



LEYLAND P76 OWNERS CLUB OF NSW
Cordially Invites You to Our

ANNUAL CHRISTMAS LUNCHEON

December 13
Wallarah Bay Recreation Club

40 Wallarah Road, Gorokan 2263
BISTRO LUNCH STARTING AT 12 NOON

*Meet at the Pacific Highway Toll Booths
1049 Pacific Hwy, Cowan 2081
Departing from this location in convoy at 10:30am sharp.*

Please R.S.V.P. by December 6 to
David Place: david@technitemp.com.au or M: 0417 190 245



IN THIS ISSUE

MUSCLE CAR MASTERS,
JULIANS JUNKER TO JUGGERNAUT, ALPINE
CLASSIC RALLY, OASIS RUN, AND MUCH MORE

www.p76clubnsw.org

The Leyland P76 Owners Club
NSW Inc is
affiliated
with the
following
organisations



Confederation of
Australian
Motor Sport



Council of
Motor Clubs



BMC/Leyland
Australia
Heritage Group



Council of
Leyland P76
Clubs



Association of British
Car Clubs



YOUR COMMITTEE FOR 2015-2016

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Vice-President:	Greg Bryant	deluxep76@outlook.com	0400 102 216
Secretary:	Tony De Luca	tonkay@optusnet.com.au	0414 086 232
Treasurer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886
Public Officer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886

Ordinary Committee Members:

Parts Officer:	Glenn Gray	p76@live.com.au	0433 183 531
Editor:		Position Vacant	
Activities Officer	David Place	david@technitemp.com.au	0417 190 245
Webmaster	Glenn Gray	p76@live.com.au	0433 183 531
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	Glenn Gray	p76@live.com.au	0433 183 531
Club Historic Registrar :	Shannon Wharton	shannon300c@gmail.com	0422 011 215
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IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

ALL CORRESPONDANCE TO:
THE LEYLAND P76 OWNERS CLUB OF NSW INC.
PO BOX 2769
CARLINGFORD NSW 2118
WEBSITE:
www.p76clubnsw.org

GENERAL MEETINGS:

The General Meetings are held on the first Tuesday of EVERY MONTH in the Corporate Suites above the Pits at Sydney Motorsport Park, Brabham Drive, Eastern Creek. Enter through Gate A off Ferrers Rd. Food and drinks available at the ARDC Garage Café.

This issues contributing writers:
Steve Maher, Paul Patten, Tony De Luca, Glenn Gray, Garth Taylor, Noel Deforce, David Place

This issues contributing photographers:
Steve Maher, The BMC Experience, Top Gear P/L, Kay De Luca, Stuart Brown, Julian Portelli, David Place, Gordon Robb, Geoff Bott, Facebook.

**Next Meetings - All Welcome
2nd February at 7.30 pm, No Meeting January 2016**

Information produced in this Newsletter is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this Newsletter, for any loss, damage, injury, etc, incurred and/or suffered by any person as a result, actual or imagined, of attempting to use information contained within this or any other Newsletter. We provide Technical Tips and other articles for your amusement. You are solely responsible for the consequences of any use made of the information within this Newsletter.

PRESIDENTS REPORT

November/December 2015

Paul Patten



Following quite a busy period over the August/September period, much of the October/November period has been busy settling the new committee structure and planning for future activities. The last couple of months have been busier than ever for most of us and it's hard to believe that Christmas is approaching so quickly.

Elsewhere in this magazine, and most of you should have received details via email or Facebook, there is a notification regarding the clubs Christmas outing. I know I'm looking forward to being able to relax and spend some time with everyone, please let David know if you are coming.

In terms of notable events over the past month or so, the pilot logbook scheme for HCRS registered vehicles seems to be up and going, despite the fact that the RMS had advised otherwise. There should be a report from Shannon in this newsletter to bring everyone up to date with the current situation as we understand it.

Sadly, we have received Steve Maher's resignation from the position of Editor and from the committee in general. As we move forward into the new year we will most likely be asking if anyone has an interest in taking this role over. In the meantime, and on an ongoing basis, we will be more reliant upon committee members to provide reports from their portfolios and would also welcome contributions from members. Ideally the Editors task should be more one of tidying and collation rather than generating everything.

Apart from the Christmas outing we have a reasonably clear run through to the New Year and I wish everyone the very best for Christmas, particularly those that may be travelling over the holiday period, drive safely.



