



NEWSLETTER  
NUMBER 37

# THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW  
INC.

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



Since 1982



Steve at the Day 1 Start of the South Coast  
Classic—Bowral



I was sent this photo of a Marina and asked to put it  
into the mag. I think it is there as a warning not to  
go too far with a restoration.

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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.

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### GENERAL MEETINGS:

**# The General Meetings are held on the Second Wednesday of EVERY MONTH at the Memorial Bowling Club, 26 Pritchard St West, Wentworthville.**

**Next Meeting - 9th June 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

May - June 2010

It seems like only yesterday I was writing my last Presidents Report, hang on I think it was! Nah just seems like it. Even though the last edition of The Leyland Post was not that long ago there has been plenty of activity going on so as they say "Here is the News".

On the membership front, things continue to tick along encouraged by our post Nationals goodwill. I am happy to welcome some new members to the club. Paul and Gail Van Look with their grandson Andrew Gibbons. Paul is a big Marina fan and many of you may have seen him with his very nice Bold As Brass 1750 coupe at the Nationals as well as other days out. Paul is also in the middle of a restoration of a Home On Th' Orange 6 cylinder coupe. Can't wait to see that one. Our other new member is more like a welcome back. After a number of years out of the club, Dave Nelson has re-joined with his Bold As Brass Force 7. It will be great to see both the Force and Marina on future club runs.

The biggest news though is our new meeting place at Wentworthville Memorial Bowling Club. What a top joint! A real old-fashioned club run by members for the members. They welcomed us with open arms and really made feel right at home. Everyone who was there couldn't stop raving about how good it was. If you haven't been to a club meeting for a while, come down and give it a try. The address is 26 Pritchard Street West, Wentworthville. We have had a request from a couple of members to look at changing our meeting nights from the current second Wednesday night of the month to the second Tuesday night of the month. Everyone at the last meeting was happy with it so if you have any objections please let me know ASAP as the club will vote on the change at the June meeting.

Speaking of June, time is once again almost upon us for membership renewals. For most of us our memberships are due as of 30<sup>th</sup> June (some have already paid). Please fill in the attached Membership Form and send it in or bring it to the next meeting along with your fees, which by the way are the same as last year, \$40 for individual or family membership.

The club has had a few outings recently including an Economy/Observation Run with Thornleigh Car Club and the Classic Rally Club. I was the only one from our club to go and I had a great day. My story on the day is in this issue. A couple of weeks after the Economy Run was National Motoring Heritage Day and for this weekend we were double booked. Unfortunately I had already accepted a request to help out as an Official for the 2 days South Coast Classic Rally. It also was an ace weekend (see story). Tony and Kay De Luca had also been very busy organising a stopover for NMHD at Bella Vista Farm. Many Thanks to Glenn and Barbara Gray along with Marty Stockwell for giving up their time to help Tony and Kay out on the day and it was good also to see Paul Van Look bring out his mighty Marina. Prior to that weekend Tony and Kay went down to Thredbo with the CMC for the annual Jazz Festival. Their story of that weekend appears in this issue as well.

Coming up just before our next meeting is the Alfa Romeo Owners Club Tour de Corse classic rally on June 6. I hope to give my "freebee" P it's first competition run in this event. On the rally front in July is the annual Jaguar Mountain Rally. This event has an almost fully subscribed field of 80 cars so I might give it a miss this year, but we'll see. I hear rumblings that a club weekend at "The Farm" is being planned to give Brian a hand to organise his shed etc. Stay tuned as it may come up at short notice. For those of you who would like to join me for a weekend away to check out some motor sport with a difference, I will be heading up to Kempsey for the annual Wittitrin 200 off road race. Providing it doesn't get rained out it will be a great weekend.

That will probably wrap it up for this issue but don't forget the club Annual General Meeting will be at the August meeting. See you round.

