20 per vehicle or \$30 for those who don't show up. Inspections will be at Andrew Mentiplay's House

Meeting closed: 8:55



COMING EVENTS

General Club Meeting:

MONDAY 27 MAY 2013

7.30pm

At The Kenwick Community Centre

cnr Kenwick Road & Brixton Street KENWICK

All Auto Parts Swap Mart. Sunday 5 May. Canning Show Grounds, Cannington.

Annual Concessional Inspections. Saturday 11 May. Venue: 25 Dumsday Drive, Forrestdale. (Andy's Place). Inspection Fee: \$20.00.

Greenhills Run. Sunday 26 May. 10.00am. Meet at Midland Centrepont Centre Carpark. Lunch at Greenhills Tavern with informal Car Display. Visit to York Car Museum.

P76 Fortieth Birthday Display. Wednesday 26 June. Forrest Place, Perth. Details to be advised.

40th Anniversary Canberra Celebrations. Saturday 29 June – Sunday 30 June. Run to Gundaroo (Sat 10.00am – 2.00pm); Formal Dinner, Rydges Lakeside Hotel, Canberra (Sat 7.30pm – 12 midnight); Concours, Old parliament House Lawns (Sun 10.00am – 3.00pm)

Combined Annual General Meeting and Annual Dinner. Sunday 28 July. Venue, time and guest speaker to be advised.

Joint Club Run. Sunday 15 September. Meet with Austin Club members at Centrepont Shopping Centre, Midland, 9.30am for 10.00am departure heading towards York for a BBQ Lunch and visit to a P76 "graveyard" property.

Annual State Meet. Gidgegannup. October. Visit to Tony's Autos. Details to be advised.

Harvey Dickson's 12th Annual Rodeo. Saturday, 26 October. Harvey Dickson's Country Music Centre, 5km from Boyup Brook. www.harveydickson.com.au.

PROJECT P.76

(This is the third in a series of articles submitted to WestWords by club member David Fox of Canberra.)

An interpretation based on original material by DAVID FOX.

I have written articles based on the **Project P76 - Mechanical Design Documentation** in previous issues of this Club magazine. Previous articles have concentrated on body shell weights and specifications and basic mechanical specifications.

The Project P76 Mechanical Design Documentation was the documentation produced by BLMC (later Leyland Australia) Engineers in the design stage of the car that we now know as the Leyland P76.

I have left the measurements in the original imperial format as used in 1972.

Spring rates, trim rates and attitude change.

The chapter (of the Mechanical Design Documentation) starts with a discussion of the BLMC Laboratory figures for spring rates and their non agreement with the local suppliers Pioneer Springs who made the prototype springs. "Calculations based on vehicle trim height and wheel load measurements give figures which generally, but not always, agree with Pioneer Springs figures".

The starting points for the suspension layout were :

- (1) Sprung Mass Periodicities of 65 c.p.m. front and 70 c.p.m. rear for the saloon at design weight.
- (2) Front Wheel Movements of 4 inches and 4.5 inches from Design to metal-to metal Bump end rebound respectively.
- (3) Rear wheel movements of 3.62 and 5.16 inches from design to metal-to-metal Bump and Rebound respectively.

Front Springs were hoped to be able to be used in all versions. The 3 Engineering vehicles were so fitted.

Rear Springs If the 2 door vehicle weighed in at the same weight as the 4 door Saloon then the 2 vehicles could use the same springs. The engineers noted that Car 507 (SEP 2 door) was heavier than the 4 door (car 505) and so was fitted with larger springs but of the same rate.

The wagon had a much larger load variation than either the 2 or 4 door.

Accordingly the aim was to have the trim height of the Wagon at 0.5 inches higher than the others. They selected a spring rate which gave the wagon and saloon the same trim height and maximum (carrying) weight.

Allowance for Rubber Bush Deflection.

The front spring assembly was not affected by any deflection in rubber components. The rear however was affected in that the 2 rubber bushes in the lower arm and also the rubber spring seat all deflect due to spring loads. An allowance was made of 0.70 inches.

