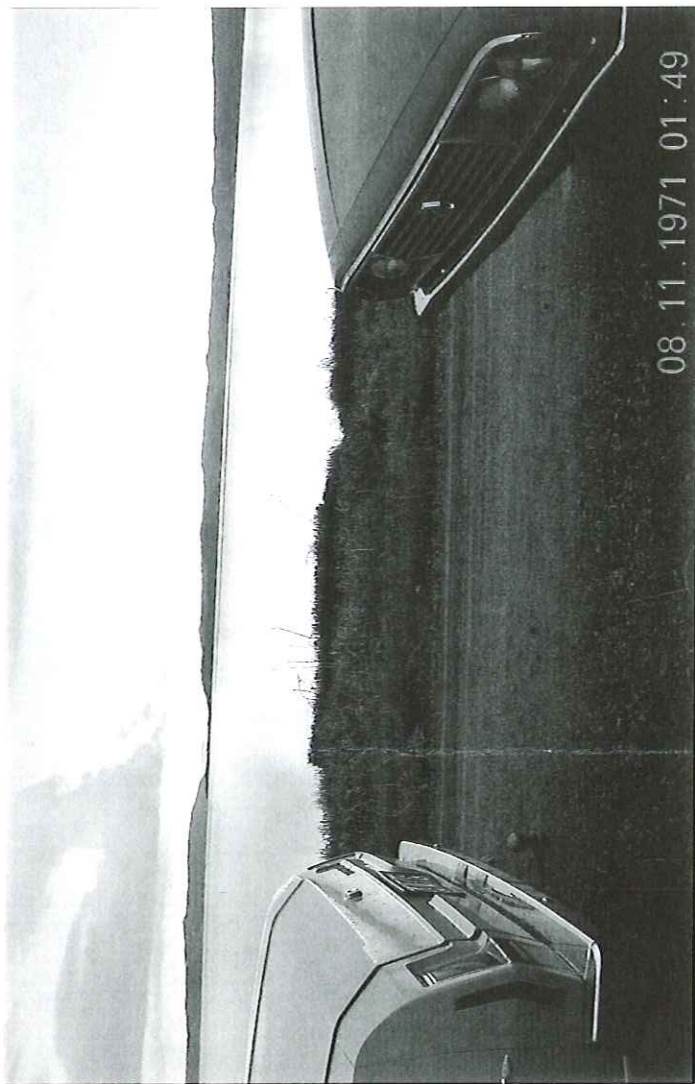


**P76
Penzed**



Leyland's frame the Kawhia Harbour



November 2010

Penzed is published bi-monthly during the first week of every odd month.

Deadline: If you want it in **PENZED**, send it to The Editor, P O Box 18, Masterton 5840, as soon as it's ready. No more deadlines. **PENZED** is a live (but often late) developing document.

Contributions: Are welcomed (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions. **PLEASE**

Advertising: *Is even more welcomed.*
Rates \$\$\$ Negotiable \$\$\$

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Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

P76, anything but average

Merry Christmas

&

Happy New Year



Best Wishes from Walcom

Penzed for November 2010

The contributions continue to come in, pretty soon all I will have to do is write an editorial and the Oz Trail, put it all in some sort of order and the job's done! Well maybe it's not that simple. Along with the various contributions come some administrative bits as well. You will find enclosed with Penzed your BLUE subscription account for 2011 showing a small increase to \$45 which was largely touted to cover the increase in GST. Having now seen how that effect spreads itself insidiously into our lives I find myself more in agreement with it than I was.

So please don't moan too much, I'm sure you have all seen how the costs spread before us in our daily lives. Check out the cleverly devised changes in postal rates!

You will also find on the last page your YELLOW nomination form for the positions on the National Committee, commonly referred to as **Natcom**. Yes, all positions are considered vacant and are up for grabs. It has to fun, I started my Natcom experience in August 1992 and I'm still at it. I've been Publicity Officer on and off for years, Editor since then, Treasurer for a few years and was President for about four years. Without checking I don't recall if I was ever Vice President!

So you see it is a lot of fun so put your hand up and join the ranks of administration and experience the rewards...oh, I should mention there is no financial reward!

There are small and larger bits from all over the country and I thank those people for their input. They will be personally acknowledged with the item contributed, however there is one very important and long awaited item and that is the itinerary for the **National Rally in Blenheim**.

Supplied by President Murray Hatchard I know you will agree with me that we are in for a great weekend experiencing some wonderfully varied attractions and even chocolate. That was new to me! And why stop there, use the opportunity to cover a few more miles in your P76 around our great countryside. There are some marvellous drives down that way, wonderful places of interest that we cannot visit within our rally timeframes. Remember to wave to any P76's you see going the other way.

REMINDER: Murray has asked me to remind you to ONLY book accommodation through him via the registration form to avoid any double ups or other confusion. If Murray is not available all mail will be taken care of and sorted sequentially so you are first in first served so to speak. First went some time ago!

Things to do list.

- Find the registration form that came with your last Penzed, fill it in and post it back to Murray as directed on the form. If you have lost it contact Editor Rob, details on Page 2 of Penzed (as are those of all the Natcom members) and I will supply you with another form.
- Pay Subscription Account, the separate BLUE page sent with this Penzed.
- Fill out Nomination Form for Natcom member/s and mail to your Secretary. This is the YELLOW page at the rear of Penzed.

That will do for me for now, time to move on with other good news bits.

Troop Movements

We welcome another new member to our ranks, this time from Auckland. Welcome Mr Brent Reid of 17 Hydra Place, Glen Eden, Waitakere 0602. Amazingly I can tell you that Brent brings a "new" car to the Club and in an unusual colour, Pimento. Now that's two up North.

Essentially Brent's car is a one owner Super ex Hamilton which was advertised in Penzed a few months ago. I believe he has a bit of work ahead of him but we look forward to seeing you and your family with the car in Penzed or person very soon.

Inter Group Activities

There is the 25th Classic Motor Racing and Jaguar 75th Anniversary display at Manfeild on November 14 2010 which will be spectacular and a good place to go if you are unable to participate in the:

"BK" Central Island Tour 2010 as arranged by Ed Tubman for your enjoyment.

I will include the **BK Central Island Tour 2010** in here in case this gets out in time to attract some late comers. I will also amend the Napier part of the accommodation guide to reflect the sad reality of us being double booked or not booked at the Napier BK by the duty staff. This was not Ed's doing. It also means the tour name is a bit off but hey, it needs a name to be known by later on in the annals of time.

