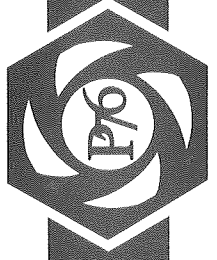


**P<sub>76</sub>  
Penzed**



**The instructions said to look for a giant cow!**



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

**July 2010**

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 welcomed (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions. **PLEASE**

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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 July 2010

This is an incredible moment, I am typing the beginning of the July issue in May, albeit the very last day. I want to thank the many contributors to this and probably the next issue as well. Paul Heath and Richard Fong supplied many of the photos. Mike King, Fred and Rosalie Maunder and Bev Clifton-Mogg have supplied event reports and more pictures. Others have supplied other bits and I thank you all and will try to acknowledge as we go. I am a lucky editor having so many contributors adding to Penzed.

Winter has set in across the country, My P76 languishes in the shed unregistered at present but then we have all been unemployed for awhile. Sonya has started a wonderful new job in a really go ahead organisation most unlike her last placement. The downside is that she is based in Wellington, a situation we are still coming to grips with. I must report for training at Tranzit NZ after finally attaining my Fit and Proper Person clearance and Class 2 driving licence. It has been a marathon effort on the part of bureaucracy! Trouble is last year they sold the lovely old Leyland Leopard coach they had so I won't be driving that one.

### Troop Movements

**Resignation** We regret to record the resignation of Mark and Yvette Biddle of Whangarei. I am confident this will be a temporary absence as they still have their sweet car but find it hard to get involved at all with a growing (up) family and their business commitments. We look forward to their return sometime in the future.

### Congratulations on the supply of new members

Current members have been blessed with future members. Royce King and partner Sheleigh have a new baby son named Leon and Wayne Andrews and partner Petra have a new baby daughter, Poppy. Congratulations to all of you.

**Limousine** I made mention of the green P76 stretched limo seen by Don Edmonds in Auckland and to date have nothing to add to that sighting, however, the one mentioned in an earlier Oz Trail is alive and well as photos attest in a couple of the issues in the current Oz Trail. The Aussie one is in Am Eye Blue which must be a departure from the black, pink and white normally seen. I just can't bring myself to like these things, especially the absurdly long Hummer down in Wellington. Others must like them as there seems to be no shortage of them.

**Car for Sale** One of the cars advertised on behalf of Sam Pepper remains for sale. Sam resides near Tauranga. He can be contacted on 07 543 2006. I (Rob Jones) hold extensive descriptions and an email photo gallery for this car if you are interested. The car is a 1972 Mercedes Benz 350SL in Midnight Blue with two tone beige upholstery. Reg is MT9 and on hold, 90,252 miles. This car has also undergone mechanical and upholstery repairs, and had a bare metal repair/respray in the original colour. There is a small amount of chrome work to be refitted and a little to be replaced.

Sam is asking \$11,000 ONO. Yes, there are a lot more details available.

## **Inter Group Activities**

A biggie to note here, the **2011 National Rally** will be held in **Blenheim** over the weekend of **18 to 21 March 2011**. Barring some disaster this is when you plan to be there. We look forward to meeting the local members and their cars. I have an inkling of the itinerary proposed and urge you to be there. If not you will miss out on something very special.

If you are interested in planes , trains, vintage tractors and machinery, vintage cars, wine, beautiful scenery, shopping, good company, P76's, fun and frivolity then you had better get along to the Southern Group's hosting of the National Rally.

This is the only Inter Group event notice to hand at present and as winter approaches the opportunity to show off our cars may diminish slightly so this is something for you to look forward to. The Bown, Goulding, Harris and Tuffey polishing clothes will be busy!

There are a few ex Club members and owners in the area we should try to contact. They may be interested in catching up with the current Leyland Club.

## **Local Group Activities**

### **Northern Group**

To enjoy great food and company you can join Philip Meyer and his merry members at the **Auckland Car Club Rooms 44 Stoddard Road Mt Roskill** on the first Thursday of each month and at Bellagio's for an 8 30a.m. breakfast on the first Sunday of each month. Confirm dates and details with Philip on: H 09 238 0652 or Mob 021 623 805.

**Thursday July 1 August 5 September 2 October 7**

Alec Reid told me that Bellagio's attracts a quite large crowd of varied car enthusiasts to breakfast so each time is like a small car show in its own right. That should be of interest.