Steve Maher

**THE LEYLAND POST**

**Steve Maher**

## THE EDITORS SAY..

I have included the answers to the observation run questions in this issue. Most of the questions were pretty straight forward and the majority of you got them right. There were no questions which everyone got wrong, so at least some of you were on the same wavelength as me. I will admit that I got the name of the Woodville Bridge wrong. It is in fact called the Dunmore Bridge, despite what the locals call it. Luckily, no-one got this question wrong because the bridge name was wrong. Everyone (except for one person who missed it entirely) answered either 1899 or 111 years. Obviously, 111 years ago was the correct answer. You can't say that it was built 1899 ago now can you.

There were 48 questions in total. The top score was 47 out of 48, shared by 4 people. The lowest score was 36. I won't tell you who that was, but they may have been driving a very nice Chrystal White Executive.

The top score was shared by Richard Green and family, Brian Hooper, Steve Maher and Marty Stockwell. I was going to play a game of head and tails to determine the winner, but we elected to go with a countback instead. In other words, the person who went furthest through the run without a mistake was the winner. Steve Maher and Richard Green both bombed out on question 24, along with about two thirds of you. Brian Hooper was one of just 3 teams to get question 39 wrong. Yes there was another creek close by, but it was almost a kilometre away and should not have been confused. Marty got right through to question 44 where he took the lazy option and gave the year the bridge was built instead of the age. Still, having gone furthest clean, he was declared the winner. Congratulations again Marty and Alan Firth, his co-driver.



A couple of more photographs from my Peel me a Grape renovation. The front seats finally fit after quite a bit of work. They are electric leather seats from a W126 Mercedes 380SLK. I have had to remove the raise lower mechanism, so two of the five electric motors are now redundant. They still slide backwards and forwards, as well as recline electronically. The headrests also have a separate motor to raise and lower them. This is probably a bit too much, so I don't plan to wire them up in this installation. I have a pretty good dash pad in place, but it does have the centre speaker mesh. If anyone has a good one without the speaker mesh I would be very interested.

My apologies for the lack of photographs in this mag. I don't take a lot of photos, so I rely on what people send me and this is all I've got this month.

ANOTHER FAMOUS TECH-TIP  
DR PHILTHY GETS INSPIRED BT GOING TO A NAT MEET!  
(AND CONSIDERS HOW OWNERSHIP OF P-76'S HAS EVOLVED)

I was mightily impressed with the standard of presentation of the P's which were at the 2010 Easter National Meeting at Raymond Terrace. There were some P's which really stood out. Mr Birminghamster's Plum Loco taxi was one car which turned head wherever it went, and there were a couple of very nice Targas which were much too pretty for me to think of owning or driving! Some P-nutz drove their "used-every-day" P's to the meeting, and most of these were showing their age to some degree. There were some very nice modified cars, and there were a few "hot-rod" P's too. One thing which immediately became obvious to me was that there were no members of the old "hoon brigade" present at the meeting, and all of the P-owners present were people who had a genuine love of the car.

Let me explain that comment. Right from the time that Leyland crashed as a manufacture, a V-8 P-76 was seen as being a good choice of wheels for those lead-foot hoons who wanted to experience all the thrills of driving a V-8, whilst being limited to a poverty budget. Back in the early 80's dealer support for the P76 was rapidly fading away many P-owners ditched their P's and bought a Commodore or Falcon, etc, instead.

That made it possible for the more adventurous members of the "hoon-brigade" who wanted to drive something a bit different to the average Falcons, Kingwoods, Commodores and Valiants of that time to purchase a V-8 P-76 very cheaply, and have a lot of fun. Sadly, many fine P-76's ended up in the hands of these hoons, and were subsequently flogged to (a premature death) mechanically. Some of those cars were eventually purchased by genuine lovers of the marquee, but many others were sent to the wreckers, often being condemned for faults that could easily been fairly easily corrected. I experienced several instances of this sort of situation back in the late 80's and early 90's when I was involved in doing my week-end "car-clinics" wherein I would work on P-76's to demonstrate to various P-owners how easy it was to do the minor repairs and maintenance needed to keep a P road-worthy.

