

MONTHLY ISSUE

APRIL 2015

LEYLAND P76 CLASSIC CAR CLUB



BERRIMA 2015

FUTURE EVENTS 2015

RAY IKIN'S STORY

Get Extracted



MEETING DATES - MEMBERS ARTICLES - EDITORIALS AND MORE

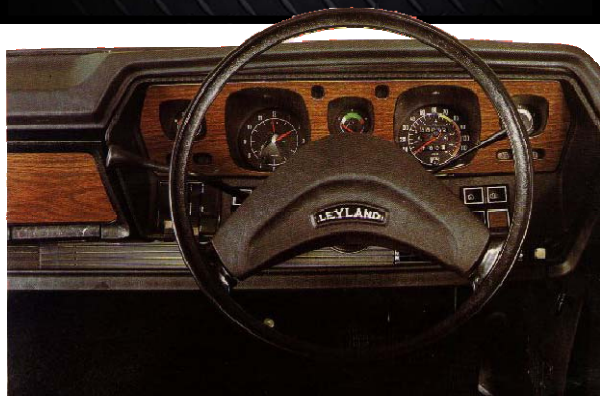
LEYLAND P76 CLASSIC CAR CLUB INC.

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GENERAL MEETINGS

Venue: San Souci Literary institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell Street)

Time: 8:00pm Wednesday Nights

MEETING DATES 2015

April 15th, May 20th,
June 17th, July 15th,
Aug 19th, Sep 16th, Oct 21st, Nov 18th,
Dec 16th

PLEASE NOTE

If you are able to write up an article for our newsletter, it will be much appreciated. If you wish to sell a car please send in your add. There is no cost, it is free. It must be received by the 1st of the month to be in the next newsletter, however to ensure that your write up or add is included in the newsletter, please observe the following:

Email it to force7v@hotmail.com

Post it to: c/o 9 Apsley Place Taren Point NSW 2229

follow up with a **phone call** to 9522 6529 to ensure it has been received.



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President's Report



Hi Members

I trust you had a relaxed Easter break. Perhaps you went to the Royal Easter Show and if you did you may have seen the artwork on display.

Joe Green, his son Richard, Astrid and daughters, Julia and Annabelle, all had entries in the various Artwork Competitions with Richard's daughter Julia being very successful winning first prize Under 21.

Congratulations to the Greens!

Whilst on the topic of Joe - on behalf of the Car Club I would like to wish Sue all the best for her up Coming operation. Sue (and Joe) our thoughts and best wishes are with you at this time and Sue we hope to see you back at our meeting as soon as you are well enough. All the best.

Tony and Kaye attended the Easter P76 event in Adelaide. We trust they had a great time. They may have some details to share with us next month. See you Wednesday night.

All the best
Peter O'Brien



Berrima 2015



P76 steering intermediate shaft repair continued

The half pins and bearings in the yoke on the coupling are removed the same way as the long pin.

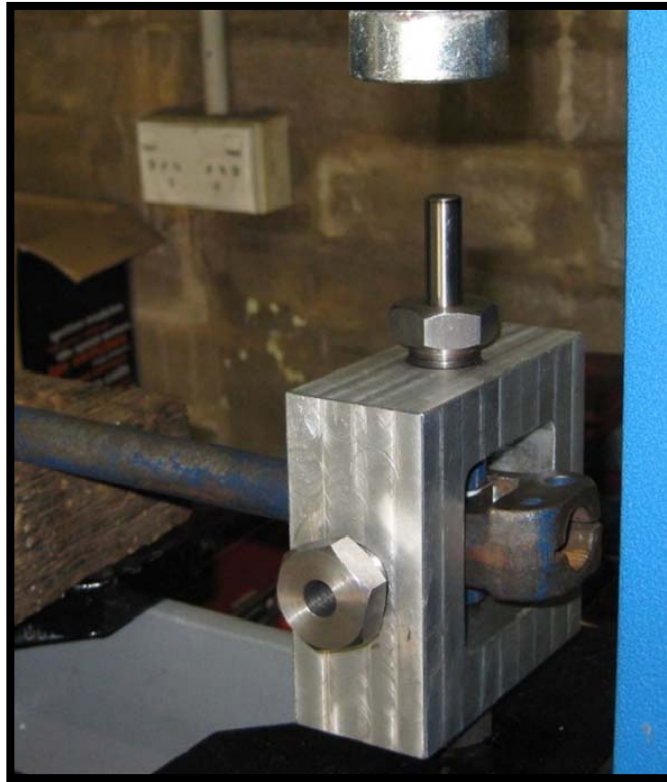
Once the half pins have been removed the parts to be re-used can be cleaned and prepared for re-assembly. Burrs and rough edges can be carefully removed with a file without changing critical shapes or dimensions. Parts can be prepared for later painting if desired. Staking marks on the yokes should be removed with a file or reamer to prevent damaging the new bearings as they are being installed.



