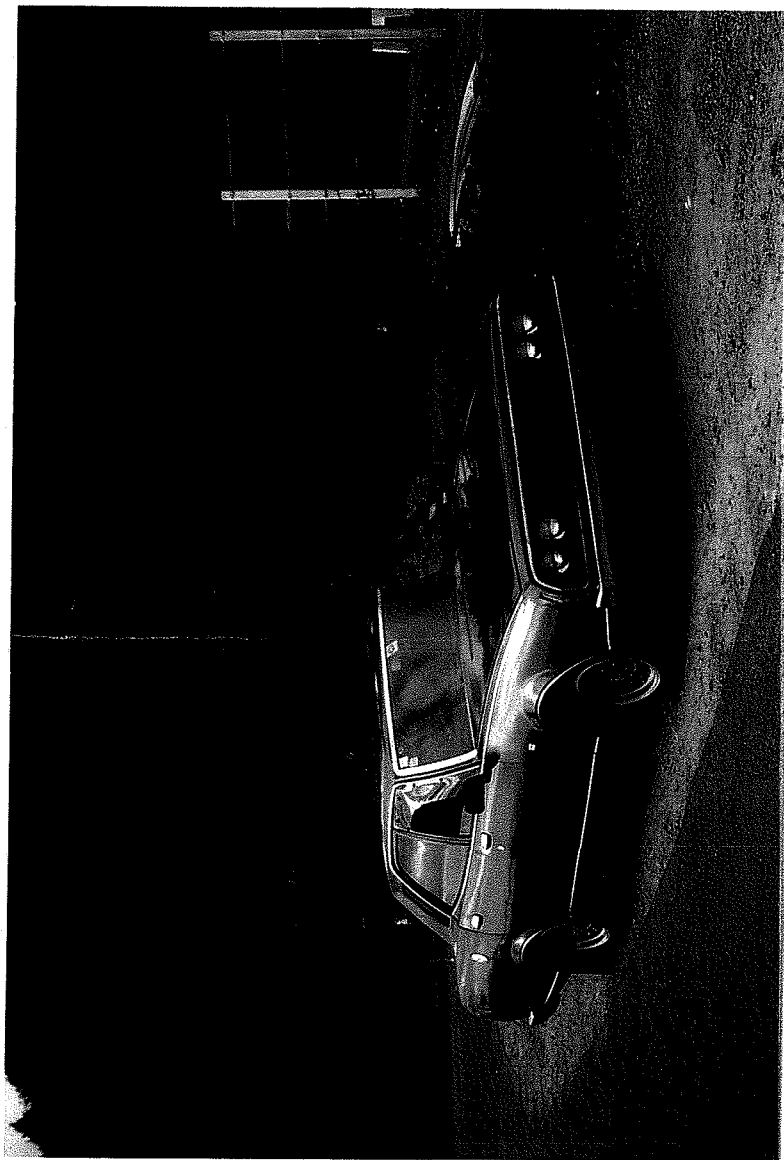
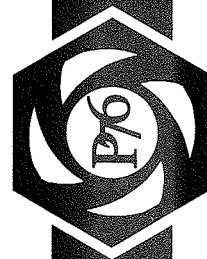


P76
Penzed



Take the long way home..



September 2006

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 18, Masterton 5840, 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 welcomed.*

Rates \$\$\$ Negotiable \$\$\$

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	Parts Manager	Deliver to/ Dispatch From	Telephone	Best Time
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Central	Paul Heath	10 Davis Grove, Wainuiomata	Ph 04 972 7192	7:30pm - 9:00pm
Southern	Don Alexander	12 Seamount Tce Christchurch 8081	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

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P76, anything but average

Penzed for September 2006

This issue is only a little late but one must renovate when the sun shines and today it isn't. The rain is coming in through the Ozone hole! The Jones house is VERY expectant still and so I thought better now than later, and I have just received a happy event report to include in Penzed.

While it is still a bit quiet the crazy season is almost upon us. This is strongly evident here in the Wairarapa when you consider the cars I see cruising about on the weekends, or even during the week. Mustangs, an Alvis, Morgan, Nash Metropolitan, Austin's, Hudson and Zephyr's to name but a few. I like it here! So polish your P, the roads are calling you!

Please look out for changes to the Spa Run accommodation especially if you are making a late booking. The itinerary is included later.

The Central group is to host the next AGM in March. It is highly likely that it will be late March as Masterton is booked out in early March with several national events much larger than ours, like the Golden Shears! Look for advice in the next Penzed (I hope).

I've included the Easter Odyssey story to help inspire members to use their P76's more often in Club events and not to be afraid to use them as intended on long trips. Besides all that, these people from Western Australia deserve some recognition for the taking on what must be an adventure purely in the name of Leyland. Enjoy the story, I know that I would love to make that drive, especially in a P76.

And we have a happy event report from the Southern Group and Canterbury in particular. Congratulations to Don and Jenifer on their recent wedding. What can I say, I believe they were childhood sweethearts and now some 40+ years later they have finally got together, after a few years of practise of course. Congratulations to you both. But who planned a wedding to coincide with the biggest local car show!?

While reading the member profile of a Wellington Vauxhall Bedford Club member I found the following comments to be almost written about a P76! Stephen Hilliard is a man of many cars including a Packard, XJ40, a 57,000 mile 65 FC Victor (a beauty) and more recently (and befitting such a diverse experience) a new hobby car to potter with, a Skoda 1101 in Orange so it can't be all bad can it?

Stephen is now finding that all the people who rubbish it have never owned one! Older people smile at you as you pass in the bright orange car, children look wide eyed as you pass in the funny orange car. Kids he passes regularly on the way to work now all wave out frantically in greeting, so he toots out to them in response. His three year old son calls it the silly car because the motors in the boot, but will only ride in the Skoda or the Victor without a hassle.

Keep Mum's Audi; it isn't cool at all!

Some of these sound familiar to you? Megan resists going to school in the Leyland, mainly because all the guys point and talk about it. Once her teacher even asked her about it in class. Mega shame! Ride with pride and toot out to all the supporters waving at you on the way to the shops. It won't happen in your ForToyMazHonNisHol will it? Come on a run with us and see what happens when a convoy (even 3) passes by. The public loves it and we should be happy to receive the attention.

