



THE LEYLAND POST



NEWSLETTER
NUMBER 23

LEYLAND P76 OWNERS CLUB OF NSW
INC.

Since 1982

www.p76clubnsw.org



2007 Christmas Party at Fagan Park. Marty, Shannon, Brian, Michael, Glenn and Jason attended with their P's. Steve was also there. Lots of family members attended and a good time was had by all.



I spotted this Force 7 driving through Newcastle. No, its really one of the prototype models. The kits are now available.

Inside This Issue

Beginners Guide to Historical Registration
All you need to know about the Easter Nationals
Tech Tips

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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:
THE LEYLAND P76 OWNERS CLUB OF NSW, INC.
PO BOX 90
KINGSWOOD NSW 2747
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 - 13th February At 7.30 pm

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



Warning smoking is a health hazard!

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PRESIDENTS REPORT

January-February 2008

Happy New Year to all. 2008 will be another interesting year particularly as it's a Nationals year with the centre of the P76 Universe moving to Geelong in a few weeks over Easter. For those of you going there are some important documents in this edition of "Leyland Post".

The club hasn't been totally idle over the Xmas/New Year break. The Xmas Party at Fagan Park was another success with a good roll up of people. Another trip to Hoopers Leyland Farm was had early in the year to help Shannon sort out some problems with his BAB Deluxe. Sadly the problems could not be sorted out on the day and Shannon has some homework to do.

By the time you all read this edition, the Michael Livingstone Memorial Birthday Run will have happened. The run was to Jugiong Pool and I'm sure all who went had a great time. Also on the following weekend was the Classic Rally Club/Alfa Romeo Owners Club annual Lunch Run from Heathcote to Burrawang. I will be going hopefully in Brian Hoopers Dry Red Deluxe 6 as a trial run for the Nationals at Easter. Hopefully Jason Birmingham will be joining us and I'm not sure whom else at this stage. Report next issue.

Coming up in March is the Oakville Bush Fire Brigade Car Show at Pittown, which is a week before the Nationals, and the Nationals of course will be the big news next issue. I hope to see many of you down there.

The Historic Rego Scheme is running along well now with three P76s on club plates. Shannon's Deluxe 6, Michael Nugent's Super V8 and Jason Birmingham's Super V8 with Brian Hooper's Deluxe 6 about to go on. Good to see more P76s back on the road. The Force 7 models are now in our possession with most of our members having taken delivery. Two of those have gone off for painting and assembly, One Bold As Brass and one Omega Navy. The Classic Club have taken their 8 models and the ACT Club have taken theirs also the QLD Club have sent their money through for which we are thankful. They are getting 5 painted including a Peel Me A Grape with white interior. That should look stunning. The rest should be going pretty soon or will be delivered at the Nationals. Sadly the South Aust Club was the only club electing not to participate in the Force 7 model project so other clubs will benefit.

My car has finally come home and now the task of reassembling it begins. Looks like the worlds biggest jigsaw puzzle. Oh what fun ☺. That's all for now. See you all around Pnuts.

Steve Maher

THE LEYLAND POST

Steve Maher



Name That Celebrity

Who can identify this fresh-faced young man?

He had a brief association with the P76.

See the back of the mag for the answer.

THE EDITORS SAY..

Hi All!

Well Christmas is over and a new year has begun. I hope everyone is safe and well and that they have had a good festive season.

I would love to say that I had a relaxing 2 weeks off over Christmas, but unfortunately that would be lying. I did take time off on Christmas day to open presents, cook food and drink beer, not necessarily in that order. Every other day was spent working on my two P76's. They have both been stripped, had any pinholes welded up, been bogged, puttied, primed and finally resprayed.



After the green car was reassembled, I was able to look into the historical registration scheme which our club is now eligible for. The process is extremely simple. There are two forms which need to be completed, a "Historic Vehicle Declaration" and an "Application for Conditional Registration". You fill out most of each form and then there is a verification section which needs to be completed by an eligible club member. This is currently Steve Maher.