Start: Friday 12th November in Wanganui at the

"BK" Magnolia Motor Lodge
240 Saint Hill Road
Ph 0800 166 835 for your reservation

Rooms are pencil booked under the Leyland Car Club so remember to mention that you are with the Leyland Club when you make your booking. Options include Studio, one & two bedroom units.

7.30 pm Dinner likely to be Stellar Restaurant & Bar on the Corner of Victoria Street and Taupo Quay depending on your response to Ed regarding numbers. See notes at the end of itinerary. This is a proven venue popular with many touring car clubs.

Saturday 13th Starting at 8.30 am with your engine warmed and fuel tank FULL drive across the river and up onto the back roads via Fordell to Hunterville and then up to Taihape for a coffee and an early lunch. Directional notes/instructions will be supplied to navigators. Prepare for a fast exit from Wanganui entering into beautiful free flowing country/bush scenery. I've been there before!

Cross over the Gentle Annie Road to Omahu and then onto Napier to the:

Beachfront Motel
373 Marine Parade (just north of the aquarium on the other side of the road)
Napier
For your reservation Phone 0800 77 88 88

Rooms are pencil booked under the Leyland Car Club so remember to mention that you are with the Leyland Club when you make your booking. Options include Studio, one & two bedroom units

7.30 pm Dinner at the Speight's Ale House in the old Wool Store precinct. This is in the Port Ahuriri area for those that haven't been there. Another proven popular venue where I've had too much a couple of times before, but it great all the same.

Sunday Breakfast hopefully will be a group affair at a venue to be decided by the participants and then we can take in the highlights of Napier of which there are quite a few.

Special note to Ed. Platform 1 model shop in Hastings Street opposite the National Bank is usually open on a Sunday's. Tell Barry I sent you.

All accommodation bookings are to be made by the individual travellers remembering to tell them you are part of the Leyland Car Club group.

Email Ed on eat@clear.net.nz or phone him on 07 847 9116 so dinner bookings numbers can be finalised or if you have any questions. **This is very important.**

This allows Ed to organise all the other aspects of the tour also. Like how many sets of directions he will need to produce or how loud he will have to yell to make everyone hear at the drivers' briefings and who he may have to rescue or whatever. Entries are coming in well.

So here is an opportunity to make a great cross country tour...remember to maybe dip your toes in the sea on both sides, or you could use the Whanganui and Tutaekuri Rivers in lieu of the sea! Tour organised by Ed Tubman with the help of participants following the instructions. Smart remarks by Editor Rob, as I have been to these places, they are good, as is the drive, even if we did it the other way round. Remember to start your day with a full tank of gas.

National Rally and AGM

You have seen Murray's request to register ONLY through him using the Registration Form already supplied. Try it, the system works. The itinerary is published on the following page for you to read and see how lucky you are!

You don't need me to tell again, "you snooze you lose" (Commander Cody and the Lost Planet Airmen) so get yourself found in the Marlborough Sounds.

Cover Picture

A piece of art entitled "Leyland's frame the Kawhia Harbour" or how to follow too close while admiring the view. I think it is Fred following Alex but can't be sure. Of course you were parked and posed for the photo. And don't be fooled, it isn't Back to the Future either, it's just someone didn't realise the date setting on the camera went haywire because of daylight savings. It will be as good as any other excuse offered! It was good to offer John a ride in the Saab but bad to turn Ed's one tonner into a Ford! Honokiwi, I remember it well...

T hanks go to Philip Meyer for his entertaining Northern Group report on their trip to Raglan and several other places by the sound of it and well done Alex, saviour of Tuakau.

NZ P76 Club

Conference & Rally

Friday 18th:

Arrive & settle in to accommodation.

Commodore Court Motel

4.30pm:

Committee Meeting @ Motel

6.00pm:

Dinner @ Clubs of Blenheim.

(Your cost)

Saturday 19th:

8.00am:

Leave Motel for Argosy Restaurant (our cost)

9.15am:

Leave Argosy for Picton
via Havelock & Queen Charlotte Drive

10.30 am:

Pit Stop & View the "Edwin J Fox"(our cost)

11.30pm:

Leave Picton

12.00pm:

Chocolate Factory

1.00pm:

Lunch @ Shelly's Cafe (our cost)

2.00pm

Leave for Brayshaw Museum Park. At leisure
(Our Cost) Return to Motel in your own time

4.30pm:

Leave Motel for Clubs of Marlborough.
(Taxi or own car. your cost)

5.30pm:

AGM

7.00pm

Dinner @ the Taylor Restaurant (our cost)

Return to Motel at your leisure.

Sunday 20th:

9.00am

Breakfast @Clubs of Marlborough (your cost)

10.00am

Leave for Omaka Aviation
Heritage Centre. Spend as long as you want.
A guided tour arranged (our cost)
Coffee and Light food at the Centre.

Lunch can be arranged.

Time to say good bye and go your own way.

Other activities
Montana Wine Tour
Prenzel Distillery
Moa Brewing Co

Local Group Activities

Northern Group

To enjoy great food and company you can join Philip Meyer and his merry members at the **Auckland Car Club Rooms 44 Stoddard Road Mt Roskill** on the first Thursday of each month and at Bellagio's for an 8.30a.m. breakfast on the first Sunday of each month. Confirm dates and details with Philip on: H 09 238 0652 or Mob 021 623 805.

November 4 December 2 and at this stage January 6 and February 3

Breakfast's at Bellagio does continue on the first Sunday of the month. Described as an informal social event for family, friends and P76's but other cars will do in a pinch. Recommended you bring your appetite and your camera. This is a popular event up north.

Questions raised about the Gruebner car in the past have so far not produced a result that has been reported on! What's the story Gordon? You will have to do an article on this car once it is out and about, and get it up on the web site! I'm going to leave this here until I see something of this B as B beastly! Speaking of missing things (sort of) the Edmonds name doesn't seem to appear on the attendance list either!

I have two Summons to hand, both reporting on small meetings but big topics of discussion such as the debriefing on the Raglan Weekend and the early warning of the Centre Island Meeting which may seem a little out but if you go coast to coast you have to go through the centre and the Gentle Annie is about as centre as you can get! The Northern group are also enjoying a new member in their midst. There has been discussion on genealogy it seems also so as it says below - Philip stresses that meetings are informal and topics of discussion extremely varied, not just centred on P76 alone. So come on those of you who haven't ventured out into this new world, give it a go. You will probably meet someone you like!

Central Group Meet at The Fireman's Arms 313 Jackson Street Petone

November 2 December TBA

Meet for dinner with a "when we're ready" start to the Central Groups informal meeting. There is some parking at the rear of the premises as well as on Jackson Street. Contact Central's Social Convenor, **Paul Heath** on **04 972 7192** if you have any questions or suggestions or are joining us from elsewhere. Leave him a message on his answering machine.

