



NEWSLETTER
NUMBER 20

THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW INC.
www.p76clubnsw.org



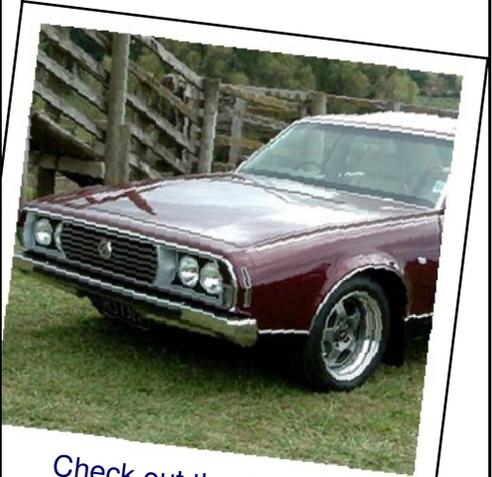
Since 1982



VS Commodore seats re-trimmed
with Parchment Executive Trim



Modified 4.4 EFI V8. Details in
covering article



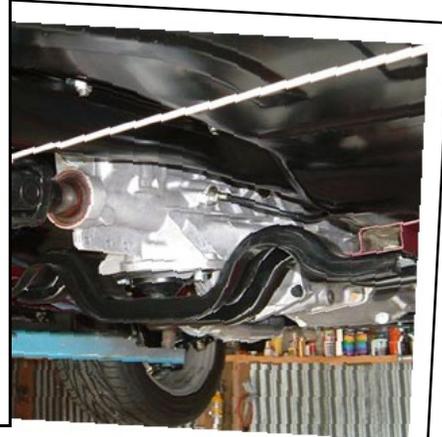
Check out the Panel fit &
overall finish



Engine being finished whilst in
situ, check out the shine!



Falcon rear disc brakes "Kings"
Lowered heavy duty rear
springs



EA-D Falcon T5 speed box.
Check out the finish under car.
You wouldn't drive it in the rain!

Front page this month is New Zealand's finest. This exec is owned by Steve Learmonth & must be close to the "Best in the World" (see Pg 5)

YOUR COMMITTEE FOR 2006-2007

President:	Steve Maher	Steve@graffitigo.com.au	0417 435 830
Vice-President:	Glenn Gray		02-9671-4595
Secretary:	Shannon Wharton		
Treasurer:	Chris Teschke	Cpteschke@optusnet.com.au	02 46205 015
Ordinary Committee Members:			
Parts & Technical Officer:	Jason Birmingham		0412 191 063
Editor:	Jason Birmingham	Leyoz@bigpond.com	0412 191 063
Activities Officer:	Steve Maher	Leyoz@bigpond.com	0417 435 830
Website Officer:	Glenn Gray		02 9671 4595
Public Officer:	Horst Reimann	bgcomputers@hotmail.com	02 4448 5072
Steve Foldhazy			02 9680 4648
Marty Stockwell			02 9636 5990

IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

ALL CORRESPONDANCE TO:
THE LEYLAND P76 OWNERS CLUB OF NSW, INC.
PO BOX 1005
CAMPBELLTOWN NSW 2560
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the Second Wednesday of EVERY MONTH at the Denistone Sports Club, 59 Chatham Road, West Ryde.

**Next Meeting is Wednesday 8th August
At 7.30 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

July-August 2007

And so here we are leading up to the Annual General Meeting. This meeting is the most important of the year, but more later. The move to the new meeting place at Denistone Sports Club has been very well received and I hope more of you will take the opportunity to join us. My apologies for not being at the last meeting but 2 days prior I took a fall and broke a rib – VERY PAINFUL. Unfortunately I was confined to a chair or bed and couldn't travel. I don't bounce like I used to – must be getting old.

