



NEWSLETTER  
NUMBER 30

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW  
INC.

[www.p76clubnsw.org](http://www.p76clubnsw.org)



Since 1982



I hope you can find your way to the Pendle Sports Club for our next meeting which is to be held on the 8th of April.



## YOUR COMMITTEE FOR 2008-2009

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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:  
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WEBSITE:  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

### GENERAL MEETINGS:

**# The General Meetings are held on the Second Wednesday of EVERY MONTH at the Pendle Sports Club, 14 Civic Ave, Pendle Hill.**

**Next Meeting - 8th April 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

March - April 2009

Hi again one and all. This last month or so has been a mixture of headaches and good times. The most pressing of news is our need to change meeting places. I know that everyone really enjoyed Denistone Sports Club, particularly those fine bistro meals but unfortunately the Board of Directors, in response to a request from the Alfa Romeo Owners Club, gave our meeting night away without contacting us to tell us of their decision. I only found out by chance. When I phoned the Manager to sort the problem out, I was told it was not her decision and she had lost our contact details – sorry but that's the way it is. The Alfa club are paying for the hire of the room and will have larger numbers at their meetings. Our March meeting was only 2 days away so with no time to change it we held our meeting near the bar. Not ideal but it sufficed. And so a search was on for a new place to meet. I remembered that Marty Stockwell had mentioned a place in Pendle Hill when we were looking at moving to Denistone 2 years ago so I went down to Pendle Sports Club to check it out. After speaking to the on duty Manager and the Club Manager I confirmed with them that as of our April meeting we will meet there. It will be a trial to see if it works out OK. They are currently in the process of interviewing caterers to run their bistro that hopefully will be up and running by then. So our meeting night is still the same as is the time, just a new venue.

We have had a few outings recently. Scott Wilson and I attended the Oakville Bush Fire Brigade Classic Car Show at Pitt Town. A great day out with a huge variety of race and road cars was on show. Scott supported the Charity Auction by buying a motoring book on the history of the VE Commodore. A week after that we had a hastily organised night out to Blacktown Drive In to see "Love The Beast" with the Classic Rally Club. Present that night was Greg Bryant, Glenn and Barbara Gray, Brian Hooper, Tony and Kay DeLuca and myself with my daughter Kathryn. A top night and a great movie. A couple of weeks earlier I competed in my first Classic Rally for the year, the Riverina Run, as navigator in the 73 VW Bug. 2 Days covering nearly 900kms from Goulburn to overnight in Cowra and back to Goulburn. We finished second in our division again, beaten by the same Bini (BMW MINI) that beat us on last years Alpine Classic, but we were first Classic.

Of course the big thing on the horizon is the Get Together in Gunnedah, which is now only days away. We know that some of our members are going, me included, and also from the Queensland club with the ACT club also represented. I know that both Hal Moloney and Michael Nugent have put a lot of work in organising this weekend and I'm sure that those going are champing at the bit. I can't wait. The following weekend is the Maitland Steamfest. The club attended last year and despite nearly being flooded out (I think it broke the drought) it turned out to be a great day with a huge car show. I hope we can get some cars up there this year. I'm sure Michael and Hal will be there.

The National Motoring Heritage Day is on 17<sup>th</sup> May and it looks like we are going to join the Classic P76 Club on a run that day. Stay tuned to the website for details. The Tour de Corse Classic Rally is on the following Sunday so it looks like some of us are going to be very busy.

I think that about wraps it up for this issue so hopefully we will see you all in Gunnedah where the Easter Bunny will hopefully visit.

Steve Maher



# *Love The Beast*

A term often heard when an avid P76 owner describes his Leyland and as it happens the term used by one Eric Bana when referring to his Falcon XB GT hardtop. Banas' love of his XB GT inspired him to make a documentary about understanding why he and other "car people" have a passion for a lump of steel, glass, plastic and rubber and then express this passion by driving it on the edge – almost to, and sometimes past it's breaking point and the owners skill level. "Love The Beast" is a must see for all motoring enthusiasts and their partners. Enthusiasts will love the movie for what it is and their partners may gain an understanding about what makes their other half tick.