AND ED SAID.... STEVE MAHER

Yes it's magazine time again and Christmas is almost upon us. As always the sands are constantly shifting, keeping us on our toes. The Christmas run is almost upon us and David Place has found us a great place for lunch up the Central Coast. Make sure you let David know if you are coming.

Matt Bryson has been hard at it building a second P76 for next years Peking To Paris rally. This car will be almost identical in specifications to Gerry and Matts existing car so the English crew who will be running it should have a fast and furious time.

For me this will be the last magazine I will produce as due to circumstances I will be hanging up my Editors cap. It has been a little over four years that I have been at the helm of this fine publication producing 26 issues over that time. I certainly hope that you have enjoyed the ride as much as I have. I must thank my regular contributors for without them we wouldn't get the balanced view that we have enjoyed. Kay and Tony De Luca in particular have written articles for pretty much every issue. Dr Philthy has also regularly supplied us with some of his Philthy Suggestions on P76 maintenance. During my time as Editor I have seen 4 Presidents take their office including me as 1 of them and I have witnessed a constant growth of the clubs membership during this time.

My decision to resign as Editor was not taken lightly. Neither was my decision to resign as our clubs National Council Delegate. But in view of the actions taken by a party not in our club and the resulting backlash to myself I have found that my position as a Committee Member of our Club had become untenable and I was no longer able to speak for myself. I will continue to follow through with the negotiations with Pedders for the new batch of front strut cartridges and I will continue to serve under Glenn Gray as our clubs Merchandise Officer so I won't be disappearing off the scene totally. I hope you all, as I will, throw your support behind the clubs Committee and keep building towards a stronger future. I wish the next Editor all the best and, as always, I am only as close as the phone if you require help. Many thanks to those who have voiced or written to me with their support over the recent couple of months. See you all around the traps and have a safe Christmas.



2015 Australian MUSCLE CAR MASTERS

5 & 6 SEPTEMBER

SYDNEY MOTORSPORT PARK, EASTERN CREEK

Once again Fathers Day rolls around this signals the return of the Muscle Car Masters and a number of our members were once again in attendance to relive the great days of Touring Car racing from the 1960s to the 1980s.

This year attending were Noel Delforce and his son Robert, Scott Wilson and his daughter Amelia, Shannon Wharton and his two sons, Sam and Jack and myself along with a mate of mine, Gordon Robb who brought Martys R1 as Marty was off to Wakefield Park to see his son Matt race in the Excel Series.

The weather this year was cool and overcast with just a few sprinkles of rain to keep the racing interesting. The clubs promotions trailer with the new marquee was in use again and we had the opportunity to set it up right on the fence line facing the main straight.



Compared to most of the other marquees there ours was outstanding and provided a very functional spot to keep out of the showers.

As always the racing was great particularly the Touring Car Masters. Noel Delforce was heard to be thinking of a plan to run a



P76 in TCM but that may have been a

rumour. It certainly would be great to see one out there. Also popular was the Australian Trans Am Series full of US muscle cars.. Historic classes make up the bulk of the entries with Groups Nb and Nc we represented as well as Groups A and C. Other historic classes racing were

the Group S Production Sports Cars and a crowd favourite, the HQ Holdens. Many stars of the show were part of the Heritage Hotlaps where past genuine touring cars too valuable to race and a number of replica or tribute cars took to the Sydney Motor Sport Park circuit. It was suggested that Noel Delforce should build a replica of his



P76 Sports Sedan. Noel thought it would be a great place to hang the original front doors he still owns off that P76. Many of us hope to see the restored Bathurst Marina take to the track at next years MCM.

Make it a date for next year. Steve Maher



Noel and Robert Delforce

MEMBERSHIP RENEWALS ARE NOW DUE

As of the 1st of July 2015 all Club Membership renewals are now due unless you have joined in the last 3 months. Those who have joined in the last 3 months will get a carry over to the new year.

Fees have remained unchanged at \$40 for both individual and family membership.

Important things to note if your membership lapses:

- * You cannot hold office on the Club Committee
- * You cannot vote at the Annual General Meeting
- * Your HCRS Historic Vehicle Registration will be null and void and therefore your car will be unregistered
- * If your car is unregistered then your insurance will also be invalid
- * You will not be able to purchase spare parts through the club
- * If you hold a CAMS License through the club it also will be invalid

A Membership Renewal Form may be downloaded from the club website at www.p76clubnsw.org.

