



THE LEYLAND POST



NEWSLETTER
NUMBER 27

LEYLAND P76 OWNERS CLUB OF NSW
INC.

Since 1982

www.p76clubnsw.org



Car 76 crew from the Red Centre to Gold Coast Rally. In the dark shirts are Michael Coates on the left and Hagen Zerk, second from right. The crew are in the green shirts. Peter to the left and Ian on the right.



Day 1 on the Finke Track.

YOUR COMMITTEE FOR 2008-2009

President:	Steve Maher	steve@graffitigo.com.au	0417 435 830
Vice-President:	Glenn Gray	bgcomputers@hotmail.com	02 9671 4595
Secretary:	Shannon Wharton	shannon426@optusnet.com.au	0422 011 215
Treasurer:	Brian Hooper	force7pnut@hotmail.com	0433 512 449

Ordinary Committee Members:

Parts Officer:	Jason Birmingham	ley076@bigpond.com	0412 191 063
Editor:	Michael Nugent	cmnugent@people.net.au	0403 698 805
Activities Officer:	Brian Hooper		
Website Officer:	Glenn Gray		
Public Officer:	Eddie Hooper		
Historic Vehicles:	Shannon Wharton		
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 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 - 8th October 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

September-October 2008

Welcome back to another issue of The Leyland Post. That time of year has rolled around and passed us when the Annual General Meeting complete with Committee Elections is held. Firstly I would like to thank everyone who worked on the Committee last year. Due to your combined efforts I think we are definitely in a stronger position than we were twelve months previous. Particularly thanks to Chris Teschke who was our Treasurer and has decided to stand down for the time being. The new Committee remains similar to last year with only a few changes. Its good to see that the club is sailing along well, with everyone generally happy with our progress. It's also good to see everyone getting on so well together with no disruptive "politics" involved. The new Committee is as follows:

President	Steve Maher (me again)
Vice President	Glenn Gray
Secretary	Shannon Wharton
Treasurer	Brian Hooper
Editor	Michael Nugent
Webmaster	Glenn Gray
Parts Officer	Jason Birmingham
Activities Officer	Brian Hooper
Public Officer	Eddie Hooper
Historic Vehicle Registrar	Shannon Wharton

A warm welcome is extended to new members Scott Wilson and Shane Fox. Great to have you on board fellas. I'm sure you will get out of the club what you put in. On the Historic Vehicle front we have lost one of our best. Jason B's lovely Chrystal White Super V8 as it has gone to a new home in W.A. as the latest acquisition by James Mentiplay but new on the books is Shannon's 1977 Valiant CL Charger 360 V8 4 speed and new member Shane Fox's 1967 HR Holden Special. It will be good to see them joining the rest of us on club runs. Shannon now has the enviable task of choosing which one of his two Classics to take out, the Charger or his P, which is having a heart transplant at present – 6 to V8. As you all may be aware we have applied for membership to the Council of Motor Clubs who among other things run the Shannon's Display Day at Eastern Creek. Part of this process includes a face-to-face meeting with our members and a look at some of our cars. Doug Linklater from the CMC will be attending our October meeting to check us out and I'm sure we will all make him welcome.

If you weren't able to make the South Coast Run with Top Gear Australia Magazine, you missed a great day. Check out the story further on. Also the day out at Eastern Creek for the Muscle Car Masters was another great day particularly for those of us with racing in our blood. The Orange Blossom Festival Classic Car Display at Baulkham Hills was a bit of a let down though as none of us could make it and as it turned out it was a miserable wet day anyhow. Coming up we have an invitation from the MG Car Club to join them for a Breakfast At Boathouse Run on October 5 and a Classic Rally Club invite to compete in the Penrith Pas de Deux Classic Tarmac Rally on November 9. High on the agenda will be to organise our Xmas do. Crikey Xmas isn't far away. Congrats to Jason also for another great photo and story this time in a recent edition of the Sydney Morning Herald.

Well I think that'll be enough for now. Bye Pnuts.
Steve Maher.

THE EDITORS SAY..