It is likely that the pins removed from the joint will not be suitable for re-use due to wear or corrosion. New pins can be made from "engineer's" dowels which are precision ground, case hardened steel pins. They can be cut and shaped with a grinder by a competent person. Care should be taken not to overheat them as this can change the temper of the metal and affect wear and durability.



The joint is assembled by fitting plastic rings to the block and sliding the block into place in the shaft yoke. Salvaged rings can be used or new replacements. I use a jig to support the block and hold these parts in place but assembly can be accomplished without the jig. The new long pin is passed through the yoke and plastic rings and pressed into the block until it protrudes evenly either side of the block.



The half pins are installed the same way ensuring that the curved recess in the end is aligned with the long pin already installed in the block.



New bearings can now be pressed into place. Apply a small amount of lubricant to the inside of the bearing. I use "Never-Seez" but a waterproof bearing grease would also be suitable. Take care to avoid getting lubricant onto the outside casing of the bearing or the yoke as Loctite is used to retain the new bearing.

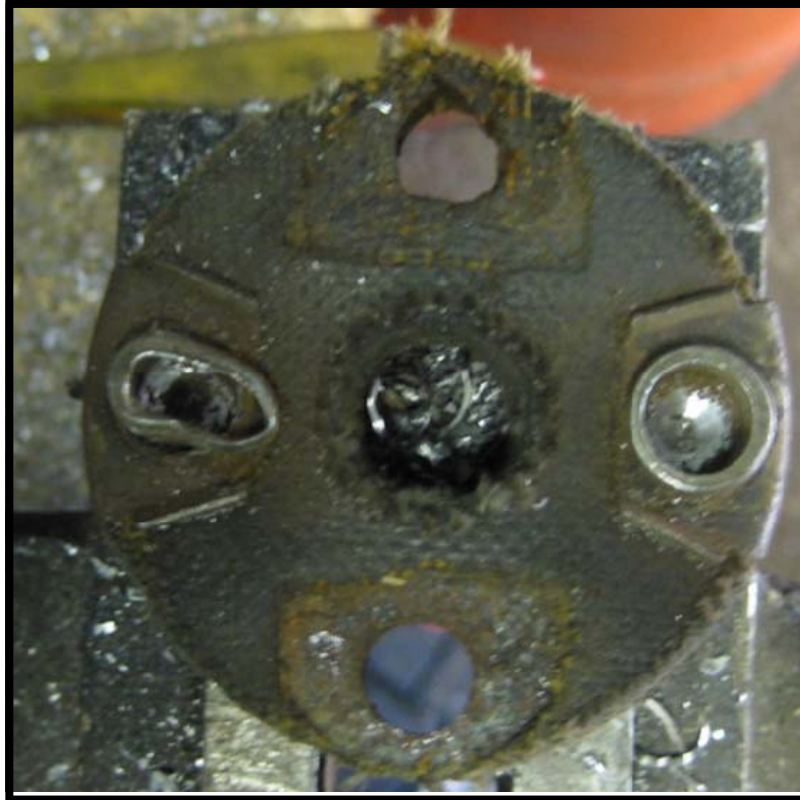


I have found two bearings of appropriate dimensions. INA brand BCE66 is a caged needle bearing and once installed looks the same as an original bearing. Koyo brand M661 is a full complement needle bearing as was the original bearing but these bearings have a recessed end which looks different to the originals. Both types are available for around \$5 to \$10 ea. depending on foreign exchange rate and supplier discounts. New replacement plastic rings can be supplied for \$4 ea. These help keep dirt and water out of the bearings and take side thrust between the yoke and block. "Engineer's" dowels (dowel pins) are available

