



NEWSLETTER
NUMBER 25

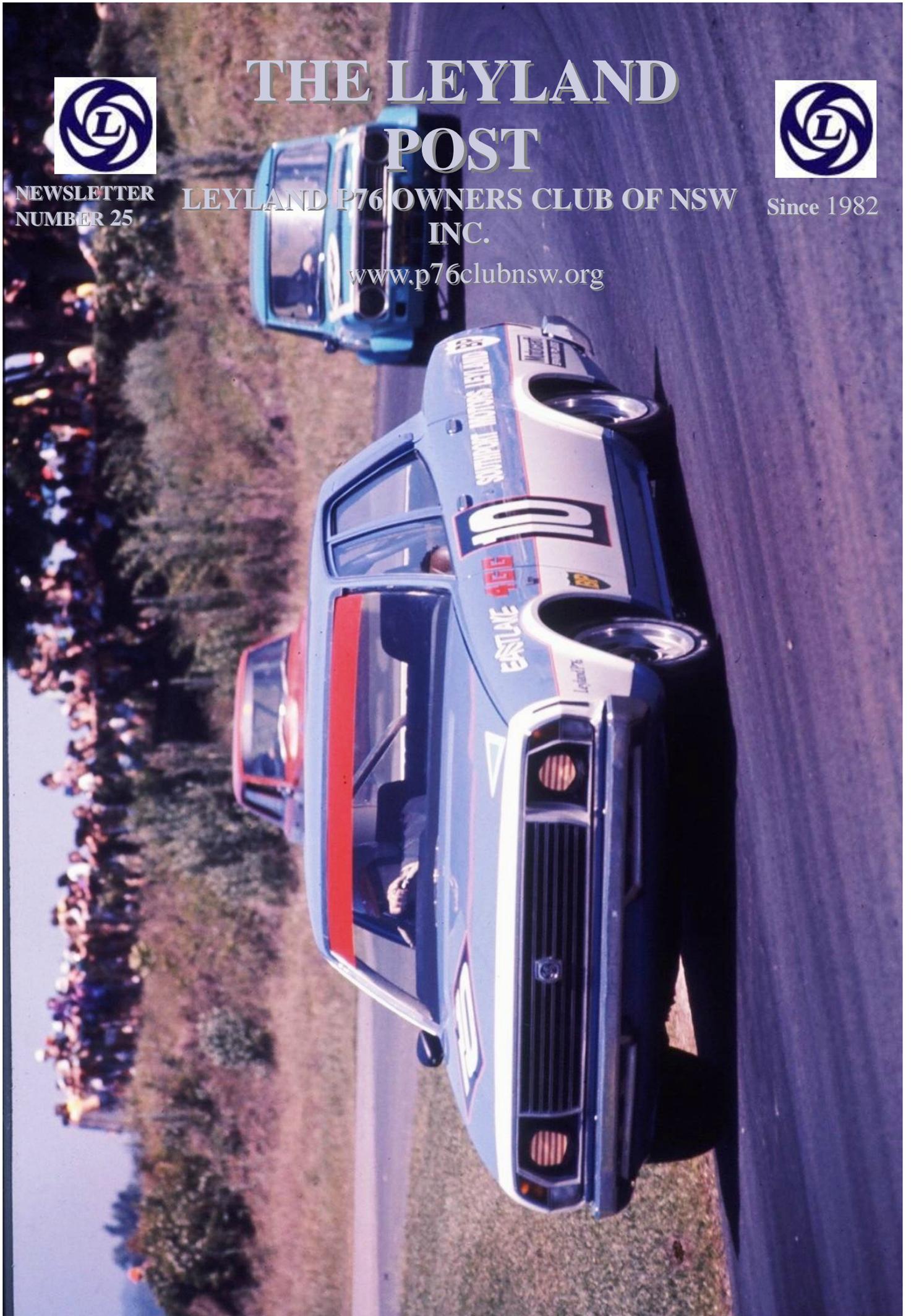
THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW
INC.

www.p76clubnsw.org



Since 1982



YOUR COMMITTEE FOR 2007-2008

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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.
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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 - 11th June At 7.30 pm. We have a strict 9.30 pm finish time, so be punctual.

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



Warning smoking is a health hazard!