We didn't get off to a good start with our social season with no P76's appearing at the Pride and Passion Motor show in Levin and only one couple attending our first "Brunch Run" to Porirua. I believe this left them free to spend more money on a new laptop!

However, all returned to normal service for the occasion of Merv Cox's 80th birthday on October 3. I hope to include a separate report on this momentous event later if space permits because we have other event notices to put in and a blast from the past (almost) has been supplied to me for Penzed.

Polish your P's for these.

Are you sitting down? **The Central Group Christmas Party** is arranged already – this must be a first ever! Set on the Kapiti Coast this time we are at the:

Wine Makers Daughter Brasserie and Winery on November 27 starting at 6 30 for 7.00 pm.

The venue is on SH1 between Te Horo and Otaki and the contact is Carol Cottle. Carol is happy to arrange/recommend motels for anyone wishing to stay overnight, just contact her if you need help. Watch this space as this idea may develop further yet. The delicious looking Christmas menu is available from either Carol or Rob. Contact Carol on 06 364 3156 or email carolcottle2@gmail.com shall we say by the 15th of November.

The Sunbeam Club Run to Lake Ferry – the 31st running of this event on December 11 2010

Often frequented by P76's and even a Force 7V this casual friendly family picnic with all the classics imaginable is on again. Last year the weather was very dubious but it was ok on the day at the park. Some members have already threatened to attend this year so why don't you.

We will see you at the Fell Engine Museum in Featherston ready for an 11.30am departure in convoy (kind of) down the western side of the lake – oh hell, just follow the line. Organiser is Bryan Atkins Ph 04 562 7424 or email atkinsbm@gmail.com It is a wonderfully relaxing day out.

I have seen up to 130 cars one year and counted 29 makes another. Everyone is welcome whatever you drive and there are often other cars out there anyway.

British Car Day February 13 2011 – The 25th year of this growing event.

Trentham Memorial Park, Upper Hutt, entry via Barton Road off Fergusson Drive from 10.00 am (yeah right) until 3.00 pm. Bring your car, truck, bus, van, bike or tractor.

We are again invited to attend in numbers (greater than bloody 4) and wave our flags, meet our friends in their funny cars like Marcos and Austin Healey and Aston Martin and whatever Bruce arrives in, in lieu of his P76! There are trophies to win, People's Choice and Club Display, plaques to buy (I have 24) oodles of cars to ogle, nice food, motorcycles and stationary engines and usually a really big mobile one! It appears that if you have a silver car (no Paul, not the Nissan) you may get to help in the silver anniversary parade?

Entry is still only \$5 per car, proceeds go to Wellington Free Ambulance as they always have and it is a great day to catch up with old friends and have a lot of Leyland's on display. A lot means more than 4 ok! Here is the challenge to Philip and Steve, you know who you are.

The Southern Group holds their bi monthly meetings at Robbie's in Riccarton at 7.30p.m. each even month and arrange an outing, generally on the second Sunday of each odd month. **Their Event Co-ordinator is Sandy Downes who you can contact on 03 337 1647.**

Sandy is happy to hear from any Southern member, or a Northerner touring around down south should you want to join in the fun. Give Sandy a call and get in on the act.

Remember, it is your Club to participate in and you are invited to any of the events advertised in Penzed. If you are doing something with someone else invite us along to.

SOUTHERN GROUP REPORT.

Thanks to all who sent messages during our difficult earthquake time. So reassuring to know you were thinking about us. Things have settled a little but the occasional jolt is a nasty reminder of an experience we didn't need.

Our Southern Group met at The Peg (Belfast Hotel) on 26th Sept at 10.45 am. It was so good seeing old friends and hearing of what had happened to them and how they had coped after our earthquake. My daughter in law passed the comment "get into the Leyland Bev, nothing could shake them".

Sunday was a beautiful warm sunny Christchurch morning when 19 people met and travelled to a Waikareii hotel called The Star and Garter with no break downs and no diesel, just a pleasant drive with beautiful scenery; the tops of the Southern Alps are still covered with snow, giving a beautiful backdrop to rolling rich country side.

At the Star and Garter Frank and Robyn Waghorn joined us, having travelled from Reefton. Frank passed a remark "that he had never seen such heavy rain on the way over from the coast. We all know just how much it can rain in Reefton so it must have been a down pour. It's always great to have Frank and Robyn on our trips.

Lunch consisted of beef or fish chips, apple cake or ice cream followed by a long drop story wonderfully presented by Frank. What a laugh, I had tears running down my cheeks. Those who COULD manage to move looked though the Kiwiana shop, then the call was all aboard and on to Scargill.

Andy Fox opened his collection of old stuff for us to wander through. Andy's family have owned FOXTON DOWNS for over a 130 years and never thrown anything out, so you can image a great collection of old things, something for everyone. But then we saw his collection of cars -two Silver Ghosts - 2 old Fords and a Studebaker.

Every woman in the group must now have ideas of dropping the Leyland and acquiring a Rolls Royce. JUST THE ULTIMATE CAR. (*Heretics!*) Andy told a story of not knowing how much petrol it took to run his older Rolls Royce. He filled the tank, drove to Ashburton, and then on to Christchurch. On the Rakaia Bridge the car ran out of petrol! He had two spare cans of petrol, put them in the tank but the petrol pump wouldn't suck through. If you know this bridge, you can imagine the traffic jam this created. Eventually the Rolls Royce was towed off the bridge by a Japanese import - very embarrassing!

However, back into our Leyland's for a pleasant journey home, through the Lees Valley. Just image how much a journey like we all enjoyed would have cost in a Roller. I must check my Lotto ticket to see if the Clifton-Moggs can afford a Roller.

Well its bye from me, sincere thanks once again for all messages received during our trying time.

They meant a lot to us all.

Bev Clifton-Mogg

Miscellaneous bits of good news

As I speak with members around the country I learn of little events that have occurred such as Fred Maunder's 74th birthday on October 18. It happened that Ed Tubman visited by chance and so helped Fred demolish his preferred birthday treat of lemon meringue pie. I understand this was prepared by his daughter and is eagerly awaited and devoured by Fred every birthday. Happy Birthday Fred

You may recall a story about Calvin Mackie attending his first ever car show in his lovely Nutmeg Executive - Wheels with Attitude in Dannevirke. Well Calvin was well impressed by this event and made it to the later Wheels on Windsor event in Hastings on March 14 2010.

