



NEWSLETTER
NUMBER 29

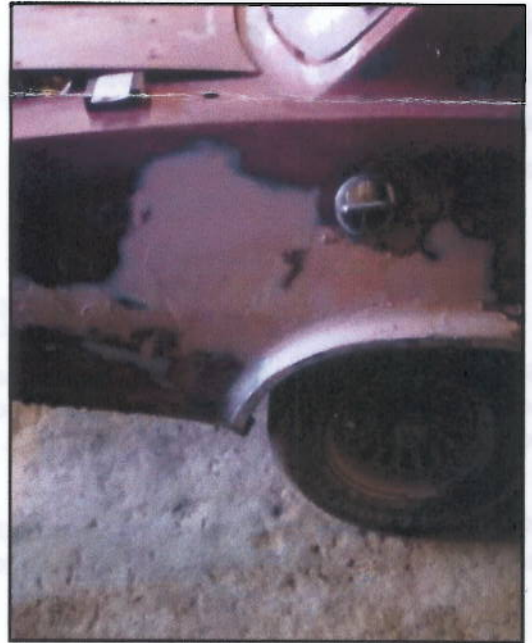
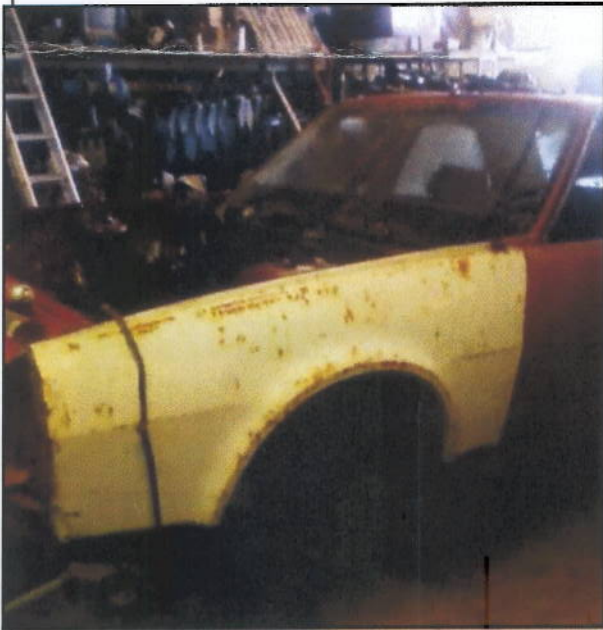
THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW
INC.

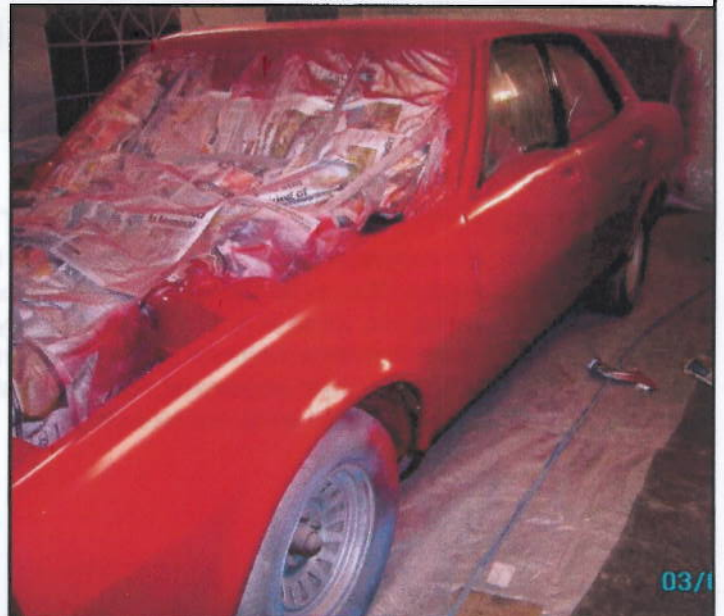
www.p76clubnsw.org



Since 1982



**The resurrection of another P76.
Matt Gray's dry red 6 being restored.**



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
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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 - 11th 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 2009