Unfortunately, Harry the Hoon and his friends always had enough money for a beer or other recreational substances, but would always have trouble finding the cash to pay for even basic repairs or servicing. Eventually, their P's would suffer some kind of break-down and faced with a major repair bill, which in all likelihood would consume their entire weeks beer money, these hoons would usually opt to flog off their P. When last seen, they would be driving off into the sunset in a very second-hand Commodore, Falcon, or Chrysler, etc. Luckily for us, most of these false P-nutz would then chose to stick to some other, more forgettable marquee, and that usually meant that the market for used and abused P's saw a greater number of genuine P-nutz acquiring another P-76 bargain, either for restoration or parts for a future rebuild. Thinking about the number of well-presented P's at the 2010Nat meet, I wonder how many person-hours in total went into all the restorations and rebuilds? I reckon it would be a pretty big number! Well Done, people!

Now, onto the subject of this Tech-tip: Spare parts for the P-76 V-8 water pumps. I gave a bit of a demo and informal talk about water pumps during the Saturday morning "boot sale" at the Easter Natmeet. I explained to my attentive audience that I was having some trouble locating a supply of the original style of long-case water pump bearings. The original bearings were stamped with either 582 or 630 on the front of their shafts, which were approx. 140mm long. The case of these bearings was about 30mm in diameter and about 38mm long.

A few years ago, I rebuilt a couple of water pumps using some new bearings which had a shorter bearing case, and a slightly longer shaft. As far as I know, those rebuilt pumps are still in use, although I was a bit worried that the shorter bearing case might not provide as much support to the shaft as the original, longer cased bearings did. Some-one did suggest that the reason that the V-8 water pump pulley is built the way it is is to keep the loads on the pump bearing as near as possible to the centre of the bearing. In an engineering sense, this is a good idea, because if you keep the axle loading close to the longitudinal centre of a bearing, then there is less chance that the shaft will run out of its proper

alignment, whereas an out of balance loading applied at the end of the bearings shaft will result in a see-saw (oscillating or orbital?) type of motion, causing premature wear to the bearing.

Some-one suggested that the new 4.6 litre Rover engines might have water pumps which could be adopted for use on the P-76 engine. If any-one knows some-one who is likely to throw out an old 4.6 Rover water pump, tell them to chuck it in my direction! If we're lucky, we might even be able to use the impellers, too.

Now, for the benefit of those who didn't have time to attend my informal clinic, here are some part numbers:

Davey is a company which sells replacement seal kits for industrial and agricultural pumps. The Davey seal kit, part number 47863, is very similar to the original style of seals. I have used these seals in several rebuilds in recent years and they seem to be quite O.K. These seal kits retail for about \$38 to \$47. If you know some-one who will give you trade prices on these kits for bulk purchase, it might be worth your while to grab a few, while stocks last.

Mudgee Bearing Supplies did a slightly better deal for me. They have stocks of a seal assembly, part number EH790J10DBQ, which retail for about \$22, including GST. Presently, there are still plenty of these seal kits available, so I intend to grab another couple of these kits, and try them out when I rebuild a couple of water pumps during the next few weeks. I believe that there was a PBR seal available which would suit the P's water pump. From memory, the part number was PBR 2619, and those seals were used in Holden HQ water pumps.

## NATIONAL MOTORING HERITAGE DAY

On Sunday 16<sup>th</sup> May 2010 the Council of Motor Clubs (CMC) asked its Member Clubs to celebrate this National Event by getting into their Vintage, Veteran and Classic Cars and motoring around the Country to show off their prize possessions at the same time showing the general public that there are thousands of cared for treasures that are still roadworthy and bringing enjoyment to their owners and their families.

The CMC organized venues at Mulgoa, Bella Vista Farm Park, Berry on the South Coast, Chevalier College in the Southern Highlands and the new Australian Motorlife Museum at Kembla Grange.

The two Sydney P76 Clubs co-hosted the event at Bella Vista Farm Park and it was a very successful day with almost 80 Vintage, Veteran and Classic Cars attending.