It took me a while to chase Calvin up which is a bit slack seeing as he lives less than a mile from my Dad's! Anyway, I did chase him up and he did go and as usual the car generated a lot of interest. His photos are a bit dark but I've included one below showing the P76 in the company of a purple Capri, a bronze Rolls Royce and a black Daimler 420, all very nice indeed. Check out the reflection on that bonnet! While Calvin had the only P76 on display he wasn't alone as far as enthusiasts were concerned. He met Fred Tasker (member 1990/91) who is still interested in P76's. Fred was the first person to show me photos of the ON Force7V that Lance now owns that would have been in the late 80's.

I have an enlargement of the car outside a lovely two story brick house in England thanks to Fred. He is a character whose other interests include black powder gunnery of the very large calibre.



Another birthday for another senior club member occurred on October 3. It was Merv Cox's 80th and was celebrated in real style by as many as 70 people at an all day open home held at their residence. Merv and Rose did all the guests a great service by their hospitality with as much top food and drink as anyone should have. And they turned on great weather too.

To set the scene they had returned only a couple of days earlier from Hamilton when Merv learnt that he had to catch the bus to Hastings then proceed with his sister Patricia to Tauranga for another family emergency. Poor Merv only got home at midnight before the party.

Small world stuff would have it that Patricia comes from my home town and I went to school with her daughters, Merv's nieces! One of them, Karen arrived later in the day with her husband, both astride their Harley Davidson's having just ridden down from Bay View. Who was this leather clad woman Rob was hugging probably went through a few minds on the day.

Merv has had long ties with the Ories - Rongotai Rugby Club, the Rugby Referees Association, the NZ Foundation for the Blind, the Leyland P76 club (21st year member) and his very large sprawling family and a lot of other old friends, all of whom turned up at some time during the day, and most stayed a long while! Counting Abby the P76 Club had 12 members present besides Merv and Rose.

After the speeches had been made and the delicious cake cut the Club decided to make its own presentation to Merv. This was in the form of a photo board prepared by Paul (photos) and Linda (decorating) from photos Paul and I had gathered over the more recent years of Merv and Rose and Red, his little dog. These were some typical poses like Merv almost out of petrol again, the pair of them at various events, the car at various places around the north island and Merv and Rose interacting with other members as they do. Below we see Paul and I presenting said board to Merv. Merv spoke very highly of all Leyland Club people to the 50 + guests not visible in the photo and we were honoured to be able to present Merv with this memoir.



A great day in honour of a great bloke who got a bit emotional from time to time, but why wouldn't he?

And some news not so good

Without mentioning names or going into detail there are at least three ladies within the Club that deserve our best wishes for the future after recent events that have not been kind to them at all. You know who you are and that you have a lot of support available within the Club.

The Best of the Rest

Jenifer Alexander wishes to thank and acknowledge the call of support and concern she received from Jane and Alan Firth in England, after the September 4th earthquake in Christchurch. The Firth's had visited Christchurch whilst in New Zealand and had seen the devastation on their news. Jenifer says this is a great example of Club camaraderie, and that they have had enough of earthquakes and aftershocks!

Carolyn Fallaver is pleased to report that both the P76 and the Alfa Romeo have found new homes in new towns. I will be following up the new owner of the P76 and wished Carolyn well for her future. She tells me she passed on all the Penzed's, parts and anything else to do with the Leyland to the new owner. That's a lot of literature!

Carolyn has tendered her resignation from this point forth and wishes us all well and thanked the Club for many years of camaraderie - there it is again.

As mentioned in the last Penzed, we have an article on oil that Edward referred back to me for inclusion. It now appears a bit further on. I hope you find it of interest.

Membership Maps

These have become quite an historic reference allowing me to determine who has been in the club for 20 years and answer all sorts of other important questions as they arise. You will see that Ross Fallaver is included on the map as he did join at the beginning of the year. Brent Reid is also included as he did pay his subs in 2010 even if as a courtesy (and to keep it simple) we consider his membership to be from 2011.

While the map is broken up into broad provincial regions the Club is to most extents run as three regions, being Northern, Central and Southern. The border across the North Island effectively runs from north of New Plymouth across beneath Lake Taupo and out to north of Gisborne. Therefore Ric Cooper in Taupo is a Northern Group member. To date nobody lives on the border!

It is hoped that this will be officially recognised in the changes supposedly happening to the Constitution but in the meantime that is how it works.

So that is one of the reasons these maps appear every year. They also illustrate how members can move around the country. Merv Cox and I are examples of this.

I may have mentioned this previously but there are six recipients of the 20 year membership certificates in 2011, one from the North and five from the South Island, assuming they all rejoin for 2011. They are Ron King from Hastings who has a rarely seen CC 4 speed manual Super and the following southerners. Frank Waghorn, John Flannigan, JB (Baxter) Roberts and two of the current administration, Treasurer John Warren and President Murray Hatchard.

The only one of these men I haven't met is Baxter Roberts who I called up to even learn his Christian name. While talking with his daughter in law I learnt that he has a B as B Leyland stored in the shed and that in a few days it will be his 79th birthday so here we have another birthday wish to be sent out.

Happy birthday to you Baxter, we hope you had a great day.

OILS FOR A CLASSIC CAR

This is a copy of an article on page 15 of the CHACA Journal Jan, 2006.

{It was sent in by Graeme Tibbett, better known as Tibby, from an article by Chris Lowth, a member of the Caboolture Club. Patrick Bedard is another name to appear. It is not clear who contributed the extra comments and assumptions added to the stuff obtained from the Internet. I have only copied what was printed}.

During my weekly fill at the local Caltex station, I saw they had introduced 'Classic' motor oil for old car engines in good condition. As it was rated SG and not the current SK or SL and did not bear the words 'for older engines' or 'reduces oil consumption', I felt it was worth looking into it. A search of the Internet produced some interesting information, especially www.earthlink.net which referred to the November 1999 issue of Car and Driver magazine and a column by Patrick Bedard that is of great interest to all of us with "old cars we want to keep alive as long as possible".

It stated: The column is about engine oils. The technical information in the column came from one Ed Kollin, who was a research chemist at Exxon for many years and who now is Director of R&D for Lubrication Science in Jersey - in other words, a guy who almost certainly knows what he is talking about. Here are some of the relevant facts:

1. Remember the synthetic oil ad that showed an engine running after it had first been filled and then drained of oil? Apparently the oil contains a 'miracle molecule' that allows the engine to run for a while after the oil has been drained. The 'miracle molecule' does this by clinging to the metal surfaces very tightly, so tightly that it displaces the anti-wear additives in the oil which were put there to protect those metal surfaces. This means that for long-term use, that oil actually wears your engine faster than conventional oil.

