

Anything But Average



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Club of Victoria Inc.**

ANYTHING BUT AVERAGE
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OWNERS
CLUB OF VICTORIA (IAN-AO019822)

This publication is not for sale to the general public and is only available through membership.

COMMITTEE

PRESIDENT:

Vacant

VICE PRESIDENT:

Marcus Kneebone
317 O'Neil Rd
Beaconsfield Vic 3807
Mob: 0416 508 005
Email: mkneebone@aanet.com.au

PARTS & TECH:

Philip McCumisky
PO Box 151
Rochester VIC 3561
Ph: 03 5484 2020; Mob: 0408 842 800

REGISTRAR:

Martyn Hayes
245 Windermere Rd
Lara Vic 3212
Ph: 03 5282 3158; Mob: 0438 170 691
Email: gabblers76dictum@dodo.com.au

**SECRETARY, PUBLIC OFFICER &
CLUB REGISTRATION OFFICER:**

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409 675 648
Email: davidwalker1977@hotmail.com

TREASURER:

Silvia Hayes
245 Windermere Rd
Lara Vic 3121
Ph: 03 52823158
Email: gabblers76dictum@dodo.com.au

EDITOR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413 243 697
Email: leylandp76@gmail.com

SOCIAL SECRETARY:

John Ernst
81 Mackey Rd
Churchill Vic 3842
Ph: 03 5122 3809; Mob: 0429 007 080
Email: jaernst@gmail.com

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Cover: P76 line-up, ANZAC weekend trip, April 2011. Photo by David Walker

Editorial

Hi All,

Another financial year is drawing to a close and the AGM is fast approaching. David has secured a booking for Sunday the 17th of July. Please mark it in your diaries and do your best to attend.

This will be my last year as Editor. I have held the position officially for three years (unofficially for almost four). Though I have enjoyed my time in the role, I have found it progressively more difficult to secure the time to put together each months magazine. Being a mum and working full time is hard enough; anyone who has held the position of Editor will tell you, it is a time-consuming, albeit rewarding role. So if you enjoy putting pen to paper, perhaps you may raise your hand to take over the position in the coming year.

My apologies to members for the tardiness of the last magazine, the interruption of the Easter/ANZAC weekend meant that the mag did not reach our members until the last days of April, or even the start of May for those still receiving paper copies. Due to the AGM and our requirement to inform members in a timely manner, this will be a combined May-June edition and I will prepare a short pre-AGM edition for July.

Speaking of Easter, it was a really nice time away. We stayed in some small, yet surprising motels and saw some interesting parts of Victoria. It's a shame it was only five days, there was so much to see in the region and we didn't even make it into the Grampians.

Thursday night we drove to Beaufort. The motel was severely affected by the floods and has basically been re-done with all new fixtures and fittings. It was especially nice to arrive and be informed that our heater had been turned on to warm the room.

Friday we drove from Beaufort to Horsham via Ararat. We tried to visit Casper's World in Miniature which was in a bad state of repair so we continued on to the Chinese restaurant where we had a lovely lunch. From there we continued along the road, picking up an ice-cream at the Giant Koala, and then on to Horsham where we checked into the motel and organised somewhere for dinner; which turned out to be the Horsham RSL.

On Saturday we popped into the supermarket and picked up some things for our BBQ lunch. We drove out the road to Rod Warwick's place and spent most of the day wandering through his many sheds admiring his wonderful collection. Thanks to Rod for his kind hospitality, we all had a wonderful day. Saturday night's dinner was a bit of a fizzer. We tried to get some pizza but the only restaurant was booked out. So we drove into town to see what we could find. After a little driving around, we found a pub that claimed to do Horsham's best steak and pizza. We all piled inside to find it was warm and

somewhat deserted. Before we could change our mind and find somewhere else, the owner(?) guided us to a table, reorganising the seating to accommodate us all. We placed our orders and proceeded to wait for over an hour for very mediocre pizza. Needless to say, the following night, we returned to the RSL.

On Sunday we split into two – half headed out antique hunting and rest of us played mini golf at the chinese restaurant next door to the motel. It was possibly the hardest mini golf course any of us had played and we were still playing when the others returned looking for lunch. After lunch we took a drive to a tractor show at Warracknabeal which turned out to be good fun.

Monday saw us all returning home. Though we planned to stay in Ballarat, we decided to head home early and have a day of rest. Thanks to John for organising the trip. It's always great to get away with friends and have a good time.