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PRESIDENTS REPORT

MAY/JUNE 2008

Welcome back to another edition of "The Post". Some important things have been happening behind the scenes, particularly with reference to the 2010 Leyland P76 Nationals, which we, in conjunction with the NSW Classic Club, will be organising. Our first order of business was to form a committee, which we will henceforth call NatCom. This committee will be the driving Force (7?) behind what we all hope will be a very successful event. The committee consists of Jason Birmingham, Greg Bryant, Tony De Luca, Joe Green, Troy Green, Peter O'Brien, Marty Stockwell and myself. I was elected as the Nationals Co-Coordinator to which I must thank the NatCom for what I hope is a vote of confidence. You can read the minutes of the meeting elsewhere in this mag and I'm sure wherever it is held it will be a memorable Easter weekend. On the subject of the Nationals, we have bought some copies of the Nationals Magazine so anyone who didn't go and wants one please contact me or come along to the next meeting.

The Maitland Steam Festival Show-n-Shine was a pretty good day despite the lack of sunshine. Thanks to those who participated and especially thanks to Michael Nugent for organising our club display as well as supplying 2 Ps. Check out Michaels soggy story herein.

Coming up is the Cowan to Broke Lunch Run with the Classic Rally Club. Unfortunately I have had to pull out due to a commitment to commentate at the Wittittrin 200 Off Road Race in Kempsey. Sadly it turns out to be on the same weekend but I know everyone who goes along will have a great time. Norm Julian in Orange has contacted me suggesting an Economy Run and BBQ to his place with the option of an overnight stay. Sounds great but definitely when it's warmer.

It seems we are having a few problems keeping the records up to date with the Historic Registration scheme. Would all those concerned who need to please contact Shannon and sort out what is needed.

Our next meeting coincides with the 2nd State Of Origin game. I have been told it's a Rugby League game of some importance. For those of you who want to see both I think there is a TV at the club so keeping up with the score won't be a problem. By the way don't forget that Club Memberships are due at the end of June which is particularly important to those of you on Historic Rego as your rego is not current if your membership is not current. Memberships need to be paid quickly and also don't forget the Annual General Meeting is at the August meeting.

See you all at the next meeting or on the road.

THE EDITORS SAY..

As Steve mentioned, there was a big Show and Shine associated with the Maitland Steamfest, held in Maitland Park on 20 April. We had 4 P76's there amongst about 400 other cars. This was a remarkable turnout, given the weather conditions. It had rained for fifteen days straight prior to the event and we had another 30mm of rain on the day. (I drove past the park the next day and I am guessing that the Council regret the event going ahead.)

As Steve said, it was a good day. There was a huge variety of cars, from an early 1900's open car to T-buckets, classic Ford, Holden and American muscle, Jaguars, Rovers, Land Rovers, Minis etc as well as modern street rods and low riders. Some of these cars would rarely be out in the rain for 5 minutes, let alone spend 2 hours in a downpour. That they braved the conditions is a testament to how important this event is to them.



Towards the end of the day, it cleared up a bit, as you can see by the glimpse of blue in the sky. Earlier, I was constantly opening my bonnet to show the sign and then closing it in an attempt to keep the electrics dry.

The event is not just about the cars as Jason and Kyle Birmingham discovered when they went on a steam train ride to the nearby town of Paterson. I think dad enjoyed the experience the most.

Hopefully we will be able to attend again next year in better weather and with more numbers. This year Marty Stockwell brought the race car and Jason Birmingham brought his Hairy Lime. Steve Maher drove one of my cars. When I first approached the organizers and said I was from a P76 club, they immediately wanted to know if there would be any Force 7's there. Who knows, maybe next year?

STATE OF ORIGIN

The next P76 State of Origin is to be held in Gunnedah from 10 to 13 April 2009. This should be a great Easter weekend, staying either in Gunnedah or just outside town at Keepit Dam. This is an easy 5 hour drive from Sydney.

It will be a pretty informal get together, with a range of activities to prove which is indeed the premier state. Remember, you don't have to be from NSW or Queensland to attend. Everyone will simply join one of the two teams.

At this stage, we are looking for approximate numbers so that we can determine what will be the appropriate accommodation. I haven't been to one of these before, but from what I have heard, they are great fun. Let Steve or myself know of your intention to come as soon as possible so that we don't miss out on the best accommodation. And you don't miss out on a great weekend away.

