



NEWSLETTER  
NUMBER 40

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW  
INC.

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



Since 1982



Selection of cars at the 2010 BMC Heritage day in Sydney.



Steve's car in a classic pose during the Alpine Classic.

## YOUR COMMITTEE FOR 2010-2011

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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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PO BOX 90  
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WEBSITE:  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

## GENERAL MEETINGS:

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

**Next Meeting - 14th December At 7.30 pm.  
BBQ Before the Meeting 6.00 pm**

## DISCLAIMER: ( ALL CARE TAKEN BUT NO RESPONSIBILITY SIDE-STEP



Warning smoking is  
a health hazard!

# 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, tantrums, 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

November - December 2010

Crikey, it's almost Christmas time already, which means it's nearly time for the annual Christmas Party and Presidents Trophy competition but more of that later. I'm happy to say that the Committee has been working hard as usual with Kay doing a great job streamlining our administration and finances. Glenn is continuing to work on our spare parts and merchandise and some groundwork have been laid to improve our Historic Rego stuff with Scott. So all is looking good at the moment. Poor old Glenn is somewhat overworked what with running his computer business, working on club stuff and trying to sell the family home. Nothing like biting off a large piece and chewing like hell. The clubs printer has been out of action for a while so we are a bit behind on getting posted magazines out but we should be caught up soon.

Latest additions to the clubs stock list include a complete V8 engine suitable for rebuilding and also with the help of Norm Julian we have available some number plate surrounds announcing the 40<sup>th</sup> Anniversary of the P76 in 2013. Stocks are limited so at \$25 pair you had better get yours soon. Nationals merchandise has been selling steadily and we are now down to our last dozen Dry Reds with about a dozen and a half Crystal Whites left as well. Whether you collect them or drink them get yours soon as they won't be around for much longer.

Recently I have been very active in the old P. We had our competition debut in the Alpine Classic with a fairly good result and then backed up a few weeks later for the Penrith Pas de Deux. Again a fun day, see further in this issue of Leyland Post for a wrap up on these two events. Just a couple of weekends ago I was asked to help out with the inaugural running of the Barry Ferguson Classic. I went up to the lower Hunter to act as 0 car on the rally. You can read a little about this event further on as well. It would be really great to get some more P76s on these events. The P76 creates a lot of interest along with many favourable comments from fellow rallyists.

Coming up this year we have the club Christmas Party/ Economy Run for the Presidents Trophy. The run starts and finishes in Dural with our lunch stop at Wisemans Ferry. Please let me know if you are coming on the run as it's handy to know how many to expect. We will have trophies for Best Economy in V8, 6cyl and 4cyl as well as in the run questionnaire. All results will be compiled to work out the Presidents Trophy. See the flyer in this issue for more details. The trophies will be awarded at the December club meeting on the 14<sup>th</sup>. For this club meeting we have decided to have a bit of a BBQ before the meeting. The club will spring for some snags etc so please advise Kay or myself if you are coming so we can get enough snags.

First event next year is the Michael Livingstone Memorial Run. The flyer is included in this issue. Gwen Livingstone tells me they have around 150 cars turn up so it should be a great day. Don't forget that the State Of Origin Get-together is in Inverell over Easter and bookings are already being taken at the Fossickers Rest Tourist Park. So as you can see there are lots of things going on to enjoy your P76/Marina/other at.

Hopefully I will catch up with most of you on the Christmas Run but if not have a Merry Christmas and a Happy New Year to all of you and your families. Remember to drive to survive and stay safe over the holiday break.

Your Presidential Pnut

Steve Maher



# THE EDITORS SAY..



Well, my purple one is starting to look like a car, if you ignore the empty engine bay . I've almost finished completely rewiring it, with a brand new fuse box located in the glove box. Next is rebuilding the dash and final fitting of the interior. That just leaves the engine, drive train and cooling and exhaust systems.

While I write this, I am putting off refitting the air conditioning unit. I forgot the drain hole underneath the first time I put it in. Tough thing to take out when you have sealed it in place with Sikaflex.