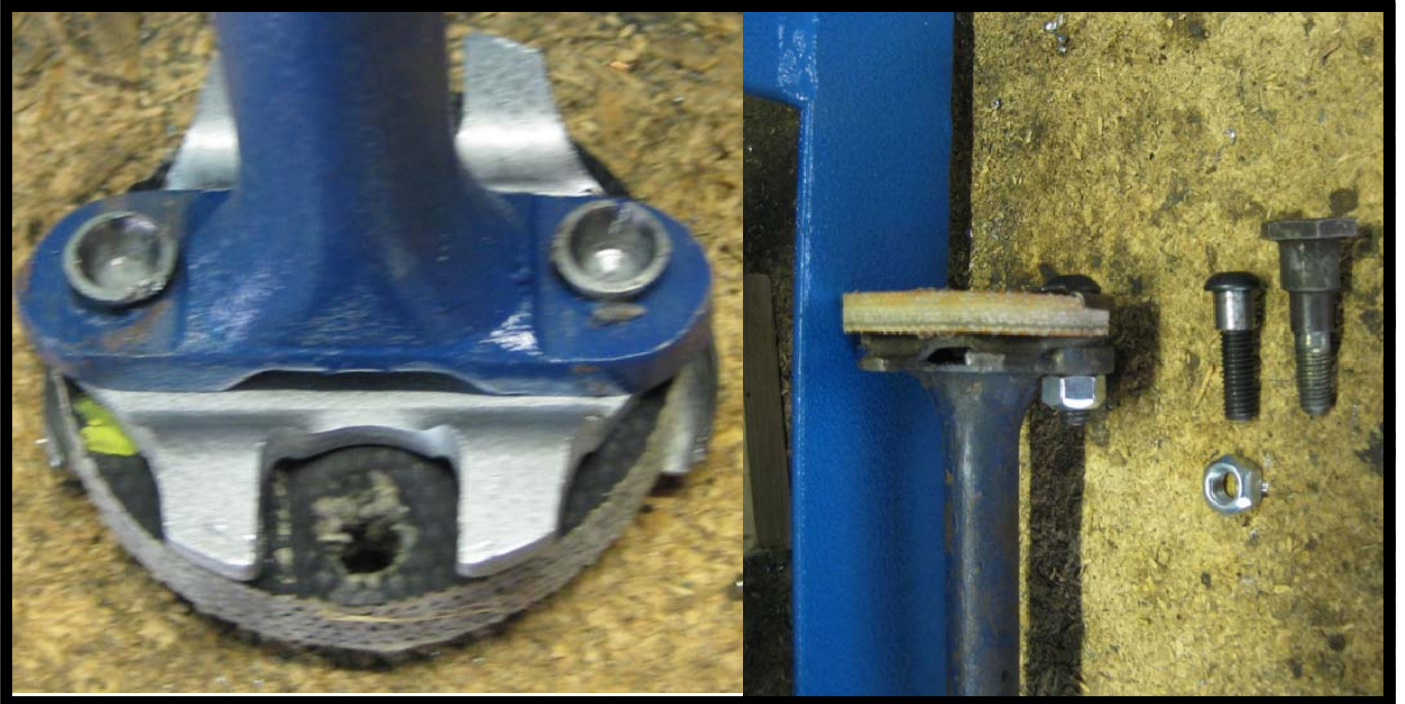


The lower coupling on the steering intermediate shaft is a flexible disc made of a fabric reinforced rubber and is sometimes called a rag joint. This coupling is intended to transmit angular movement of the steering wheel to the rack whilst isolating shock and vibration. It is not intended to take up large misalignment in angle or axis between the intermediate shaft and flange on the rack. The rubber material is subject to ageing and wear and may become loose or fail. The coupling can be replaced with one made from urethane or from a reinforced rubber similar to the original.

The coupling is fixed to the intermediate shaft by two steel rivets. These are stepped and have 1/2" head, 3/8" where it passes through the special washer and rubber, 5/16" where it passes through the safety plate and intermediate shaft flange. It is a press fit into the flange and the end of the rivet is swaged over to prevent the rivet coming out. To remove the old coupling the rivets need to be taken out. This can be done by grinding of the swaged off end of the rivets and knocking the rivet through with a pin punch. I have found this method sometimes causes damage to the special washers so I prefer to drill through the heads of the rivets and remove the washers and rubber first.