We haven't had any outings lately including the Twilight Classic Rally, which was postponed till the 1st September because the huge downpour of rain at around that time had put some of the rally roads under water. Who would have thought that would happen with a drought on? Hopefully Jason Birmingham and daughter will be back and this time I have roped our Secretary, Shannon Wharton into navigating for me as my daughter is unavailable that day. Its not too late to join us. On the Sunday of that same weekend is the Australian Muscle Car Masters at Eastern Creek Raceway. By the time you read this the entry list will have closed and at time of printing we have 7 confirmed entries including Alex Shoobridge from Canberra, Dave Nelson and his Force 7 and new member Michael Nugent with his two tone silver/black Super V8 from Newcastle. Hopefully we will have a few more from the Classic Club.



For the month of August there is the MG Classic Trial on the 11/12 for the sporting minded and the Shannons Eastern Creek Classic Car Show, which is always worth a look. After the Twilight Classic and the Muscle Car Masters is the Orange Blossom Festival Classic Car Display at the Bull & Bush Hotel, Baulkham Hills on Sunday the 16th September, another great day. The weekend after this is the Tour d'Corse Tarmac Rally on the 23rd. At the last meeting it was decided to have a day out at Brian Hoopers Leyland Farm near Oberon on the 28th of October. Don't forget to pencil this day in as I am sure it will be a fun day.

The Dyno Day is looking good for later in the year so keep your eyes peeled for this one.

For those interested in my resto, it is progressing slowly with the first coat of paint waiting to go on – soon I hope.

That should be it for now. See you at the new meeting place. I hope you all have booked in for the 2008 Nationals. I know I have. Catch you all soon.

THE EDITORS SAY..

Howdy again folks!

The AGM is upon us again (next Meeting 8th August) so be there!! Or else! I will not be putting my hand up for the editors position again, I have quite a lot of stuff going on at the home front, so I won't be able to put the time into the magazine that it requires.... I bet there a few of you clapping your hands right now!!... but not too fast... I will still be doing articles for the new editor & updates of "Taxi Talk" so you are not free of me yet! ,so come along & give the club a bit of your time & have some fun in the process. The new meeting place is terrific, the meals are excellent, so come early, have a feed & talk some P76 stuff!

I must also apologize for this magazine being a bit "scabby"... I haven't gone on any outings over the last couple of months, so I haven't got any roving reports & pretty pictures. September is a pretty big month for me though, with the Muscle car masters on the 2nd, (I won't be going on the "twilight classic" rally on the 1st September , as my house is going to Auction on that afternoon) , then on the 15th, I have my nieces wedding down at Kiama, followed by the Orange Blossom Festival on the 16th, then on the 29th, Neville Humphries from the QLD club, is coming down for the BMC/Leyland Australia Heritage day (30th).... So there is plenty going on

Speaking of the BMC heritage day...I will be using this opportunity to track down the person involved with the "Rota dipping" process. I have a bit of a pet project going on in my head over the last couple of weeks. It all started a while back when Michael Clarke from VIC posted an item on the Yahoo/P76 forum saying that 74 model P76's rusted more than 73 models... Particularly around the petrol filler area. I immediately "Poo-Pooed" that idea, saying that it was impossible to make an accurate judgment on a cars ability to resist rust, 35 years on, when there are so many variables that have occurred over the years, such as location, garaging, & general "looking after" of the vehicle. Also on my side is the fact that both my Green exec & the Taxi are both 74 models (2/74 & 5/74) & both have no rust around the petrol filler areas & have never been repaired. I then had a chat with Marcus Kneebone also from the Vic club, who also reckoned that I was full of it! He & others from the Vic club had looked at more than 60 vehicles over the years & are convinced that 74 models have "the rust disease" . In fact, he reckons the change was around 2/74, so my green car is right on the change point. I still wouldn't have it.....until I pulled the heater out of the taxi. Now as you learned readers will know, I have pulled all of my cars pretty well apart, so I have a good idea what they look like underneath the dash, but I was surprised to see that the Taxi has NO paint on the inside (Cabin side) of the firewall!! The area directly surrounding the heater box has a light coating of surface rust, all my other vehicles had at least a coating of primer, but not this one....Maybe there is something to this 73 V 74 thing. A bit more researching has bought out many varied stories about the Rota dipping process. All the sales brochures boast that the P76 WAS Rota Dipped, but I remember chatting to a P76 engineer a few years back & he said they were NOT Rota Dipped as they were too big to fit in the Baths. Then there was another story that they were Rota Dipped, but there were lots of trouble with body damage as they were rotated through the baths (again too big) , then yet another story said they were only "Dunked" in the bathes, not rotated...so maybe the 73's were Rota dipped, & the 74's were only "dunked" I will find out the truth & let you know. The WA club did an article about the Rota Dipping process a little while back, I will dig that up & do an article for the new Editor.

