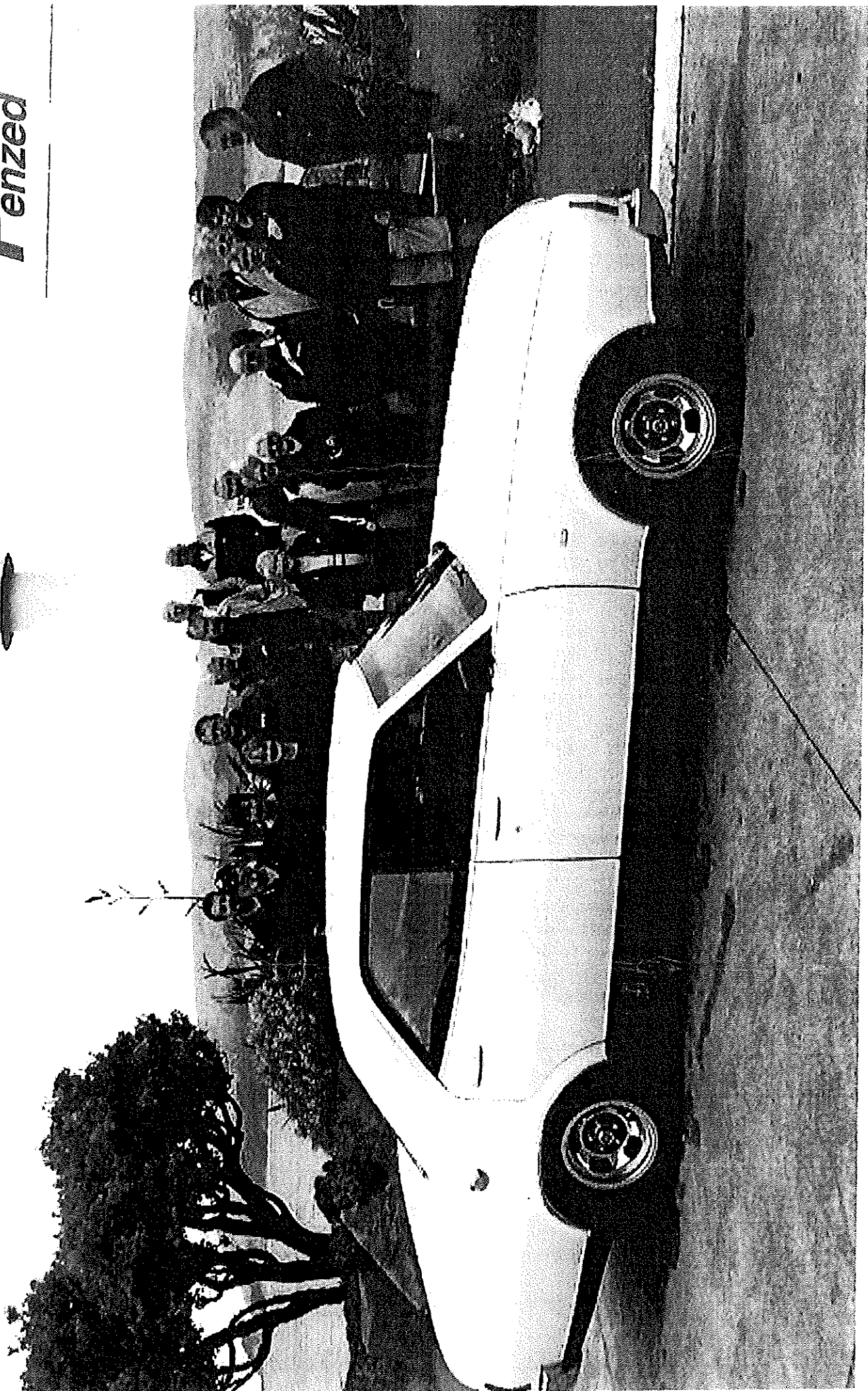
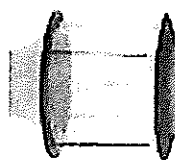


P76 Penzed



PENZED - Official Magazine of NZ Leyland P76 Owners Club Inc PO Box 18 Masterton 5840 NZ
www.leylandp76club.org.nz

January 2009

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. **PLEASE**

Advertising: *Is even more welcomed.*
Rates \$\$\$ Negotiable \$\$\$

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P76, anything but average

Penzed for January 2009

Belated Happy New Year wishes from your Editor and President, along with an apology for the delay in your receiving this issue. There are many contributing factors to this, especially life, as many of you know it!

There are two important forms included on the back page. The official Notice of AGM and the Proxy voting form for those of you whom can't make it to Pukekohe. I expect the Notice of AGM to be a more complete form by the time it is printed for the March AGM.

There is also a provisional itinerary for Pukekohe 2009 AGM. Many of the undecided items are in this state due to Philip being overseas and unable to finalise them in time for this issue. Don't worry, all will be revealed in your registration pack upon your arrival at BK's Counties Motor Lodge, as per the BLUE registration form already supplied, or if we are really on the ball, in the March issue of Penzed. See you there.

Get Well

There are a few members out there that I know of who have had or are about to have some pretty important/serious medical experiences. I want to wish Alan Firth, Murray Hatchard, Mike King and Fleming Biddick every success in your operations and/or recovery and hope you are back behind your wheels in no time at all. My father is also going through the operation cancellation system with Sonya and I in tow. It's a nerve wracking and frustrating experience especially when you're 85 years old. We go again in 21 days.

Needless to say, if you fit into this group but are not named, our best wishes go out to you to.

Happy Birthdays

Having referred back to the Jan 08 Penzed it is logical to assume that Alec Reid is now 81 and at the Butler BBQ last weekend we found out that Ron is now a pensioner of 65 years. It has also been Alan Firth's birthday all the way over in England. Happy birthday for January you three.

Cover Photo

This time supplied to me by Ed Tubman, we see the CW Executive "toy" of Mike King in front of the Northern Sites Tour group at the miniature lighthouse at Opononi. Mike calls the car his toy as it has had a few things done (and undone) to it which is fine as he can then leave his DR Super in it's beautiful original state. Originality is becoming quite fashionable in the classic car world.

Subscriptions 2009

These are now due and Mike suggests that they are coming in slower than they did last year. This may be a reflection of the economic state of the country; however, we need your subscription to allow the Club to continue so please forward your \$42 to:

Mike King 178 Hereford Road Oropi RD3 Tauranga 3173

without delay and then you can have fun with the rest of us in our P76's.

Twenty Year Memberships

Eight members across the country are eligible for their 20-year membership certificate in 2009. They are Barry Brown, Rick Cooper, MJ Crow, GT Storer, Steve Learmonth, Andrew van Kampen, Merv Cox and Trevor Martin, based on the Martin family membership of the same car for this time. At this time not all of the above are paid up yet but we expect they will shortly as they are all long-term supporters of the Club. It is hoped that as many of the certificates as possible will be presented at the Pukekohe AGM, the others being couriered out to recipients later.

Congratulations to all of you for achieving this long service and we are sure you have enjoyed your time in the Club. Some of these names have figured regularly in Penzed in the past and others are more prominent now. There are a couple, Merv and Steve that stand out as very active supporters of the Club over most of the twenty years.

If you believe you qualify and are not mentioned above please contact Rob Jones and we will look into it. Our records are patchy in places.