Welcome to another issue of the Leyland Post. In this issue we have got a story from Steve about the Top Gear Magazine run and a short story from me about the Muscle Car Masters. There is also a story which Phil Crowther has sent in response to last issue's Vanishing Point story, from the WA Magazine. It is good to see a published article draw a written response from another member.

While I generally agree with Gary's story and I am pleased that Phil has written more about the topic, I didn't actually include the article to make any point about the long term survival of the P76. The point I would like to expand on is contained in the table which was included at the end of the story, which I have reproduced here.

Look at the 1999 figures. There were 477 P's registered and 228 or almost half of them were registered in NSW. 228, that is more than three times the number that were registered in any other state, Queensland being the next highest at 69. WA had only 48 cars registered at that time yet it has one of the healthiest club memberships in Australia, probably not far short of the number of cars that were registered in 1999.

I know there are three clubs here in NSW and I certainly don't know exactly how many club members there are between them, but I am sure that it would be significantly less than 228. In fact, I would be surprised if there were 100 club members total. This is less than half the number of cars which were available to be members in 1999. There were probably more members back in 1999, (I don't know because I wasn't one then) and some of them who have left still have their cars. There are also many owners out there who have never been members of a car club. There are still more people that I have spoken to who have an unregistered P76 in their possession.

As a club and as a group of NSW clubs, we need to try and get a higher percentage of P76 owners to become club members. How to do this is the question I would like to open up to all our readers for discussion so that we can grow all the clubs to new levels.

TABLE 1: P76s on Licence Registers : From New to 1999

State	Total New	1976	1979	1982	1985	1988	1991	1993	1996	1999	Survival Ratio from New
NSW	6162	5389	5038	3619	2008	<i>1242</i>	<i>795</i>	<i>633</i>	<i>438</i>	228	3.70%
VIC	4365	4286	3946	3022	1885	<i>1167</i>	<i>584</i>	<i>421</i>	<i>236</i>	64	1.40%
QLD	2784	2747	2361	1603	829	<i>511</i>	<i>286</i>	<i>232</i>	<i>152</i>	69	2.40%
SA	1317	1299	1182	959	638	<i>393</i>	<i>221</i>	<i>174</i>	<i>101</i>	32	2.40%
WA	1514	1436	1441	1102	698	<i>431</i>	<i>261</i>	<i>205</i>	<i>122</i>	48	3.10%
TAS	534	542	552	440	249	<i>153</i>	<i>97</i>	<i>76</i>	<i>47</i>	20	3.70%
ACT	280	248	258	193	111	<i>68</i>	<i>42</i>	<i>33</i>	<i>20</i>	12	4.20%
NT	89	78	42	18	13	<i>12</i>	<i>9</i>	<i>8</i>	<i>6</i>	4	4.40%
National	17045	16025	14820	10956	6431	3977	2295	1782	1122	477	2.70%
Survival Ratio - National		94%	87%	64%	38%	23%	13%	10%	6.50%	2.70%	2.70%

Notes:

1. Figures in "Arial" Font are from ABS Reports (except 1999).
2. 1999 figures sourced from State Transport Authorities.
3. Figures in italics are not official - they are approximates only.

TOP CARS, TOP PEOPLE, TOP VENUE & TOP GEAR AUSTRALIA

When I received the email from Peter Farquhar of Top Gear Australia Magazine I didn't even know that there was such a thing. Sure I'd seen the UK Top Gear mag on the newsagents shelves and occasionally had a flick through, but an Aussie version? We had all heard that the Top Gear TV show was about to spawn a local version but it was a surprise to find out about the local mag. Anyway Peter emailed me with an enquiry about whether we would like to make ourselves and our cars available for a story in the aforementioned publication. Hell Yeah! Apparently his Editor in Chief said that he wanted a story on an unusual car and the people who own them and as it happens Peters Father used to own a P76 when Peter was a lad so a quick trip on Google and there we are. After a couple of swapped emails it was on.