Car Clubs attending Bella Vista included the Rover Owners Club, Model A Ford Club, Early Falcon Car Club, MG Car Club, Sunbeam Owners Club and various other individual entrants including a magnificent 1908 Cadillac brought on a trailer by John Hewitt of the Veteran Car Club. Of course, we had P76s from both Clubs, Joe Green's Force 7 and Paul Van Look's Marina.

Tickets were handed out to Car Club entrants and these will be placed in a draw to be carried out at the next CMC General Meeting (Monday 31<sup>st</sup> May). Each venue will have a prize (Bella Vista's prize is a package of P76 Nationals merchandise). As well as this, there will be a major prize draw, which will include Special Entry and Lunch at Shannons Eastern Creek including parade lap in one of the Concours Entry cars, a ride in the Lexus Safety Car, plus tickets to the Tasman Revival Meeting at Eastern Creek in November.

Many Car Club visitors last Sunday chose to take a look around the homestead and farm buildings in the heritage area of Bella Vista and all agreed that it's a place that we need to treasure along with our cars. We hope to arrange more open days at Bella Vista – it's not far away and there are picnic facilities, barbecues etc.

Lastly, I'd like to give special thanks to Barbara & Glenn Gray, along with Marty Stockwell for their assistance on the day – it wouldn't have worked without you!!!

Tony De Luca

## Rally Answers from the Nationals

1	What is the name of the industrial park	Kinross
2	Who is the politician on the electricity pole	PM
*3	Who lives at number 52	Denese
4	Who sleeps on the gate	Lions
5	How many horses in the front yard of number 558	Six
6	How much for a family at Fighterworld	\$25
7	What is the nickname of Williamtown RAAF base	The Hornets Nest
8	What animal should we look out for	Koala
9	What flies low	Military Aircraft
10	How many pins are missing from the top of the bowling alley	Nine
11	Which king can you call on 4987 1200	The Storage King
12	When does McDonalds close	It doesn't
13	What is the name of the drain	Pennington
14	What is the name of the Environment Centre	Irrawang
15	What is concealed in Eagleton	Driveways
*16	How much will the levee bank restoration cost	\$19 million
17	What is the name of the river next to you	Williams River
*18	How many neighbours are watching	Three or four
19	What colour is the tyre on the letterbox	Blue
20	What unusual items are on the gate	Dolls
21	What unusual item is on the fallen tree	Tyre
22	Name the creek	9 mile creek
23	Name the rest stop	12 mile
24	How far should it be from the creek to the rest stop	3 miles
25	What are tops on the Bucketts Way	Barrington
26	Who lives where the big white arrow is	The Burleys
27	Name the flora reserve	Walleroo
*28	What choice are the tanks	First Choice
*29	What colour is post number 30	Blue
30	What is the recommended speed at the crest	55 km/h
*31	Name the trail	Gilmore
32	How far to Glen Martin	6km
*33	When does Clarence Town Landcare meet	6.30 4th Tuesday
34	In park - What is common name for Waterhousia floribunda	Ironwood
35	What year was school founded	1849
36	Where is Shaw's Bakery	Grey St Clarencetown
37	What is the name of the National Park	Calumbey
38	What should motor bikes do	Plan the corners
39	Name the creek	Storks Creek
40	Name the farm	Bronzewing Farm
41	Who lives at 1060	Nash
*42	What do you get at Redgate Farm	A gaggle of gourmet goodies
43	Who owns the stock feed	Hicks
44	How long ago was the Woodville Bridge built	111 years ago
45	Name the housing estate	Dunmore Park
46	Name the turf farm	Absolutely Turf
47	When was Morpeth established	1821
48	You have been driving through the picturesque Hunter Valley. How many times did you cross the Hunter River	One

# THE MOTOR SPORT REPORT

It's been a while since my last Motor Sport Report, our Christmas issue I think. Naturally, no report means not much happening. Well that's not entirely true. Truth is a little something called the Nationals and leading up to that I was building my "freebee" car with a lot of help from Shannon, Brian, Shane and GG. The "freebee" car was built out of a pretty complete rolling chassis (no motor or box) with my old 4 speed, a second hand V8 and various other bits and pieces lying around the Hooper farm. Interestingly it was originally built as a 3C26 in Oh Fudge and at some point in time was converted to V8 4 speed in Queensland before being bought by a guy in Sydney who wanted the V8 4 speed for a hill climb car. He didn't want the rest so I ended up with it and it will be used for club outings and classic rallies.