MORE NEXT MONTH.

□□□

STRANGE VEHICLES NO 2



It sure beats walking and, besides, the ventilation is superb!

□□□

The Lighter Side

Police Officer to motorist: "May I have your name , sir?"

Motorist: "Certainly, Officer, it's Digby de Vere Beaumaris Pilkington-Smythe Carruthers-ffoulkes".

Officer (closing notebook): "I see, sir. Don't let me catch you speeding again, now".

□□□

WELCOME TO THE CLUB

We welcome new member Geoff Smith to the Club and would ask all members to extend the hand of friendship to Geoff at the first opportunity.

Geoff was a visitor to the Club display at Pinjarra on 14 April and, after chatting with James M, decided to join. We look forward to meeting up with Geoff and getting him teamed up with a P76 in the near future.

□□□

British Leyland: Chronicle of a Car Crash 1968-1978

By Chris Cowin

The following is Part 1 of a scanned extract from the above book.

While apologising for the poor quality and size of type, the editor reminds readers accessing the emailed version that they may be able to enlarge the page by using the zoom function. Original page numbers also appear on some pages but these should be ignored. (*See Editor's Corner, p2.*)

Australia

British Leyland and its predecessors formed an important part of the Australian motor industry, so much so that corporate sales revenue in 1968 in Australia was roughly equivalent to the United States. But in contrast to the USA, most of the vehicles sold in Australia were locally manufactured, Leyland being one of the "big four" in the Australian car industry in the early seventies.

The special circumstances of the Australian market resulted in the company offering a range of vehicles which differed markedly from those familiar in Britain, and many of the product planning decisions taken in Australia provide a fascinating "alternative scenario", especially regarding the way the BMC range inherited by British Leyland in 1968 was developed.

Traditionally Australia had always been an important market for British cars, with Ford and General Motors also exporting vehicles from their British plants under preferential Commonwealth tariff arrangements. But in the early fifties, Australia took steps to foster its "indigenous" motor industry by increasing the tariff on imports and encouraging local manufacture of cars. The newly formed British Motor Corporation took over the Nuffield plant at Zetland in Sydney which began by assembling CKD ("Completely Knocked Down") kits sent from England and was greatly expanded after 1957, resulting in annual production capacity of 55,000 cars by the sixties.

As time passed, Australia tightened the rules governing the percentage of local content required in cars to qualify them as "Australian built". This resulted in a car like the BMC 1100 achieving 81% local content by 1967, with only a small percentage of components being shipped from the UK. Ultimately the high cost of local manufacturing, combined with stiff competition from GM's Holden, Ford, Chrysler and the Japanese (who had 33% market share by 1974), resulted in British Leyland's Australian operations becoming unprofitable, with substantial losses being recorded in the period 1970-74.

Australian conditions favoured rugged, easy to service rear-drive cars, and in the past BMC had developed vehicles like the six-cylinder Austin Freeway and Wolseley 24/80 of 1962-65 which attempted to match the products of the American-owned competition. But in the mid-sixties the switch was made to the Issigonis designed front-drive range. The Minor was dropped in favour of the Morris 850 (Mini) in 1961 and the 1100 arrived in 1964 to replace previous rear-drive cars derived from the Wolseley 1500. Both these models proved highly successful, with 90,000 of the Australian 1100 being built between 1964 and 1969.

The 1800 was also well received in Australia, with 60,000 being manufactured between 1965 and 1970 including 2,300 "utility" pick-ups. All of these front-drive cars had been substantially re-engineered for local conditions by BMC Australia, which in the case of the 1800 helped escape the reputation for unreliability suffered by early cars in the UK.

When BMC merged with Leyland Motor Corporation in Britain, BMC Australia became the Austin Morris division of the new British Leyland Motor Corporation of Australia, which brought together all the local activities of the Corporation which included Rover, Leyland and Aveling-Barford and had an annual turnover of approximately £65 million, two-thirds of which came from cars.

