

Magazine Number 93

March 2021



THE LEYLAND P76 OWNERS CLUB INC - SINCE 1981

# The Leyland Post

## Inside this issue:

Club Contact details	2
Presidents Report	3
Parts Report	5
Bathurst Run March 21 !!!	6
We're 40 This Year	7 - 9
Change of Meeting Venue	9
Dr Phil on Fuel Economy	10
P76 Owners Club Merchandise	12
March General Mtg Minutes	13
Proposed 2021 Calendar of Events	14

### Dates for your Calendar

- **14th April - Club General Meeting**
- **21st March - Club Run To Bathurst**

**PLEASE NOTE CHANGE OF VENUE**

**Next General Meeting - April 13th**

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

Council of Motor Clubs



Council of P76 Clubs



BMC Leyland Aust.  
Heritage Group



## Committee contact details

---

### Executive Committee:

**President:** Paul Patten

email: ppatten@ozemail.com.au Mobile: 0407 284 051

**Vice-President:** Charles Anderson

email: charlesa@dpfsales.com.au Mobile: 0478 239226

**Secretary/Treasurer:** Kay De Luca

email: tonkay@optusnet.com.au Mobile: 0410 688 886

**Public Officer:** Kay De Luca

email: tonkay@optusnet.com.au Mobile: 0410 688 886

### Ordinary Committee Members:

**Parts Officer:** Daniel Sheard

email: sheardy95@gmail.com Mobile: 0491 632561

**Merchandise:** Steve Maher

email: steve@graffitigo.com.au Mobile: 0417 435830

**Magazine Editors:** Paul & Kay

**Activities Coordinator:** Charles Anderson

email: charlesa@dpfsales.com.au Mobile: 0478 239226

**Webmaster:** Charles Anderson

email: charlesa@dpfsales.com.au Mobile: 0478 239226

**Historic Vehicle Registrar:** Paul Patten

email: ppatten@ozemail.com.au Mobile: 0407 284 051

**National (CLPC ) Delegates:** Charles Anderson and Daniel Sheard

### Disclaimer:

# 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 INC

PO BOX 2769 CARLINGFORD NSW 2118

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

---

## Presidents Report—Paul Patten

Hello everyone,

Welcome to The Leyland Post No 93, it seems like yesterday since the last edition but there has been a bit going on behind the scenes since our previous magazine and a few things that we need to bring you up to speed on.

One of these announcements resulted from some groundwork being done on the revised Website. It was suggested that we include a brief history of the club and realised subsequently, that the club had its beginnings in 1981—40 YEARS AGO!!!

### **The Leyland P76 Owners Club is turning 40 THIS YEAR - HAPPY BIRTHDAY TO US.**

The actual date of the first meeting, which was the inception of the club wasn't until December 1981, however it doesn't seem right to wait until December to begin celebrating. Covid permitting some of our regular events such as The Shannons Sydney Classic is set to go ahead this year on August 15 and because we have an anniversary event, we are able to apply for a special display area on Pit Row and a special story in the Preserve etc.

We will keep you abreast of developments but the first need will be for us to have 4 - 5 cars to put on Pit Lane for the special display at Shannons. If anyone would like to nominate their vehicle for this event please let us know.

I have included the initial Club History article which will be on the new website, and a couple of articles from the first few editions of the Club Magazine.

The other issue which we have devoted a reasonable amount of space in recent magazines is that of Historic registration, and it is this area again which needs to be focused on. Anyone who reads The Leyland Post and attends meetings should be reasonably familiar with the Transport for NSW Rules and Guidelines, or so we would hope.

It does appear that some members may still be confused about the rules and possibly running the risk of being defected and fined if their cars are found to be ineligible.

I hasten to remind everyone at this point that the rules are not ours, we are just approved by Transport for NSW to verify a vehicles eligibility, so the rules are actually part of NSW Law and there are fines applicable if we or anyone is found doing the wrong thing deliberately.

What do we mean by the wrong thing and why are Transport for NSW strengthening their enforcement of the rules?.