This seemed like a good idea to have a get together with all the NSW based P76 Clubs so some calls and emails were made to the Country, ACT and Classic Clubs, a location was chosen to start and finish and the Top Gear Aust Magazine Run was on. The timing was a little difficult to plan and unfortunately the day coincided with the All British Day at Kings School, but then again our cars aren't British, eh. So Sunday August 17 was the day and we were to have at least one car from every NSW Club. Thanks to some rallies I have done over the last couple of years I chose a start and finish point I already knew. We were to start at Curry Reserve, Elderslie (near Camden) and finish at the Sutton Forest Inn, Sutton Forest. Our own Terry James wouldn't be able to make so he asked me if I would take his nice ON Targa for a run to see what work needs to be done – Would I What! So on Saturday 16th over to Ultimo I went to pick up the Targa. The old girl fired up first hit and after words of encouragement from Terry off I went home to get ready for Sunday.

Sunday morning dawned a beautiful, warm, sunny Winters day and so full of confidence down to the Targa I bounded (shuffled – it was 8am Sunday morning), jumped in and cranked the engine over. And over. And over. And over. Dead as a doornail! I put out a rescue call and luckily I managed to catch Brian Hooper just as he was pulling out of his driveway. Brian to the rescue. After much diagnosing it was determined that those pesky contact points had decide that this very morning was the time to fail. *&^%\$#@!. So I left the Targa at home, jumped in with Brian and left for Camden an hour late.



Country and ACT Club members waiting patiently for our arrival at Marulan. Sorry we were so late.

By the time we arrived at Curry Reserve everyone from the two Sydney clubs had also arrived, as had our journo Peter and his Kiwi photographer, Matt. We were the last to arrive and as I said very late. So after a quick chat we were off. The plan was to stick to the old Hume Highway as much as possible, reliving those days back in the 70s before the Freeway went in. So in convoy we travelled through Camden, over Razorback and through Picton, Tahmoor and Bargo before joining the Freeway for a short time then veering off back on the old Highway to go through Mittagong. After a short stop to regroup we headed off down the old road through Berri and back on the Freeway, past Sutton Forest to loop down through Marulan to pick up the Country and ACT Club members and back to Sutton Forest for lunch at the Inn. Everyone lined up in the paddock at the back of the Inn and my, didn't it look impressive. More P76s than I've

seen since the Nationals in Geelong. 18 P76s, 1 Marina 6, 1 MG ZT and 1 Holden HZ Wagon. The journo and photographer were very impressed and quite frankly so was I.

The afternoon was spent eating, drinking, socialising and watching Matt the photographer set up endless photos while Peter the journo interviewed all and sundry and as the day drew to a close I was left with a very satisfied feeling that despite the early dramas all had gone well and everyone had an enjoyable day. Now all that remains is to see the finished product. The story should be out in the October edition of Top Gear Australia. I have seen the text copy of the story and whilst the Marketing Dept of Leyland Aust did quite obviously not write it, it doesn't show the car or us in a bad light but does have a little fun at our expense. Remember this is not a serious motoring magazine like Wheels or Motor but a magazine that doesn't take itself or the subjects of its stories too seriously. Hopefully we too can laugh at ourselves.

Many Thanks to all those who came along for the run. The day was a success and everyone's company was enjoyed.

Oh and the Targa? Well upon our return to my home Brian installed a set of points and the old girl fired first time (Thanks Brian) so I returned the Targa to its expectant owner who immediately put an order in for an electronic ignition conversion from Chris Teschke. No more contact points to fail ever again.

Steve Maher

The Green Targa being photographed by Matt at the Sutton Forrest Inn.



Greg Bryant and Matt, the photographer laying out some banners. This was just prior to us all being requested to lie on the ground and dream about the cars.

DR PHILTHY RAVES ON

In Edition 26 of the Leyland Post, I read the article by the Mentiplay Boys about the P-76 Vanishing Act. That article got me thinking about how dedicated P-nutz could slow or halt that trend, and what factors were having the most severely adverse effect on the numbers of surviving P-76's.