On the Declaration form, Steve needs to fill out sections 3 and 4. In section 3, he will fill in your "Pink Slip" number and date. He will not fill in the declaration that your car is roadworthy. That assessment is made by a licensed examiner who gives you the pink slip, so everything above the word Or is left blank. In section 4 he confirms that you are a financial member of the club and applies the club stamp.

On the Application form, Steve needs to identify your vehicle to confirm that it is the car that you are applying for rego for.

Historic Vehicle Declaration

Conditional registration, roadworthiness and proof of club membership



- The registered operator is responsible for the roadworthiness of the vehicle until the expiry date of the registration.
- A Safety Inspection report must be provided if the club is less than two years old.
- The registered operator must be a member of an RTA recognised club.

DETAILS OF YOUR AND YOUR VEHICLE.

1 Registered operator details

NSW Driver's licence/Customer number

Surname

Given names

Address

State Postcode

Club membership details (nominate primary club first)

2 Vehicle details

Plate number (if known)

VIN or chassis/frame or serial number

Engine number

Make Model year

Model (in full - name, letters and/or numbers, variant)

Shape

Vehicle type

Car/Station Wagon Motorcycle Truck

Trailer Bus Plant

Other Please specify

3 Declaration (to be completed by club official)

(A Safety Inspection report must be provided if the club is less than two years old)

The vehicle is in a safe operating condition.

Name

Signature

Position held in club

Date

Or

Safety Inspection report number

Date

4 Vehicle eligibility (to be completed by club official)

- I certify that this vehicle meets the eligibility criteria for an historic vehicle registered under the Conditional Registration scheme.
- The registered operator is a financial member of the club.

Name

Signature

Position held in club

Date

Club stamp

TO BE COMPLETED BY THE PRESIDENT

Catalogue No. 45070967 RTA Form No. 1259 (01/2008) ABN 64 480 155 255

When I registered my car, I went to the Motor Registry with the two completed forms, a pink slip, my proof of club membership card and a receipt proving my ownership of the vehicle. Armed with this, I had absolutely no problems getting the new H number plates, although it was a fairly time consuming process.

You will find that the number plates are much smaller than standard plates, so you will have some excess screw holes that you will need to repair.

I have scanned parts of the forms for your information. You should be able to zoom in if you have an electronic copy of this newsletter. If you have a print copy, I hope you have good eyesight.

The forms are available on the RTA website rta.nsw.gov.au.

Shannon will post you copies which already have the club stamp if you ask him nicely.

Catalogue No. 45070339 RTA Form No. 1248 (05/2007)

12 Declaration *Please read carefully before you sign. If you do not tell the truth you can be prosecuted.*

My Personal Information is collected and held by the Roads and Traffic Authority (RTA) Centennial Plaza, 200 Elizabeth Street, Surry Hills, NSW 2010. I understand that my 'personal information' is being collected for conditional registration purposes. I must supply the information under the Road Transport Vehicle Registration Act. Failure to supply full details and sign/confirm this declaration can result in the transaction not proceeding. My 'personal information' held by the RTA may be disclosed inside and outside NSW to driver licensing and vehicle registration agencies, law enforcement agencies, concession providers, providers of compulsory third party (bodily injury) insurance, processed acquirers of vehicles, solicitors in regard to motor vehicle accidents, and to verify and validate the contents of this application and any supporting documentation, for the administration of driver licensing and vehicle registration legislation and law enforcement, and for the purpose of the protection of public revenue, road safety, compulsory third party (bodily injury) insurance, and inquiries relating to motor accidents or abandoned vehicles or which would be relevant to any acquisition of the vehicle. I have a right to access or correct my 'personal information' in accordance with the provisions of the relevant privacy legislation. I declare that the details in this application are true and complete. I understand that I will be bound by the conditions as described on the Certificate of Approved Operators. I understand that I will be responsible for the roadworthiness of the vehicle for all use until the expiry date shown.