See Ya!

From across the Pacific in downtown NZ, we have this beautiful “tastefully Modified” P76. The NZ club is strong & very active with quite a lot of P76’s, the only Omega Navy Force 7V in existence. (Bloody Kiwi’s!) & plenty of keen owners flying the Leyland flag. This featured car is owned by Steve Learmonth, who I met at the Cootamundra Nationals (Yes a whole swag of Kiwi’s came over last year for the Nationals)) Steve had a photo album with him & I told him I wanted more... Well here they are. A bloody awesome car & a real credit to him.



* This big rig started life as an Oz Build Executive, painted in Lovely “Oh Fudge” It then had a complete chemical strip back to bare steel. Panels were aligned, gaps closed up & the whole car straightened. The vehicle is painted in “Rosso Fire” (An Alfa Romeo Colour)

* The Engine has been fully balanced & manifolds “Match Ported”. The heads are running larger Rover SD1 inlet & Exhaust valves & are operated by a mild cam. Fuel & Spark is managed by a custom built fuel injection system (sitting under the original style air filter) utilising a “Link” G2 Computer. It produces 200 HP at the rear wheels yet is extremely easy to drive.

* Clutch operation is now hydraulic, & power is fed through a EA-D Falcon Borg Warner T5 speed gearbox, back to a Limited Slip differential, running std 2.92:1 gear ratio.

* Stopping all of this are 4 wheel disc brakes, with all 4 wheels having drilled & slotted disc rotors. It has “Willwood” four piston front brake calipers & assistance is provided by a dual diaphragm brake booster.

* Keeping this car off the road are 16” x 8” Simmons F90 mag wheels, attached to completely re-conditioned suspension with 30mm lowered heavy duty kings springs, with fat sway bars front & rear.

* Keeping with the “Easy Drive” policy, we have a Garth Morris intermittent wiper set up, remote central locking, tilt/Sliding steel sunroof, Factory Air conditioner, Force 7V Tacho, modified fuel gauge that Doesn’t wave all over the place, VS Commodore front seats that have been re-trimmed in the correct Parchment Executive trim & a Momo steering wheel that was donated from a Honda Integra





Well here I am again... Three months down the track from when I started on the big rig...Actually it's three & a bit months, but who's counting..... ummm, That would be me! I stood back the other day & had a look at what I have accomplished in that time...& what was still to come.... & I realise that I need to get a move on if this car is to be finished by Easter next year. I was chatting with my eldest Daughter about her birthday, which is in April , & I asked if I would be around for her birthday next year (Her birthday falls in Easter most of the time) to which she replied "Dad... Easter is in the middle of March next year!" Oh Shit!! I just lost another month. Come on JB... get your finger out..... 7 Months till Easter... & take a look at the bloody thing, it's hardly nearing completion.!! Anyway, an update of progress till now.



Damaged/rusted section of stone tray replaced.



Almost finished, still some filling & tidying up to do



Rusted inner sill panel (underneath lower front guard RHF)

The lower stone tray wasn't too badly rusted, but it had a fair bit of damage on the LHF. It was easier to replace the section than to repair it...Shrinking stretched panels is an art I haven't yet fully mastered! The inner sill panel on the RHF underneath the mudguard was stuffed, as was the lower front guard. I cut the bottom off the RHF guard which gave me access to the inner sill, which I cut out & replaced with a bit I made up. I then repaired the lower front guard & welded it back on...