The new coupling can be attached to the shaft using new rivets or bolted. The special washers and safety plate must be used to maintain the integrity of the coupling. The special washers spread the load over the face of the coupling which is slightly compressed by the rivet or bolt. It is this pressure which transmits the torsional load through the coupling, not the force on the edge of the hole. If the special washers are severely rusted they may not function as required. Replacements can be made with the same rolled edge to increase stiffness and chamfered sides to prevent cutting into the coupling. If bolts are used a crush tube or spacer is needed so that the bolt tightens down on something hard rather than over tightening on the soft coupling. Self-locking nuts or lock washers should be used.



Ray's JAG

It is late 1976, I am the Interstate Transport Manager for Arnolds Transport (car carriers). I get a call from Jaguar Australia. There is a boat from England at the wharf with 24 Jags on it for Sydney. The Victorian cars had been unloaded and they did not want to send the boat to Sydney with just 24 cars on it as it was reloading in Melbourne. Could I send the 24 Jags to Sydney by road, yes says I.

I had the cars picked up and transported to our depot at Clayton, the first XJS V12 Jaguar I had ever seen was parked just outside my office window, being the car buff that I am I had to check it out. Back into the office to get my trade plate, I couldn't help myself.

A short run down the back road behind the depot and I was in love. It was just superb, quietest and smoothest engine I had ever heard and the ride was like nothing I had even driven before. After I found out the price it was on top of my dream car list as I could not afford one.



Fast forward to 2010, a mate of mine Arthur (we have been mates since teenagers) turns up with a 1984 XJS V12 Jag, dark maroon-camel interior, beautiful car. Wow mate have you won Tatts, no, cost \$10,000 a few problems, oil leaks, brakes and minor things he says. Not keeping up with Jag prices I find out XJS' are going cheap, costs of repairs, fuel mileage, cost of parts. I don't care I am going to have one says I.

Like a dog with a bone I get on the trail, just cars, unique cars etc, lots of phone calls VIC, NSW and SA. After talking to lots of guys with them, photos sent from Wollongong was the one I decided on. When I tried to ring back the phone had been disconnected, no reply to a letter, he had moved.

Second choice was one in Bendigo, same colour and model as Arthurs. The guy had convinced me it was a perfect car. Armed with the cash I caught the train to Bendigo convinced I was going to hand him the cash and drive off home. Pouring rain when I got there, a quick look around it I spotted a rust bubble on the boot lid, he had said it had no rust, my sixth sense kicked in, have a better look I said.

There was rust everywhere in the boot, under the bonnet, in the sills, bottom of the guards, they are only bubbles he says no holes, and to top it off the right hand bank was missing, sounds like a valve to me, big job to make a nice car out of this. Back on the train with money still in pocket (4 hour trip each way).

All the while I had been ringing all over the place looking for one worth buying. There had been one advertised in our local paper for weeks, ad read "Jaguar XJS Silver. Runs" and way too much money, so I had not bothered looking at it, the ad was not inspiring.

After talking to Arthur we decided we will go and have a look, it was only 20 minutes away. Expecting to be looking at a bit of a heap we were surprised when we saw it, silver mink, wire wheels, lovely looking car, needed a hood lining. The motor sounded terrible, not noisy just rough running, very hard to say what was wrong. We left and said I would ring back.

Arthur and I had decided there was not a lot wrong as he had spent a lot of money trying to fix it. They had missed something, we found out later he had been ripped off. I rang a friend of mine who has a workshop in Melbourne, he had owned a couple of Jags himself, his wife loves them and drives one every day (a sedan). Like us he said does not sound like much wrong, get it down here so I can have a look. It seemed to me, he the owner was keen to get rid of it. Said he had spent a lot of money on it and could not spend any more. After thinking about it for a couple of days I rang him back and made him an offer, a fair bit less than he was asking, but I was taking quite a risk, he said no and I thought that was that. Next day he rang me and said he had lost his job and as it was a hobby car he could not afford to keep it and accepted my offer.