Welcome back everyone to the New Year and what I hope will be a growing year for the club. The Christmas/New Year break has proved an interesting time for some. I have made another purchase but we won't talk about that. Matt Grays' Super 6 has had a lot of time and effort spent on it recently by Glenn, Brian and Uncle Phil among others with the result that another car has left The Farm and returned home for an interior fit out and registration. I hope we will see some photos in this issue of the work so far. Apparently it looks brilliant in Dry Red and Brian is preparing to re-spray his Deluxe 6 in its original Dry Red as well. Another out of The Farm is Brian's 43,000 mile little old lady 72 Morris Marina 4 door Super 1750 4speed in Country Cream. With minimal work this lovely old girl has reacquired full rego and is now a daily driver for Barb Gray. This car, which is now affectionately known as Esme, has needed 2 gearbox changes so far to get a good one and will probably need another down the track, but it is a neat, original example of the marque. Looks much better with a set of original factory mags.

The President's Trophy Christmas Caper and BBQ was a real hoot. Congratulations to our Secretary, Shannon Wharton, his wife Kate and their 2 boys, Sam and Jack, who took out the rally on the day. They weren't P76 mounted as their Deluxe V8 is a bit sick at present but they were over the moon about winning this prestigious trophy. Sadly three Ps didn't make it to the end. Michael Nugent's Silver/Grey Super V8 had its brake power booster fail as he arrived in Sydney for the start of the rally and so was left for the day at the start. Michael jumped in with Marty Stockwell in his 2M44. Sadly carbide problems forced them to stop about half way to the end. They in turn jumped in with Brian Hooper in his Deluxe 6, which made it to the finish. Norm Julian also had problems coming from Orange when a power steering hose blew not long after he left forcing him home and a transfer to his Discovery. Not the ideal way for the P76s to end up on an outing but this is the fun we have with classic cars. Interestingly the story didn't end there as Brian drove back to Oberon with Michael, grabbed a master vac unit and drove him back to his stranded car. Many Thanks to Brian for his help once again.

The first club meeting this year was held at the home of Glenn and Barbara Gray. The club sprang for some snags and salad; consequently we had a great turnout for our first meeting. We thank the Gray's for their hospitality and use of their home and BBQ. February's meeting will be back at the same time and place.

The club has purchased a carton of copies of Gavin Farmers new book "Anything But Average". At time of writing we had only 3 copies left at \$85 each so get in and get yours quick. I have already read mine cover to cover and boy it's a good read. There is lots of historical stuff about BMC/Leyland and some real interesting stories about the design and manufacture of the P76. This book is not only a must for P76 fans but also those with an interest in BMC and the Australian Motor Industry. Whilst this book does cover some of the same areas as Hal Moloney's book "Leyland P76", there is certainly heaps which is not common to both books and any self respecting P76 enthusiast should have a copy of both in his/her library.

We did have a run to Orange planned for the 7/8 Feb to see the Gnool Classic Car Show and spend some time with the Julian's but Norm is coming to Sydney with his daughter to see the Top Gear Live show at Acer Arena so we will put it off for another time although the Gnool event will remain on the calendar for anyone who wants to take their Historic plated car for a run. Our next club meeting is on 11 Feb with a club run to the Southern Highlands on Sunday 15th. This event is organised by the Classic Rally Club starting from Heathcote and finishing at Sutton Forest where we finished the Top Gear Run last year. I hope to see many of you there. The club

meeting after that is on the 11 March with the Oakville Fire Brigade Family Day, Car Display and Auction at Pitt Town on the 15th March. This will be another top day with the rare opportunity to ride in an old double decker bus.

On the model front I am currently working on a project to do a run of conversions of Trax Targa's to P76 Rallye's. The model guy is looking at it at the moment and will get back to me with a cost soon. If you want one you will need a Trax Targa to start the conversion so if you haven't got a spare one better snap one up while you can.

Don't forget Easter In Gunnedah for the P76 Clubs State Of Origin get together!!! And the Maitland Steamfest Classic Car Show!!!