P76 MOTORSPORT

P/L

THE JOURNEY OF THE 2M44

P76

Ahhh The RaceCar.....

Just to get your attention I'm writing this on idyllic Daydream Island, Thanks to the generosity of my sons Matt & Sam. Parenthood may be more than it's cracked up to be.



A couple of years ago young C.T. announced to the gathering that he was going to build a race car. What a good idea thought I, such a good idea that, as I was coerced to form a company, I called it P76 Motorsport P/L. As you can see I didn't want to become a company.

Shortly thereafter Matt phoned from Perth with the news that there was a deluxe V8 4 speed on eBay. Sam was entrusted with the mission of purchasing said M/V. I suggested that \$1400 would be the limit, but wasn't overly upset to learn we had won it for \$1830. The car was just south of Coffs Harbour at a little seaside Hamlet called Mylestom. Sam and I set off to pick up Said P in Sams BMW 318, honkytonked to 2.8 with the essential extras, brakes suspension ETC. Not far short of an M3, all went well and we arrived on time, met the previous owner, one D.Graham's son, who showed us the car. It turned out that Mr G Snr. had bought the car new in 74 aged 65 and drove it the day he died aged 95. The car had just been repainted and looked spectacular;

The eBay description said blue and looked to be Omega navy in the photo. Imagine my dismay to find it was Corinthian Blue, arguably one of the ugliest colours painted on anything, let alone a "P". Never mind the deal had been struck so after a couple of cups of tea and some bikies we set the rev limiter's for home (young #1 son in modified BMW and old fart in stock P)



We filled the cars at Raleigh and I took the lead, not for long! And the race was on. All P Nuts knows as soon as a cloud appears in the sky the whole car fogs up. Well we entered a cloud burst, me frantically wiping the windscreen and wondering if I was driving on the original 73 rag tyres. Sam by this time in the lead on R Ducky Ducky Web tread tyres laughing his head off. Having cleared that hurdle we settled down to a pleasant thrash down the pacific highway, dusk fell and then darkness, after a while I realised I had no LH dip beam, so pulled into a servo at Bulladelah hoping for a fuse problem, but no, filament was dead. I lowered the headlights as far as possible just in case, but the inevitable happened.... Out went the right hand globe. Thundering down the freeway towards Raymond Terrace out went the left hand H/B, Sammy kept telling me how impressed he was with a searchlight up his exhaust pipe. We arrived home at a reasonable hour and proceeded to refresh ourselves and debrief the day. All in all a success the "P" was a bit wallowy but the engine was fine and seemed to free up on the trip.

Next morning on with the headlight, instantly blown, out with the battery, a simple short from the unused (exec super) HB lead, easy fix, \$30.00 for 2 new sealed beam units and off to the NSWLP76OC to show off my new toy. Soon it was rego time and I decided to transfer the rego plates to our Targa and get on with the job of building a race car in the carport.

I'm fairly certain that CT wasn't fully aware of just how time consuming building any car is (Just ask



JB and I'm quite sure SM is realising the same) Let's not say undaunted, but with the bit between my teeth I set to. Gearbox out, flywheel lightened to 11KG. I've used Marion brakes for years and took a spare Master Cylinder and Brake Booster to be recon. My man Chris said "\$250 to recon. M/C. sell you a new one for \$150". Back in the boot went the old M/C. I asked could he increase the boost on the Brake Booster. He could. Spectacular.



(Matty on a handling test recently commented "we've never had brakes this good on a "P" before."). Whilst at Marion brakes I ordered a heavy duty clutch and pressure plate, querying "was adding 3 extra mounting holes in



the pressure plate (to the flywheel) possible?" When I picked up the booster the job was done. The carb. was entrusted to Carb. Recon. at Burwood with the comment, anything you can do to improve performance without being obvious would be good, and so they did, revs sweetly and swiftly to 5000 RPM. The gearbox got only new seals, bar one, I'll tell you about that later. Rear axle needed a seal, so I put new shoes, w/brgs and actually bought new wheel cylinders, they had different threads for the hydraulic lines, you know how it is, the old one weren't leaking, back they