Troop Movements

We welcome a new member from Hawkes Bay who is the proud owner of one very nice Nutmeg Executive. I ran into him in the Shell Shop in Taradale and pestered him thereafter! It's what I do.

Welcome Calvin and Beryce Mackie of 6 Churchill Drive Taradale.

Calvin, we hope you both find the time to join with us on a P run soon.

Cars for Sale

We have two P76's for sale at present having just learnt that the Richard Moore car from Fielding has gone south to Christchurch we think. Have you just bought another car? Please let us know so we can keep track of the remaining few!

1976 Leyland P76 Super V8 in French Blue with a textured Beige painted roof. Not vinyl. Rust free, travelled less than 2000km on a fully rebuilt engine with special cam and pistons and a totally rebuilt transmission. Comes with new Rego and WOF, tow bar and some parts.

Total mileage is less than 120,000km. All receipts are available for work done to this car...and there is more than detailed above. Currently the car is insured for \$12,000 on Classic Insurance. Member, Ian Hunter is asking only \$10,000 ONO for this car. Contact Ian in Central Hawkes Bay on

06 855 5186 between 7 and 9.00 p.m. to discuss your purchase.

Remember that it is easy to spend more than this on any car and still not be as good as this one!

And remember that Crystal White Executive (I called a Super) with the super charger fitted we advertised a couple of issues ago. Well, the car has been checked out by a couple of members who advise that it is an Executive with blue cloth interior like new, black carpeted boot and no sign of rust anywhere. The paintwork is described as fair and the engine bay needs a tidy and clean up. The car has been properly dry stored for 10 years and is now up and running well with all necessary work done to get it on the road. The car has been run regularly even though stored. The super charger is now removed and the car presented as a standard P76.

This car is now stored at the owners sons residence in Stoke, Nelson. If you are interested in a very low mileage car (39,000km) contact Jack Shuttleworth on 03 547 1362 and enter into friendly negotiations. They have realistic expectations on a price.

Membership Detail Survey

Please advise Rob Jones if you have bought a new P76 or sold one (who to?) so our soon to be established register can have a hope of beginning, let alone surviving. I'm at PO Box 18 Masterton 5840 if you were unsure. And speaking of the survey, there are still a lot to come back to me PLEASE. To date I have 33 out of 73 possible returns. Not too bad, but far from complete.

I have 2 incomplete returns with no postal code so I will try your email address for that information. It is gratifying to see those of us with several cars including all the wrecks, stored classics and on road car details they can muster. Consider the situation where a father and son have a car each. If the father is the listed Club member there is probably no Club record of the sons car. Hence another gap. Please find your form, complete it and send it back promptly.

Southern Jottings from Jenifer and Biddick

Firstly there is the report on the July outing that the Editor just recovered from his correspondence file! How do I do it?

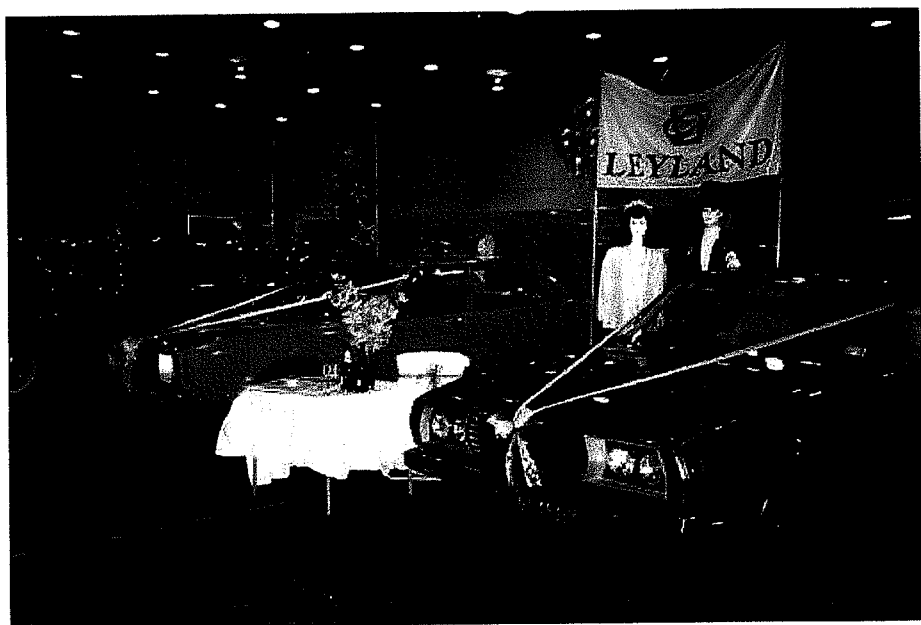
July 9 Christchurch Casino Twelve P Nuts for a great breakfast then onto higher stuff, the Cecil Beaton photography exhibition in the Art Gallery. A marvellous display of his major works and well worth the visit, every photo had an explanatory brief and was a history lesson in itself. Royalty, film stars, celebrities, homes of the rich and famous, all were there. The only thing not included in the exhibition or the report was any photos of P76's, but you can't have it all!

If this exhibition comes your way Jenifer recommends you catch it, however, that recommendation may now be a bit late - sorry!

Christchurch Classic Car Show Despite commitments elsewhere the Club managed to stage a display of 2 P76's at this show. *I think that is all they are allowed due to space constraints.* The theme of the display was Silver weddings but Silver P76's a thin on the ground so we used the next best thing, a HOTO Deluxe (Robin Blowers) and a PMAG Executive (Adrian Clifton-Mogg) along with Champagne, flutes, flowers, the married couple beneath the Club banner and beautifully decorated P76's of course.

All credit and thanks from the guys for the display goes to Bev Clifton-Mogg who did a wonderful job.