I decided that it would make a great night out for a car club, particularly if it was to that old time favourite – the Drive In. I made a couple of calls to the Blacktown Drive In to ascertain when "Love The Beast" was playing there and due to time constraints sent out a couple of emails. Well word got around and on Saturday night, March 21, 18 mostly classic cars housing members and friends of the Leyland P76 Owners Club NSW and the Classic Rally Club rolled up first to the Prospect Hotel and then on to Blacktown Drive In to experience what was a most enjoyable evening.

It seemed that a number of other car clubs and enthusiasts had the same idea and by the time the movie was about to start, hundreds of people were mulling around the viewing field checking out the extraordinary variety of cars lined up in rows. Cars from the 1930s right up to current releases, in stock and modified form were everywhere to see. Hot Rods, Street Machines, Restos, Daily Drivers and Moderns were all represented. Hell we would have paid just to come in and check out the cars let alone watch the movie!.....Oh Yeah – the movie. Great, absolutely fantastic. The first car movie I've seen that "gets it" I wont say too much about the movie, just go and see it and when it comes out on DVD, buy one. You wont regret it.

Steve Maher





## THE EDITORS SAY..

I walked into my garage a couple of weeks ago and noticed there was a cobweb on the tyre of my P. Of course I had to jump in and take it for a drive straight away. I was cruising through Raymond Terrace, just near where next year's Nationals will be based, when I was approached by the driver of the van behind me at a set of lights. He asked if I was interested in parts because his brother-in-law had one which he only wanted for the engine.

That weekend I went to look at the car and lo and behold it was the damaged NV Green Executive which I had seen at auction but which went for more than I was prepared to pay. A quick deal was done. I pulled the engine for him and I got the rest at a reasonable price. The car was registered until Dec 08, but how it passed inspection with the amount of rust in it I will never know. The strap was the only thing holding the spare tyre from dropping out the huge hole, yet the tyre cover, not to mention the boot carpet were in good nick.

With the combination of rust and the accident damage which meant that the left chassis rail was some six inches shorter than the right, I decided that the only course of action was to strip the car and put the body out of its misery. I pulled just about everything out of the car and left a pile on the floor which looked a bit like Steve's IKEA car joke. I am now sorting it into usable and emergency spares piles. Some of the usable bits are already in my silver Deluxe.

It is a pity because an NV Green Exec with a black interior was quite rare. I am currently trying to get hold of a bit of black executive fabric to fix the seats, but I don't have much hope of getting any.

Of course the pictures below don't relate to the Exec at all. They are of my other recent acquisition, a British Racing Green 2M44 (no 1006). As you can see by the photos below it, unfortunately, is not a restorer either. It has spent the last thirteen years sitting under a tree, not far from a salt water lake. The rust is the worst I have ever seen. The paint and the plastic kick panel are the only thing holding the sill together below the driver's door. If you look closely you can see my foot through the plenum. It is on the floor of the garage. The flasher cans are hanging suspended by their wires.

All that I will save off this one are the engine (hopefully it is restorable) and the grey Deluxe dash fascia, which I prefer to the woodgrain. Oh and maybe the bonnet. The roof and boot both have rusted completely through, but I can't even see any surface rust on the bonnet.

Ps Adrian Spencer has told me that if you bring an 8GB USB stick to Gunnedah, you can get a copy of his web site.





# ANOTHER FAMOUS TECH TIP

By Dr Philthy

A while back, I wrote a Tech-Tip describing the differences between doing a clutch change on a P-76 and a 1989 model Ford XF ute. I felt then that it might be of interest to our Club members to read about how much or how little progress had been made towards making more modern cars more user-serviceable. As far as I can remember, the score came out with the Ford being slightly more home-mechanic friendly, although the margin was not really that great.