2. Today's motor oil meets SF specs. (now SL) - the oil our older car engines were designed to meet something like SA or SB, or at most SC specs. (This is the SAE specification on the little circular label on every good motor oil sold in the USA). Usually we are told that the newer oil is better, but is it true? And if true, better in what way?

3. Engine oil contains many additives, and the primary anti-wear and anti-oxidation agent is a chemical by the jaw-breaking name of zinc dialkyl Dithiophosphate (ZDDP for short). ZDDP, while good for engine wear and reducing corrosion/rusting, it is bad for catalytic converters: as a result the modern SJ and later rated oils have about 25% less ZDDP than the old SA and SB oils.

4. New cars, to make the catalytic converters live, need lower levels of ZDDP. But this is a compromise, which results in more engine wear and corrosion. Our older pre-catalytic cars want a bit dose of ZDDP to keep engine wear down.

5. New engine oil may be good for catalytic converters, but are not as good for your engine from the point of reducing corrosion as the old oil was.

6. Fuels today often have oxygenates - MTBE or Ethanol added to them in big cities in the USA. Traces of these oxygenates get into the engine oil, and apparently these chemicals are, to quote "tremendously corrosive", and they attack gaskets, seals and certain metals. No problem for automakers, they choose new polymers and alloys which are immune to these attacks. But what's to prevent the attacks and corrosion in older engines?

7. So what can we do? Well Ed Kollin says that for a seldom driven older car, such as show cars or in fact anything but a daily driver, "corrosion is a greater problem than wear, even the wear from starting an engine that has been sitting long enough to drain oil off most of its rubbing surfaces - because only one little patch on that same rubbing surface is dooms day".

8. Ed goes on to say that while he can design a custom oil for this problem, the best off the shelf oil is heavy oil designed for Diesel trucks. Instead of SJ, look for combinations that begin with C (for compression ignition), CC-4 is the latest, preceded by CF-4, CF-2 and CF.A. Few oil blends meet both C and S requirements. While the oil part of these Diesel oils has the same lubricating qualities as passenger car oil, the most common heavy-duty viscosity is 15W040; more syrupy. But the Diesels get bigger doses of the additives---up to 50% more ZDDP (the anti-wear anti-corrosion additive) and 30 to 50% more detergent, dispersant and corrosion inhibitors.

9. The bad news: There's a very small chance, he says, that nitrogen compounds in the high dose of dispersant may cause some seals to leak. Moreover, if you've never used detergent oil before, you may wash chunks of sludge loose that could block the hydraulic filter.

10. The good news: If you have sticky rings, erratic compression and blue exhaust smoke, this high detergent oil will quickly free them up. For corrosion, Ed says, heavy-duty oil is the silver bullet solution. It's blended to neutralize the sulphuric acid produced by the high sulphur Diesel fuel. Note that sulphuric acid is also produced in car engines burning gasoline. However, the Diesel fuels contain more sulphur and consequently create more acid when burned.

That's basically all the really important information in the column. To me it contains at least three surprises:

- (i) Some synthetic oils wear your engine out faster than conventional oils.
- (ii) Older conventional oils protect your engine better than the newer ones.
- (iii) The best oil to use in the older cars is an oil designed for Diesel trucks.

It's probably getting a bit difficult to get "pure Diesel oil" in Australia. So when you buy your next lot of oil, it is worth not only looking at the SAE rating, but also looking to see it has an SG classification. Quite plainly oils ain't oils.

A follow-up to the article on page 15 of the Jan. 06 Journal
(Some further thoughts from Hutchie)

Having read the information from the experts, it is now up to us as individuals, to decide what is best for our own seldom used classic car.

I decided to see what was available. The two places which have a wide range of oils in this area are **Repc** and **Oil World**. While never having bought oil from Repco, they do have most brands and a very wide range of the different grades in each brand; not only that, but the prices are displayed, and they have a sale on now.

My first call was to visit Leigh Davies at **Oil World** in Herald St Cheltenham, who explained how the mysterious lettering distinguishes the different grades. The first set of letters has the prefix S, (eg. SF), this shows the grade as applied to petrol engines. The second group of letters start with C, (as shown in the Jan. Journal article under no. 8), C is for compression ignition, or Diesel in other words, (eg. CC).

Leigh explained that the letter following both the S and the C, advanced alphabetically each time a major change to ingredients takes place. The first oils after this system was introduced would have been SA / CA. Referring back to the previous article, the progression in the C series is explained in no. 8 for Diesel oils. It just means that oil with both S and C shown, can be used in either petrol or diesel engines.

Here is how the S system evolved. Once it got to SF, then SF2, SF4, SG, SG2 SG4, etc. The latest I have seen is SL. (It appears that only very minor changes were made at those times where the number was added).

Leigh Davies assured me that the brand is not important, as they all come from one of the three refineries in Australia. He reckons their all the same; just look for the grade.

Its no use looking for SA, SB, etc., they are just not made anymore.

The earliest still available is the one Leigh uses in his 1927 T Model Ford, Valvoline 40, which is SF / CC. This is the one he recommends. The price on the day we spoke was \$22 for 5 litres. An alternative, should you prefer an early multi- grade, is 25/50 SG/CD Leigh sells this in 5 litre containers and since it is not one of the major brands, it is only about \$15. He reckons it's good stuff. By the way, Leigh, who drives a Diesel four wheel drive, did not think much of the suggestion to use the Diesel oil. He went into details but I missed most of his explanation. But then Ed Kollin had some reservations too didn't he? Then it was off to **Repc** in Warrigai Rd. **Repc** have their own brand in large red 6 litre containers, (in small print made for them by Mobil). This was designated as SG/CC grade, on special at \$15 for the 6 litres. While the SG would indicate it could be ok (and probably the very same multi-grade mentioned above), would it be wise to go for such a cheap oil? If it is so cheap, is it rubbish? Or should one be swayed by the advertising hype over many years from Penrite, to pay over double for the 5 litre container of their HPR series? More about Penrite below.

While at Repco, I observed the many brands and grades, but recorded only some of them. For instance, the oil I have always used in my WB Statesman, is Valvoline XLD 20w/50 SJ/CF, (but not tempted to change over to the latest SL/CF). Valvoline do have a grade SG/CD in 5 litre containers on special at \$19. They also had Diesel grades, as did most of the other brands, such as Penzoil and Shell, which also displayed many grades. There are so many, the choice is difficult. Valvoline Super Diesel 15w/40 is classified API CH-4/SJ (note they put the CH first). They have it on special at \$22 for

5 litres. Should I take Ed's advice to change over to Diesel oil now that the time is approaching for Hutchies Hupp to go on the road, and buy up big at this price?