On another matter, I received a phone call last week from Steven of Southern Star Productions. If you recall, Steve Maher made a request for photos of cars, to possibly appear in a TV mini-series, a few weeks ago. I had almost forgotten about it until last weeks call.

Steven left a message asking if my car would be available for a filming session in the centre of Sydney at 6.00am on Saturday 4 December. Naturally, I rang him straight back and said I would love to. Now all I need to do is get the car running well enough to make it to Sydney on Saturday for the television shoot and again on Sunday for the Christmas party.

I will let you know how it goes, probably in the next magazine.

## GWEN LIVINGSTONES P PARTS LIST

Gwen Livingstone in Cootamundra is having a bit of a clean up and has some P76 parts she no longer requires. If any of these interest you contact Gwen at [modela@bigpond.com](mailto:modela@bigpond.com)

Full set of pretty good seats in Antique Parchment that Michael was going to put into the station wagon.

Doors

Tail lights

Bonnets

1 boot lid with Targa Florio on it.

New sets of carpets, brown and grey

Original front window with Leyland P76 on it. (never put in a vehicle)

Clutch plates

Valves

Arm rests

Air shocks

Steering boots

Battery hooks

Hand brake handle

Rear lover

Deluxe hub caps

4 front doors in good condition.

1 rear door

Boot lid

Diff

Bell housing

Spare gear box

Front springs

Muffler

2 windscreens

Engine pipes

Chrome strips

Bumper bar

1 pair bucket seats Antique Parchment

6 tyres on rims.



Asking Price:

\$10,000

Contact:

Martyn

0428 268 982

## IMPORTANT NOTICE

Congratulations to Greg Bryant and Kristy on their recent marriage. Best wishes from everyone in the club.

# THE MOTOR SPORT REPORT

## P76 RETURNS TO TARMAC RALLIES

### ALPINE CLASSIC

Well the "Freebie" car has become the Rally car. The 2010 Alpine Classic was its baptism of fire. The Alpine Classic is the premier classic tarmac rally in NSW, an annual event run by the Classic Rally Club. This 800km rally which starts and finishes in Lithgow with an overnight stop in Orange always attracts an entry of 70 to 80 rally crews in some of the most desirable classic cars along with a smattering of modern cars as well. The P76 was in very diverse company. For this first rally for the P76 I had my rally driver from 4 previous Alpine Classics, 73 VW Beetle owner Brian Madigan. This was also Brains first crack at navigating and while I had driven in rallies before, this was still going to be a steep learning curve. As usual the field was divided into three classes, Tour, Apprentice and Masters. Tour class is always the largest and despite being the easiest class for navigation it provides the tightest competition where zero loss of points is generally the only way to win. Over 40 cars were entered in Tour this year.

A brisk but beautiful sunny morning greeted us in Lithgow for the start on Saturday 25<sup>th</sup> September. First order of business was breakfast supplied by the organisers followed by the competitors briefing. Cruising the car park prior to the start saw some interesting cars from a Jaguar XK120 to a 79 Pontiac Trans Am. The P76 fitted right in! Brian and I were to start car 47 which meant we hit the road at around 9:45. The route took us straight out of Lithgow and up the Bells Line of Road. This is where we hit our first snag. The organisers have rally radar and they move around the event checking for any rally cars speeding, particularly in built up areas. The steep climb out of Lithgow up the escarpment is in a 60kmh zone, changing to 80kmh at the top. At the top of the climb there is a large 80 AHEAD sign with the 80kmh sign 50 metres further on. The rally radar was sitting between the 2 signs. We were penalised 5 points for doing 70 in what was still technically a 60 zone. The organisers were out to catch crews early before they get settled in. It worked. The rally took us through lots of back roads to finish at the end of the first Division for lunch at a property owned by one of the organisers but before we could grab something to eat and drink, there was a motorkhana to attend to. Two tests were set up with the results from the motorkhana to split any ties in the final results at the end of the weekend. Well the P was running on standard width tyres and no LSD so a light right foot was called for. We gave it our best shot but a block of flats isn't easy to get around witches hats. Probably easy enough for Hal Moloney but not for us. At the end of Division 1 we were languishing mid field in position 17 after copping our 5 points for the radar penalty. Not Happy Jan. From here we had to salvage what we could after a less than ideal start.