This mag contains details on the AGM as well as the usual reports from David and Phil. John has also provided a report this month.

Until next month,

Rachel



**Please send all magazine contributions, including advertisements, to the editor:
91 Stockdale Av, Bentleigh East, 3165 or
Email: leylandp76@gmail.com**

**Deadline: Last Monday of Every month
(for the following month's mag)**

Events Calendar

May 2011

27-29 Weekend

35th Historic Winton- Historic racing cars, motorcycles and classic car displays.



June 2011

6 Monday

Monthly Committee Meeting – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



July 2011

4 Monday

Monthly Committee Meeting – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



10 Sunday

1970' Vehicle Display Day – Gippsland Vehicle Collection, Maffra Shed (continues to October)



17 Sunday

Annual General Meeting – South Oakleigh Club, Bentleigh East. 12pm for lunch, 1pm meeting. Contact David Walker.



31 Sunday

Werribee Swap Meet – Catering to all makes and models of vintage, veteran and classic motor vehicles plus a range of performance equipment. \$5 admission.



August 2011

1 Monday

Monthly Committee Meeting – South Oakleigh Club, Bentleigh East. 7pm. Contact David Walker.



TBA

Haunted Hills Hill climb – Details to be communicated closer to the date. Contact John Ernst



September 2010

5 Monday

Monthly Committee Meeting - 6pm dinner, 7pm meeting, SOC, 1 Victor Rd, Bentleigh East. Contact David Walker



October 2010

3 Monday

Monthly Committee Meeting - 6pm dinner, 7pm meeting, SOC, 1 Victor Rd, Bentleigh East. Contact David Walker



2 Sunday

Last of the Chrome Bumpers – Cora Lynn Country Car Show & Market/Swap Meet.



Membership points are awarded for attendance to:

- Management Meetings (1 point) 
- Club Functions (2 points) 
- Star Club Functions (2 points) 

Attendance to "Of Interest Events" does not count towards membership points but are listed so that members with vehicles on the Club Permit Scheme can take their cars.



Do you know of something happening in your area that may be of interest to other P-nuts? Please send the details to the Social Secretary or Editor.

Future Events

Annual General Meeting 2011 Sunday, 17th October, South Oakleigh Club

The 2011 AGM will be held at 1pm on Sunday July 17 at the South Oakleigh Club, 1 Victor Road, Oakleigh South. We will be having lunch at 12pm, prior to the commencement of the meeting. If you would like to attend the lunch, please RSVP to David by July 10th.

Nomination and Proxy forms have been mailed with this edition of Anything but Average. All forms and should be returned to the Secretary by July 10th.

An agenda will be prepared and if you have any items to be discussed, please forward them to Marcus Kneebone by July 10th.

The committee urges all members to make an effort to attend, to hear what the club has achieved over the past twelve months and to elect and support a new committee for the 2011-12 year.

2011-12 Membership

The 2011-12 financial will soon be over and you should soon receive an invoice for your membership and prompt payment would be appreciated.

For members with vehicles on the club permit scheme, you **must** remain a financial member for your registration to be valid. Failure to pay your membership on time may result in the cancelation of your registration. If you have not yet paid your membership, please do so immediately.

Regular members are reminded that if payment is not received within two months of the due date, your membership will lapse and you may incur a re-joining fee. For any questions regarding membership, please contact Martyn.

Spotted...

At the 'Historic Winton' weekend in the display cars area.

Colour: A yellower version of Home on Th'Orange

Model: Deluxe

Engine: V8

Trans: 4 speed

Interior: Parchment

Black painted window frames and around tail lights and across boot detail.

Does anyone know this car?



What happened in 1973? (Aside from the release of the P76)

These are just a few of the events from September 1973.

- Sep 7th - Jackie Stewart becomes Formula 1 world champion
- Sep 12th - USSR performs nuclear test at Novaya Zemlya USSR
- Sep 14th - Israel shoots down 13 Syrian MIG-21s
- Sep 19th - USSR performs underground nuclear test
- Sep 22nd - Henry Kissinger, sworn in as America's 1st Jewish Secretary of State
- Sep 25th - 3-man crew of Skylab 3 make safe splashdown in Pacific after 59 days
- Sep 26th - Concorde flies from Washington DC to Paris in 3h33m
- Sep 27th - Soyuz 12 carries 2 cosmonauts into Earth orbit (2 days)
- Sep 27th - USSR performs nuclear test at Novaya Zemlya USSR

More highlights from the rest of 1973 will be included in future editions of the magazine. (Thanks again Ken!)