I used Penrite Running-in Oil to start with, (after completing the modifications found necessary after the so called "expert engine re-conditioner" had finished), then changed over to Penrite HPR 50, which has been good for what this engine has had to contend with, starting it up about every 3 or 4 weeks, or running it up and down the driveway to work on it. Once it goes on the road, a more suitable oil will have to be found.

The literature in my oil file contained numerous brochures on Penrite HPR 50, HPR 40, and HPR 30. In these they claim that the new multi-grade oils are too thin, (low in viscosity), for our conditions. They were designed for the -40 C degree temperatures in the USA, where 10w/30, 15w/40, 20w/40 are what are used there. They are now producing 5w/30 oils. This all sounds plausible.

Penrite maintain that all their HPR oils contain Zinc Dithiophosphate, (ZDDP), which they confirm is the chemical in oil which imparts effective anti-wear, anti-corrosion properties to the lubricant. (This is exactly what Ed Kollin said). However nobody is saying how much they use. They only say 50% more, 30% less etc. Penrite also claim in their literature, that their HPR oils are suitable for cars with a catalytic converter.

We must therefore read this with the comments from Mr. Ed Kollin in mind. He assures us that ZDDP had to be reduced to make it safe to use with the dreaded catalytic converter. Our problem is knowing if there is enough of the stuff in their oil to properly look after our infrequently used pre-catalytic engines.

Penrite HPR oils are rated SG/CC-CD for petrol engines, while their HPR Diesel is rated SG/CE. They state in their information sheets that their HPR series oils contain no friction modifier, so this could be a point in its favour, assuming that the "miracle molecule" mentioned in Ed's report, is the friction modifier chemicals added to modern oils, which Ed claims keep the protective chemicals away from the critical parts.

Sorry about this all you historic vehicle enthusiasts, just when we thought we had all the information we needed, someone comes up with information which means we have to re-think the situation. The old saying that "a little information is a dangerous thing", comes to mind. Perhaps we could invent another saying to suit a situation like this, "more information is even worse". Will all of this make you change your oil?

PS What Hutchie did.

I contacted Mobil Oil and told them what was required. They suggested Mobil Delvac 1340

Mobil Head Office in Melbourne Phone 1800-033-863.

This is an SAE 40 diesel oil API CF/SF recommended for either diesel or petrol engines. This was the lowest specification available, with no reference in the "Product Guide" to it being suitable for catalytic converters, so hopefully rich in ZDDP. There is a SAE 30 available, Delvac 1330 if a thinner oil is desired.

An alternative is Mobil Super Diesel 15W-40 API CG-4/SH (This is multi-grade & suitable for modern engines, so with the SH specification, ZDDP would be much lower). Here is what the Product Guide has to say about Delvac 1330, 1340.:-

Heavy duty, high detergent/dispersant series of lubricants for diesel engines, transmissions and some hydraulic applications where mono-grade oils are specified. Designed to meet the most severe service performance needs of turbocharged and naturally aspirated diesel engines in construction, earthmoving and agricultural service.

Long service life and low maintenance costs.

Minimum combustion chamber and valve deposits.

1330 suitable for use in applications requiring API CF/SF, MB227.0 & Allison C-4 1340 suitable for use in applications requiring API CF/SF, & MB227.0

It is supplied in 20 litre plastic drums, with the threaded hole, into which the standard plastic drum tap is screwed. Oil World were able to order the oil in for me. It was delivered to them in 2 days. Cost to me was \$88. I had a tap, so didn't have to go looking for one. The oil flows freely from the tap if the screwed cap on the top is loosened a little. In fact the flow rate can be controlled with the cap.

Hupp engine oil capacity is 5.7 litres.

Source: AOMC Newsletter, page 19, August, 2007

RAGLAN WEEKEND

RAGLAN WEEKEND

08 August 2010

The Start

It is 0400 hours on Saturday 7th August, the venue, a certain property just slightly south east of Whangarei. Rose is talking to Fred, who is asleep. "Fred, Fred, those cattle in the back paddock have to be moved to Paddock 76". Fred, still asleep is answering Rose "OK, that's fine, I'll do it tomorrow". Rose is now so desperate she says "Come on, I'll help you." Or something like that. A couple of hours later they were on the road, still before dawn, to rendezvous at The Pukeko's Nest café at Pukekohe at 9 a.m.

The scene now is Rodney Street, Frankton at 7 a.m. Edward is talking to Annette: "Darling, we are leaving in 45 minutes, do you want the first shower?" Annette is answering, "Yes, thank you for waking me." Or something like that and they, too, arrive with the assistance of a FORD UTE, at the

rendezvous in good time for an Egg Benedict breakfast.

The scene now is Belmont, a suburb of North Shore City at 5am. John is talking to Jack, the cat, "Come. Pussy, you are going for a big ride in the car" and off they go to Fiona's, who is John's daughter and lives in Pukekawa. The cat is duly delivered and allows John to reach the rendezvous at 8 a.m. Now, you, the astute reader will know that he is an hour early, so he has the first breakfast and the first of 2 Flat Whites.

The next scene, the last but one, is Howick, an Eastern suburb of Auckland and is split between two households and the time is indetermined but certainly before dawn. Alex has cajoled the P into action with various aids, like hair dryers, blow torches and bad language and has the engine running and suitably warmed up. He has

been very diplomatically though in touch with Lois, his sister, Pauline his daughter and Rob, Pauline's husband who will accompany him to the same rendezvous and to enjoy a similar breakfast.

The last scene but one (ok, so I can't count) is a Matamata address at circa 10 a.m.. Elva is talking to Don, who is not listening: "Please, Don, could you put my bag in the P, yours, too, that I have packed for you and drive me to Raglan." So Don does and arrives there 30seconds ahead of the aforementioned players.

The last scene is the Meyer residence a few metres away from the rendezvous, the time is midnight Friday night. A son has arrived from Tasmania unannounced for a visit. The time is now 7.30 a.m., Judith is talking to, no bludgeoning with a clenched fist, is more accurate, Philip, who is tired after the worst (well, best perhaps) week at work "Get up!!!"

So The RAGLAN WEEKEND has Started.....

Special points of interest:

- *Maunder's move stock to start weekend*
- *Reid gathers family from all over the country*
- *Sutherlands leave sunny BOP*
- *Tubman travels north of Bombay's*
- *Rossen crosses Harbour Bridge with cat*
- *Meyer's use local cafe*

Well, sort of. During breakfast it occurred to me that here was John, on his own, talking to himself for the weekend, so the short version is that he agreed to accompany Judy and me, in the Saab. So it was arranged that he would deliver his Honda to his daughter, Fiona's place in Pukekawa, we would follow him there and catch up with rest of the convoy at

Port Waikato. However, Alex for whatever reason, had decided that a drive-through of Tuakau was on the agenda. So it came about that for the first time since 1974, more than one (that is two) P76's were in Tuakau's main street at the same time and did that WOW the locals. By this time, the rain had set in. Port Waikato, in the rain, was deserted, apart from one lone surfer.