Firstly, the question of finances must be one of the principle causes of the declining numbers. Some P-nutz can barely afford to operate one car, even on a good day, and if a P-76 cannot do all that its owner or its owners family requires of it, then its place in the family garage will quickly be taken by something more versatile, efficient, and maybe even more trendy or (ugh) stylish.

And that situation applies to current owners. What about someone who has always wanted to own or restore a P-76 but was put off by concerns about a lack of parts, technical assistance and/or support? If the various Owners clubs do not continue to maintain a relatively high public profile, to advertise their achievements and the resources they have at their disposal, then some potential new owners will be discouraged before they even seriously start looking for a project car, and it is the influx of new members as some members drop out of the P-76 social circle, for various reasons.

So it obvious that the various Club outings serve at least two purposes. Firstly, existing owners can receive some publicity and recognition for the work they have put into their P's, whilst enjoying some social contact. Secondly, there is every possibility that a potential P-owner, who may be a casual visitor to some car club-gathering, may see the standard of cars on display, and realize that in many ways a P-76 is an affordable proposition for restoration.

This brings us to look at the practical issues, such as ease of maintenance and accessibility of spare parts. If you can't find the spares to keep your car in good running order, you are not going to keep it for very long, are you? And of course, unless you are a dedicated "car-freak", your P-76 must be a practical and useful vehicle to have around, rather than being purely decorative.

Then there are of course some social issues that need to be addressed with regards to P-76 ownership. Some people, particularly those with little or no imagination or sense of humour, would like us to believe that the mere fact of owning a P-76 is an indication of an underlying mental illness of some undisclosed kind.

To those overly self-righteous and pompous individuals, I would reply that owning a P-76 gives one an opportunity to express one's creative, and to some degree artistic abilities. We all know that some extreme examples of automotive restorations represent huge expenditures of effort, resources and finances to produce a restored or replica vehicle that often has no practical value. At least a properly restored P-76 can be quite useful in a practical sense, rather than being purely decorative. I think it was young Mr Steve Ma-ha who, once long ago whilst in a philosophical mood, compared ownership of a P76 to ownership of a Ferrari. Sure, it would be fun to drive a Ferrari, just like it would (probably) be fun to have something glamorous like a Playboy bunny for a girlfriend, but in the long-run, the up-keep would kill you (and you'd always be worrying about who else might be taking it out for a spin).

At least our first concern, finances, is eased to some degree by having the option of Club rego available. The spare parts/maintenance question is easily answered, as there are still quite a few parts made by other marques which can be easily substituted by the home mechanic to keep his P roadworthy. And NSW P-nutz also have the advantage of being able to contact Mr.Hooper, the manager of the Oberon P-76 Retirement Farm, if when second hand parts are urgently needed.

And as for the social consideration. Well, you shouldn't own or drive a P-76 unless you do have a well-developed sense of humour. It is of course a recognized fact that most P owners are capable of being immensely strong-willed and even stubborn, sometimes beyond the point of logic, and occasionally even to the point of getting divorced or into even more serious social strife!

Gary made the point in the article that many base model P-76's which were in reasonable condition, panel wise, were needlessly consigned to the scrap yard, often after only a few spare parts had been removed from them. When "Lane Cove Leyland" was doing its thing in the early 80's we "processed" in excess of eighty unwanted or cheap P's during a five or six year period! However, we attacked things from a different angle. Most of the P's we got our hands on were Execs and Supers which had lived too close to the beaches or the harbour, these being the "up-market" areas of Sydney in those days and most of these cars were already rust-buckets by the time we got the call to come and get them.

Most of the Deluxes and Supers we saved came from the suburbs further from the coast and the majority of these cars had reasonably straight, mostly rust free bodies, which were usually suitable for re-registration with only a small amount of cleaning up. It was quite common for us to cut up an Executive or Super and transfer most of the good bits into the body of a Deluxe. Even a Targa or two, cursed with a terminal case of tin worm went to the big P-76 rally track in the sky after donating its vital organs to a healthier body. At some time, most Owners Club members enjoyed the benefits of this process as we always had more spare parts on hand than we had storage space for!