Division 2 took us over another 200 odd kms to Orange for the finish of day 1. Up to this point the P had performed brilliantly but mid way through the afternoon it became difficult to change gears. It seemed the clutch cable had come out of adjustment. This made reverse and first gear impossible, any stop required starting in second then using third and fourth for the rest of the time. Consequently this combined with a wrong turn for 16kms knocked our pace down a fair bit and we finished 1 minute late into control. Another 1 point to our penalty point tally. We were now on 6 points and slipping further down the field, finishing day 1 in 18<sup>th</sup> place. So we were going backwards in the event and had clutch problems to boot. But we had a knight in shining armour who came to our rescue. Enter Norm Julian. Norm lives just outside Orange and so after a quick phone call our Orange service crew swung into action. We drove the P to Norms place, jacked it up and readjusted the clutch. In 10 minutes everything was back to normal and we were more than ready to claw our way back up the field. A huge amount of Thanks to Norm and Marea who opened their home and shed for us to make sure we were able to continue in the rally. That night dinner was at the Orange Ex-Serviceman's Club. Along with a great feed and some great company we had the opportunity to check our progress in the event. Despite being stuck in the middle of the field we were at least getting the basics right. We had all the correct answers for the questions and we hadn't



missed any Visual Road Checks (VRCs). One pleasing result though was that the big Leyland had finished 18<sup>th</sup> in the motorkhana. Not a bad result for a block of flats. The winning car was an Audi Quattro. It's hard to beat a turbo all wheel drive on grass.

Sunday morning start was in the Orange Civic Centre car park. Another brilliant sunny day. Today we were determined to turn our rally around. Division 3 ran from Orange to the town of Mandurama on the Mid Western Highway between Blayney and Cowra. Included in this division was the most difficult part of the rally, the Average Speed Test. This test is what usually breaks the field up and it is vitally important to do well here. The Average speed test is pretty straightforward. First travel 6km in 6 minutes then travel 15km at 90kph and finally travel at 75kph until you get to control. On top of this they throw a whole bunch of questions at you just to make things more difficult. The first part – 6km in 6 minutes wasn't too hard then we had to speed up to 90kph for 15kms. This was on a tight twisty course travelling up and down steep hills. This was a real challenge but thanks to the torque of the V8 we stayed on time. The final part – travel at 75kph until the next control was even harder. In the middle of it they threw in a turn right at T-junction with a question a couple of hundred metres past that which was hard to spot. We missed it and had to turn back which meant we had to desperately try to pick up time. The P76 was cruising at 100kph passing other rally cars doing 75 as we ran into control. If you have done all the right things keeping to the average speed you will get in to control at a predetermined time. You are given 15 seconds grace each side of that time and anything after that costs you 1 point for every 5 seconds. Despite the dramas we only copped a 3-point penalty. It was here that our fight back commenced. Most competitors dropped lots more than 3 points and with our total now 9 points we moved up to 9<sup>th</sup>. Now this was more like it.

Division 4 on Sunday afternoon took us from Mandurama to Lithgow for the finish and it was here that we clean sheeted with no points lost. Others had not fared so well and so after 800kms and 2 days rallying through some absolutely magnificent countryside our final position was 5<sup>th</sup>. Still we were well pleased with our efforts and the P76 really performed well proving it is a brilliant long distance touring car. The P76 also received quite a few favourable comments from other rally competitors. For the record we were beaten by a Subaru Impreza WRX with 3 points lost in 4<sup>th</sup>, 3<sup>rd</sup> with 1 point lost was a Porsche 928 GTS. First and second were tied on 0 points lost so it was decided by results in the motorkhana. Second went to 65 Ford Mustang and the winners were John and Wendy Cooper in their Ford Escort Mk1. It was an absolutely



top weekend and I should give many thanks to my navigator Brian who started out the weekend a bit flustered but settled in well and did a great job. Also big thanks to Norm Julian for helping us with the car on Saturday night.