Well enough waffle. The first classic rally I have been apart of this year was the recent South Coast Classic. This event holds mixed feelings for me, as it hasn't been too kind to me over the years. This year was my third. The first year, 2007, I was a competitor with Brian Madigan in his 73 VW Bug. The overnight stop was in Batemans Bay and that's exactly where the VWs oil pump died – end of rally for us while leading our division. The following year I went along to assist in running the event, travelling with the Event Directors wife in her Honda Odyssey as the event sweep at the back of the field. We were running behind schedule for dinner and so 7kms outside Batemans Bay I got busted for speeding. Expensive weekend. There was no event run in 09 but this year it was back on. I decided to give the freebee car a run with a prospective new navigator, Andrew Van Ewyk, so we went along as event officials manning main and passage controls.

The event start was in the southern highlands town of Bowral. Early morning in mid May in Bowral is a bit chilly (understatement). About 32 entries were to face the starter in 3 divisions and the variety of cars was again large. Oldest would have been an exquisite Jaguar XK120 and newest a Falcon XR6 Turbo. We were first passage control on both days so we headed off before the start to get set up. PC1 was on a quiet back street on the outer edges of Mittagong. Quite a few locals stopped to ask what we were up to with our safety vests, witches hats and table and chairs. A couple stopped to watch the procession of cars as they passed through. From here it was as quick pack up and off to lunch at Cataract Dam. The local Lions Club was doing the lunches here (good tucker) so we had a quick feed and went off to set up the master control for the start of the afternoon division. After all cars had been through it was off to Nowra for the finish of day 1 and dinner. Everyone was accommodated at the Archer Resort where we were also fed and watered. A group of us had heard that 1HD was televising a wrap up of the New Zealand round of the WRC followed by qualifying for the Monaco GP. So we set up in front of a big plasma TV for a couple of hours entertainment then retired to hit the sack for another early morning start.

Sunday morning was like the previous morning, sunny and cold although not as cold as Bowral. Again before the start we were off to set up PC1 for day 2. This time we were on the side on the road several k's south of Nowra on the road to the RAAF Base. After everyone had been through we packed up and headed off for lunch, this time at Kangaroo Valley Golf Club. The run up Moss Vale Road both before and after Kangaroo Valley was one of the highlights of the weekend. The steep climb with lots of tight twists and turns really suited the P76 V8 - umm - it was really good. Lunch for us was again early as we were running the last master control for the run to the finish at Sutton Forest, back up on the southern highlands. Another fun run in the P. The Sutton Forest Inn was our final destination for the finish and the customary post event debriefing (drinkies).

Only 2 competitors dropped out during the event. One in a Ford Capri Mk111 left Saturday night due to a family situation and the other pulled out at Sunday lunch in their Subaru Imprezza WRX as they'd "had enough". One other crew though went through 3 cars over the weekend. They had entered in a 65 Ford Mustang but turned up to the start in a Lotus Elan. The seat belt failed on the Elan so on Saturday night they went home and brought back a 67 Rover 2000 P6. On the run to lunch it suffered a total loss of oil pressure 100 metres from his bosses house so they coasted up the driveway, explained their dilemma and drove out in the bosses Alfa Spider. I think that's what you call luck – but then again?

For the record the Masters Division was won by Geoff Bott and Jeff West in their Jaguar XJS, Apprentices was won by Tony Wise and Alan Walker in their Alfa Alfetta and the top honours in Tour Division went to Michael and Kevin Peters in their 1970 Mini Cooper S. The old P76 covered the week-end without incident although there are a couple of little things to look at before the next event which hopefully will be the Tour De Corse which, all being well, will be the competition debut for the freebee car.