***IF YOUR MEMBERSHIP IS NOT RENEWED THIS WILL
BE YOUR LAST MAGAZINE**

JULIAN'S JUNKER TO JUGGERNAUT

One of our newest members, Julian Portelli, is building a new rally car to replace his HD Holden which was seriously damaged in its last event.



The HD served him well for a number of years but a heavy landing on its nose after lifting off from a cattle grid bent the old girl out of shape so it was retired. Julian decided to make his next rally car a P76, and who could argue with that. As John Bryson said, and he would know, the P76 is the best long



distance rally car of its time. So following on from the World Cup Rally car and the Peking to Paris Rally car comes Julian's Variety Club Bash car. Julian, like all of the other "bashers", has raised a ton of money for great causes over the



years and the cars travel great distances across Australia in doing it. Julian first purchased 2 P76s out of a paddock with a view to using the 2 to build the rally car but soon changed his mind and decided to build 2 cars, 1 for the rally and 1 for cruising. He has though also now purchased a third rusted out Executive for spares. You can



never stop at just one eh! Julian has transformed the rally car from a rusty old shell to metallic Am Eye Blue show piece.



Well - a show piece as far as rally cars go. Julian used mostly second hand panels and even made his own front beaver panel himself out of sheet metal. The car is now fully road registered and is being enjoyed by Julian and his partner Catharine.



INVITATION

Our club has been invited to take part in the Wollondilly 270 classic road rally. For further information contact Steve Maher or Garth Taylor.

Wollondilly 270

Sunday 28th February 2016

“Back to the 60s”

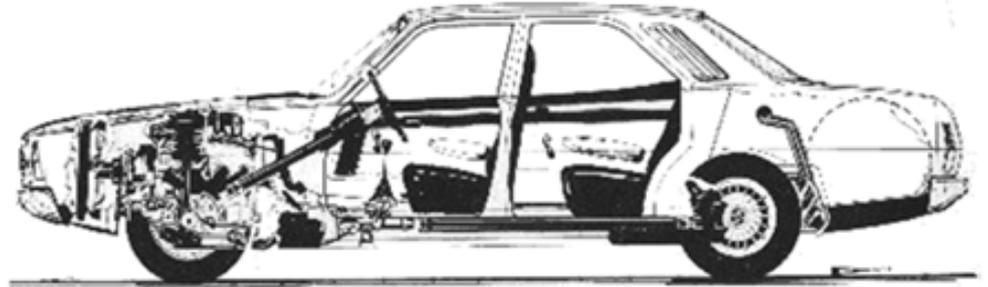


- **A One day event covering close to 270 km**
- A round of the 2016 C.R.C. Championship
- **Start - Penrith Whitewater Stadium Cafe**, McCarthys Lane, Cranebrook NSW 2749
 - Breakfast, coffee and tea are available
- **Lunch** – a nice school in the Wollondilly Shire. Very good quality food supplied
- **Finish – a secret location not far from Picton**
- The categories will be:
 - Masters
 - Apprentices
 - Tour
 - Social Run – a non-competitive category with no CAMS licence required
- **Masters and Apprentices:**
 - Navigation will be a mixture of that used in the usual CRC events as well as the style of the B Ferguson Classic. Accurate map reading will be rewarded
 - There will be some Victorian style challenges to help prepare for the BFC's day south of the b
 - Quality and easy to read maps supplied
 - The plotting will be relatively straight forward - no cryptic challenges. Easy to plot 6 figure grid references
 - Not many questions with no tricks
- **Tour:**
 - The instructions will be Route Charts as well as a little simple map reading
 - Fair yet challenging questions, accuracy will be rewarded
- **Social Run:**
 - Any crew not wanting a challenge can opt for the Social Run – no questions and no map read
- **A minimum of unsealed roads at the time of survey:**
 - Enjoyable roads, lots of twisty sections and great scenery
 - Masters & Apprentices – less than 5 km of smooth unsealed roads
 - **Tour & Social Run – NO UNSEALED ROADS PLANNED**
- **Entry fee \$99**
- **Enquiries to:**
 - Mike Batten – 02 46 809 269 or 0400 174 579



With Glenn Gray

Shop 76



Shop 76

It's been another great year for our club, and as always the parts department has been busy helping in keeping our much loved P's on the road and looking good. Thank you to everyone who has assisted this past year.