The next rally is a 1-day event of around 300kms called the Penrith Pas de Deux.

## **PENRITH PAS DE DEUX**

Pas de Deux in French loosely means dance for two, which is sort of appropriate for a car rally as there are always at least 2 people crewing a rally car. The other person I talked into dancing around in my P76 was a fellow by the name of James Garrod. Those of you who were in the NSW Owners and Sporting Car Clubs during the 80s would remember James as another Pnut who has owned something like 20 Ps during that time. Although he doesn't own one today, he is still keenly interested in them and the club. James accepted an invitation from me to join me in the rally car for a run in the Classic Rally Clubs Penrith Pas de Deux despite having never done one of these events. The Penrith Pas de Deux is a one day, 300km rally starting and finishing in Penrith with 2 loops up through the Hawkesbury Valley. Unfortunately due to conflicting other events, the entry numbers were down from normal. 22 crews entered covering 3 classes of navigation. We were entered in Tour again as James was a rookie and once again the Tour class was the largest with 10 competing crews. The Maher/Garrod P76 started car 20. After the drivers briefing the competitors headed out 1 car at a time to attempt to plot their way through the morning division. Unusual for most Tour level rallies was the inclusion of some map work and following tulips. It was in the map plotting section that we came a little unstuck. Whilst we generally found the correct way we did travel up one wrong road, which was a trap set to catch out unsuspecting navigators. We weren't the only ones caught but the loss of penalty points here immediately dropped us to 6<sup>th</sup> in class. Despite this everything else went according to plan rally wise except my clutch problem from the Alpine Classic reappeared and the engine started to run rough. At lunch, back in Penrith, there were 2 equal leaders, both of whom had 0 points lost and as I said we were down in 6<sup>th</sup>, on 37 points

The afternoon division was much better for us as we clean sheeted with no lost points. The route took us back to the Hawkesbury through Kurmond and Pitt Town and although we had felt that this division was harder, my rookie navigator was starting to feel at home, calling directions like a pro. At the end of the rally every other crew in our class except the eventual winner had lost more points. Unfortunately for us none of them in front of us lost enough to change our final position, so 6<sup>th</sup> we finished. Even though James and I had a mid field finishing position we were well satisfied with our progress together as a crew. This years winner was Shane Navin and Glenn Evans in their 89 Porsche 928 GTS. I won Tour class at this event last year navigating for my then regular driver Brian Madigan in the 73 VW Bug. James and I will be back next year to take that class win back.

Steve Maher





## ANOTHER FAMOUS TECH TIP

In this Tech-Tip I will describe how you can manufacture one of the most useful tooily things that a P-nut can ever possess in his (her) collection of special P-76 fixer thingys. I had a really nice set of 3/8" extension shafts which were quite useful, until I tries to use them to undo some seriously awkward and almost seized engine bolts. The result was a couple of snapped-off ends, making some of the extension shafts totally useless (until the little light of inspiration clicked on.....). When I had nearly finished rebuilding a P-76 V-8, I needed some kind of tooily thing to prime up the oil pump so that there would be oil pressure in the new engine as soon as it started. This is how I modified a broken extension shaft to work as an oil pump priming tool.

I used an angle grinder to remove the square drive end, leaving me with a 10 inch (255mm) long steel shaft, which was approximately 10mm in diameter, Then I cut-off the remains of the bottom end square drive, and then clamped the shaft upside-down and vertically in my workshop vice, with about 50mm of the bottom end of the shaft sticking up above the jaws of the vice. I used my grinder to cut a slot across the end of the shaft. This slot was about 3mm wide, and about 10mm deep.