We need to go back a couple of years, to when there was only one form of Historic (Club) registration, over the years, some clubs allowed a few vehicles to be registered which had non-period options and modifications. So the RMS continually tightened the Historic registration, now known as the HVS or Historic Vehicle Scheme, and as a solution for those whose vehicles couldn't comply under 'Historic' guidelines, the RMS instituted the Classic vehicle Scheme or CVS.

Under the CVS, those vehicles which didn't really fit into the HVS scheme could be registered and enjoy the same benefits as those registered under the HVS scheme. For

---

people owning heavily modified vehicles such as Hot Rods this was fantastic news because they didn't have any other option than Full Rego before this.

As a club, we didn't have many vehicles that needed to change to the CVS scheme, but then we have always operated with a degree of trust, relying on members, as responsible adults, to correctly describe any options and/or modifications on their annual club application for historic registration.

The clubs' Sub Rules for HVS registration, which are an attachment to our constitution state "HVS registered vehicles are required to be inspected annually by either the Historic Vehicle Registrar or a suitable person nominated by him". We haven't implemented this policy because it's often difficult to arrange access to cars, some of our members live out of the city and some work shifts etc, so we have always trusted our members to provide an accurate description. There is also a clause in the Sub Rules which states that "current photos of the vehicle should also be included with the registration renewal", again this is something we haven't insisted upon, until now!.

Unfortunately, our leniency in these matters is about to come to an end and from this point forward, members either renewing HVS registration or seeking to put a new vehicle on the scheme, will need to present their vehicle for inspection and supply current photographs for our records.

I can hear everyone saying, what a pain in the backside, but before anyone gets over excited, I'll explain our predicament. One of our members has apparently been confused about what was acceptable as period options and/or modifications. This was something that we found out about by chance, but nevertheless a serious issue because he was technically in breach of the law. We are in the process of trying to help him through this issue and am confident we can get him back on the road, unfortunately it won't be with his historic plates which have had to be removed.

The incident has however, highlighted the deficiencies in our processes and has forced us to review them to ensure that the club is not exposed to the possibility of losing our accreditation with Transport for NSW. The club is essentially approved by Transport for NSW to offer this service to our members and it would be a shame if we were to lose that accreditation and not be able to offer our members access to the HVS or CVS scheme.

As part of our revamp, we have amended our HVS application form so that it now contains the Transport for NSW checklist of Period Options and Accessories, allowed under the scheme, this should provide more guidance for members as to what is and isn't allowed.

I know the subject of Historic and Conditional registration doesn't concern everyone, and there is a lot of this magazine devoted to these matters but it is something that everyone needs to be aware of, in case they see any other members who might be confused also.

The new forms will be available to members via our new website, which will also contain links to the Transport for NSW forms and Guidelines for both schemes.

Of course, I expect that there may be lots of questions that people wish to ask and I am happy for anyone to phone me if you are unsure about anything in regard to the above.

In the meantime please stay and travel safe, hope to catch up with you soon,



## Leyland P76 Owners Club

Some Parts to Consider

V8 Valley Cover and end seals - Remanufactured	\$90
Points for V8	\$20
Speedo Cable inner seals	\$7.50
Front Strut inserts - Pedders - Remanufactured	\$320
Strut Top Bushes - Remanufactured by Vic Club (includes crush tube)	\$40
Tie Rod Bushes - Remanufactured	\$95
Z86 Oil Filters	\$30
Rust Repair Panels - suits bottom of front guards and rear doglegs	\$45

### Manufacture of Clutch Cable Conversion Kits to suit Manual Leyland P76s

Following enquiries from several members, the club is progressing with the manufacture of replacement clutch kits which will incorporate the superior GMH clutch cable. Similar kits have been available from other suppliers, and successfully remove the problem of shudder, something which the original cable designed suffers with quite badly. Unfortunately the supply of these kits has become unreliable and kits all but unobtainable in recent times.

The kit the club is reproducing will however be based on a kit removed from David Place's Bitter Apricot car. David's car has had a conversion kit that performs well, and has been in use since putting the car back on the road some 5,000 kilometres ago.