Flashback to 1988



The 1988 Centre Island Meeting when it was held in the centre, this time in Turangi. I have vivid memories of this event, or more in particular the 24 hours before it. The fact that I remember is remarkable! Above we see the SO Deluxe of Jim and Anne Fong, the DR Deluxe of the late Bill Bolt, the B as B Super of Noel White, now with Gordon Gruebner, the CC Super of Rob Jones, the OF Deluxe of Bill Duinker, the AEB Super that is now Ed Tubman's ON and the CB Super of Geoff Ogilvie. My parents, Ruth and Bill Jones later joined the group in their B as B Deluxe 6 that is now happily with Andrew Larsen. They must have been shopping in Turangi!

Local Group Activities

Northern Group meets at the Auckland Car Club 44 Stoddard Road Mt Roskill Auckland on the first Thursday of each month at 7.30p.m. unless otherwise notified within the summons issued by Philip Meyer. Philip can be contacted on 09 238 0652 for additional information.

The February meeting is on Thursday 5th. The March meeting may well be the National AGM.

In November members just returned from the Northern Sites Tour swapped stories with other locals. The locals were impressed by the attendance of 4 cars from the lower Central Group. A long way to travel in a V8. The other BIG news was the need to revisit the time and location of AGM 2009 thanks to a stuff up by the original venue. *Refer to your pre Christmas letter in blue for the new details required.* This of course means some alterations to the itinerary need to be sorted and advised later.

The December meeting/Christmas party was a culinary success according to Philip's latest report and also saw the arrival of the Venning's at the meeting with a promise of their newly resurrected P76 being at the AGM. It will be able to join Gordon's newly resurrected P76 won't it? A good number of people and apologies meant the interest was high.

Alan Caple is organising attendance of P76's at the Paparoa A&P Show on Saturday, February 7. If you want to show yours off contact Alan on 09 431 8858 for further details.

The meeting also discussed the ongoing arrangements for the AGM. There is still some details to be confirmed such as the location of the actual AGM. We have it narrowed down to a given street but the choice between two venues still has to be made. See the provisional itinerary elsewhere.

Central Group

The **February 3** meeting marks a change in tradition as we try out a new venue, Monteith's Bistro and Bar in Paremata Shopping Centre. Join us there to see how this new place shapes up. The move in part better reflects the geographic layout of our present membership that is that there is hardly anyone left in Wellington proper now. The majority of members either live or work in the northern suburb area and for those of us from Wairarapa it means about the same travel distance (we hope) A cold Pilsner is the order of the evening! See you in Paremata.

The Central Group march meeting date and venue will be discussed at the February meeting, in particular the date as it is only a few days before the Pukekohe AGM.

Local events attended.

29th Lake Ferry Classic Motoring Excursion hosted by the Sunbeam Owners Club

I believe Lance Wagstaff and his Force 7V, along with a couple of mates driving his Rolls Royce Silver Shadow? and Triumph Dolomite Sprint attended this event. It was unfortunate that it clashed with the local Christmas Party and the arrival of my brother at Wellington Airport. This meant the wondrous Deluxe 6 couldn't sit alongside the Force at the show. Sorry Lance. We will avoid these clashes next year.

Local events to attend.

February 1st Dannevirke Wheels with Attitude Show.

10 until 3, the signs and the vehicles will lead you to the domain. Contact is 06 374 7620 if you need more information. Any thing on wheels is welcome, especially P76's. We have been put back on their mailing list so we can have earlier advice of the event. *I hope this is published in time.*

The 23rd British Car Day Sunday February 15 2009

It is on again and we all need to be there in support of the Wellington Free Ambulance and the British Car Club who organise this event. The Leyland P76 Owners Club need a big showing of many cars to welcome the presence of our UK based member Alan Firth who is still hoping to be here. Where else is he going to see a lot of Leyland's in one place.

Most of you know how it goes, Barton Road off Fergusson Ave in Upper Hutt, be there by 9.30 a.m., only \$5 for your display car with any number of passengers, good food and drinks available and hotdogs and Coke.

Even if you don't have a P76 on the road you should attend the show in your other British car or park in the public car park and come and meet the members, not to mention taking in the spectacle that is BCD. **If you need any information, contact Rob Jones as on page 2 of Penzed.**

Look out for buses, fire engines, trucks, stationary engines, traction engines and an A to Z of British cars from all over the lower North Island. And a big P76/F7V display. Lance tells me he is aiming for 5 cars if he can get the drivers, the previous 3 plus a couple of Jaguars. Where will he sit?

And once again the Jones family has to go off to the airport, to collect a niece this time, but it is a good excuse to ensure we are there.

March 8th A pleasant Sunday for those of you not making the trip to Pukekohe can be had at the **Shannon Car and Bike Show**. Gold coin entry, follow the signs and vehicles to this popular event and take in the large assortment of exhibits. The theme this year is vintage bikes in conjunction with the Horowhenua VCC. Contact is Warren on 06 368 7918.

Or if you are in Hastings instead of Pukekohe you can go to **Wheels on Windsor at Windsor Park**. **March 8th from 9.00a.m.** Entry is \$5 per car in support of the Guide Dog Foundation. Leyland's are welcome, indeed craved. Contact is Robyn on 06 878 9071

Southern Group

The Southern Group holds their bi monthly meetings at Robbies in Riccarton at 7.30p.m. each even month and arrange an outing, generally on the second Sunday of each odd month. Their new Event Co-ordinator is Sandy Downes who you can contact on 03 337 1647. Sandy is happy to hear from any Southern member, or a Northerner touring around down south should you want to join in the fun.

See several reports on their escapades later in Penzed.

News from the Southern Region:

July 13th our club met for our monthly outing at the Belfast Hotel car park, then off to lunch & refreshments at the "Brew Moon" cafe/micro brewery at Amberley, about 1/2 hrs drive from Christchurch. The "Brew Moon" beer went down especially well & the food too, I think?

Also this month the annual "Classic Car Show" was held in an indoor stadium in Christchurch and is open to most classic car clubs with a different theme each year, this year being "Race or Rally". Thanks to Ken McKenzie and Robin Blowers work in preparing their cars for the show. Our club was far from disgraced. Last year Robin was presented with a prize for "best paint job". No prizes this year, perhaps next year? The most prized car of the show, judged by public and judges, was a mouth watering, immaculate 1927 Packard Roadster proudly owned by Mr Tony Devereux of Christchurch. His car was faultless in every respect. A copy of a newspaper report on the show follows.

Our next monthly outing is a three hour boat ride up the Cam River leaving from Kaiapoi in an old restored ferryboat. Kaiapoi is about a 20 minute drive from the city. Upon our return it's off to Kaiapoi W.M.C. for evening meal. Sounds like a great day out.

On 23 November 2008, Sandy Downes, our glamorous event organiser, arranged for our group of 15 P nuts to visit a major car restoration company in Christchurch. Members met at 1.15pm and most (the blokes) were enthralled within minutes by our host foreman Allen Wylie's account of the formation of the company 30 years ago by a small group of car restorers who wanted to do their own cars. The restorations were so successful they were commissioned to restore outsiders' cars and from there the company grew.

We were first shown the engineering department where engines were reconditioned. Some times an engine was built from scratch, which involved making crankshafts, cylinder heads, engine blocks etc. Wherever possible it was easier and cheaper to repair an engine in very bad repair no matter how bad, than make new parts. The classic engines are from very valuable cars that justify the costs. You wouldn't take a P76 on present values to the company for a rebuild! As you can imagine, the engineering department had an extensive array of tooling with boring machines, lathes, cutting gear and tools. An engine they were making from a pattern was a Delage 1500cc straight 8, which developed 200hp! This engine was from 1920's from a race car now worth at least \$NZ7million!