Inner sill panel cut out. Note "cut off" lower front guard



New inner sill panel welded in place (Note all welding is to be ground back so as to look good)



Lower guard section repaired & welded back on



A pair of New Old Stock doors for the left side of the P76. Whilst they are new, they could have been stored a lot better. The black door had stacks of surface rust .(they both did) ..So bad that I needed to get them sandblasted (he used garnet actually!) They came back in a zinc based etch primer & looked great Next was. tidy up a few dents & the outside is put in primer. The RH doors were SH, but in reasonable condition. The RHF door needed repairs to the lower corner plus, they were super doors, which means that I had to weld up all the chrome moulding holes. Eventually they too were in primer, the outside at least, I still have to prep the inside of the used doors.



Below we have the engine bay after 4 hours with a clean & strip wheel & other tools. I still have to tidy up the "hard to get to" spots, but it's almost ready for repairs (I welded up 22 "non Leyland" holes) & repaired a couple of small spots of Rust. Oh yeah, I almost forgot... I inserted that battery tray/skirt that I got from Alex Shoobridge in the ACT...turned out excellent, you wont be able to pick it from the original. Many people have commented on what appears to be extensive rust in the car... It was a country car all it's life & has done a lot of dirt road work. The dirt has "stained" the paint & gives the appearance of rust in the photos, in fact it is quite good for rust.



H O M E O N T H E O R A N G E Z A I U W S O H I B N J E U O
 P C X T U K A R S O P C X T U K L M R D V F T N G U F U N B
 R A I N W S P O H I Q Y Z A I B I L M A N V G R E E N D P E
 O E E N I L M L B I T T E R A P R I C O T A P O D E L J E U
 A U R S M R D V U F T N G E Q Y Z A I U W S O H I B N J E U
 E L O P C X T U K M A R S O P C X T U K L M R D V F T N G U
 V B F U N B R A I N L W S H A I R Y L I M E N O H I Q Y Z A
 I E O Y V A N A G E M O I B I L M A D P E O U E N I L M A P
 L Y H O D E L J E U A R C S M R D V F T N G T E Q Y Z A I U
 O E F W S O H I B N J E U O O P C X T U K A M R S O P C X T
 H M U U E K L M R D V F T N G U C F U N B R E A I N W S O H
 S A D C I P Q Y Z A I B C I L M A O D S P E G O E N I L M A
 I P G O O D A E L J E U H N A R S M R R S D V F T N G E Q Y
 N Z E U A I U R W S O H R I E B N J E I U A O P C X T U K A
 A R S N O P C X G T U K Y L M E R D V F N T R N G U F U N B
 P R A T I N W S O A H I S Q Y Z R A I B I T L B M A D P E O
 S E N R I L M A P O E D T N E L J G E U A R H S S M R D V F
 T N G Y E Q Y Z A I U M A W E S O H N I B N J I E A U O P C
 X T U C K A R S O P C X L T U E K L M E R D V F A T D N G U
 F U N R B R A I N W S O W E H I R Q Y Z P A I B I N L L M A
 D P E E O E N I L M A P H O E D E G L J E S U A R S B M O R
 D V F A T N G E Q Y Z A I I U P W S A O H I A B N J E L U B
 O P C M X T U K A R S O T P C X T U K N L M R D V F T N U G
 U F U N B R A I N W S D E R Y R D O H I A Q Y Z A I B I L E
 M A D P E O E N I L M A P O D E L J E U A E R S M R D V F T
 N G E Q Y Z A I U W S O H I B N J E U O P C C X T U K A R S
 O P C X T U K L M R D V F T N G U F U N B R A O I N W S O H
 I Q Y Z A I B I L M A D P E O E N I L M A P O D E L J E U A
 R S M R D V F T N G E Q Y Z A I U W S O H I B N J E U O P C
 X T U K A R S O P C X T U K L M R D V F T N G U F U N B R A