Well that will about do it for now; I've waffled on enough. Catch you later.

Steve Maher

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, 2009. The car is in Newcastle. He is looking for \$3500, with twelve months rego.



THE EDITORS SAY..

A couple of issues ago, I raised the point about the number of P76's in NSW versus the number of club members and tried to open up a discussion on how to increase the number of members. I have got one suggestion that I would like to make, relating specifically to the situation where I live in Newcastle.

I believe there used to be a separate Newcastle and Northern Rivers club, which folded a number of years ago due to the ever increasing cost of public liability insurance which any organisation is now subjected to. I know the Owners Club of NSW has addressed the insurance issue by joining CAMS and paying a portion of their insurance policy. As a very large organisation, CAMS insurance is much less per individual member. In fact, if the Owners Club had more members, then each member's portion of the Club's insurance cost would also be less, thus freeing up more of our membership payments for other club activities.

Back to the situation here in Newcastle. There are a number of people here who were members of the old club who are at best casual members of either of the Sydney clubs. Some have not rejoined at all and I know of at least one long term P76 fan who is selling his car because he no longer uses it. I have suggested that maybe he should join the Owners Club and put the car on much cheaper Historical registration. His concern with that is that the club is Sydney based and all the activities and meetings are too far away.

To solve this problem, I propose that we form a Newcastle sub-branch of the Owners Club. We could conduct local meetings and organise some local events, which Sydneysiders would also be welcome to attend. The structure would be fairly simple because the sub-branch would only require a chairman and a secretary to conduct local meetings. A representative of the sub-branch would try to attend the majority of Sydney meetings to enable two way sharing of each others agendas. Even if we were unable to attend meetings in person, in this age of electronic communication, it would be fairly simple to coordinate the activities of the two groups.

I would guess that a similar situation might exist in other parts of NSW, such as the mid-north coast, where they may be P owners who don't have a local club to organise local events. It may be possible to get a number of sub-branches throughout the state. How do we track these people down and organise the branches? I guess we just have to rely on someone knowing someone in a region, contacting that person and working from there. I will try and re-establish the group here in Newcastle.

On to other matters. Hal Moloney and I have been organising a State of Origin get together in Gunnedah this Easter. That is 10-13 April. There is more information on this elsewhere in this magazine. I think it will be a great weekend and I encourage you all to come along.

Also, the weekend after Easter, on Sunday 19 April, there is the Maitland Steamfest show and shine. Those who came last year will vouch for the dedication of the local car clubs, given the number of cars that turned up in weather conditions that can best be described as atrocious.

Last year, only Jason and Kyle Birmingham took advantage of our convenient parking spot to wander over to Maitland train station and take a relaxing steam train ride through the Hunter Valley. If you come this year, I would recommend that you leave the cars for a short while and try to do the same.

Esmays tale.

I first bought the car off a nice little old lady in campelltown about 6 years ago. She had gotten a bit too old to drive and was selling it for \$500. It was a country cream 1750cc 4 door deluxe. She bought the car new in 1972 and had only done about 32, 000 miles. Ofcourse I couldn't say no since I brought the car trailer with me just to look at it! HA!

For the next 5 years it sat at the farm with no plans to register till Glenn and Barbra bought a yellow marina to replace the camry wagon which was dying. As it was missing half the motor, I suggested registering my country cream till her's was ready.

The first weekend we tried to start the car with no luck; (we waited till 4pm on Sunday before attempting it). The next weekend we bypassed the fuel line and added a new coil and hey presto!!! We have ignition!!!!



We spent the following weekend cleaning, polishing and testing! (Fun) We organized with my mate Evan's dad Tony who lived in town to drive the car to the local garage for an inspection so we could obtain a "permit to drive an unregistered vehicle". During that week, I got a phone call from Marty. He told me he had just fitted a new turbo to his truck and wanted to "test" it with a double tow job to my farm. This worked out perfect as it ment we didn't need the permit after all! We would just load it in the truck and away we go!!!