To drive the oil pump gear, you will need to fabricate a small steel plate to fit into the slot on the bottom end of the shaft. This plate should be cut from 2 or 3mm mild steel, and be thin enough to be a neat fit into the bottom end of the shaft. The plate needs to be 45mm long, and no more than 25mm wide. It is important that when the plate is welded into the slot at the bottom of the shaft, it is mounted centrally.

The next job is to cut a slot into the outer edge of the steel plate. This slot must be wide enough to allow the plate to slide down into the slot on the oil pump drive gear. I cut the slot on my first priming tool 13mm wide, and this means that there is about 5mm of steel left on either side of the slot. In effect, the finished tool will resemble a round handled, open ended spanner.

Because the shaft of this tool is about 10mm in diameter, it will fit easily into the chucks of most power and cordless drills, and at 225mm length, this tool should be long enough to engage with the oil pump driving gear without the drill fouling other engine components. When using this priming tool, take care to keep the tool in line with the axis of the oil pump driving shaft, otherwise if the tool operates at too much of an angle, one of the tangs on the oil pump drive gear shaft could be snapped off.

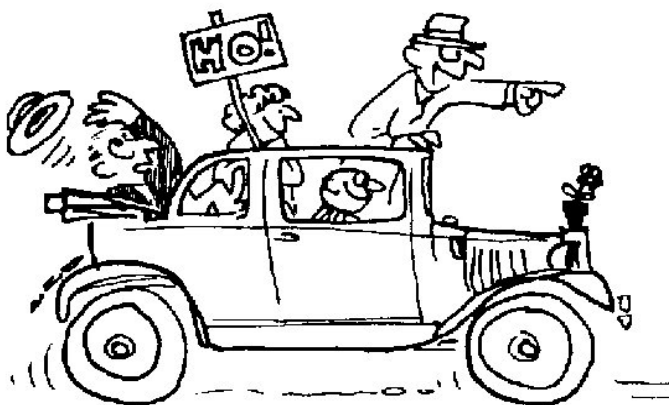
Be sure that the tool is spinning in a clock-wise direction. You will know when the oil pump has been primed up, because the drill will start to labor against the oil pressure in the pump body. When you are satisfied that the oil pump is fully primed, remove the tool and use a long flat-blade screwdriver to position the slot in the oil pump drive gear at the 9 o'clock/3 o'clock position, when 12 o'clock is toward the front of the car. This will make installation of the distributor, and the setting of the ignition timing, a lot easier. However, that operation will be the subject of a Tech-Tip at a later date!

# LEYLAND P76 OWNERS CLUB NSW

## CHRISTMAS PARTY / PRESIDENTS TROPHY ECONOMY RUN

Date	Sunday 5 December 2010
Time	9.00am for a 9.30am departure
Start & Finish	Caltex-Woolworthes, Dural Business Centre
Fuel Types	91, 95 & 98 Octane Unleaded, Diesel and LPG
Entry Fee	\$10 entry on the day
Invited	Leyland P76 Owners Club NSW members, family and friends
Bring	Picnic lunch (unless you're planning to buy it), Sense of humour
The Drive	Approximately 225km in length fully route charted. 4 hours duration To be included in the fuel economy results, questions along the route must be answered and a completed answer sheet submitted. Alternatively, just enjoy the scenic drive to the Christmas party
Lunch	At Wisemans Ferry offering a choice of BYO picnic in the park or takeaway or the pub or the Bowling Club. If the weather is wet we will go to the pub.
Further Details	Steve Maher on 0417 435 830 or <a href="mailto:steve@graffitigo.com.au">steve@graffitigo.com.au</a>