Signature

Date

Vehicle Identification

VIN or chassis/frame or serial number

engine number

make model year

model (in full - name, letters and/or numbers, variant)

body shape number of seats

Vehicle Identified by:

Name (please print)

Signature

Examiner's number (if applicable)

Dealers, RTA and agencies only

Proof of identity record

Person

Stand-alone or primary proof

Document number

Secondary proof (if necessary)

Incorporated organisation

ACN or ARBN verified from: (specify document)

Proof of garage address

Primary Producer Declaration sighted

Proof of club membership sighted

Conditions

Record any condition codes including area where the vehicle may be used

Inspection report details

Inspection report number AIS number

Club Authorisation Customer Declaration

Proof of acquisition

Proof of source - receipt, bill of sale, consignment note, expiring UVP etc.

Proof of previous registration

Plate issue

plate number date required

interim label number date plate and label issued

Verified by:

Signature

Name

RSO or dealer number, or agency name

Office use: dealers and agencies

Give details of the charges calculated for the vehicle:

Fee

CTP Insurance Premium

TOTAL (includes GST if any)

Page 3 of 4

Catalogue No. 45070839 RTA Form No. 1246 (05/2007)

Applying to register a Conditionally registered vehicle

Vehicle Registration

You must go to the motor registry or you may send someone else to register the vehicle in your name, but you must fill in the Representative's Authority on this page. Whoever goes to the Motor Registry must take:

- proof of his or her identity
- evidence of vehicle roadworthiness
- a receipt for the vehicle, which clearly shows your name, the seller's name, address and signature and the date of purchase or an expiring unregistered vehicle permit.

If the vehicle has been registered before you must also bring:

- evidence of the vehicle's previous registration
- number plates or declaration.

Proof of Identity (POI):

You need to show proof of your identity at the motor registry.

You can provide a current RTA issued NSW driver photo licence or one which expired within the last two years.

If you do not have the above, a brochure listing other documents you can use is available from motor registries, on our website www.rta.nsw.gov.au or you can contact the RTA Call Centre on 13 22 13. TTY 1800 331 412.

Your POI documents must be originals, and one of the documents must show your signature. You also need to provide proof of your residential address.

Registration Term

You may register your vehicle for 3 months, 12 months or until an expiry date of your choice. Thereafter, registration can only be renewed for 3 or 12 months.

If the vehicle comes from a licensed motor dealer:

The dealer will tell you what you need to do. Most dealers are authorised to check your identification on behalf of the RTA. Stuv proof of your identity to the dealer.

Vehicle Identification

You must enter the vehicle's VIN, chassis or serial number in the Vehicle Identification section on page 3. If the vehicle does not have an identification number, you will need to get it identified. Please contact the RTA Call Centre on 13 22 13 for information.

Conditions

Certain conditions will automatically be applied to your vehicle depending on the nominated use. Other conditions may be applied if required. The Registry Services Officer will discuss this when you register the vehicle.

Pensioner Concessions

A pensioner concession is available for a conditionally registered vehicle provided that you are not already claiming a concession on any other vehicle registered in your name. This concession entitles you to a free registration fee only. Pensioner eligibility must be verified electronically with Centrelink.

Farm vehicles

Vehicles such as agricultural motor cycles, all terrain vehicles and tractors of plant that are used solely for farming purposes may receive a reduced Compulsory Third Party insurance premium. You will be asked to provide a primary producer declaration.

Information given is current at time of printing and is subject to change at any time.

Page 4 of 4

As mentioned in my last editorial, I recently had some starting problems. This has inspired Phil to come up with a tech tip related to starter motor and electrical problems. I know most of you have already seen this sort of information, but for new club members like myself, we need to sometimes revisit past information.

-GETTING STARTED- ANOTHER TECH TIP FROM DR. PHILTHY

Some of us old-time P-nutz have got to the stage where there's not to much our P-76's can do to surprise us anymore, and that's a good thing, but a few of our Club's newer members are still being caught out by some of the P's wonderful engineering eccentricities. For example, the wiring system on most P's was in its standard and original form not quite satisfactory, and it certainly benefited from a few additions and modifications to enhance its safety and usefulness.