In this Tech-Tip, I will compare the work required to change the front struts on a P-76 with doing the equivalent job on an EB 1994 model Falcon sedan, with the Falcon version of a combined front spring and shock strut assembly. Changing the strut insert on a P-76 is a relatively simple job, provide you have the right tools. The EA to ED series Fords are relatively easy to work on, although you still need a decent pair of spring compressors to rebuild the strut unit.

To change the front strut insert on a P-76, you first need to open the bonnet and loose off the top strut retaining nut, which is the large  $\frac{3}{4}$ " or 13/16" nut holding the safety tag in place in the centre of the strut top bush. This is important: Only undo the nut until it is flush with the top of the strut shaft thread. DO NOT remove the nut fully at this time!

Next, raise and support the vehicle on stands and remove the road wheels. Both the tie rod end and the main control arm ball joint will need to be removed. The nuts on each ball joint should be undone until they are at the top of their respective threads, then you can use a lever to apply some downwards pressure to the tie rod and the control arm in turn and firmly strike the side of the casing of each ball joint with a ball-peen hammer. When the stem of each ball joint "pops" free, undo the nut and remove each ball joint from the strut assembly.

Next, use a 5/8" socket to remove the brake caliper and use a length of spare wire to tie the caliper up so that its weight is not on the flexible brake hose. Next, remove the disc rotor from the stub axle and place it on a clean piece of newspaper to prevent dust and dirt getting into the bearings. Next, undo the tree nuts which hold the top of the strut in the tower. To prevent damage to the retaining nuts' thread, get an assistant to hold the strut leg while the nuts are being undone.

With the strut assembly removed from the vehicle, the next step is to attach a pair of spring compressors to the spring so that the strut assembly can be dismantled. The spring compressors should be attached to the spring directly opposite each other and wound out to their fullest reach to compress as many coils of the spring as possible. It is best to clamp the lower portion of the strut leg in a vice and use a socket to wind down the spring compressors. I prefer to wind each compressor down about ten turns at a time, so that the spring is compressed without bowing too far out of line. If the compressors have too great an amount of unequal pressure on them, they can slide around the coils of the spring and if that happens, there is the danger of either compressor snapping or failing and the front spring can be fairly lethal if it "escapes" from the spring compressors! Be warned and take care.

The spring will need to be compressed until the strut top bush can be rotated with finger pressure and then the top nut can be undone completely. It is not unusual for the top bush or the spring retaining plate to be frozen onto an old strut, so a few gentle taps around its circumference towards the top of the assembly should knock it loose. At no time during this job should you have your head directly over the top of the strut as a sudden failure of a compressor will unleash the spring to its full unloaded length and I can tell from experience that when they let go, they hit hard!

When the top bush and the spring retaining plate have been removed from the strut leg, the compressed spring can also be removed and placed well away from your work area. All that remains now is to remove the gland nut which holds the actual shock insert in place. Most auto accessory retailers have keyed tube sockets which are suitable for this task, but you may need to use a solid drift or pinch to get the gland nut loosened.



There are a number of substitute inserts which can be fitted to a P-76 strut leg, but your best bet is to check with your local suspension specialist. It is a good idea to take along an old strut insert, a complete set of top plates and bushes and a P-76 strut leg so that the important dimensions can be checked and compared. If you decide to use another brand of front insert, be sure to check out whether the P-76 top bushes can be used with the new inserts, otherwise there might be some problems with getting the wheel alignment set up correctly, due to differences in the ride height or camber of the strut.

From memory, I believe that Ford Escort strut inserts can be used in a P-76 strut leg and there may be some Toyota Celica struts which can be used without having to do major suspension modifications. To be safe, check with your local suspension workshop.

When a new insert has been selected, ensure that there is sufficient clearance between the top of the new insert and the top of the strut leg tube to allow the gland nut to be wound fully home. Take care when fitting the gland nut as it is not difficult to cross thread it, due to the fine thread. When the gland nut has been wound down fully, the case of the strut leg around the nut should be pinned to prevent the gland nut from undoing.