Philips' latest 'Summons' is more of a confessional given he called the April meeting on the wrong date and left Hawera without paying his motel bill, all problems which I'm sure were easily overcome. Missing the Whangamomona drive home will not be as recoverable. In this issue he promises a laptop photo display from the Australian National Rally will be available to those attending. He also reminds members of the Clubs web site address and that they should visit it **AND THAT THEY SHOULD HAVE THEIR CARS ENTERED INTO THE CLUB CAR SECTION**. See [www.leylandp76club.org.nz](http://www.leylandp76club.org.nz)

Questions are also raised about the Gruebner car, it supposedly is running (in the shed at least) but when will it be seen in the sunshine/showers that is Auckland?

There were five P people at the May breakfast and the food and car selection was superb.

Philip stresses that meetings are informal and topics of discussion extremely varied, not just centred on P76 alone. So come on those of you who haven't ventured out into this new world, give it a go. You will probably meet someone you like!

In keeping with this Northern theme I bring you a picture of Peter and Michaela Venning's French Blue Deluxe V8, taken on Ross Calgher's driveway. This is a nice car and being a Deluxe a little uncommon within our Club. It's true, there aren't that many of them out there. This is the first close up photo of this car in Penzed. Note the waistline bump strip is very similar to that on Murray Hatchard's CW Super and I'm sure this car originated in Christchurch as did Murray's. Maybe they came from the same outlet?



**Central Group Meet at The Fireman's Arms 313 Jackson Street Petone**

**Tuesday July 6 August 3 September 7 October 5**

Meet for dinner with a "when we're ready" start to the Central Groups informal meeting. There is some parking at the rear of the premises as well as on Jackson Street. Contact Central's Social Convenor, Paul Heath on 04 972 7192 if you have any questions or suggestions. Leave him a message on his new answering machine.

Due to unforeseen vehicle failure (not the P76) I wasn't able to attend the June meeting which otherwise saw a dozen Central Group members, including Sonya enjoy a convivial evening of chatter, good food and maybe even some car talk. Who need a "meeting"?

**The Southern Group** holds their bi monthly meetings at Robbie's in Riccarton at 7.30p.m. each even month and arrange an outing, generally on the second Sunday of each odd month. **Their 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. Give Sandy a call and get in on the act.

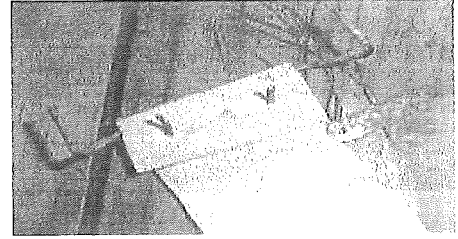
Remember, it is your Club to participate in and you are invited to any of the events advertised in Penzed. If you are doing something with someone else invite us along to.

# Refurbish Your Seats

By Mick Clarke

To make your seats like new you have to replace the Pirelli webbing in both base and back squab of the seat. The webbing is available at Clark Rubber for \$10 a metre and you will need 5 metres. The original webbing is narrower on the back squab but you can't get that width so make do with the same webbing as the base.

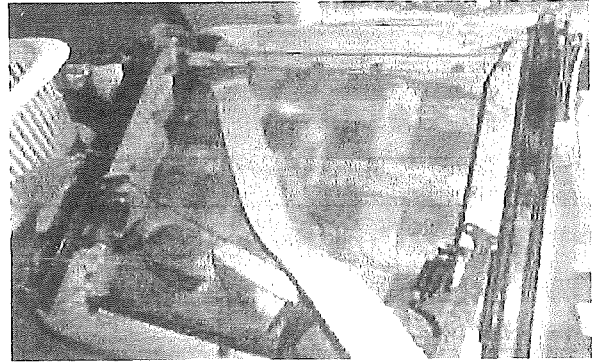
Right is the end of your old Pirelli webbing, you can see lock tab (off), staple (poking through) and anchor bracket.



**Step 1:** Remove all the old straps.



**Step 2:** Affix end of new strap with anchor bracket\*



Note: To affix the anchor bracket, fold the end of the strap over it to give couple centimeters overlap. The staple must go through, mark where the holes are to be punched by pushing the end of the staple hard against the strap. Punch holes where these marks are with a hand held hole punch similar to one used to cut holes in a leather belt. Push the staple ends through, slide the lock tab on and fold over staple ends to lock. Place anchor bracket with strap now attached in its holes in the seat body.

**Step 3:** Place loose anchor bracket through its holes in the opposite side of the seat, run strap through and pull to the desired level of tautness (taut but not brutal). Mark where you wish to cut leaving 2 cm overlap for the lock tab and staple. Repeat step above, then pull strap taut and with some effort you should be able to get the anchor bracket through its holes. There you have it. Make sure to retain the same overlap pattern as original seat straps. Before installing straps you may want to put an extra inch layer of foam in.