Looking forward to more adventures in 2016

PS Our Club has placed an order for Valley cover Gaskets and end seals. They will be available early next year I will be away for the Christmas break so get any parts requests in early.

Web Site www.p76clubnsw.org

Don't forget to check out our Clubs web site. Some new pages this year include the parts and merchandise links as well as the Club Forms and Historic document pages. Soon to be uploaded will be the P76 Service Bulletins

MERCHANDISE REPORT

We have decided to have a bit of a clear out of some of our old stock particularly the left over merchandise from the P76 40th Anniversary in Canberra 2 years ago. I have been advertising these on the P76 Enthusiasts Facebook page with a very successful result. In a matter of week we have sold all our remaining P76 40th watches, medallions and in a few days all our cooler bags will be gone.

This has freed up some cash for the club to purchase a limited quantity of TRAX P76 World Cup Rally Car models. These are available at the special price of \$35 each +pp. Normal price on these is about \$55 inc pp. So it's a really good deal. See me to get yours before they are gone.

Late news in on the parts front is that Pedders have come back to us with a price for another batch of front strut cartridges. The good news is they will be about the same as the last batch 3 years ago. Now is the time for every one to get their orders in so an order can be placed. Minimum number is 100 units or 50 sets. See Glenn Gray to reserve yours. 'til next time. Steve Maher



© topgear.com.au

A Nice Weekend Drive in a P76, life can't get much better.

I belong to three car clubs, P76, Classic Rally Club and Jaguar. For many years my main motor sport focus has been on public road based navigational events, some one day, some weekend. Since purchasing R2 from Marty in May this year I have done two one day Southern Highlands based runs and two two day events. The first two day event started, over nighting, and finishing in Grafton, and yes it did require an early Friday morning start to get to Grafton. Overall it was a great event and R2 clocked up 2200 km over the weekend, and to date R2 and I have travelled over 7000 km.



Recently I competed in the CRC's Alpine rally, starting in Lithgow, over nighting in Hill End and finishing back in Lithgow on Sunday afternoon. The majority of these runs use mainly sealed back country roads, with some good dirt roads used to connect other sealed roads. In the 24 years I have been doing these events, this is the first time Hill End has been used for the overnight stop and this provided us with some great previously unused scenic

roads. One interesting one was using the bottom sealed section of the Bridal Track and then, turning right onto a 16 km minor and steep unsealed public road (with farm gates) which connected back onto the sealed road from Bathurst to Hill End via Turondale. R2 handled this with ease.

The overnight stops are always full of great merriment and companionship and explanations by the rally director to those who didn't get the route quite right and where they went wrong. Rallies are won by the crew who make least number of mistakes aided my most of us who make many more!! The term DAFQUT (Do A Fffing Quick U Turn) is often employed!!



When the first of this style of event started in NSW in 1991 with the then five day Jaguar Mountain Rally, the intent was to give classic cars a good run which hopefully the occupants would also enjoy as well. This was also before Targa Tasmania. Other clubs started to join in and the Classic Rally Club was formed in 1994 by the Clerk of Course of the first three Mountain Rallies, Geoff Bott. The original navigation challenge of the



original events had just one level which was best described as plain difficult. Over the years three levels have evolved, 'Tour' which is very marriage friendly and fully route charted, i.e. Turn Left, Straight on at Round about etc type instructions, 'Masters' which is map reading based and 'Apprentice' which is based on the Masters instructions but contains a lot more information to help new navigators find their way.



These events are open to all members of CAMS registered car clubs including P76, so why not give some thought to coming along and trying a couple of events. All you need is a basic 2NS CAMS licence. Steve Maher and I will make sure you are very welcome. The first event for 2016 is a one day event on the 28th of February. Steve will put the dates into the club calendar as they become known.

GT

(Garth and navigator, Jeff West, had a pretty successful weekend finishing 3rd in their division—Masters. I also finished 4th in my division—Tour navigating for Ian Packard in his Peugeot 504. ED)



OASIS RUN FOR SEPTEMBER 2015

The Oasis Run for September 2015 was to the Valley Heights Rail Museum in the beautiful Blue Mountains. Around 70 people in 35 cars met at Penrith Panthers McDonalds for an early start to Valley Heights. The Great Western Highway provided a great run for all the cars and proved to be an excellent run for the Group. The Museum is not normally open Tuesdays but allowed a Private Viewing for the Oasis people.