The first major fault in the design of the harness was the lack of any fused protection on the main power supply cable which brought power to the P's switches and controls, and the lack of fused protection on the main output wire from the alternator to the battery. Another fault was in the design of the cabling for some functions which meant that the power supply for certain equipment had to travel through an excessive length of cable to operate some items, and as the wiring system aged, the condition of some wires caused voltage-drop problems, and 76 other assorted headaches.

The wiring for the starter was one of those systems which were prone to failures due to voltage drop. To understand why this happens, you might care to open your bonnet of your P-76 and have a quick look at the wiring in the engine bay, as you read this part of this Tech-tip. Now, in a standard and original P-76 wiring harness, the output from the alternator, which was carried by a thick brown cable, went from the output terminal on the rear of the alternator, across the engine to the inner right-side guard, then it joined the main harness cluster, behind the right-side headlights. This harness ran across the lower rear lip of the apron, under the radiator, and under the battery tray and along the inner left guard to reach the fuse-box near the left-side plenum chamber wall.

At the fuse-box, the thick brown cable met at least two other brown cables, and ten the path of the current could go a number of different ways. One brown cable ran across the front of the plenum chamber wall in a smaller, taped harness, to a position near to the brake master cylinder, then it dropped down the fire-wall to reach one of the heavy terminals in the starter solenoid cap. Here it joined with the very heavy black lead which runs from the battery positive terminal down to the starter motor solenoid. The charging current from the alternator therefore had to do nearly two laps of the engine bay just to reach the battery. Not charging well, Jan! Obviously a thick cable run directly from the alternators output terminal to the batteries positive terminal would be a much better idea. This is a common modification on many "P-nutz" cars. A fuseable link placed in one of these shorter "charging" cables provides some very sensible protection of the vehicles wiring system in the event of the charging cables being damaged.

Now consider how far the power for the operation of the starter motor has to travel. In an original and standard wiring harness, the power to operate most of the vehicles switches and accessories is carried in a brown cable, which enters the cabin in the thick harness that goes through the fire-wall near to the heater hoses. This harness runs along the inside of the firewall and dodges several nasty obstacles along the way, including the heater box control cables and the support frame for the steering column. The brown power cables feeds power to the headlight switch and the ignition switch. When the ignition switch is turned to the "start" position, the power to operate the starter solenoid and engage the starter should follow this route:

From the ignition switch, the power goes through a white/red wire, which serves as the P's "start"

wire, back across the inside of the fire-wall to the left side of the cabin, and through the firewall grommet to the engine bay. On P's with manual transmissions, the start wire joins the small tapped harness and goes across the plenum chamber wall to right-side of the vehicle, dropping down the firewall to reach the "SW" terminal on the solenoid cap. The "SW" is usually the upper of the two spade terminals on the solenoid cap. According to the Tooth Fairy, the "SW" stands for "Switch" Terminal.

As mentioned previously, the power supply for the inhibitor relay comes through a brown cable which is joined to at least two others at its top end, at the fuse box. The actual control wire to operate the relay is the white/red wire coming from the inhibitor switch on the transmission. When the inhibitor relay operates, power from the brown cable is switched through to the other white/red cable, which joins the small plenum harness, and it is this white/red cable which is most often the cause of starter motor problems. Often, the white/red cable will have suffered some amount of heat damage near to its connection, with the starter solenoid, or the crimped terminal will be loose, corroded or dirty, causing a high resistance joint.

To check whether it your wiring or your starter motor which is giving trouble, you can do a simple test: All you need is a spare length of cable, of the same capacity and size as the cable that powers the P-76 headlights, to use as a test lead, two spade terminals and a fairly steady hand!

Firstly, stop the engine and put the transmission in park or neutral. Make sure that the ignition is turned off. Crimp a spade terminal onto each end of your test lead. If you can actually see the terminals on the starter solenoid, simply hold one end of the test lead onto the heavy terminal where the thick cable from the battery positive terminal is connected to the solenoid, and touch the other end of the test lead onto the "SW" spade terminal on the solenoid.