### **Kit Inclusions**

The kit will include a simplified and improved bell housing mount bracket. Mounting screws and a clutch return spring will also be supplied, along with a new, and correct, GMH clutch cable and a modified clutch pedal.

The clutch pedal will be made available on an exchange basis with those not able to exchange immediately able to pay a \$100 deposit which will be refundable once their original is returned.

### **Costing**

In the first run we will only produce 10 kits, some of which have already been sold, so I would urge anyone who would like to purchase from this first production run to make contact ASAP.

The complete kit will cost \$325 plus the exchange deposit if required.

# Leyland P76 Owner's Club Inc



## 2021 Bathurst Rally

*If you are intending to go on **Sunday 21<sup>st</sup> March 2021** please notify Charles on 0478 239 226 by Thursday 18<sup>th</sup> as we need to know numbers who will be attending!!*

**8.00 am** Meeting at McDonalds McGraths Hill

**8.20 am** Depart for Lithgow via Windsor, Richmond and Bells line of Rd

**9.40 am** Arrive at Onelia's Place - 176 Main St, Lithgow



**10.25 am** Depart Onelia's Place for Mt Panorama, Bathurst

**11.15 am** Laps around Mt Panorama



*Stopping for a look out at MacPhillamy Park*

**12.00 noon** Australian Museum of Motorsport 400 Panorama Ave, Bathurst (bottom of Conrod Straight)

**1.00 pm** Depart for Jack Duggan's Pub

**1.15 pm** Jack Duggan's Irish Pub, 136 George St Bathurst (Access to Off Street parking from Howick St)



**2.30pm** Depart for Sydney

Charles Anderson  
Activities Officer  
0478 239 226



## PRESIDENTS MESSAGE

Dear Members,

Well at last we have the club going!

Let me begin by expressing my sincere thanks to all those people who offered to help in the running of this venture.

From the first tentative steps on the 6<sup>th</sup> of December 1981, we've come a long way. Our present membership stands about 45 and is seems to be growing weekly. The most pleasing aspect is that all the people that I meet are so full of enthusiasm for both the club and of course our common interest the P76.

The friendly atmosphere at all our gatherings so far has been an outstanding feature.

I would like to stress that the club is there for YOUR benefit and enjoyment and to get the maximum OUT please be prepared to put something IN: For example, one of the easiest ways for you to put something in is to participate in organised activities.

There is nothing more frustrating to a committee than to organise events to which very few people turn up. Secondly communicate with the committee to let us know what sort of activities you would like us to run. We have set out a small program to test your reaction but will be looking forward to feedback from you before wet set out a more extensive plan of activities.

One of the aims of the club is to help people who are suffering technical difficulties with their motor car. If you have found a trick, special technique or modification, let us know because you may very well have found something which be troubling someone else.

There is a technical sub-committee which you can use as a resource centre for all sorts of information regarding the motor car.

Our colleagues in South Australia are in constant touch with us through President Darryl Packham, the club over there is going very well with around 25 enthusiastic members.

We were very fortunate in securing (though one of our members) an excellent venue for meetings. The hall has very good facilities to enable us to hold interesting meetings in pleasant surroundings (for direction to find it see Sean Poole "the wanderer").

For the rest of you it is the Postal Institute Hall, 7 Smith Street, Parramatta, with apologies it is called "Valiant House"

Hope to see you there on the 3<sup>rd</sup> Wednesday of each month at 8.00pm.

Bring your own cup for a cuppa!



The following is a short dissertation that has been prepared for the new website.

## **A Brief History of The Leyland P76 Owners Club Inc.**

The Club was initiated in late 1981 and published its first magazine in May 1982. The beginnings of the club are an interesting reflection on both the excitement and controversy that the launch of this brand-new car had on the Australian market.

The P76 was released in 1973 and won the coveted 'Wheels Car of the Year Award' that same year. As mentioned, the P76 was not a new model, it was a brand-new car which had numerous standard features only available as options from the well-established competitors. Consequently, the Big Three competitors (GMH, Ford and Chrysler) spent considerable energy, and money, in anti P76 campaigns because they just could not afford to let people get their bums in them and find out how good the car was.