The Valley Heights Rail Museum is situated alongside the main Western Rail Line (seen in the two photos below). The facility consisted of a circular shed housing locomotives in the steam era of which an extra loco was attached to the trains to allow them to proceed over the steeper section of the Blue Mountains in the run-up to Lithgow. When the diesel and electric trains took over from steam, the facility at Valley Heights became obsolete. It certainly has a lot of history in the early train transportation of Australia.



It now houses the Tram Museum, which was originally in Parramatta Park, and after a major fire the Museum was transferred up to the Valley Heights facility, where it has remained for some time. The Oasis Group were privileged to have a very comprehensive tour of the Museum as it now stands. A ride on the Steam Tram (below), a delightful morning tea and the static train display, including the “Fish” and “Chips” trains and their history, followed by the model train exhibition.



At the end of the Tram Museum visit, the Group proceeded to O’Donoghue’s Irish Pub in Emu Plains for a fabulous \$10 lunch. This Pub has been visited by the Group before and all agree it’s great value and location.

Tony De Luca



CHRISTMAS LIST



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INSTRUCTIONS TO DEALER:

1. Dealer should notate all information required in "Dealer Information" Block.
2. Specify details by placing X for required equipment. Only one X is permitted in each category except for "Minor Options".
3. Insert paint and trim codes from "IUO Codes Instruction Sheet".
4. Refer to "IUO Codes Instruction Sheet" for any further information.

BUILD MONTH IS TO BE INDICATED WITH ONE OF THE FOLLOWING CODES:-

- A - Jan. C - Mar. E - May G - July J - Sept. L - Nov.
 B - Feb. D - Apr. F - June H - Aug. K - Oct. M - Dec.



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INDIVIDUAL UNIT ORDER

615541

DEALER NAME:

ADDRESS:

SPECIFICATIONS AVAILABLE		TRANSMISSION				ENGINE		PAINT	TRIM	OTHER OPTIONS											
		3 Speed Column Manual	3 Speed Column Auto	4 Speed Floor Manual (Bucket Seats Mandatory)	3 Speed Floor Auto	2.6 Litre 6 Cylinder	4.4 Litre V8 Cylinder			Reclining Bucket Seats	Brake Booster	Radial Ply Tyres (Mand. Opt. 10-11)	6" Steel Wheels	6" Alloy Wheels	Push Button Radio	Rear Speaker	Radio/Stereo Tape Player	Power Aerial	Super Console N/A Column Shift	Electric Rear Window Demister	Power Steering V8 only (Note option 50)
MODEL	CODES	N	C	M	A	26	44	Paint Code	Trim Code	1	6	9	10	11	17	18	19	20	40	46	48
Leyland	076x4S1																				
Deluxe	076x4S2										STD										
Super	076x4S3										STD	STD									
Executive	076x4S4									STD	STD	STD	STD		STD			STD	STD		STD

ADDITIONAL		OTHER OPTIONS						
		Air Conditioning V8 only (Note option 50)	Power Steering With Air Conditioning V8 only	Limited Slip Differential V8 only	Anti-Roll Bar	Taxi Kit	Luxury Pack (Standard with Floor Change)	
MODEL	CODES	49	50	64	67	72	79	
Leyland	076x4S1							
Deluxe	076x4S2							
Super	076x4S3				STD			
Executive	076x4S4				STD			

TRAILER CARD	SPECIAL SHIPPING INSTRUCTIONS:
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REMARKS	<p>TO: LEYLAND AUSTRALIA</p> <p>THIS INDIVIDUAL UNIT ORDER IS SUBMITTED IN ACCORDANCE WITH THE MONTHLY VEHICLE ORDER(S) FOR THE MONTH INDICATED ABOVE.</p> <p>Authorised signature _____ Date _____</p>
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Commonwealth Office Copy S236

615541

Expressions of interest

Recently the Club has acquired a P76 Country cream Super V8 4 Speed one owner car #18656. This car has been garaged since 1990, when it was parked with a leaking welsh plug.

It is the previous owners family request that this car be restored.