Do not let the end of the test lead touch any other metal part of the engine or chassis, as that would create one big nasty short circuit, and you could do some serious damage to yourself and the car if you are not very careful with the way you handle the test lead. The solenoid should operate, and the starter should engage with the flywheel, with a fairly positive, happy clunking noise, and rotate the engine for as long as you keep the ends of the test lead in contact with the SW terminal and the heavy battery terminal. What you are doing in this test is eliminating or bypassing all of the wiring in the normal starting circuit.

Now, if the starter does not operate, there may be a problem in the solenoid itself. The most common problem with the Lucas solenoids is worn contacts in the solenoid cap. Overhaul or servicing of solenoids is a job best left to a qualified electricians. I have rebuilt a few solenoids in my time, but they can be tricky little devils, so it's a good idea to have a professional fix them when they attention. However, if your P has recently been driven through some fairly deep water, or if the engine is excessively oily, there is a chance that moisture or other fluids may have entered the solenoid body, making it difficult for the solenoid piston to operate properly. A competent home mechanic can remove the solenoid from the starter motor body, and then dismantle and clean and dry the solenoid piston, and the actuating lever, fork and spring.

If the starter engages, but turns very slowly , or sounds as if it is laboring, the starter armature may be "poling", or dragging against the field windings. This happens when the armature bushes become worn, allowing the armature to drop out of its proper alignment by a small amount. Again, the starter must be given to a competent sparks for the bushes to be reconditioned or replaced.



Leyland P76 Owners Club of Victoria
LEYLAND P76 NATIONAL MEET
Geelong, Victoria Easter 2008
Fri 21st - Mon 24th March



Dear All,

Sincere apologies for the delay in providing the itinerary and meal details for the 2008 Nationals.

Enclosed are:

- Proposed itinerary
- Registration form for vehicles attending the event
- Accommodation details
- Meal details for Saturday and Sunday nights
- Survey form
- Invitation to prepare vehicle history
- Banner Design Competition

We are requesting that all attending vehicles complete a survey form this year. We are planning to use this information, combined with photographs taken at the event, as a comprehensive record of the event. All registered participants will receive a vehicle profile based on this information.

Registration, meal attendance details, survey forms must be received by Friday, February 15th, 2008 in order to finalise numbers.

Please return all forms (pages 3-6), entry fees and amounts required to cover meal costs to the event director, David Walker.

David & Rachel Walker
10 Jassa St
Bentleigh East
VIC 3165
Ph: 0409 675 648 or 0413 243 697
email: leylandp76@gmail.com

Cheques should be made payable to: Leyland P76 Owners Club of Victoria.

Please contact me if you have any questions or concerns.

I hope to see you all at the National Meet at Easter!

Kind regards,

David Walker

Preliminary Itinerary*

Leyland P76 Owners Club of Victoria
LEYLAND P76 NATIONAL MEET
Geelong, Victoria Easter 2008
Fri 21st - Mon 24th March



Thursday March 20

- **Set Up & Settle In** - Entrants arriving at Riverglen throughout the day will be allocated to their cabins/camp sites and will have the rest of the day to settle in.
- **Event Registration** - Registration of cars upon arrival. Entrants will be provided with a showbag and car number. Entrants can register for Concourse participation at this time and photographs of the entrants' car will be taken for event records.
- **Snags & Chinwags** - Free BBQ for entrants around 5pm at Riverglen Holiday Park.