British Leyland was assembling the MGB, Land Rover, J4 van, Triumph 2000 and trucks and buses in Australia, as well as the Austin Morris cars, and in 1968 purchased the local operations of Pressed Steel to control manufacture of car bodies. It also manufactured and distributed Datsun cars, which was proving considerably more profitable than the manufacture of Austin Morris vehicles. The Japanese cars offered a rear-drive rival to domestic competition, in advance of the Marina.

Under the guidance of British Leyland International's Jack Plane, the distribution network was overhauled to integrate the previously separate Jaguar, Rover and Triumph sales channels with Austin Morris, something not achieved painlessly as many loyal dealers were stripped of their franchise. Plane, who orchestrated a similar integration in South Africa was quoted as saying "I just had to be a bastard". A network of approximately 330 dealers resulted.

British Leyland's corporate profits for 1971/72 and 1972/73 were both depressed by the losses of the Australian operation. According to Graham Turner in "The Leyland Papers" Donald Stokes considered withdrawal from Australia soon after the formation of British Leyland, but concluded it would be too expensive. Instead, British Leyland attempted to spend its way out of trouble.

The central story, which was heavily influenced by the rapid decline of the British parent company during 1968-75, concerns the attempt to introduce an all new range of Australian developed cars to compete more successfully with domestic rivals, a strategy which would be overtaken by events and end with the sudden closure of the Zetland plant in October 1974.

The Australian management visited Britain in 1968 to present their plans for a new model range which, alongside the Mini, was seen as covering the entire Australian market. Model "A" would be in the medium field targeted at Holden's Torana, and Model "B" would be in the family sedan market targeting Holden's Kingswood. Acknowledging that the Australian market had become disillusioned with the BMC front-drive models, both new cars would be rear-drive designs.

As the Marina, then being developed at BLMC followed roughly the same concept as "Model A" it was agreed that Australia would build a locally-adapted version of the Marina from 1972 as a stop-gap, while prioritizing development of the bigger car, to emerge as the P76 in June 1973. It was planned to follow this with P82, a "modular" range of medium cars employing shared components which would then have replaced the Marina.

In the climate of optimism that prevailed for a while after the formation of BLMC, it was seen as worth the gamble to embark on the development of two all-new cars for the small Australian market. The strategy effectively saw British Leyland moving to the status of an "all-Australian" producer, as the new cars would share little with UK production, and indeed the P76 when launched was acclaimed as the most Australian car ever.

In the short-term, the existing range of ex-BMC cars had to be freshened to maintain market share until the arrival of the Marina in 1972 and P76 in 1973. Changes also had to take account of Australian Design Rules (ADR) governing emissions and safety, which were introduced in 1970 and were then progressively tightened along American lines.

Accordingly the 1100 range was substantially revised and re-launched as the Morris 1500, using the 1500 "E" series engine developed for the Maxi. It was also available with a fifth door as the hatchback Nomad, which accounted for approximately 25% of sales, and from 1970 with a five

speed gearbox. These cars were able to draw on Australian made components originally developed for the 1100. The Maxi, Allegro and Princess models were never manufactured or sold in Australia.

In the class above, the "landcrab" 1800 was over-hauled to become the X6 Austin Tasman and plusher Kimberley in 1970. With a lengthened wheelbase, a reshaped front and rear and the fitment of the 2.2 litre "E" series engine (2 years in advance of the UK) these cars attempted to close the gap with the big rear-drive saloons from Ford, Holden and Chrysler.

29,000 of the 1500 range were built during 1969-71, and around 12,000 of the X6 cars during 1970-72 (some of which were exported to New Zealand under Morris badging). They served to show how the cars inherited from BMC could be updated on a small budget, and in the case of the X6, might have contributed to the Mk3 version of the British 1800/2200 if more funds had been available.