This carelessly planned event coincided with what must be the major social event of the Canterbury groups Calendar:



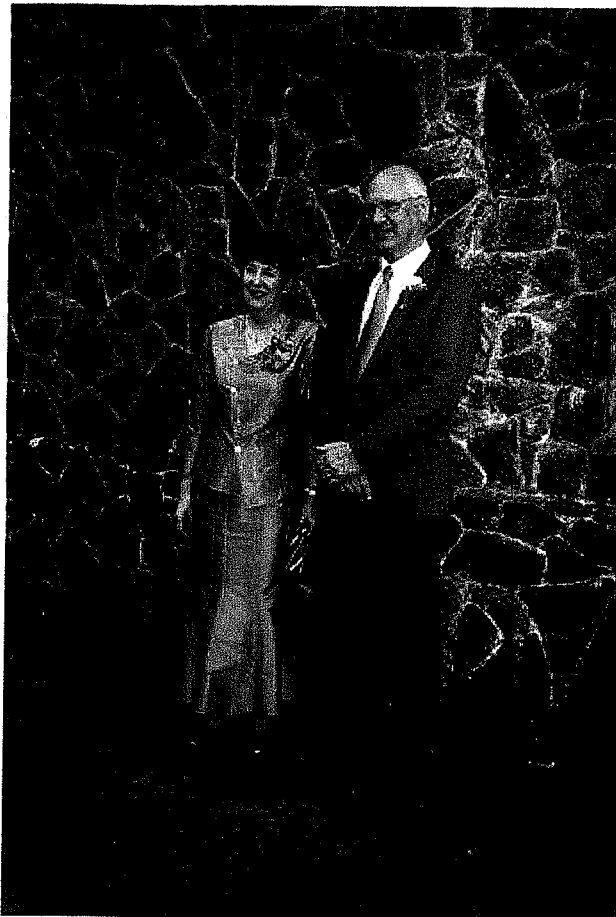
The wedding of Jenifer Collins to Don Alexander. Both events occurred on August 19 and it was thanks to Fleming Biddick that we have the pictures below *but he didn't say what cars were used!*

At 2.00p.m. Jenifer and Don were married at a church service in Sumner, surrounded by a large number of friends and family who enjoyed afternoon tea and toasts in the church hall after the service.

Amongst the guests was the Club members shown on the next page, including Bev Clifton-Mogg proving you can be in two places at once! Left to right and back to front we have:

Bev & Adrian Clifton-Mogg, Murray Hatchard, Betty & Fleming Biddick, John Warren, Ken McKenzie George Weigel & Sandy, Vinetta White, Marion Blowers, Francis Warren and Clare, accompanying Ken.

The aforementioned
guests in support of
the happy couple.



The

Happy

Couple

Looking

Very

Happy!

The Tractor Museum September 10 saw the Canterbury Group heading for Leithfield, North Canterbury to visit the Massey Harris tractor collection and farm museum of Mr and Mrs Ashworth. The Ashworth's, being 5th generation farmers on the property have had ample time to collect some prime examples of Massey Harris tractors. The oldest model is a 1936 4WD unit with steel wheels. All the tractors look and go like new.

The museum includes farm implements and old farming paraphernalia, the oldest being the bullock wagon from the 1800's. The ladies enjoyed a tour of the homestead and a viewing of Mrs Ashworth's doll collection. They even have a talking pet Magpie that is not for target practise!
The best thing for Magpies and Possums.

We then travelled to the main highway to sample the new Roadside Café for afternoon tea before returning home to Christchurch. Another successful event under the belt along with the tea and muffins.

Fleming advises to look out for the next event being the;

McLeans Island Swap Meet and Classic car Show October 7 & 8 An event not to be missed.

If you need information on local events call Fleming Biddick on 03 322 9397.

Local Group Events - Central

We meet at The Feathers Public House on Featherston Street in Wellington on the first Tuesday of each month, which means we will be there on:

October 3 November 7 December ? January 9

The date of the December meeting will be determined in November once a Christmas Party has been planned. **And it still needs to be done.**

Central Social Convenor is Ron Butler on 04 902 0275. Give him a call with any questions that you might have about our meetings or events.

Inter Group Event

Leyland P76 Owners Club Spa to Spa Run November 10/11/12 2006

NOTE AMENDMENT TO FIRST NIGHTS ACCOMMODATION

REMEMBER: All bookings are to be made as part of the NZ Leyland P76 Club, even if you're not!

Start Friday November 10 Meet at Taupo.

Suncourt Motorhotel Northcroft Street Taupo Ph 0800 786 268 Booking Ref #62768

Check in and meet up, the dinner venue to be arranged either in house or across the road.

Be prepared for the start of a good time away exploring New Zealand.

Saturday 11

8.00 Breakfast at Burberry's on the waterfront.

9.00 Start. Travel to Spa Road, turn right and follow directions to Taupo Race track.
Left into Broadlands Road, follow through and join Highway 5 after Reporoa.
Through Waiotapu and Right at Rainbow Mountain onto Highway 38

10.30 Pit Stop at Murapara to collect stragglers and **top up fuel** supplies.
Left after Murapara toward Galatea and onward to Te Teko.
Right at Te Teko onto Highway 34.

12.00. Lunch at Whakatane, venue to be advised on the day. **Allow One Hour.**

1.00 Restart over the hill to Ohope, carry on to Highway 2 and turn right.
Complete the loop back to Awakeri on Highway 2 through Taneatua

Finish at Awakeri Hot Springs with a possible visit to Watchorns Motor Truck Museum along the way. Dinner at the springs. Takeaways from the local vendor/s.

We are staying at the **Awakeri Motor Camp Ph 07 304 9117** which is part of the Hot Springs.

The Club has reserved all the flats, which can house plenty of people in each but you must bring your own sheets, blankets and towel's. The flats have basic cooking and their own shower/toilet facilities. There may be motel type units available but you will need to check this out yourself. Book in the name of Leyland Club/Smith, or whatever your name is.

Sunday 12th We have a **LONG WAY TO TRAVEL TODAY**

8.00 Breakfast on the club at a venue to be advised (or is that found?)

Right out of the springs to the Awakeri turnoff and left through Edgecumbe meeting the coast road at Matata then left toward Te Puke.

9.30 Visit to the Te Puke Auto Barn (if it's still open) or Kiwifruit Country

10.30 Restart; continue through Te Puke, Papamoa and left at Bay Park Speedway.

PLEASE KEEP IN CONTACT WITH THOSE IN FRONT AND REAR

Follow the leader through the roundabouts toward the Hamilton Road,
Turning right at Cambridge Road at the top of Tauriko Hill, follow directions to Bethlehem.
Regroup at the Wairoa River Bridge.

12.00 Lunch at Katikati. Museum just on you're left as you come into Katikati

1.00 Start of **OBSERVATION RUN** to Paeroa

Through Katikati, and the Athenree Gorge, left onto the Old Tauranga Road
and follow the instructions for the Observation Run.