Of course, in those days we did not have ready access to a mig welder to make panel repairs easy and most of our spare cash was being invested in a series of "sports sedans" with which we created mayhem and made new friends at various racing venues around the Sydney area, so if we took delivery of a damaged P, it was usually cut up and most parts would be sold off, usually at "garage sale" prices, or else given away, to other Club Members, to help in the repair of other more roadworthy P's.

I mentioned in an earlier Tech Tip how the members of the P-76 Sporting Car Club during the early 80's, were all on a steep learning curve as we encountered many problems with our car's reliability in the harsh and unforgiving environments of the different race tracks. Many different approaches to various problems were tested those solutions which were found to be the most workable were eventually put onto paper, giving birth to a new generation of Tech-Tips which were more relevant and practical than the Technical Bulletins sent out from the Leyland factory to the dealer network.

I consider myself fortunate that the time I spent working on P's at Lane Cove Leyland and the work we did to make our sports P's more reliable and competitive gave me a comprehensive understanding of nearly every part of a P's structure and internals. It was that knowledge which enabled me to put together several different P's which served me well during my trips around and across Australia. In fact, at no time during any of my long distance outback safaris did I have any major mechanical problems and most of the few small problems that did occur were mainly due to wildlife getting too close to my P!

I must make another observation here. In the early 80's, when the market value of the P-76 was at its lowest point, a V8 P-76 was one of the cars of choice for the low budget street hoon brigade and many fine P's were literally flogged to death by lead-footed intellectual giants who simply didn't care that they were making a significant contribution towards the extinction of an Australian motoring icon. Fortunately, that trend has largely disappeared, due to the relative scarcity of cheap V8 P's. Now, most unloved P's find their way into the hands of dedicated P-nutz, who will either make the most use of them as a source of spare parts or commence a restoration project to bring them back to a roadworthy condition. A third possibility is that someone like young Mr Hooper will purchase them and retire them to a pleasant rural setting, where they can live out their remaining days in peaceful rural seclusion, awaiting the time when someone will come along to adopt them and take them home to be part of a new family.

So finally, I ask the big question. How do the Owners Clubs slow the P-76 vanishing act? The simple answers are firstly to keep up the good work with the club outings and various shows and always make sure that each Club member knows that need to treat each and every show visitor who shows an interest in the P's as a potential new Club member. Secondly, when an Owners Club has someone like Brian in its ranks, try and make it a regular event to give whatever assistance possible to help him preserve those cars which are waiting adoption. Lastly, remember that the members, old and new, are the true strength of the club, because between them, they carry the knowledge and the expertise to ensure the continued survival of the P-76. While ever they are there, only a phone call away, ready to help fellow members and new owners, the P-76 will not become extinct.

2008 MUSCLE CAR MASTERS AT EASTERN CREEK

Well, we certainly didn't have the same dust problem at this year's Muscle Car Masters. Firstly, we were moved to a new, well grassed area to the east of the main grandstand and secondly there was about 100mm of rain in the days before the event, so we churned the nice grass to a mud bowl pretty quickly.

We had five cars on display this year. Marty Stockwell had his race car, Eric Rudd brought the Targa, Brian Hooper brought his Dry Red 6 cylinder Deluxe and I brought my Spanish Olive and my two tone car. Steve Maher came with Marty and Shannon Wharton also brought his P, but parked it outside rather than displaying it.

The racing this year? I don't know how it went because I spent most of my time with the cars talking to interested and enthusiastic spectators. There was a wide range of people and they showed just as much interest in Brian's six cylinder motor as they did in the V8's. One of the more interesting visitors was an apprentice at the plant in 1973. He swears he drove Colin Bond around Oran Park race track in a Force 7 as a prelude to a race meeting. Shannon has his contact details and he has said he will come along to one of our meetings. I look forward to hearing more about this.



2008 is the 20th anniversary of the Cobra.
There were a few on display

COMING EVENTS

BREAKFAST AT BOATHOUSE

The MG Car Club has invited us to join them for a run to Koolewong for Breakfast at the Boathouse Restaurant on 5th October. We will be meeting at KFC on the Pacific Highway, Asquith near the Railway Station at 7.30am for a 7.45 departure for a drive via the old Pacific Highway to Gosford, West Gosford, onto Brisbane Waters Drive to Koolewong and the Boathouse Waterfront Restaurant for a 9am breakfast. Cost is \$27.50 per person. If you wish to have a longer stay an optional 2 hour boat cruise of Brisbane Waters, which leaves at 10.30am for an extra \$12 per person. Bookings are being taken by Steve Foldhazy who can be contacted on 9680 4648 (H), 0404 048 335 (M) or by email on p76v8steve@yahoo.com.au.

Penrith Pas de Deux

9th November 2008

Promoted by the Classic Rally Club.

Come and join us for a round of the club championship for the Thornleigh Car Club and the final round of the Classic Rally Club's championship for 2008.

A one day classic rally with three levels of navigation –
Masters- challenging navigation,
Apprentices- challenging navigation but with some extra help, and
Tour- route charted with perhaps a tiny bit of mapping involved.

Start, lunch and finish at Penrith covering approximately 300 kms for the day with maybe one or two kms of unsealed road

Includes such classic roads as Slopes Rd and First, Second and Third Rd, St, Ave etc.

Entry fee is \$60 which included maps, lunch for two and many hours of FUN.
Additional crew members are \$20 per person.

The event is being run as a CAMS approved Touring Assembly so all the usual requirements will apply eg Scrutineering, CAMS licences etc.

When approved, the Supplementary Regulations will be published on the CRC website-
www.classicrallyclub.com.au.

So bring out your old classic mate (and car if you want to) and discover the wild, wild west. (of Sydney not the person)

For further info contact Jeff West at-
jj.west@bigpond.com.au or 0427 263757.

MINUTES OF ANNUAL GENERAL MEETING WEDNESDAY 13 AUGUST 2008

Meeting Opened:	8.07 pm
Attendance:	As per the attendance book
Apologies:	Glen Gray
Nominations:	<ul style="list-style-type: none"> •1 President: Steve Maher Nominated by Michael Nugent, seconded by Eddie Hooper Elected •2 Vice President: Glen Gray Nominated by Brian Hooper, seconded by Chris Iske Elected •3 Treasurer: Brian Hooper Nominated by Michael Nugent, seconded by Eddie Hooper Elected •4 Secretary: Shannon Wharton Nominated by Eric Rudd, seconded by Greg Bryant Elected •5 Editor: Michael Nugent Nominated by Shannon Wharton, seconded by Brian Hooper Elected •6 Parts Officer: Jason Birmingham Nominated by Steve Maher, seconded by Eric Rudd Elected •7 Website Officer: Glen Gray Nominated by Brian Hooper, seconded by Steve Maher Elected •8 Publicity Officer: Eddie Hooper Nominated by Brian Hooper, seconded by Marty Stockwell Elected •9 Activities Officer: Brian Hooper Nominated by Steve Maher, seconded by Jason Birmingham Elected
Annual Treasurer Report:	\$2969.28
Meeting Closed:	8.26 pm

MINUTES OF GENERAL MEETING WEDNESDAY 13 AUGUST 2008

Meeting Opened:	8.26 pm
Attendance:	As per the attendance book
Apologies:	Glen Gary
Minutes of Previous Meeting:	As per magazine
Correspondence In:	Queensland Magazine for July; Membership Payment; South Australia Magazine for July; Classic Magazine for July; New Zealand Magazine for July; Victoria Magazine for June; CAMS Magazine for Autumn 2008; Port Macquarie/Hastings Brochure
Treasurer Report:	\$2969.28