Running Strap through anchor.



Straps in with extra foam in place



Three straps in



Seat back, note ends need to be trimmed as anchors are narrower.

In the car the difference is marked, the seat feels "sprung" you don't feel bumps in the road so much and you sit once more at the right height for optimal viewing.

All the best, Mick

Thank you Victoria 9/09



## More notices for Penzed

### Condolences

Natcom and several long term members will be sad to learn that Tom Rouse, one of our 32 founding members passed away recently aged 90 years. Tom's name appears on my membership maps up to 1991 at which time we know he transferred ownership of his car to his daughter who continued on in the Club for some years.

Our thoughts are with Tom's family.

### Cover Picture

One of Paul Heath's many photos. Members were advised to look out for the giant cow on the corner. See what I meant. This was taken during the Sunday photo shoot.

### Congratulations

Alison and Philip Vallance both attained a very special age in June. They each reached 76. It was also their 50<sup>th</sup> wedding anniversary on May 5<sup>th</sup>. Philip chose a very special way in which to celebrate this occasion. He had a stamp printed showing their wedding photo on it. This service is still available from NZ Post (I didn't know that) and Philip says in fact it is quite reasonable, given the special nature of the product. He gave me a sample to include and I hope it comes out clearly. See it below. Who'd have thought he had it in him?

Congratulations to you both on these special occasions and to you Philip for your clever gift.



P. H. Vallance,  
P.O. Box 752,  
Masterton, 5840.

Some more cars not often seen in Penzed appear on the next page. Many of you would have meet Andrew and Debbie Larsen in Hawera in their Toyota Previa or similar. Well all is well, as they have a good Leyland P76 collection as you will see. The OF car (HC500) on the right is being wrecked for parts for the grey car in the middle, Andrew's V8 Super project car. This is the ex Rick Cooper car from Taupo that was OF also. The B as B car on the right is our old Deluxe 6 Auto and if you look carefully you will see it is now a totally stripped

out, repainted rolling shell awaiting several new fitments like roof linings, carpets, boot mat and some windows would be good too! So there you go, the Toyota won't take pride of place for too much longer.



### **More Northern Group News**

You will have missed the Tauranga Bay Rodders Show on June 27<sup>th</sup>. I had hoped to get this out to members before then but some events helped prevent that and besides I will be having fun in Dunedin that weekend. If you did go, please send me your report and a photo or two.

There is a **Car Show and Swap Meet** at Rotorua on July 11<sup>th</sup>. Held at the Paradise Valley Raceway from 7.00 am to 3.00 pm and run by the Rotorua Vintage and Veteran Car Club. Considered the largest swap meet in the North Island, local P76 owners are planning to attend and display their cars. Display cars enter for free, onlookers entry is only \$5/ person.

Contact Mike King as on page 2 of Penzed if you're keen to go along for a look.

### **Another Summons**

Philip report the May meeting was a little small but offered a great atmosphere of togetherness for those attending. While there are no major events on the horizon at present he is considering another adventure around the Coromandel Peninsula. This can only be good. It was a few years back that we did it but it stands as one of our greatest tours in my opinion. And Philip knows the area well. Look out for more details.

Philip also reiterated his reminders about breakfast at Bellagio's on the first Sunday of each month and the need for members to get their cars loaded onto the web site under Club Cars.



## Car for Sale

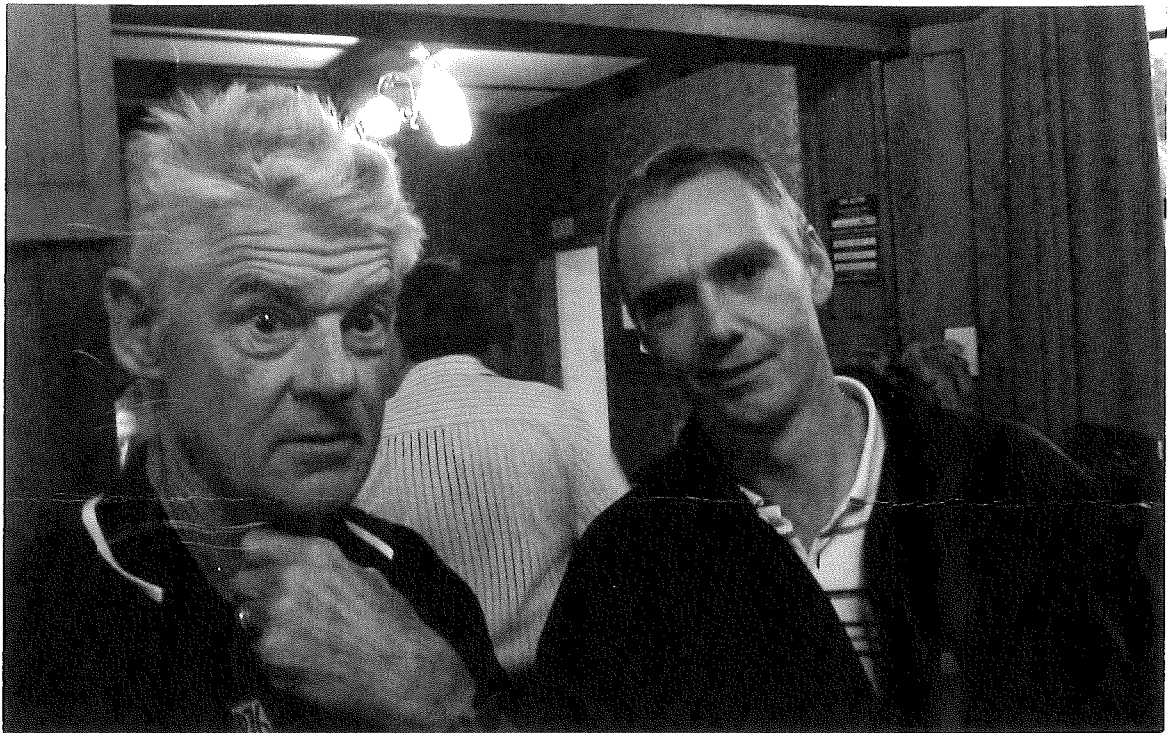
**Leyland P76 Super HO1129 in Pimento #076Z 4S3 S44/495.** This is a rare factory colour in New Zealand. The car, first registered in 1975, is a column auto Super with a tan vinyl roof, factory mags and no rear seat belts. This is as it was sold new. It has had one family owner for 35 years and been garaged all this time and appears to have travelled only 69,000 km but this needs to be confirmed. It carries 9 months registration but does not have a current WOF. The auto HAS been overhauled. The asking price is \$1500 or upwards.

However, it has suffered in its life with dents to most panels, minor rust in some of the usual places, runs poorly and generally doesn't appear to have been well loved. Ed Tubman has a digital photo collection of the car. If you are interested, contact Ed as per page 2 of Penzed.

## Simply Classics

At the rear of Penzed you will see information from this company regarding its services, search for classic cars and Entry Advice for the 2011 Shanghai to London Classic Car Rally. Far be it from me to prevent a P76 attending this event. Go for it.

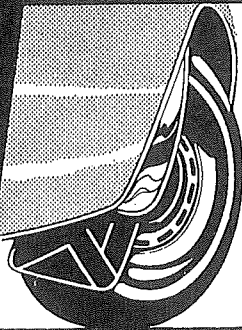
A fascinating photo from Richard Fong shows Philip Meyer and Paul Heath with astonished looks upon their faces. While I know this was taken at the Hawera Gentlemen's Club one can't help but wonder of they'd seen something really surprising? Is it a bird, is it a plane, is it Gordon Gruebner's car - no it can't be that, he didn't mention it in the last summons.



Bruce Cooper has been into the archives again and found another report on our P76, this time from AA Motor World from Aug/Sept 1973. This is a pretty early report. I include it here as another piece of history that may be of interest to newer members in particular.

Note the advert for Vidis accessories. If you have a Deluxe model P76 with the correct hub caps then you need a set of their wheel bands, and if don't but do have some I would be pleased to take them off your hands. Contact Rob Jones as per page 2 of Penzed. They must be the correct type. I have a set of 13" bands off a Princess if anyone needs them.

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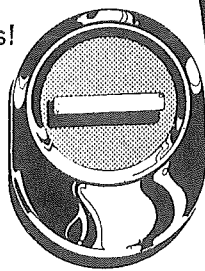
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# Leyland la

**After all the long-distance rumblings, Leyland's P76 saloon has finally burst in on the Australian car scene and is expected to arrive in New Zealand about October.**

**T**HE P76 had to suffer rally-style hard-driving by motoring writers during the three-day Press launch in Canberra but survived the ordeal sufficiently to draw plaudits from even the most sceptical and long-serving of Australia's motoring writers, says "Torque," Journal of NZMC.

The P76 comes in two basic versions – the six-cylinder model and the V8. All models in the P76 range have rear-wheel drive. The six-cylinder model has a 2623cc engine developed from the 2.3 litre transverse mounted engine in the Austin/Morris Kimberley. This enables the P76 "six" to develop 121 brake horsepower – giving the car a top speed of around 100 mph.

The 4416cc engine of the V8 model is a development of the all-aluminium, 3.5 litre, V8 engine that powers the Rover 3500.

The V8 version of the P76 develops 192 brake horsepower and gives the car, when equipped with a manual gearbox, a top speed of around 110 mph.

The car has been developed over a period of five years by Leyland Australia designers and engineers, at a cost of \$21 million.

Leyland Australia's director of product development, Dave Beech, dubbed the Father of the

P76, recently spoke feelingly about the car, describing some of the challenges and headaches along the stony road that he and his design team had followed since his company made its decision, in 1968, to produce a wholly new family car for the Australian and New Zealand markets.

Although Leyland Australia developed the P76 with technical backing from its parent company, British Leyland, the actual development work was in Australian hands.

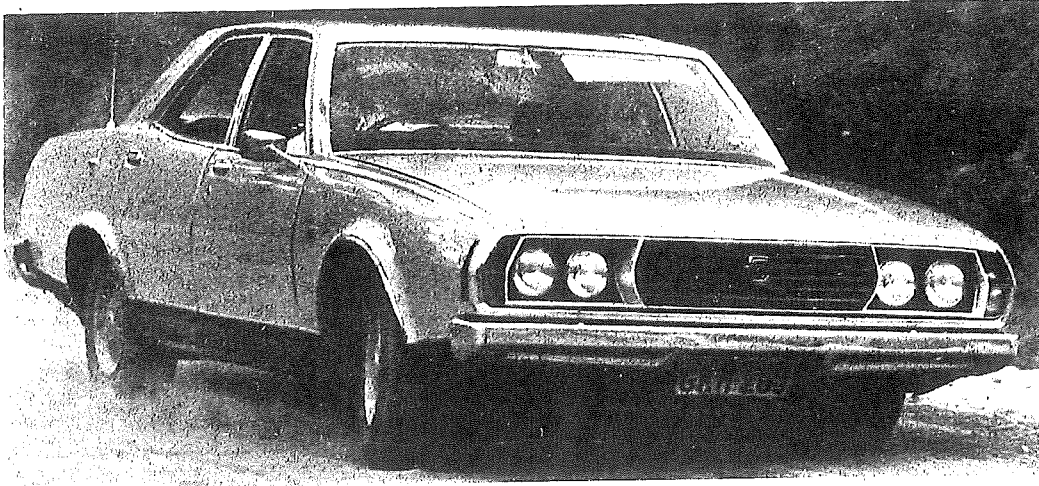
Naturally, therefore, the Australian company hasn't hidden its pride about the fact that the P76 is, essentially, an all-Australian car for Down Under markets, on both sides of the Tasman.

It was as the result of a report from a technical panel in the mid-1960s on the kind of cars Australian and New Zealand motorists would want in the 1970s that Leyland went ahead with the idea of producing an Austin/Morris 1800 design car with a V8 engine – retaining hydroelastic suspension and front-wheel drive – just to see if this design was feasible.

Work began on the front-wheel-drive V8 at BMC-Australia early in 1968. And the car first took to the test track a year later, in March 1969. But during the building of the front-wheel-drive V8, the Leyland organisation finally decided the only way it could stay profitable in Australia



# inches the P76



was by producing conventional, rear-wheel-drive cars. However, the company continued work, as a design exercise, on the front-wheel-drive V8.

About this time, Leyland and BMC had merged in Britain and this gave the Australian company the opportunity to use the Rover V8 engine in its new car. Finally, Leyland Australia realised that to build the front-wheel-drive V8, rather than a conventional car, would add \$400 to the retail price of its new car. It was obvious that the cost of advanced, front-wheel-drive-type engineering would be intolerably high.

At the same time, Leyland Australia realised that there was little point in building just another medium-sized, conventional family saloon, so the new car had to be different, without being revolutionary.

The answer was to build a car which fitted the Down Under customer's ideas on mechanical layout, size and performance,

and marry it to European standards of ride, trim, handling and interior design. That, in Leyland Australia's belief, is what the P76 has achieved.

Three styling studios were asked to submit styling designs that had to fit, closely, the P76 engineering concept.

One styling came from Giovanni Michelotti, the Turin-based Italian stylist who produced the looks of the Triumph Herald and those of the Triumph 2000 family.

Another came from Britain's Roy Haynes, a former Ford man who styled the original Cortina.

The third came from the German firm of Karmann, noted, in the mid- and late-1950s, for the Karmann-Ghia version of the Volkswagen.

Michelotti's styling won the day and eventually a full-scale wooden mock-up of it was built and sent to Pressed Metal, of England — the BLMC-owned body-builders — for tooling of the P76 body to begin.

Even before the final body shape was decided, the building and proving of the P76's mechanical components had begun — using Holden body shells, to conceal the proposed engine, suspension and other features from prying eyes.

Work began on the early prototypes four years ago. In several instances, only the exterior body panels of the original car were left after conversion work had been carried out. Three Holdens were used as the basis of the Leyland experiments: a four-door saloon; a Holden Monaro and a Holden station wagon — the three projected model types for the P76.

One of the prototypes was originally equipped with a 186 engine and column change automatic transmission. It was converted to a standard Rover 3.5 litre engine, with all other mechanicals remaining standard. The engine was then replaced by two versions of the Rover engine, both of 4.2 litres.

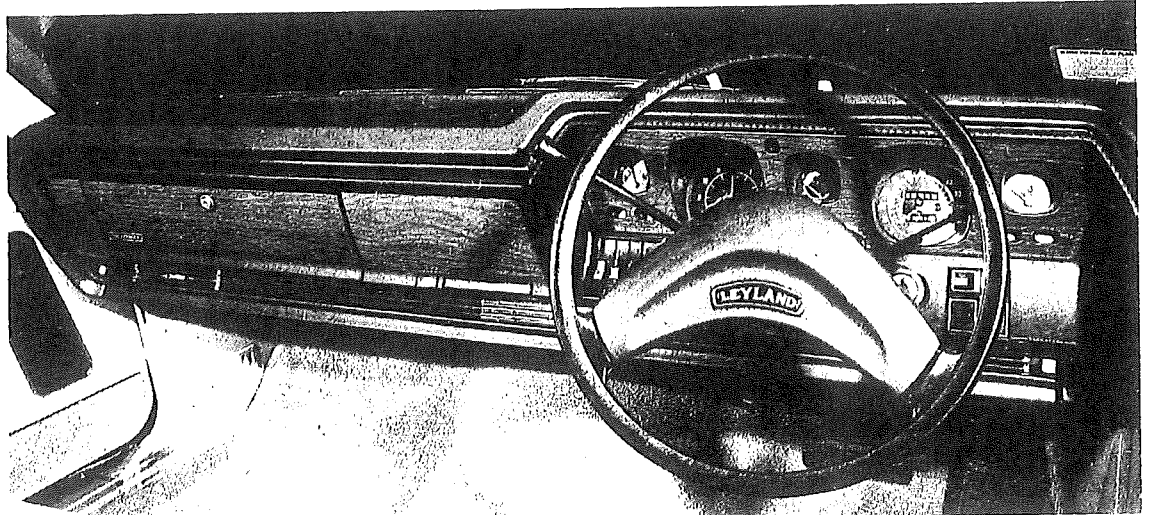
At the end of 1969, conversion work began, for the purpose of installing the proposed P76 rear axle and suspension and to fit mock-up Macpherson struts and rack and pinion steering. Finally, a 2.6 litre ohc six-cylinder unit was installed.

The Monaro was equipped with a 253 V8 engine and manual transmission and P76 rear suspension. The second stage was to fit a 4.2 litre engine and P76 front suspension. A standard floor-shift Rover automatic transmission selector was slotted directly into the Holden console.

The Holden station wagon was originally equipped with a six-cylinder engine and three speed manual gearbox. Between May 1970 and September 1970 it was completely converted to P76 suspension and engine components. In its original state, the car was subjected to cooling and drive-train development tests to gain information on the clutch and gear-shift mechanisms.

After the semi-engineering prototypes, the four engineering prototypes were built up from components made to design drawings. These cars were not factfinders, in the original sense, but proving vehicles built to exact specification. Their main task was mechanical systems development — brakes, suspension and steering.

Altogether, the P76 had to shine through more than half a million miles of testing. After five years of development, the P76 is a reality. And when it goes into dealers' showrooms in New Zealand, it can then genuinely be said to be one of the most thoroughly researched and tested cars to be offered to buyers in this country. □



## The Caple Wedding -Leah and Alan

In early September 2009 Alan phoned me to invite Annette and I to their wedding to be held on November 14 2009 but more importantly could they use the Dry Red Super for the bridal car. This was to compliment Fred and Rosalie Maunders' Pimento Super being used for the bridesmaids. Fred and Rosalie were also going to the wedding.

November came upon us rather quickly and before we knew it we were packing the car and heading to Whangarei to spend Friday night with the Maunders. Before we left home I had an SOS call from Philip Meyer who needed a set of valve lifters for his P. As I had just pulled a motor down I collected those lifters and headed off to Pukekohe, and delivered them to a workshop where Phil's car was sitting in the corner awaiting its new bits. After a quick call to Phil's pharmacy we headed for the far north.

Arriving at Fred and Rosalie's in the late afternoon we settled in for the night, having got instructions from Alan as to what time we had to meet to get the cars washed and dressed for the wedding in the morning. After collecting Alan from his home in Maungaturoto we headed to the property of the best man, Greg Cullen. Here at the base of the Brynderwyn's we were to clean and dress the cars. After taking photos of the cars we set back to Maungaturoto, but as Greg's driveway is about 2kms long and very dusty we needed a quick dust off when we meet the main road. Car picture follows.



I went and collected Leah, Greg's wife who was the matron of honour and the kids, Justin and Kimberley, while Fred took Alan and Greg to the church.

After a slow drive through the main street of Maungaturoto we arrived at the church (and on time too) to the 50 or so invited guests awaiting our arrival.

Leah just looked beautiful and yes, Alan scrubbed up well too. It was a very nice service with both taking their vows, then off to the school grounds to take photo's, and back to the church hall for the breakfast with all the food provided by the ladies of the church.

The cars scrubbed up well to with many good comments received and photos taken.

With the wedding over, the four of us went into Whangarei to visit Annette's brother Glenn and family for a BBQ then back to the Maunders' for a further night. The next morning we awoke to the smell of pancakes cooking. Being a pancake fan I threw back the blankets and



headed for the kitchen to sample Rosalie's pancakes with jam and cream. Did you know Rosalie is the "Master Chef" of pancake cooking, take my word for it.

With my belly full Annette and I said our farewells and headed back to Tauranga after having a lovely weekend.

Mike King



Leah and Alan



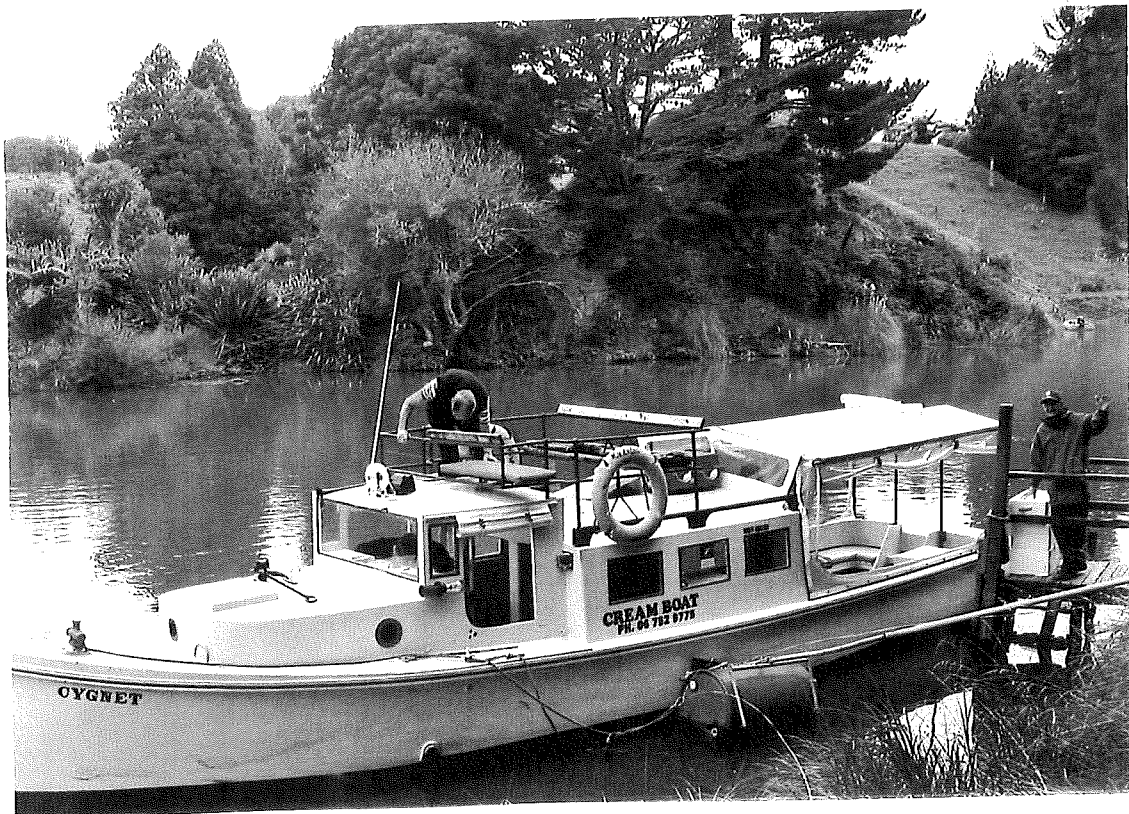
Leah and Alan with  
Justin and Kimberley

## **Fred and Rosalie Maunder go to the South Taranaki AGM March 19-21 2010 in Hawera**

Leaving home on Thursday we headed off down the Mata straights to find a three car accident. One car upside down in a drain, one with its axle ripped out and the third badly dented down one side. The road is one of the best in Northland but still accident prone. After that we had a good drive all the way to Hamilton, staying the night at Ed and Annette's.

Next morning we headed out to Whatawhata, down through the bypass to Otorohanga and on to Te Kuiti for morning tea. We arrived just after the other group we were to meet there. Upon leaving there were 6 P76's and Philip and Jude's Saab. The P76's being those of the Tubman, Reid, Sutherland, King and Venning families along with us.

We were heading to Mokau for a river cruise organised by Ed but stopped in Tainui before going to meet the boat. We attracted a lot of admirers and photographers while parked in Tainui. We were cruising on the MV Cygnet, the original cream boat off the river. She was a lifeline for all the families on the river from 1913 until 1950. See MV Cygnet below.



We enjoyed a knowledgeable commentary from on the boat, the Mokau River and local history from skipper Neil Colman, who with wife dawn own and operate this wonderful old 22 seat river boat. We cruised for 12kms up the river which is lined with white baiting stations 30 metres apart. Some have very basic huts at their landings while others have much bigger huts, some with ranch slider doors.

It takes about an hour to get to the picnic site, disembarking to a clearing amongst native bush where we could listen to the native birds and relax in this tranquil setting. We went for a short bush walk and feed some eels in the river. This was a great trip, thanks Ed.

We cruised back to pick up the cars and head onto Hawera.





Here we see the picnickers in their tranquil bush setting. *This was a great way to enhance the journey south for those attending from the north.* Below we see Philip on board the boat in his "hat". *I could ask where did he get that hat but coming from the Wairarapa I know where he got it.*



On the way to Hawera we turned onto a back road at Waitara. The road narrowed to almost one lane and cresting a rise we were confronted by an old suspension bridge crossing a stony river below. It was the Bertrand swing bridge and barely wide enough to take our P76's! *That must be Ed's navigating again?* We came back onto the main road at Inglewood and proceeded to Hawera and a welcome dinner at the Hawera Gentlemen's Club, after the hubbub that is everyone checking into the motel together.

The Club was built in 1901 and was a nice old building with ornate ceilings and lots of dark woodwork. We were welcomed to the Club, Hawera and the event as a whole by our host Lance Wagstaff. Lance and Waitara man, Andrew Larsen were the organisers of the weekend and by chance Lance is President of the Gentlemen's Club. We had a very good meal and drinks were enabled by the use of a courtesy van for members so inclined.

Saturday saw us breakfasting at the HGC before convoying off to Inglewood where we parked all the cars in front of the railway station for a photo shoot before walking up the road to the Fun Ho Toy Museum, a Kiwi icon. *There has been a request to publish some guidelines on how to properly and successfully run a bunch of cars in a convoy, something not so easy for P76's it seems. I am working on this!*

*Here we see the photographer being photographed while admiring a selection of Fun Ho trucks; the man's other passion besides Leyland's Linda and photography. We present Paul Heath ladies and gentlemen.*



From Fun Ho toys to Mikes Organic Brewery. Variety is the spice of life and Mike had a few nice varieties for members to sample, in moderation of course. This brewery has had four owners all called Mike. When the current owner tried to change the name to White Cliffs Brewery he quickly learnt to revert to Mikes Organic Brewery and that's what it is today.

From here most travelled a short distance to the Waiau Estate Winery for lunch. Some took the longer route by turning left instead of right – *a little glitch to remedy with better instructions next time.* The lunch at the winery was very nice indeed.

From here we went to West Quay in Waitara for a ride on the train, an old diesel that took us to almost the end of the line. We couldn't cross the bridge to get to the end due to it being under repair. We had a bit of excitement when the wheels picked up a long length of number 8 wire left too near the track by some PD workers. We were carried in a vintage passenger car and an open freight car which offered great views and ventilation. We rode