In the body shop was an array of classic cars in various stages of restoration. These included GFA Delahaye, Lusso Ferrari, Type 44 Bugatti, 3 x Alfa Romeo's, Vauxhall and a Buick. An interesting project they were working on was a 1960's Bentley which body work was originally built in Ecuador. This large body was originally built as an open 2 door tourer and the present owner wants it changed with larger doors convertible coupe - it has to be seen to appreciate the complexity of the task. Some photo's of previous restorations follow.

In the paint shop was a 1952 Mark 7 Jaguar (the same as mine) which was to be repainted white.

After spending over an hour at Auto Restorations we dragged ourselves away to Rockview Restaurant in Heathcote Valley where we enjoyed the music and an excellent afternoon tea.

Don Alexander

Classic cars ready to go

This year's Flexoplas Classic Car Show has the green light to be one of the best yet thanks to its Race or Rally theme.

Every year sees the organisers of the annual show designate a theme bound to rev the engines of car enthusiasts across the region.

Past themes have included The Movies, Holidays, and Sports and Leisure.

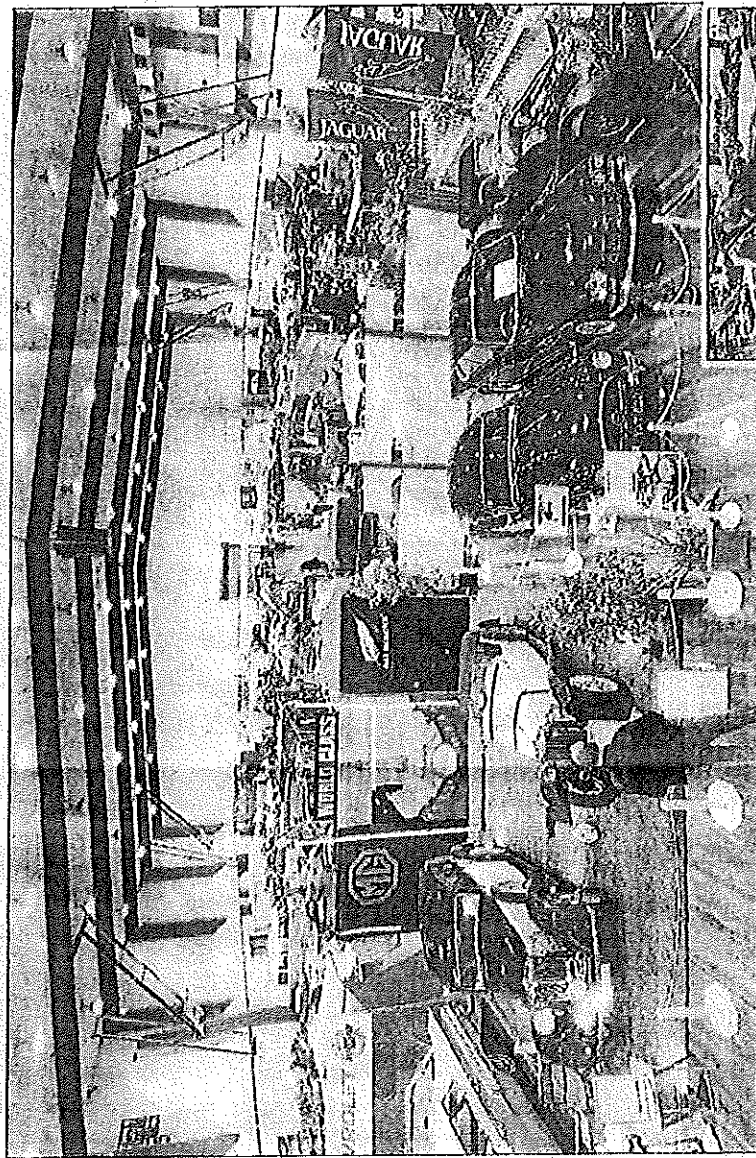
However, every year, without fail and regardless of the theme, spectators are guaranteed the chance to get up, close and personal with more than 80 special classic and vintage vehicles as they are shown off in all their waxed and buffed glory.

Key to the event is the proximity families and individual spectators can get to some of the most unique vehicles in New Zealand and the fact that the cars' owners are on hand to answer questions about the pedigree, history and specification of their charges.

As well as individual exhibitors, the Flexoplas Classic Car Show also attracts car clubs from around the South Island as a mainstay of the vintage vehicle calendar.

Most of the participating clubs will be organising their displays around the Race or Rally theme, with many interesting variations expected. All of them will feature their club cars as centrepieces, before filling their display areas with all sorts of props and memorabilia to catch the eyes of the judges, who will be spending the weekend comparing displays.

The judges themselves are made up of a mixture of club personnel and members of the public, with the winning club receiving a large trophy and other prizes for their showmanchin and attention to detail.



All under one roof: the Flexoplas Classic Car Show is the biggest indoor event of its type in the country.

Many cars will showcase their racing pedigree while others grab attention simply for their uniqueness and rarity, but each and every one of them will be a testament to the dedication and sheer passion of their owners who will have made every effort to display them in pristine condition.

Flexoplas Classic Car Show organising committee president Colin Hey says each year the show keeps getting better as New Zealand's

"There are other classic car shows in New Zealand, but this is the biggest in-door show devoted entirely to classic, vintage and rare cars in the country," he says.

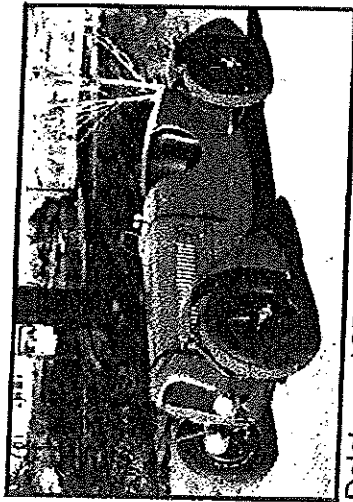
"It really provides people with the chance to see the very best of the South Island's classic cars in all their glory." As usual the show will feature a great variety of classic cars from across the world, with American, European and British vehicles rubbing shoulders under the one roof



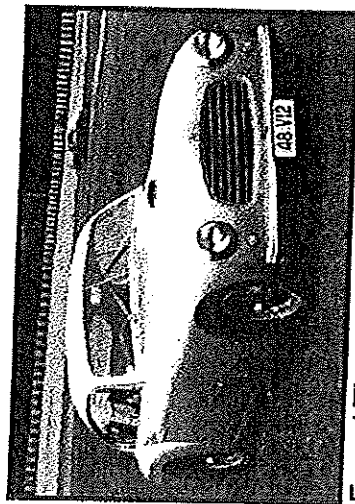
Waxed and buffed: More than 80 classic cars will be on show this weekend.

There will also be an area outside the stadium where members of the public can display classic cars for sale for a small fee (Classic cars are deemed to be any vehicle that holds

The newspaper article and photo showing some of the exotic machinery on display at the show. The BA and HOTO P76's of Ken and Robin are in there somewhere. What were your race numbers guys?

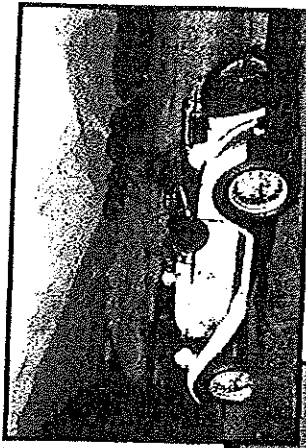


Delahaye 135m

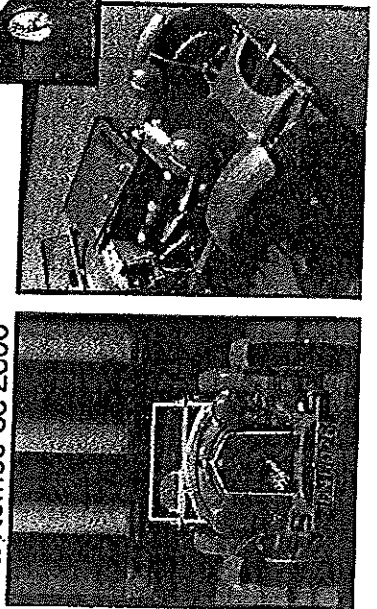


Ferrari Tipo 166 Inter

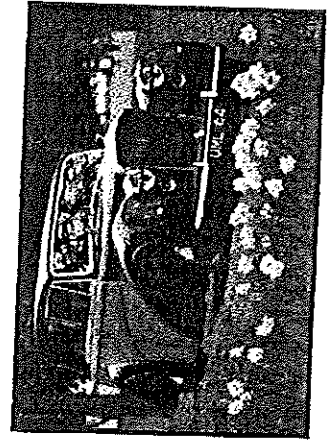
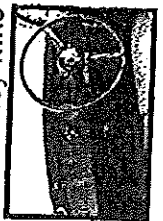
Alfa Romeo 6c 1750 GS



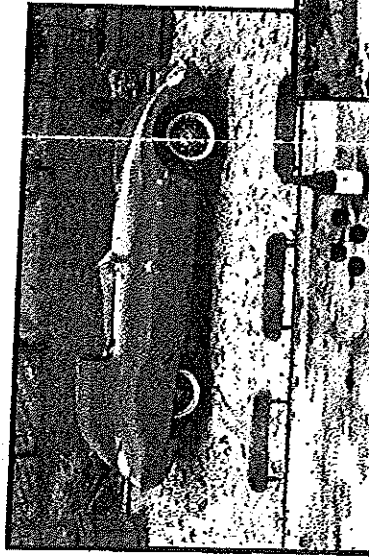
Alfa Romeo 8c 2300



Bentley Mk6



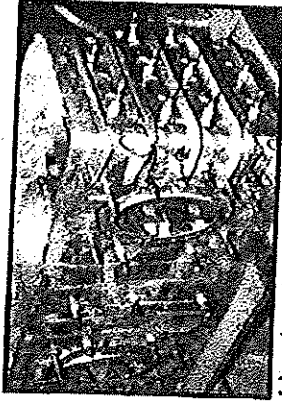
Osca FS 372 Barchetta



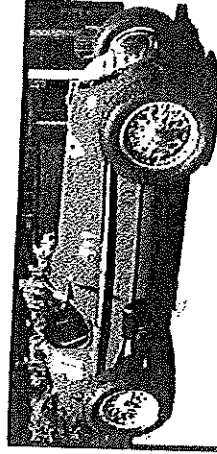
Ferrari Monza oil Tank



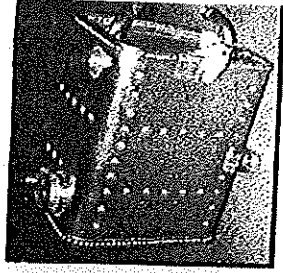
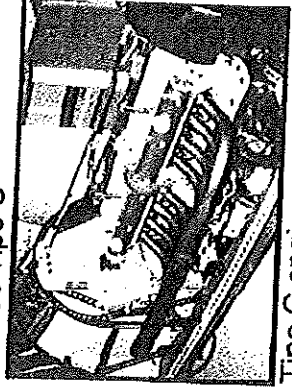
Hawker Hurricane Radiator



Alfa Romeo Tipo C



Tipo C engine



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52 Stewart Street

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ph: (64) 03 366-9988

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alan@autorestorations.co.nz

A Visit to Britain's National Motor Museum at the Beaulieu Estate

It was a beautiful sunny May day when we set off from Andover to visit the Beaulieu Estate near the New Forest in Hampshire UK.

"Turn right and then left" instructed Joanna Lumley, the voice on our TomTom satellite navigation system. The TomTom calculated that it was 53 miles to Beaulieu, the travel time was 1 hour 11 minutes and the time of arrival would be 10.16am. A touch screen map and voice instruction would take us to the entrance of the Beaulieu Estate. "You have reached your destination darling" intoned Joanna as we drew up at the gate. I had instructed the TomTom to take us by the fastest route and avoid motorways.

After leaving the town of Andover, we journeyed on secondary roads through the beautiful countryside and quaint English villages and towns. Nearing our destination, we drove through the New Forest where ponies and horses roam free in open park like countryside.

Parking our Nissan Primera in the large carpark, we walked to the modern reception area and paid our 15 pounds each entry fee (about NZ\$40.00 each). The fee included entrance to the car museum, Palace House, the gardens, the Beaulieu Estate, Beaulieu Abbey, Monorail, James Bond Exhibition and many other attractions.

Of course my first priority was to visit the car museum. The car collection was started by John, Second Baron Montagu of Beaulieu who was one of Britain's motoring pioneers. His son, the second Lord Montagu, created the Montagu Motor Museum in 1956 as a tribute to his late father. The museum grew rapidly in size and popularity and in 1970, Lord Montagu founded The National Motor Museum Trust. In 1972 a new building was opened to house the expanding motor museum. The Trust has over 300 vehicles and thousands of objects relating to motoring history. The museum tells the story of motoring in Britain from the 1890's to the present day.

On entering the museum, we walked through a "Time Tunnel" depicting the history of motoring in Britain. This presentation was of a high standard and had an audio commentary to complement the history theme. The exhibits are displayed in a series of categories including Vintage cars, family and mass motoring, sporting, racing and record breaking, motorcycles, commercial vehicles and garage workshop. The first section we visited displayed the Veteran and Vintage cars that were beautifully presented. These included Ford T's, Sunbeams, Rovers, Austins, Rolls Royces and Morris's of course. Next was the sporting area with Supercharged Bentley, Vauxhall Prince Henry, MG Midgets, Jaguar E Type, Austin Healey, Morris Mini Cooper S, Bugatti Type 35 and Lotus 49R3 racing cars. The speed section concentrated on British speed record holders. Original examples and replicas included Donald Campbell's Bluebird, Malcolm Campbell's Napier Bluebird and Rolls Royce Bluebird, which averaged 300 mph in 1935 at Utah. Henry Segrave took his 1,000 hp Sunbeam to Daytona in 1927 and set a world record of 203mph. In 1928 he regained his record with his beautiful Golden Arrow with a speed of 231 mph. By the 1980's Britain's Richard Noble rocket powered Thrust 2 raised the record to 633 mph. Most of these record breakers are on display either as originals or copies.

I had a yarn with one of the attendants who was very knowledgeable about cars in general. On my enquiring about Leyland P76s, he knew all about the model and was aware of the Leyland Force 7V, the P76 coupe. Regrettably they had neither models of these great cars on display.

After spending an hour viewing the collection we boarded the monorail which gave a very good over view of the whole park. We then had a pleasant lunch in the large modern cafeteria before moving on to the historical buildings within the Estate.

Beaulieu Abbey was founded in 1204 on land gifted by King John (1199-1216) to a group of Cistercian monks. Having quarrelled with the Order early in his reign, the King decided to establish an abbey for them to atone for his past oppression. The lay brothers and hired craftsmen built it and construction was done in stages. It took many years. The abbey church was once the largest Cistercian building with an overall length of 336 ft and a width of 186 ft. Today, little apart from one wall and the pillar bases remain and the proportions can only be appreciated by the outlines in rubble on the grass covered space where the church once stood. We walked around this area and felt awed standing on the spot where once a great building

existed all those centuries ago and visualised the busy lives of the monks as they went about their daily business.

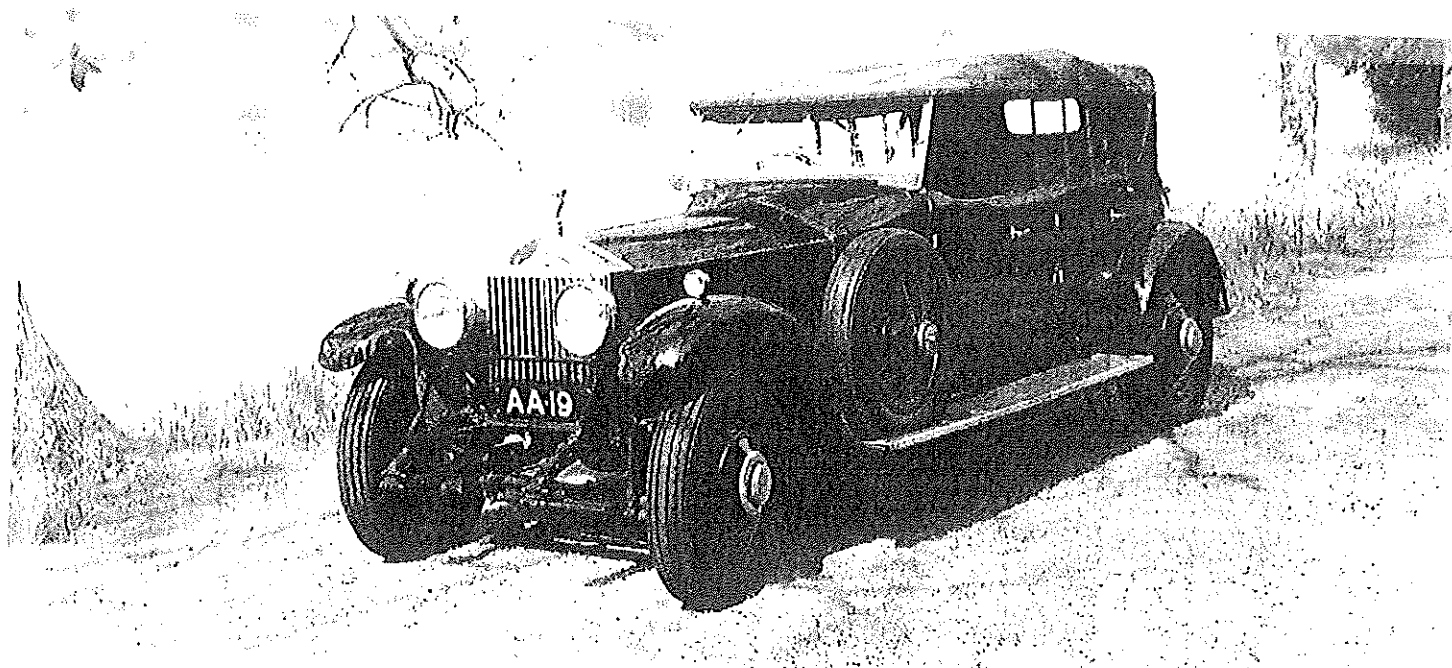
The 16th century was a time of dramatic change for Beaulieu. It saw the end of the monastic way of life, the destruction of the Abbey's main buildings and the sale of the estate to a new, secular owner. On 2nd April 1538 the then abbot, Thomas Stevens, formerly surrendered the abbey to the Crown on the orders of King Henry VIII. The great Gatehouse was converted into a dwelling and became known as Palace House. Over the centuries Beaulieu became a favourite place for royalty to visit.

John, 2nd Duke of Montagu inherited the Beaulieu Estate from his father in 1709 and it has been in the family ever since and is currently occupied by Lord Montagu. The house was opened to the public in 1952 and we were able to see right through it, with its grand halls, drawing rooms, bedrooms, sumptuous wall hangings, portraits of generations of ancestors and even the kitchen. Staff dressed in period costume were on hand to guide us and answer questions. Although a very stately home, the fact that it is occupied and lived in makes it like any family home, albeit a grand one, with the usual assortment of crumpled cushions, photographs, bric a brac and we even thought some areas were almost tatty and could do with refurbishment, however "upper class tat" (as Basil Fawlty would explain) is totally acceptable and no excuses need be offered.

The gardens surrounding the house are a charming mixture of formal and informal design with beautiful trees, roses, rhododendrons, and 15 different species of daffodils blooming in the spring as well as masses of snowdrops, crocuses and bluebells. The kitchen garden produces vegetables and herbs for the table as well as peaches, nectarines, apricots, grapes and asparagus, also flowers to be cut for decoration of the house.

If you are in Southern England and have a day to spare, going to Beaulieu is highly recommended.

Thank you to Don and Jenifer Alexander for interesting report. If only I could get there!



Above: The Phantom I of 1925 replaced the Silver Ghost, but kept that car's chassis and all its Edwardian mechanical items. This actual car was supplied to Lord Montagu, and has a splendid five-seater touring body.

The sort of car Don and Jenifer may well have seen during their visit to Britain's National Motor Museum.

Inter Group Events

Wellington 23rd British Car Day February 15 2009 Trentham Memorial Park Upper Hutt.

See above notes for the Central Group. Members from everywhere else are welcome should they be in the area as so often happens with other clubs. Cars from all over the country have attended in the past.

AGM 2009 Pukekohe NZ Leyland P76 Owners Club Inc

Provisional programme for March 6,7,8 2009 Pukekohe

Philip Meyer PO Box 38 Pukekohe 2340, 16 East Street Pukekohe 2120
Phone 09 238 0652 or Mobile 021 623 805

Agenda Summary

2009 AGM

- Friday, Welcome, Barbeque
- Saturday, Photo shoot, Convoy to Kaiua for Lunch, Visit and Gymkhana to Clyde Walters, AGM followed by Dinner
- Sunday, Tour, Manukau Peninsula to Manukau Heads Lighthouse, Luncheon at local café, option of visit to Glenbrook Vintage Railway on return.

Officers

President: Rob Jones

Programme

Friday

6.00 p.m. BK's Motel. Chef: David Timms. Food: Sausages, steak, salads, tomatoes, cucumber, beetroot, breads, tomato sauce, butter or spread, oil, Fruit, ice cream; paper towels, rubbish bag. Drinks: Beer, wine, orange, lemonade. Arranged by Philip.

Saturday

8.30 a.m. Photoshoot. (Regardless of weather.) Venue a: Pukekohe Hill (Map/directions to be supplied) Subject to final inspection. Venue b: Town square. (Subject to availability, to be advised, but unlikely to be available). Venue c: Under consideration.

9.30 a.m. Convoy. To leave from photoshoot venue. Arrival point is Kaiaua Fish-N-Chip shop. Lunch at own expense/time. Convoy leaves for Clyde Walters property at Moumoukai Road Paparimu at 1 p.m. to arrive by 1.30 p.m. A programme of gymkhana events (Clyde and Philip to confirm). Items required: cones, stopwatches, record-keeping, prizes. Clyde's sheds are available for inspection. CONVOY 4p.m. to BK's motel to enable time to prepare for 5 p.m. meeting start. Maps/instructions to be prepared and distributed (maybe with welcome pack?)
AGM: 5 p.m. Venue, to be confirmed, a: Pukekohe Car Club, b: Pukekohe Joggers and Walkers Club, both in Station Road, Pukekohe. Transport by convoy or taxi.
Dinner 7.00 p.m. Wine to be provided by Natcom (arranged by Philip). Catering by Mrs. L Dawbin, to be confirmed (Philip). Other drink to be provided for purchase -- beer, spirits, wine, soft/fruit drinks - according to venue. Tee shirts, printed with photo from the morning photoshoot will be available for collection. Return transport at own leisure or by taxi.

Sunday

10.00 a.m. Convoy to Manukau Heads Lighthouse, followed by luncheon (at own expense) at Café (Name and location to be confirmed). The Convoy officially ends here. Maps and directions to return to Waiuku (and therefore Pukekohe, or the Motorway, North or South or even the West Island) or an add-on visit to Glenbrook Vintage Railway (brochure to be included with registration pack) will be included. (Philip to prepare.)

Well this provisional itinerary sounds like we are in for a fun weekend. We get to see car collections, countryside and another lighthouse amongst other things. Lighthouses are something that attracts Leyland's for some reason!

Philip advises that registrations are coming in steadily, including several from the South Island, which is a good sign. I believe there is at least one Australian couple coming, even if they haven't registered yet. Those Auckland members should remember that they should register officially to allow for accurate planning by the organisers.

Please forward your registration to Philip at the above address to ensure you don't miss out on accommodation with a great bunch of P76 enthusiasts and again, to help Philip in the planning.

Saab ex Wellington cont'

Apparently I misunderstood or misinterpreted Philip's explanation of one of the space age technicalities of his latest Saab. It had to do with the ESP. This means Electronic Stability Programme, something lacking in your Leyland. I thought that's why we had such good suspension, but never mind. Anyway, in Philips Saab this feature can be turned off to allow greater exploration of one's abilities and those of the car, something that he is prone to do I believe.

Good luck with all these devices. I'm sure a man of your skill will find most of them superfluous anyway. And just to prove that he keeps his "hand in" he goes and takes his P76 out of the cosy museum and chases all the others all over Northland on the Northern Sites Tour. That's how we came to have 3 CW on the run. Philip, Merv and Mike are proud of their CW P76's

NORTHERN SITES TOUR

31ST OCTOBER – 3RD NOVEMBER

(LEYLAND P76 CLUB in 8 P76 cars plus 2 non P76 members)

They came from both north and south, but no Aucklanders, to meet, on a sunny afternoon, at BK Counties Motor Lodge in Pukekohe and after greetings by the pool, we doubled up in a few of our cars and drove to “Bazza’s Steakhouse” where we had a lovely meal in an African setting.

Day 1

The next morning we were up, packed and ready by 7.30 am and off to breakfast at the Autobahn Café next to the Bombay Motorway service centre, (try saying that fast). We fuelled both ourselves and the V8’s up, (Mazda’s don’t need much as they are pint drinkers).

Next, under Ed’s able leadership, who doesn’t live in Auckland, we followed like ducklings through the “Mobile Parking Building” via Te Atatu on to Helensville. What a contrast this town is compared to Auckland. People stopped to admire the cars and a young father with son in tow, stopped to explain that the site next to where we were standing was where the first ‘land settlement’ was made, and that it was the site of a the Courthouse where the settlement was made in, (the building has since been relocated), and that it was built along side the first railway line in NZ. The town was even nicer when we found other “collectables” of the scale model variety at “Automania”. Edward couldn’t stop himself from purchasing one. I would have if the price for the ‘L34 Torana’ hadn’t been \$630-00.

Coffee was next on the list at the “Station Café” and here we found more detail on the railway. The café floor leaned towards the platform probably because the station was built on the soft silts along the river bank.

We headed off through Wellsford and Te Hana and turned left at the Brynderwyns towards Dargaville for our lunch stop. Then it was up the hill to the Dargaville Museum at the west end of town. Here the wind was singing in the rigging of the relocated “Rainbow Warrior’s” masts while the Leylands were being lined up for photos. In the background was the Dargaville wharfs way below.

The museum has very rare displays of Pioneering photos and belongings, and lots of Kauri gum and gum processing working models. It has a Pre-European Maori section, a Naval Maritime Hall, and even a collection of Piano accordions (like my sister tried to learn many years ago).

On we went to the famous Waipoua Forest, to visit the “biggest tree in the southern Hemisphere”. You just stop and stare and can’t help lingering for a while, looking up at this Kauri that has its own micro-climate. You don’t want to leave him on his own.

The last run of the day was to Opononi, (minus dolphin but plus the largest sand hill just over the inlet from our motels). Alec was recognized by our Hostess as the person who was arranging the island trip, as she and

A photo page:

Linda and Tane Mahuta.

Beth above her station in a Silver Shadow.

Merv "taking the long way home" Who needs a Subaru?



(Continued from page 2)

her husband had just sold on Waiheke and bought at Opononi - small world, too small for Alec.

They were so good to us, running us to dinner at the Hotel by the wharf and cooking us breakfast on their 'Coal-range barbeque' the next morning and arranging photo shoots by the little lighthouse on the front lawn. There should be some good photos as we were all in good spirits. Mike and Annette King's white Leyland was used as reference. It was sad to leave such a beautiful spot.

Day 2

Fast towards Kaikohe, following Fred and Rose to visit the Waimate North Mission House, Church and Graves where a few of us found some of our 'rellies' that we didn't know were buried here, (missionaries perhaps). After a tour guide and talk by the money collector at the front door, we remounted our steeds and were led across to Kerikeri where we sampled the heavenly macadamia treats at the Chocolate Factory. I saw a very unusual sight to be treasured, not one but two Japanese women making chocolates in full view of the public, (what is this world coming to).

After this we all went our separate directions for lunch in Kerikeri, some to the Markets and some to the Stone Store. Here Bryan and Beth had an entertaining lunch with the ducks only interrupted by a dog-walker, who kept throwing the dog off the wharf only for it to swim back to shore, several times. He apparently gave up and put it back in the car very wet I would say.

We drove around and had lunch at the garden centre before fueling up and meeting everyone at the McDonalds carpark. It was then our turn to lead everyone to Rainbow Falls road, via the new bridge, (the old one by the Stone Store was washed away in a flood), where we met my cousin, Don Cottle to look at his car collection and then to go to his neighbours to look at the very rare cars there. We parked in the Rainbow Falls carpark and went to see the falls and relax in the shade there as it was rather hot by then.

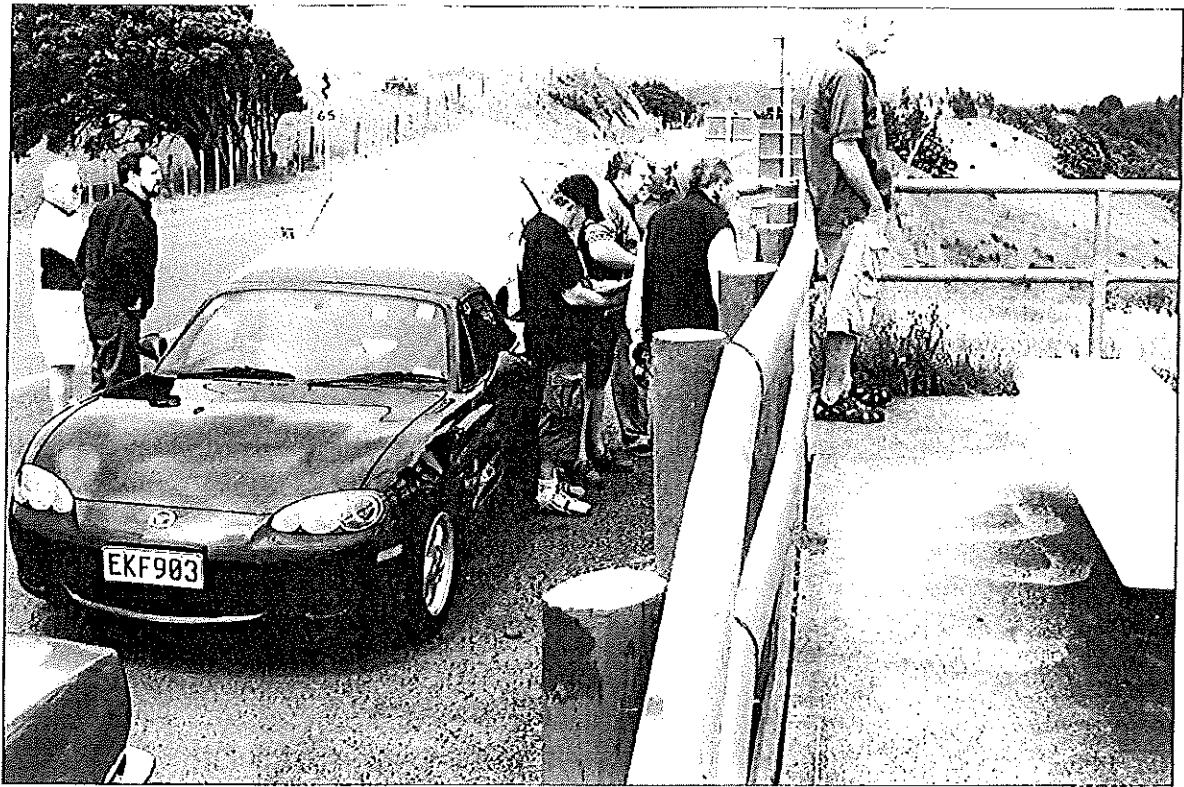
We finally drove out to Waipapa and south through Whangarei to our home for the last night at Bream Bay by Ruakaka and the Refinery at Marsden Point. We went out by Taxi-bus to dinner at the 'Woolshed' and had a great evening. Some of us partied till late back at the Motels, while others tried to get an early night.

This was a very well organized trip north, thanks to Ed and others and those on the trip, we had a wonderful time. One could not wish for better driving mates or nicer cars to travel with. Congratulations to the Leyland Club and many thanks for a great time.

Clive & Carol Cottle

Clive concedes that Gordon from Papakura, Philip from Pukekohe and Alec from Howick may well be considered to be from Auckland! On the run there were 3 CW, and 1 each of B as B, AG, ON, Pimento and Persian Sand coloured P76's as either Super or Executive models. You must know these colours by now? It is good to see Gordon on a run and lucky for him he accompanied Philip in the rally P76. As I wasn't going on the run I didn't know Philip had taken his car out of the museum for a run. The non-P76 cars were Bryan and Beth's new Mazda MX5 and Clive and Carol's Aston Martin AMV8 that many of you have seen before. Yes, Paul carried most of their luggage in his Leyland!

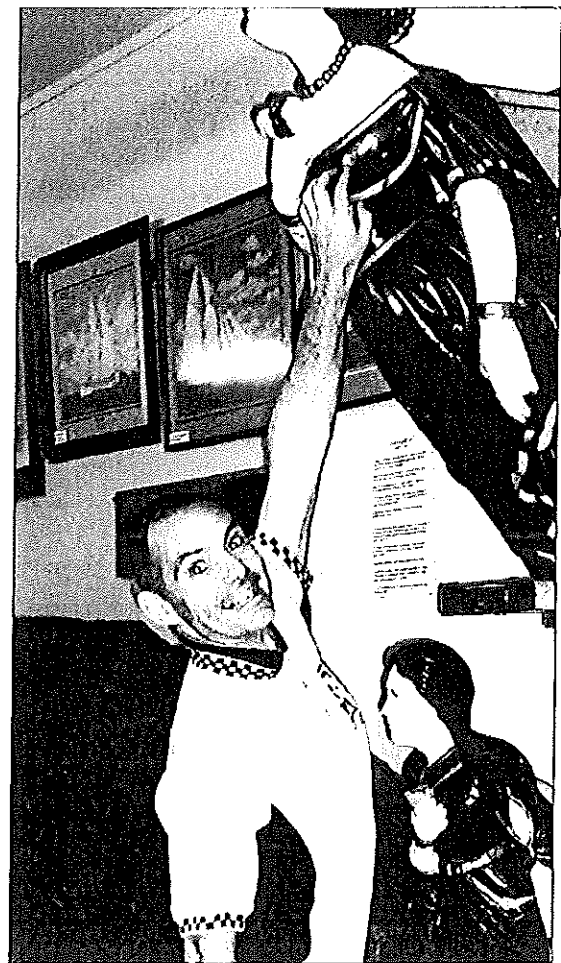
Thank you for this report and some of the photos Cottle's. The other photos are by Paul Heath.



Saturday morning—overlooking Port Albert on the Kaipara Harbour



*At the Dargaville Museum
We heard Rose say, "there's
Something hard sticking into my back"*



*and at the same Museum,
We found Paul Heath taking a handful*

More from the Deep South

Happy New Year to all the Leyland Club members.

"Us down here" in the south started our first social outing for 2009 in disappointing way. Our usual BBQ was postponed through lack of interest! Disappointing as we have always enjoyed this usually well attended function. However our members must have been in contact with the weatherman as about the time the BBQ would have normally started the heavens opened and it began pouring with rain!

As an alternative 11 members opted to meet at the Hornby Working Men's Club about 5.30 for drinks and a chat, followed by a very pleasant meal enjoyed by all. Some club members had trouble with the coffee machine resulting in more coffee in the saucer than in their cups. Names suppressed by mutual agreement!.

Our next big turn out is on Tues. 17th Feb. at Robbies Bar & Grill, Riccarton at 7.30 pm.
YES our AGM. All our members are bursting to take up office of course! We expect this meeting to be a full house.

Down in the south we are experiencing great weather. Time to dust off your Leyland and go for a spin!
Cheers for now,

Bev Clifton-Mogg.

The Highest Mileage Targa Florio model in New Zealand

As some of you know there have been P76 and Targa Florio models produced by Trax in Australia. These are bought by Ed and distributed around some known collectors of die cast models, Leyland's in particular. One day Ron Butler ordered his Aspen Green Targa from Ed who duly delivered it to me to hand onto Ron. This was the beginning of a long journey! The model has been from Hamilton to Masterton, over to Levin for Merv to deliver but didn't, given to Paul on the Northern Sites Tour and taken as far north as Opononi, coast to coast up north and back to Wainuiomata whereupon it took on two return trips between Wellington and Masterton where Ron wasn't present for delivery either time!

I took it to Hastings with me when I took Dad into hospital just in case I had to leave for Ron's BBQ from up there, but as you know I came home to Masterton again. So last weekend Jan 24th I was finally able to present Ron with his slightly used Targa Florio. By my reckoning it has travelled about 2873 km, but probably more! I didn't count the flight from NSW to start with.

Ron has a unique model now that has travelled from coast to coast in Northland and been from the Tuki Tuki River mouth on the East Coast to Paraparaumu Beach on the west. Along the way it has visited some of our greatest tourist attractions like the chocolate factory in Keri Keri and Ongaonga in Central Hawkes Bay. It has been to a Club meeting, Christmas party and Centre Island Meeting. Sorry Ron but I have to say it, you weren't at any of these meetings otherwise you would have had your car a lot earlier!

The Oz Trail

South Australia Oct 08 As stated on the last cover, that issue was for a bit of September as well so I haven't lost one. The great film adventure is detailed here with nice photos. To have the Force7V and the Two Boots trailer must have been an impressive sight along with all the P76's. Filming takes time but the end result is usually worth it. Good to see your members weren't camera shy.

Nov 08 nice colour cars with the brown Force 7V from the national Motor Museum. An exciting story of a parts recovery operation in a neighbouring state under the noses of 'the other club'. And a new P poem, something we haven't had in a long time. Your Christmas lunch holds great possibilities for a long day out.

Dec 08 & Jan 09 Part 2 of the parts recovery operation and subsequent visit to the P collections of Rod Warrick and others. Sad news of the Holt's departure from the committee. Allissa is having baby number 3 - Congratulations to you both. Darren says they now need a bigger house for the P76's and the kids but instead of moving around the corner, they are off to a NSW! So which Club will they join there?

NSW LP76CCC Nov 08 It is great to hear Sue green is finally home from hospital. Sue, we hope you have a Merry Christmas with your family at home. Great report on the BMC Leyland Heritage Day reunion with a wide variety of cars on display. After saying how the SMH article with Jason Birmingham wasn't bad it's saddening to read how in fact a "dumb arse lazy cretin" journalist butchered it. What do we have to do?

NSW The Leyland Post #27 great contributions from Steve Maher, Jason Birmingham and Marty Stockwell. How come they have so many good writers active in the car movement in the one Club? Exciting stories of success in a Tarmac rally in a VW, parts recovery amidst statewide flooding and another perspective on the BMC Leyland Heritage Day. Includes strong words from President Steve on criticism levelled at one club members efforts involved in an Aussie Top Gear production. Anyone in NZ seen it?

Victoria Oct 08 A few interesting event reports and more history of one members car ownership. It really is an A to Z of vehicles. A rust prevention item that on first reading is really quite scary. How gratifying it must have been to get a huge round of applause at the mention of the Clubs name at the RACV meeting and being able to negotiate a lap of honour for P76's at the Haunted Hills Hill Climb track.

The Victorian Club has recently decreed their magazine shall only be sent by email to other clubs. This may be the last entry they receive in the Oz Trail for awhile, not the least reason being the pronouncement of my pc being dead in early December. It is now mid January and my pc is alive again and a bit more powerful than before but I have been unable to respond to their suggestion as yet. This decision is counterproductive to the distribution of their magazine within NZ and I will have to discuss this further with them now that I'm able and the holidays are past.

Westwords Oct 08 This issue includes an event report, a quite technical explanation of the Repco Brabham F5000 engine and a further installation of the parts listing.

Nov 08 Congratulations to James and Clancy upon the occasion of their wedding. Only 4 P76 wedding cars! James offers an interesting story on the purchase and development of his CW Executive, one of a large P collection. Another section of the parts listing is included as well as several event notices showing a busy summer coming up.

Dec 08 Does anybody else have a Trax Aspen Green Targa with the entire rear of the drivers seat missing? Your advert prompted me to ask the question as we have found such an oddity here. An extensive photo report on the WA BMC Leyland heritage Day. As well as all the P76's a member showed off his Austin A30. A first for P76 at this event was the awarding of Best Show Car to the Bradley's B as B Super. Having seen this car after being driven to Queensland I can understand why it won. It is special. A supercharged P76 drag car was also a people pleaser. Not a bad effort with 15 P76's and 3 Marina's amongst all the others. I have some great photos from this event as my nephew and his whole family went along and said it was a great day out even if some of them aren't really car people, let alone P people.

Queensland Oct 08 Part 2 of the Roger Foy interview taken from Westwords along with some of Adrian's servicing misadventures make for a lot of reading. It's not just P76's either. My daughter's boyfriend has a Toyota Trueno and he is suffering in getting it serviced and repaired. A good number of P76's at your BCD as shown on the cover photo. I hope we do as well in February 09.

Nov 08 Further developments with Adrian's P76 driving. It's true, the old flashing (or not) green indicator light inside was always a good way of knowing if they were working, or not. There is great scope for a "Members Other Cars" item when you tell us that members also had a Nash Metropolitan and Chrysler Royale at the Morris Minor 60th Anniversary show.



NZ LEYLAND P76 OWNERS CLUB INCORPORATED

NOTICE OF ANNUAL GENERAL MEETING

The Twenty-sixth Annual General Meeting of the NZ Leyland P76 Owners Club Incorporated will be held at:

At a venue to be confirmed upon your arrival, but it will be in
Station Road
Pukekohe

on Saturday 7th March 2009 at 5:00pm. Please register as you enter.

A G E N D A

1. Welcome to Members and Guests
2. Apologies
3. Minutes of the Twenty-fifth AGM held 15th March 2008.
4. Matters Arising
5. Correspondence
6. Presidents Report
7. Treasurer's Report and Presentation of Accounts
8. Appointment of Auditor
9. Election of Officers:
10. The following nominations have been received:

11. Notices of Motion
12. General Business
13. Closure of Meeting

We will have dinner and drinks after the AGM.
Dinner is set for 7.00pm. You will be hungry after the day's activities!

Please bring this AGM BOOKLET with you to the meeting. Thank you.

Form Of Proxy

I,
(Name)
.....
(Address)
.....

being a financial member of NZ Leyland P76 Owners Club Incorporated,

hereby appoint

.....

or failing him/her

.....

as my proxy to vote on my behalf at the Annual General Meeting of the Club to be held on Saturday 7 March 2009 or any adjournment thereof.

This proxy is a *(please delete either (a) or (b))*:

(a) General Proxy

(b) Special proxy to cast my vote in connection with the following matter(s) as indicated hereunder:

Signed:

.....

Dated: / /

Notes:

1. Proxies sent by post must be in the hands of the Secretary, PO Box 38, Pukekohe, 2340 seven days prior to the Annual General Meeting. Alternatively, they may be brought to the Annual General Meeting and given to the Secretary prior to its commencement.
2. A member, should he/she so desire, may appoint the Chairman of the Meeting as his/her proxy.

HAPPY NEW YEAR