Rantings of a P Nut

Secretary's Report



Hello.

There's not much going on club wise at the moment. The Batman Automotive night was cancelled due to lack of interest and our committee meetings are a bit slow as there is not much going on in the P76 community in general. We don't have any club events planned now until the A.G.M, which will be held on the 17th of July.

Rachel's Marina is still not on the road. I have fitted the 4 new tyres to it but I am still waiting on the tail shaft to be finished. Once that is done I can take the car to work and do the road worthy check, then I can register the car on the 90 day club permit scheme. Storage of all these old cars is the only problem I face now.

I recently purchased another classic car Yes, I know, I have far too many cars already but sometimes when the opportunity knocks, one must act. Since I now work with classic Jaguars every day I thought it would be nice to own one myself. A few years ago I owned a 1977 Series 2 Daimler Sovereign 6 cylinder which I traded in on a 1979 Jaguar XJ12. The V12 powered car was a fine automobile and I truly enjoyed driving her around but sadly other projects took over and I had to sell her. I always regretted selling the Jag and soon after I realised that I had let her go far too cheaply. It was a very good example and a one owner car, I paid not much for her and, when the car was sold quickly to a Jaguar club member, I soon realised how rare and valuable the last of the series 2 V12 Jags were. The series 2 Jaguars were the last of the classic style Jaguars, the later series 3 cars started to lose the old charm of a Jag and the following XJ40s were a new "modern" Jaguar. Series 1 & 2 cars are now becoming highly sort after and are demanding high prices so I figured I would probably never own another cheap Jag.

Recently a 1979 Jaguar XJ12 was listed on eBay for wrecking at very cheap price. I contacted the owner and discussed the cars details and then arranged a time to go and look at it. The car is in quite good condition but has had some silly things done to it. Wiring has been mucked around with and various parts removed, such as all the air conditioning/heater unit assembly. I cannot understand why anyone would go to such trouble to do this but most of the parts are in the boot and the wiring mess can be reversed. I made an offer and ended up with the car quite cheaply, within a few days I have got the V12 purring again and now I face the massive task of sorting out all the wiring issues! Thankfully, I am well versed when it comes to sorting out Lucas wiring, regardless to what people may say Lucas wiring harnesses are very well made and are very easy to work with so with a little patience I will get it all back together.

I spoke about the AGM last month and made the request for new Committee members. The AGM is coming up soon and we need to see some new faces put their hands up for committee roles. Most of the current committee members have held positions for a number of years now and although we enjoy our jobs we cannot do it forever. I have been the Secretary for a number of years and I am happy to continue my role, though it would be nice if someone else wanted to do it, I could move into another position. Next year's committee will be different and I hope some of you can spare some time for your club.



Regards,

David

Social Secretary Report

By John Ernst

Well once again we are slowly drawing to the end of a club year and I would have to say that my term as Social Secretary has been very rewarding as well as frustrating. I find that when I get out to events that I fully appreciate my car and being surrounded, even for a few hours, by like-minded people spurs me on with my own car and can be very encouraging. The ANZAC Easter run was one such occasion and it was for the most part a great adventure to drive the old P76 half way around the state and back again.

In years gone past I would not have thought twice about jumping in my P76 and driving to any corner of Australia, but now as the cars age and are not driven every day the little idiosyncrasies of the car do not become apparent during the very short local runs manifest themselves and add to the adventure. It is therefore great to have the company of others when you journey further from home. My wife was never confident about the trip but when we finally got home late on the Monday night even she had to admit that the P76 is still a pretty decent car to take on a family holiday. While I have had no takers on the caravan idea, I am still persisting with it and have had Heather's parent's caravan looked at to assess the viability of restoring it (as opposed to buying one in a bit better condition). The assessment is that the van is basically sound and that it would be well worth the effort. So soon it will be taken from its current resting spot and taken to the caravan repairer to have a few rotten parts of the frame replaced as well as some new sheets fitted. Once this is done I will be able to work on the interior as it will make a great winter project in anticipation of a family holiday in this summer.



As for the Social Secretary role, it is probably not too early to declare that I will not be able to continue in the role as I have now completed three consecutive terms in the role. This means it is someone else's turn to have some fun and apply their ideas to the role. I will still be happy to be an enthusiastic participant and may even consider another role on the committee.