Issues Arising from Previous Minutes:		
•1	Top Gear Magazine	Top Magazine run on this weekend from Camden to Sutton Forest. Expecting members from Country, ACT and Classic Club to join in
•2	Orange Blossom Festival	Orange Blossom Festival on 14 September 2008. Still need people's cars in attendance.
•3	Hunter Valley Run	Hunter Valley to Broke run was a good day. Great scenery and great food.
General Business:		
•1	Nationals 2010	The Nationals for 2010 are to be at Motto Farm close to Raymond Terrace. Some of the members went up to look at the place and found it suited all our needs.
•2	P76 Wagon Model	Steve has had some discussion with the bloke who made the Force 7 models and is talking about the next project, which is the P76 Wagon. Looking at finding some good pictures of the wagon. All members are in agreement about the commencement of the model.
Meeting Closed:		9.05 pm

2008 Events Calendar			
Date	Event	Info	Contact
17-Aug	Top Gear Australia Magazine Lunch Run Camden to Sutton Forest		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		Steve Maher 0417 435 830
10-Sep	LPOC monthly meeting		Steve Maher 0417 435 830
20/21-Sep	Run To Hoopers Farm, Oberon		
5-Oct	Breakfast At The Boat-house Run with MG Car Club		Steve Foldhazy 0404 048 335
8-Oct	LPOC monthly meeting		Steve Maher 0417 435 830
9-Nov	Penrith Pas de Deux Classic Rally		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 Hunter Valley, NSW		

MINUTES OF GENERAL MEETING WEDNESDAY 10 SEPTEMBER 2008

Meeting Opened:	8.10 pm
Attendance:	As per the attendance book
Apologies:	Steve Foldhazy, Tony Deluca, Russell Hooper, Matthew Gray
Minutes of Previous Meeting:	Previous minutes accepted by Brian Hooper and seconded by Greg Bryant
Correspondence In:	CAMS Notification of 2009 Elections; CAMS Online Manual for Quarter 3/2008; Classic Club Magazine for August 2008; Queensland Club Magazine for August 2008; Thankyou Card from The Greens; Victorian Magazine for July-August 2008; Letter for BMC Leyland Heritage Group – Invitation for Reunion 12 October 2008; Western Australia Magazine for June, July and August 2008; Western Australia Magazine for September 2008; South Australia Magazine for August 2008; CAMS Magazine for Spring 2008
Treasurer Report:	For July – September: \$3246.28 plus 2 membership payments
Issues Arising from Previous Minutes:	
•1 P76 Wagon Model	Model is going ahead. Steve has been in discussion with the maker of the model and there is to be 100 made. Won't be ready before Christmas, more than likely in the first half of the new year.
General Business:	
•1 Top Gear Magazine	Top Gear Magazine day out turnout was great and enjoyed by all. There were 18 P76s present. Great weather and no dramas with cars. The Top Gear blokes enjoyed themselves.
•2 Muscle Car Masters	Muscle Car Masters was a good day, weather was great, but entry was badly organised.
•3 Orange Blossom Festival	Orange Blossom Festival is on this weekend. Jason is the only one attending
•4 Koolewong Run	Invitation from MG Car Club to attend a run out to Koolewong for breakfast out at Boathouse Restaurant on 5 October 2008
•5 Under Bonnet Sticker	Chris has organised under bonnet stickers. Agreed by all members present to go ahead with purchase.
Meeting Closed:	9.10pm

FOR SALE

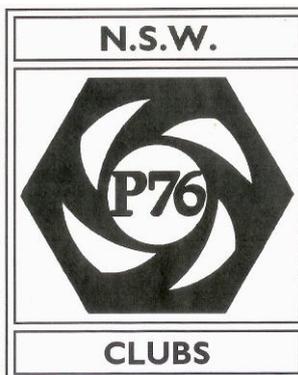
Jim Farmer is selling his Bold as Brass Super plus a shed load of parts. The car is dual fuel, with factory air (not currently working) and cloth seats. It is a 4 speed manual. Jim has owned it for over 30 years but rarely gets to drive it anymore. It is registered until October. The car is in Newcastle. He is looking for \$3000.





Day 1 again. There seem to be some front end concerns. Hal Moloney was unable to compete in the rally, but still managed to get a job crewing for the competitors who finished seventh overall. My thanks to him for letting me use his photos.

Leyland P76 Owners Club Of
NSW



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