Of course, as good as the car was, Leyland did not help its own cause either because the release was rushed, and the car was subject to several recalls which promoted a perception of un-reliability in the eyes of many, it certainly provided some fuel for the competition. Ironically and in hindsight, the P76 was not any more afflicted with recalls than GMH was with the first Commodores released a little later, albeit the Commodore was not a brand-new vehicle.

With this as a background, during 1981, some eight years after the cars release, Joe Torony, who was avidly involved in trailable yachts, had done his research on the P76, and was very interested in them, despite not owning one. Joe had a neighbour who also purchased a trailable yacht but was struggling to tow it with the family Corolla. Asking Joe for his thoughts on a suitable towing vehicle, Joe suggested the P76 as a car that could both do the job and was affordable.

The neighbour scoffed at the suggestion, claiming that there were so few P76's left that it would be a risky purchase. Joe accepted these comments as a challenge and set about trying to gather some P's to a BBQ/street party event at his house in

Carlingford. Joe drafted up a flyer on his Commodore 64 computer, printed 20 odd sheets and set about placing the invitations under the windscreen wipers of P76 cars, as he came across them between home, work, and the local shopping centre.

A couple of weeks on, while he was about to put another flyer under another window wiper, he discovered that it already had one, although it was a different coloured paper to Joe's. Someone had copied the original flyer and was doing their own distributing. Before the gathering at the Torony household took place, it became obvious that they probably would not be able to accommodate the potential crowd, so the event was relocated to a park in Parramatta.

On December 6, 1981, the first gathering of what was to become the P76 Owners Club took place, 51 P76's turned up for that initial meeting in the park. It was an amazing meeting where P76 enthusiasts had suddenly found kindred spirits to share experiences, stories, and tips.

From this first gathering an interim committee was formed.

President: Joe Torony

Vice President: Ron Squire

Secretary: Annette Byrne

Treasurer: Barry Taylor

Technical Officer: Tony De Luca

Publicity Officer: Sean Poole

Editor: Roland Torony

Roland produced the first club newsletter in May 1982, and it was mailed to some 47 members. A suitable meeting venue was sort, and the Postal Institute Hall in Parramatta was selected, albeit that it had 'Valiant House' above the entry door.

About the same time as all this was happening in Sydney, Joe was contacted by Darryl Packham



from South Australia, they were also trying to start up a club down there. By the time the second issue of the magazine was distributed we had had enquiries from Hal Molony in the Hunter Valley and Jeff Jagoe formerly of the SA club who had moved to WA and begun a club over that way.

The second magazine July 82 was a national publication, that issue and most of the early issues of the magazines were dominated by technical articles as people that had found solutions to niggly little issues wanted to share them.

The Clubs first Annual General Meeting was held in September 1982 and the first elected committee was as follows.

President: Joe Torony

Vice President: Paul Patten

Secretary: Annette Byrne

Treasurer: Phil Crowther

Technical Officer: Tony De Luca

Publicity Officer: Peter Swinbourne

Editor: Roland Torony

Over the course of the next few years the club grew to be an international organisation and at its peak had 300 odd members. Over time the individual states became more autonomous which was good because by late 1984 the magazine had grown to be an onerous task, imagine 300+ magazines each comprising 25 or more pages which had to be assembled, photocopied (doubled sided – about 7500 sheets of paper and 15000 copies), then collated, stapled and distributed via the post system. Many hours were spent hours doing laps of the table collating, preceding this some of us spent days after hours at work on the photocopier but it was all worth the effort.

Unfortunately, we have now lost both Joe and Tony but know they still look down with an interest in what we are doing, we have not had any contact with Annette or Peter for many years now, Roland is still about and working I believe, and of course Phil and Paul still have not got over it, and remain active members of the club.

Over the years we have had many, national gatherings of the clubs where people can share their experiences with the car which is approaching its 50<sup>th</sup> anniversary in 2023. I'd like to thank all of the engineers and staff at Leyland Australia for developing what has proven to be a world class vehicle and course a big thank you to Joe for taking exception to his neighbours' scoffing of such a wonderful car.