LEYLAND COLOURS

OMEGANAVY	CORINTHIANBLUE
PEELMEAGRAPE	AMEYEBLUE
CHRYS TALWHITE	DRYRED
HAIRYLIME	NVGREEN
PLUMLOCO	ASPENGREEN
SPANISHOLIVE	OHFUDGE
BITTERAPRICOT	NUTMEG
HOMEONTHEORANGE	COUNTRYCREAM
BOLDASBRASS	OCEANAGREEN



A CELEBRATION OF AUSTRALIA'S MUSCLE CAR HERITAGE & A TRIBUTE TO THE DRIVERS THAT RACED

PIT STRAIGHT CAR CLUB CORRAL

FACT SHEET

EVENT:	2007 Muscle Car Masters
DATE:	Sunday September 2, 2007
LOCATION:	Eastern Creek Raceway, Brabham Drive Eastern Creek
ADMISSION:	Show cars with PIT STRAIGHT CAR CLUB CORRAL stickers on windscreen will be permitted to park track side on the spectator mound on pit straight in their exclusive club area. Driver and passengers pay at gate as per spectator fee. Adults - \$35 (includes admission to competitor & featured marques paddock & grandstand) Concession - \$20 (includes admission to competitor & show car paddock & grandstand) Children 12 & under FOC
PRE EVENT PROCEDURE:	Club to nominate one person to deal with AMCM organisers. That person collects entrant information and passes on to organisers, distributes final information and car passes and coordinates display parking. An exclusive display area will be provided for each club. Non club members with relevant muscle cars are welcome in the PIT STRAIGHT CAR CLUB CORRAL area but must pre register on an official registration form. There will be an area set aside for relevant muscle cars whose owners are not members of a car club.
EVENT PROCEDURE:	Gate 2 (near roundabout behind grandstand) is open from 7am exclusively for PIT STRAIGHT CAR CLUB CORRAL vehicles and passengers. Only pre-registered cars with a PIT STRAIGHT CAR CLUB CORRAL sticker will be permitted to enter via gate 2 and park in their exclusive area. Clubs are welcome to conduct their own show 'n' shine contest, display signs or relevant banners.
FUTHER INFORMATION:	Phil Harrison Eastern Creek Raceway 02 9672 1000 phil@ardc.com.au

2007 Events Calendar

Date	Event	Info	Contact
8-Aug	LPOC monthly meeting ANNUAL GENERAL MEETING		Steve Maher 0417 435 830
11-12 Aug	MG Classic Trial		Robert Smith 02 9023 9448
26-Aug	Shannons Eastern Creek Classic Car Show Eastern Creek Raceway		
1-Sep	Twilight Classic Tarmac Rally	Info	Pam & Alan Watson 02 9653 1036
2-Sep	Australian Muscle Car Masters Eastern Creek Raceway	Info	Steve Maher 0417 435 830
12-Sep	LPOC monthly meeting		Steve Maher 0417 435 830
16-Sep	Orange Blossom Festival Classic Car Display Baulkham Hills	Info	Steve Maher 0417 435 830
23-Sep	Tour d'Corse Tarmac Rally		Tony Wise 02 9953 7846
10-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
13-14 Oct	Alpine Classic Tarmac Rally	Info	Lui MacLennan 02 9460 6909
28-Oct	Day Trip To Brian Hoopers Leyland Farm		Steve Maher 0417 435 830
14-Nov	LPOC monthly meeting		Steve Maher 0417 435 830
12-Dec	LPOC monthly meeting		Steve Maher 0417 435 830
Easter 2008 21-24 March	Leyland P76 Nationals Geelong Victoria	Info	Ken Western 0417 364 894