went (they've since been changed). Earlier Girraween exhaust had crafted an engine pipe out of 1 3/4 pipe crushed down to 1 1/2 at the manifold so that a light grind was required for them to locate they were fitted and a temporary muffler tied on. Back to Girraween Exhaust and they crafted a beautiful 2 1/2" single system, (should have been dual. Matt) I said that it had to sound like a race car to which they showed me the tiniest straight through I'd ever seen and those who have heard the car would have to agree it definitely sounds like one. A quick dash board change, with a smiths tach, headlight switch change, thanks to BH and off we go for a blue slip, not a problem, Rego time and then to Ace Tyres to have Yokohamas on the front, Olympics on the rear of those lovely 15"x7 Globe Bathurst rims thanks SM. So after 18 months we have a registered "P" all that is left is suspension, steering and limited slip diff.



Early December the car arrived at Western Brake & Steering where it resided untouched until 2nd of Jan, Mick saying, "until all the bits were there I don't want to disable it", fair enough. One problem that concerned me was the large pool of oil that appeared under the gear box, had I put a seal in A about F? fortunately not, a \$7.00 seal in the Speedo drive cured it. Al-



though there was a slight trace of oil that appeared to be rear main more on that later. Matt and I had recovered 2 "P"s and a rear axle that had the limo tag on it from Baradine, 2 cars to Brian's Sacred "P" graveyard at Oberon and the axle to Mick to be reconditioned by his mate Joe, turned out to be a CIG locker, luckily Joe had the bits and built a tightened limo for \$500, excellent!

Michael himself a state champion race car owner, Is chief mechanic, all bushes to be nolathene, rear axle back from Joe, lower control arms, I had a spare pair and luckily of the 4, we had a good set of 2. New bushes, boots & a coat of black paint. All good. A couple of years ago I took Mick a power steering rack he said "it's stuffed and would cost an arm and a leg to get the main shaft chromed and linished. I threw it away." so when I took another one for the race car, thanks Glen, same deal and I said "Mick I can't go over to your massive display and pluck off a "P" rack we have to do it". \$150.00 and some considerable time



later it was back. Now I've always felt that the Power steering in a P is dangerously light, but I wanted the ratio. There were problems in the rebuilding of the rack where it should have been getting 900PSI assist it was only getting 200PSI in hindsight that might not have had been bad. Having driven the car the steering is way too light so we're building another rack with the torque bar welded to the input shaft and no power steering. Suspension. Bilsteins would be nice but I went for Konis. Mick said his supplier had actually found shocks for a P, incredible I thought. A couple of days later I queried where were the front struts? They're of being machined, why said I? well they're Koni coil over, adjustable height. Right said I, sadly the original quote of \$1500 escalated to \$2300 but you get that.

I can understand why Noltec can charge \$500 for 2 top mounts; they anodise the top and bottom plates blue and the middle one gold. Cool!!!. Naturally PC was right VN ones fit with just a modicum of filing, set Max Negative Caster & Camber, tyres are cheap!! Before I bought the car MR G had the engine "refreshed", serviced heads, new pistons and big end bearings, So I wasn't going to touch it. Suddenly, as the car was just about finished a light came on, it was the oil pressure light. oil surge, baffles in the sump, after a lengthy conversation with uncle Phil re. Design of said baffle and he being extra extra kind in sending me express post the drawings Graham and he had used in Graham's rally car. I arrived at my design, as you can see a perforated plate from the front of the oil tank to the existing baffle and two 1" wide wings on the sides of the oil tank, let's hope it works. When Michael took the sump off we discovered that the unknown engine re-builder had felt there was no need for a gasket as the red goo was so good, Not so, hence the slight leak, not a rear main seal after all!!! Now the original plan was to build a "P" to as a good a spec as time and not much money would allow, as a registered road car, have young Matty, "B" Double petrol tanker racer extraordinaire, take it round a race track just to see how it compared with the opposition. To that end eastern creek 4th of March! Fingers crossed.



Well the big day dawned and sadly Matty was unavailable so I hired the stig (actually Michael aka "Suspension Man"). S.M, the stig and I all arrived, I just had to park in carport 76, signed in, had a cup of coffee, then to a drivers briefing and a guided tour of the track. Then we're into it. This was a drive day and I had described the "P" as a race car on the entry form, so the stig had to contend with Porches, hot Cooper's ETC.