**COOTAMUNDRA ANTIQUE MOTOR CLUB  
EXTENDS AN INVITATION**



TO ALL HISTORIC MOTOR CLUBS  
TO JOIN THEM IN CELEBRATING THEIR

**31st BIRTHDAY**

This is also

**The Michael Livingstone Memorial  
Run**

**WHERE: AT JUGIONG PARK NEAR SWIMMING POOL TURN OFF THE HUME HIGHWAY AT JUGIONG**

**WHEN: Sunday 6<sup>th</sup> FEBRUARY 2011**

**TIME: 10 AM.**

**BRING YOUR OWN LUNCH , DRINKS , SWIMMERS. AND PICNIC CHAIRS AND TABLES.**

**OR**

**BBQ AVAILABLE TO USE TO COOK OWN MEAL.**

**JUGIONG IS ABOUT A HALF HOUR DRIVE FROM COOTAMUNDRA AND SOME CAR CLUBS MIGHT  
LIKE TO SPEND THE SATURDAY NIGHT IN COOTAMUNDRA, WITH OPTIONS OF SATURDAY NIGHT  
DINNER AND A SCENIC DRIVE TO JUGIONG. THERE IS ALSO ONE MOTEL AT JUGIONG.  
IF YOU CAME LAST YEAR, YOU KNOW, WE ALL HAD A GREAT TIME. AND PROMISE THE SAME THIS  
YEAR, EVEN BETTER, ENJOYING YOUR CARS AND TALKING TO FELLOW CAR ENTHUSIASTS**

Reply or details

Gwen Livingstone [ModelA@bigpond.com](mailto:ModelA@bigpond.com) 0428 421 039 or 0269 421 039

Ken Smith [didiandken@iprimus.com.au](mailto:didandken@iprimus.com.au) 0269 421 197



**LEYLAND P76 OWNERS CLUB**  
**MINUTES OF GENERAL MEETING**  
**HELD ON TUESDAY 12<sup>th</sup> OCTOBER 2010 AT 8.20PM**

- Present: 10 Members as per attendance book.
- Apologies: Matthew Stockwell, Scott Wilson
- Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed.  
Accepted: Brian Hooper; Seconded: Shannon Wharton
- Business Arising: New owner of the Shannon Wharton/Alan Torrance car is very happy.
- Treasurer's Report: As per Bank Statement no. 52  
Moved: Shane Fox Seconded: Brian Hooper
- Correspondence: Email: Classic Car Club September Magazine.  
IN: Mail: Concours D'Elegance 10.10.10; Westwords October 2010; LPOC SA Magazine October 2010; Commonwealth Bank Statement No.52.
- Correspondence: Email: Leyland Post No.39  
OUT:
- Reports: Parts Officer: Lynx Manifold E Series 4 cylinder. Approx. \$200 Merchandise sold at BMC Leyland Heritage Reunion.  
Registrar's Report: Not available.  
Activities Past:  
BMC Leyland Aust. Heritage Group Reunion Lunch – Tony gave a brief report – 110 people attended and a good display of cars on the rooftop carpark. Craig Watson from the Mini Experience Magazine gave a very informative presentation and Steve Maher spoke about the 2010 P76 Nationals at Raymond Terrace.  
Steve Maher reported on the Alpine Classic Rally on the weekend of 25/26 September. 800 kms almost faultless for the P76 but for stretching clutch cable. Thanks to Norm Julian for assistance rendered in Orange. They finished 5th out of over 40 cars in the Division – a brilliant weekend.  
Activities Future:  
Penrith Pas De Deux Classic Rally 17/10/10;  
Crookwell Rotary Swap Meet 24/10/10;  
Shannons Motorfest at Chevalier College 31.10.10;  
Xmas Event 5/12/10 \$10 per car, trophies to be awarded and presented at the December Meeting. Meet at Caltex (Woolworths) Dural, proceed via Central Mangrove, Wisemans Ferry and back to Dural.  
State of Origin Get Together Inverell 2011;  
Leyland P76 Nationals Qld. 2012
- General Business: Discussion regarding whether some of the De Luxe Models could be modified into a World Cup Rally Car. Interior to have 2 bucket seats, gear on the floor. Then have them made up and painted for sale as complete – could cost over \$150. Orders only but need costings first and seek interest from Clubs.
- Peking to Paris Event – competitors nearing the final stages of the Event.
- Glenn Gray reported that the Website is getting close to the update stage.
- Steve Maher reported that the Club had purchased a supply of Number Plate surrounds in readiness for the 40th Anniversary of the P76.
- Next Meeting: 9th November 2010
- Closure: Meeting closed at 9.25pm