Edward, talking to Philip at breakfast: "If we are not at Port Waikato, we shall move on to a place where there are caves and a café" Philip replying, "You mean Limestone Downs". Well, we were well past Limestone Downs before the Café arrived, almost to Waikaretu, in fact. But worth it it was. Excellent training for the main event of the weekend, which, as it developed, was the art of keeping the stomach full. Home made lemon drink. To die for. Tea or coffee for those whose tastes were yet

Port Waikato | | Waikaretu | | Raglan

to develop. It was closer to Raglan to carry on than to revert to Plan A, which was to return to Highway 23, so onwards we went, through the rain. Some drivers thought it wise to drive through most of the puddles to keep the car “washed”. It doesn’t work. But it became obvious why Edward had chosen to bring the Ute rather than the Monaro. Be reminded that his P is in bits, receiving its first service since its last one. I do have to say, though that the road, in spite of the horrid weather

conditions is like a motorway compared with the last time that I had driven it.

And so it came to pass that we arrived in Raglan. Tiki Tour—to the end of the wharf, where the grain silo had been converted to an apartment block. It could only happen in Raglan and I remember seeing a television item on it recently. So if it’s on tv then it must be true. There are no words to describe the structure; even seeing it makes you wonder if the eyes are functioning normally.

At the same time our third P joined us, Don and Elva, who had travelled directly from, as you might recall, their Tauranga start.

The mainly Waikato supporters (changing the subject ever so slightly to rugby) spent the afternoon in the pub enjoying a “Waikato” or three and the sight of the Auckland team receiving their just deserts. And so it came to dinner. We had, of course booked into the Sunset Motel upon arrival, just a couple of minutes walk away from the pub where they served

Waikato : auckland + rugby: Raglan

the previously mentioned “Waikatos”, so we didn’t get too wet from the rain as we made our way there. And where our repast awaited us. I use the term repast advisedly, for there is no other words in the English language that describe our repast better. During the course of this repast, I was honoured with the privilege of marking the significant event of a significant birthday of my

wife, Judy, in what I thought was a fittingly significant manner: there was a birthday cake, an absolutely significant gift and a significantly well rendered version of that old (pun intended) favourite “Happy Birthday To You”. Some in our group may have other recollections of the event, but their memories are totally unreliable. And so it came to the after match function, reverting

to that previously mentioned activity, rugby and a certain test match AB’s versus the Enemy, live on the Big Screen in the Public Bar. Which also happened to be the place that the two million local inhabitants of Raglan happened to be gathered. At half time, with AB’s already in a comfortable lead, I took the opportunity of checking the Sunset Motel conference room, where the big screen was

Australia come Second!!!!

tuned in and being hogged by the only other single unaccompanied guest. Back to the Pub. “Follow me...”

Via the liquor Store, one six-pack later, Aussie second. You Beaut!!

And so to breakfast at the Black Sands Café. Some had Big Breakfasts (peasants), others with more refined tastes, enjoyed things like Maple Pikelets

and Cappuchino’s. Anyway, back on the road to Kawhia. This road brought back great memories of the RallyNZ 2001, the first event that my P76 did, however I was able to enjoy the scenery while marveling at the high quality of the road at a sedate pace, when previously I had been going full chat over it and never completely certain

that the slide would end before, after or during the corner, OH YEAH!!, and the photo opportunity alongside the harbour. I was again reminded that—by crikey, we do live in Paradise.

Ultimately, of course the stomachs took control once more of the proceedings and we arrived in Kawhia where there was more food, more

Kawhia

coffee, but it was all made with those special no-calories ingredients so the damage to our bodily profiles would not alter by more than Imm in any direction. And of course it was "Lunchtime". John made acquaintance with one of his close neighbours in East London, where they were both born, one of course several decades after the other.

I enjoyed Kawhia and have decided that it is a place that I need to visit again in the near future (read summer).

During this part of the weekend, those of us who were tuned in to him. Were able to hear Edward muttering about Geoff, Rob, Targa and Honikiwi and banks and conrods and lots of other technical matters. The photos tell it all, eh Rob!!

So, once more, proceeding onwards in the by now 50/50 weather (comparing raining/not raining) we arrived at our next scheduled "occasion", the Kiwi House at Otorohanga. Our arrival happened to coincide with the first 50 part of the 50/50

weather arrangement and not one person (the writer excepted) was prepared to get out of their vehicle to pay homage to the Nation's iconic symbol. Shame.

Anyway, the party started to fall apart from here, the Maunders had to get back to Paddock 76 to check their stock, only a 5-hour journey, while Don and Elva had Tauranga firmly set in their sights, but once more the stomachs ruled the actions of the stalwarts and Pirongia it was for, you'd never guess, yeah, coffee.

Wot? More Coffee...

However after that it was serious stuff, to head for home, load up TomTom shortest route, quickest route, avoid congested roads, avoid accidents, avoid roadworks and go for it.

So ended a thoroughly enjoyable weekend. Or for those who attended. Most thanks have to go to Alex for his passion in getting the whole deal together.

Followed closely by those who were able to attend. And especially those firstly from the near far North, who were able to travel in their P's. But not forgetting that the two (three counting John) who brought their "second" car (or ute). It was a memorable weekend.

More photos appear after the Membership Maps.



NORTH AUCKLAND
A Caple
F C Maunder

AUCKLAND
D L Edmonds
M Golding
G L Gruebner
P A Meyer
GKC Ogilvie
A P Reid
B Reid
J Rossen
S Rossen
D Timms
R Utting
P Venning
C Walters

BAY OF PLENTY
W Andrews
G Bagge
R T Cooper
H & S Grouwstra
M & A King
R King
S Learmonth
A J van Kampen
L Wallace