We did 2 x 20 minute sessions 1st one to warm the stig and car up, 2nd to have a go. Being the professionals that we are nobody actually wrote the times down. I remember a 2min11sec S.M. 2.12. To put this in perspective a competitive time would be 2 mins, we were running on road tyres, a STD sway bar and a fuel starvation problem on hard left hand bends PLUS the stig had to keep moving over for the faster cars. I like to think with all that sorted 2mins is achievable and competitive. On the plus side, no oil surge, no water temp. problems and at the debriefing at Western Brake & Steering, the stig admitted that he had been very dubious of the cars capabilities before the event, but was most impressed with the handling and brakes, would have liked more power, could only get 180kph down the main straight; we went with Power steering rack with no power, which he said was fine.

All in all a success, so decision taken, keep going.



2008 RED CENTRE TO GOLD COAST TRIAL

8-20 September 2008

TRIAL ROUTE



Note 1: Exact course has not yet been surveyed

Note 2: On two legs (Mount Isa to Cairns and Birdsville to Bourke) competitors will drive through the night with an intermediate 6 hour rest break

Round Australia' Trial route announced

The route for this year's 14th historic 'Round Australia' event – the **2008 Red Centre to Gold Coast Trial** – has just been announced following the completion of the second of six exhaustive surveys of the 7,000km course.

Starting in Alice Springs on Monday September 8, the Trial will take up to 120 competitors in historic and production rally cars and recreational 4WDs built prior to 1986 on a zigzag course across the Centre and Northeast of Australia before finishing on the Gold Coast on Saturday September 20. A large part of the course will cover roads never used in Round Australia trials.

After scrutineering and a welcome function in Alice Springs, the Trial will begin with a 'shakedown' loop containing four competitive sections south of Alice Springs before commencing the long run to the East Coast.

Entrants will travel on mainly unmade, Outback roads via Mt. Isa (Sept.11), Normanton (Sept.12), Cairns (Sept.13), Townsville (Sept.14), Longreach (Sept.15), Birdsville (Sept.16), Tibooburra (Sept.17), Bourke (Sept.18), Goondiwindi (Sept.19) and the Gold Coast (Sept.20).

There will be up to 50 competitive sections over the 10 days of the Trial, some as long as 100km.

The nights spent at Normanton, Birdsville and Tibooburra will be a unique reminder of the adventure of the earlier Round Australia Trials that began with the Redex in 1953, as all competitors will sleep under the stars because of the lack of available hotel beds.

In Birdsville, the event will take on a festive flavour, with all competitors and officials dining in the closed-off main street outside the famous Birdsville Hotel, adjacent to the airport and the area where they will all camp out.

"This will be an event everyone will remember," promised Trial founder and Deputy Clerk of Course, 1970 Australian Rally Champion Bob Watson. "It is a serious rally conducted in the spirit of the events that opened up the Outback and created motoring legends like 'Gelignite' Jack Murray. The **2008 Red Centre to Gold Coast Trial** will give participants competition, adventure, camaraderie and lifelong memories.



This year, there will be 2 P76's running in the event. Hal Moloney will again be starting in his 1974 Targa Florio, with Dave Waters as his navigator. His nephew, Shaun Moloney will be driving his service vehicle. Michael Coates, another veteran of the 1995 trial will also be running a P76, with Hagen Zerk as his co-driver. Reading through the driver entry list, I came upon another familiar name. Matt Bryson, the son of legendary driver and author, John

Bryson will be running Mitsubishi LB Lancer in the trial, with Gerry Crown as a co-driver.

Hal will be driving the same car he piloted in the 1995 Mobil 1 Trial and in many Classic Car Rallies since. The photo above shows him competing in a 2007 event at Awaba, where he finished second outright. The only major change has been a new engine, which can be seen above being installed. Unfortunately it has not been good news with the engine as, when it was started, the valves touched the pistons which caused considerable damage. This is now under rectification. The damage to one of the pistons can be seen here. Apparently, this was caused by the camshaft gear being out by two teeth. Hopefully all will be right to go well before September.

Thanks to Hal Moloney for his input to this story and to Michael Browning, the Promotions and Media Manager of Red Centre to Gold Coast Trial Pty Ltd, for allowing me to use his press releases. Check out redcentretogoldcoasttrial.com.au for more information.



