



P76 OWNERS CLUB OF NSW INC - SINCE 1981

The Leyland post

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Special points of interest:

- **P76 Car Rally to Robertson Inn**
- **Parts container needs a new home**
- **Club trailer is up for sale**

Next Meeting Tuesday March 12th at 7.30 pm

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

Council of Motor Clubs



Council of Leyland P76 Clubs



Confederation of Australian Motorsport



BMC Leyland Aust. Heritage Group



Your Committee contact details

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National (CLPC) Delegates: Paul Patten, Steve Maher

Disclaimer:

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.

Any technical information produced in this magazine is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this magazine, 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 magazine. We provide Technical Tips and other articles for general help or your amusement. You are solely responsible for the consequences of any use made of the information.

All Correspondence to:

THE LEYLAND P76 OWNERS CLUB OF NSW INC.
PO BOX 2769 CARLINGFORD NSW 2118

GENERAL MEETINGS:

General Meetings are held on the Second Tuesday of EVERY MONTH at Toongabbie Sports & Bowling Club
12 Station Rd Toongabbie.

Next Meeting Tuesday March 12th at 7.30 pm

Presidents Report

A warm welcome to our first Magazine for 2019. As I sit down to write a few notes, it's sobering to think that the first two months of 2019 have rushed past us already. In terms of car club business, we had a busy close to 2018, sorting out the Tie Rod Bushes etc and we need to convey an update on that subject for those members that haven't been present at the club meetings in January or February.

In our last magazine we reported the fact that the new bushes were wearing prematurely, this of course was a surprise given the extensive testing they underwent during the Peking to Paris rally.

We were advised that the Crowne/Bryson rally car had its bushes fitted with the cupped washer reversed from how it appears in all the workshop manuals. As the person delivering this advice was in close contact with the rally team and we could not understand why the new

bushes should be wearing when fitted to road going cars, this seemed to be a reasonable explanation.

Unfortunately, on checking directly with the rally team it became obvious that the advice regarding the fitment of the cupped washer was incorrect as the rally car had the cupped washer fitted as per the workshop manual, albeit that the washer was strengthened. So, despite us having presented some lovely photographs and illustrations in the last magazine, **PLEASE DISREGARD THEM** and continue to adhere to the instructions contained in the workshop manuals.

To cut what has now become a long story short, in the process of comparing the bushes that had worn, with both our current stock and a set that still existed from the prototype production run used on the rally car, we noted that the consistency of the bushes appeared to be different. Samples of all bushes, the worn bushes, our stock bushes and the prototype bushes were sent back to the manufacturer for testing. It only took a

few days for them to confirm that there was in fact a problem with the material used in the current bushes.

Fortunately, the manufacturer had some remaining stock from the original prototype production run and was able to replace our stock prior to the Christmas break. We have now replaced the bushes for just about everyone that had purchased the new bushes.

Back to more mundane matters, the RMS in NSW have tightened their approach to the paperwork for both HCRS and CVS registered vehicles. It seems that there have been a few people out in car club land, that have been doing the wrong thing, so we will all have to suffer the consequences.

The changes will require the presentation of original application forms only as the RMS will no longer accept photocopied, scanned, emailed versions of the forms. If anyone has any concerns with this, please talk with Steve.

The Editor's say....

Welcome to this issue of The Leyland Post, thank you for all the great feedback on my first magazine. Please remember to keep the content coming for the magazine so as we can put together a range of articles for your reading pleasure. Cath

NSW P76 Parts Report

The biggest recent 'parts' issue in the past couple of months, that of Tie Bar bushes, I have dealt with in the President's report. Other than this we have had some general, ongoing enquiry for parts from both new and old members, most of which we have been able to help with. We are in the process of replenishing stocks of Strut Top bushes - we are buying some of the Victorian bushes which come complete with a crush tube. We have also accessed some Z86 oil filters, there isn't a huge call for these, but we need to carry a few in stock to help members.

We have also had some parts donated to the club, these will be collected, catalogued and added to the parts list in the near future.

We have a challenge developing in regard to the 20 foot shipping container the club purchased to store second hand parts. In the absence of other options this has been housed on a property that my company has been leasing, however we will be discontinuing the lease in the near future and the club will need to move the container to a new site, if anyone has room or any suggestions as to where the container could be moved to, I would be pleased to hear from you. Similarly, the trailer that the club purchased to store merchandise and carry the Gazebo to events is no longer required, if anyone has an interest in acquiring a 6 x 4 enclosed trailer please let us know.

Shannons Sydney Classic—Sunday 18th August 2019

The CMC now have more than 180 affiliated car clubs to cater for and early interest in spots at the Shannons sponsored event has been very strong. We have booked a similar number of spaces to last year and entry tickets will be available shortly, so if you intend going you will need to contact Kay as bookings have been strong and there are only a couple of tickets left.



Ken Hartup's Deluxe P76

Red & White star taxi in Maitland, NSW 1974. It will not come as a surprise to anyone who knows cars that well over 150 P76 Sedans were used in the role of Taxi in Australia.

What were we doing 5 years ago?



It was the 40th Anniversary of the Targa Florida – we celebrated with a great weekend at Raymond Terrace, visiting the Maitland Gaol, Peppertree Wines, Fighter World at Williamtown etc. There's a few faces here that we don't see very often – we miss you!!

We're getting ready to start planning for the 50th Anniversary of the P76 – so don't go away!!

P76 Robertson Inn

Pub lunch Rally

Saturday 23rd March 2019

Itinerary

Rally point 1:

0930 MacDonald's Kings Park

(access off Sunny Holt road) departing 10am

Route Follow the M7 Past the M5 to Camden Valley Way exit

Rally point 2:

1030 Caltex Service Station Casula

(646 Hume Hwy Casula NSW 2170) departing 11:00am

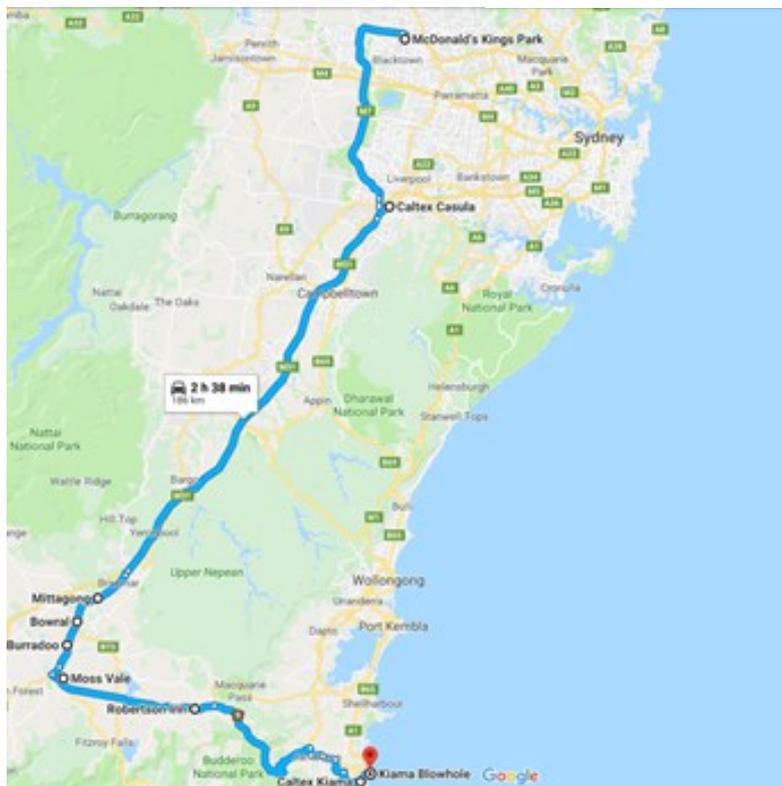
Route via Hume HWY M31 to Bowral exit

Old Hume HWY through Mittagong, Bowral, Burradoo to Moss Vale left Turn to Illawarra HWY to Robertson

Robertson Inn Pub lunch 1230

Departure 2pm via Jamberoo mountain to Kiama

Addison's Garage 2:45pm



Out West on Australia Day 2019



A small group of club members braved the Australia Day heat on January 26th, to attend celebrations at Australiana Pioneer Village at Wilberforce. In all, there were 4 P's and a stray Corolla present. Club members present included Charlie and Jackie Anderson, Burt and Ainslie Colombin, new members Michael and Kim Vizer, in their newly acquired Targa (ex Steve Bysouth in Vic) along with Steve Maher and myself.

The day turned out to be another of what we had become used to over this Summer, temperatures peaked at about 41 degrees but there was a light breeze which stayed around for most of the day. Unfortunately, the forecast heat meant that we had a couple of cars pull out and I think most groups would have experienced a similar situation. In fact, the biggest impact was in terms of crowd numbers as once again the forecast discouraged the general public from attending. The lack of a big crowd did however, enable the group to relax, following the shade around the club's gazebo.

It had been some years since I had visited the village and undertook that it may be worth another visit in the future, provided conditions were a little milder. The village itself is an interesting collection of early settler buildings which have been saved from the surrounding district.

Australia Day 2019 Out West cont.

The land on which Australiana Pioneer Village is situated was farmland and one of the earliest land grants made in Australia.

Located in the District of Mulgrave Place, the third mainland settlement of the colony, the 30 acre grant was registered to William MacKay on 1 May 1797, but by 1809 at least part of it was in the possession of Joshua Rose. John Rose, the final Rose descendant to live on the rich farmland after continuous occupation by the family for over 150 years, died only in 1961. Rose Cottage is the oldest timber dwelling, still on its original site in Australia being built in 1811.

After a few early attempts which saw owners fail to succeed, in December 1984 Hawkesbury City Council bought the Australiana Pioneer Village, so the Village and its contents could be preserved.

On 30 March 1989 a 'Friends' Society was formed, the inaugural meeting attracting 24 members, increasing to almost 100 friends and workers by 1991 and over the next 6 years the Hawkesbury City Council considered various ways to sell or lease the Village.

Since 2002 a community group called The Australiana Pioneer Village Ltd has continued to operate the village with a lot of hard work from volunteers and committee.

The Australiana Pioneer Village is a true monument to the pioneering days that is bred within us, the spirit of courage and faith in ourselves and our country. Due to Bill McLachlan's vision and The Friends of the Australiana Pioneer Village, the Village has been preserved for our future generations, an almost forgotten era.

In 2004 the Village buildings were gazette for listing on the NSW Heritage register which was granted. The buildings will forever now be protected.



LEYLAND p76 OWNERS CLUB MERCHANDISE		AS AT 14.02.19	
ITEM - At Market Value		PER ITEM \$	
Book P76 40		\$ 10.00	
Book P76 The Inside Story		\$ 25.00	
Book Secrets of Style		\$ 25.00	
Coasters Set of 6		\$ 15.00	
Keyring, Targa Florio 40th		\$ 5.00	
Model Kit, P76 Wagon Unbuilt		\$ 75.00	
Model Kit, P76 Wagon Built/Painted		\$ 140.00	
Mouse Pad, Targa Brown/Targa Green/Targa Blue		\$ 10.00	
Mug, Targa Brown/Targa Green		\$ 10.00	
Mug, World Cup Rally Car		\$ 10.00	
Patches Leyland Team (Helmet)		\$ 5.00	
Pin, P76 Nationals 2010		\$ 5.00	
Print, Targa Brown/Targa Blue, Framed		\$ 20.00	
Print, Force 7 Yellow unframed		\$ 10.00	
Print, Targa Brown/Targa Green/Targa Blue Unframed		\$ 10.00	
Club Shirts Blue Chambray – long sleeve various sizes		\$ 40.00	
Club Shirts Blue Chambray – short & ¾ sleeve various sizes		\$ 40.00	
Club Jackets Blue		\$ 45.00	
Club Jackets Blue Rally		\$ 56.50	



Secrets of Style & P76 Inside Story \$25 ea.

Blue Club Chambray Shirts \$40

P76 Station Wagon Kits - \$75 Unbuilt



Club & Rally Logo on Front Rally Jacket

Rear of the Rally Jacket

Club Jacket Plain - \$45.00

Rally Jackets \$56.50 each

PRICES DO NOT INCLUDE POSTAGE

Contact Kay De Luca – tonkay@optusnet.com.au or 0410 688 886

P76 Clutch Shudder and various remedies

Another Dr Philthy

Classic!!!!

During the early days of the NSW Owners club, a frequent subject of discussion was the problem of clutch shudder in the Manual V.8 P76's.

Research by several members proved that the main reason for clutch shudder was the design of the clutch release system, in which a vertical cable linked the short arm on the clutch pedal to one of two short arms on the cross-shaft mounted between a small bracket welded to the right-side chassis rail, and the bell-housing.

There was a second short arm on the cross-shaft which was linked to the clutch release arm by a short threaded rod and clevis.

When the clutch was partially engaged (or disengaged) the torsional loadings would cause sufficient movement of the engine and the gearbox on their mountings to vary the amount of tension on the release linkages, causing what amounted to a rapid oscillation of the linkages, while the clutch was in the intermediate stages of engagement or disengagement.

With one arm on the cross shaft mounted horizontally, and another mounted near vertically the cross-shaft functioned like an elbow bracket to convert the vertical movement of the cable attached to the short arm of the clutch pedal, to horizontal movement of the threaded rod, to operate the clutch release arm.

To eliminate clutch-shudder it was necessary to design and install a clutch release system,

either hydraulic or cable operated, which would not be susceptible to variations in the torsional loadings which occurred when the clutch release system was being used.

The difficulty encountered with the installation of a hydraulic system was that the design of the P76 Bodywork, in particular the plenum chamber with the positioning of the wiper motor and linkages, and the firewall, in the location of the brake booster, made it hard to locate the master cylinder. Years ago, the Budgie Racing Team tried mounting an hydraulic master cylinder vertically on the floor of the plenum chamber, almost vertically above the clutch pedal. The slave cylinder was mounted on a home-made bracket bolted to the bell-housing. This system effectively eliminated the clutch shudder.

Another approach was to fabricate home-made brackets to mount a commodore VN model clutch cable directly under the short arm on the clutch pedal, and position the cable along the right-side chassis rail, away from the exhaust pipe and mount the bottom end of the cable on another home-made bracket which was bolted to the Bell-housing. This system also worked effectively eliminating clutch-shudder.

It should have been noted that one weakness of the original factory clutch release system was that of the small welded bracket on the right-side chassis rail, which supported one end of the cross-shaft, would break away from the chassis rail, therefore making it almost impossible to change gears!! Of course the installation of a hydraulic or cable clutch system means that the chassis

bracket is no longer needed.

As the members of the NSW Sporting Car Club did developmental work on their P76's to make them more reliable and competitive, there were several other modifications and innovations which were tried.

Manual P76's came from the factory with only 3 X 5/16" UNF bolts to hold the pressure plate onto the flywheel. When heavy-duty clutch kits were made available, we started drilling and tapping the flywheels to accept 6 bolts, instead of just 3. Additionally, many p-nuts in those early years fitted 6 cylinder flywheels to their V8 engines to rev more freely.

By the early 80's, with P's approaching 10 years of age, many owners had to replace worn or torn engine mounts and Mr Redhead discovered that a commodore engine mount could be used on a P76 V8 with very little modification.

Later on, we also found that fitting a new rear gearbox mounting also helped to keep everything in place. It is an accepted fact of Owners Club history that nearly every modification tried by the boys and girls of the P76 Sporting Car Club, led to improvements in the reliability, performance and handling of the P76's owned by the general membership.

Currently, I am working on a modification to HOS'S commodore cable-clutch system to make the clutch system lighter to operate. Since it is simply not possible to have any clutch cable operate in a straight line from the clutch pedal to the release arm, there must be at least a few bends in the cable. Unfortunately, the more bends you have, the quicker the ca-

ble wears and the heavier the clutch becomes to operate.

Obviously, when we fit sports exhausts and/or extractors to our P's, there is not going to be the greatest amount of spare space between the chassis rail and the gearbox / bell-housing. So the challenge in this case was to keep the clutch-cable as a fan away from the exhaust as possible, and also to modify the existing system so that the cable was operating with only a minimum number of bends.

HOS's new clutch system uses a short length of bike chain to link the short arm on the clutch pedal to a home-made bracket which is mounted on a pivot (or a very short axle!) which is mounted on a bracket attached to the right-side chassis rail. The pivoting bracket has one arm which is almost horizontal and the lower end of the bike chain is attached to the end of this arm.

There is a second, slightly longer arm attached to the pivoting bracket. This arm is almost vertical and the upper end of the clutch cable is attached to the lower end of this second arm by means of a clevis and pin.

The clutch cable is located along the top face of the right-side chassis rail, and then changes direction to go towards the bell-housing. The radius of the bend in the clutch cable is kept as large as possible to minimize the amount of drag when the clutch pedal is depressed.

The lower end of the clutch

cable is located in the home-made bracket which is bolted to the side of the Bell-housing.

These modifications have given HOS a clutch system which is much lighter than the previous system and it also has the advantage of having more travel so it will have no trouble operating any of the larger, heavy duty clutch kits.

From memory, I believe it may have been some South Oz P-Nuts who managed to use modified hand-brake cables in their clutch systems. These hand-made cables were previously used and mounted between the rear chassis and the backing plates on the P76 diffs. They are a very robust cable, designed to operate in a harsh environment, as they are exposed to all sorts of weather, and they have to survive being bounced around the rear axels, deal with all sorts of road bumps.

These hand-brake cables were mounted between the clutch release arm, and the short vertical arm on the cross-shafts by fitting small ball-bearings to them, which made the clutch much lighter in operation.

Way back in the mid 80's, my Span-Ol Delex mongrel was fitted with a supra 5 speed gearbox. The lowest first gear of that supra box made Mongrel an ideal tow-car, while the overdrive 5th gear gave him a hugely improved highway cruising ability. These days, the preferred gearbox for conversions are the 5 speed E-Series Ford / Borg-Warner units, which are quite capable of handling the torque and the power of a P76 V8.

Obviously, there are a few engineering modifications which will need to be done to make a modern 5 speed gearbox fit into and work in a P76

My current clutch release system has one big advantage over the original, factory system here, because with the simple fabrication of a new bracket to locate the bottom end of the clutch cable on the 5 speed box's bell-housing, that part of the conversion is relatively easily done.

I use HOS as my firewood trailer tow-car and the fitting of a 5 speed gear-box will enhance improve HOS's functionality. I wonder how many other brands of Aussie cars from the 70's are still in use as practical working daily drivers????

FOR SALE
OMEGA NAVY TARGA

Chassis Number
P76076E4S3A44

This is an original Targa in need of a full bare metal restoration . It comes with auto transmission which was fully rebuilt about 2 years ago and a few spares. It has a full set of 5 Targa Mags . Asking \$3,400 please contact Phill on (02) 6379 4335 after 8pm for more details.

Dr Philthy has a lot of P76 Spare parts for sale, including panels, engine parts, suspension spares & Stromberg and Holley carbies.

Contact Phill on (02) 6379 4335.

P76 4 Speed Gearbox and other parts, everything required to convert an auto P76 to a 4 speed Manual—Bell housing, tail shaft, manual pedals, linkages, etc. Gearbox is in original condition, clutch pieces are 2nd hand asking \$650 for the complete kit.

Contact Phill on (02) 6379 4335

LEYLAND P76 OWNERS CLUB of NSW Inc
MINUTES OF GENERAL MEETING HELD ON TUESDAY 11th DECEMBER 2018 AT 7.50 PM AT
TOONGABBIE SPORTS & BOWLING CLUB 12 STATION ROAD, TOONGABBIE

Present: 10 Members as per attendance book. Paul Patten in the Chair.
Apologies: Bert & Ainslie Colombin, Scott Wilson, Charles Anderson, Drew Griffith, Marty Stockwell

Minutes of Previous Meeting: Minutes of the previous Meeting were read and confirmed.
Accepted: Steve Maher **Seconded:** Greg Gibson

Business Arising:
Treasurer's Report: As tabled.
Moved: Kay De Luca **Seconded:** Julian Portelli

National Ccl Report:

Correspondence:
IN: Email in: Retro Autos Dec; Westwords Dec Magazine; New member Rob Stevenson, November Minutes, Club Meeting Dates at Toongabbie Sports, Leyland Post No.82

Mail In: PNZed Magazine, November; Trax Order Form; Rare Spares Oct/Nov.
Correspondence: **Email out:** Draft Nov meeting minutes, December Westwards magazine; Leyland Post No.82

OUT: **Mail Out:** Welcome Letter & Membership Card Rob Stevenson.

Reports: **Registrar's Report:** nil
Parts: Discussion about Tie Bar Bushes and the differences in what was received compared to the original ones. Steve Maher to follow up with Victorian supplier.
Merchandise: Model Kits advertised on Face Book – some interest shown.
Website: Discussion about Domain Name Renewal – decided to renew for 5 years.
Activities:
- **Past:** Xmas Party at Kanahooka was a successful day thanks to the organising by Julian and Catharine.
Future:
Australia Day at Wilberforce

GENERAL BUSINESS: Discussion about future Magazines – limit number of pages to 16 – due to excessive postage and printing costs.

Club Form Application for HVS – the website needs to be reviewed regarding log books.

Next General Meeting – 8th January 2019

Closure: Meeting closed at 8.55 p.m.

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Paul Patten - Chair

LEYLAND P76 OWNERS CLUB of NSW Inc
MINUTES OF GENERAL MEETING HELD ON TUESDAY 8th JANUARY 2019 AT 8.10 PM AT
TOONGABBIE SPORTS & BOWLING CLUB 12 STATION ROAD, TOONGABBIE

9 Members as per attendance book. Paul Patten in the Chair.

Present:
Apologies:

Ainslie Colombin, Julian Portelli, Catharine Rich, Robert Lewis, Marty Stockwell, Shane Fox, Drew Griffith, Greg Gibson

Minutes of Previous Meeting:

Minutes of the previous Meeting were read and confirmed.
Accepted: Steve Maher Seconded: Kay De Luca

Business Arising:

Tie Bar Rubbers – Steve Maher reported that he had approached the Manufacturer of the Tie Bar Rubbers. They analysed samples of the original and the failed bushes. The bushes supplied to the Club were the wrong durometer hardness to the original 5 sets manufactured for Matt Bryson. The 50 sets that were manufactured for the Club were not the same as the original 5 sets. The Manufacturer is replacing the defective bushes and the Club will replace the defective bushes sold to members and other P76 clubs. The retaining washers for the bushes are to be fitted as per the Workshop Manual.

P76 Wagon Models – Steve reported that 9 P76 Station Wagon Kits have been sold since the Club decided to re-market the models.

Treasurer's Report:

As tabled.
Moved: Bert Colombin Seconded: Charles Anderson

National Ccl Report:

Paul has been in touch with Qld & Vic parts officers to start the process of agreeing on a list of priority parts. Paul will also organise the purchase of 10 sets of strut top bushes from Victoria.

Correspondence:

Email in: Retro Autos Jan; Westwords Jan Magazine; New member Mike Vizer, CMC Preserve Dec, Schmitt Services Panel Hosting.

IN:

Mail In: CBA Bank Statement to 30/11/18; letter from Wolfgang (Germany) encl. \$70 m'ship and thanks for the jacket.

Correspondence:

Email out: Jan. Westwards magazine;

OUT:

Mail Out: Letter re bushes.

Reports:

Registrar's Report: We now have 26 cars on HVS – 2 cars not current.

Parts: Not very active for the month with the exception of a few sales tonight.

Merchandise: Some interest in Station Wagon Models.

Website: Follow up re Panel Hosting. A brief discussion took place regarding the lack of updates to the website, no changes to parts listing and the HVS/CVS forms need to reflect the 60 day log book trial. Charles Anderson volunteered to contact Glenn and see if Glenn could walk him through the task of accessing and updating the site.

Activities: - Past: Nil.

Future:

Australia Day at Wilberforce (more details to come) otherwise display day at Dee Why could be an alternative.

GENERAL BUSINESS:

The CMC Affiliation Renewal Form asks for the number of members, as well as the no. of vehicles covered by those Members, in addition to the no. of vehicles on HVS & CVS. We know the no. of HVS & CVS vehicles but not the total number of vehicles owned by Club Members. It was suggested to amend the Club Membership Form to request the number of (complete) vehicles held by that Member.

Discussion took place as to whether there was any further use for the club trailer. With the downsizing of the club gazebo there really isn't any need for the trailer. It was proposed to offer its availability to club members before advertising it more widely. If anyone is interested please contact Paul Patten (paul@soilsmart.com.au or 0407 284 051).

Next General Meeting – 12th February 2019

Closure:

Meeting closed at 9.35 p.m.

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Paul Patten - Chair

Leyland P76 Owners Club - 2019 Events Calendar

8 TH January 2019	Club Meeting	Toongabbie Sports & Bowling Club	
26 th January 2019	Australia Day	Australian Pioneer Village Wilberforce	
12 th February 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
12 th March 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
23 rd March 2019	Club Run to Robertson	Lunch at Robertson Inn	Contact Steve Maher 0417 435 830
2 nd April 2019	OASIS Run	Lunch Panorama House Bulli Tops Bookings essential by 24/3/2019	Bill Robertson 0408 064 153
6 th April 2019	BMC Heritage Group	Discussion Afternoon Ryde Eastwood Leagues Club	Kay De Luca 0410 688 886
9 th April 2019	Club Meeting	Toongabbie Sports & Bowling Club	“ “ “
7 th May 2019	OASIS Run	Bass & Flinders Georges River Cruise Bookings essential by 8/4/2019	Brian Heaton 9525 6119
14 th May 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
19 th May 2019	National Motoring Heritage Day	Various Venues – see CMC Website www.councilofmotorclubs.org.au	
1 st June 2019	BMC Heritage Group	Movie Afternoon “Back of Beyond” Ryde Eastwood Leagues Club	Contact Kay De Luca 0410 688 886
11 th June 2019	Club Meeting	Toongabbie Sports & Bowling Club	“ “ “
9 th July 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
13 th August 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
18 th August 2019	CMC Shannons Sydney Classic	Sydney Motorsport Park Eastern Creek	Contact Tony De Luca 0414 086 232
10 th September 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
8 th October 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca 0410 688 886
10 th November 2019	BMC Heritage Group Annual Reunion	Ryde Eastwood Leagues Club	Contact Kay De Luca 0410 688 886
12 th November 2019	OASIS Run	Newington Armory	Les Watton 9838 8063
12 th November 2019	Club Meeting	Toongabbie Sports & Bowling Club	Kay De Luca
3 rd December	OASIS Xmas Party	Nepean Rowing Club	Les Watton 9838 8063
10 th December 2019	Club Meeting	Toongabbie Sports & Bowling Club	Contact Kay De Luca

[www.p76clubnsw.org]

**THE LEYLAND P76 OWNERS CLUB OF NSW INC.
PO BOX 2769 CARLINGFORD NSW 2118**