But these were both old designs which, with their rather homespun updates, looked dated compared to the American inspired competition, and their disappointing sales contributed to British Leyland's mounting losses. The end of 1500 production was marked by a massive "clearance sale" to shift unsold stock. The company's market share fell from its peak of 13% to 8%.

In 1972 the company was renamed Leyland Motor Corporation of Australia, and Peter North appointed as managing director. In the same year the Marina sedan and coupé were introduced, initially as the Morris Marina, with the "E" series engine in 1500, 1750 and 1750 twin-carb form. This avoided the expense of updating the 1.8 "B" series to meet upcoming ADR on emissions, and local manufacture of the MGB ceased the same year.

Traditionally the Morris name had been used in Australia for "mass-market" vehicles, with Austin being reserved for more expensive models. After years of arguing the merits of front-wheel drive, the Marina began Leyland's switch to a rear-drive model range in line with the competition, which was interpreted as something between a U-turn and surrender by the Australian media.

In 1973, at what was planned as the start of a bold new expansionist era, the company switched to full Leyland branding, something never quite accomplished in the UK, with the good reputation of Leyland trucks in Australia being cited as a reason by Donald Stokes. In 1969 the Mini had been fitted with the 1100 "A" series engine, and from 1971 all Australian Minis received the Clubman front end, being marketed as the Morris Mini Clubman in saloon or van form. Now it became the Leyland Mini.

The Morris Marina became the Leyland Marina and was now offered in 1500, 1750 or six cylinder 2620 form, the latter "Big Red" engine a powerful development of the "E" series which would also be used in the base P76 and in the Rover SD1 in South Africa.

But by far the most significant event of 1973 was the launch of the P76 car, which occurred in June and thus one month after the Allegro was launched in the UK. The \$21 million development budget for the P76 (approximately £8.5 million) was considerably less than the sum allocated to the development of the Allegro (£21 million) and other BLMC cars in the period, but a huge sum in the context of the losses being made by Leyland in Australia, which totalled at least \$5 million annually during 1970-74. Loans had been entered into to fund the development of P76, which with a reported breakeven volume of 45,000 cars per year needed to capture a large slice of the family sedan market if it was to succeed. Such big saloons accounted for 50% of car sales.

173

(To be continued)

□ □ □

The Lighter Side

.The chicken family was sitting down at dinner.

The youngest chicken looked at his father and said "Dad why has our coop only got two doors?"

The wise old rooster looked at his youngest and said "Son, if it had four doors it would be a saloon".

ALL AUSSIE DAY – PINJARRA

A humid overcast day greeted club members who assembled at Pioneer World car park in Armadale on Sunday 14 April in preparation for the run to Pinjarra Paceway for the annual All-Aussie Car Day. A baker's dozen of P76s went in convoy to be joined at Pinjarra by another baker's dozen during the morning to make a total of twenty-six cars on display.

Soon we were treated to groups of Holdens, Fords and Chryslers and together the clubs presented the public with a truly fine array of Australian automotive history.

The threatening rain did not eventuate and the day warmed up considerably by lunchtime but not before the atmosphere was shattered by the awesome reverberations issuing from the head-turning arrival of Ray Le Cocq's Chevy-powered P76 Dragster.



Ray and his ear-splitting Drag Car

The line-up of P76s made a colourful display and attracted a lot of interest. The event organisers had arranged for the big Leyland to be the feature car of the show as part of the marque's 40th anniversary celebrations.

Once again Riley and Lyn Bradley demonstrated their passion for the car by motoring up from Manjimup in their Bold as Brass executive.

Even though the conflicting WA Steel Bumper Car Cruises Group event at Chidlow would have pulled cars and people from visiting Pinjarra, it was great to see the numbers who came to see and enjoy the show. Maybe the powers-that-be can get their heads together to arrange separate days for these two great events in 2014.

This year the organisers got the Club to canvass votes from members, etc, to select the Best Original and the Best Modified P76's. James Mentiplay dutifully collected the votes and by mid-afternoon was able to announce that Dave Bryan's Spanish Olive executive was awarded Best Original and Mick Le Cocq's rally Targa took out the Best Modified award. Congratulations are well-deserved to Dave and Mick as their cars are a credit to them.