Steve Maher



Above- Day 1 passage control at Mittagong

Right- Day 2 finish at Sutton Forest



Day 1- Start at Bowral



Lunch Day 1- Cataract Dam



Day 2- Lunch out control at Kangaroo Valley

# THREDBO JAZZ FESTIVAL 2010

On the first weekend of May 2010 Tony and I joined some friends connected with the Council of Motor Clubs (CMC) for a trip to Thredbo to enjoy this year's Jazz Festival. We realized that this was our 5<sup>th</sup> Thredbo Jazz Festival and each year it's been a memorable event.

We left West Pennant Hills on the Friday morning around 6.50am and were at VC Wheatley Reserve on the banks of Lake George at 9.00am meeting up with John & Lynelle Titcume from the South Coast Holden Owners Club along with Doug & Robyn Linklater from the Cronulla RSL Motoring Enthusiasts Group, Humber and Wolseley Clubs.

John Titcume had arranged to call in to Ray Gulson's Porsche Dealership in Fyshwyck on the way and that was most enjoyable for all of us but especially the "boys". Ray not only sells Porsche, but also Alfa Romeo, Citroen and Fiat – so there was a lot of interest in the showroom as well as the "workshop" downstairs where Ray showed some of his cars from motor racing days.

An hour's drive from Fyshwyck brought us to lunch at the Park in Cooma and then another hour to Thredbo, arriving around 4pm. Thredbo Village is always beautiful at this time of the year and our accommodation at the Thredbo Alpine Hotel is a great place to stay.

Over the weekend there are various venues for the Bands to play including the Hotel's lounges, bars, poolside and restaurants along with some of the village restaurants, town square etc.



Thredbo Alpine Hotel – Poolside in front



Thredbo Village

Headliners this year were Carl Riseley (finalist from Australian Idol a couple of years ago and now making a name for himself in the Jazz World) and Barbara Morrison visiting from the US. Some young bands proved popular – our personal favourite, the Kirrawee High School Band (who played at Shannons Eastern Creek last year and will be there again this year), also the Combined NSW High Schools Jazz Band who were a very polished act. Many other Bands and Groups make this a fabulous weekend if you're a lover of Jazz Music.

The weekend Thredbo Jazz Pass includes unlimited rides on the Chair Lift, but this year we didn't go up even though the days were clear but crisp.

The trip home on Sunday afternoon was broken by rest stops/driver changes in Cooma & Lake George. The CMC hold various trips/weekends away during the year and we encourage Members to think about coming along, as we have a lot of fun.

There's a weekend coming up in September this year to Warilla, South of Wollongong, including a stop at the Nan Tien Temple. If you're interested please contact Tony or me (8812 2479).

*Kay De Luca*

# THORNLEIGH CAR CLUB ECONOMY/ OBSERVATION RUN

Two hundred and twenty odd kilometres was the running distance that the Thornleigh Car Club had come up with for their Economy/Observation Run on Sunday 2<sup>nd</sup> May. Unfortunately I was the only one from our club to attend but it was going to be a really good day anyway particularly under a beautiful Sydney Autumn Sun.

Ten cars made the start at the Woolworths Service Station at Dural plus the Event Director. The weather was absolutely perfect for a run in the P76 and I was really interested to see what fuel economy I could get out of the old girl. Apart from the Event Director's car, which was a 1980 Mercedes Benz 500 SLC Homologation Special (5.0 litre V8), I was the only V8 running. In fact every other car was less than 2.3 litres. It was certainly a mixed bunch though. The field looked like this:

1986 Mercedes Benz 190E	2.3 litres	2003 Mitsubishi Lancer	1.5 litres
1961 Mercedes Benz 220S	2.2 litres	2007 Toyota Yaris	1.5 litres
2007 Ford Fiesta XR4	2.0 litres	2006 Toyota Prius	1.5 litres (Hybrid)
1966 Volvo P1800S	1.8 litres	1994 Suzuki Swift GTI	1.3 litres
1968 MGB	1.8 litres		

As you can see I was somewhat up against it particularly those modern econoboxes.