Refit the spring to the strut leg and ensure the bottom end of the spring is sitting correctly in the pressed recess in the lower spring retainer. Next, examine the outer edge of the top spring retaining plate and note there is a small tag on one section of its outer rim. This tag must be aligned with the stub axle when the retainer plate is re-fitted to the strut during assembly. The strut top bushes must be greased prior to assembly onto the top of the insert. New inner bushes for the strut top bush are available from some Owners Clubs.

Refitting the strut assembly to the vehicle is quite simple. Refer to the Workshop Manual for the correct procedure to follow and remember to check that both the tie rod end and the control arm ball joints are serviceable. If you can freely wobble either ball joint stem, then they should be replaced. A full strip and rebuild of a P-76 front strut can usually be done in about 4 hours of home workshop time, provided that all the parts are already on hand and the necessary tools are available.

Now, we have a go at the big, bad Ford. For those of you who have never been underneath one of these Fords, let me say that there is a lot of smart engineering built into them, considering how heavy that cast-iron six cylinder block is and how much extra gear is bolted onto the engine!

As before, raise and support the vehicle on stands and remove the road wheel. The Ford suspension uses a control arm, like the P's, but the Ford arm is a massive unit, carrying the ball joint for the stub axle support at its outer end and supporting the lower end of the combined spring and shock unit, as well as locating the rear end of the radius rod, which is equivalent to the P-76's tie bar. The inner end of the Ford control arm is located in the chassis rail using a large rubber bush. The upper end of the stub axle support is located by an upper wish-bone arm, with bushed inner pivots and an outer ball joint. The top of the combined Ford spring and shock unit is located at the top of the inner guard by three studs and nuts.

To remove the spring/shock from the vehicle, most of the lower suspension needs to be removed, because the unit passes through the upper wish-bone arm. These parts need to be removed: The tie rod end, the control arm inner bolt, the radius rod front nut and washer and the spring/shock unit's lower mounting bolt and the radius rod rear nut and washer and sway bar link bolt. The brake caliper must be removed and suspended from a wire hanger and the disc rotor removed from the stub axle. To provide clearance for the removal of the suspension unit, the control arm must be removed from the vehicle and when the upper ball joint has been "popped", the stub axle support can also be removed. Three bolts hold the top end of the spring/shock unit in place and when these are undone, the unit will drop down through the upper wish-bone arm and can then be removed from the vehicle.

Spring compressors will need to be fitted to the coils of the spring and wound down before the top retaining nut and the top plate are removed. Replacement shock units are usually sold as complete



lower strut units, requiring only the transfer of the spring and top retaining plate to make the "new" strut unit complete. Unlike the P-76, due to the long model run of the Ea to EL series of Fords, there are still plenty of spare parts available to fix the suspension of these cars.

The Ford uses wish-bone arms, control arms and radius rods to locate the suspension, while the spring/shock unit does the actual suspension work, whereas the P-76's struts and two suspension rods or arms do both jobs at the same time. Conclusion: Changing a front strut on a P is a much easier job than fixing a Ford's furling front end!

## 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. This car is now advertised in the trading post and will sell soon. If you are interested, please come up to Newcastle and have a look.





## BINI BEATS BUG – AGAIN. (BUGGER)

The 2009 Riverina Run was the first event on the Classic Rally Club calendar and Round 1 of the Club Championship. For Brian Madigan and I in the 73 blue VW Bug it was our first time having a go at what some may call “Westys Revenge”. In the end some could have called it “Westys Western Wimpout”. Harsh words you may say, well you’re probably right, and anyway the one thing that can be said is that Event Director Jeff West had the whole field of 37 crews across 3 divisions completely psyched out expecting a very tough event. And yet no one could say it was easy.

Brian and I had once again entered Tour Level which of course meant we were competing against half the field including expert tourists like the Coopers in their MGA, the Richardson’s in their Cortina Mk1 1 GT, the Smiths in their Prince Skyline GT and the Cales in their Bini (BMW MINI). The Bini beat us in the final rally last year, the Alpine Classic, winning Tour Level with us in second so **WE HAD TO BEAT THEM**. Sorry, I get a little excited. Ya, anyway Brian and I trundled down to sleepy Goulburn on Friday afternoon in the Bug so that we would be fresh for the start of the Riverina Run bright and early on Saturday morning. The Gordon Hotel was warm, clean and cheap, just the way I like my women, but I digress. Many a rally crew indulged in the culinary delights of the Steakhouse in Goulburn and some great camaraderie, all looking forward to the competition ahead.



Saturday morning dawned to what was to become brilliant rally weekend weather wise. The Start Master Control was in the car park of the Goulburn Workers Club Sports Arena and scattered around were the 37 rally crews along with numerous event officials not to mention a fairly stunning array of classic motor vehicles (and a few moderns). The one that really took my eye though was the restored black Austin 1800 ute, quite stunning. It was the sweep car for the event. The Tour group was first away and it was good to be finally on the road. Today we were to cover around 500kms and wind up at Cowra for the finish of day 1. The details of the

days running are a bit hazy but Taralga does come to mind. A small dot on a large map with a total of about 8 streets make up this tiny town. We used about 6 of them over and over again in varying directions, literally drove us around the bend. The locals must have thought it was an invasion by some misguided aliens in strange looking ground based motion appliances. Lunchtime was also an eye opener as we found out the back of our lunch venue was a genuine Torana LC GTR sitting in an old shed. This car obviously hadn’t seen the road for some time but what a great restorer. The day ended with a tie-breaker driving test.



Saturday nights evening meal was at the Cowra Services Club where after a great dinner and a few speeches the progress results were posted up. In the Tour there were 9 clean sheeters thankfully including us. The Bini was there too as were all the top Tourists. Surprisingly the Apprentices had 3 clean sheeters and Masters had 6. Most agreed this was unprecedented for a Jeff West rally. Many seasoned rally crews were convinced that Westy was playing with us and Sunday was going to be a killer. He was trying to lull us into a false sense of security and they weren’t about to be fooled into this. It was virtually agreed unanimously that Sunday was going to be tough. All we were concerned with was ensuring that we continue to not lose any points. Obviously any points loss on Sunday would knock us right out of contention.



Sunday dawned another perfect day and approx 400kms lay ahead of us for the run home to the finish back in Goulburn. Again Tour was first away. All was going well until we came upon a Passage Control where a number of rally cars were parked with crews mulling around. A quick word with those in the know and it seemed the local Council had decided to tear up a piece of road in the week before the rally making it impassable. Westy immediately set off to find an alternative route for the rally leading into lunch. It only took him 15 or 20 minutes and we were back on the road again. Without a doubt the stand out piece of road for the weekend was after lunch on the road from Gunning to Collector, could have been the old Hume Hwy. I'm not sure but whilst we had the Bug cruising along all I could think of was Leyland 4.4ltr V8. The old P76 would easily lap up miles and miles of this stuff, ah maybe next year.

Finally Goulburn's outskirts came into view and the end was in sight. Brian, the Bug and me cruised the back streets to the finish back at the Goulburn Workers Club Sports Arena and there is where that agonising wait takes place waiting for the provisional results to be posted. The first good news was that we had clean sheeted the Sunday section of the rally as well and now it remained to see who else clean sheeted and where the tiebreaker would put us. In the end 7 crews clean sheeted the Tour with the Cales and their Bini taking First Place, we were second followed by the Coopers, the Richardson's and the Smiths. All 5 crews separated by 64cms in the tiebreaker. A 900km event comes down to winning by cms. You couldn't get any closer than that.

Congratulations to the Cales can't wait to come up against them again. Nothing like a bit of friendly rivalry. Anyway we were first classic home. Congratulations also to Jeff West and his organising crew as they did a great job putting together a rally that was arguably easier than many had expected and I know we will be back.

Steve Maher





## 2009 Events Calendar

Date	Event	Info	Contact
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 - Mait-		Michael Nugent 0403 698 805
13-May	Club Meeting		
17-May	National Motoring Heritage Day		
24-May	Tour De Corse Classic Rally		<a href="#">Steve Maher</a> 0417 435 830
10-Jun	Club Meeting		
14-Jun	Highland Fling Classic Rally		<a href="#">Steve Maher</a> 0417 435 830
8-Jul	Club Meeting		
3-Aug	Oran Park Drive Day	<a href="#">Info</a>	Stay Tuned
12-Aug	Club Meeting		
23-Aug	Shannons Eastern		
6-Sep	Muscle Car Masters Eastern Creek		<a href="#">Steve Maher</a> 0417 435 830
9-Sep	Club Meeting		
14-Oct	Club Meeting		
17/18-Oct	Alpine Classic Tarmac Rally		<a href="#">Steve Maher</a> 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		<a href="#">Steve Maher</a> 0417 435 830
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*MINUTES OF THE MEETING OF THE*

LEYLAND P76 OWNERS CLUB NSW

WEDNESDAY 11<sup>th</sup> MARCH 2009

MEETING OPENED AT 8.15PM

PRESENT: AS PER ATTENDANCE BOOK

APOLOGIES: MARTY STOCKWELL, STEVE FOLDHAZY, TONY & KAY DELUCA, GLENN & MATT GRAY,  
SHANNON WHARTON, CHRIS TESCHKE, EDDIE HOOPER

MINUTES OF LAST MEETING: READ AND ACCEPTED

BUSINESS ARISING: NIL

CORRESPONDANCE IN: WESTWORDS MARCH 09

CORRESPONDANCE OUT: NIL

TREASURERS REPORT: BANK STATEMENT NOT AVAILABLE

REGISTRARS REPORT: NO REPORT

ACTIVITIES REPORT: MARCH 15 OAKVILLE CAR SHOW  
STEVE MAHER AND SCOTT WILSON TO ATTEND

MARCH 21 BLACKTOWN DRIVE IN  
NIGHT OUT TO SEE "LOVE THE BEAST" WITH THE CLASSIC RALLY CLUB

EASTER IN GUNNEDAH  
MICHAEL NUGENT REPORTED THAT EVERYTHING IS PRETTY WELL ORGAN-  
ISED WITH PEOPLE COMING FROM NSW, QUEENSLAND AND ACT.

MAITLAND STEAMFEST  
THIS EVENT IS ON THE SUNDAY AFTER EASTER IN GUNNEDAH. SOME MEM-  
BERS WILL BE ATTENDING

NATCOM REPORT: NEXT MEETING 7<sup>TH</sup> APRIL

GENERAL BUSINESS

NEW MEETING PLACE

DUE TO STUFF UP BY DENISTONE SPORTS CLUB WE HAVE HAD TO MOVE OUR MEETINGS TO PEN-  
DLE SPORTS CLUB AT PENDLE HILL AS OF NEXT (APRIL) MEETING

STICKERS FROM JASON TO CHRIS ?

JASON TO CONTACT CHRIS DIRECTLY

UNDER BONNET KITS FROM SA

MICHAEL NUGENT x 2

JASON BIRMINGHAM x 2

STEVE MAHER x 1

GREG CLARKE x 1

THESE KITS HAVE BEEN ORDERED

CMC MEMBERSHIP

TO BE FINALISED AND SENT OFF BEFORE NEXT MEETING

BMC/LEYLAND HERITAGE GROUP MEMBERSHIP

TO BE FINALISED AND SENT OFF BEFORE NEXT MEETING

CLUB SHOP:

SPARK PLUG LEAD HOLDERS	\$20/SET
ANYTHING BUT AVERAGE BOOK	\$85 1 LEFT
2008 NATIONALS BOOK	\$25 1 LEFT

SALE OR SWAP

MEETING CLOSED AT 9.20PM



## MINUTES OF GENERAL MEETING WEDNESDAY 11 FEBRUARY 2009

- Meeting Opened:** 8.25 pm
- Attendance:** As per the attendance book
- Apologies:** Steve Foldhazy; Michael Nugent; Brian Hooper; Eddie Hooper
- Minutes of Previous Meeting:** Previous minutes accepted by Glen Gray and seconded by Greg Bryant
- Correspondence In:** WA Magazine for February 2009; Letter from Rotary Club for Shellharbour for Motor Spectacular; Letter from CAMS; Letter from CAMS Club Affiliation 2009; SA Magazine for February 2009; NZ Magazine for January 2009; Queensland Magazine for January 2009
- Correspondence Out:** Cheque to Gavin Farmer for \$840.00. Paid Glen Gray for toner for printer (\$380.00)
- Treasurer Report:** \$2258.28
- Reports:**
- 1 Club Regis- Greg now has his car on club plates, Steve has also just put a P76 on club plates
  - 2 Activities Run on this Sunday with the Classic Rally Club, information as per newsletter
- General Business:**
- 3 Matt Gray's Matt Gray has just had his Dry Red P76 painted and is getting closer to being on the road
  - 4 Shane Fox's Shane Fox has bought a P76 from Steve Maher
  - 5 Car Models Models are coming along slowly, it has been decided both a deluxe model and the wagon will be done. The deluxe will be made first and the wagon should be done by the Nationals
- Meeting Closed:** 9.25pm

### 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.

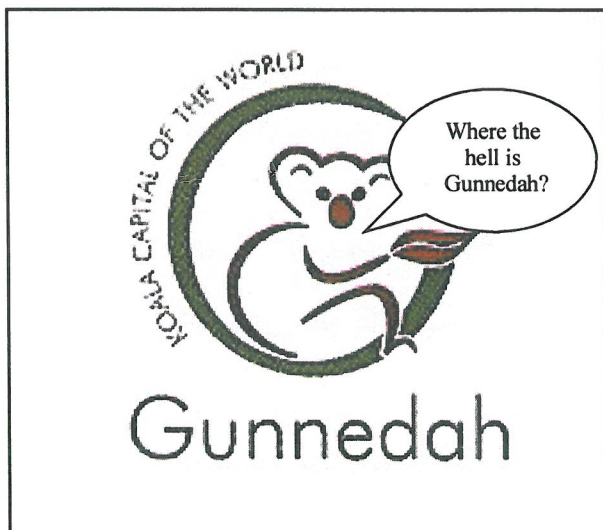
Nigel will be starting them in approx. 4-6 weeks and would like to know numbers required from individuals and clubs. All clubs will be given the new prices when available. It will be more economical to send bulk orders to one address, so orders through clubs would be preferred.

Geoff Cutting



# 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. You can also visit the local car museum in the morning before the run. \$3 Entry.

Sunday will see a visit to the local wildlife park for a little koala and landrover spotting and a spot of lunch. Before lunch there will be a gymkhana. There will be a sit down dinner Sunday night. \$22.50 for a roast meal and dessert.

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](mailto: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 24<sup>th</sup> 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 24<sup>th</sup> anniversary as part of the Auto Barn Maitland Hunter Valley Steamfest Show 'n' Shine which will be held on Sunday 19<sup>th</sup> 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 18<sup>th</sup> and 19<sup>th</sup> April. Further information can be found on the Steamfest website: [www.steamfest.com.au](http://www.steamfest.com.au)

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

Noel McTaggart  
Co-ordinator

Ph: (02) 4938 1684  
Mob: 0412 226 787

Yours faithfully,

Rachel MacLucas  
Tourism Manager

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A Hunter River Country Tourism event supported by Maitland City Council





The start of the rebuild of the World Cup Rally Car No 36. Norm Julian pictured with John Bryson and with John's son Matt when they came to collect the rolling shell which is to be restored to its former glory.