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Steve Maher - Chair

**LEYLAND P76 OWNERS CLUB**  
**MINUTES OF GENERAL MEETING**  
**HELD ON TUESDAY 9TH NOVEMBER 2010 AT 8.20PM**

- Present:** 11 Members as per attendance book.
- Apologies:** Marty Stockwell, Michael Nugent
- Minutes Of Previous Meeting:** Minutes of the previous Meeting were read and confirmed.  
Accepted: Brian Hooper; Seconded: Glenn Gray
- Business Arising:** Models of the World Cup Rally Car need sufficient photographs of details of the car. Steve Maher will contact John Bryson with a view to taking some photographs at his place. Glenn Gray will supply some photographs.  
The Peking to Paris Event was won by Matt Bryson and Gerry Crown. John Bryson advised that now that Gerry has won the Peking to Paris run, his next challenge is the 2012 Trans America (East to West) via Alaska & Canada in a P76 as the age cut-off has been lifted to 1975.
- Treasurer's Report:** As per Bank Statement  
Moved: Glenn Gray Seconded: Brian Hooper
- Correspondence IN:** Email: CAMS Registration Form; Leylines October/November 2010  
Mail: Westwords November 2010; LPOC SA Magazine November 2010;  
P76ized November 2010 BMC Leyland Aust. Heritage Group Newsletter October 2010; Commonwealth Bank Statement No.53.
- Correspondence OUT:** Email: Nil
- Reports:** Parts Officer: 3 Nationals Magazines were damaged by water in Glenn's garage. Some Marina parts have been donated. A 3-speed gearbox has been picked up for the Bathurst car. Steve Maher had a phone call regarding a P76 motor which is available at Windsor. Steve has collected the motor and has it in storage at Martys warehouse, ready to transport to Oberon.  
Registrar's Report: 2 new cars on Club Plate System – Brian's '69 Dodge and Shane's P76 which should be ready for the Xmas Run.  
Activities Past:  
Penrith Pas De Deux Classic Rally was run with Steve Maher accompanied by navigator (James Garrod). They finished 6th after losing some points. Start and finish was at Penrith with 2 loops through the Hawkesbury Valley and Hills District.  
Crookwell Rotary Swap Meet 24/10/10 – Marty may have attended.  
Shannons Motorfest at Chevalier College 31.10.10 – no-one attended.  
  
Activities Future:  
Marques in the park 21/11/10 – Jason Birmingham will attend plus some Victorian cars.  
Xmas Event 5/12/10 \$10 per car. The Presidents Trophy is being remade out of solid wood thanks to Peter Molesworth of DJs Trophies. Meet at Caltex (Woolworths) Dural, proceed via Central Mangrove, Wisemans Ferry and back to Dural. Steve still to do a preliminary circuit of the run.  
State of Origin Get Together Inverell 2011;  
Leyland P76 Nationals Qld. 2012

**General Business:** The printer has problems re the toner so the last Magazine still to be sent out by "snail mail". The next Magazine will go out with plenty of notice before the Xmas Run.

Steve Maher is doing the rally to the Hunter Valley this weekend with the Classic Rally Club.

The first 4 completed De Luxe Models were tabled for everyone to see.

Glenn Gray reported that progress is good re the website and should be ready around Christmas.