The run took us from Dural, around through Galston and across the gorge to Asquith. The course then took us up the old Pacific Highway through Berowra to join the F3. The run up the freeway was done a very respectable 80km/h. The only cars that didn't pass me, including numerous "P" platers, were the other competitors. The trail of cars jumped off the freeway at Calga and headed to Upper Mangrove where we stopped for a very civilised cuppa overlooking the Mangrove Dam.

From here it was down to Wisemans Ferry for lunch. We arrived just in time to see a number of the Bridge-To-Bridge competitors roar past. Lunch in the park combined both a traditional picnic lunch for some and a trip to the take-away for the others including me. Eventually we broke camp and headed back to Dural to fill up again and end a truly wonderful day out.



Who won? Well in the economy department, certainly not me. Mind you I did manage 10.16 litres/100kms or 27.75 mpg, not bad eh! The most efficient though was a bit of a surprise. No it wasn't the Prius but in fact it's stable mate the Yaris. The Prius clocked in 3.63l/100kms or 77.68mpg whilst the Yaris came in with an astounding 3.52l/100kms or 80.04mpg. Despite this the Prius did win the event overall as Thornleigh Car club have mathematical system that factors in vehicle weight including passengers, engine capacity, fuel economy and observation run results. Don't ask me to explain it but I did come last and all I know is I missed one question in the observation run and was thwarted by the P76s relative lightweight. In this event it actually helped the Prius being a heavy car. Still as I said it was a really nice day with some good people in interesting cars. I wouldn't be surprised to see an Owners Club run to Wisemans Ferry at a future date.

Steve Maher

# 2010 LEYLAND P76 NATIONALS OFFICIAL MERCHANDISE SALE

Were you at the Nationals and missed out on getting that item of Official Merchandise that you wanted or did you miss out on coming but would like to have your own piece of the Nationals?

Well this is your chance!

The NSW Owners Club have a limited stock of Official Merchandise to sell.

## T-Shirts



Available in White, Light Blue, Grey and Navy Blue.  
Mens and Ladies.  
Not all sizes and cuts available in all colours