At one point during the day the crowd was treated to neck-stretching fly-bys by four light aircraft, presumably from a local RAAF airbase or similar. These certainly added to the excitement of the event.

An additional bonus for the Club was the signing up of another new member whose welcome note appears elsewhere in this issue of *WestWords*.

The only negative note to emerge from the day was the reports of minor surface damage to two club members' cars. The best that can be assumed is that these were caused accidentally, but there may be some case for the club to consider installing plastic chain barriers to discourage members of the public from leaning over car bonnets or pushing prams, etc, between cars.

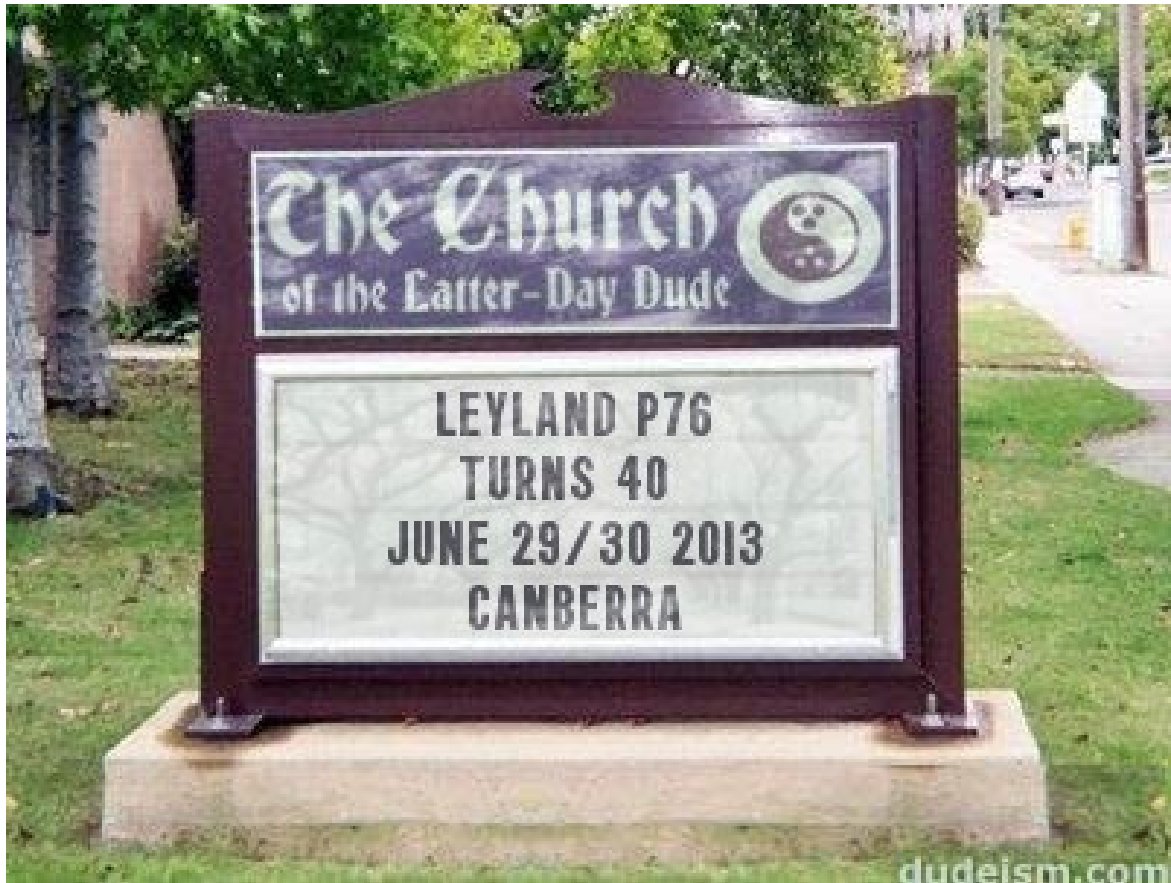


Best Modified: Mick's Rally P76

To sum up, the event was a superb opportunity for the Club to engage with the motoring public and to demonstrate that the Leyland P76, in spite of its brief production history, is a very significant vehicle in the context of classic Australian motoring. One thing for sure, based on its percentage of local content, the car was the most All-Aussie automotive product of its era. –Ed.