Steve Maher spoke about CAMS Insurance, which is due to be paid soon. A vote was taken on the two payment options: \$290 for the "Racing" Option and \$240 for "Enthusiast" Option. It was decided to take the Racing Option for \$290. Moved: Shane Fox Seconded: Scott Wilson

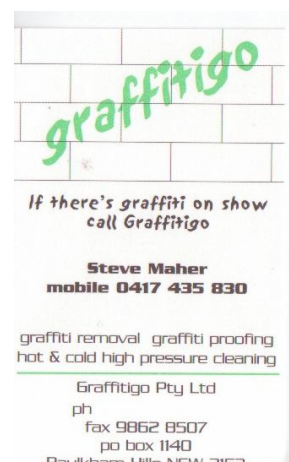
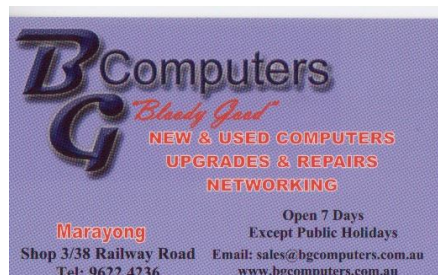
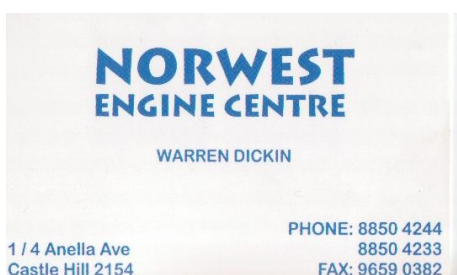
Glenn Gray is chasing information regarding those P76s which raced after the Zetland Plant closed operations.

Steve Maher mentioned UK Member Alan Firth is looking for another car. He has offered \$10K for a car on Ebay. This car will probably eventually go overseas.

**Next Meeting:** 14th December 2010 – suggest BBQ commencing at 6pm with meeting to follow.

**Closure:** Meeting closed at 9.20pm

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Steve Maher - Chair





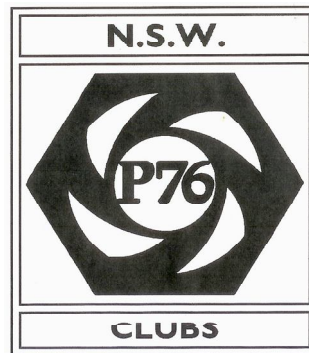
## 2010 Events Calendar

Date	Event	Info	Contact
26/28-Nov	Tasman Revival Eastern Creek		
29-Nov	Council of Motor Clubs AGM		Tony De Luca
5-Dec	Club Christmas Party / Economy Run Presidents trophy		Steve Maher
14-Dec	Club Meeting		

## 2011 Events Calendar

11-Jan	Club Meeting		
6-Feb	Michael Livingstone Memorial Run		Gwen Livingstone
8-Feb	Club Meeting		
15-Feb	Club Committee Meeting		
5/6-Mar	Riverina Run Classic Rally		Steve Maher
8-Mar	Club Meeting		
12-Apr	Club Meeting		
16-Apr	Classic Capital Caper Rally		Steve Maher
22/25-Apr Easter	State Of Origin Get Together Inverell NSW		Adrian Spencer
10-May	Club Meeting		
15-May	National Motoring Heritage Day		Tony De Luca
14-Jun	Club Meeting		
9/10-Jul	Jaguar Mountain Rally		Steve Maher
12-Jul	Club Meeting		
9-Aug	Club Annual General Meeting		
16-Aug	Club Committee Meeting		
21-Aug	Shannons Eastern Creek Classic Eastern Creek		Tony De Luca
28-Aug	All British Day Kings School, Parramatta		Tony De Luca
13-Sep	Club Meeting		
25-Sep	BMC/Leyland Heritage Group Lunch Ryde Eastwood Leagues Club, West Ryde		Kay De Luca
11-Oct	Club Meeting		
8-Nov	Club Meeting		

# Membership Application/Renewal



Leyland P76 Owners Club of NSW  
P.O. Box 90  
KINGSWOOD NSW 2747  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

Family Name:

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Membership No.

First Name:

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Family Members:

.....

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Home Address:

.....

Postal Address:

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Phone (Home):

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Phone (Mob):

.....

Email Address:

.....

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed:

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Date:

.....

Office Use

Date Paid:

Payment Type: