

P76 Penzed



May 2005

Penzed is published bi-monthly during the first week of every odd month.

Deadline: If you want it in **PENZED**, send it to The Editor, P O Box 3699, Wellington, as soon as it's ready. No more deadlines. **PENZED** is a live (but often late) developing document.

Contributions: Are welcome (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions.

Advertising: *Is even more welcome.* Members are urged to procure advertising to help defray the costs of producing the magazine - the more advertising we get, the better the chances are of holding costs to members down.
The finished copy, preferably camera-ready, should also fit within A4 dimensions, but we can enlarge or reduce bi-axially if necessary.
Rates: are - \$\$Negotiable \$\$

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Southern	Don Alexander	12 Seamount Tce Christchurch	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

Troop Movements

Welcome to new member:

Brian Tuffey 4 Salisbury Crescent Oamaru. Brian meet us in Geraldine on the AGM weekend driving his newly purchased Crystal White Super with a Black interior. This V8 Auto has just traveled 48,000miles and looks very nice. Welcome Brian, it was good of you to visit and join the Club.

Changes of Address

Andrew van Kampen has moved to a smaller holding at PO Box 8353 Cherrywood, Tauranga.

Allan Caple is now at 3 View Street, Maungaturoto.

And Merv Cox has had to move again too! Having put in his apologies for the AGM because he was off to Hong Kong for the Sevens he thought he might put his house on the market while he was away. It sold the next morning! Merv now resides at 54 B Kirk Street Otaki.

And he should be at the AGM in 2006, as we don't want him going to the Sevens again!

Southern News

Congratulations These are certainly due to two long serving couples in the Clubs Southern Group. Fleming and Betty Biddick celebrated their Golden Wedding Anniversary in March and Frank and Robyn Waghorn celebrated theirs on April 15. Congratulations to all of you on reaching this momentous milestone.

This information was carefully supplied to me after the AGM so recognition couldn't be given in person over the weekend.

A big thank you This is bestowed upon outgoing Secretary/Treasurer of the Southern Group, John Flannigan. John has served as local President for one year and as Secretary/Treasurer for ten years. A legacy of service now devoted to other interests including grand children I believe. John remains a member of the Club and will be long remembered for his detailed minutes, accurate finances and unfailing cheerfulness despite having to travel a considerable distance to the monthly meetings.

The members hope John will enjoy attending future meetings without having to take care of all the admin' work and the pressure that produces.

And this leads into the results of the local AGM held on February 8.

The new office bearers for 2005 are:

President; Don Alexander
Secretary: Jenifer Collins
Treasurer: Fleming Biddick
Reporter: Jenifer Collins

Event Coordinators:
Fleming and Betty Biddick

This year will see a change in the way the Clubs social calendar is run. Trips and events to be held the next month will be determined at the monthly meetings rather than having a year out plan. This means that when you suddenly decide you want to be with your Leyland friends for some fun you will need to contact one of the above committee members and in particular contact either

Betty or Fleming Biddick on 03 322 9397

Or email betty.fleming@inet.net.nz

It may be a good idea to give them your email address so they can notify as many members as possible using this medium. Even if you can't make the monthly meeting you can still be part of one of the great events organised.

Monthly meetings are held each even month on the second Tuesday as below

June 14 August 9 October 11

And of course the meetings are held at Robbies in Riccarton at 7.30 p.m.

Event notices will be published in Penzed wherever possible, but don't sit back and let time slide by. Contact Betty or Fleming and get involved.

Next Event

Sunday May 15. Meet at the Belfast Hotel carpark at 1.30 p.m. From here we will travel in a north/northwest direction and ultimately end up at Pukeko Junction Café in Leithfield for afternoon tea at 3.00 p.m.

That covers the Southern Notes and events which leads into the

Central Group Events

Central Group meets at The Feathers Public House on Featherston Street in Wellington from 5.30 p.m. on the following dates.

May 3 June 7 July 5 August 2 September 6 2005

As always it pays to check with a local member if you're planning a surprise visit as these dates can change. Call Rob, or Ron on 04 902 0275

March 1 Central Group AGM at The Feathers. This happened and the status quo prevailed as it has for many moons

March 11 to 13 National AGM Methven. Be prepared for a surprise if you are there. No surprise due to unfortunate circumstances but the AGM happened well. Status Quo (not the band) prevailed again!

March 11 British and Classic Car Show, Windsor Park, Hastings. This happened to. See item later in Penzed.

Sunday April 17 Daimler Enthusiasts Club Dawnbreaker Rally. Leyland has definitely figured in this event over the years, and did again, albeit with a start delayed by darkness due to a short in the Pauls'V8 electrics, not to mention the early hour! The Deluxe 6 prevailed, lights and all.

A challenging course set into parts of Wellington that goats can barely manage, let alone P76's without power steering. Am I getting old?

As a sign of this events popularity there were 30 entries, 1 DNF before set off involving fire extinguishers on too hot brakes, and a fire engine. Two other DNF's due to mechanical misadventure, but they both made it to the breakfast venue under their own power.

Entries included Armstrong Siddeley, Bentley, Daimler, Jaguar, VW, Leyland, Vauxhall, Land Rover, MG, Triumph, Porsche, Rover, Audi, BMW, Toyota, Mitsubishi and the Road Rat from the Constructors Car Club.

How's that for a cosmopolitan event? Oh yes...depending on how you read the result spreadsheet Team Leyland either came 2nd or 3rd. Not bad against such stiff competition. The team was Rob and Paul.

Sunday May 15. Another DECW event, A Photographic Rally starting from the Self Service Caltex Station on Hutt Road north of the Ngaio Gorge traffic lights at Kaiwharawhara.

You will need PEN, PAPER and an up to date WGTN STREET MAP...mental note 1986 no longer valid!

Be there at 12.30 p.m. and don't be late. There will afternoon tea at the end of the rally. Organiser is Roy Tilley on 04 566 0850.

Good luck with your event and I look forward to your story and pictures.

Inter Group Events

There are two that spring to mind both likely to be close to each other time wise. There is obviously our **Centre Island Meeting** to be set in October/November some time. Keep it in mind.

It will be the **Coast to Coast** already discussed, running from Palmerston North, south through southern Hawke Bay, taking a back road route to Napier and the coast. Then departing Marine Parade (more coast) and heading to Taihape on the reverse of the Gentle Annie route taken a few years ago. From some point on SH1 we depart for Wanganui via the Turakina River Valley. When we arrive we will go the beach and hence the other coast. Allow Friday, Saturday and probably Sunday night for this trip.

And there is also the: AA Classic Rally Napier Oct 31 - Nov 5 2005

I have included a copy of the entry form later in Penzed. If you enter everything on offer you'll end up with a very thin Penzed indeed.

I cannot speak too highly of these events, having participated with Geoff Ogilvie in the first one and knowing several regular participants locally who are continually bowled over by the great time these events create.

Penzed for May 2005

There are many important notices in this issue so read it carefully. In no particular order you will find the Southern Group is "doing" its social calendar differently this year. This will encourage some pro-activity on your part if you really are keen to be part of this active group. It only takes a phone call.

We have the AGM minutes and a few complimentary photos and notes along with the Auditors report and the slightly adjusted accounts. Can you spot the difference?

There are event reports and notices, not the least being the 2006 National Rally in Cootamundra, Australia, hosted by the newest Club on the continent, the Country P76 Club who we are in regular contact with.

There is also the AA Classic Rally, which is a nationwide event begging for a P76 to participate. Marvelous events with many repeat registrations! And speaking of marvelous events eagerly awaited by many people within and from outside the Club we have our own Centre Island Meeting, the Coast to Coast. We may not have final details in this issue (don't today) but keep it in mind as mentioned earlier. It is on.

It appears the poor editors' plea for a story on the AGM weekend fell on deaf ears so you will again have to read of the adventures of Paul and Rob on holiday. I think I explained earlier that the Jones family wasn't going to be at Methven. And so it was that the Wellington contingent was to be Paul Heath and myself. It was a memorable trip and I will try to keep it short.

Rob and Paul go to Methven

Having made a couple of plans we finally left at 3.00 a.m on the 8th of March on Bluebridge. It seems a popular petrol head transporter being owned by a transport company. We were accompanied by several drag racing teams, several contestants in the Southern Traverse 4WD Rally, numerous truckies and a few wary travelling families. This put us in Picton bright and early, before anything much had opened so we cruised through to Murchison for breakfast. This was where we first encountered the public curiosity about the P76. This was to figure all through the trip.

We had plenty of time to get to Westport where we were to stay overnight so the usual exploration of the town and highways was undertaken. Always on the lookout for interesting trucks and cars and places of interest such trips are never boring and invariably successful in our eyes.

We checked into our little cabin and headed north to Karamea where Paul had arranged to meet Richard Low of Karamea Mining and check out his collection of Leyland trucks. An extensive collection in various states filled in the afternoon along with a big afternoon tea put on by one of the local farmers. A nice Leyland tipper was helping create an extensive garden around the homestead. Watching was hard work!

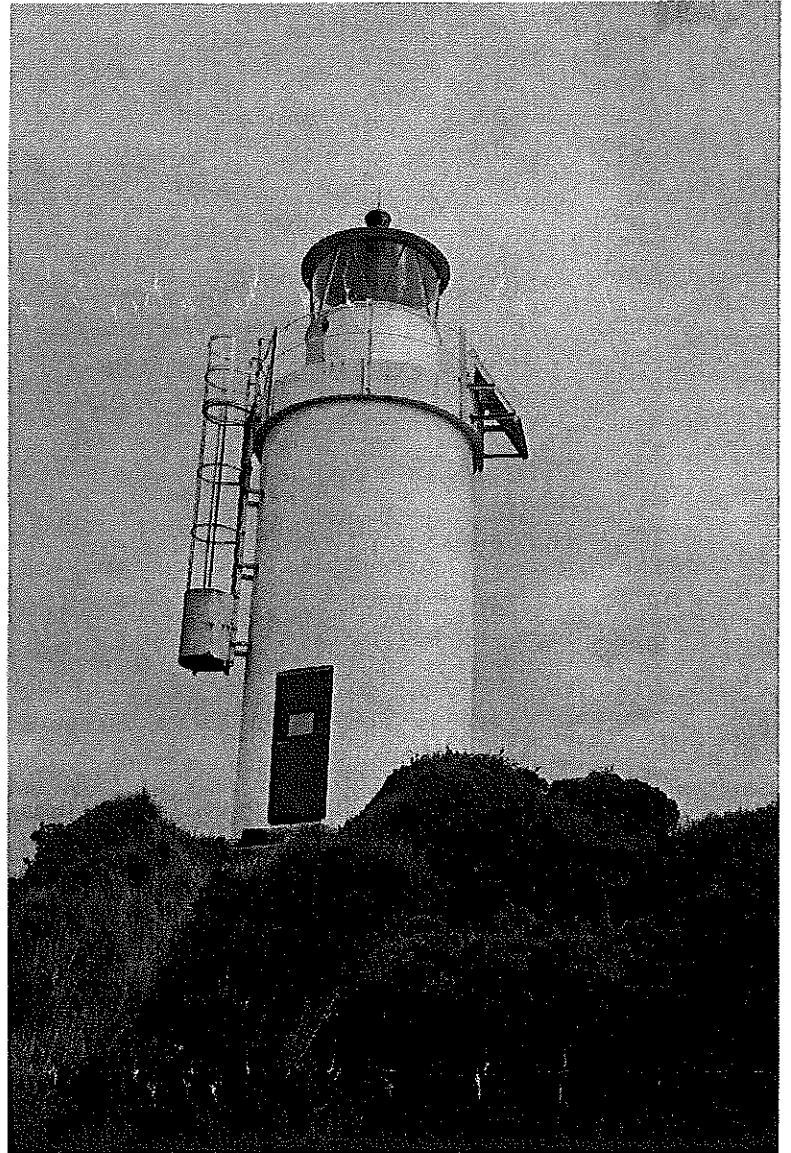
That evening we dined under our porch, out of the pouring rain! Sleep came easily after such a long day. One more new town visited.

Wednesday was a tourist day and thankfully was warm and fine. I explained to Paul that it was somewhat of a Leyland tradition to visit lighthouses around New Zealand and while we were only one Leyland it we should visit the Cape Foulwind Lighthouse.

An easy drive giving us some great photo opportunities both there and on the way back and a chance to play with some Weka.

Opposite we have a photo of the lighthouse. The view from the car park in particular is spectacular, showing the erosion of the cliffs and the turbulence where it appears two seas meet as you might see at Cape Reinga. The seas don't meet here but the effects on the water are spectacular. The walk was easy and from the top you're looking for Australia somewhere straight ahead out there somewhere.

There were a lot of tourists taking in this great sight.



Over the page we have a shot of contrasts that shows how small a P76 can be when compared to a Terex dumper. These beasts were running past this intersection every two minutes and we couldn't resist a photo.

After visiting the Coaltown Museum in Westport which we highly recommend we took a leisurely drive south taking in all the sights. Next stop, Punakaiki and the famous pancake rocks and blowholes. Paul had never stopped at this tourist Mecca before and we were in for a treat. It was by now very hot so we lost some clothes and joined the dozens of others out on the great DOC walkway. The scenery was spectacular and so were the blowholes! While it was hot and sunny there was a big sea running which provided spectacular results for us onlookers. Some of the English tourists were in

awe of the displays of foam, spray and raw power of the sea, and the sound of all this action was an unbelievable rumble. Much more than a V8!

This was a great day to visit. We are sure the other tourists were equally impressed but our Swedish/German isn't very good.



By now we were late for lunch in Hokitika at my Auntie Beryl's so the Whitebait fritters had to wait until afternoon tea. It was good to see Beryl and Mary again. We don't see too much of Dad's family ever so it was a good time to have a catch up. Hope it wasn't too boring Paul.

We spent a bit of time cruising around Hokitika, as it is such an attractive town, even in the gathering gloom that was to become a major problem. We found a surprisingly good Indian eatery for dinner then returned to the camps' TV lounge for a few beers where some English tourists from a camper van joined us. An interesting evening followed with discussion on TV, politics, Royalty and touring. This couple had been around by bike, boat and camper van. We spotted a Jowett Jupiter entering the camp that evening as the rains began. We'll have to catch them tomorrow.

Thursday 10 March, raining and not very pleasant, we planned our day anyway. Go to Greymouth and do tourist things if the weather permits, or go to the movies. That's if the car will go! Bugger it. Went and chatted with the Jupiter man for awhile and then had another go at the car. Still nothing!

By now everyone had gone out in spite of the weather and we had run out of ideas on fixing the car so it was back to the AA. Soon we were back on the road with some adjustments and a small shopping list of parts which; we should easily get in Greymouth.

The road to Greymouth was awash with torrential rain so heavy that we were down to a crawl several times. This meant no Shantytown! By the time we got to Greymouth the weather appeared to clear a bit so we headed out to Dobson to visit the Morris/Austin collection seen on earlier trips south.

Obviously this collection has been rationalised greatly with only a few choice? Austin's and a couple of Morris vehicles left, but the workshop area held a couple of progressing restorations and a great display of parts. Alas the owner wasn't due to appear for longer than we had so we left with a few pictures. See a line up below.



So we headed back to Greymouth looking for Smiths Speed and Spares in Arney Street. Here we spent a bit of time talking with the owner, Pete Smith, about Holly's, distributors and all sorts of things. This was a real parts store with real parts and hardly a bottle of polish to be seen. Remember we were on holiday and the weather wasn't flash, in fact it was pissing down again, so yakking passed the time, especially as we found the pictures weren't on!

A bloke has to make a living so we left him to it and jumped into the P parked right outside in front of his Chevy Suburban. A big black beast!

Quickly into the P to avoid the rain, we set off for lunch and WHAM.

What the bloody hell is happening? I don't know, shit there's stuff everywhere, howling wind, flying debris, shit all over the car, blinding flash right next to the passenger door! I knew what that was and told Paul to floor it and get the \$%^&#\$ out of here, get behind that building there.

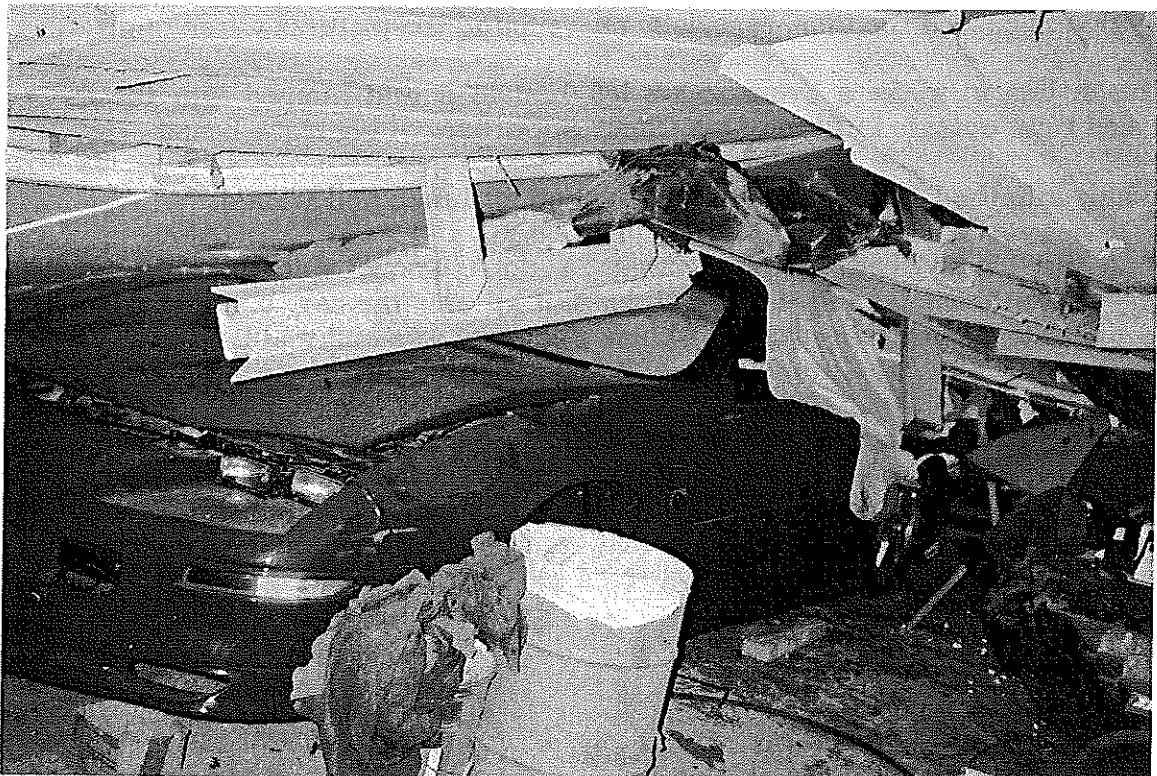
A minute to compose ourselves, and out of the car with cell phone and camera's at the ready. People were emerging from shattered buildings and vehicles with shocked and bewildered looks on their faces. Huge timbers and corrugated iron littered the street, enveloped cars and had entered several buildings. Everything was covered in slimy mud coating.

Roofs, walls, facades, roller doors, windows and anything not bolted down (and some that were) had been shifted to somewhere else in Greymouth.

There were a few bigger vehicles blown over, like the NZ Post Volvo below, a photo not shown on any of the media reports to our knowledge.



Buried in the back of the building we had just left was another Chevy belonging to Pete, in somewhat worse condition than the Suburban out on the street. But that was bad enough and could have been us 20 seconds earlier. The facade of the building, and other stuff, was strewn along the footpath and carpark where had just been!



Television and newspapers reported on what we learnt was a Tornado, however, upon our return to Wellington we both felt that the true extent of the carnage, the extreme good luck in no-one being killed and the spirit in which the community rallied together immediately were not adequately portrayed. We spent the rest of the day helping out in many ways, doing whatever we could. Lunch came round about 8.30 p.m.

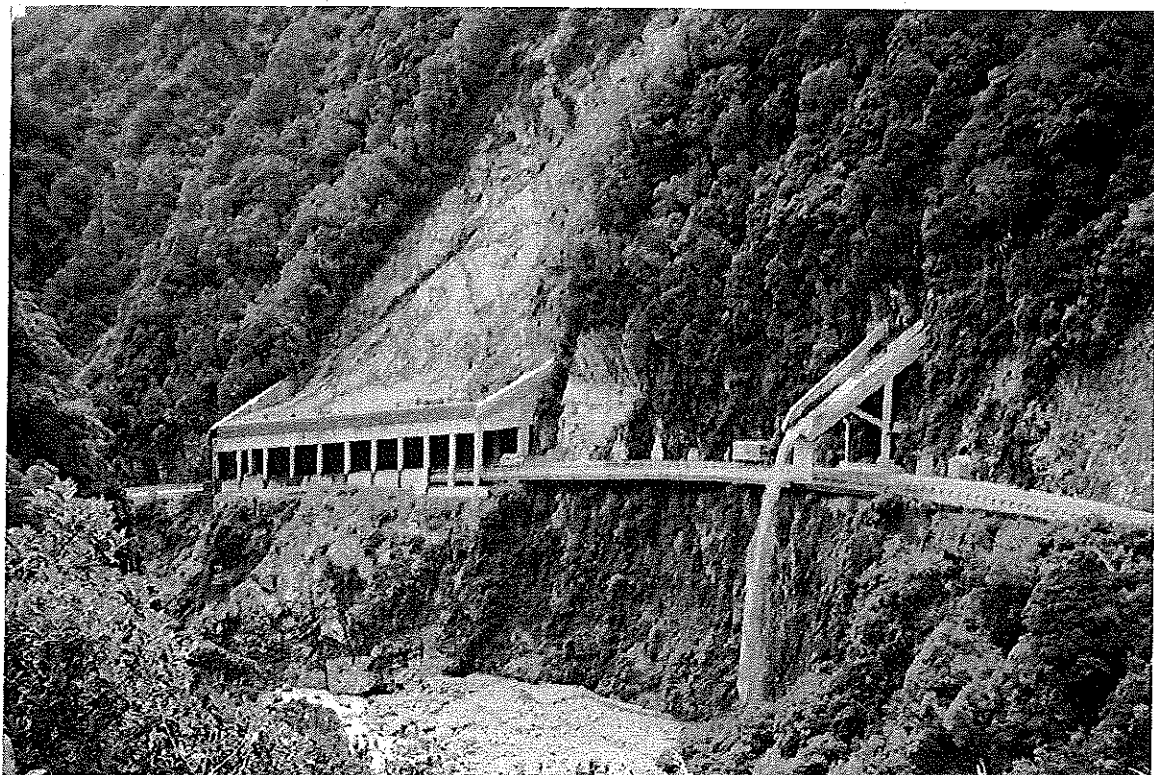
Our short story of a very frightening experience from which, we were very lucky to escape unscathed. The P76 wasn't too badly hit but had sustained some damage and we both want to thank Barry Brown of Greymouth for his hospitality and the parts supplied to us. That's what Club membership is all about. And he decided to travel to Methven with us to attend the AGM.

Paul and I bought a Lotto ticket but by then our luck had run out, damn it.

We returned to Hokitika for the night in our cabin. Good accommodation too! The place was full of people coming in for the Wild Food Festival over the coming weekend. Another great sleep!

Friday - back to Greymouth to collect Barry and head off over Arthur's Pass to meet lots of P76's in Darfield, from where we all departed in convoy to Methven. This was an impressive sight as there were about eleven of us.

This was new and very impressive country for me presenting numerous photo opportunities. The trip was made more interesting as Barry; an ex roading draftsman was able to explain the development and history of many parts of the route, especially the Otira Gorge. An engineering marvell



And so to Methven, with a few stops along the way to view some of the great scenery on offer throughout the region. Each stop enabled another hello to old friends and an introduction to some new ones, and the chance to check out "new" P76's. It had been a long day by the time we reached Methven, checked in, unpacked and did the usual rushed bits and pieces. We never seem to allow enough time for catching up. And soon it was time for dinner.

Plenty of catching up now and a few welcome beers since the driving was done for the day. Good food and the right beer made for a great evening.

Saturday – the fun day for these weekends sees all the P76's leave together with a VW! And a four-letter word (Ford) set out for a country ramble. We stop at a small community which Fleming assures us was once the hub of his life and a much larger centre. Here the gathering of P76's attracts a bloke whose mother has one at home in the shed. Will we ever see it? He seemed very excited to see so many P76's.

We continue onto the Orari Gorge Station. One of those old family estates with a beautiful big homestead, rambling grounds, gardens, bush and interesting out buildings set out as they were many years ago. A pleasant spot where we were well received by the host family, given a history of the station and cool drinks as it was a lovely warm day. The long looping driveway was also made for taking car photos on, and the undulating garden allowed for a very nice group photo. More on the photos later.

From here we travel to Geraldine for lunch and to visit the museum. An understatement of description that, museum indeed. We wandered around the town, the market, the antique shops (model cars) and settled on a lunch spot. Spoilt for choice I thought I'd be smart and had a plate of cakes for lunch. One of those things one has to do once. Bloody disappointing it was too! It was here that our new member, Brian Tuffey and his friend from the VCC met us. I escorted them on a tour of the assembled Leyland's (kept me from the model cars) which they found very interesting. Maybe it my eccentric knowledge of all these cars from all over New Zealand they found interesting!

Brian's newly purchased one owner Crystal White Super Auto with Black Interior, showing a mere 48,000 miles is certainly a great looking car. Sure, it has a very few minor 30 years old bits of TLC that need attention but overall this was a stunning addition to the Club. Look for yourself below.

You will notice the frame around this photo. Again many thanks are due to Paul Heath for taking a set of photos depicting every P76 that attended the AGM weekend at any point. This photo was taken in the park at Geraldine, most were taken at Orari Gorge Station, along with the group photo.

All those appearing in the group photo and having a P76 at the AGM will find their complimentary copies with Penzed. Natcom has paid for the processing of these special mementos. This is something that has evolved since Paul joined us. Paul is a proficient photographer and we all hope you enjoy these little mementos of a great weekend. Thanks Paul.



NZ Leyland P76 AGM Methven 2005

It was only a short drive to the Vintage Car and Machinery Museum in Geraldine. Little did many of us know how much we were about to encounter? This is a MUST VISIT museum showing dozens of exhibits especially in the machinery vein. A whole shed full of crawler tractors, another full of wheeled tractors and all manner of other machinery besides. The trucks, cars and motorcycles, both restored and original all having stories to be told. Well the duty curator tells the stories and they are fascinating.

Many exhibits are donated as the owners wish them to be looked after. Hence a big new shed is being built right now. There are also the mandatory oil company, mechanical, advertising, model and other accessories on display, as well as an aeroplane!

Choice car, a 1907 De Dion Bouton, one family owner, still going, will be rallied in April and had recently done a wedding! This car is completely original!

I spent too much time talking to the curator and didn't properly see the museum but there's always next time. Simply superb!

Suddenly it was time to get ourselves back to Methven for the AGM. The usual rush to set up the display tables and a photo table of our experience in Greymouth, and the committee table. Good facilities in the conference room helped. We had T-shirts, books, parts and paraphernalia for sale.

And some surprise visitors, the daughter and son in law of Feilding member Richard Moore. Richard had been down south earlier but had to return home and couldn't make the AGM. They wanted to pick something up for him from the Club so bought one of the neat vests Murray had arranged and a Bruce McLaren Trust raffle which Paul and I was selling. Nice gesture.

Actually, we should all thank Murray and the group for the vests. These are a good idea and greatly appreciated here later on as the weather cools.

The AGM was held and is reflected in the minutes. Sales of Club "stuff" went well and lively discussion kept the meeting going for an almost record duration. Status Quo ruled on the top table, however, for me there were some special features.

It gave me great pleasure to present (rather belatedly) Rosalie and Fred their 20-year membership certificate, and as mentioned, Don Edmonds has also been sent his. It was also good to see David Waters from the Newcastle here again; he's almost a regular. It was great to see the numbers attending, even if there can always be more, and to realise that fourteen members and two guests had traveled from the North Island for the weekend.

The new trophy in recognition of Dale Rawlings contribution to the Club is long overdue. We have needed another trophy for some time in my opinion and it is sad that it has been brought about by such sad circumstances, however, many members now know a bit about the early history of the Club and how we came to be. Hopefully they will hotly contest the trophy.

A great dinner was held on Saturday night with much quaffing of all manner of liquids as this was the last official bit of the weekend, save for breakfast the next morning. And what turned out to be a big photo shoot which, as you know can bring out the best in people and the worst in people!

Hence we have the full colour cover photo, taken in poor morning light according to Paul, but that was when we had the captive cars. Shot from a fence railing as best he could (a two-storied motel without a ladder!) we have a predominantly red P76 display.

Cover photo cars are: L to R Back to front:

Oh Fudge Exec, Persian Sand Super, Bold as Brass Super, Dry Red Super,

Crystal White Super, Pimento Super, Omega Navy Super, Nutmeg Exec

Bitter Apricot Super, Aspen Green Super, Peel me a Grape Exec,

Aspen Green Exec, Bitter Apricot Super

Cars not there on Sunday: Home on the O'range Deluxe (the only Deluxe) and Brian's Crystal White Super.

AWOL: attending without Leyland were Steve Learmonth (Dry Red Exec) Philip Meyer (Crystal White Rally car) Adrian Clifton-Mogg (Peel me a Grape Exec, Eric Conner and me without my Am Eye Blue Deluxe 6

So we all went our separate ways, some of us running into each other along the road. Ken McKenzie was taking Barry back to Christchurch to catch a bus but took us all the historic Barrhill church and community on the way. Thanks Ken, that was very interesting.

Paul and I continued to Christchurch where I chased up an old work mate whom I hadn't seen for about fifteen years. We then made our way back to Rolleston to stay with Sonya's great uncle and aunt; Merv and Gwen

Duckmanton who it turns out are great friends of Betty and Fleming Biddick, who we had just spent the weekend with! Small world isn't it.

They in turn took us to a friend's place that had a few cars we might like to look at. About thirty I reckon, all sorts but especially Rileys and Daimlers, but they were all in lovely order, most old but some more modern, all under covers and housed in only the best sheds money can build.

Most spectacular was the Studebaker Straight 8 with dual ignition, but I think my pick would be the 1935 Wolseley Wasp as it was so unusual. And of course, anyone owning this many cars had to know Don Alexander, and did!

We wound our way northwards, stopping for the odd truck/car photo on the way. A rolled Volvo truck caught our attention, as did a brightly coloured Morris Z van. Another pleasant ferry trip across the strait saw us home about 11.00 p.m. Another great trip away in a P76, a successful AGM and a few more memories than we bargained for.

We saw heaps of interesting places, vehicles and met lots of people (as you do traveling in a P76). You should try it yourself.

The Oz Trail

Queensland 1&2/05 Good to see Adrian in a P76. Does Dave have any P76's left? Also good to see the P's with a varied collection of Morris cars. Tell me, how do you post a windscreen?

Victoria 2/05 Extensive news on parts available from retail outlets around Australia. The lost Targa is finally discovered. (That could be a true story in NZ too!) It may remain discovered rather than rescued. Lots of other interesting bits discovered along with it. Photos and words to describe successful events like Christmas and Picnic at Hanging Rock, a huge event. An advert for a Factory Black P76 for sale.

South Australia 1&2/05 Short mag with tech tips on shorts! Electrical ones! Several exciting event notices, minutes and a copy of a Health and Safety warning on Asbestos. How much would it cost to freight boot mats to NZ? Black will do.

LP76 CCC NSW 3/05 Good to hear the Twemlow Targa remains in your Club. Quite a few cars and parts for sale and another part being remanufactured.

A short Oz Trail this time due to space restraints and my lack of time to read all the magazines received, however, you can look forward to more in the next issue of Penzed.

Remember if you spot something that appeals to you in one of the Aussie mags contact Ed Tubman and copies will be lent to you from the Club library. Didn't ever think of Ed as a librarian really! Did you?



Strange things in Merv's Boot! So the story in the BCC magazine goes. In fact it is the MC and some friends trying the boot for size. This must have been instrumental in them awarding Merv a prize for the Best Australian Car at the show. This is irrespective of the fact that Merv was there with the British Car Club and apparently the only Australian car at the show.

But he was there enjoying himself and attracting a lot of attention. Goodonya mate.



New Zealand P76 Owners Club Incorporated
Minutes of Annual General Meeting
Held at Methven
12 March 2005, 6.00 p.m.

MEMBERS PRESENT: As per the attached list.

WELCOME:

The Immediate Past President, Don Alexander, welcomed those present to the South Island and wished everyone an enjoyable occasion and a useful meeting.

The President, Rob Jones welcomed those present especially those from overseas and those who had travelled to be here.

APOLOGIES:

George Weigel and Sandy Downs, Gordon Gruebner, John Flanigan, Andy Nicholson and Lance Wagstaff (owner of a Force 7, had intended being here but a close friend is seriously ill in hospital.), Merv Cox, Ron Butler, Phil Vallance, Jennifer Collins and Sonya Jones.

It was resolved that those apologies be accepted; Adrian/Edward.

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING:

The President stated that the minutes had been circulated and requested any errors or omissions. A correction was made to the name of the club's website: www.leylandp76club.co.nz. There being no further errors or omissions, it was resolved that the minutes be confirmed. Don/Adrian.

MATTERS ARISING FROM THE MINUTES:

Edward had been unable to attend the FOMC Annual Meeting on our behalf but would do his best to attend this year's meeting.

INWARD CORRESPONDENCE:

FOMC, re annual report, invoice, notice of meeting.

PRESIDENT'S REPORT.

The President read his report (copy attached with the previously circulated agenda) and requested any questions. The matter of the whereabouts of a supply of parts in Ausatralia was raised and that brought the reply that extreme caution is to be exercised in this matter and is best handled by making all enquiries through the listed parts people in Penzed or our President, Rob. The risk being that the parts could become totally unavailable should an inappropriate enquiry be made.

TREASURER'S REPORT:

The Income Statement and Budget had been circulated with the agenda. Mike clarified the position with having to identify the Audit Fee and made special mention of the contribution made by his wife to the duties of Treasurer. It was noted that there were currently 55 financial members; two resignations over the previous term and that no alteration to membership fees was being promoted. It was resolved that the Treasurer's report be received and adopted.

Mike/Don. It was resolved that Chris Jones be appointed as Auditor. Mike/Philip.

ELECTION OF OFFICERS:

PRESIDENT: There being one nomination for President, that of Rob Jones, the Chairman declared nominations closed and Rob Jones elected President.

VICE-PRESIDENT: There being one nomination for Vice-President, that of Fleming Biddick, the Chairman declared nominations closed and Fleming Biddick duly elected as Vice-President.

SECRETARY:

Nominations were requested. P Meyer was nominated by Don Alexander and seconded by Mike King. There being no further nominations, the Chairman declared P. Meyer duly elected.

TREASURER:

Nominations were requested. M King was nominated by Don Alexander and seconded by Fleming Biddick. There being no further nominations, the Chairman declared Mike

New Zealand P76 Owners Club Incorporated
Minutes of Annual General Meeting
Held at Methven
12 March 2005, 6.00 p.m.

King duly elected.

PUBLICITY OFFICER:

President Rob Jones confirmed the re-appointment of Edward Tubman as Publicity Officer.

GENERAL BUSINESS:

1. A give-away was presented to owners whose P76 complied with the condition of having a packer on the rear number plate, Paul Heath, Alec Reid and Frank Waghorn being recipients.
2. President Rob presented to Fred and Rosalie Maunder their twenty-year certificate.
3. The availability of sale items as well as photos of the recent Greymouth tornado was mentioned.
4. The Piston Broke Trophy was presented to Paul Heath for his having proven the robustness of his P76 by driving through the epicentre of the recent Greymouth Tornado at huge risk to life, limb and vehicle.
5. The registration plate "P76" was auctioned without reserve, bidding resumed at \$176.50. After a fierce contest Steve Learmonth triumphed with an unbeaten offer of \$550.00.
6. The President outlined the history and connections with this club of Mr Dale Rawlings who had died at the early age of 45 years and announced the production of the Dale Rawlings Memorial Trophy. It will be presented at each Annual General Meeting to the vehicle attracting the most votes in a "People's Choice" type of competition. A letter is to be sent to Dale's family.

NEXT MEETING:

Fred and Rose outlined the likely format and venues for the meeting next year.

APPRECIATION was expressed to those responsible for arranging the meeting this year by President Jones.

David Waters, New South Wales, briefly outlined the P76 scene in Australia and thanked the Club for the hospitality he had again received.

The Meeting was Declared Closed at 7.25 p.m.

Confirmed as a True and Correct Record:

Confessions of a Secretary; the Internet

December 2004. It's time to book for travel to the P76 AGM. THOUGHT of the day: Use the Internet, it's easy, it's fast, it's cheap. Yeah, right to that last one.

March 2005. Arrive Wellington, join the queue, given the blue plastic "tickets", drive on board. Sweet. Later same month, at Picton THE RETURN JOURNEY. Drive up to the kiosk, present my printout, receive the blue plastic tickets plus a card for the car. "Please join line 2" "Now where is lane 1 please, because in Wellington it was on the right?" "Well here it is on the left". Well that certainly made it easier to find. So I parked the car in the queue and waited – about 10 seconds. Pitter-patter came the little footsteps, the delightful young lady from the kiosk arrives. "Your tickets don't include your vehicle". "Oh well, I suppose my trip Wellington Picton was free! – How much?" "Only \$175.00" "Oh, ok that's cool." (Yeah right)

Now I realise that I was fairly and squarely beaten for the Piston Broke trophy, but as the previous holder, I reckon that would have gone close to retaining it. Philip Meyer.

N Z Leyland P76 Owners Club Inc.
Annual General Meeting
Methven
12th March 2005.
List of Members in Attendance

Rob Jones (President)
 Fred and Rosalie Maunder
 Alec Reid
 Phillip and Judy Meyer (Secretary)
 Edward Tubman (Publicity Officer)
 Mike and Annette King (Treasurer)
 Steve and Karen Learmonth
 Paul Heath
 Fleming and Betty Biddick (Vice President)
 Eric and Lesley Connor
 Don Alexander (Immediate Past President)
 Robin and Marion Blowers
 Ken McKenzie
 John and Francis Warren
 Adrian and Bev Clifton-Mogg
~~Stan~~ and Julie Gane
 Murray Hatchard
 Frank and Robin Waghorn
 Barrie Brown
 David Waters (Visitor)

Wainuiomata
 Whangarei
 Auckland accompanied by Lois Wallace of Rotorua
 Pukekohe
 Hamilton accompanied by Annette
 Tauranga
 Tauranga
 Wainuomata
 Christchurch
 Christchurch
 Christchurch
 Christchurch
 Christchurch
 Christchurch
 Christchurch
 Christchurch
 Burnham
 Reefton
 Greymouth
 Australia



Rob presenting Rosalie and Fred Maunder with their 20year-membership certificate, in Orange to match their first P76. A similar certificate has also been sent to Don Edmonds in Auckland for achieving 20 years of membership of the NZLP76OC Inc. Congratulations to you all.

NZ LEYLAND P76 OWBNSERS CLUB INCORPORATED

AUDIT REPORT

FOR THE YEAR ENDED 31st DECEMBER 2004

To the Readers of the financial report of New Zealand Leyland P76 Owners Club Incorporated.

I have audited the financial report. The financial report provides information about the past financial performance of the New Zealand Leyland P76 Owners Club Incorporated and its financial position as at 31st December 2004. This information is set out in accordance with the accounting policies set out in the report.

MEMBERS RESPONSIBILITIES

The members are responsible for the preparation of a financial report which gives a true and fair view of the financial position of the New Zealand Leyland P76 Owners Club as at 31st December 2004 and the results of operations and cash flows for the year ended on that date.

AUDITORS RESPONSIBILITIES

It is my responsibility to express an independent opinion on the financial report presented by the club and report my opinion to you.

BASIS OF OPINION

An audit includes examining, on a test basis, evidence relevant to the amounts and disclosures in the financial report. It also includes assessing:

- The significant estimates and judgements made by the club in the preparation of the financial report, and
- Whether the accounting policies are appropriate to the club's circumstances consistently applied and adequately disclosed.

I conducted my audit in accordance with New Zealand Auditing Standards. I planned and performed my audit so as to obtain all the information and explanations which I considered necessary in order to provide me with sufficient evidence to obtain reasonable assurance that the financial report is free from material misstatements, whether caused by fraud or error. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the financial report.

Other than in my capacity as auditor I have no relationship with or interests in the New Zealand Leyland P76 Owners Club Incorporated.

Unqualified Opinion

I have obtained all the information and explanations I have required.

In my opinion

- Proper accounting records have been kept by the New Zealand Leyland P76 Owners Club as far as appears from our examination of those records; and
- The financial reports
 - complies with generally accepted accounting practice
 - gives a true and fair view of the financial position of New Zealand Leyland P76 Owners Club Incorporated as at 31st December 2004 and the results of its operations and cash flows for the year ended on that date.

My audit was completed on 2nd March 2005 and my unqualified opinion is expressed as at that date.


C. N. JONES
Chartered Accountant
HAMILTON

THE AA CLASSIC CAR RALLY

NAPIER N.Z. OCTOBER 31- NOVEMBER 5 2005

Please read entry form instructions and information on reverse side before completing details

PERSONNEL

Full name:
 Age: Preferred first name:
 Address:
 Day phone: Fax:
 Evening phone: Fax:

AA Membership

Postal Address: (if different)
 Email Address:
 Passenger's Names: 1: Age: 2: Age:
 3: Age: 4: Age:

VEHICLE DETAILS

Make: Model: Year:
 Colour(s):
 Engine Size: (cc) Body style:
 Registration No: Insurance Company:

Brief history and information:

Comfortable open road touring speed (mph):

ACCOMMODATION BOOKINGS

Camping Ground ☐ Cabin ☐ Caravan/Tent Site ☐ Motel/Hotel ☐

OVERSEAS ENTRANTS ONLY

Classic vehicle normally driven:
 I intend to ☐ Use my vehicle ☐ Borrow a vehicle (if available)

MISCELLANEOUS

Please note the following
 Concours Entry: I wish to enter this vehicle in the Concours d'Elegance event. Yes ☐ No ☐
 Personalised Rally Number: I wish to reserve the following number between 10 and 300 -
 (this costs \$20 extra and will be added on to entry fees). The rally will be limited to 220 cars.

Please see reverse side for registration information and instructions

OFFICIAL ENTRY FORM
 Supported by
 New Zealand Classic Car Magazine

ENTRY FORM, INSTRUCTIONS AND INFORMATION

im of the events To encourage and promote the use of classic
 icles in New Zealand, and build unity and comradeship
 amongst their owners.

structure of the event The rally will be based in Napier with
 headquarters at McLean Park.
 he schedule is as follows:

Day	1st	2nd	3rd	4th	5th
Tuesday	Check-in, Welcoming Function				
Wednesday	Rally Tour Day				
Thursday	Rally Tour Day				
Friday	Optional tours				
Saturday	Rally Tour Day				
Sunday	Public Display Day				
	Evening Prize Giving				
	Gala Dinner Dance				

Eligible Vehicles Any vehicle considered by its owner to be
 Classic regardless of age, country of origin, etc. may be entered.
 Vehicles should not be highly modified, and must be capable of
 motoring at least 100 miles in 3 hours. Vehicles will be required
 to be currently registered and in possession of a valid WOF at the
 time of the event. The organisers reserve the right to exclude any
 vehicle deemed unsuitable.

Eligible Participants Any person driving an entered vehicle on
 any official rally event must have a current valid drivers licence.
 The driver must comply with all N.Z. traffic safety laws, and must
 not drive or use the vehicle in any way that endangers other peo-
 ple or property.

Entry Form Details:

a) Names and contact information - required for us to return
 information to you. Invoice you for rally fees owing, provide you
 with tickets and passes, and to generally assist in planning.
 b) Vehicle details required for the event's official programme.
 Important - Please provide a colour photograph of your vehicle
 with your completed entry form. All vehicles entered for the
 event must be insured for at least third party cover.
 c) Concours d'Elegance event - In order to keep judging to a
 manageable level, vehicles entered for the concours should be
 'either recent high quality restorations, original vehicles in superb
 condition, or have a history of success in established concours
 events.

Entry Fees: The entry fee is \$25 for AA members and \$30 for
 non-members to register one vehicle, and up to two adults. This
 covers administration costs, rally packs and place, two tickets to
 the welcoming function, prize giving function and public display
 plus the right to take part in the rally. The fees for extra passen-
 gers are \$70 for adults and \$25 for children aged 5-15 years. All
 other mail and accommodation costs are to be met by the rally
 participants.

A deposit of \$45 is required with the completed entry form. An
 invoice for the balance of the fees owing will be forwarded and
 will be payable by July 31st 2005 to ensure inclusion in the rally
 programme.

Refunds: In the event of an entrant being forced to cancel the
 \$45 deposit is non-refundable but can be held over till a future
 rally.

What Next? - When we receive your deposit and completed
 entry form, within 30 days we will issue you with a provisional
 rally number, and forward you an invoice for the balance of fees

owing and other information to assist you in budgeting and plan-
 ning for the event. It is intended to send out rally packs in
 September. All updates concerning the event will be published in
 New Zealand Classic Car Magazine.

Read This

Non-Liability of organisers of the AA Classic Car Rally.
 I as primary registrant for my vehicle enter and compete in the
 AA Classic Car Rally at my own risk, as do any persons who
 accompany me. In consideration of acceptance to participate in
 the event, I and any persons who accompany me agree to indem-
 nify the organisers of the rally absolutely from and against any
 claim whatsoever that may be upon them in respect to any acci-
 dent, theft, damage or injury in which I or my passengers or the
 vehicle that I/we may be driving may be in any way directly or
 indirectly concerned and which may occur to any person or prop-
 erty whatsoever during the course of or in any way arising out of
 this event (including any postponement thereof) and whether or
 not owing to the fault or negligence of any other rally participant.
 Official Organiser, or its committee whatsoever. I and those per-
 sons who accompany me at any time during the AA Classic Car
 Rally agree to abide by the conditions and warrant that all infor-
 mation and foregoing participants are true and correct in every
 respect. I and we agree to save harmless and keep indemnified the
 organisers of the AA Classic Car Rally against all actions, claims,
 costs, expenses and demands in respect to any loss or damage to
 any property of any nature regardless of cause arising out of or in
 connection with my standing this event or taking part in any
 aspects thereof, notwithstanding that it may have been con-
 tributed to or occasioned by the negligence of any our Organiser
 or Official.

I agree to all terms and conditions of entry.

Dated this day of 2004-05

Please find enclosed a cheque for \$45.00, being my
 deposit for the entry to the event. Note: Please make
 cheques payable to AA Classic Car Rally. Do not send
 cash.

Signature

Return this form, with your deposit, to:
 The Organisers, AA Classic Car Rally,
 PO Box 9018 Christchurch

Further information if required is available
 from the Co-ordinator, Roy Hughes
 at 03 332 7500, fax 03 331 7500 or
 royh@ncom.co.nz

Please indicate here if you do not wish to receive
 information from the Automobile Association not
 related to the rally. ☐



COUNTRY P76 CLUB INC
LEYLAND P76 NATIONAL
COOTAMUNDRA NSW EASTER 2006

All correspondence to 44 Poole St, Cootamundra 2590 nsw
Email countryp76@bigpond.com Phone 02 69 421 039

DATE: 14th – 17th April 2006
VENUE: Cootamundra NSW

Dear P76 Owner,

The Country P76 Club will be conducting the Leyland P76 National in Cootamundra nsw at Easter 2006

The dates being from Friday 14th April to Monday 17th April 2006.

Come and join with your fellow Leyland P76 owners and make this the biggest gathering of the Leyland P76's, in country nsw.

We have many things of interest in our area for the whole family and great drives around the area, of Cootamundra, Junee, Temora and Young.

The Commemorative number plates will start at P31.

To make the entries interesting we have two special entry numbers being P38 and P76 . You may make a bid on these Numbers to be your rally number plate.

Please enclose your bid price in a sealed Envelope when you enter, with your name, address, phone number or email address on the front. **DO NOT PUT THE AMOUNT YOU ARE BIDDING ON THE OUTSIDE OF THE ENVELOPE.**

Pay when you arrive and receive the plate or plates, if you are the successful bidder.

The envelopes will be opened at our monthly meeting two months before the rally so you will know who the winning bidder is.

We hope to keep meals to a minimum price and will let you know the costs as soon as possible. We hope the main meal will

Be about \$18.00 per head but will advise as soon as possible. This, totally depends on the number of entrants, to be able to get a good deal.

Entry form is attached and we would appreciate if you could get them in as soon as possible and book your accommodation.

Don't miss Easter with the P76's April 2006.

Michael & Gwen Livingstone.
Rally Directors

.....
If you wish to bid for plate P38 or P76 please cut off and place in envelope with your name, address, phone number or email address on front Bidding closes 31st January 2006.

I wish to bid \$.....for plate number.....or.....

Or both.....\$.....



COUNTRY P76 CLUB INC
LEYLAND P76 NATIONAL

COOTAMUNDRA NSW EASTER 2006
Email countryp76@bigpond.com Phone 02 69 421 039

DATE: 14th – 17th April 2006
VENUE: Cootamundra NSW

Please return entry forms and entry fees to
Michael & Gwen Livingstone
44 Poole Street
Cootamundra 2590 nsw

Phone (02) 69 421 039 or Mobile 0428 421 039

Cheques payable to: Country P76 Club
Receipts will be mailed only if a stamped, self addressed envelope is included with entry.
Cars **MUST** be Club or fully registered

NAME/S CAR YEAR BODY TYPE

Address.....Post Code.....

Phone Number ().....Registration Number.....

Club.....Email Address.....

ADULTS

CHILDREN
UNDER 12

Entry Fee \$40.00 per vehicle (includes morning tea when arriving, commemorate numberplate, Monday breakfast, rally bag).
Additional P76's \$15.00 each

TOTAL FEE ENCLOSED \$.....

INDEMINTY STATEMENT: The entrant undertakes not to hold the Country P76 Club or any of its representatives or sponsors responsible for any loss or damage of machinery or possessions or any bodily injury sustained during the course of this rally.

SIGNATURE.....DATE:../../.....

Accommodation

We ask you to book your own choice of accommodation directly and early to avoid disappointment.

Bradman Motor Inn 02 69 422 288
Garden Motor Inn 02 69 421 833

Southern Comfort Motor Inn 02 69 423 366
Wattle Tree Motel 02 69 424 273

Cootamundra Caravan Park 02 69 421 080
Woodies Cottages
49 & 56 McKay St 02 69 424 090
The Ibis B & B 02 69 421 850
Hotel accommodation is also available.