That weekend we copped the biggest cold snap I have seen in years. Halfway to the farm we got heavy hail and sleet! 10 mins after reaching the farm we got snow blowing horizontally across the paddock as we tried to unload the 2 p76 we had taken up! We fought off frostbite and headed to Tony's in town to

load the marina. Still snowing we literally slid the marina into the truck. From there we followed Marty to Bathurst where he picked up a very nice BMW. We had a healthy Mc meal in town and headed back to Sydney.

Glenn took it in for the rego (Blue slip) check and the only things failed on it were 2 bushes on the front and a big rust hole we missed in the front left chassis. Glen and I spent the next few nights welding up the chassis with 2.5mm steel plate (Overkill I know!!!) and replaced the bushes with some I stole off another marina at the farm. On second inspecting she passed without incident.

Barbra has christened the car "Esmay" after the character on "A Country Practice". Since then we have fitted a set of factory mags and it has changed the whole look of the car. It's gone from "Esmay" to "Little old lady from Pasadena"!!!



ANOTHER TRICKY TECH-TIP

Welcome to another of Dr. Philthy's famous tech-Tips. In this Tech-Tip, I will be making some comparisons between the engineering merits of the P-76 compared to some older Ford models. It is always interesting to see how much (or how little) progress has been made in cars which are more than fifteen years younger than our P's.

My current regular transport is a 1989 XF model six cylinder, five speed Ford ute. For the most part, it has been a reliable and fairly economical vehicle, doing most of the tasks asked of it in reasonably competent manner. Recently, the clutch needed replacing, so I jacked up the ute on a level piece of ground, and started the job. There are many similarities between the work required to change clutches on a Ford and a P-76, but there are also a couple of nasty differences.

Most P-nutz will be quite familiar with the work required to fit a replacement clutch to a P-76, but for the sake of making this a valid comparison, I'll describe the work in a step-by-step manner, and I'll make mention of any significant differences in the way the work needs to be done.

Most manual-transmission P-76's are fitted with a 1973-vintage-four-speed box, which has an alloy bell housing and a cast iron gearbox body. The Ford gearbox has five forwards ratios in an aluminum gearbox body, but the bell housing is a monster piece of cast iron which feels like it weighs about 30kgs! Both gearboxes are products of Borg-Warner.

The first job is to disconnect the main battery terminals on both vehicles, because you will be working near to the starter motors on both cars.

The next job is to remove the gearstick. Removal of the respective trim covers on the two consoles reveals that removal of the gearstick on the Ford is a bit easier than the P's as you just undo two bolts to remove the upper portion of the Ford gear-stick, leaving a short stub attached to the Ford's gearbox extension housing. On the P you need to remove a circlip, and a tapered spring, and a retainer, and then unscrew the big plastic pivot thingy which holds the gear stick in place. So, Ford wins a few points for the relative simplicity of their gear-stick design.

The next job is to drain the oil out of the gearbox. On the P you use a shifter to undo the drain plug, while on the Ford, you have to use a 3/8" hex key to remove the drain plug.

Next, you need to remove the tailshaft. The design of the tailshafts, bolts and rear yoke assemblies on both vehicles is pretty similar, so removal of the tailshafts is straight forward for both cars.

On both cars, you will need to support the rear engine on a jack so you can lower it in a controlled manner to facilitate removal of the rear cross-member, gearbox and bell housing. On the P-76, you have to remove the clutch release linkages and cross-shaft mechanism, if you're P-76 is still fitted with the "factory" clutch release system, before you can lower the engine. This is because damage to the linkages can occur if the bell-housing is allowed to drop out of its proper position with the clutch release linkages still attached. This can be fiddly and time-consuming job.

Once the linkages have been removed, the weight of the engine and gearbox can be supported by a trolley jack, with a piece of softwood between the lifting pad of the jack, and the bottom of the engine sump. Then the bolts holding the rear cross member to the chassis rails can be removed, and the cross member can be unbolted from the extension housing. Removal of the speedo cable is fairly straight forward and the cable should be tucked up over the left-side chassis to keep it from being damaged.

Note that if the P has been fitted with extractors, it may be necessary to remove the exhaust pipe rear support mountings in order to allow the rear of the engine to be lowered to give you enough room to work the gearbox free of the bell-housing. Many after Market exhaust systems will tend to hold the engine up in something very close to its normal position, and this can make removal of the gearbox quite difficult. If an after-market exhaust system has solid flanges fitted somewhere near the gearbox, unbolt those flanges so that the rear of the engine can be lowered more easily to allow removal of the gearbox.

The P-76 gearbox is held onto the bell-housing with four 5/8" head coarse thread bolts. When these bolts have been removed, the gearbox can be removed from the vehicle. Before the bell-housing can be removed, the flywheel protector plate must be removed and then the bell-housing bolts may be removed and the bell-housing may be removed from the vehicle.

On the Ford, before the rear of the engine is lowered, the exhaust must be undone at the flange adjacent to the cross-member and the handbrake cable must be disconnected and the bracket which supports the exhaust must also be removed. The clutch cable must be removed from the bell-housing and the three wire harness from the speedo sensor on the extension housing must be unplugged.

The Ford rear cross-member is held in place by two bolts, one on each chassis rail. When the weight of the engine and gearbox is being supported by a suitable jack (which should be placed under the rear of the engine sump), the cross member can be removed, and then the rear of the engine can be lowered in a controlled manner to allow easier access to gearbox and bell-housing bolts. The Ford gearbox is held onto the bell-housing with four 5/8" bolts and when these are removed, the gear box can be separated from the bell-housing and removed from the vehicle. It seemed to me that the alloy-case five-speed box was just as heavy as the iron-case P-76 four speed box. Both are worth half a hernia if you're not careful!

On the P, there is no need to disturb the starter motor on order to remove the bell-housing, but on the Ford, the starter motor is bolted to the bell-housing, so you will need to remove the two starter motor bolts before you start to undo the bell-housing bolts! So this is one area where the P-76 has a definite advantage! The Ford bell housing is held on to the engine block with four long 5/8" bolts. When these are removed, the bell housing can be removed from the car. Warning!!! The Ford bell-housing are heavy little beasts, so take care!

Surprisingly, the Ford pressure plate is held onto the flywheel using only three bolts, even though most Ford utes are fitted with a "full-house" type of pressure plate cover, which has provision for another three bolts to be used. The input shaft on the Ford five-speed box has coarse splines, unlike the P-76 shaft which has fine splines similar to that used on some Chrysler and some European vehicles.

We know that most P-76 V-8 clutches only used three bolts on the pressure plate too, but many V-8 P's are now fitted with six bolts to hold the pressure plate onto the flywheel. To me, this makes good sense. The fitting of the extra bolts was one of the things we tried when we were trying to eliminate the dreadful clutch shudder that plagued most manual P's back in the good (and bad) days.

Now, the big question is "Which car is easier to work on when it's time to change the clutch?"

Well, the Ford gearstick assembly is a lot simpler than the P-76's, so Ford wins that one. However, there's more things to remove around the rear of the Ford gearbox than there is on the P-76, so the P wins that one. Since the gearboxes seem to both weigh about the same, there's no clear winner there, but the Ford bell-housing is definitely worth half a hernia, so the P-76 alloy bell housing is a winner in that department! The Ford gearbox is definitely a cleaner unit, while the P-76 gearbox has a reputation for being an oily bastard, so Ford wins that one! And the P-76 has a mechanical speedo cable, which is designed to dribble oil on you anytime you have to undo it, while the Ford gearbox has a nice tidy little sensor bolted up to the top of the extension housing-no mess, no bother! Ford wins that one two! If a P-76 has had a cable clutch system fitted, then it should be on par with the Ford for the ease of working on that part of the system. All things considered, the Ford might just come out as slightly more to easy to work on, but the margin would not be too great.

In terms of driveability, the five speed box has nicely-spaced ratios, with a more useful first gear, and a reverse gear ratio that doesn't fry your clutch, and of course there's that fifth gear which really does help to give you better highway economy. Added to that, parts are still available for the five-speed box, while it is still now rather hard to get overhaul kits for the P-76 four speed boxes. I suppose to get the best out of both worlds. I would fit a Ford five-speed box to my V-8 P-76, and convert a Ford or similar late-model electric speedo for use in my P. That would eliminate a few sources of nasty oil leaks, and maybe give me a more accurate speedo in the bargain!



Glenn Grays other new Marina

2009 Events Calendar

Date	Event	Info	Contact
TBA	Run To Hoopers Farm, Oberon		Brian Hooper 0422 512 449
7/8-Feb	Gnoo Blas Classic Car Show - Orange		
11-Feb	Club Meeting		
15-Feb	Summer Lunch Run with Classic Rally Club		Steve Maher 0417 435 830
11-Mar	Club Meeting		
15-Mar	Oakville Fire Brigade Family Day, Car Display & Auction		Steve Maher 0417 435 830
8-Apr	Club Meeting		
10/13-Apr	P76 Clubs State Of Origin Get Together - Gunnedah		Michael Nugent 0403 698 805
20-Apr	Maitland Steamfest Classic Car Show - Maitland		Michael Nugent 0403 698 805
13-May	Club Meeting		
17-May	National Motoring Heritage Day		
31-May	Tour De Corse Classic Rally		Steve Maher 0417 435 830
10-Jun	Club Meeting		
14-Jun	Highland Fling Classic Rally		Steve Maher 0417 435 830
8-Jul	Club Meeting		
12-Aug	Club Meeting		
9-Sep	Club Meeting		
14-Oct	Club Meeting		
17/18-Oct	Alpine Classic Tarmac Rally		Steve Maher 0417 435 830
11-Nov	Club Meeting		
9-Dec	Club Meeting		

2010 Events Calendar

1 Apr/5 Apr Easter	Leyland P76 Nationals Hunter Valley, NSW	Steve Maher 0417 435 830
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MINUTES OF GENERAL MEETING WEDNESDAY 10 DECEMBER 2008

- Meeting Opened:** 8.25 pm
- Attendance:** As per the attendance book
- Apologies:** Michael Nugent, Tony Deluca, Eddie Hooper, Matthew Gray
- Minutes of Previous Meeting:** Previous minutes accepted by Glen Gray and seconded by Brian Hooper
- Correspondence In:** CAMS Magazine for Summer 2008; CAMS Online Manual for Quarter 4; Bank statement for November 2008
- Correspondence Out:** Nil
- Treasurer Report:** \$3138.28, \$228.00 in cash plus \$45.00 from Christmas Raffle
- Reports:**
- 1 Christmas Party Christmas party was a great day, good turn out, rally was a great success. Congrats to Steve for organising it. Shannon and Kayt won the rally. Thanks to Brian for helping Michael out with car parts on the day.
 - 2 Nationals Organising Committee Nationals Organising Committee held a meeting recently. Committee accepted Jason Birmingham's resignation due to family and work commitments. Brian Hooper has been accepted to fill the vacant position. Committee is currently working on merchandising
- General Business:**
- 3 P76 Book Gavin Farmer's new P76 Book has arrived. All very impressed with his hard work
 - 4 Under Bonnet Kits Someone from SA Club is looking at getting under bonnet kits made. Will be approximately \$200. He is looking for numbers so he knows how many to produce
 - 5 Website Website is due for renewal 18 January 2009, \$99 for three years
 - 6 Toner Cartridges Needed to purchase a set of toner cartridges at \$388.
 - 7 January Meeting Agreed by all members present to have our January meeting at Glen Gray's due to our usual meeting place being closed
- Currently have for sale:
- 8 Club Shop
 - Spark plug holders - \$20 per set
 - Anything but Average Book - \$85 each
 - Club T Shirts - \$20 available in black, green, blue and yellow
- Meeting Closed:** 9.30pm

UNDER BONNET KITS

As there were several enquiries from Club members at the Geelong Easter Nationals, Nigel Bray will be undertaking a run on under bonnet insulation kits.

Nigel will be starting them in approx. 4-6 weeks and would like to know numbers required from individuals and clubs. All clubs will be given the new prices when available. It will be more economical to send bulk orders to one address, so orders through clubs would be preferred.

Geoff Cutting

MINUTES OF GENERAL MEETING WEDNESDAY 14 JANUARY 2009

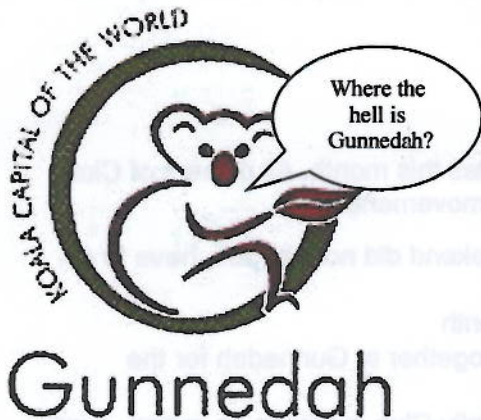
- Meeting Opened:** 8.55 pm
- Attendance:** As per the attendance book
- Apologies:** Shane Fox, Nark Ellery
- Minutes of Previous Meeting:** Previous minutes accepted by Brian Hooper and seconded by Marty Stockwell
- Correspondence In:** WA Magazine for December, Bank Statement
- Correspondence Out:** Cheque to Gavin Farmer for \$840.00. Paid Glen Gray for toner for printer (\$380.00)
- Treasurer Report:** Bank Statement is \$3138.28
- Reports:**
- 1 Club Registrar Greg Bryant is to put his car on club plates this month. All owners of Club Plate cars to keep registrar informed of movements
 - 2 Activities
 - 3 Outing to Brian's farm last weekend did not happen, have to organise for another date
 - 4 Meeting for Nationals next month
 - 5 Michael still organising a get together at Gunnedah for the Easter Weekend (10-13 April)
 - 6 On 15 February the Classic Rally Club is having an outing, destination and meeting point to be organised
- General Business:**
- 7 Gunnedah Outing Michael organising events for the trip to Gunnedah in April, Hal Malony to organise an observation run on Saturday. Michael has asked Steve to put the word out on the forums so other members of other clubs can attend
 - 8 Under Bonnet Kits A few members have asked for them
 - 9 Council of Motor Clubs Council of Motor Clubs has accepted our membership
 - 10 Club Shop
 - Currently have for sale:
 - Anything but Average Book - \$85 each (3 copies left)
 - Nationals Magazine - \$25 each (2 copies left)
 - Club T Shirts - \$20 available in black, green, blue and yellow
- Meeting Closed:** 9.40pm



Leyland P76. Anything but average.

COMING EVENTS

2009 State of Origin Easter at Gunnedah



This Easter, 10 to 13 April, there will be a State of Origin get together in Gunnedah.

Friday 10th there will be an evening gathering with hopefully a parts sale and a barbeque.

On Saturday, we are participating in the Len Seach Memorial car run, which we will also be using as an observation run. This should include a full day and evenings activities, with more details to come.

Sunday will see a visit to the local wildlife park for a little koala and landrover spotting and a spot of lunch. After lunch, we will continue to a nearby farm for a gymkhana. There will be a sit down dinner Sunday night.

Monday, we will all head for home. Remember this is an informal get together of P76 lovers and is fully self catered. There is no food or drink provided, but functions will be organized.

Accommodation is also self catered. We recommend that you try and book into the local caravan park. There are 15 cabins there ranging from \$89 per night for the deluxe en-suites to \$55 per night for the rooms with no toilet or shower facilities. These rates are for 2 people. It is \$10 per night for each additional person. If you miss out, or would prefer a motel, contact the club for more options.

Throughout the weekend, there will be a number of competitive activities which can score points for your state. These will not all be car or driving related.

May the best State win.



GUNNEDAH TOURIST CARAVAN PARK

51 Henry Street, Gunnedah NSW 2380

T 02 6742 1372 F 02 6742 4702

E gunnedahcaravanpark@westnet.com.au

AAA ★★☆☆. Quiet off Highway location, cabins, R/C air con, pool & gas BBQs. Walk to club, restaurants and hotels.

1 February, 2009



Re: Hunter Valley Steamfest Show 'n' Shine Sanction No.S09/25

In 2009 Hunter Valley Steamfest is celebrating its 24th anniversary with a number of new activities planned to take place along with all the old favourites.

One of the most popular activities on the program is the Show 'n' Shine with around 700 vehicles annually on display. We would like to take this opportunity to cordially invite you to attend the 24th anniversary as part of the Auto Barn Maitland Hunter Valley Steamfest Show 'n' Shine which will be held on Sunday 19th April 2009 in Maitland Park, New England Highway, Maitland.

The "Show and Shine" event is co-ordinated by locally based car club, The Maitland Street Rodders. The entry fee is \$5 per vehicle with proceeds being donated to the Early Childhood Intervention Program. This program is an educational program for children, from birth to six years of age, who have a disability or are at risk of developmental delay.

Access and egress to Maitland Park will once again be via Louth Park Drive (see the attached plan). Egress from the Park will be via Walker Street. Your assistance in spreading this information to your Club members would be greatly appreciated.

We hope you will join us to make the 2009 "Show 'n' Shine" a special occasion. As you would know if you have been to previous Steamfest events, there will be plenty of activities for young and old over the weekend of 18th and 19th April. Further information can be found on the Steamfest website: www.steamfest.com.au

For more information on the Hunter Valley Steamfest 2009 "Show and Shine" please contact:

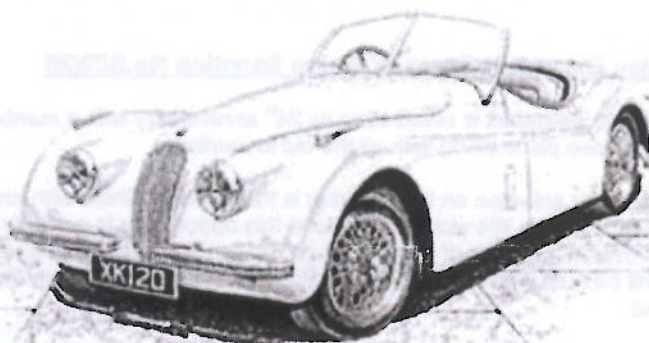
Noel McTaggart Ph: (02) 4938 1684
Co-ordinator Mob: 0412 226 787

Yours faithfully,

Rachel MacLucas
Tourism Manager

PO Box 220, Maitland NSW 2320 Ph: (02) 4931 2877 Fax: (02) 4931 2811 Steam Coordinator: Ph/Fax: (02) 4934 1439
Email: info@steamfest.com.au Web: www.steamfest.com.au ABN: 11 596 310 805

A Hunter River Country Tourism event supported by Maitland City Council



**Join the Classic Rally Club and friends
for the
End of Summer Lunch Run on Sunday 15th February**

Give your classic a shake down before the start of Autumn or just blow the cobwebs away on a summer's Sunday morning, ready for the rally season in earnest. Bring your rally pal or your partner. Throw the kids in the back. If the left seat proves difficult to fill and you just feel like a drive, the instructions are very simple to follow and are easily 'do-able' on your own. As an easy last resort, you can just play follow the leader! (Just like some of us do on real rallies!!)

Spend the morning driving over about 150 kms of fabulous roads, soaking up the scenery, which ranges from dramatic coastal vistas to the green rolling hills of the Southern Highlands.

Lunch will be at the Sutton Forest Inn in the picturesque Southern Highlands.

A limited menu will be available for \$20 per head, including coffee.

The run will take about three hours.

Meet at Heathcote railway station at 09:00, first car away at 09:30. We have to get away on time, as we're expected for lunch at 12:30.

There is no formal entry form or entry fee – everyone just pays for what they want to eat and drink.

Numbers will be limited and you must let John know if you're coming, so we can let the chefs know how many to expect.

**Contact John Young by Friday 13th (Ooops!) on 0412 246911 or
jycomms@hotmail.com**