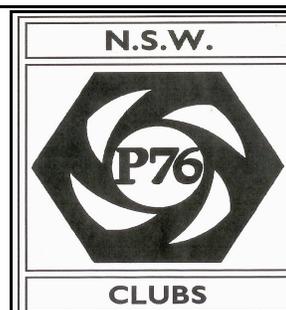
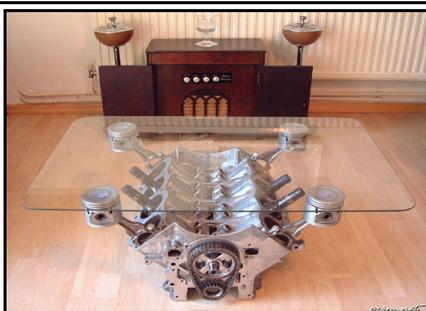
HANG ON.. I FORGOT SOMETHING

A couple of things I forgot to put in earlier... Firstly, Muscle car masters... We are all meeting at 8.00am at the Prospect Hotel, Great Western Highway Prospect.. Don't Forget guys... 2nd September. See ya then!

Now number 2... Just a reminder that we are almost through another year & membership renewals are coming up. So put your hand in your pocket, keep the club alive & enjoy another year with us.

MINUTES OF GENERAL MEETING WEDNESDAY 13 JUNE 2007

- Meeting Opened:** 8.35pm
- Attendance:** As per the attendance book
- Apologies:** Nil recorded
- Minutes of Previous Meeting:** Previous minutes accepted by Glen Gray and seconded by Steve Maher
- Correspondence In:** CAMS State Council meeting for April; CAMS CD for online manual of motor sport; CAMS Agenda for April; RPM media release letter from CAMS; CAMS new medical examination process letter; CAMS Photographer Accreditation letter; Minutes of CAMS meeting for May; letter from NRMA Insurance; SA Magazine; Victorian Magazine; Letter of invitation to Orange Blossom Festival on 16 September 2007; SA Magazine for June; Brochure from Semore Motorsport; Brochure for Eastern Creek Ride days; OAMPS Motor Insurance Letter; SA Club Magazine for May; Newsletter from BMC Leyland Australia Heritage Group; Brochure from Powerhouse Museum; Qld Club Magazine for March/April; Brochure from Harrys Café d'Wheels; Classic Car Club Magazine for May; Chevaliar College letter for Highlands Motor Fest; CAMS 2007 Motor sport Manual; CAMS Annual Report.
- Treasurer Report:** \$2614.88 in Bank
- General Business:**
- New Venue First meeting at new venue. All agreed it is a comfortable venue.
- Meeting Time Discussion about the new start time of 8pm. It was decided to start meeting at 8pm to give members more time to arrive.
- Muscle Car Masters Discussion about Muscle Car Masters, hopefully the club can fill ten spots
- Address Address in Magazine was old address, but will be changed next Magazine.
- Penrith Rally Discussion about Penrith rally on 16 June. Steve to attend in his Toyota Corolla with his daughter and Jason to attend in green P76 with his daughter.
- Meeting Closed:** 9.35pm



MINUTES OF GENERAL MEETING WEDNESDAY 11 JULY 2007

Meeting Opened:	8.25pm
Attendance:	As per the attendance book
Apologies:	Steve Maher, The Hoopers
Minutes of Previous Meeting:	Previous minutes accepted by Glen Gray and seconded by Jason Birmingham
Correspondence In:	CAMS Press Report for June; Classic Car Thankyou letter and 2 Free 6 Month Subscriptions; Mail from Bathurst Goldfields; June Classic Car Club Newsletter; CAMS Agenda for July; Victorian Newsletter for May/June, WA Newsletter for May; WA Newsletter for June; New Zealand Newsletter for May.
Treasurer Report:	No Report
General Business:	
Events Calendar	Steve has made an Events Calendar.
Muscle Car Masters	Steve has the Muscle Car Masters information, so will be discussed at next meeting.
Jason's Taxi	Discussion about the progress of Jason's Taxi.
Editor Nomination	Steve has been elected by all present for nomination of editor at next months AGM.
Outing	Outing set for going to The Hoopers' Property at the end of October, possibly 28 October 2007.
Meeting Closed:	9.15pm



Leyland P76.
Anything but average.