## **GENERAL MEETINGS:**

**HAVE CHANGED VENUES FROM MARCH**

General Meetings are held on the Second Tuesday of the MONTH at

**Kings Park Tavern 214 Sunnyholt Road, Kings Park.**

**Next General Meeting**

**Tuesday March 9 at 7.30 pm**



## **DR PHILTHY RAVES ON – P76 ECONOMY**    *by Phil Crowther*

One big selling point for today's modern vehicles is economy. Fuel consumption of new cars is usually expressed as number of litres used for each 100kms travelled. When the P76 arrived in 1973, we were still using the good old imperial measurements. As the organiser of many of the Owners Club's President's Economy and Navigation Runs, I had to develop a conversion process to turn litres and kilometres into gallons and miles, because most P-nuts in those days wanted to know what their car's consumption was in miles-per-gallon.

With a lot of help from President Joe Torony and Big Russell N, I developed a basic formula for doing the necessary conversions. I also had to find a method to compensate for the fact that we might have as many as 40 or 50 P76s doing the same course, yet some car's odometers could show a variation of as much as 15-20 kms at the end of a 200 km course.

The method we decided on was to total up the odometer readings of all vehicles which completed the course correctly and then divide that number by the number of vehicles whose odometer readings we had used. This process gave us what I called the "main group's corrected average mileage" and that figure was used when calculating each vehicle's individual mpg (consumption) figure.

A big advantage of this system was that any P76 which did not have a working speedo/odometer, but completed the course correctly, would have the benefit of being awarded the "main group's corrected average mileage figure" for the purpose of calculating their mpg figure for the run.

At the end of the run, all vehicles were refilled at one pump and the usual method was to trickle fill each car's tank until fuel could be seen in a steady state just below the top bend in the filling pipe. Then, after being refuelled, each car would head-off to the nominated lunch venue, where the Navigation Questionnaires would be collected.

In the mid to late 80's as some P-Nuts extensively modified their P's, some very respectable economy figures were achieved and not just by the 6-cylinder P76s. Mr Redhead, driving his Rochester equipped 5-speed manual V8, scored a figure close to 30 mpg, which nearly equates to 9 litres per 100 kms, an economy figure which is quite respectable for modern, large family cars.

Equally worthy of mention is the fact that the majority of member's cars would do the economy runs in their normal day to day use type of condition, while one or two fanatics would pump up their tyres to over 40 psi to gain better mileage!!

To cater for those P-Nuts who had a very heavy right foot, after each run there was always a "Lead Foot Award" and while some P's scored better than 30 mpg the famous Mr Peter Velthuis in his Black Beast managed to score about 14 mpg!!! (Well done Pete!!)

Truly, we had a lot of fun in those days!! And the economy figures we scored and the methods we used to obtain those figures, would stand any current-day scrutiny!!

### **Vale - Gerry Crown O.A.M (17/5/1932—14/3/2021)**

Sadly, we learnt of the passing of Gerry Crown earlier this week. He passed peacefully in his sleep on Sunday morning, succumbing to an aggressive form of brain cancer. In the P76 world, we knew Gerry as the driving force behind two Peking to Paris victories in his P76, the most recent in 2019. At the time of the last victory Gerry was 87 years, a tremendous effort given that the Rally takes place over 30 days and some 13,500 km of the roughest terrain that China, Mongolia Russia etc can find.

Gerry had an extensive rallying career and there will be much written and remembered about his efforts in his motorsport but he was also a strong family man and accomplished businessman. We had the pleasure of meeting Gerry, in 2019 when he and Matt Bryson attended a club meeting where we presented him with a club jacket for his efforts in putting the P76 back on the world rallying map.—Rest in Peace Gerry.