Restoration and other projects both past and present

Isn't funny how things start to fit together when you get enough clues? Here I was sitting down having a bit of a chat to David Walker and he started showing me some pictures of old car he had once owned when I became intrigued with the mirrors on an old P76 he had owned. During further investigation I discovered that the car David had owned was in fact the same car I had restored 16 years ago. Originally being a white 6cyl Auto Deluxe that I located in a caravan park on Phillip Island the car was purchased by a friend with the intention of moving as much of the interior and mechanicals from an Executive that was looking worse for wear.



The Executive was caught in a tornado at Pambula Beach 17 years ago and was looking very sad after a caravan had been deposited on its bonnet. Mechanicals were OK so as was the interior. I agree to arrange for the body work to be done on the Deluxe and have everything swapped over in exchange for this fellow rebuilding my kitchen. This was great and as he worked inside the house as I worked on his P76. The car came back from the panel shop immaculate and had bare metal re-sprayed in two pack crystal white. Everything was transferred over including the under dash aircon and this fellow stuck it in front of his caravan and became a grey nomad for the next 5 years clocking up some 150,000 miles in his P76 and Caravan. I told him if ever he wanted to get rid of the car he should seek out the Leyland Club, which he did, and David became the next owner. David has now sold the car but it remains in the club.

It is interesting to see that after 30 plus years cars are now coming up for their second or even third rebuild and what is even more fascinating is that every time we do this we use the latest materials but they don't seem to last any longer than the original! I had this experience with my own car which was also restored back in 1995, repainted in two pack Dulux Cobra Paint which at the time was the bee's knees, this car is now also undergoing a rebuild as the paint and panels are worse for wear. Granted it now has a roll cage and some other modifications put generally the paint has not lasted any better than the original from Leyland. It will be interesting to see how the latest paints look in another 16 years I'll keep you informed.

Parts & Pees, Tricks & Tips # 12

By Philip McCumisky

Welcome to this edition, I trust you have all had a happy and restful Easter and are enjoying your P76's.

The sale price of the P76 Executive at Shannons in Sydney that used to belong to the Secretary of the Club in NSW fetched \$10,000.00 although he had on sold the car to the most recent seller. For those that did not see the car advertised, it was sold at Shannon's in Sydney on May 2nd 2011. Personally I feel that this price was a bit low, I would have thought that somewhere between fifteen and twenty could be expected on the open market.

The car was well presented and would have needed no major work, and very little minor work. Someone bought a good car and probably a bargain!!

The tip for this month is the treatment for the underside of your P76 in order to keep away any rust as well as add extra soundproofing, not to mention the factory new look as well. First thing is to inspect the underside of the P76 on a hoist with a screwdriver and a good powerful torch. Good attention needs to be paid to the wheel arch lower edges especially at the rear lower section in the mud flap area (if they are fitted) the immediate area here can be badly affected with rusting as well as the front area of the lower inner guard area.

You also need to inspect the drain holes that run alongside the lower inner door sill area underneath the car, a large blade screwdriver is required to prise the drain holes open, as they can "close" up from being hit with stones etc. being flung up by the front wheels and the mud flaps. You just need to open them up enough to have the blade a comfortable fit inside the lower edge of the drain hole in each case. There are also two drain holes at the rear edge of the jacking plate on each side of the front floor pan of the car, these holes come from the base of the plenum chamber where the heater fan, wipers, and windscreen washer bottle are situated. All the water that comes from the windscreen area and roof exits down through these two drain outlets, and are very susceptible to becoming blocked with leaves, twigs, small flat items that escape down the plenum chamber outlet. Again you need to insert the flat blade screwdriver to ensure that these two drain holes are not blocked. If you look at a wrecked or abandoned P76 you will see the results of rusting at the various places that I have mentioned.

It is also a good plan to flush all these areas with a strong jet of restricted water from your hose nozzle into each of these drain outlets under and at the front of your P76 when you have finished the cleaning out exercise of the drain holes. There is also a drain hole at the front centre of the car which is located at the rear of the front metal gravel tray apron this is the outlet drain area from the under bonnet water drain area.

One needs to really look for this in case the car has been in an accident prior to you buying it, then this drain hole could have been "bondo" filled when repaired thereby blocking up the drain outlet.