Best Original: Dave Bryan's Spanish Olive Executive



CANBERRA ROLL-CALL

The following is a listing of WA Club members currently registered to attend the 40th Anniversary week-end in Canberra on 29-30 June.

James Mentiplay
Mick Le Cocq
Riley Bradley
Lyn Bradley
Dave Bryan
Ken Domeyer

Adam Woodward
Paul Banham
Roger Patton-Williams
Sam Murray
Jarred Simpson
Dave Neuzerling & Partner

□ □ □

The Lighter Side

A man was driving a car with his wife when he was suddenly stopped by a cop. The cop says, "good evening sir, you were going 80 in a 60 Km zone." The guy says, "No, I wasn't." The wife turns to him and says, "yes, dear you certainly were." The man says, "why don't you just keep your mouth closed?" Then the cop says, "you also didn't have your seat belt on sir." Naturally the guy says, "sure I had it on." Again the woman says, "no honey, I'm afraid you didn't" The man turn around and speaks to the woman in a violent manner, "I told you to shut the hell up!" Then the cop bends down and says to the woman, "excuse me ma'am, but is this your husband?" The woman says, "yes I'm afraid so." "Is he always this mean and rude with you?" The woman says, "Oh no officer, it only happens when he's very drunk."

□ □ □

SUPPORT THE BUSINESSES THAT SUPPORT YOUR CLUB



MUFFLERMIKE'S
EXHAUST SHOP
Licence No. MRB 2518

Unit 1, 11 Hanson Street
MADDINGTON WA 6109
www.mufflermike.net
info@mufflermike.net
Telephone: 9493 4140

**ARMADALE
AUTOMATIC TRANSMISSIONS**
Incorporating Armadale Gearbox Exchange

UNIT 3
12 OWEN ROAD
KELMSCOTT 6111
Tel: (08) 93992457: Fax: (08) 93993206

***Auto and Manual Transmissions
Power Steering :: Differentials :: 4x4 Specialists***

TERRY JOHNSON

V8 Water Pumps Reconditioned

Tel: 93423524: Mobile: 0415788178



MENTIPLAY LEYLAND

Est. 1989



Call the P76 specialists for all your P76 needs

New and second hand parts available for both V8 and 6 cylinder

Body, trim, mechanical and interior parts for all models.

Australia wide service!

Call James or Andrew for all your P76 requirements

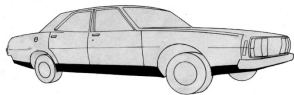
Phone: [0408 918 127](tel:0408918127)

Email: leylandp76@westnet.com.au

Special

NOS V8 & 6 cylinder air filter elements \$35.00 plus postage

RETURN ADDRESS: PO BOX 507 KWINANA W.A. 6167



LEYLAND P76 Owners Club of Australia (WA Division) Inc.

CHANGED YOUR ADDRESS?
Please notify the Editor.
Contact details inside.

Have your *WestWords* Emailed

The advantages of email copies are: (1) Faster delivery; (2) Full colour of all pictures; (3) Secure storage of copies in computer hard drive and/or flash drive; (4) Environmentally friendly; (5) Ability to share magazine with friends as potential new members; (6) Release of Club resources to fund other services.

Members on the Club emailing list also receive copies of interstate P76 club magazines when they become available.

Your co-operation in this regard would be much appreciated. Simply send your email address to the Editor: samurai2@westnet.com.au

It is understood that some members do not have online access and will continue to require hard copies sent by ordinary mail.