Friday March 21

- **Pancakes in the Park** - 9am Free pancake breakfast will be provided for entrants at Riverglen Holiday park
- **Event Registration (cont.)** - Registration of cars upon arrival. Entrants will be provided with a showbag and car number. Entrants can register for Concourse participation at this time and photographs of the entrants' car will be taken.
- **You Show Me Yours & I'll Show You Mine** - No formal events - opportunity for a social exchange & P talk, information on interesting tourist locations around Geelong will be included in the showbag to allow entrants to discover Geelong at their own pace.
- **Delegates Brief** - Brief meeting with delegates to engage them in the weekend's agenda, ensure participants have settled in and sort any unforeseen issues. Select/recruit Show & Shine judges, trivia quiz representatives etc.
- **Cars on Film** A casual film night will be held in the rec room (or outside if weather permits) from 6pm. Features will include The Car Makers, The Italian Job and other great classic car movies.
- **Good Friday Fish & Chip Feast** Entrants can purchase dinner from a local Fish & Chip shop and enjoy while watching the films.
-

Saturday March 22

- **Chooks & Champas Breakfast** 9am Eastern Beach
- **Show & Shine** 10am - 2pm Eastern beach
- **Discover Geelong** - events TBA
- **Pig-out on the Pier** - Informal dinner at Smorgys Restaurant 7pm.

Sunday March 23

- **Monster Parts Sale & Exchange** at Chateau De La Haye, Lara 9am
- **Spot the P76** Observation run 11am. Your chance to secure the Zetland shield from the Victorian Club
- **Diggers Den Dinner** Presentation dinner to be held at Belmont RSL

Monday March 24

- **National Delegates Committee Meeting & casual lunch** All are welcome

* This itinerary is not final and changes may occur. A final itinerary will be provided upon arrival.

Registration details

Name(s) _____

Address _____

Suburb _____

State _____

Postcode _____

Club _____

email _____

Registration _____

Registration 2nd car _____

Day attendance only Friday Saturday Sunday

Entry Fee \$55 per car

This fee includes breakfast Friday & Saturday, identification plate and event showbag including National merchandise.

Additional P76's will be subject to a \$20 entry fee.

Single day attendance \$25. Fee includes breakfast Friday or Saturday, identification plate and small showbag

Cheques should be made payable to: Leyland P76 Owners Club of Victoria.

Receipts will be provided upon arrival if required.

Attending cars must be either club or fully registered.

Total Entry Fee Enclosed: \$

National Magazine

Are you intending to purchase a copy of the commemorative National Magazine?

(Please circle) **Yes** **No**

INDEMINITY STATEMENT

The entrant undertakes not to hold the Leyland P76 Owners Club of Victoria or any of its representatives or sponsors responsible for any loss or damage of machinery or possessions or any bodily injury sustained during the course of this event.

SIGNATURE:

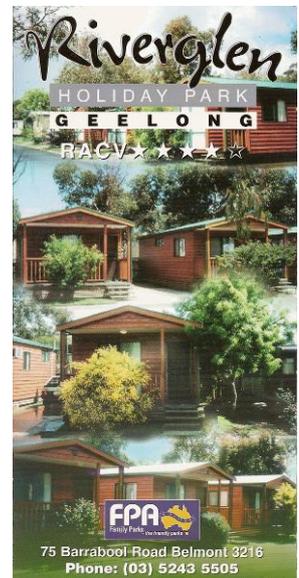
Date:

Accommodation

Riverglen Holiday Park is being used as event HQ. For those who have booked a cabin or site through the Victorian Club, and paid a \$50 deposit, the outstanding amount will be payable to Riverglen upon arrival.

Cabin: \$90 per night
 Powered Site: \$29 per night

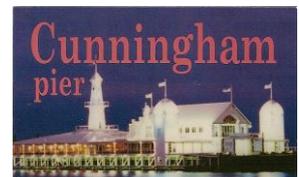
If you have not already organised accommodation for the event, Geelong is very busy over the Easter break and you should organise accommodation as soon as possible. Riverglen may still have some availability. Please contact the park directly on 03 5243 5505 and indicate that you are attending this event and have not yet booked.



Meals

Saturday March 22

7pm Smorgy's Restaurant, Cunningham Pier, 10 Western Beach Foreshore, Geelong. Smorgasbord of hot and cold food, dessert, tea and coffee.