Next day I went and paid him the cash and picked it up with my truck and took it straight to my friend's workshop in Ferntree Gully (Melbourne suburb). Within minutes he found the injectors were not firing properly (the owner had paid a lot of money to have them done). After they were done he found the coil was breaking down after running for a while, the thermostat on the left side was not fitted properly and the engine was not heating up to working temp which upset the computer.

Graham rang me and told me all this, I said treat it like it was your own and fix whatever needs fixing. A week later I picked it up running like a new car. We then took it up to the motor trimmer for a new hood lining and minor seat repairs. All up \$3,000 worth of repairs. I had my Jag in budget \$10,000. It is an unbelievable car for that money and just lovely to drive. NOW I hear you say what is a Jag story doing in a Leyland mag? The ID tag on this car says "This vehicle was manufactured by Leyland Motor Corporation of Australia Ltd" Jaguar XJS 11-78.

Regards Ray
5.12.14





Torony Extractors



After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the only after market extractor developed specifically for the P76 V8.

The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains.

On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning.

These extractors are available now exclusively through Mentiplay Leyland.

Mild Steel: \$600.00

Stainless Steel: \$800.00



FOR SALE



Mentiplay Leyland: 0408 918 127 / leylandp76@westnet.com.au

GET WELL MESSAGE

- Ian Lyons
- Sue Green

THANK'S TO

- Ray Ikin for his article
- Russell for his article

Beehag & Sheppard FOR ALL YOUR ELECTRICAL NEEDS: STARTER MOTORS, ALTERNATORS, ETC.....

AUTO ELECTRICAL



FUTURE EVENTS



Sunday 26th April

General Motors Display Day /Panthers Club

Sat-Sun 2nd & 3rd May

Wings Over Illawarra/ Illawarra Regional air-

Sunday 17th May

National Motoring Heritage day



Sunday 16th August

Shannons Eastern Creek



Sunday 30th August

All British Day Kings School



Saturday 19th September

BMC Heritage Lunch re-union Day



TBA

Chevalier College Highlands Motorfest

1st Sunday of Every Month

Cavilino Cars & coffee Corner Mona Vale RD &
McCarrs Creek Road Terry Hills & Cruise

MORE EVENTS NEXT MAGAZINE



**Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute on
Wednesday 18th February 2015**

Peter O'Brien opened the meeting at 8.20pm. Members in attendance as per the attendance book.

Apologies Ian & Bev Lyons, Sue Green, Ross Rickard, Kevin Cross.

The minutes of the previous meeting were read and accepted.

Moved Terry Rout **Accepted** John Dali

Business arising from minutes Nil

Treasurers Report

Income

Membership fees	\$80.00
Total	<u>\$80.00</u>

Outgoings

Hall Rent	\$39.60
“	<u>\$39.60</u>
Total	<u>\$79.20</u>

Bank Statement No. 250 dated 30.1.15 balance \$2221.25

Moved Kevin Ward **Seconded** Terry Rout

Correspondence In

Penz Newsletter, BMC Newsletter, Liverpool Swapmeet, BMC Reunion Lunch Saturday 19th September, Shannon's Registration Form, Nat. Motoring Heritage Day 17th May.

Correspondence Out

CMC Affiliation Form

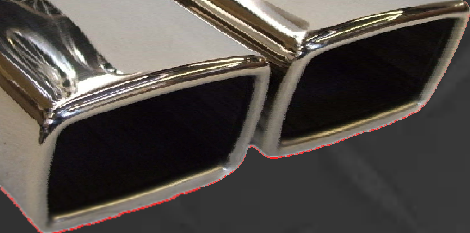
Moved Troy Green **Seconded** Kevin Ward

General Business

Tony De-Luca gave a CMC Report of 27.1.15 Meeting

Joe Green spoke about alterations to Department of Fair Trading in relation to clubs etc.

Meeting closed at 8.55pm followed by supper.



TAILPIECE

**INTERESTING
STUFF**

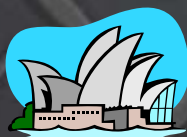


2015 Berrima more pics next month



www.leylandp76.org.au

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15TH APRIL

CLUB ROOM MEETING

BE THERE