3.00 Regroup at the L&P bottle at Paeroa for the completion of the Observation run.

We are staying at the Racecourse Motel 68 Thames Street Ph 07-862 7145

This is a small motel so there may be the need to overflow to another if they are full. The motel will offer alternatives if required.

Sunday dinner is at the Café LP at 7.00p.m.

Please make your own Accommodation Bookings **and also** confirm with your organiser Ed on

edt@extra.co.nz or Ph 07-847 9116.

Further out but no less important event that does attract Leyland's from many towns and cities is the **21st British Car Day on February 18 2007 at Trentham Memorial Park Upper Hutt.**

Watch out for further details nearer the time. Put it in your diary now. Contact is Rob Jones.

Other Bits

As confessed to already, my filing system was not up to scratch and I have rediscovered the Caple's birth notice. Their new baby daughter arrived a little after 2.00a.m. on April 24 weighing in at 6lb 6oz's. Named Kimberlee Ivy Claire, mother and daughter were doing fine and I'm sure ma and pa are both still tired! Congratulations again and apologies for my sloppy filing!

My dear wife just scornfully advised me that I have joined the ranks of the Kiwi master criminals (again) having received a revenue gathering notice for doing a scary 57km on a local road...7 km over the limit. Shame the wankers can't stop the idiots doing way in excess of 100km on their bikes down our residential street isn't it. I hope you all feel safer in your homes now that I have been robbed by the quota driven NZ Police! &&*\$%\$(&^*& them. Go arrest some child killers!

Cover Picture

Where in the world are we? Taking the "direct route " home from Whangarei, as mentioned in May's Penzed. We see Paul's car at the lookout on the way up the Kaimai Ranges. This was a great place to stop for some truck photos as you could see the big rigs hauling up from the bottom and, with a little help from Rob the "truck caller" Paul could spin around and get the ones coming round the bend on the down hill run. I was amazed at the speed that some of those things coming up the hill. Laden truck and trailer units in the fast lane passing other similar units...a pretty impressive sight! Scary for awhile though, when a van and rowing scull trailer had broken down just around the bend on the way up. Who was that mad bloke on the road frantically waving his yellow hat in a bid to slow the trucks and cars down...me!

All part of a Leyland trip. And the view from the top was pretty impressive too!

Enjoy the Eastern Odyssey story and the tech tip included later, thank you Victoria 3/06. I hope the photos are clear enough for you to make out what Martyn is doing. You can contact Martyn by E mail at cybermuddin@dodo.com.au if you want any clarification. I believe Martyn intends coming to our AGM in Masterton in 2007. You are most welcome Martyn.

I may take the liberty of putting my baby daughter's picture on the cover on the next Penzed, as long as I'm allowed to pose her on the bonnet of the P76.

The boys were keen to check out Rod's P76 collection, and we were all very impressed.

Adjacent to the farmhouse, Rod has built a special display showroom, which holds approx 8 P76s. The cars range from a Hairy Lime Super V8 4 speed (owned by Rod for something like 31 years), an Omega Navy Targa Florio, two or three immaculate Executives, and a number of very good Super models. One of the latest additions is a black Deluxe V8 auto with air conditioning and black vinyl roof. This is an original factory special order, one of two such cars for L & S Andrews, funeral directors in Sydney. Leyland built only a handful of special order black P76s, so it is good to see that at least one good example still survives.

The walls of the main showroom are full of motoring signs, etc, including Leyland neon signs. Outside this building is a BMC Rosette neon sign mounted on a pole, fully illuminated.

Rod's latest building project is another showroom display shed, just behind the main one. This is a larger building, and includes a mezzanine level. This second building also houses a good number of cars, as well as other P76s, there are a couple of Triumphs, a Rover, FJ Holden, Holden Monaro, etc, etc. Upstairs on the mezzanine level is a collection of car

models and other motoring memorabilia, dominated by a very large metal wall sign, "Emmett Motors, Leyland Australia Dealers". This was recovered from the nearby Horsham Leyland agents, and Rod has restored this sign that came from the outside of the original premises. This sign is very large, and is made up from four separate metal sheets, which fit together to form one large sign.



Also of great interest to the boys from the West was Nick Kounelis's latest restoration, an Home on the' Orange Super V8 4 speed. Nick had brought this with him from Tasmania, and it was attending

its first National Meeting. Nick's standard of restoration does him great credit, and this car is superb.

Before too long, the time was getting late and we didn't want to overstay our welcome. Rod and Maureen kindly invited our group to return to the farm bright and early next morning for a farewell breakfast.

Thursday dawned fine and cool, and after leaving the Nhill caravan park, we were treated to a tremendous breakfast out at the farm, courtesy of Rod and Maureen. We couldn't resist checking out the cars and sheds again, but all too soon it was time for farewells and thank you's.

Rod Warrick is to be congratulated for assembling a most impressive collection of Leyland P76s – his enthusiasm is infectious. **We thank you, Rod and Maureen, for your very kind hospitality.**

We left Nhill around 8.30 AM, and with Andrew Kloot leading the way, our 5 car convoy (joined now by Nick Kounelis) travelled north-east via Warracknabeal, over the VIC/NSW border, Balranald, Hay, Narrandera, before a detour into Wagga for a quick shopping excursion, and finally pushing on to Cootamundra. We reached our destination before 7 PM, and everyone made their way to their various accommodation venues. The "Deluxe Boys" were booked into two rooms at the Bradman Motor Inn, on the southern side of town (Cootamundra is the birthplace of Sir Donald Bradman). After unpacking the car and settling into the rooms, it was time to buy something to eat, so we did a quick tour of the town centre and found an excellent café. Riley & Lyn Bradley, along with Andrew & Karen

Mentiplay were booked into the Caravan Park for the weekend, which was closer to the town centre.

After a satisfying meal, we made our back to the Motel, as the five day travelling period was catching up with us (some of us are getting old).

Friday 14th April (Good Friday):

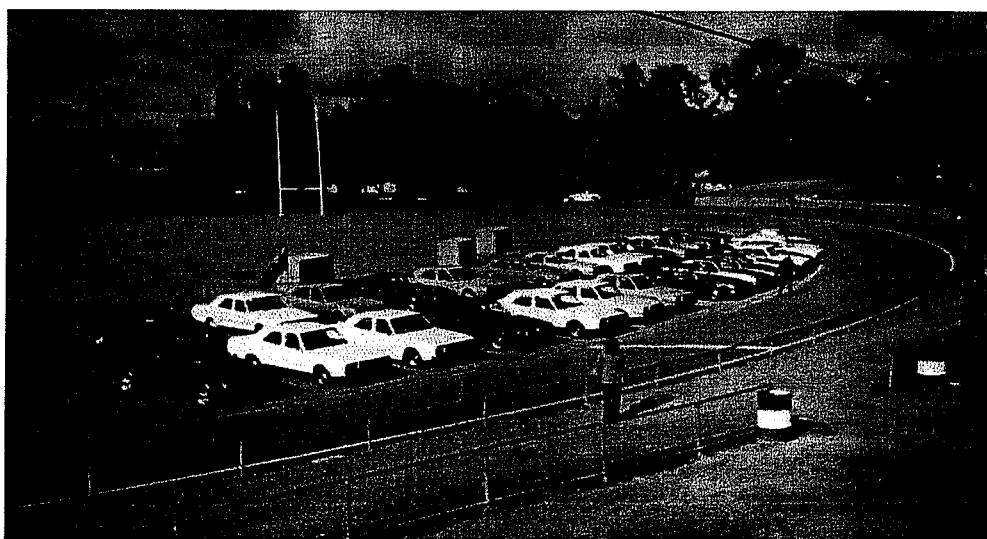
We were all up bright and early, talking cars with some of the Queensland, New Zealand and Victorian boys staying at the same venue. Then it was a quick drive into the town centre, to book in at the Stephen Ward Room (local library), which was an ideal base for the host club to use for the weekend. As always, it was great to catch up with many old friends, and to make some new ones. This was the first opportunity for most of the WA group to actually meet with many of the Country P76 Club members. The wallet was a bit lighter an hour later, what with a few purchases of spare parts, souvenirs, raffle tickets, etc, etc.

The morning was virtually free time, to allow people to catch up and talk, and also gave a chance to clean the cars, with a car wash conveniently located across the road. Judging for the Concourse got under way in the mid-afternoon, and Fred and Win Addison turned up with a P76 boot full of new spares that were on sale. It was terrific to catch up with them, especially as we don't get across to see them very often from Perth.

Most people had an evening meal at the local RSL, which was full of lions and tigers (*they were doing a roaring trade*). The Victorian P76 Club put on a video back at the base, showing the 1973 movie, "The Car Makers", about the introduction of the P76.

Saturday 15th April:

Our overall numbers were swelled with the arrival of a few more intrepid P76ers, including Joe and Troy Green from Sydney, and WA members Warrewyk and Carmel



Williams, based in Sydney. Joe and Warrewyk had brought their Force 7V's to the Nationals, so this was the first National Meeting since 1993 to feature two Force 7s.

A short trip in convoy to the local sportsground was first on the agenda, and the cars were all parked on the oval, allowing people to get elevated photographs from the grandstand. There was something like 35/40 Leyland's together at that stage. After a couple of parade laps around the oval, the convoy headed off for the 63 km trip to June. The sight of so many Leyland's in convoy was impressive, and did not go unnoticed by the general public.

First stop in June was the Licorice / Chocolate factory, housed in an old flour mill building. The P76 group was treated to a tour, and many took the opportunity to purchase some goodies and souvenirs. Later in the day, some of our group also visited the nearby June Roundhouse Rail Museum, and historic Monte Cristo homestead.

The weather was fine, but a chill wind kept some people indoors for most of the day.

After making our way back to Cootamundra, another short convoy drive of 23 kms led to Stockinbingal, where the evening meal was organized at the bowling club. A couple of the

raffles were drawn, and Warrewyk Williams performed his guest speaker role with an excellent after-dinner talk and slide show. Warrewyk had been persuaded by fellow WA club members to undertake this task, and lived up to the occasion.

Sunday 16th April:

After a photo shoot outside Michael and Gwen Livingstone's home, the cars were despatched out onto the Old Cootamundra Road for the Nationals Observation Run, which was the contest to decide the club team's Zetland Shield for 2006.

The navigation was fairly easy (most of the route was on the Old Cootamundra Road), so no one got lost. Some of the route questions were a bit harder than most of them, but this sorted out the field for the finish results. Route distance was approx 50 kms.

The town of Temora was the finish point of the Observation Run, with all of the cars parked in front of Temora airfield. We were just in time to witness a flying display by vintage aircraft, as well as having a good look through the hangars and museum. A very large crowd was in attendance, apparently the flying exhibitions only occur every six weeks or so.

Some of the vintage aircraft that we saw flying included a Tiger Moth, Wirraway, 1930's American racing special, Lockheed Hudson, and Supermarine Spitfire. On the ground were a number of other aircraft on static display, including a Vampire jet, Westland jet, Boomerang fighter, and Canberra bomber, among others. The flying display was spectacular – a rare chance to see some famous vintage aircraft in action.

We made our way back to Cootamundra via Stockinbingal in mid-afternoon, and cleaned up for that evening's presentation dinner, held at Cootamundra's sports/golf centre. But first we had to attend the National delegates meeting, which took place in town at 4 PM. A number of issues were raised, with the Victorian Club being allocated the next Easter Nationals in 2008. There was lengthy discussion on Adrian Spencer's excellent website, and on the process of sending club magazines electronically to those members and clubs that are online.

The presentation dinner produced another excellent meal, all of the raffles were drawn, and the winners of the Concourse were announced and presented with their trophies. Every category had a number of very good cars, so the judges task would not have been easy. Congratulations to all of the winners:

Best Deluxe: James Mentiplay
(WA) – Bitter Apricot V8 Auto

Best Super: Jason Birmingham
(WA/NSW/Classic) – Chrystal
White V8 Auto

Best Executive: John Beattie
(VIC) – Bitter Apricot

Best Targa Florio: Michael & Gwen Livingstone (Country P76) – Aspen Green

Best Force 7: Joe Green (Classic) – Home on the' Orange V8 4 speed man

Best Modified: Troy Green (Classic) – Maroon V8 modified

Judge's Choice: Nick Kounelis (TAS/WA) – Home on the' Orange Super V8 4 speed



Apart from the Concourse winners above, there was a plethora of very good P76s in

attendance. Just a few that come to mind are: Allan Schutz's Corinthian Blue Super E6; Greg Bryant's Gambier Turquoise Super V8; Neville Humphries metallic blue modified; Trevor Brown's dark green P76; Norm Julian's Metallic Brown Super; Dixie Lee's white modified; Marcus Kneebone's Cream Deluxe V8; Michael Clarke's Am Eye Blue Super E6; and Ray Douglas's Corinthian Blue stood out with it's bull bar, aerials and other accessories. These were only a few of the cars that attended – there were many more very good cars, from all states and clubs.

The trophy for furthest distance travelled in a P76 went to Manjimup WA members, Riley and Lyn Bradley (the second time they have won this award).

The results of the Zetland Shield Observation Run were then announced, with the Victorian Club declared winners. Good performances from John Beattie, David Walker and Trevor Brown helped the Victorian team to a total of 50 points, with the host club Country P76 team finishing second with 38 points, and Queensland not far behind with 32 points. Other teams were entered from the WA, NSW and Classic P76 clubs. Congratulations to the Victorian Club on an outstanding effort.

There was spirited bidding for a number of donated P76 memorabilia, and the evening ended on a high note.

Monday 17th April:

For those members not able to stay longer, the host club put on a farewell breakfast at the Stephen Ward Room in town. James had already departed to Sydney earlier that morning with Joe and Troy Green, to catch a flight back to Perth. Mick, Gary and Terry attended the breakfast, and after farewells all round, they pointed the Bitter Apricot Deluxe towards the west around 8.30 AM, and made good time on fairly quiet country roads via Narrandera, Hay, Mildura, Renmark, Morgan and reached Port Wakefield (north of Adelaide) after dark, for the Monday night stopover. They continued their homeward journey early Tuesday morning.

Andrew & Karen, together with Riley & Lyn, decided to stay on for another day in Cootamundra, and departed for WA early on Tuesday morning. They had a safe trip home, travelling together until Norseman on Friday morning, when Lyn & Riley returned home to Manjimup via the south coastal road through Esperance and Albany, while Andrew & Karen returned to Perth via the Great Eastern Highway.



The 2006 Cootamundra Nationals were first rate, and will be remembered for the camaraderie over the whole weekend. It was a big meeting, and came at the right time for the P76 movement, which has now been firmly put on to a solid base for the future. It is up to the various state P76 clubs to ensure that this spirit continues.

The Country P76 Club have firmly established themselves in a very short time, and deserve great credit for their efforts in hosting such a successful National Meeting.

Fuel Costs: After refuelling on arrival in Cootamundra, the total fuel cost for the Deluxe V8 Auto was \$759.60 for the trip over from Perth. We averaged only 20.5 MPG, but we were

running four up and the boot was full of gear. Fuel costs on the return trip to Perth were slightly higher at most refills, by an average of 2c or 3c per litre. This was also the case during previous interstate trips to National Meetings in 1991, 1993, 1995, and 2004. We have included a guide to fuel prices on some of these trips at the bottom of this article.

Distance Travelled:

Perth to Adelaide: 2781 kms
Adelaide to Nhill: 351 kms
Nhill to Cootamundra: 888 kms

Perth to Cootamundra: 4020 kms

Return Leg:

Cootamundra to Port Wakefield: 1080 kms
Port Wakefield to Perth: 2686 kms **Cootamundra to Perth: 3766 kms**

Travel during National Meeting Weekend:

Around Cootamundra, Junee, Temora, etc: 312 kms

Total Distance for WA Group: 8098 kms*

* Riley & Lyn Bradley travelled further than the Perth-based members, their total distance would be approx **8600 kms**.

New Zealand Visitors:

How keen are these people? They can't drive their cars across the Tasman, but they still made the effort of attending, and deserve special mention. Their group included Steve Learmonth & Karen Bolland, Edward Tubman & Annette Purcell, Mike & Annette King, and Fred & Rosalie Maunder. It was fantastic to meet these keen P76ers from New Zealand, who were staying on after the Nationals for an extended driving holiday in NSW. We hope that you all enjoyed your time in Australia, and that you had a safe return journey home.

The Value of National Meetings:

The P76 movement in Australia, since its inception in 1981/82, has been made up of a number of state-based clubs, entirely independent of one another. There has never been an organized federal body co-ordinating the movement.

New Zealand has a completely different set up, of course. They have a number of active branches in the North and South Islands, all co-ordinated by a National Committee and organization. This system works very well for them.

In Australia, the somewhat-loose system has worked surprisingly well over the years. The various clubs maintain contact through newsletters, web sites, and emails. The National Meetings however, bring all these clubs together face to face, and give an opportunity for P76 people to meet with other enthusiasts from around the country. Exposure to other people and other ideas can only be beneficial to all of the clubs.

The National Meetings are a very important forum for bringing together 8 Australian P76 clubs in one place at one time. The P76 club movement has established a tradition dating back to 1982/83 for getting together somewhere in this large nation every two years or so, to celebrate being P76 owners and enthusiasts.

The tradition continues.....

(At least three of the Australian P76 clubs will commence their 25th anniversary year later in 2006, with the other clubs not far behind in the celebrations. The Silver Jubilee year for our clubs is a very important milestone, and should be celebrated as such.)

The Oz Trail

Westwords 5/06 Fascinating story of the quest to find the family car. I know how Diane feels; I'd love to find BY627, my old 1937 DX Vauxhall. Another interesting report from China. I think now might be the time to go before Western influences take over and sterilise the culture. And my sympathies to President/Editor Andy Renn. Here I am reading your may issue on September 8 and typing the notes on the 26th! It came as a bit of a surprise to read in your meeting minutes that our little AGM in March is touted as an (inter) national meeting. Whatever format it takes you are welcome but I don't see it comparing to Cootamundra!

At this point I should say thank you to Andy and Gary Mentiplay for allowing the publication of Gary's article, Eastern Odyssey, his story of the WA contingents journey to the Cootamundra National Meeting. I'm hoping it may show some Kiwi's that you can take your P76 on a "trip" of more than 100km and inspire some of them to participate in some of our longer offerings, not that we can compete with you guys over there!

7/06 Brilliant Eastern Odyssey, the story of the WA members trip to, during and back from the National Rally. An example and hopefully an inspiration to many of our members who don't seem to trust their Leyland's to go anywhere. Along with a huge events calendar and the story of Jilden Reichardt's P76 station wagon this was a great read.

Leyland P76 CCC NSW Some interesting events to enjoy. It must have been quite an honour to be invited to the Heritage display at the Old Tote building at Zetland. Love the bus. An Art Museum makes for a change of venue to. It was good to see Michael and Gwen Livingstone's "thank you" report on the National Rally included here for members to see.

7/06 Interesting to see Mustang, Monaro and Force 7V together. Good event reports and pictures of non P76 participants including Valiant and VW. Seems you have plenty of places to show off your P76's.

Queensland 7/06 Event notices, tech tips and news of simplifying the compliance burden on small Clubs. Hope the car boot sale got good support.

8/06 It's about time the "Internet" was shown to be the inflationary medium for parts pricing that it really is! I have been told of taillights at \$80 each...bloody robbery! Takes you back to the late 80's. It's also about time ALL Club members realised they are defeating themselves and the efforts of Club officials in procuring P parts at sensible (if not excellent) prices when they succumb to many of these "internet" offers. Ask yourself, have you asked the Club yet?

Plenty of activities for members to get out and support and enjoy doing so. Your cover doesn't quite meet Woman's day standards!

Victoria 4&5/06 Great colour tribute to the National Rally. Good to see you guys getting the P76 into the public eye through lots of TV exposure. The visit to Ray Ikin's collection is a must.

7/06 Fascinating story from Marcus Kneebone on how he became a P Nut and his views on making good the P76 windscreen washer system. There is another tech tip on fitting the 5speed TH700 auto transmission as well...off to the future! Several new and returning members are a good sign. Some top class events to attend as well as comment on the successes at the National Rally. Sounds like most of you are having a lot of fun with your P76's.

However, please accept our condolences on the loss of Jim Wallace, an important P76 man.

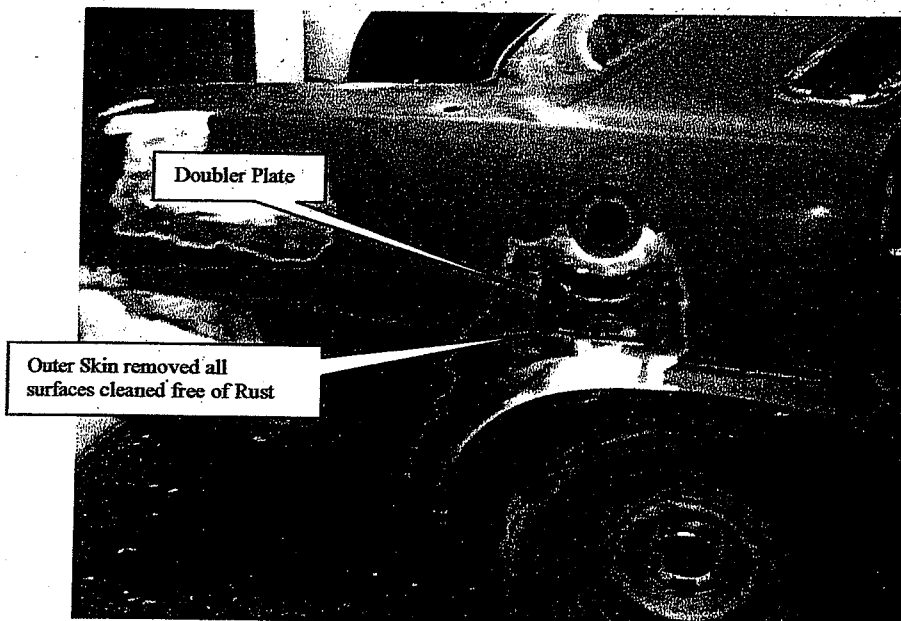
Repair of Rear RH Quarter Panel – Petrol Filler Rust

Upon removing the rear window on my Bitter Apricot Six, I discovered that the only thing holding it on was the chrome strip. This of course explains the rust in the boot and around the petrol filler. Club Scientist/PHD and Parts Tech mogul, Marcus Kneebone, has concluded that the Petrol Filler rust is the scourge of cars built predominantly in 1974, although the theory came unstuck with just one exception and that was Michael McKenzie's Bold as Brass 11/73.

It appears that the major cause is water getting between the doubler plate and the panel skin. Problems can be prevented if you check that the plate has not delaminated and if so treat with fish oil and try to reseal the mating surfaces. Obviously keeping out the water out in the first place by maintaining a good rear windscreen seal and rust free structure around it will certainly also help prevent problems. If you already have a rusted bubbling outer skin around the filler, the only way to fix it without the problem reoccurring is to get all of the rust out, particularly from between the double plate and the panel.

In thinking about the fuel filler rust problem and that other members have had the experience of rust returning after attempting to fix the problem I thought it was time to try something different. I guess there are several ways to approach this but this story is about how I did it. My background as an Aircraft Maintenance Engineer certainly helped as you will pick up from reading on.

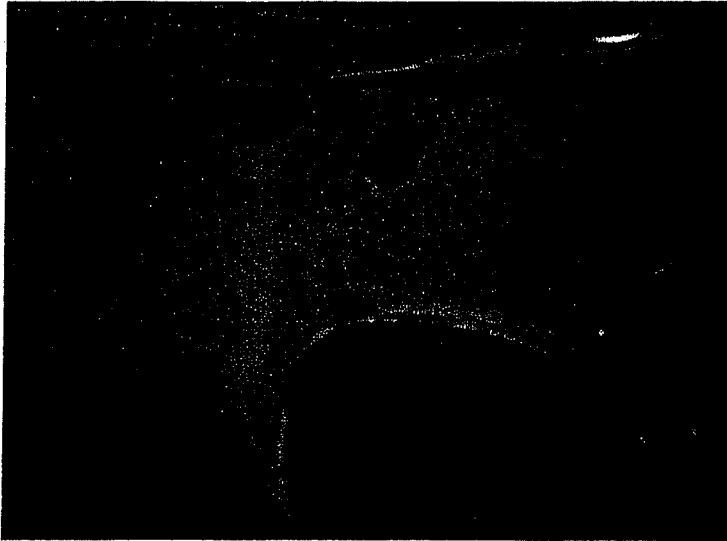
Firstly I peeled back the doubler plate on the inside and cleaned and treated the rust between the surfaces. I cut the rusted section of the outer skin and made up an insertion patch from new metal slightly thinner than the panel skin that will allow the application of a thin coat of filler after assembly to obtain a flush finished surface.



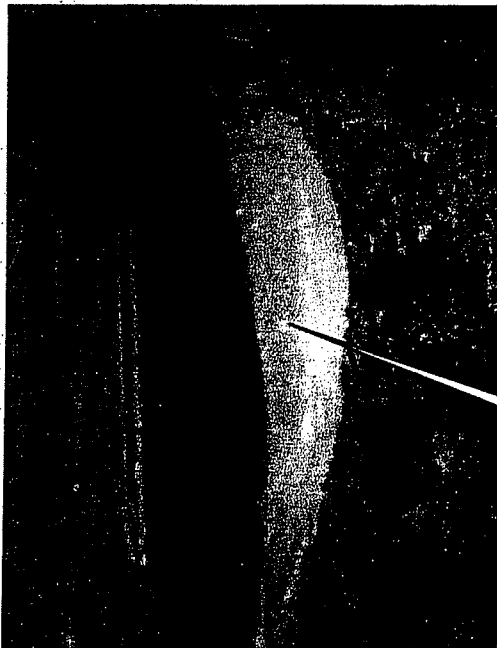
I drilled through both the outer skin and the doubler a pattern of holes. The holes are then countersunk on the inside to receive a flush head solid rivet. After preparation and deburring the flaying surfaces were coated with a liberal amount of aircraft fuel tank sealant (Commonly known as "goop") and solid

riveted with the aid of a pneumatic hammer and dolly. Note that this operation is a two person job, one on the gun one on the dolly. You need also to ensure that the two surfaces are tightly clamped to exclude gaps and expansion of the rivets in-between the surfaces. The sealant should squeeze out as you gun up the surfaces ensuring a good bond with no air between the surfaces. (It is my view that a much better finish

can be obtained than by welding as there is no heat generated that can distort the metal, and you do not burn away the protective coatings. The insertion patch is also riveted in place with goop. If its good enough for a B747 its good enough for a P76.



Where no access to both sides exists then countersunk blind rivets must be used however, it is recommend getting good quality steel or titanium rivets in order to obtain good tensile pull up of the surfaces. The job is then finished on the outside with a coat of fibre reinforced putty followed by finishing coats of plastic putty (Bog) to obtain a smooth finish.



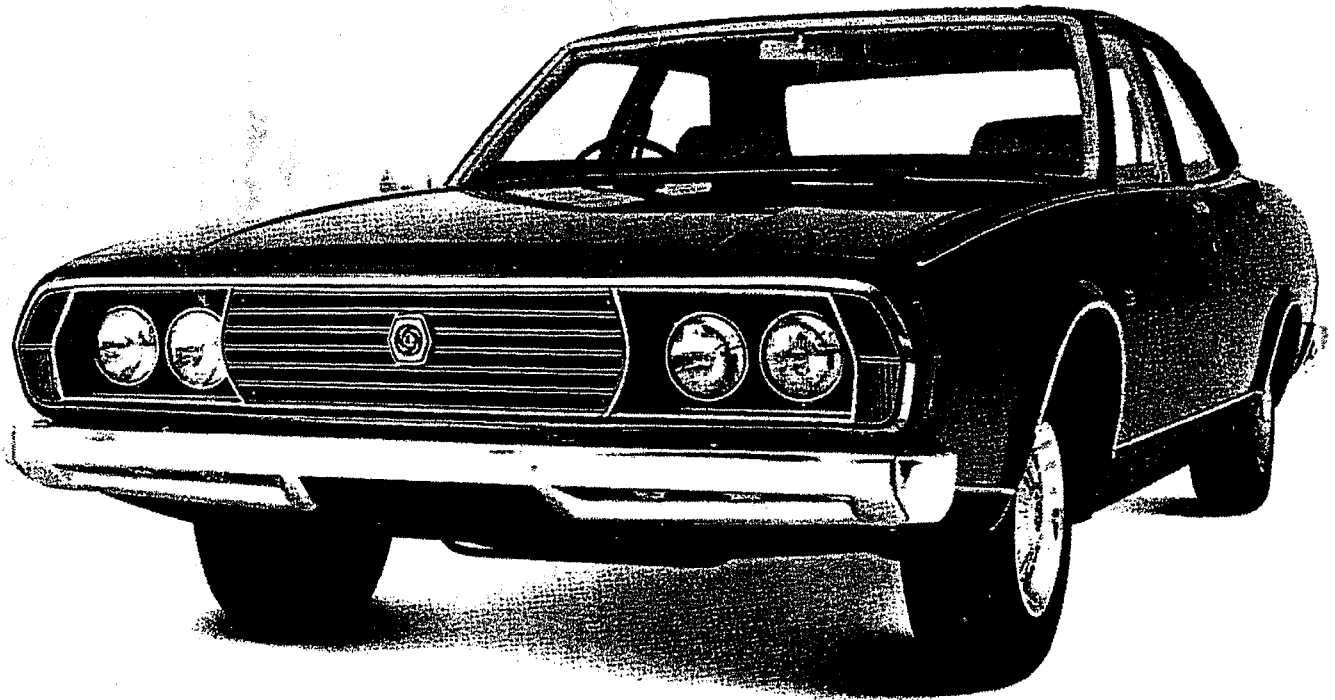
The inside surfaces are then coated with aircraft fuel tank sealant to obtain a neat job and to ensure water is excluded from entering between the surfaces.

View inside the boot.
Doubler Plate sealed and
riveted in place

I am now confident the make the statement that
"If it ever rust again I will bear my Butt in Bouke Street"

Famous last words -Martyn Hayes

Leyland P76.



"Henry Fords model T has been voted car of the century. Yet the stand-out candidate did not even rate a mention.

Organisers trotted out plausible justifications for their choice: its assembly line production and affordability for the masses.

But these are trivial innovations compared with the edge of the seat excitement and red-hot flair of Leyland's P76."

The Australian, date unknown.

Join the Leyland P76 Owners Club, we will assist you to acquire one of these great cars and also maintain it....tech tips, parts, social get togethers ring

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