Unfortunately, these meal costs cannot be pre-paid and the following amount will be payable upon arrival at Smorgy's.

Seniors	\$16.95 each
Adults	\$17.95 each
Child 4-12	\$11.95 each
Child 2-4	\$5.95 each

Sunday March 23

6pm Diggers Den, Belmont RSL, 50 Barwon Heads Rd, Belmont.
 Alternate serves.

Entrée: Lemon pepper calamari on Salad greens with garlic mayo or Warm beef salad
 Main: Chicken breast stuffed with mushroom & bacon served with mash & vegetables or Roast beef with roast chats & vegetables with a red wine glaze
 Dessert: Honeycomb pudding with butterscotch sauce or Pavlova roudade
 Children: Crumbed sausages & chips or Fish & chips. Ice cream & topping

		Number	Total Cost
Adults	\$30.00 each		
Children u12	\$12.00 each		

Total Amount Enclosed: \$

Vehicle 3

Vehicle Identification No.	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)
076					
Engine Capacity	Engine No.	Paint Colour	Trim Colour	Manual <input type="checkbox"/>	Column Shift <input type="checkbox"/>
				Automatic <input type="checkbox"/>	Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____ _____		

Vehicle 4

Vehicle Identification No.	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)
076					
Engine Capacity	Engine No.	Paint Colour	Trim Colour	Manual <input type="checkbox"/>	Column Shift <input type="checkbox"/>
				Automatic <input type="checkbox"/>	Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____ _____		

Vehicle 5

Vehicle Identification No.	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)
076					
Engine Capacity	Engine No.	Paint Colour	Trim Colour	Manual <input type="checkbox"/>	Column Shift <input type="checkbox"/>
				Automatic <input type="checkbox"/>	Floor Shift <input type="checkbox"/>
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>	
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____ _____		

Invitation

Do you have an interesting P76 story to tell?? Perhaps you purchased your vehicle new and have continued to care for it over the years... Maybe you rescued it from the grips of the crushers at the wreckers... Possibly there were some interesting circumstances that led you to become a P owner...

We want to know if your car has an interesting history you would like to share with the P76 community. Please send your story to:

Rachel Walker
10 Jassa St
Bentleigh East
Vic 3165

OR

leylandp76@gmail.com

Stories must be received by Friday, February 15th, 2008. Please try to keep your story to a one page maximum. Photographs are very welcome. Electronic formats are preferred

Competition

Calling all artists and creative minds..... We need a banner to use at the Nationals in Easter. The banner will be used to advertise the P76 and 2008 Nationals throughout the event and will be auctioned off to the highest bidder on the presentation night.

Guidelines:

No more than two colours
Entries must be received by Feb 1, 2008

The Prize:

The winner will receive a very special P76 prize.

The winning entry will be decided by the National Event Committee and the winner will be advised by mail and printed in ABA. The committees decision will be final and discussions will not be entered into.

Please forward all entries to

Rachel Walker
10 Jassa St
Bentleigh East
Vic 3165

OR

leylandp76@gmail.com

MINUTES OF GENERAL MEETING WEDNESDAY 9 JANUARY 2008

Meeting Opened: 8.40pm

Attendance: As per the attendance book

Apologies: Mark Ellery, Jason Birmingham, Eddie Hooper

Minutes of Previous Meeting: As per magazine

Correspondence In: (for December and January) Formal thank you note from Powerhouse Discovery Centre, Various Junk mail, CAMS Magazine for Spring/Summer 2007 (Issue 154), Formal letter and brochure for corporate boxes at Australian Grand Prix 2008, CAMS Christmas Card, Victorian P76 Club Christmas Card and Magazine for November/December 2007, Various CAMS letters, Rotary Club of Armidale North invitation to Four Seasons Rally in April 2008, Invitation to Hawkesbury Swap meet (17 Feb) from Veteran and Vintage Chevrolet Association, WA Magazine, Country Club Magazine, Victorian Magazine, South Australian Magazine, New Zealand Magazine, Queensland Magazine, Classic Magazine Registration Services Incorporated application for renewal of our Domain name.

