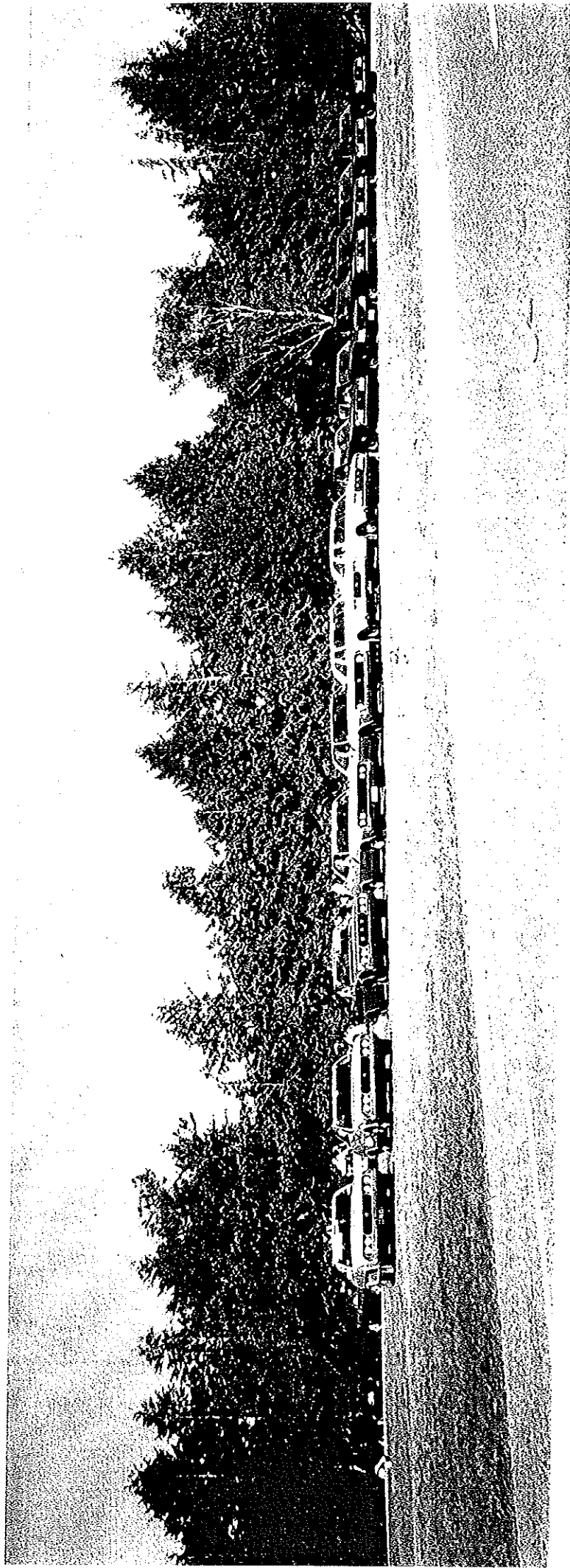
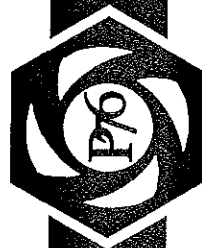


**P76
Penzed**



A Great Make of car.



PENZED - Official Magazine of NZ Leyland P76 Owners Club Incorporated
PO Box 18 Masterton 5840

May 2007

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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.*
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Disclaimer:

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Other clubs are welcome to copy original material from **PENZED** and we would appreciate acknowledgment of the source. Where we have borrowed from elsewhere, permission from the original source must be obtained.

Parts Stocks: E mail the Southern Parts Manager at don.alexander@clear.net.nz

	Parts Manager	Deliver to/ Dispatch From	Telephone	Best Time
Northern	Mike King	178 Hereford Rd RD 3 Tauranga	Ph 07 543 4478 Fax 07 543 4578	7:00pm - 9:00pm
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

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

P76, anything but average

Penzed for May 2007

I know it's well into June already but we haven't had any rain for ages and it seems rain forces my hand. Well the long awaited rain has been here for about 16 hours so far, along with the cold so the fire is firing and the keyboard tapping. It's a start.

We are all fine here. Little Abby grows every day and learns new things, like clapping and waving goodbye. She even joined in the clapping at the end of the women's tennis final! I got all carried away and agreed to coach a girl's soccer team this season. I could have a more dedicated bunch that is prepared to listen, rather than run and scream at the same time. How do they do that? And I have to go out in the rain for training this afternoon. Never mind, the exercise along with refereeing most games does me no harm, or so the physio' tells me. No retiring again for me!

A large part of this issue will deal with the weekend of the AGM and some people's thoughts on the event. And we can bring you the minutes, attendance register and Auditor's Report.

The Presidents thoughts in brief follow.

Overall I found the Wairarapa Wamble Weekend to be a success with only a few quibbles, or learning's as some may put it.

It was great to catch up with so many familiar (not old) faces. Those of you who regularly attend events and AGM's because you know you will have a good time. Some of you travelled a long way to join us and I thank you for that.

It was also very pleasing to see so many new faces in the form of the Bray's, Lawrence's, Cottle's and Harlow's, all from the Central Group and the Sutherland's from Matamata. All in all a very pleasing turnout. The Wellington people managed 100% attendance.

Wine sales were pretty good and I'm told the wine is to. We haven't tried ours yet as we found Abby isn't fond of wine! It was however an exercise I won't take on again. The cleaning and labelling of the bottles took days of work. I hope that there weren't too many with incorrect labels, I've only been told of one. It was a new idea worth a go. I still have a few Chardonnay left if you'd like some.

I would recommend following Murray Hatchard's advice for future events, have a deposit/registration/order form sent out before the event. See the one for the 2008 AGM later. It helps people commit! Think Taranaki for 2010 as Lance Wagstaff volunteered to look at hosting that meeting. His Force 7V and P76 fleet along with the P76's of Andrew Larsen would make the trip worthwhile, not to mention all the attractions up that way.

I hope you all enjoyed your wamble in the country. A cruise or a rush, it was your choice. I obviously didn't set enough hard questions as we had 4 equal winners. When you consider I was tail end Charlie for the first half of the trip and ended up with four cars behind me maybe I was right not to make it too hard?

I must apologise for the inconvenience of the botched visit to Magoo's Hotrod Shop and the difficulty in paying for the dinner on Saturday night. I never dreamt, and therefore didn't ask if we had to all pay by cash! The food seemed pretty good though.

The mix up at Magoo's was taken up with the owner who denied all knowledge of our visit. This is unbelievable as I personally visited the place at least three times, saw him right it in his diary and confirmed the visit the week before. Not to mention the embarrassment suffered by his assistant Nathan who did his best to accommodate us in the short time we had there. He knew we were coming! Draw your own conclusions.

While there were some other little glitches part of the fun of our weekends is that everybody gets on with it and it isn't a hassle, or words to that effect as written by NZCC correspondent and new member Dave Bray. Dave has often sung the praises of the Leyland club, or P76ers as he calls us, in his column in NZCC. He is a strong advocate of driving and having events around an AGM to get people along without the usual stigma attached to such meetings. Thanks for those words, Dave.

It was a pleasure to see the look on Ed Tubman's face after he had counted the Peoples Choice votes. Strange things people, we all knew that Lance's Force 7V would win that prize so Ed did the official count and then asked me to check it. Ed had won the Dale Rawlings Memorial Trophy. Don't worry, you can't win it twice in a row with the same car, and he's not allowed another P76.

Fred Maunder won the Piston Broke Trophy. His P76 suffered a fuel pump failure on the way down from Whangarei. This was remedied on the roadside with help from the other convoy members. Another example of Clubmanship.

Status quo reigned on the committee as usual with one exception; we have gratefully accepted Patrick Harlow's offer to take up operation, development and maintenance of our web site. Long overdue for some local attention, this feature is way behind the 8 ball and other P76 clubs in its present state. This is solely due to a lack of ownership of the site by a "qualified" local Club member. Patrick is qualified being an IT teacher. Does that make him a committee member by secondment? It does make him an important member of the Club's administration team.

Besides the attendance register included with the minutes we need to know who had what cars here don't we. As you can see from the cover picture (thanks Ed) we had thirteen Leyland cars made up of 3 Omega Navy, 2 Crystal White, 2 Bold as Brass and 1 each of Pimento, Dry Red, Am Eye Blue, Aspen Green, French Blue and Persian Sand. There was only one Deluxe, our 6, as Phil Vallance's V8 was a little ill on the day, but is fine now. AWOL - attending without Leyland were quite a selection of people and cars including Honda, Mitsubishi, Toyota, BMW, Triumph, Ford, Peugeot and 2 Jaguars with cameo appearances by Diahatsu and a Mustang convertible. Very cosmopolitan indeed.

I hope you all enjoyed yourselves over the weekend and will register early for the Reefton experience in 2008. Not to be missed, Reefton is a great little town on the up with new gold mining and the wonderful Waghorn's to host us.

Speaking of cars I read in the paper recently of some automotive milestones that we couldn't have envisaged back when the P76 was new;

The new Avenger. Chrysler must be kidding right? The new Dodge Avenger is to come amongst us soon. Not really like the old one I guess.

Skoda tops poll in UK for best family class car. That's the new Skoda Octavia for 2007.

The millionth new Mini rolls off the Oxford production line.

An old historic Mini, the 1964 Cooper 1275 S rally car ex Rauno Aaltonen showing less than 8000km was rescued from rotting away in a barn and restored about ten years ago. It just sold for NZ\$273,000 in Britain, enough to buy a 911 turbo and a Commodore. Got to be good buying eh!

Rumours of a V12 Holden engine have been quashed. Thank someone somewhere for some sanity. The world needs another V12 like I need another car and the Ford people can be heard sighing in relief everywhere!

I promise to stop reading the paper in future.

So, along with the minutes of the AGM, a couple of other comments from participants, event reports and event notices, for sales and want adverts I think your late edition will be quite full of interest for you. So moving on we have the;

Troop Movements

In order of receipt we welcome the following new members to the Club and look forward to their participation in events.

Bryan and Beth Lawrence, 7 Pimble Avenue, Karori, Wellington. Familiar to several of us from their Centre Island Meeting runs in their Brown XJ6, they decided to join up by way of support for the Club.

Dave and Sandra Bray, 2 Findhorn Place, Papakowhai, Porirua. Again familiar to several of us for reasons explained above. It's just that you have to check the car park to see the travel choice they have made for each event. We have seen the XK120, Landrover V8 and BMW so far.

Adrian Crequer, 39A Seymour Street Hornby, Christchurch. Adrian has bought the ex Richard Moore car from Fielding and reregistered it as "AP76V8" Who would have thought it still available! Another car gone inter island. It happens more than you might imagine.

Chrys Paget, 9 Gulliver Place, Conifer Grove, Papakura, Auckland. Chrys brings a 4-spd manual V8 in Am Eye Blue into the Club. The car also has a couple of other performance add ons just to make it a bit better. Chrys is 2007 member number 75. Who of the as yet very few unpaid members will become member number 76?

Welcome aboard everyone.

Resignation

As shown above, Richard Moore has sold his car due to ill health and has resigned from the Club. Richard spoke highly of Penzed and the assistance he received from the Club. We wish him well for the future and know he is pleased his car back in the fold.

The mystery of P76 registration numbers and where are the cars now.

You should be aware that Allan Caple is compiling as much of a record as is possible of where all the Leyland's have gone. We may well devise a new survey shortly but in the meantime he is making great progress with some official help. We are still on the lookout of any registration number that you know of, know the fate of, or you may wonder what happened to a particular number/car that you once owned or travelled in. If you wrecked a few cars and still have the

plates, have a couple down the back with the plates still on them or otherwise know of any P76 registration numbers that could be sent to Allan please do so by contacting him in one of the ways below.

Allan Caple, 3 View Street, Maungaturoto 0520 or e-mail allancaple@igrin.co.nz or Ph 09 431 8858

Wherever possible we would like to know the **registration plate number, model and colour**. Chassis numbers would be welcome but we understand they may be a bit harder to trace.

So far his research has netted one new member and identified two other cars that we are following up. So often people ask "where is my dad's old P76" Once we have the numbers sorted we may well be able to answer the question. That's why we want to know even if you long since buried the body. We can then show HD4302 or whatever to be confirmed wrecked or alive and well somewhere. Just today a further two cars were positively identified to an owner.

Thanks for your help in this quest.

For Sale

The following is offered for sale through **Andrew Larsen in New Plymouth on Ph 06 754 4942** on behalf of the vendor. Please contact Andrew to for any further details you need to know.

P76 parts: 4 complete cars worth of parts and 1 rolling chassis (most rust removed and new metal welded in) This includes 4 x V8 engines, 1 of which has a worked cam, extractors, new lifters etc. Work carried out by Ross Calgher. 1 dismantled engine, 3 V8 auto gearboxes, 1 Celica 5 spd gearbox with modified bellhousing for P76, 5 diffs, dashboards, 10 front strut assemblies, steel rims and 1 set of Falcon mags that fit P76, 5 sets of glass, 2 complete LPG kits including tanks for P76, radiators and a myriad of trim and other bits too numerous to list.

The vendor wants to sell for \$5000 the lot and is not keen to split. Contact Andrew as above.

Parts Wanted

Phil Scott (member) of Albany up North wants to outfit his car with power steering. He is looking for any parts, or whole system that might be for sale, or advice on an alternative. If you have any parts or know of an alternative system he could use please contact **Phil on 09 415 3378 or 027 493 6248**. He eagerly awaits your call.

Parts Information

While in Wellington recently I popped into Autostripes to ask them if we can still get the bump strip that was so commonly fitted to most cars in the 70's. This question was asked of me at the AGM and it appeared there were several cars that would benefit from its application and protection. It turns out we can still get it in a limited colour range (the woodgrain is gone!) so if you can't locate it in your hometown contact:

Gary Moynan at Autostripes on 04 802 4456, 13 Wigan Street, PO Box 22 300 Wellington.

When you see the dents in the strip on my Blue car and compare it to the dents in the waistline on the Orange car you see why it is important to have a bump strip. It offers a lot of protection from wayward door openers and other nuisance denters we encounter.

Local Group Activities

Northern Group

While I don't find out about some of these until after the event they do apparently take their cars (and other peoples) to shows around the top half. The **Morrinsville Hauliers Show** was graced with three fine P76's being those of Ed Tubman, Mike King and Don Sutherland. It is good to see Don and Elva getting out there now the have that nice Aspen Green car to cruise around in. I was supplied a photo of the cars but it can't be reproduced here.

Further in you will see a full paged photo and captions from the Triumph Car Clubs British and European car show at the Te Awamutu racecourse. This appears to be a big show and was well supported by the P76 Club with some of the top North Island cars on show. Six P76's, a Chev Malibu and Ed's Monaro GTO just to brighten up the line up.

Please keep the photo's coming and PLEASE try for a few words to explain where, who, what happened etc. You are all gainfully employed professional people so, I know bloody well you can write!

Central Group

The Feathers on Featherston Street in Wellington will see us in attendance on

July 3 August 7 September 4 October 2 November 6

Everyone is welcome to join us for food, beverage and P talk. With all our new members these meetings are becoming a lot more fun!

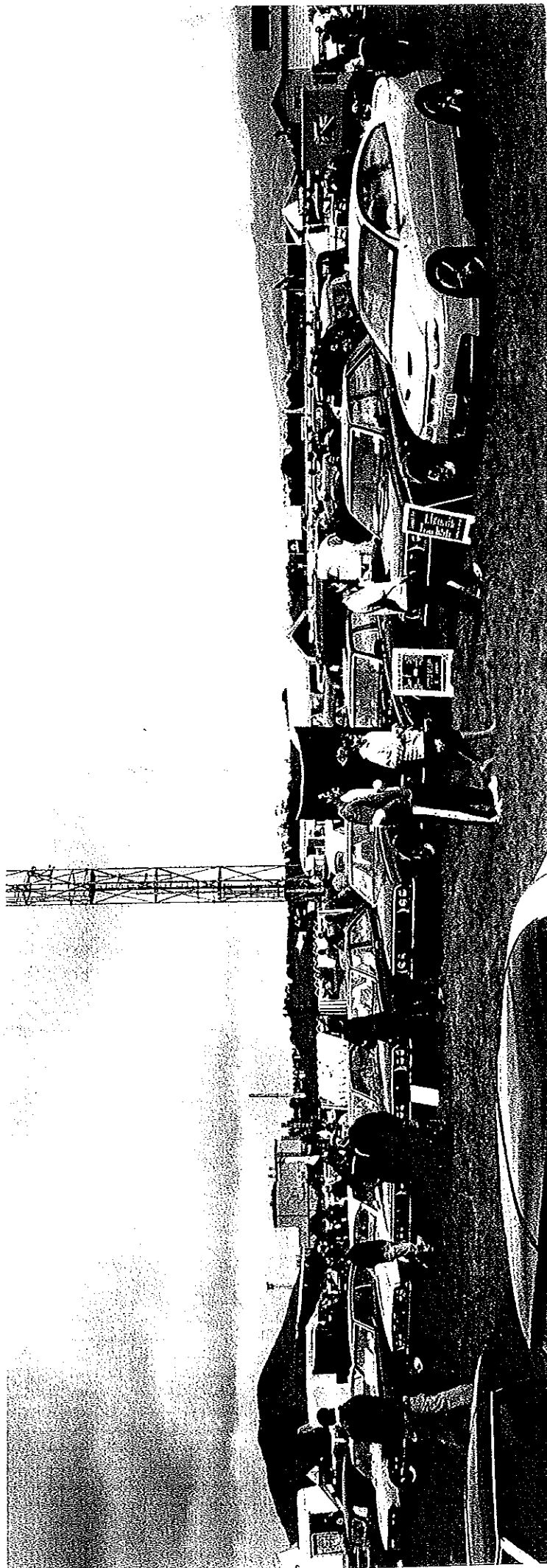
There are no events scheduled yet. When we get organised the locals will be advised directly. We have a few in the planning stages to get us through winter and into the new year even! Wait for our call/letter/e-mail or pigeon.

April 22 the DECW Dawnbreaker Rally. Bravely contested by 3 P76 crews this proved to be a successful escapade for the Club and everyone had a ball. See results below.

NAME/S	CLUB	CAR	QUESTIONS	SIGNS	PICS	TOTAL	%-AGE	AWARD
	POSSIBLES		/16	/16	/3	/35		
Denis & Flores Snelgrove	DECW	Honda	15	16	2	33	94%	1st; 1st DECW*; Rising Sun award
Rob, Sonya & Abby Jones	P76	P76	16	11	3	30	86%	1st Visitor
Ivan Gardner/Carl Klitscher	Arm-Sidd	Topolino	12	15	2	29	83%	
Drew & Lisa Harlow	CCC	Mazda	12	13	3	28	80%	
Keith & Lyn Shackleton	DECW	Jaguar	12	12	2	26	74%	1st Daimler car
Janice Tomlin/Mike Neilsen	DECW	Daimler	13	11	2	26	74%	
Dom, Jenny & Lily Kalash	VW	Golf	15	8	3	26	74%	
Dave Frost/Ian Shackleton	CCC	Mustang	13	11	1	25	71%	Most Mileage (100 kms!)
Pip & John Grant	DECW	MG	14	8	3	25	71%	
Martin, Rita, Emma & Adam Purdy	Arm-Sidd	Arm-Sidd	13	8	3	24	69%	
Andrew & Jill Weeks	MG	MGRV8	12	9	1	22	63%	Fresh Air Fiends
Gary & Anne Bennison	DECW	Jaguar	9	10	2	21	60%	
Paul Heath/Linda	P76	P76	12	9	0	21	60%	
Dianne Isaacson/Linda	VW	VW	13	5	2	20	57%	
Colin Roberston/Ronda Kittlewhite	DECW	Daimler	5	14	0	19	54%	
Mike & Isaac Taylor	DECW	E-Type	14	3	2	19	54%	
Patrick & Heather Harlow	CCC	Celica	13	4	1	18	51%	
James & Jenny Splers	Arm-Sidd	Singer	13	0	3	16	46%	
Jim Ellis/Sonya Price	DECW	BMW	14	0	2	16	46%	
Peter & Callum Shayle-George	356	356	9	4	2	15	43%	
Paul Hooper/Russell Thompson	Arm-Sidd	Arm-Sidd	13	2	0	15	43%	
Clive & Carol Cottle	DECW	Jesp	11	1	1	13	37%	
Andy & Paul	?	Subaru	11	1	0	12	34%	
Tony Reid/Sandra Frame	DECW	Lea-Francis	12	0	0	12	34%	Ref Budden award (oldest car)
Ian Price/Bill Tomlin	DECW	SP250	10	-5	3	8	23%	(-5 = too much guesswork!)
Gary Nichols/Sam Taylor	DECW	Daimler	7	0	0	7	20%	
Rose & Merv Cox	P76	P76	6	0	0	6	17%	
Graeme & Pam Ryan	DECW	Jagger	6	0	0	6	17%	
* Les & Edith Thorpe trophy								E&OE* of course

Members of the Northern Group displaying their cars at the Triumph Car Club's European and Classic Car Show, Te Awamutu Racecourse April 15 2007. Along for the ride were two extras in the form of the Chev Malibu on the left and Ed's Monaro GTO on the right. Having driven this car I have to say it is a rather nice extra. On the Leyland P76 front we have from left to right, the cars of:

New member Warren Clayton-Greene (Te Kuiti) Don Sutherland (Matamata) Mike King (Tauranga) Fred Maunder (Whangarei) Steve Learmonth (Tauranga) Ed Tubman (Hamilton). Other drivers delivered the Chev and Monaro to the show. Good to see this group getting a bit more active and there are still plenty of good cars to add to this line up.



Southern Group

They have been active as the following event reports show. For the next adventure with the Southern Group, who have some new members to take along now, contact that great Leyland man Fleming Biddick on 03 322 9397 and he will put you in the picture and the driving seat.

Southern Jottings from Jenifer Alexander

On a bright and sunny March 11 (Sunday) seven Leyland's carrying 22 people gathered together for a drive South, to Tinwald, just past Ashburton. We had lunch at "The Stables" then drove to nearby Lake Hood and were impressed by the progress on this new housing development. The houses are built Aussie style on canals complete with boat moorings and access to the man made lake, itself a mecca for boaties of all types. The houses look lovely. We saw water skiers, a yacht, jet skis, fizz boats and larger launches all enjoying themselves on the water.

From Lake Hood we drove to the Ashburton Aviation Museum. We were shown the vintage aircraft collection by Bob and Ron, Aviation Club members, who provided very informative commentaries. Of particular interest was the Hawker Harrier, a vertical takeoff jet that had served in the Falklands war. The current project is a Fokker Friendship restoration to sport the old NAC colours.

Our thanks to Fleming for once again organising an enjoyable and interesting outing.

Our May outing saw five Leyland's carrying the following hardy supporters, the Biddick's, Clifton-Mogg's plus two Aussie visitors, Ken and Claire, George and Sandy, the Alexander's and their houseguest. The Warrens joined the party for dinner as they were in the area celebrating their grand daughters first birthday.

The outing comprised of a drive to Motukarara to see the start of the new "Rail Trail, not to be confused with the one in Otago, and then onto Little River where we found a nice café. (*Was the band there?*) After checking out the local craft shops we drove to Birdlings Flat which was cold and windswept despite the 19 deg predictions by the weathermen! Not a good day for collecting the beach stones that can be polished up and made into gemstone jewellery.

From the windswept Flat we moved onto the warmth of the Governors Bay Hotel for dinner and drinks. Don must have had too many of the latter as in the dark of the car park he was struggling to unlock his OM P76, only to discover that it was Adrian's PMAG he was trying to get into! Meanwhile our non-member friend had settled himself quite comfortably in the passenger seat of Adrian's car, having opened the left front door that was unlocked all the time! He thought it a bit different to the car he had arrived in! Fleming did it again. He is a great organiser.

Apologies were received from the Blowers family (sickness) and Eric Connor who is in Turkey.

Other points noted by Jenifer include the fact that she and Don are off to the UK (on the way as I type) looking for Leyland's of course and going to visit the National Motor Museum, Beaulieu, amongst other things. Lucky people! We wish you well on your journey.

And the local members wish to pass on their best wishes to Betty Biddick for her continuing recovery and to Vinetta White, who is currently in hospital. Get well Vinetta.

Inter Group Activities

The first major event will be the **Centre Island Meeting**, which is still in its formative planning stages today. It will be mid November sometime, bound to conflict with something else and be a whole lot of fun. It will also be in the centre of the North Island, probably based in Ohakune.

Please keep a diary space open for it so you don't miss out. I haven't been able to get on top of this yet but Ed and I will be working on it. So if you have any questions or suggestions please contact either Rob Jones or Ed Tubman as per page 2 of Penzed.

We know a lot of you are waiting for this.

Certainly one of the next big events after the CIM will be the National Meeting at Reefton.

The Annual General Meeting and Rally at Reefton March 14 to 16 2008.

Base your South Island holiday around this weekend and have a ball, just like we did the last two times we travelled south. Look for an official Registration Form in the next issue of Penzed. In the meantime look for the full page flyer advertising the event with dates contact details and a Ferrari on it! Don't hesitate plan for it now.

A Request for help from Australia

Damien Haas, an ACT Club member is writing an article on P76 dealer/promotional merchandise for inclusion in the Easter 2008 National Rally magazine. There will be different things available here in New Zealand and Damien would really like to know about them. He makes the following request.

"I'm after clear digital shots (bigger file size the better, please don't shrink them for me) of individual factory items and if possible a few words on where you got them, any history you may recall about the item etc. I will fully credit the people who can assist with this research."

According to James Mentiplay this is an area that hasn't been extensively researched before.

There is a lot of P76 branded factory items available in Australia and there may be different items available in New Zealand. I'm very interested in featuring them in my article.

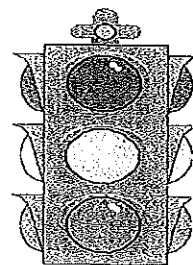
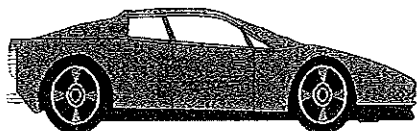
I will have to find a smaller person to model the NZ Motor Corporation jacket and the skinny corporate tie I have.

If you don't have access to email or a digital camera I'm sure Damien would be happy to receive hard copy photos for his use. To this end we include both his e-mail and postal address below.

Damien.Haas@acma.gov.au

Post to Damien Haas C/- Canberra and District P76 Club PO Box 6306, Kingston, ACT 2604, Australia.

Damien would really appreciate our assistance with this project and the national magazine's are well worth getting your name into, and they are great reading too! Give the guy a hand.



*You are invited to
Attend the Annual Conference & Rally of the
Leyland P76 Owner's Club of New Zealand
At
Reefton
On the 14th-16th March, 2008*



*The Canterbury Branch would like to welcome
All Owner's & Visitors to this upcoming event.*

An indication of possible numbers would be appreciated as soon as possible to allow a program to be put together.

Anyone requiring further information please contact

Fleming Biddick

Phone: (03) 322-9397 (027) 4690955

Email: betty.fleming@inet.net.nz

New Zealand P76 Owners Club Incorporated
Minutes of Annual General Meeting
Held at Masterton
24 March 2007, 5.00 p.m.

MEMBERS PRESENT: As per the attached list.

WELCOME:

The President, Rob Jones, welcomed those present to the meeting and especially those who had travelled great distances – including two from the South Island and two from Whangarei – and particularly eight new members and two founder members, plus a guest (John Wilson). He reported that the club had enjoyed another good year, . Membership for the year remains satisfactory.

APOLOGIES:

Andrew Larsen, Betty and Fleming Biddick, Brian and Colleen Francis (Levin), Steve and Karen Learmonth, Allan Caple, Adrian Clifton-Mogg, Geoff Ogilvie and Ken McKenzie. It was resolved that those apologies be accepted; R Jones / M King.

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING:

The President stated that the minutes had been circulated and requested any errors or omissions. There being none, it was resolved that the minutes be confirmed. E Tubman / F Maunder.

MATTERS ARISING FROM THE MINUTES:

(Nil.)

OUTWARD CORRESPONDENCE:

The secretary reported that cards had been sent to Mr and Mrs Caple and Mr and Mrs Jones respectively following the birth of their children.

INWARD CORRESPONDENCE:

(Nil.)

It was resolved that the outwards correspondence be approved. E Tubman / A Reid.

PRESIDENT'S REPORT.

The President commented on his report (copy attached with the previously circulated agenda);

A vote of appreciation for the efforts and services rendered to the Club by Rob was carried by acclamation. P Vallance / B Cooper.

TREASURER'S REPORT:

The Income Statement and Budget had been circulated with the agenda. Mike made special mention of the contribution made by his wife to the duties of Treasurer. It was resolved that the Treasurer's report be received and adopted. P Meyer / A Reid. It was resolved that Chris Jones be re-appointed as Auditor. Mike King / E Tubman.

ELECTION OF OFFICERS:

PRESIDENT: There being one nomination for President, that of Rob Jones, proposed by M Hatchard, seconded by M Cox, the Chairman declared nominations closed and Rob Jones elected President.

VICE-PRESIDENT: There being one nomination for Vice-President, that of Murray Hatchard, proposed by Fleming Biddick and seconded by Don Alexander, the Chairman declared nominations closed and Murray Hatchard duly elected as Vice-President.

SECRETARY:

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

TREASURER:

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

New Zealand P76 Owners Club Incorporated
Minutes of Annual General Meeting
Held at Masterton
24 March 2007, 5.00 p.m.

PUBLICITY OFFICER:

Nominations were requested. Edward Tubman was nominated by M King and seconded by J Alexander. There being no further nominations, the Chairman declared Edward duly elected.

GENERAL BUSINESS:

1. The Domain name was discussed with consensus that it be retained and that the website be updated, Don Alexander offered the services of his son, who had originally set up the site. Patrick Harlow offered his assistance.
2. Don Alexander displayed a P76 grille badge for comment. The suggestions of adding colour and some refinement were made.
3. Mike King suggested that the transfers are now obsolete as far as the information they convey. It was agreed that an up-dated version be prepared, and to include the club's website. Lance Wagstaff recommended that "Market Graphics" in Christchurch be approached.
4. The potential for members to bid against each other on e-trading sites (e-Bay, TradeMe) was raised. This is a situation that cannot be controlled. Check with the Club's spares personnel as your first line of enquiry.
5. Edward Tubman gave a glowing report on the 2006 Easter meeting at Cootamundra, Queensland, Australia and recommended that support be given to future events across the ditch.
6. The Piston Broke Trophy was presented to Fred Maunder for events unspecified but of sufficient consequence to rule out all other members' misdemeanours.
Congratulations, Fred.
7. The Dale Rawlings Trophy, a replica of the P76 displayed on a pole in Sydney, and this was presented to the owner of the Peoples Choice competition of vehicles at the AGM was presented to E Tubman. *Congratulations, too, Edward.*
8. The Vice-President, M Hatchard announced the date and place of the 2008 AGM as the 14th to 16th March 2008 at Reefton. Arrangements, including accommodation at a Hotel/Motel Complex were already in place and the promise of striking it lucky at gold-mining was guaranteed.
Philip Meyer then offered to arrange the 2009 event based in Pukekohe (but not at the race track).
9. The winners of the Rally Run were presented with a hat each: Laurence; Cottle; King; Harlow.
10. Phil Vallance offered to co-ordinate discounted travel in conjunction with Toll (Rail/Ferry) for members attending the 2008 AGM.
11. Announcements were made on the agenda for the Sunday Programme and the Dinner that followed the Meeting.

The Meeting was Declared Closed at 6.25 p.m.

Confirmed as a True and Correct Record:

Attendance Register for Leyland P76 Club AGM Masterton March 24 2007

Attending this meeting were D and E Sutherland (Matamata) M and A King (Tauranga) P Vallance (Masterton) D and J Brown (Porirua) J and A Fong (Wainuiomata) L Wagstaff (Hawera) P and H Harlow (Wellington) M Hatchard (Christchurch) P and J Meyer (Pukekohe) F and R Maunder (Whangarei) M Cox and R Bendall (Levin) E Tubman and A Purcell (Hamilton) M Golding (Auckland) R Butler (Paraparaumu) B and B Lawrence (Karori) P Heath and L Graham (Wainuiomata) B Cooper (Lower Hutt) D and S Bray (Papakowhai) A Reid (Auckland) and L Wallace (Rotorua) D and J Alexander (Christchurch) J Wilson (Masterton) R Jones (Masterton)

As well there were other members and guests in attendance over the weekend. One couple who just joined the Club came to Masterton in one of their most recent acquisitions, a Triumph 2000 Mk11 T.C. This car had not long gained an historic place in the Cottle's motoring history as the story below sets the tone for a great adventure. Clive and Carol were placed first (there are no winners) in the N.Z. Mille 2007, no mean feat against some very expensive, powerful and noteworthy opposition, many of which DNF the event! The humble Triumph triumphed.

NZ MILLE 2007

29th January 2007—update

By Clive Cottle



Having booked our entry into the N.Z. MILLE (organised by David and Terri Frow), that starts in Christchurch on Sunday 11th February which runs a course from Cathedral Square to Rakala Gorge on the first day and onto Punakaiki the second day, Nelson on the third and fourth day taking in Farewell Spit, and then to Hanmer Springs, we then had the unfortunate decision of having to take our Aston A.M.V8 Vantage off the road as "SAM" had done a valve in on no.2 cylinder on its left bank.

As the Daimler needs its chrome and paint redoing and some rust repaired, and the Vauxhall Cresta out with squeaky front suspension and a mystery oil leak in its brakes or transmission, we were faced with finding a "sporting" type car with which to take on this epic journey. It had to be pre-1975 and fit in with cars, such as Tony Author's 1938 Aston International and the lovely 1954 Fiat 8c of David and Di Reidie's.

We looked in the classic car mag. and picked out two we liked. One was a FIAT 850 Coupe in red and the other was a Daimler XJC Coupe that David had found in Whitemans Valley, owned by Duncan Cormichael's dad. Or we could hire a classic sports-car from Christchurch's Classic Car Experience stable in the form of a M.G.B. or a Triumph T.R.6 - for \$2000 for the week, whichever one we chose. We opted for the Daimler for its room and presence, but were turned down as the father couldn't allow his baby to go all the way to Christchurch and beyond.

This got us on our wheels and we visited Ross Church's Classic Car show-rooms at Paraparaumu Beach, and also Mc Guinness Classics at Gracefield, in Lower Hutt, to see what was available. Ross

was most helpful as he had learned of our predicament and there was a M.G.B. in brown and a Rover S.D.1. (Vandem Plas) at our disposal, if we needed them. We thanked him for his generosity and headed to Gracefield. At Mc Guinness's, we found a nice "Kli-set" car that was for sale, looking like a M.G.T.F. on steroids and several other such cars, with a white Triumph 2000 Mk11 T.C. sitting in the corner in lovely fridge white with gold pin-stripes and Cheviot Mags.

We came home and did some thinking and brain-storming about what sort of car we could fit in and enjoy driving to the ferry and on down to Christchurch and back, with our luggage and extras. Then we happened to drive up to Levin to look over the cars there and while talking to Peter Rangl, we found out that he had the Triumph 2000 of Mc Guinness's and we could buy it for \$3000 plus. The decision was easy as it fits all criteria and is an easy driver. Pete and I went down to pick it up and Peter drove it to the service station to fuel up and pump up the Aqua-jet tyres (possibly original-1970) to 32 psi and it was then my turn to drive it back to our place (no current rego or warrant) to get the feel of it and see if it was to our taste. I loved the openness of the car and its settled feel and those seats are like arm-chairs. It is peppy as it has twin Stromberg's and this helps the economy as well. It is six cylinder (only way to go in my book) and at two litres, fits in with the group we are going with. It is called NICKY as its number plate is NK 1970.

We are now trying to arrange for Val, (Carol's mate) to do some decals to make NICKY look like a Leyland Racing Team car and hopefully all is sorted as the ferry booking is for Thursday week. SO we have another car added to our fleet and this one is a Triumph for us all.



A mock-up, on the wrong wheels, of SAM's replacement with an old familiar rally number—but it's not a race... eh?

To the Members of New Zealand Leyland P76 Owners Club.

I would like to take this moment to thank you all for your presence in the Wairarapa over the weekend of the 24-25 March 2007.

I was invited as a guest and was a made to feel most welcome from the moment I came into contact with you all at Maggoos here in Masterton.

Thanks to those who organized the rare opportunity of being invited into the workshop areas and see many projects under restoration, customizing and building of some kit sets.

After this tour of Maggoos I was approached and was invited to come along on your tour of the Wairarapa heading north up Pongoroa and returning down State Highway 2 back to Masterton and stops along the way.

I was introduced to the chap who owns the only Force7 in New Zealand and took on the job of navigating throughout your tour of the day. Concentration at times was tough as to ride in such a rare car needs time to take it

I want to thank the people who lent me the S3 to make up my short fall of paying entry into the Middleton Trains Museum This is as a breath taking place to visit and I hope to visit again soon and make sure I'll have the S8 in my pocket.

I hope the chap whose wheel fell over the edge of the tiny bridge did not do permanent damage to his car.

Although he says it was just a scratch I was assured that those in the know would have a proper look before he heads home for Wellington. This showed me the true comrade ship your club has to its members.

After arriving back in Masterton It was sad to have to leave the Force7 and come back down to reality of driving our little Mitage again.

I was invited to join you again for your AGM and was given a job of sorting out the winners of the rally earlier in the day. I managed to break this down to 4 lucky members and prizes were given out to the lucky people.

After your meeting I was invited to join you fine folk for dinner and I got to talk to a lot of people just about everything was talked about including things about Leyland's I never new before.

In summing up folks if it wasn't for people like you who have a passion for cars such as the Leyland's then those cars would have ended up on the scrap heaps like so many other cars of the past.

Your cars have certainly been noticed by locals as I have since been asked did I see those big cars in Masterton ov the weekend. I had to say "I not only noticed the Leyland's I rode in the rarest car of them all".

Kindest Regards

John Wilson

John Wilson
Masterton local

NZ LEYLAND P76 OWNERS CLUB

AUDIT REPORT

FOR THE YEAR ENDED 31ST DECEMBER 2006

To the readers of the financial report of NZ LEYLAND P76 OWNERS CLUB
I have audited the financial report. The financial report provides information about the past financial performance of the club and its financial position as at 31 December 2006. This information is stated 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 fairly reflects the financial position of the club as at 31 December 2006 and of the results of the operation and cash flows for the year ended 31 December 2006.

AUDITOR'S RESPONSIBILITIES

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

BASIS OF OPINION

An audit includes examining 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 generally accepted auditing standards in New Zealand. 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 give 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 auditors I have no relationship with or interests in the Club.

UNQUALIFIED OPINION

In my opinion, the financial statement fairly reflects the results of operations and cash flows for the twelve months ended 31st December 2006.

My audit report was completed 26 February 2007 and my unqualified opinion is expressed as at that date.

C. N. Jones
C. N. JONES
Chartered Accountant
HAMILTON

Rural Rambles by a Roving Reporter or an independent report on the Wairarapa AGM weekend.

Members gathered on Friday evening at The Highwayman Motel for an excellent BBQ tea various people acting as head chef, including (but not only) Bruce, Dave and Paul. All appetites appeared well satisfied.

Thirteen Leyland's assembled at Magoo's on Saturday morning and waited and waited. After some frantic phone calls the manager was located, elsewhere in NZ! Quick thinking by his wife got an assistant to come and let us in and conducted an all too abbreviated tour of the extensive premises. There are a lot of expensive skills exhibited in the workshops with ground up restorations and rebuilds to all types of mainly American vehicles into spectacular Hot Rods.

These are magazine centrefold material. A 42 Ford sedan had a price ticket of about \$250,000!

The retail arm of the business suffered through lack of staff as the only one there was showing people around. An interesting auto memorabilia and model selection couldn't be taken full advantage of by visitors. Management's loss!

Moving off from Magoo's we all assembled (eventually) on Te Ore Ore Road for the beginning of the real "Wamble". All drivers had been found navigators so no one should get lost. Yeah right.

We were to traverse the rural Northern Wairarapa route to Pongaroa, passing through this scenic region with lots of sights to admire, if one could slow down sufficiently to see anything!

Pongaroa was a hive of activity with the arrival of 40 odd bods at the local café, all in need of cool or hot drinks after a pretty hot drive. The excellent range of food suited all tastes and wallets and once refreshed we inspected the historical sites of Pongaroa, aided by Merv Cox's local knowledge. He was once somewhat local.

Then it was off to SH2 via the scenic Makuri Gorge. Good Leyland driving country. Rob had selected a big rest stop on SH2 for a photo stop and we arrived to find it deserted of other cars.

It was here that one of Lois's relations caught us up in his rather smart Mustang convertible. We had the company of "wild" poultry and the sound of passing traffic honking in appreciation of our display of P76's in the rest area. *They were in a curved line, see the cover photo. Ed.* It turned out that one of the passing cars was in fact driven by one of our hosts for the Sunday morning visit, so they didn't forget us!

Many photos later, we departed for our next stop, the Middleton Railway. We detoured off SH2 onto the old highway, glimpsing the ancient Bowen Coach Road across the river, then rejoining SH2 at a crossroads making for a safer entry onto the road to Middleton Model Railway. Biddy and her helpers provided an excellent afternoon tea, while Colin was busy operating the trains and answering a constant stream of questions. Biddy sold a fair bit of cheese as well.

One of our members was enraptured at the sight of an original railway jigger outside the shop and wanted to buy it for his railway group to play with.

The trial questions continued on the route home and at Eketahuna crews were asked to identify the wreck next to the P76 wreck in a paddock on the outskirts of town. *This shouldn't have been too hard, especially as the cars had appeared in Penzed only a few months earlier. Ed.* However, this didn't stop our keen members jumping over the fence into Mr Burling's paddock to correctly identify the wreck. This attracted the owner's attention we believe!

On the next page we can see L to R Don Sutherland, Don Alexander, Ron Butler and Bruce Cooper checking out both the Zephyr MK4 and P76, neither of which is worth very much now.



Once we were all back In Masterton at the Citizens and Services Club (RSA) it was time for a drink and the AGM, held outside the dining room under a huge sail. Very comfortable after a long hot day. As is often the case, there were no surprises at the meeting, status quo prevails. Trophies were presented to the respective winners and various P76 models, T Shirts and other Leyland bits were sold while pre dinner drinks were consumed. Soul Catering put out an excellent meal, which was also heartily consumed by everyone.

Sunday saw most of the group head to Pointon's Motor Museum where we had been previously, about six or nine years ago! After a small tour of Masterton led by Rob, mainly to fill in time before Pointon's opened; we arrived to be greeted by a very old Ford truck. We had wished to visit Gasoline Heaven, a new motor museum at Carterton but unfortunately the owners could not get it finished in time. We were, however, made very welcome by the Pointon's. They had seen our cars on Saturday out on SH2. There were some interesting displays of fine vintage cars and some rather original ones too. A collection of "donations" out in a back paddock was also attracting a lot of attention, as was a few special cars in a private back shed. The ladies in particular were also intrigued to find an interesting collection of antique clothing on display. Mainly displayed on mannequins, it brought forth experiences and opinions from some of our ladies whom I thought were not of sufficient age to know of such fashions from long ago!

From here many said their farewells and a number of us returned to Rob and Sonya's home for a coffee, directions to their next destination etc. Another weekend full of P76's, great people and places.

Until next time.

Stop Press

Urgent Attention

READ THIS NOW

Our heartiest CONGRATULATIONS go to Steve and Karen Learmonth on the occasion of their WEDDING and Steve's 50th birthday all rolled into one on May 5 2007. Happy times.

Philip and Judy
MEYER

16 East Street
P O Box 38
PUKEKOHE
NEW ZEALAND 2340

Phone: 09 238 0652
Mobile: 021 623 805 OR 021 212 7456
Email: pameyer@ps.gen.nz

27 March 2007

The Editor Penzed:

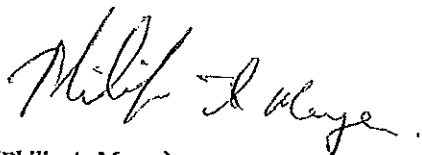
Dear Rob,

I regret to inform you that there was one serious omission at the Annual General Meeting held in Masterton last weekend and this letter aims to remedy that. It is usual that the organizing committee receives a round of applause and some words of encouragement for having arranged venues, accommodation, food and drink as well as entertainment and the opportunity to socialize for all those members who attended. You and your helpers were most successful in all of those areas and please pass on to those who assisted you, family included, our appreciation of your and their efforts. The Saturday tour was truly enjoyable and we saw some countryside and sights that were well worth seeing. What truly impressed me was the way that the ladies shopping session was, by what must have been a stroke of genius, scheduled to be held in Pangaroa. Absolutely perfect.

Then at the Meeting part of the weekend, the President's report listed the rise in membership and the fact that the year preceding had been one of the better periods for activities, membership growth and success of the Club. Again, this is in no small way due to the leadership that, as our President, you have shown. But, remember, too that you are ably supported by a pretty good team in your committee members.

Next year, the members should already be making plans to be at Reefton and enjoy once again the friendship that our Club offers.

Regards,



(Philip A. Meyer)

You know who you are? Do the others know who you are?

Is it time for you to get your Club name badge for those bigger meetings where you know that everybody doesn't know who you are, and you don't know everybody either. Or you can let people know who you are and what you drive when you attend other car club events by having your name and Club shown on the badge as below.

Engraved in white on a Leyland corporate blue background with a safety pin type clip these badges are very useful when you're in a crowd or representing the Club elsewhere.

Abby Jones
NZ Leyland P76 Club

They measure 65 x 20 mm unless you have a really long name. They will sell for no more than \$10 each delivered. If you want yours let Rob Jones know, see page 2 of Penzed for the various ways of contacting me. I look forward to your orders.

The Oz Trail

Westwords 2/07 Great Go Carting story; it really is a buzz well worth the money, along with other event reports. Not the least another truly enlightening look at China and Tibet from Mal and Julie. This series is an eye opener, as I'm sure the deep fried rats heads on sticks were! Leyland history through the memoirs of Owen McDonald. What is a Poker run?

3/07 Silver Jubilee year, a time to announce Life Memberships for Dennis Woodward and James Mentiplay. Congratulations to you both. Also a time to look back with an extensive history of the Kulin Charity Rally. 1995 saw 6 P76's compete! With tech items, event notices and a colourful breakdown of P76 paint colours you have another great magazine.

4/07 The continuing story of the Kulin Charity rally, a revisit to "vanishing point", the point where there are no more P76's left anywhere! Hard to calculate but moving relentlessly closer. Geoff Jagoes story of P76 ownership involving a lot of fun and some torment. Come on Geoff, get it going. An historical and such long travelled car deserves life.

Queensland 1&2 07 Event notices and reports, including an invitation to the national rally. Christmas party looked like a well supported celebration. Another good 6 cyl car for sale.

Victoria 2/07 Event reports and tech experiences supplied by various members. Rick's flagship Leyland reigned supreme on Australia Day. The station wagon story in full living colour - glorious.

3/07 A very well presented magazine with interesting content and astonishingly good cars for sale. We have event reports, tech items and an entry in the rustiest P76 competition! At least Paul's held together going on the trailer! Some interesting miscellaneous P pictures and the story of Knowles and his Albion truck, his other trucks and the mysterious white smoke. Damien Hass, another great writer belonging to the P world.

Worts N All Country Club 1&2/07 Lots of big pieces like the station wagon story, national rally invitation and some tech tips including a break down of BMC/P76 colours. How many members actually know what colour their car is? Also event reports and news of a Round Australia Trial as a lead up to Rally Australia. Gets you thinking! I see Michael's Model A fire engine is off to a new home.

P76 CCC NSW 3&4/07 Good to see strong support for Club events and recognition of P76 and Force 7V in large mixed company at the Berrima Rally. This issue also includes the station wagon story.

The Leyland Post NSW #17 Great cover again. I guess the only way to attract more attention to your p76 is to paint it Hairy Lime. Perfect for a celebration of the 70's. The P76 taxi continues to evolve. We also have the station wagon story, a Kiwi joke and the annual events calendar. Keep it up.

#18 Cars galore on the cover. Jason, how do you do it? Car restorations, Editor, family, work and you go to an event every weekend. You obviously like the attention the Hairy Lime car generates. It's true, any p76 used regularly over distance attracts no end of attention during its travels. Great event reports backed up by full colour production give the readers a great magazine.

More from around the West Island in the next Penzed.

Top Gear
Leyland P76 AGM Masterton 23rd, 24th and 25th March 2007- By Ron Butler

"What a great AGM weekend." It was great to meet up with old friends and new ones and very pleasing to see many new members and a lot of very nice cars. As well as so many people who drove long distances to get to Masterton. Thanks for making it a great weekend!

We had twelve P76 Saloons and one Force 7 coupe as well as a couple of Jags, very nice ones. A mint Triumph 2000 BMW, and a Couple of Rice burners. I had the warm fuzzies from the weekend because apart from the successful AGM I had achieved what not many cars could do.

"I knocked the Bastard Off" to borrow a famous saying, I drove up the Rimutakas (It's a bloody big hill, in Australia it would be a mountain, in the winter it snows on the hill, closing the road) in top gear. My car has a four speed manual P76 Box. From the bottom to the top, there was not one car in front of me. I had to slow for the corners because they are quite severe, but the revs would pick up on the straights. About half way up it takes about ten minutes, I vaguely remember a car parked off the road facing up hill, but I was watching the road ahead hoping that the next corner would not reveal a car or truck ahead of me to slow me down and having to change down to third, you can imagine my elation when I came round the last corner with nothing in sight to the summit. I know how Sir Ed felt.

They say what goes up must come down, because that dirty rotten slimy turd that was sitting in that unmarked car half up the hill (Wellington side) was taking photos. How the hell he had the intelligence to work a camera, I don't know, but I received a letter from the police on the following Wednesday giving me fourteen days to inform them who was driving my car, Rego Number "P76 V8". Could you imagine anyone stooping so low as to even contemplate doing a job like that!

I thought of some excuses I could give them,

1. It wasn't me.
2. Someone stole my car.
3. I was going so fast that the wheels were not touching the ground.
4. Its an aeroplane.
5. The inbersile taking the photo's was holding a picture of my car in front of his lens.
6. The low down scum repainted the yellow line further left and blanked out the old one.
7. The little turd had been sitting in his car doing the hand jive and couldn't hold the camera still making my car look as if it was over the yellow line.
8. He, being the little turd that was sitting in an unmarked car taking photos of cars that he thought had crossed the yellow line was obviously the result of a drug induced one night stand between two similar dropouts from the wrong side of the tracks, should have not been driving a camera, let alone a car!

Or last and tastefully not least,

9. A cop car with three big cops in it, with Rotorua number plates was chasing me. Concern for the safety of my very attractive female passengers, forced me to out run them and in doing so I may have broached the yellow line unintentionally.

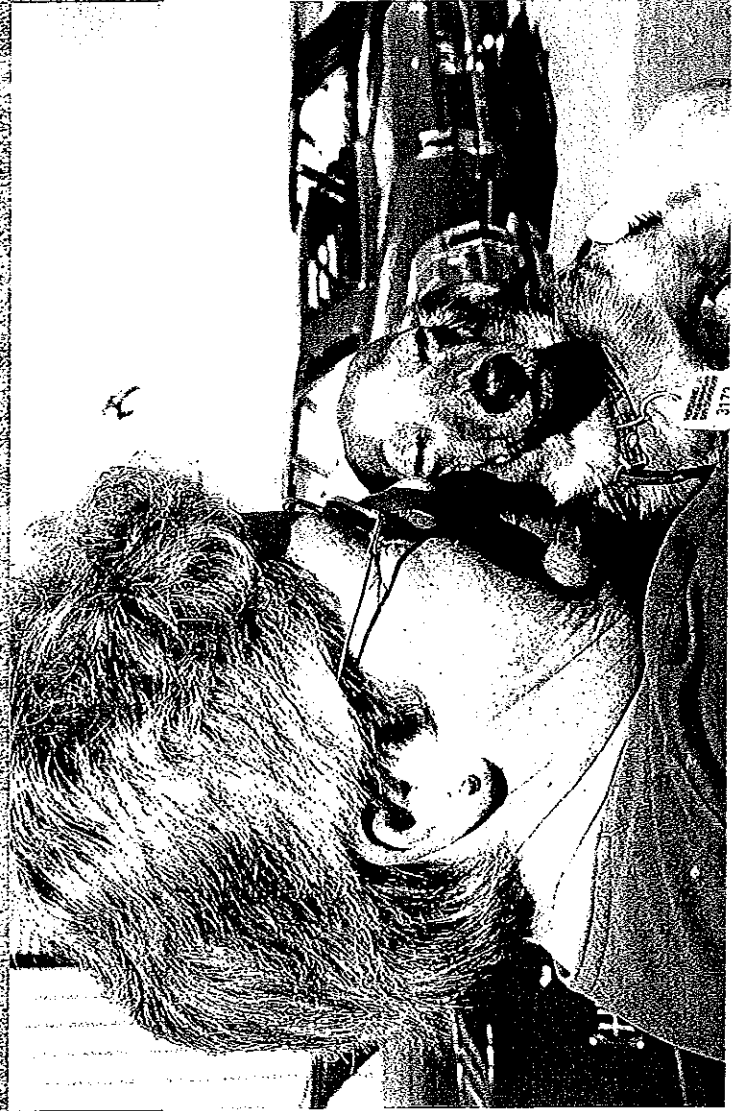
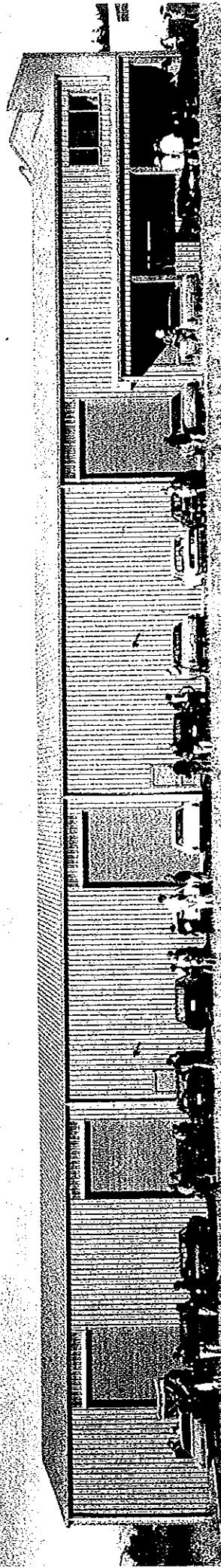
You may get the feeling that I do not hold this person in very high regard "Your correct!" I have been driving since 1960 and regard myself as a careful driver, not a person who would cross a yellow line without regarding oncoming traffic. In this case, there wasn't any! As well, when you enter a corner, you go out wide as you enter the corner, then cut in close to the corner so that when you exit the corner, you are well to the left of the road, no where near the centre line. To me, that is safe and careful driving. And as if we would risk our very rare and now valuable cars by driving on the wrong side of the road!

One thing though.

The dirty rotten low scum turd did take a bloody good photo!



All lined up and no one to let us in! And we even had the local newspaper's automotive reporter on hand. Oh dear.



Carol
Cottle
and Red.
Red is
Merv's
glovebox
warmer.



Abby marvels at our certificate for 2nd!