If you are interested please contact Glenn Gray on 0433 183 531 by the 19th of December 2015.

The car is straight with only a minor dent on the rear blinker surround, also has had a rust repair on the bottom drivers guard, some rust around back window (not bad) the rest of the car is rust free other than surface rust, chassis rail and front apron are good. Carpet good, dash pad no cracks, speedo 42000Kms, boot mat good, roof lining no tares, car complete only missing 3 door trims (please not that if you are interested please contact myself for an inspection as I have looked over the car I may have missed something.)

Thank you to Marty for your help picking the car up (it was an adventure)



The latest issue of
THE BMC EXPERIENCE

is on the news stands now

Features stories include:

- ◆ David Abell Interview
- ◆ 50th Anniversary of the Aussie Austin 1800
- ◆ 50th Anniversary of the Aussie Mini Deluxe
- ◆ Jaguar XJS at Bathurst 1000 1985
- ◆ 1970s Rallying
- ◆ Austin Apache
- ◆ And More

Issue 14 is still 104 pages so it's full of great reading with some great photos. Get yours today. Only \$11.95 or subscribe at www.bmcexperience.com.au

You can also now get your issues of The BMC Experience in digital format. Apart from being cheaper you also get more photos and links to videos, websites etc. Check it out at:

<http://pocketmags.com.au/viewmagazine.aspx?titleid=2423&title=BMC+Experience>

Mini • Austin • Morris • MG • Austin-Healey • Riley • Wolseley • Leyland & More

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Issue 15: October to December 2015 Aus \$11.95 NZ \$12.90

PRINTED IN AUSTRALIA

- David Abell Interview
- Riley RM
- 1970s Rallying
- MG TC Special
- Jag XJS - 1985 Bathurst

50 years of Aussie 1800 & Mini De Luxe

Blending Styles apache

Photo by Oliver Hertenfelder

ISSN 1839-7794
 9 771839 779023

"Paddy" is complete

Morris MO Oxford



LATEST RELEASE

TOP GEAR, makers of TRAX models, have just released a new product that will definitely be of interest to all enthusiasts of BMC and Leyland Australia. Before the P76 BMCLA released the Austin Tasman and Kimberley X6 range during 1970-72.

These were roomy 6 cyl sedans in front wheel drive. Certainly the first 6 cyl front wheel drive car to be made in Australia predating the Toyota Camry/Avalon/Aurion and Mitsubishi Magna/380 by decades. Based around the Austin 1800s cabin with extended front and rear and featuring the 2.2litre E6 OHC engine with either 4 speed manual or 3 speed auto gearboxes.

The Trax

model is of the Kimberley in 1:43 scale, made in resin and are Yellow Ochre in colour. The cost is \$84.95 including postage. To get your visit www.topgear.com.au.



DON'T FORGET to get your Trax model of the Evan Green/John Bryson 1974 World Cup Rally car. This is a rare opportunity to get a model of a piece of Australian Motorsport History and a Leyland P76 all rolled into one. Part no. is TR42H and is available while stocks last at \$54.95 including postage and handling. Only 2000 were made and by all reports are selling well with well over half already sold. Visit

NOEL DELFORCE P76 MODS

Email noeldelforce@hotmail.com

Mobile 0424538933

November 2015

P76 FRONT BRAKE UPGRADE

Minimum 15 inch Diameter Rims.
2x BA Falcon Rotors (Slotted-298mm Diameter)
2x Recon'd Callipers.
2x Steel Hubs.
2x Brake Hose.
Brake Pads.
Adaptor Kits.
Includes fitting calliper mounting brackets to your Strut Legs.

PRICE:

\$1830.00... FITTED

\$1650..... fitted by owner.

It is necessary for me to fit the mounting bracket to your Strut Legs to ensure correct clearances are maintained.

FRONT STRUT UPGRADE

2x Monroe Gas Strut.
2x Commodore Top Mounts (far superior to P76 mounts as they incorporate a thrust bearing; also allow easy adjustment of caster and camber).
Includes special gland nuts, machining and strengthening rings.

PRICE:

\$980.00..... Fitted

\$780.00 If fitted by owner.

POWER STEERING PUMP UPGRADE.