2008 Events Calendar			
Date	Event	Info	Contact
9-Apr	LPOC monthly meeting		Steve Maher 0417 435 830
11-Jun	LPOC monthly meeting		Steve Maher 0417 435 830
22-Jun	Classic Rally Club Winter Lunch Run Cowan to Broke	Info	Steve Maher 0417 435 830
8-Jul	2010 Nationals Organising Committee Meeting		
9-Jul	LPOC monthly meeting		Steve Maher 0417 435 830
13-Aug	LPOC Annual General Meeting		Steve Maher 0417 435 830
7-Sep	Australian Muscle Car Masters Eastern Creek	Info	Steve Maher 0417 435 830
14-Sep	Orange Blossom Festival Classic Car Display Bull & Bush Hotel, Baulkham Hills		
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
2010 Events Calendar			
1 Apr/5 Apr Easter	Leyland P76 Nationals NSW		

In a postscript to the earlier story on the Journey of the 2M44, it had another Eastern Creek test run in late April. This time, Marty's son Matt was at the wheel. His best time was 2m 06.31s. Some other times on the day were

BMW M3 Replica 1m 49s

Ferrari F355 Spider 2m 08s

HSV VE Commodore 2m 13s

I don't know anything more about the drivers of these cars.



**MINUTES OF FIRST COMBINED MEETING OF SYDNEY P76 CLUBS
HELD AT WEST PENNANT HILLS ON TUESDAY 13TH MAY 2008**

Action

PRESENT: Steve Maher, Troy Green, Joe Green, Peter O'Brien, Greg Bryant, Jason Birmingham, Marty Stockwell, Tony De Luca

APOLOGIES: Nil

CO-ORDINATOR: Joe Green nominated Steve Maher for this position and this was supported unanimously.

FUTURE MEETINGS: After discussion it was decided to hold Meetings every second month – at this stage on the 2nd Tuesday – next meeting on 8th July 2008.

MEETING VENUE: It was agreed to hold future meetings at 7 Savoy Court, West Pennant Hills – start time 7.30pm – endeavour to limit time to 2 hours.

2010 VENUE OPTIONS: Lengthy discussion took place with various options put forward: Deer Park, Raymond Terrace (Hunter Valley), Bathurst, Richmond University Campus being the main venues discussed.

Committee Members to look into further options and report to next meeting.

Tony mentioned that several people spoken to at Geelong this year indicated their dislike for travelling to Sydney for future Nationals.

It was agreed that the following Venue Requirements are essential:

-  Hall – Meetings on site – films, lectures etc.
-  Accommodation – capacity.
-  Costs.
-  Advance Bookings/Conditions.
-  Car Display Area.
-  Places of Interest in general vicinity.
-  Nearby Clubs etc.

OTHER BUSINESS: Joe Green to look at Insurance – Public Liability issues.

Joe Green

The 2010 Magazine should be top class and best presentation. Perhaps include BMC Heritage Group stories & items.

Organise an updated Technical Bulletin.

Steve mentioned that 2013 will mark the 40th Anniversary of the P76.

MEETING CLOSED: The Meeting closed at 9.45pm.



MINUTES OF GENERAL MEETING WEDNESDAY 9 APRIL 2008

- Meeting Opened:** 8.20pm
- Attendance:** As per the attendance book
- Apologies:** Eric Rudd
- Minutes of Previous Meeting:** Previous minutes accepted by Marty Stockwell seconded by Jason Birmingham.
- Correspondence In:** WA Magazine for April, QLD Magazine for March, Renewal for Campbelltown post office box
- Treasurer Report:** \$3535.58 in Bank, cheque to Steve Maher for \$2000 for Force 7 models, \$50 cheque from Tony Deluca for Membership
- Issues Arising from Previous Minutes:**
- 1 Post Office Box Post office box has been renewed at Kingswood
- General Business:**
- 1 Sympathies Note of sympathy for Brian, Eddie and Russell, for their loss of a family member
 - 2 Steam Fest Michael would like to know who is attending the Steam Fest
 - 3 P Nationals
 - 4 Force 7 Models Last Force 7 model auctioned at Nationals for \$176.00. All but two Force 7's have been sent to their new owners
 - 5 2010 Nationals Need to get people to join committee to start organising the event. Hopefully, it will be a joint effort by our club and the Classic Club. Steve, Jason, Greg and Marty have decided to form the committee.
 - 6 Winery Run Winery Run being held by Classic Rally Club, Berowra to Broke. \$30 for pre-paid meals.
 - 7 P76 Book Steve has a brochure for a new P76 Hardcover Book, release date is unknown
- Meeting Closed:** 9.25pm

Secretary note

Just a quick note to remind those members with club rego (you know who you are) to please contact me about their car details.

Some details have not been updated or in some cases I have no information on members cars at all.

All the hard work is done now for all members to take advantage of club rego so please don't abuse it, keep your details up to date.

Shannon Wharton

**MINUTES OF LEYLAND P76 OWNERS CLUB NSW
HELD AT DENISTONE SPORTS CLUB ON WEDNESDAY 14TH MAY 2008**

Meeting opened at 8:10pm

Action

PRESENT: As Per Attendance Book

APOLOGIES: Michael Nugent, Glenn Gray, Shannon Wharton, Tony & Kay De Luca

PREVIOUS MEETINGS MINUTES: Read and accepted by Marty Stockwell. Seconded by Jason Birmingham.

BUSINESS ARISING FROM PREVIOUS MINUTES: 2010 Nationals Organising Committee had it's first meeting on Tuesday night 13th May with all committee members present. The committee consists of Steve Maher, Greg Bryant, Jason Birmingham, Tony De Luca, Joe Green, Troy Gteen, Peter O'Brien and Marty Stockwell. Details moved to General Business.

CORRESPONDENCE IN: In view of the absence of the Club Secretary, Shannon due to illness inward correspondence is not tabled but a list was provided for the meeting.
1)-2008 CAMS Club Development Funding Program with application form.
2)-CAMS Officials Training Program
3)-CAMS Bulletin Index
4)-2008 CAMS online CD and Licensing and Accreditation booklet
5)-2008 CAMS Manual of Motor Sport
6)-Letter from Baulkham Hills local member Wayne Merton re Orange Blossom Festival Classic Car Show
7)-Letter from Muscle Car Masters organizers regarding yhis tears Muscle Car Masters
8)-NSW Classic Club magazine for April 2008
9)-SA Club magazine for April 2008

TREASURERS REPORT: In view of absence of Club Treasurer, Chris, no Tresurers Report was tabled although the Treasurers informed that the bank balance is \$1,735.38.

GENERAL BUSINESS:

1)-Maitland Steam Festival was attended by Michael Nugent and family, Jason and Kyle Birmingham, Marty Stockwell and Steve Maher. Michael brought 2 of his cars, Jason and Marty 1 each. Weather was awful – very wet but was a good show anyway. We should go back next year

2)-The 2010 Nationals Organising Committee meeting was held at Tony and Kay De Lucas home was very successful with no factional concerns and very positive input. Steve Maher was nominated by Joe Green as Nationals Co-ordinator. All the committee were in agreeance. A number of options for venues was put up including Bathurst, Hunter Valley, Hawkesbury, Southern Highlands and South Coast. Bathurst and Hunter Valley are probably the front runners at present. More information will be sought re accommodation etc. and committee will meet again on 10 June.

3)-Club Registrar, Shannon sent a message through Steve Maher that a number of club registered vehicles have not had their details updated and as a priority this needs to be done.

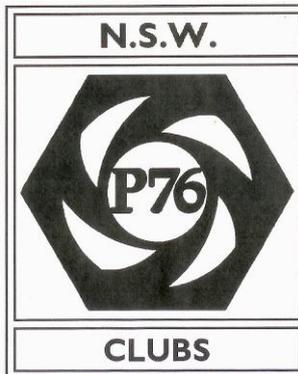
Jason Birmingham, Michael Nugent and Brian Hooper to update info with Shannon.

MEETING CLOSED: The Meeting closed at 9.02pm.



Scrubs up pretty well. So does the car. Greg Bryant and the Country Cream on wedding duties in the Blue Mountains.

Leyland P76 Owners Club Of
NSW



Leyland.
The new driving force.

Return Address: P.O Box 90 Kingswood NSW 2747