The next thing to do in your reconditioning of the underside of your P76 is to inspect the whole underside for the obvious oil leaks, suspension damage, loose nuts, any broken suspension parts, damaged hoses, clips that hold pipes wiring etc. Naturally, have any of these faults repaired before you go any further. If you find any rust, have it fixed before you proceed.

Next thing to do is to have the complete underside cleaned, preferably with a hot detergent power wash. Take your time to do this as this will determine the basis on which the finished job will protect your car's underside for the rest of its life as well as determine the quality of keeping any rusting away from the underside of the car.

Having done the underside preparation now comes the time to paint. The first thing to do is to leave the car sit in a warm garage for at least two weeks so that the underside is well and truly dry, a few minutes with the air hose fitted with a trigger gun will enable you to get into the cracks and crevices thus ensuring a dry bodywork prior to painting as well as lift any loosened scaling from the underside after you had it cleaned.

You will need to choose your paint very carefully, my suggestion is to use POR-15 it is not cheap but it is recognised as a leader in its field and it will be there for the life of the car. Your local panel shop can get this for you if you do not know where to buy it, this paint comes in almost any colour the most practical colour is gloss black.

You now need to prep the external car body, exhaust system, gearbox area, engine bay inner guards and front of car from any overspray as this paint "floats" when applied and if you are careless in protecting the above areas you will have very fine overspray black spots in areas where you do not want them. You also need to remove the wheels, this allows you to paint under all the mudguard areas properly.

When you protect the body and surface paint areas from any overspray, you will have to envelope the whole car with a plastic wrap and make sure it is properly sealed with a good quality masking tape.

Really take your time to do this properly, any errors in covering up any paint work will cause you grief and will take a great deal of time later to rectify paint overspray. The finished job will be worth the effort and give your car the following; a guaranteed no rust ever situation, add to the re-sale price of the car, will not be affected by any stone marks or under body gravel rash, will never chip or break the paint seal under normal road conditions and usage, and give you an insulated under-body.

When the underside gets dirty from normal road use, all you have to do to restore the nice gloss look to the paint is clean it with a power hand wash gun.

That's it for this month, enjoy your P76's and take care of one another.

Out of the Shed...CARS

NEW!! Orange V8 Leyland P76 Auto and dual fuel. There is a little rust on the left hand side mudguard. Registered to 3 Jan, 2012. Also two other P76's in various states of repair. All three vehicles for \$5,000. Contact Lawrence on 03 9361 1616 or 0407 684 687



NEW!! Spanish Olive Leyland P76 Deluxe 6 column shift 3 speed manual, VGC imperial leather interior with bench seat & rubber floor mats. Car is complete minus 6 cylinder engine but a number of engines available. Suit resto or parts car. \$600. David. 0409675648



Spanish Olive Leyland P76 Super V8 column shift auto. VGC, RWC, Reg Jan-11, B&W plates. VG interior very good, comes with recliner buckets and original imperial leather fixed buckets, interior parcel tray re trimmed and top of back seat re trimmed in original vinyl. New kmh speedo, working clock, new light and wiper switches, dash top excellent condition, door trims excellent cond.



Exterior: honest, original paint excellent for its age having been garaged most of her life very straight, no rust. New grill, bumpers very good. Tow bar. Remanufactured heated and tinted rear screen.

Running gear brakes suspension: new old stock rear shocks, refurbished front struts, re-bushed strut tops, new old stock lower control arms with 60k on them, new old stock front discs never been skimmed, new rear brake cylinders, new shoes, kits through master cylinder and calipers.

Engine low k pulls very well, auto sound, ice cold under dash aircon with all new hoses and condenser. Straight gas impco system 80 litre tank 2 years old electronic ignition, new old stock distributor.

~~\$5,000~~ Now \$4,100 ono Mick Clarke 03 9729 4005

Leyland P76 Super six t-bar auto. Resprayed in original colour, any rust cut out and repaired, new windscreen, tinted rear screen, new door rubbers, new waist seals, new grill, new indicators and surrounds, new wheel arch trim, new old stock petrol tank. New old stock wiper washer motor, heater core reconditioned. New old stock exhaust tail pipe. New rear brake cylinders.

Suspension all good, reconditioned auto box, motor needs work lost all its oil out of the breather thats the only reason I stopped driving it!