## MEMBERSHIP APPLICATION/ RENEWAL FORM

The Leyland P76 Owners Club Inc,  
PO Box 2769, Carlingford NSW 2118

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

<b>FIRST NAME:</b>		<b>Membership No.</b>
<b>FAMILY NAME:</b>		
<b>FAMILY MEMBERS:</b>		

<i>Please include details of your P76 vehicles as well as photos.</i>	VIN No.	Engine No.
	VIN No.	Engine No.
<i>No. of vehicles owned by you</i>		<i>Complete vehicles not under restoration</i>

<b>Home Address:</b>	
<b>Postal Address:</b>	

<b>Phone:</b>	<b>Mobile:</b>
---------------	----------------

<b>Email:</b>	
---------------	--

<i><b>Nominator:</b></i>	<i><b>Seconder:</b></i>
--------------------------	-------------------------

*Please find enclosed the sum of \$50.00 being full payment for membership to The Leyland P76 Owners Club Inc. for the period ending 30 June 2021. I agree to the aims & objectives of the Club & agree to abide by the Constitution & By-Laws applicable to the Club.*

**Signed:**

**Date:**

*Payment by Direct Credit can be made to the Club's Commonwealth Bank A/c*

**The Leyland P76 Owners Club Inc.**

**BSB: 062 336**

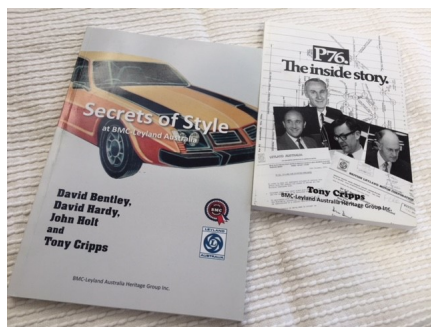
**Account No. 1017 1082**

*Please email receipt to: [tonkay@optusnet.com.au](mailto:tonkay@optusnet.com.au)*

### OFFICE USE ONLY:

<i>Date Paid:</i>	<i>Payment Type:</i>	<i>Card Sent:</i>
-------------------	----------------------	-------------------

LEYLAND P76 OWNERS CLUB — MERCHANDISE		AS AT 14.02.19	
ITEM - At Market Value		PER ITEM \$	
Book P76 40		\$ 10.00	
Coasters Set of 6		\$ 15.00	
Model Kit, P76 Wagon Unbuilt		\$ 75.00	
Model Kit, P76 Wagon Built/Painted		\$ 140.00	
Mouse Pad, Targa Brown		\$ 10.00	
Mug, Targa Brown/Targa Blue		\$ 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 : Steve Maher*

*email: [steve@graffitigo.com.au](mailto:steve@graffitigo.com.au)*

*Mobile: 0417 435830*



**LEYLAND P76 OWNERS CLUB Inc**  
**KINGS PARK TAVERN 214 SUNNY HOLT RD, KINGS PARK**  
**Tuesday 9<sup>th</sup> MARCH 2021 at 7.30 pm**

**Present:**

14 members in attendance: P. Patten; C. & J. Anderson, D. Sheard, S. Maher, K. De Luca; B. Colombin, N. Byers, G. Bryant, G. Gibson, P. Crowther, S. Wharton, D. & S. Place.

**Apologies:**

Paul Patten in the Chair.  
Marty Stockwell, Richard Sheard, Dave Shubert, Scott Wilson. Neil Byers gave apologies for April.

**Minutes of Previous Meeting:**

Minutes of the February Meeting were read and confirmed.

Accepted: Daniel Sheard    Seconded: Steve Maher

**Business Arising:**

Most items will be dealt with later in the Meeting.

**Treasurer's Report:**

As tabled    Moved: Charles Anderson    Seconded: Bert Colombin

**National Council:**

All States in accord with parts list format after Charles contacted them.

**Correspondence:**

Emails In: Emails re website, parts etc, Motorsport Aust Affiliation paperwork, Aust Post re anniversary stamps.

**IN:**

Mail In: BMC Heritage Group Newsletter, CBA Bank Statement No.109

**Correspondence:**

Emails out: Draft February Minutes; Sale of Parts, emails re website, Leyland Post Feb

**OUT:**

Mail Out: Sale of parts to those without emails; Leyland Post February.