WAIKATO
W Clayton-Green
W H Duinker
G I & V J Gaudin
D C Sutherland
E A Tubman

TARANAKI
A Hay
A & D Larsen
L Wagstaff

HAWKES BAY
H I Hunter
R King
C Mackie

MANAWATU
C & C Cottle
M F A Cox
M J Craw
T Day
R J Fallaver
B & C Francis

WAIRARAPA
R & S Jones
S Smith
P H Vallance

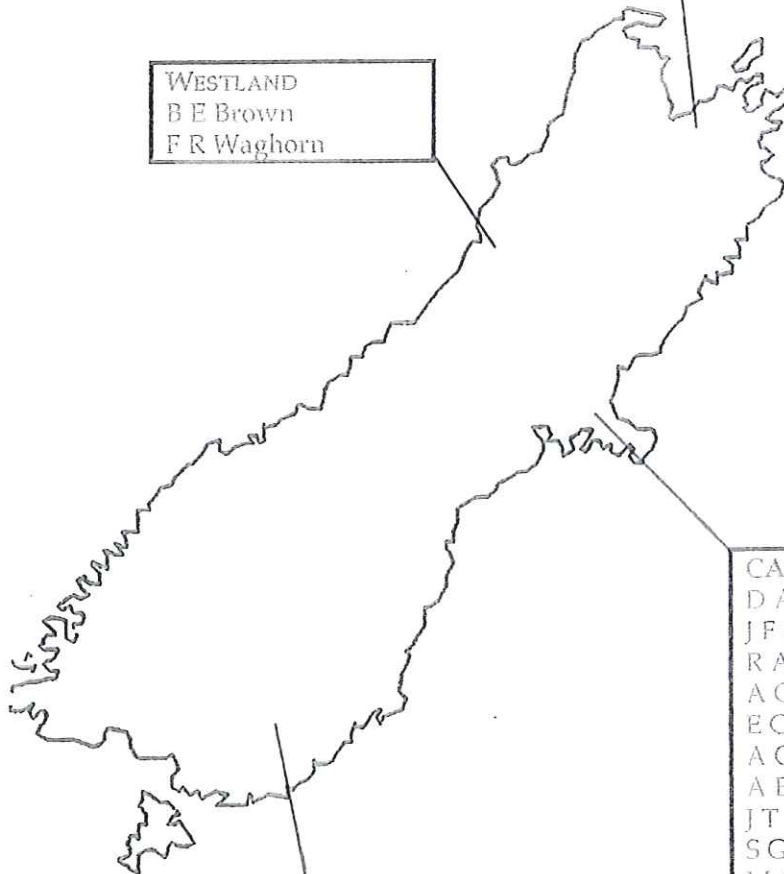
WELLINGTON
D H Brown
R Butler
B Cooper
J Fong
P Harlow
P Heath
B & B Lawrence



OVERSEAS MEMBERS
R & A Mallon
A & J Firth

NELSON/MARLBOROUGH
M Bown
R & L Goulding
S Harris
S White

WESTLAND
B E Brown
F R Waghorn



OTAGO/SOUTHLAND
D S Buchan
CJ Cowan
RJ Keen
T M Martin
B Morris
G T Storer
B Tuffey

CANTERBURY
D Alexander
J F Biddick
R A Blowers
A Clifton-Mogg
E Connor
A Crequer
A Eady
J T Flannigan
S Gane
M & C Hammond
M R Hatchard
K T McKenzie
M Perry
D A Prouting
J B Roberts
J P Warren
G H Weigel

The Pictorial Page

Three P76's parked outside the Honokiwi Garage. The best place in NZ to break down -or fall off the road as Geoff and I found out in the first Targa Rally.



L to R at dinner
Don Sutherland
Rose Maunder
Fred Maunder
John Rossen
Ed Tubman
Annette Purcell



Those same 3 P76's with just a wee bit of Saab down the end of the row.
On the previous page
We saw the same 3
P76's with just a wee
bit of Holden 1 tonner
down the end of the
row.



The Oz Trail

NSW LP76CCC Sept 2010 Great pictorial report on the Easter Creek Classic Car Show. While all the Leyland products are great a Studebaker Champion is just superb, as are most Studebaker's! Everything from Marina's to Mustang's seems represented.

Victoria Aug 2010 Your Mr McCumisky is a busy, good keen P man isn't he! He never fails to amuse or inform. I'm sure your club will be pleased to have you back as Editor Rachel. You guys appear to have it all organised.

Sep 2010 Seven P's on the cover is a good start even if they are from last year! The cars are displaying at least four different sets of wheels or trims. Philip wins again with a cheap original rev counter and Force 7v parts. It's funny how some of us attract stuff. I've rehoused Fiat 500, Model T and EH Holden bits recently along with a lot of P parts and there are still odds in the shed.

South Australia Sep 2010 Now this is competition for the oldest cover photo. Noel Delforce's circa 1980 P76 race car at Amaroo Park. An interesting anecdote later on tells how Noel had copied Alan Moffat's Mustang bonnet scoop and applied it to the P76 and at Oran Park at a later meeting Alan Moffat had a tantrum and jumped up and down repeatedly on the bonnet of the P76. Can you expect anything else from a Ford driver? (Now I'm in trouble with all those XR6 bods)

Oct 2010 Great photos of a brand new Force 7V on display at Adelaide Leyland in 1974. They keep coming out of the woodwork! You did a great advert for that NSW Deluxe for sale. You just couldn't do all that for that much money if you started from scratch. It looks and sounds a sweet ride. Issue is filled out with some P history and P poetry.

Westwords Sep 2010 Great effort by new Editor Sam Murray. Some interesting history regarding various P owners' cars. I met Rick Aitken here in Masterton last year in his blue P76 Bash car complete with WA plates. The story of Tony Deluca's almost one owner Executive is good reading also.

Oct 2010 More P owners' history and a shed find and more P history from Gary Mentiplay. I remember the vanishing point article and you are right an update would be interesting.

Queensland Aug 2010 Beautiful homemade special on the cover as seen at the South Coast Restoration Society open day. I agree that mixed "media" shows really push the P76 into the public's increasingly appreciative eye. Some great trucks at the show as well, surely that big yellow fire engine was a 20's Leyland? Fascinating bit of history with the piece on the testing of P76 at MIRA. I've seen that photo before - I wonder where the car is now.

Sep 2010 Nice to see a Deluxe on the cover - why is it that BA cars seem to attract black bonnets? Also nice to run into previously unknown P owners while out touring, especially one who is 86 and driving his 1 owner P76. Further information relating to part of the MIRA article from last month.



P76 Anything but average.

NEW ZEALAND LEYLAND P76
OWNERS CLUB INCORPORATED

Nomination for National Committee
2011/2012

I Nominate:
For the position of PRESIDENT

I Nominate:
For the position of VICE PRESIDENT

I Nominate:
For the position of SECRETARY

I Nominate:
For the position of TREASURER

Signed Proposer

Signed Seconder

You may nominate for any number of the above positions

I consent to the above nomination

Signed Nominee/s

.....

Please note that only financial members may Propose, Second, or be Nominated.

Send your nominations to:
The Secretary
NZ Leyland P76 Owners' Club Inc
20 Rodney Street
Hamilton 3200

By 25 February 2011