New Pump and Mounting Bracket.
Braided Stainless Pressure Hose.
Low Pressure Hose.
Vee Belt and all Fixings.
PRICE: \$800.00.
If Double Vee Pulley Required For Front Pulley: EXTRA COST.... \$100.00.
Vee Pulley off Standard P76 Pump Is Required on an Exchange Basis.
IF Owner can't supply: EXTRA COST\$60.00

FRONT LOWER CONTROL ARMS (PAIR).

New Replaceable Outer Ball Joints.
New Inner Bushes.
New Strut Bar Bushes.
PRICE: \$355.00 Exchange.

FRONT ENGINE MOUNTING BRACKETS.

Modified To Allow The Use Of Range Rover Engine Mounts.
PRICE: \$160.00 Exchange.

SANDON ROTARY STYLE AIR-CONDITIONING COMPRESSOR UPGRADE.

Mounting Bracket.
New Idler Adjustment Pulley.
Vee Belt and All Fixings.
PRICE: \$450.00 If Double Vee Pulley Required For Front Pulley Extra Cost Is \$100.00.

T5 BORG WARNER GEARBOX UPGRADE.

Modified P76 Manual Bellhousing (exchange)
Clutch Release Arm.
PRICE: \$500.00

P76 V8 SUMP WITH BAFFLE (Range Rover style)

PRICE: \$150.00 (exchange)

TURBO 700 AUTO GEARBOX UPGRADE.

I am currently working on the Adaptor Plate and all associated hardware hopefully I will have it fitted up to a car in the next few months.
Price will probably be in the vicinity of \$800 to \$900.00.

All pricing correct at time of publication: however may be subject to change. All mods are intended for off road use. Postage extra on all items.

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING

HELD ON TUESDAY 1st SEPTEMBER 2015 AT 8.13 PM AT SYDNEY MOTORSPORT PARK

- Present: 11 Members as per attendance book. 1 Visitor. Greg Bryant in the Chair.
- Apologies: Paul Patten, Shane Fox, Shannon Wharton, Scott Wilson, Tony Brown, Keith Gillian, Garth Taylor
- Minutes Of Previous Meeting: Minutes of the previous Meeting were read and confirmed with alterations.
Accepted: Marty Stockwell Seconded: Bert Colombin
- Business Arising: Muscle Car Masters will be held 6/9/2015 at Sydney Motorsport Park.
Strut Inserts are in progress – still waiting on costing and availability.
- Treasurer's Report: As Per Bank Statement
Moved: Glenn Gray Seconded: Steve Maher
- Correspondence In: Email in: Westwords August Magazine; RetroAutos September Mag; Membership Payments; CAMS Club Forum; Members Purchases & Membership payments; Club Merchandise; Greg Clarke P76 Parts for Sale; RMS receipt re new committee details.
Mail In: BMC Heritage Group Newsletter; Membership Forms & payments; PNZED July Magazine.
- Correspondence Out: Email out: Draft August Minutes & AGM Minutes; advise RMS new committee details; various re memberships.
Mail Out: Shannons Sydney Classic Tickets; new member letters & cards.
- Reports: Registrar's Report: No report received.
Parts: Glenn reported \$520 worth of parts sold in the past month. All All British Day some parts were donated by an ex-P76 owner. Another ex-owner has a list of parts available – Glenn to negotiate with him. Work on the Parts Container needs to be arranged, including a second roof with an air-space.
Merchandise: Merchandise sold recently - \$185 sold at Shannon's Sydney Classic and \$333 at All British Day. Drink Coasters have now been added to our range of items now available.
Website: Glenn Gray informed the meeting that some changes have been made.
- Activities Past:
Kellyville Cars & Coffee
Shannon's Sydney Classic – 16/8/15 – weather was great and the P76 had good exposure through the Pit Lane Garage.
All British Day at The Kings School – 30/08/15 – the gazebo had its first outing and was a great success, along with the Club Trailer – a valuable asset to hold the gazebo, tables and merchandise within.
- Activities Future:
1st Sunday of the month Kellyville Coffee & Cars (Wrights Rd, Kellyville)
Muscle Car Masters – Sunday 6th September – meet at Prospect Hotel 7.30am – 8 P76 vehicles should be attending.
BMC-Leyland Australia Heritage Group Reunion – Saturday 19/09/15 – Ryde Eastwood Leagues Club.
McFeeters Motor Museum at Forbes – date to be decided.
- General Business: Welcome was made to new member, Julian Portelli and Katherine. Julian has recently purchased two P76's.
Steve Maher negotiated with the vendor of the Trailer and purchased two (2) covered trailers for the same price (\$1,000) – i.e. two for the price of one!
- Next Meeting: Next General Meeting – 6th October 2015.
- Closure: Meeting closed at 9.55 pm.

LEYLAND P76 OWNERS CLUB of NSW Inc

MINUTES OF GENERAL MEETING

HELD ON TUESDAY 6th OCTOBER 2015 AT 8.10 PM AT SYDNEY MOTORSPORT PARK

Present: 11 Members as per attendance book. 2 Visitors. Paul Patten in the Chair.

Apologies: Julian Portelli

Minutes Of Minutes of the previous Meeting were read and confirmed.

Previous Meeting: Accepted: Marty Stockwell Seconded: Bert Colombin

Business Arising: Paul Patten thanked all those who helped on All British Day.

Treasurer's As Per Bank Statement

Report: Moved: Glenn Gray Seconded: Shannon Wharton

Correspondence: Email in: RetroAutos October Mag; Membership Payments; New Members Darren Simpkins & Peter Dvorak; Ray King resigned, Michael Nugent rejoined; Matt Bryson Fibreglass Bonnet/Bootlids; CMC "The Preserve", NSW Fair Trading acceptance of Constitution.

Correspondence: Email out: Draft September Minutes & Committee Minutes; changes to Constitution; Leyland Post #69.

Mail Out: New member letters & membership cards.

Reports: Registrar's Report: The email from the RMS in response to Shane's email was tabled. Kay read information received from the Aust. Confederation of Motor Clubs in relation to the new log book scheme. Shannon will contact the RMS and inform us of the results.

Parts: Glenn Gray reported that \$685 in sales were recorded for the month of September. Re the VRS set of gaskets – still having problems with the valley cover gaskets.

Merchandise: Steve Maher stated that there is now only one P76 watch in stock.

Website: Glenn Gray reported that there are no changes at present time.

Activities Past:

Kellyville Cars & Coffee

Muscle Car Masters – Sunday 6th September – Steve said it was a good day and the gazebo was a good attraction.

BMC-Leyland Australia Heritage Group Reunion – Saturday 19/09/15 – a little rain occurred – guest speaker Terry McDermott was very good with his talk about trucks and buses.

Activities Future:

1st Sunday of the month Kellyville Coffee & Cars (Wrights Rd, Kellyville)

Christmas – members were asked to give thought to ideas for a venue or activity and notify David Place.

McFeeters Motor Museum at Forbes – date to be decided.

General Business: Kay De Luca submitted a statement that the ownership of the two trailers are now passed on to the Owners Club. We will explore insurance on the trailers.

Discussion about Carnivale 2016 took place – Kay to follow up and advise.

Welcome was made to visitors Peter Molesworth and Darren Brent.

It was decided at the meeting to make individual enquiries about timing of the next P76 Nationals and venue.

Steve Maher reported that we are still awaiting confirmation on the manufacture of the strut inserts.

Next Meeting: Next General Meeting – 3rd November 2015.

Closure: Meeting closed at 9.20 pm.

LEYLAND P76 OWNERS CLUB NSW

2015-16 Events Calendar

3-Nov	Club Meeting Sydney Motor Sport Park	Tony De Luca
3-Nov	OASIS Run	Tony De Luca
1-Dec	Club Meeting Sydney Motor Sport Park	Tony De Luca
1-Dec	OASIS Run	Tony De Luca
6-Dec	Cars and Coffee at Kellyville Kellyville Plaza	Steve Maher
13-Dec	Club Christmas Party Wallarah Bay Recreation Club	David Place
5-Jan	OASIS Run	Tony De Luca
5-Jan	No Meeting this month Sydney Motor Sport Park	Tony De Luca
26-Jan	Australia Day CARnivale Parramatta Park	David Place
2-Feb	OASIS Run	Tony De Luca
2-Feb	Club Meeting Sydney Motor Sport Park	Tony De Luca
1-Mar	OASIS Run	Tony De Luca
1-Mar	Club Meeting Sydney Motor Sport Park	Tony De Luca
5-Apr	OASIS Run	Tony De Luca
5-Apr	Club Meeting Sydney Motor Sport Park	Tony De Luca



PETER & JENNY MOLESWORTH

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