Interior: parchment, black carpet, parcel tray re-upholstered, drivers seat very low k no sag, new old stock speedo, fuel gauge, temp gauge and wiper/headlight switches.

Prize winner for best six at club concourse, car was at national meet Cootamundra drove up beautifully sad the engine went a year later, and i am letting her go as I have to rationalise my collection.

No reg or RWC but little to do for that. ~~\$2,850~~ Now \$2,100 Mick Clarke 03 9729 4005

2 P76 V8's. Not Registered

1: Owned since new, not driven since 1997 - garaged whole life. Now **Omega Navy** was repainted from White - Blue interior. Very good condition.

2: **Red** with parchment interior. Not driven since 1997 - and garaged since owned. Reasonable condition but may only be good for spares. Call Sara on 03 97394218

Leyland P76 1974 Super V8 auto, 1 owner, previously registered to Feb-12. Country Cream with tan trim. Good condition. 206,000 km. ~~\$4,000 ONO~~ \$3,000 Contact Graham Atkinson on 03 9844 3951

NV Green with vinyl roof 1974 Super V8 manual, 1 owner, currently registered. Straight, rust free body, excellent interior, twin exhaust, mechanically sound, heavy duty rear sway bar. Only 81,000kms. Comes with a set of jelly-bean mags. Offers around \$50,000 Contact Thomas 0415 316 581



Green 1973 Leyland P76. Owned since 1974, is in good running condition. On gas, 4 speed manual, exec trimming, only needs slight body work, has small marks on body work, interior like new. Comes with spare door panels and a variety of other spares. Reason for selling is moving to Qld. Very regretful sale. Contact Bob 0422 388 570

Out of the Shed...PARTS

FREE to a good home a three speed manual gearbox before it goes to scrap. Contact Will on 03 5122 1791 after 6.30pm or email awza23@optusnet.com.au

AVAILABLE NOW Please contact Martyn to purchase

Ryco Z86 oil filter (suit V8)	\$18
Ryco Z23 oil filter (suit L6)	\$21
Uni Filter reusable air cleaner (suit L6)	\$65
Uni Filter reusable air cleaner (suit V8)	\$65



P76 Windscreens no longer available.

In to the Shed... (Wanted)

Leyland P76/Force 7 Tachometer & original Leyland 8 track tape player

Please contact David 0409 675 648



If your advertised items sell, you wish to re-advertise or if you have new items you wish to advertise, please send details, including pictures, to the Editor. Items for sale and wanted will only be advertised for 3 months.



Minutes of the Leyland P76 Owners Club of Victoria Committee Meeting 2-5-11



The Secretary declared the meeting open at 7:30pm.

Present

Registrar	Martyn Hayes	Editor	Rachel Walker
Secretary	David	Apologies	John, Silvia, Phil
Vice President	Marcus		

Previous Minutes

The minutes of the last committee meetings dated 4/4 were tabled and accepted as a true record.

Proposed by Marcus, Seconded by Martyn.

Business arising

- P.O Box – Postponed until after AGM
- Misc club paperwork to be collected from Ken Western. Website details to be passed on. Marcus to respond.

Correspondence

- IN:**
- Letter sent to Martyn
 - Interstate magazines via Email
 - Membership inquiries

- OUT:**
- Magazine sent

Reports

President:	Position Vacant
Vice President:	Nothing to report
Treasurer	Detailed report provided
Editor	Magazine sent Combined May/June mag in production
Parts and Tech	N/A
Registrar	Detailed report provided
Secretary	Purchased 6 oil spill trays (for use at club displays) from Supercheap auto over the Easter weekend. I will purchase more when on sale again.
Social Secretary	Kangan Batman TAFE information night confirmed 18 th May.

General Business

- AGM dates, 17th or 31st of July if available. David to contact SOC
- Membership survey. Martyn to send to members
- John to talk with parts suppliers at Automotive expo

Close of Business

The Meeting was closed at 9:00pm

The next committee meeting will be held at the SOC on the 6th June at 6.00pm for dinner, 7.00 meeting.



Leyland P76



“Henry Ford’s model T has been voted car of the century. Yet the standout candidate did not even rate a mention. Organisers trotted out plausible justification for their choice: its assembly line production and affordability for the masses. But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland’s P76”

The Australian – date unknown.

Join the Leyland P76 Owners Club of Victoria. We will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips, parts and social get-togethers to celebrate this great Australian historical car. Contact Martyn on 03 52823158 for more information.