P76 Nationals Geelong 2008

Dear P76 Owners and Families

Well we are underway with the planning for the 2008 P76 Nationals to be held in Victoria at Easter in 2008, over the long weekend starting on Good Friday 21 March 2008 and finishing on Monday 24 March 2008. We are putting together what we think will be an interesting program of events of which we will forward more information as we get closer and the details are finalized. This letter is to advise you and your club members of one of the most important issues - the accommodation. Our committee has decided that the 2008 Nationals will be staged in Geelong, the 2d largest city outside of Melbourne. Geelong is about a 90-minute drive from Melbourne, and one of the oldest cities in Victoria. It is a major port, the home of Ford manufacturing, and has some interesting tourist centres. It is not far from the Great Ocean Road or from Ballarat - both major tourist attractions.

One of the objectives set by our committee is to maximize the exposure of our great car to the general public. We have been doing this within our club with great results - our membership is increasing and the standard of our cars is steadily improving. We want to continue this process of public exposure at our National get together. So Geelong makes a good choice we believe.

On behalf of all the clubs, our club has made a booking for a number of cabins in a campground in Geelong called the "Riverglen Holiday Park". It is a good quality campground on the outskirts of Geelong, and close to shops and other accommodation should members wish to stay elsewhere. I have enclosed a couple of brochures for your committee to see. The cost for one of the cabins we have booked is \$90 per night with a minimum of 4 nights over the Easter period - this can be the Thursday to the Sunday nights; or Friday through Monday nights. This price is consistent with most campgrounds in Victoria over the Easter period as is the 4-day minimum booking. These are luxury cabins and will sleep six. The \$90 is for two people, with extras costing \$10 each per night.

We will need to finalise and confirm the bookings as early as possible as accommodation is at a premium over Easter. We also have to pay a deposit when confirming.. Should members wish to arrange their own accommodation that is fine, but we do suggest they get in quickly, no matter where they want to stay. If members want to stay in the Riverglen, but want to camp - again let us know as we can add it to the bookings we have made. A \$50 deposit will also be required for these campgrounds. Cost of a powered campsite is \$29 per day again with a minimum of 4 days. We need to confirm our arrangements at Riverglen by no later than Easter this year, so we would require anyone who wants to stay at the Riverglen to send us a \$50 deposit before then - no later than 25 March 2007.

One of the benefits of all staying at the one venue will be that the P76 talking and comparing cars can go on till late over a few beers without worrying about Booze Buses!! Riverglen will be the Nationals Headquarters, and all of our committee will be staying there. There are large parks opposite the campground with some good children's play equipment. We want to encourage family participation, and there is plenty for the family to do in Geelong.

As we finalise events and things such as club souvenirs and the final dinner etc., we will let all clubs know what the final costs for the 2008 nationals will be. We will keep them to a minimum, and make most things and costs optional.

We are looking forward to making this a great event for all clubs and their members,

If you have any queries please drop me an email on

Ken.Westem@exemail.com.au or give me a call on 03 9873 5581 or my mobile number below.

Best regards,

Ken Western Vice President Coordinating Committee - 2008
P76 Nationals

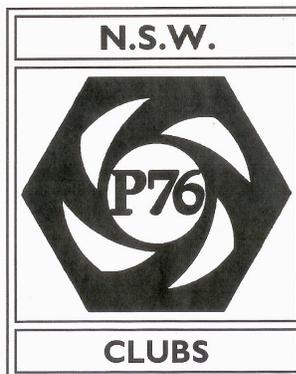
0417 364 894





The photo above is from Phil Crowther & shows his step son Danny, as he flings a bite to eat to a seagull. The Targa looks great & was taken mid 2002 at Sawtell's Southern Headland. Nice Photo Phil

**Leyland P76 Owners Club Of
NSW**



Leyland.
The new driving force.

Return Address: P.O Box 1005 Campbelltown NSW