**\$25 ea**

## Caps & Stubby Holders



Caps

**\$16 ea**

**Stubby Holders**

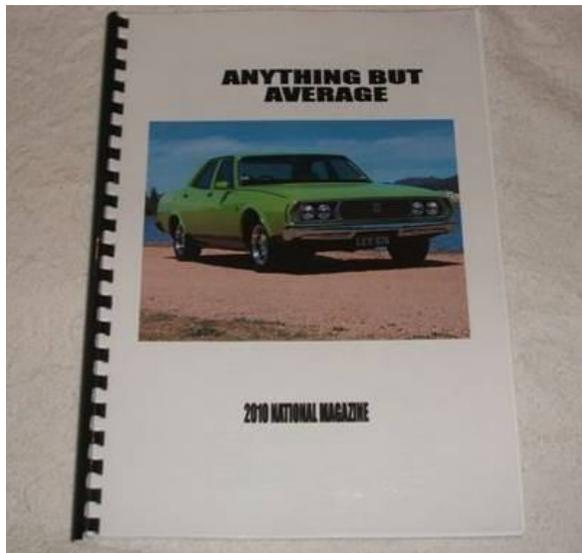
**\$9 ea**

## Pins & Key Rings



Pins  
\$5 ea  
Key Rings  
\$7 ea

## National Magazine



National  
Magazine  
“Anything  
But  
Average”  
\$20

## Official Red & White Wine



“Dry Red”  
Merlot  
\$10 ea

“Crystal White”  
Chardonnay  
\$10 ea

Also available as a mixed  
Bakers Dozen

# MINUTES OF GENERAL MEETING WEDNESDAY 12<sup>TH</sup> MAY 2010

**Meeting Opened:** 8.35 PM

**Attendance:** As per the attendance book

**Apologies:** Tony and Kay Deluca, Steve Foldhazy

**Minutes of Previous Meeting:** Accepted by Glen Gray, seconded by Marty Stockwell

**Correspondence In:** Letter from CAMS; Classic Magazine (April 2010); New Zealand Magazine (May 2010); South Australian Magazine (May 2010); BMC Magazine (April/May 2010); Westwords (May 2010); CAMS letter for survey; Letter from Concourse D'Elégance

**Treasurer Report:** As per Bank Statement. Accepted by Glen Gray, seconded by Shane Fox

**Business Arising**

- 1 Two new members have joined the Club this month
- 2 Lots of Nationals merchandise for sale

**Activities Report**

- 3 National Motor Magazine Heritage Day is on this weekend. Tony and Kay have asked if anyone is available to help

**General Business:**

- 4 Kay and Tony Deluca have put a motion forward to move the meeting to another day. Tuesday has been put forward and all members present have agreed, will be put forward at a later date

- 5 Shannons Classic Day is late August/early September at Eastern Creek. Five spots available, names so far are Michael Nugent, Brian Hooper, Glen Gray and Shane Fox

- 6 Steve has brought the newspaper articles from Richard Gunn which was in the UK Magazine, Classic Car Weekly, January Edition.

**Meeting Closed:** 9.45 pm

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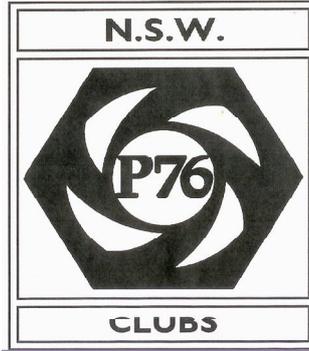
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# 2010 Events Calendar

Date	Event	Info	Contact
1 Apr/5 Apr Easter	Leyland P76 Nationals Hunter Valley, NSW		<a href="#">Steve Maher</a> 0417 435 830
14-Apr	Club Meeting		
2-May	Thornleigh Car Club Econ- omy Run		<a href="#">Steve Maher</a> 0417 435 830
12-May	Club Meeting		
15/16-May	South Coast Classic Rally		Mike Stephenson 0418 201 453
16-May	National Motoring Heritage Day		
6-Jun	Tour d'Corse Classic Rally		Alan Watson 0405 386 206
9-Jun	Club Meeting		
10/11-Jul	Jaguar Mountain Rally		Gary Maher 0408 271 502
14-Jul	Club Meeting		
11-Aug	Club Meeting Annual General Meeting		
14/15-Aug	MG Classic Rally	<a href="#">Info</a>	<a href="#">Jim Richardson</a> 0418 644 284
8-Sep	Club Meeting		
12-Sep	Hills Fest Classic Car Dis- play Baulkham Hills		
19-Sep	BMC/Leyland Australia Heritage Group Lunch		Kay De Luca
25/26-Sep	Alpine Classic Rally		Lui MacLennan 0418 645 623
13-Oct	Club Meeting		
17-Oct	Penrith Pas de Deux Clas- sic Rally		Jeff West 0427 263 757
10-Nov	Club Meeting		
8-Dec	Club Meeting		

# Membership Application/Renewal



Leyland P76 Owners Club of NSW  
P.O. Box 90  
KINGSWOOD NSW 2747  
[www.p76clubnsw.org](http://www.p76clubnsw.org)

Family Name:	.....	Membership No.
First Name:	.....	<input type="text"/>
Family Members:	.....	<input type="text"/>
	.....	<input type="text"/>
	.....	<input type="text"/>
	.....	<input type="text"/>

Home Address: .....

Postal Address: .....

Phone (Home): ..... Phone (Mob): .....

Email Address: .....

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed: ..... Date: .....

Office Use

Date Paid:

Payment Type: