

P76  
Penzed



**March 2011**

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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**P76, anything but average**



## Devastation in Canterbury

As you can imagine I am part way through Penzed for March already and to be confronted with the tragic news emanating from Christchurch is very harrowing. How must it be for those living there? To date I have only heard from four people who are all thankfully safe.

These include two club members, a mate from Napier working down there for just a month now with EQC and a mate who is a local working for City Care. Bruce I guess you are very busy now! We all sincerely hope that members and their families are safe and hope that the impact has not been too traumatic on your properties and possessions.

We have received best wishes from a couple of our Australian friends in the Leyland movement including one offering respite in Brisbane if you feel the need. This invitation has been passed onto some local members but if you haven't seen it and are interested please contact me - Rob Jones - for details.

I know the best wishes of all members outside of your area are bestowed upon you all and hope that we all come through this event intact. Take care of yourselves, your neighbours and your friends.

If someone wanted a break away with us in the Wairarapa, again, just contact us and we will see what we can do.

Rob and Sonya Jones

Below is a photo of Adrian Clifton - Mogg at the annual Christmas BBQ as described by Jenifer in her report on the event. Happier times for you all I'm sure. Adrian, your talents never cease to amaze me!



## Penzed for March 2011

This year will see the usual smaller March issue of Penzed as we need to include the AGM Booklet with the mail out, and that is an all important piece of work.

PLEASE remember to bring it to the AGM with you so we don't have to reprint extras for distribution. This contains your President's Report, Treasurer's Report and the minutes of the last AGM held at Hawera in 2010.

Once again the Editor forgot to put a reminder about your subscriptions being due (sorry) in the January issue of Penzed. This time you get a double whammy with the last page being our old RED DOT mate telling you that this is the last issue you will receive if your subs are not paid up forthwith. Oh hell, I just noticed a spelling error on the red dot form - it's been there for years now, you know what it means! Send John the money and all will be well.

Some of you may not have been aware that a member recently had their home burgled and P76 stolen. Without going into details of the event or desired consequences for the perpetrator we are pleased to report the recovery of the car, seemingly intact and hopefully the recovery of the possessions. I may be able to update the situation a little later.

The good news is the perpetrator was caught and is highly likely to be nominated in the Top 10 most moronic crimes committed in New Zealand, but that helped in an early capture.

This issue is again filled with event reports and other items volunteered to the Editor by participating members. It makes my job a lot easier and for better reading by you the member so keep them coming and if you haven't sent a report/story/profile in yet, start now. I do sincerely thank all of you who supply content for Penzed.

At the National Rally in Blenheim there will additional awards for some lucky members in the form of Turtle Wax Ice car care products. These were "won" by your Editor in response to an offer put to car clubs through NZ Classic Car magazine. I responded immediately and we got lucky. See the Turtle wax prize notification later on. For the record I've kept a cooler bag.

Thank you Turtle wax and NZ Classic Car for your generous donation.

I left it alone last time but it is again timely to remind you of our web site which is becoming a more informative and historical reference as we trace back stories of past events and add current event notices to the relevant sections. Well, once I've done the tracing the history will be there. We are going to include current local event reports and photos where available. Patrick will start a new segment containing these reports.

There is no real limit to content and we feel the more that is available to visitors the better light they will see the Club in. We have had some additional Leyland's and other cars loaded recently as well and enhanced the existing National Rally listings to better inform readers. So pop in for a visit at:

[www.leylandp76club.org.nz](http://www.leylandp76club.org.nz)



## Cover Photos

These pertain to the interesting item supplied by Patrick Harlow included later, who introduces the subject matter and provides some interesting history on our own auto manufacturing. No doubt there is a section in his book on Almac Cars, another producer of some exotic replicas and cars of their own design. Look for Patrick's Almac Sabre on our web site. Almac Cobra's are pretty special too!

I haven't yet been able to determine if any of the cars shown on the cover are the same one as was in the Club but I don't think they are, there is just something different about these cars, a higher level of finish and embellishment maybe. The photos used are some of those supplied with the story by Patrick. Thank you Patrick and everyone, enjoy the history.

## Wanted to buy -your P76 Super or Executive

Whilst attending the Morrinsville car show recently Mike King was approached by a man wanting to buy a tidy V8 Super or Executive model P76. This discerning fellow goes by the name of Anthony Nooyen and can be contacted in Hamilton on 027 492 2162.

While we don't have any P76's for sale at present if you were considering finding a new home for yours here may be your chance, give Anthony a call.

## 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.

**March 3 April 7 May 3 June 7 July 7**

**Breakfast at Bellagio located at 86 Plunket Avenue, Wiri** does continue on the first Sunday of each month. Described as an informal social event for family, friends and P76's but other cars will do in a pinch. Recommended you bring your appetite and your camera. This is a popular event up north and was last held on December 5. Normal service will resume from February 2011 for general meetings and breakfast

Questions raised about the Gruebner car in the past have so far not produced a result that has been reported on! What's the story Gordon? You will have to do an article on this car once it is out and about, and get it up on the web site! I'm going to leave this here until I see something of this B as B beastly! Speaking of missing things (sort of) Don Edmonds name doesn't seem to appear on the attendance list either! But wait, Don has been in touch with me and been to a Northern Group meeting (as has Gordon) and the news is the CB car is heading for the tarmac - watch this space - is it a race with Gordon?

The latest "Summons" tells of the Christmas dinner that was enjoyed by some nine local members and friends. The meal was to the expected high standard as was the behaviour of the diners present. Jovial, very pleasant and well behaved. Lots of events to attend also.

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

**March 1 April 5 May 2 June 7 July 5**

Meeting on the first Tuesday of each month 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 or are joining us from elsewhere. Leave him a message on his answering machine.

**March 1 is the date of the Central Group AGM** which will be held in the bottom half of the Cottage beside the Garden Bar. Go left at the end of the food ordering bar, proceed straight ahead and you will see it on your left. Please attend if you are able

**Wheels with Attitude** on the Dannevirke A&P Showground's was attended by three P76's and their crews as well as some other members travelling in other ways. A report and photos will follow either this time or next. We hopefully have gained a new member from this event who has a small collection of cars including a DR P76 last in the club in 1993.

### **The 20<sup>th</sup> Wheels on Windsor Sunday March 13 Hastings on Windsor Park**

Entry is off Grove Road. Windsor Park has seen P76's before and will again. This year it seems it will see an extraordinary number of Jaguars as well as several of the provincial Jaguar Clubs have decided to have a meet in Hastings and attend this event so there is an added attraction. Held in an attractive park setting with trees all around the boundary this could be an excellent chance for a few more of you to join and support Calvin Mackie and his lone P76 from last year! Give it a go. Entry is very reasonable and all you have to do is arrive.

### **Now for a BIG DAY OUT April 17**

We have two events on the same day, one starting so early in the morning you would easily be able to attend the next one as well. So in order of starting times we have:

**The Dawnbreaker Rally April 17** hosted by the DECW. This kicks off at 5.45 a.m. from the underground car park of Porirua's New World Supermarket. This fantastic event has been going for years now and fills very quickly so I suggest that you register with Dave and Sandy Bray, organisers extraordinaire at [dgmb@xtra.co.nz](mailto:dgmb@xtra.co.nz) The format is you participate in a very interesting, informative and maybe a little testing rally that takes you to some already booked breakfast venue of great repute. Remember, it starts at 5.45 a.m. you start however earlier you need to get up to be there in time. Sonya will not be happy!

And then later in the day, and you may be there already, is a new show for us up in Paraparaumu. **The Gearjammers Hot Rod and Muscle Car Show** at the Paraparaumu School grounds on Rimu Road opposite Coastlands Shopping Mall from 10.00a.m. You will be well finished with the Dawnbreaker Rally by then. P76 has been before apparently!

This location is obviously very handy to the cafes and pubs at Coastlands and Ron Butler assures us all P76's are very welcome. Contact Ron on 04 902 0275 if you are a starter.



**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 and new group President 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.

### **Inter Group Events**

There is really only one to bring to your notice isn't there.

That is the **National Rally and AGM in Blenheim over March 18/20**. I will not be including the itinerary and registration form again. If you have made a last minute decision to come look for either in the last two issues, get hold of Murray Hatchard as soon as you can (see page 2) and get along for what will be a great weekend or week if you go further afield as I know several are. If you don't go you miss out, it's that simple.

### **Change of email address**

You will see (yeah right) on page 2 that the email listing for me, Rob Jones has changed.

We are going to terminate our double listing soon and want all the mail to now come to:

leylandp76@slingshot.co.nz

Please delete my old paradise address and add the above to your listing if you want to keep in touch with me in any capacity. Thank you.

And from the Waghorn's in Reefton we see Frank and Robyn's beautiful P76's in use as wedding cars for the son of one of Frank's old school mates. Well known locally it seemed they were essential for the brides' big day. Great taste that woman! Robyn tells me they also displayed at the local A& P Show and were a huge hit generating immense interest. As they were already polished up they thought 'why not show them off'.





## **New Zealand Built Cars.**

A contribution from Patrick Harlow, the man who craves your contribution to our web site.

For some years now I have been writing a book on the history of New Zealand built cars and I am sending you a copy of the chapter that I have recently finished about a car called the Escartus. The reason I thought that you may be interested in printing it is because I believe that it is New Zealand's first attempt at building a supercar and it was powered by the Australian Leyland P76 V8 engine. However I will not be at all offended if you think that it is not P76 enough to be included.

So far I have researched and written up the history of about 60 different cars. To qualify to be in my book the manufacturer has had to have built at least two cars with a genuine desire to put them into production as a kit or a turnkey car. Of these the Trekka and the Heron are the most well known but since the middle of the 1950's there have been multitudes of manufacturers that have given it a go. Currently I have just over a 100 on my files but those are only the ones that I know about. This book is the second I have written and is due to be published in the next three to four years. My first book "Alternative Drive Styles" is currently at the publishers.

### **Escartus 1978 to 1982**

**by Patrick Harlow**

Although being famous for its earthquake and art deco style architecture, for a short time Napier was also famous for being the manufacturer of New Zealand's only supercar at that time. Graeme Ross along with his father Don was very keen on owning a supercar but there was absolutely no way that they would ever be able to afford to buy one. The alternative to buying one was to design and build one. Graeme was a carpenter by trade and always keen to give anything a go. However he had never built a car before or even used fibreglass but despite this he boldly decided to put his aspirations into action. Initially he started by building small clay models of the features he would like to see on a supercar taking inspiration from the then current Lamborghini Countach, Ferrari 308 and the Lotus Esprit. Once father and son had agreed on the style it was scaled up to a full sized buck. To put it into production they quickly became aware that some things would be key factors in influencing the final design. One of the main considerations was the windscreen. A big windscreen was desirable but with Lamborghini type windscreens being very expensive they could not even be considered. Graeme eventually settled on the far more affordable Alfetta GTV windscreen because it was the deepest one available at the best cost. All other glass on the car was simple flat laminated glass panes. Another influencing factor was the headlights and sidelights. These were sourced from the relatively new Rover SD1 with modern Falcon taillights at the rear. As it was going to be an upmarket car it would also have electric popup headlights, electric seats and windows. Because at the time Graeme had a young family there was no point in building a two seater supercar so he made it a 2 + 2. Most of the electrical moving parts such as windows, seat and popup headlights were powered by wiper motors as factory made equivalents were just too expensive. Instrumentation was after market Stewart & Warner gauges set inside a custom made binnacle.



For the prototype an existing Triumph Herald chassis was used which was cut in half and widened by another 400mm. The standard independent rear suspension was widened with the Herald diff head being replaced by a Triumph 2.5 one which had a 3.5:1 ratio and Triumph 2.5 half shafts. To keep things consistent Triumph 2.5 uprights were used on the front suspension as well which was a good thing as they were stronger. Later cars would use a Leyland P76 dif head, with more suitable 2.9:1 ratio; this was mounted independently with shortened P76 half shafts. A widened transverse spring similar to the one used on the Triumph Herald was only used on the first two cars after which Graeme switched to coil over shocks all round. Apart from the prototype all other chassis' were constructed in house out of RHS and channel that was then hot dip galvanised.

What started as whim became a full time job as Graeme took a year off work to create the buck, moulds and a driveable prototype. Budget constraints were always an issue and despite being designed for a V8 motor, at one time it looked like the best that could be afforded would be a Cortina 2.0ltr Pinto motor which neither father nor son were happy with. Fortunately during the build of the first car they were able to source some detuned P76 V8 motors that had been destined to go into a Terrier truck. The motors were brought in by the Napier company of Stuart Greer. Although not as powerful as motors destined for use in cars the price was such that they were too good to pass up and they certainly fitted the style of the car better than the Ford 4 cylinder. A standard automatic Borg Warner gearbox was fitted behind the 4.4ltr Leyland V8 although some cars had a five speed gearbox. Getting cars registered for the road was a far simpler thing in those days. Graeme said that all it required was for the car to be driven out of the factory and down to the local testing station where it had to pass a Warrant of Fitness and pick up a pair of registration plates

Eight cars in all were built at their Nivan Street factory which were sold mainly to friends. The dream was to go into full scale production building turn key cars. Unfortunately their timing was totally wrong with the car coming into being at a time when the Muldoon Government was loading a huge sales tax onto luxury items. The flat 20% sales tax applied to cars was bad enough but the V8 engines drew an additional 60% tax which bumped the car up into an elite market. In 1980 the turnkey Escartus cost \$52,000 which is the equivalent of about \$250,000 in today's money. The customers were not there either as even those who could possibly consider such a price for a car were having to cope with runaway inflation that existed in New Zealand at that time. To make matters worse people were also having to contend with a wage freeze coupled with mortgage interest rates that would eventually peak at 25%. The government was not interested in giving a tax break to the struggling company. An attempt was made to get the car ready for small scale kit production but it was still not economical. Facing such a mountain of obstacles Graeme and Don started to diversify into other less expensive fibreglass products such as shower units. Consequently the Escartus quietly ceased production in 1982.

#### Bibliography

Thanks to Graeme Ross. Pictures from Graeme Ross, John Wilson, Classic Car and Jay

*Thank you Patrick, I'm sure many found that to be very interesting. We have had an Escartus in the club before and I've experienced that particular car myself and visited the factory in Nivan Street many years before that. See Patricks Almac Sabre on the web site.*



### **Some additional notes to note**

I will have two Targa mag wheels for sale at the AGM. They don't have centres but otherwise appear in good condition. I want \$50 each for them. See me, Rob Jones.  
I will also have a small range of Club polo and t shirts and an Evan Green novel to sell.

The Waghorn cars as used for the wedding on January 22 2011 and the local A& P Show are in fact L to R a 1976 registered BA Super and a 1975 DR Deluxe. I couldn't fit that all in back on the earlier page.

### **Wheels with Attitude Day in Dannevirke 6 February 2011.**

**By Rob Jones.**

Again this all comer's show was everything one could expect, other than the chance to take it ALL in. Bigger than the previous one I was assured by one of the organisers later.

We only got three P76's as seen below. They are the CW Super's of Brian and Colleen Francis and Merv Cox and our AEB Deluxe 6. As usual they caused quite a stir with the 1000's of visitors to the show. See the PA Vauxhall behind the Leyland's, that car has done less than 80,000 miles and is neatly original.

We were backed up by other members in other cars like Bryan and Beth Lawrence in their MX5, also in the photo. They stayed the night at our place to shorten the journey the next day. Ian Hunter came in his truck! Bruce Cooper came with his friend Ann in her late model Monaro. Clive and Carol Cottle came in their Toyota 4WD, their proper cars having glass and gasket issues! We even saw Bert Empson there with his Daimler, he being an ex Southern Group member from way back.

And out of the blue we were approached by a bloke who came in a 34 Ford who wants to join the Club as he owns a DR Deluxe (I think) which has been in the family for years and in fact was in the club back in 1993. We don't have a DR car in our group that I can recall.

All sorts of cars, clubs and countries were represented along with trucks, motorcycles, and tractors. I'm sure I've never seen so many MGF's in one place before. Manawatu Mercedes were extremely well represented as was their Humber/Hillman Club, as always with the Humber ambulance along for the ride. We followed it part way home and it is an awesome beast to travel behind! There were rare - unusual - cars and rare, just plain gone vehicles on display as you will see in the following photos.

Rare: 1957 AC Bristol ACECA. That's what it said on the label.

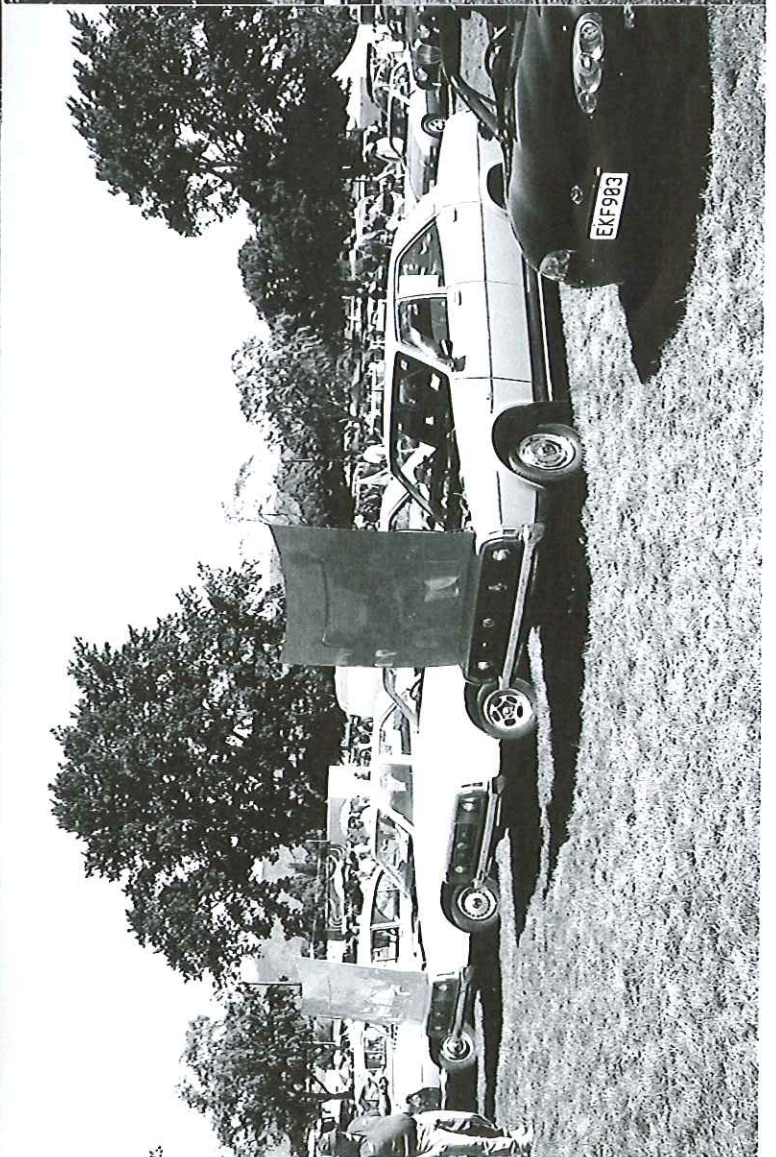
Just plain gone: 1974 Morris J4 van.

Beautiful: A line up of Leyland's. Brian's 44 gallon drum in the boot never ceases to amaze people.

Beautiful Bulk: My dream Yank tank, a 1958 Chevrolet, this one an SS with 454 power.

The Buick Le Sabre and BMC 1800 may have to wait for another day as this page is now full. Hell, I can't photograph everything, I'd get into trouble. Abby loved the bouncy castle and Bert, Brian, Merv and Bryan all won spot prizes, how come I didn't?







## Morrinsville Motorama February 6 2011

A great turnout from the local Waikato/Bay of Plenty team, Don Sutherland, Mike and Annette King, Steve Learmonth, Annette and myself.

At last the P seemed to be behaving itself, everything going, nothing falling off and no leaks.

It was an extremely hot day for the Waikato, but we had our tent and were well set up in the shade. Then along came Alec Reid, looking a little sheepish, as only Alec can do, where is the car? A Bold as Brass might fill the gap where my Monaro used to be, but no Leyland, Alec had brought his little MG BGT toy and left it all by itself in the rows of cars, But he did come.

We also heard the sad story of Royce King's car and its travels to somewhere. A lot of the Local's took the flyers and promised to contact Mike if anything was seen of it. *We can now advise of the very lucky and satisfactory return of Royce's car. Look for it next time.*

Over 300 cars turned up for the day with as much to look at as anyone could wish for, mainly from the 50's onwards with Hotrods and a couple of modern clubs as well.

*Was Kevin Bloxham there with his 39 Plymouth?*

Below we see the line up of Leyland's, a couple showing off their flash but very informative and well presented sign boards. Have you considered one of these for your car?

L to R we have Don's AG Executive, Steve's Rosso Fire mild custom Executive, Mike's CW mild custom Executive and Ed's ON mild custom Leyland, as he didn't want to label it!

I use the term mild custom as the three cars concerned are not exactly standard but do represent the Leyland P76 and the Club extremely well and to be true all are completely different in their approach to the "art". Don's car is also a great representative of the marquee in its 99.9% standard guise. Personally I don't believe there is a "standard" configuration Leyland these days, even mine could be called mild custom if you look closely at it!





## **Southern Group Reports – Jenifer's Jottings**

We were blessed with a perfect day for our annual BBQ - no wind, nice and warm, not too sunny and no aftershocks that we knew of! The BBQ was held at a public park this year along with hundreds of other picnickers and family groups. Sandy and George had arrived early and secured a great spot which even had a shelter shed for those preferring not to be in the open air.

Unfortunately with so many people at the park and parking at a premium, we were unable to park the 8 Leyland's together but scattered around the perimeter, they attracted the usual attention.

Local president Adrian Clifton-Mogg took on the task of Head Chef, (ably assisted by Lesley and Senna) and looked the part in his attire of Beverley's corset, long white underpants, white lacy pinny and white bow tie. (Hopefully we will have a photo for all to see.) He cooked the sausages and meat patties to perfection and these were enjoyed with salads, bread and new potatoes. A scrumptious selection of desserts followed.

On behalf of the 29 people present, I would like to thank Sandy for organising the event and the Clifton-Moggs for making it such a fun event for us all. We welcomed new members Paula and Roy Buchanan again and also Maka and his 2 children whom we hope will join us again in the future.

Jenifer Alexander

The AGM of the Southern Group was held at Robbie's on February 8th. Attendance was less than usual due to a variety of reasons with only 9 members able to attend and 10 apologies recorded.

Election of Officers was as follows:

President: Sandy Downes

Secretary: Andrew Eady

Treasurer and Parts Manager: Don Alexander

Events Co-ordinator: Sandy Downes

Reporters: Jenifer Alexander and Beverley Clifton-Mogg

Outgoing President Adrian Clifton-Mogg presented his report which praised the congenial atmosphere always present at our meetings, social gatherings and outings which is the biggest factor contributing to the large attendance at our functions.

Don thanked Adrian for his work as branch President for the last 2 years and for his extra effort in ensuring good times for us all. Adrian's "extra's" have really been appreciated by all members.

We now look forward to meeting with the "extended family" of P76 enthusiasts at the forthcoming National AGM in Blenheim next month.

Jenifer Alexander

## **The Oz Trail**

**Victoria Nov/Dec 2010** So sad to have your Concourse hit by bad weather but good on you and your stalwart members for continuing. A big issue for the end of the year with lots of news on car developments, events and even an invention - a camera capable of taking X-ray photos. Cautionary words on your newly enhanced concessional licensing system. It does seem unlikely that you would gain freedom for free. It just isn't government is it? So many projects on a variety of cars.

**Westwords Jan 2011** Our very own Ron Butler and his replica Targa feature in this issue along with some tit bits of P history - not unusually telling a different version of the story! We now know there is one real Targa in New Zealand.

**NSW LP76 CCC Dec 2010** Some brief notes and Christmas wishes and a large photo layout continuing the car, kid and plane theme from the Boeing Bankstown Exhibition. Kids having ball, quite a few different cars and planes, dodgems, candyfloss and animals. Is that a Vampire jet, truly I watched one of these flying at our local airshow this weekend before the weather cancelled the festivities.

**Queensland Dec 2010** Cute Christmas cover, a great rally for Australia day and it is always good to see some stalwarts brave the elements and ultimately win. This was December, I wonder if the Toowoomba Swapmeet will continue in early February?

**South Australia Dec 2010/Jan 2011** A little issue with big news. The P76, the only one at an Allcomers show took out the Best Pre 1979 vehicle award. That is an honour - and the winners were loaned the car by Wayne Kircher, the Clubs Publicity officer. Well done. Notices of events for those big Aussie days, Australia Day and State of Origin.

**NSW The Leyland Post # 38** The usual quality issue with lots of kind words for those involved in the success of the club. Steve's involvement with motorsport certainly brings recognition to the club along with all his other hard work. Belated Happy birthday too. There is rally history and an intriguing event report from Kay De Luca where she met Sir Jack Brabham, just to add body to the issue. I love that NRMA Morris J1 van.

**#39** So where did the Force 7V photo on the cover come from? So many entertaining event reports on club events and big shows like Muscle Car Masters and All British Day. P76 event history as well as promises of history in the making. Seriously, where did the F7V photo come from?

**#40** More motorsport. Heavenly stuff rallying in a "block of flats". Congratulations to Steve Maher and his crews for their P attack on rallying. A great read. I love my old 6 cyl P76 but another V8 has to be in my future. Ho hum. Michael Nugent's red car is looking spectacular!

A note from Sandra Deuter of the South Australian P76 Club advises us that their copy of January's Penzed arrived with a big black and yellow quarantine sticker on the envelope. She was pleased that Penzed had obviously passed quarantine as it was delivered to her as I had planned. Quarantine indeed. We recently got one magazine from Australia that had been inspected by Customs and marked accordingly. Someone has too much time!





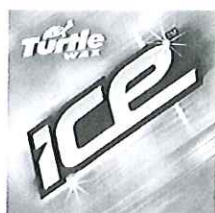
# WANT SOME FREEBIES?

IT'S THE BIG CAR GOODY GIVEAWAY! NO CATCHES, NO CASH, JUST FREE CAR PRODUCTS FOR YOUR CLUB...



25<sup>th</sup> November 2010

**Congratulations!** You were one of the first 40 car clubs to send back your response form. Please find enclosed your club prize packs. We have also thrown in a couple of Turtle Wax Ice Cooler Bags for spot prizes.



#### 1<sup>st</sup> Prize

ICE Car Wash  
ICE Liquid Polish  
ICE Interior  
ICE Cooler Bag

#### 2<sup>nd</sup> Prize

ICE Liquid Polish  
ICE Interior Sample

#### 3<sup>rd</sup> Prize

ICE Interior  
ICE Clay Bar Sample

The Turtle Wax Ice range has been designed to give you superior results in half the time. Maximum output for minimum effort. Now that is hot.

## Don't thank us, thank the Turtle.

Oh go on then. If you insist, all we ask is a little recognition.

- Become a fan of Turtle Wax NZ on facebook
- Plug us at your club prize giving and in your newsletter
- Keep in touch - upload event details and snaps to The Turtle's facebook page. If you haven't joined the facebook phenomenon, please email us at [info@turtlewax.co.nz](mailto:info@turtlewax.co.nz)

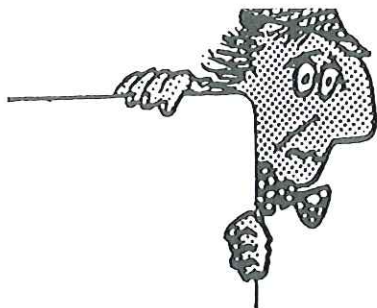
We would like to wish you all the best for the upcoming race and show season.

Kind regards,

The Turtle Wax Team  
[info@turtlewax.co.nz](mailto:info@turtlewax.co.nz)

[www.turtlewax.co.nz](http://www.turtlewax.co.nz)

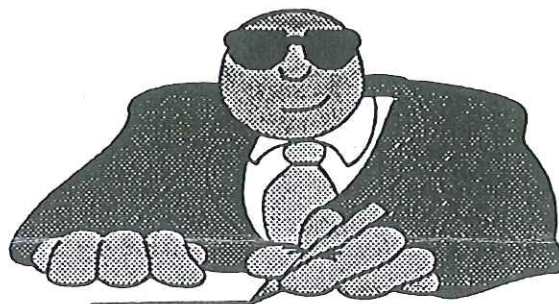
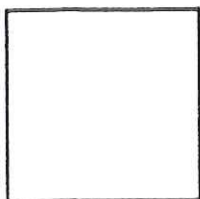




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... Him over there will have no choice but to strike you from the mailing list so

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Send to: John Warren 365 Ilam Road Christchurch 8053

To those of you who have not paid your subscription we must remind you that it is now well

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This will be the last copy of PENZED we are able to send you. You don't want to miss out do you?

The club thrives on many things, but most of all paid up subscriptions.

We draw your attention to the club constitution p2 No 11b.

*"(b) Each member has an obligation to pay the subscription due. Subscriptions are due on 1st January of each year in respect of the year commencing on that date. Any member will be deemed to have resigned from the Club when the due subscription of that member has remained unpaid for two months from the date it fell due."*

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**LEYLAND P76**

**THIS IS THE FINAL REMINDER!**