**Reports:**

Registrar's Report: Paul reported there are 4 cars CVS & 24 HVS (only 13 of these P76). Issues re HVS vehicles not being inspected by Registrar. New Club HVS & CVS Application forms will now be online for members to download. Club needs to abide by Transport for NSW regulations.

Parts: Daniel reported 2<sup>nd</sup> De Luca parts list has mostly collected and paid for. He reported that the 1<sup>st</sup> container cleanup is completed & the 2<sup>nd</sup> one underway. Paul expressed his thanks to Richard & Susanne Sheard for their efforts in this regard.

Merchandise: Steve advised 2 shirts were sold this month. No further stock of green Targa Mouse Pads or Targa Florio Key Rings.

Website: Charles reported that the new website is almost complete and looks excellent.

Activities Past: -

Activities Future: -

16.05.21 National Motoring Heritage Day – Berry Showground – 12 cars booked.

15.08.21 Shannons Sydney Classic – Tickets \$25 now available

17.10.21 All British Day at The Kings School – note change of date

31.10.21 BMC Leyland Aust Heritage Group Reunion Ryde Eastwood Leagues Club

**General Business:**

The new Venue (Kings Park Tavern) met with members approval – good meeting room.

The Club celebrates its 40<sup>th</sup> Anniversary this year so a special display of vehicles on Pit Lane will occur at SSC. It was also agreed that the Club should book a Pit Lane Garage this year.

Charles spoke about the Go Karts at Eastern Creek on 20/2/21 which was enjoyed by all who participated.

Steve spoke about a trip to Parkes in the planning process for 2023. He has been in touch with Motel Owners and Parkes Tourist Bureau - all is booked. There are 2 local car clubs in Parkes and we should make contact with them. A 2-day trip is planned around Easter this year.

Phil Crowther spoke about implementing a water pump process – TIG welding etc. Impellers needed.

**Next Meeting:**

Next General Meeting will be on 13<sup>th</sup> April, 2021

**Closure:**

Meeting closed at 9.10 p.m.

**Paul Patten – Chair** .....

## Leyland P76 Owners Club Inc - 2021 Events Calendar

12 <sup>TH</sup> January 2021	Club Meeting	Toongabbie Sports Club	Kay 0410 688 886
26th January 2021	Australia Day Outing	Wilberforce Cancelled	Charles 0478 239226
9 <sup>th</sup> February 2021	Club Meeting	Toongabbie Sports Club	Kay 0410 688 886
28th February 2021	Go Karting	Eastern Creek	Charles 0478 239226
9 <sup>th</sup> March 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
13 <sup>th</sup> March 2021	BMC Heritage Group	Video Afternoon—Hal Moloney	Kay 0410 688 886
21st March 2021	Club Run / Lunch	Bathurst & Mt Panorama	Charles 0478 239226
13 <sup>th</sup> April 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
25th April 2021	Track Day	Luddenham (TBC)	Charles 0478 239226
11 <sup>th</sup> May 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
16th May 2021	National Motoring Heritage Day	Berry—South Coast	Charles 0478 239226
22th May 2021	Club Run M/Tea/Lunch	Ebenezer	Charles 0478 239226
8 <sup>th</sup> June 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
16th June 2021	TBA		Charles 0478 239226
13 <sup>th</sup> July 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
10 <sup>th</sup> August 2021	Club Meeting/AGM	Kings Park Tavern	Kay 0410 688 886
15th August 2021	Shannons Sydney Classic	Eastern Creek Raceway	Charles 0478 239226
14 <sup>th</sup> September 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
12 <sup>th</sup> October 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
17th October 2021	All British Day	The Kings School - Carlingford	Charles 0478 239226
31 October 2021	BMC Heritage Group	Annual Reunion	Kay 0410 688 886
9 <sup>th</sup> November 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886
14th November 2021	Southern Club Run	Avon Dam (TBC)	Charles 0478 239226
? December	Christmas Outing	Details TBA	Charles 0478 239226
14 <sup>th</sup> December 2021	Club Meeting	Kings Park Tavern	Kay 0410 688 886

*Since 1981*

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

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