Treasurer Report: No report

General Business:

- 1 Force 7 Models Models have arrived; all members have pre-paid for models. Shannon has seen finished model and looks great.
- 2 Christmas Party Had Christmas party at Fagen Park on 2 December, there was a good turnout and was enjoyed by all.
- 3 Visit to Oberon Shannon and Steve went out to Brian's farm in Oberon for some part. Norman Julian was there with his Nutmeg P76, it is an awesome car. Greg Bryant also followed them from Penrith. Glen and Matt Grey were also present. All had a great day.
- 4 New Baby Chris Teshke's wife has had a baby boy names Alexander. Congratulations to Chris and family.
- 5 Website The new website should be up and running in a few weeks, lots of plans for the site to make it much more interesting.
- 6 Upcoming Events On 3 February the Classic Club is having a memorial run for Michael Livingston. On 10 February Classic Club has an annual lunch run from Heathcote to Burrawang.

Meeting Closed: 9.40pm

FOR SALE

Michael Bartok is selling NOS Seat Belts for the P76.

He has rear lap only belts in Tan for \$100 each.

Matching pairs of front stalks in Black or Tan for \$50 a pair.

Call Michael on 9958 5073

2008 Events Calendar

Date	Event	Info	Contact
9-Jan	LPOC monthly meeting		Steve Maher 0417 435 830
3-Feb	Michael Livingstone Memorial Birthday Run Jugiong Pool		Gwen Livingstone modela@bigpond.com
10-Feb	CRC/AROCA Lunch Run		Steve Maher 0417 435 830
13-Feb	LPOC monthly meeting		Steve Maher 0417 435 830
12-Mar	LPOC monthly meeting		Steve Maher 0417 435 830
16-Mar	Oakville Bush Fire Brigade Car Show Pitt Town Sports Club		Steve Maher 0417 435 830
Easter 2008 21-24 March	Leyland P76 Nationals Geelong Victoria	Info	Ken Western 0417 364 894
9-Apr	LPOC monthly meeting		Steve Maher 0417 435 830
13-Apr	Robertson Heritage Railway Station Annual Vintage/Classic Car Day	Info	Steve Maher 0417 435 830
20-Apr	Maitland Steam Festival Show-n-Shine		Steve Maher 0417 435 830
14-May	LPOC monthly meeting		Steve Maher 0417 435 830
11-Jun	LPOC monthly meeting		Steve Maher 0417 435 830
9-Jul	LPOC monthly meeting		Steve Maher 0417 435 830
13-Aug	LPOC Annual General Meeting		Steve Maher 0417 435 830
10-Sep	LPOC monthly meeting		Steve Maher 0417 435 830
8-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
12-Nov	LPOC monthly meeting		Steve Maher 0417 435 830
10-Dec	LPOC monthly meeting		Steve Maher 0417 435 830



Leyland P76.
Anything but average.

BP back P76

Shown signing a 12 month BP sponsorship contract is Darrell Eastlake who will head Australia's first Leyland P76 into competition for Southport Motors in Queensland. The car, which will run in production touring class, is being prepared in Sydney by Gary Cooke and will also carry backing from Southport Motors Leyland, Cannon Cameras, Border Smash Repairs and Carnegie Real Estate at Surfers.



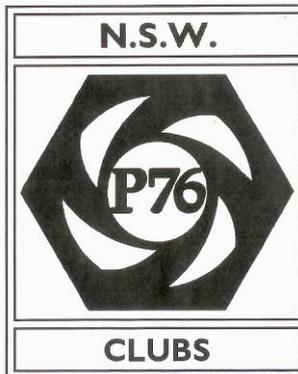
BIG DARRELL EASTLAKE





There was good turnout and great variety of cars at the Michael Livingstone Memorial run to Jugiong.
Thanks for the photos Gwen.

Leyland P76 Owners Club Of
NSW



Leyland.
The new driving force.

Return Address: P.O Box 90 Kingswood NSW 2747