

The Leyland Post

LEYLAND P76 OWNERS CLUB OF NSW INC.

December 2001



The Christmas Party crew at Brian's property in Oberon



Wishing all our members and their
Families a safe and happy
Christmas and a prosperous New Year



Your 2001/2002 Committee

President

Brian Hooper ... 9863 8644

Vice President

Phil Crowther 9628 9121

Secretary

Kerry Dale 9628 9121

Trea\$urer

Gordon Crowther .. 9872 4916

Editor

Eddy Hooper 9863 8644

Ordinary Committee Members.



Eddy Hooper 9863 8644

Horst Riemann 4625 6524

Norm Julian 6365 5255

Important Notice.

The general meetings are held on the **FIRST SATURDAY** of every **SECOND MONTH** (i.e. Feb, April, June, August, Oct, and Dec.) at

Toongabbie Bowling and Recreation Club
12 Station Street, Toongabbie at 2.30 p.m.

Submissions to this Newsletter are published mainly unexpurgated and the opinions are not necessarily those of the Editor or the Committee. Articles submitted may be edited at the discretion of the Editor under Committee guidance.

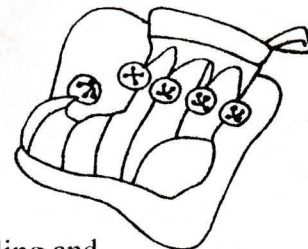
Other P76 Owners Clubs are welcome to reproduce the original material in this Newsletter. Mention of our club, as the source, would be greatly appreciated. Please address mail to

**The Editor
Eddy Hooper
1 Kim Place
Toongabbie 2146**

OR

The Treasurer
Gordon Crowther
28 Supply St
Dundas 2117

Coming Events



Saturday,
Feb 2, 2002 General meeting to be held at our usual venue (Toongabbie Bowling and Recreation Club at 12 Station Street Toongabbie) at 2.30 PM.

Saturday,
Feb 23, 2002 A club BBQ is planed to be held at one of our members homes on the Central coast but at the time of printing, we were unable to contact them. We have an alternate venue in mind and this will be further discussed at the general meeting of Feb. 2. We are also trying to arrange a get- together with the Hunter Valley club. More information in the January newsletter.

Friday,
March 29 National Car Club Meeting in Perth (March 29 to April 1, 2002)
All the information appeared in last month's newsletter. If you need any more information, please contact any of the committee listed on page 3 of any of the newsletters. Remember that Easter is less than 4 months away and counting!!!



LEYLAND P76 OWNERS CLUB NSW INC. TREASURERS REPORT OCTOBER 2001



Total cash and credit union balance brought forward	\$4,070.41
Expenditures from 01/10/2001 to 31/10/2001	\$444.10
Income from 01/10/2001 to 31/10/2001	\$320.00
Balance in credit union account as at 31/10/2001	\$3,761.81
Cash on hand as at 31/10/2001	<u>\$184.50</u>
Total of cash and credit union account as at 31/10/2001	<u>\$3,946.31</u>

THE TREASURER WOULD LIKE TO REMIND OUR VALUED MEMBERS THAT RENEWALS ARE NOW DUE AT \$30.00 FOR SINGLE AND \$35.00 FOR FAMILY MEMBERSHIP!

**G. Crowther
Treasurer**

Hot from the desk of Eddy the Editor

Christmas here already? I'm just getting over the last one! It is my unfortunate duty to tell everyone that Dave Collins, is moving from Sydney to the sunny state of Queensland due to work commitments. He has helped the club in many different positions over many years. No matter what job he had been asked to do it was always attacked with a 110% effort. He has been a go-getter for the club, not one to stand around and watch. He was involved in everything, whether it be mechanical work, sourcing parts, or chasing the photo copier repairs. Dave was always lending a hand any way he could. It's a sad time to see such an involved past member/committee member leaving the club. I would like to take this opportunity to say thank-you to Dave on behalf of The Leyland P76 club of N.S.W and myself for the enjoyment of having you as a fellow member and friend. Best of luck in the future Dave.

I would like to also say thank-you to Brian's good friend, Evan the Unbreakable, for his assistance in making this newsletter. Don't forget the first club meeting for 2002 will be held on the first Saturday in February The next newsletter will be published mid January, so over the festive season, save your articles and get them to me. That way we all can share them and have some good reading in the first newsletter of the year.

Any photos now contributed to The Editor will be Scanned into my computer, converted to a CD-ROM, in which, we will have a data bank of images which will not fade, bend, distort or be lost. They will be easier to access at the touch of a button than a normal photo would be. Never fear contributed photos will be given back to the owner A.S.A.P. Images may be copied to a floppy disk, so if any member would like a copy, by all means, please let The Editor know.

Eddy the Editor

A Tale of Woe

A car is serviced by the dealer but over the next few days the windshield gets dirty and the washer water and wipers are useless. The clean water seems to cling to the glass and the wipers don't clear it. Must be a poor detergent, it will clear itself with more washing – no worries –and plenty more washing and wiping is done over the next few days. Then the car needs to go back to the dealer for the fitting of a part that was on order.

Car is driven out of the driveway on the way to the dealer – dirty glass again – try to wash/wipe again – wipers fall apart. Yes – fall apart. The plastic clips/metal rivets that hold the wiper arms together have disintegrated and the wipers fall apart. Back at the dealer, they are trying to figure out what happened – funny for both wipers to wear out like that (at exactly the same time) – “customer must have put something in the water”, - but no – customer has not touched it – last person to touch it was the service staff 1 week ago. Hmmmm, water tastes like ... battery acid – no wonder the wipers fell apart. Looks like the car in the service bay next door had its battery water checked and the sample water discarded into the windshield water bucket on the floor – yes, the one they use to fill up customers' cars.

Dealer says that they will replace the wipers (arms and all) under warranty. Oh, they will also fix the paint where the acid has eaten down to bare metal (remember that the customer has spent the week washing and washing and washing the glass, trying to get it clean?) why do I know this is true? Because I am getting my Ford station wagon repainted next week!!!! Good news – they don't need to respray the tailgate. Everything else needs to be repainted. This is going to hurt someone's cheque book, but not mine.

I wonder how many other cars were filled from the same bucket?

Reprinted, word for word, from V8X magazine of Sep/Oct 2001, page 8 ... Eddy the Editor





CHRISTMAS PARTY REPORT by Phil and Kerry

Due to unexpected production difficulties with the Club newsletter, a last dash minute decision was taken to combine the December General Meeting and the Christmas Party, and the committee apologises to the members for the lack of adequate prior notice. However, a ring-around to let members know about the venue meant that half a dozen car-loads of members and friends made it to Brian and Michael's Oberon property on Saturday, 1st December, for the end of year meeting.

At this point, we would like to offer Michael and his partner, Joanne, our congratulations on the recent birth of their first pup, Nathan, and so it was to be expected that Michael was busy doing other things on the day.

Kerry and I made a late start, with our usual excuses about preparing the food and the car, etc, and we arrived at the property to find that Brian's friend, Evan the Unbreakable, had done a top job of cooking up bits of dead cow and other animals, whilst the other munchkins, provided by Eddie the editor, Kerry, and Judith, who brought some yummy potato salad, meant that the meal was most satisfactory.

Horst, and his wife Judith, with their nephew Chris, and Phillipa, were already tucking into their lunch, as were Eddie, Gordon and Nadia. However, peaceful tone of the afternoon was soon shattered with the arrival of the Doo-banger tribe, from the wilds of Bylong, a small village nestled on the north-western fringe of the Wollemi National Park. Kerry's oldest son, Danny, and his wife Denise and their four feral little munchkins arrived in their Mitsubishi van to wreak havoc on the unsuspecting P-nutz.

When everyone had finished their lunch the proper business of the day began, namely belting around the property in P-76s, stirring up as much dust as possible, and just generally having a lot of fun getting sideways and silly. I fed Gonzo a few litres of fresh fuel, and connected up a few loose leads, and then with a cup or two of oil down the carbie to loosen things up, and a jumpstart from my Green Targa, Gonzo roared into life, and when the smoke screen had cleared away, I loaded Gonzo up with a few passengers and we went for a bit of a blast around the paddocks.

Horst and a few others were willing passengers, and later on, Eddie and Chris had a go at flinging Gonzo around Brian's homemade rally track, dodging large tree stumps and boggy bits, and after that, I did a few laps of the track with various little munchkins strapped in the back, all screaming happily for Poppy Phil to go faster!

About four-ish, we held the serious part of the days business. Please see elsewhere in this newsletter for the minutes of the December General Meeting. In the New Year, we will be devoting quite a bit of time, effort and money towards getting the spare parts side of club affairs back on-line. Items which are unique to the P-76 and which will shortly be no longer available, (eg. Monroe/Wilie have advised that the south oz P-nutz that front strut inserts will no longer be manufactured), will be given priority treatment, and so it is now

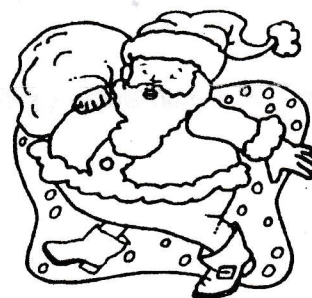
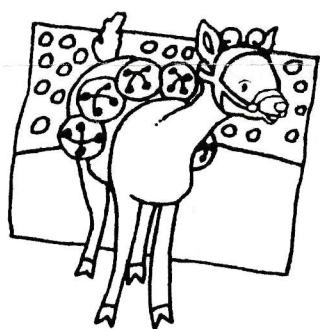


more important than ever that we take a long term view at parts availability to ensure that we can keep our P's on the road.

In other news, Nadia was detained in the car park area attempting to smuggle one of Phil and Kerry's new Maltese/Shitzu puppies into Gordons' car. Apparently she thought the pup would be good company for her rabbit!

After the meeting concluded, various P-nutz and their friends and families packed and headed for home. The committee spoke sternly to Nadia for being a rev-head, and throwing unauthorised dough-nuts in Brians' paddock on her way out.

(P.S. It was a good doughy, Nuggy!).



The Presidents Report

HO HO HO. Yes, that's right, it's Xmas. This year we had the club party at my property in Oberon where we had a pretty good turnout. I drove up to the property on Friday night so I could finish cleaning the place up and get the food for the party. In the morning I used a normal push mower to "trim" the driveway so members would avoid clogging their radiators with grass seed like I did the week before (the grass was approx. ½ metre tall). 3 Hrs and 2 acres later I had a driveway you could see. My friend Evan and my father were the first to arrive soon followed by Nadia and Gordon, both parties driving NON-Leyland modes of transport! (Holden AND Ford). Horst, Judith, Steven and peter (spelling of names uncertain) arrived next closely followed by Phil and Kerry. The day started well with the mandatory "tour" of the property (being flung around the back seat of Evans Commodore or my P76), with Evan and myself performing synchronised pirouettes and doughnuts in the long grass!

Phil and Kerry brought along two cute little white puppies for the club to play with, about the size of a small shoe. It was suggested to add them to the menu but Kerry didn't look impressed!!!

Soon it was time for the B.B.Q, Evan volunteered to be chef and did a masterful job. Apart from the flies, we enjoyed our meal, getting down to the business of chatting about our cars, politicians and petrol prices. Kerrys son Denny and his tribe known as the "Doobangers" arrived in the afternoon to join in on the fun. I took Denny for a "ride" in the black beast, and performed some 'Dukes of Hazzard' manoeuvres on the hill in the middle of the property (see photos).

We held the club meeting in the shed, with a lot of good ideas being swapped. We all stood around Horst and Phil's cars for a photo shoot, and then the day was over (being two hrs from Sydney means leaving before the sun sets!). I believe everyone had a good time at my property and look forwards to seeing you all at the February meet!

Have a merry Xmas and a safe New Year! (Watch out for radar traps!!!)

Brian Hooper

The 2001 Christmas Party



A MERRY BUNCH OF CLUB PARTY GOERS



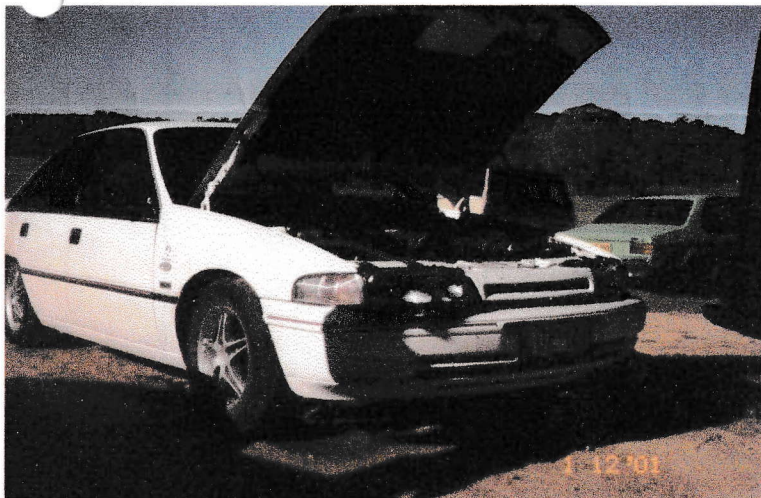
BRIAN SEEING IF A P76 WOULD FLY



EVAN TRYING TO CATCH (AND PASS)
BRIAN'S K-MART BLACK P76



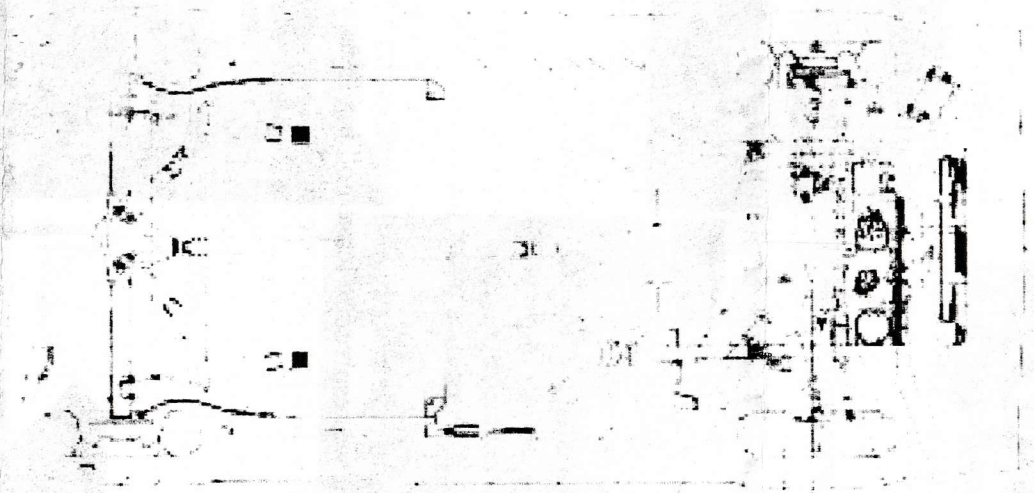
HE DID'NT!!!



WITH THAT, THE COMMODORE BECAME
DISTRESSED AND WET ITSELF.....

PHOTOS BY
NADIA CROWTHER

- | | | | |
|-------------------------|--------------------------------------|------------------|----------------------------------|
| 14. REAR AXLE | 21. CARBURETTOR | 29. BRAKE | 30. STEERING POWER BELT |
| 15. GEAR BRACKETS | 22. OIL DISTRIBUTION | 31. FUEL FILTER | 32. FUEL DISTRIBUTION |
| 16. HANDBRAKE CABLE | 23. OIL FILTER | 33. FUEL FILTER | 34. FUEL DISTRIBUTION |
| 17. MANUAL TRANSMISSION | 24. BRAKE PADS | 35. FUEL FILTER | 36. FUEL DISTRIBUTION |
| 18. WINDSCREEN WASHER | 25. FUEL PUMPS | 37. FUEL FILTER | 38. FUEL DISTRIBUTION |
| 19. CHAMBER WELTHIE | 26. OIL FILTER | 39. FUEL FILTER | 40. FUEL DISTRIBUTION |
| 20. AIR FILTER | 27. RECEIVER PUMP (RAIN CONDIT OVER) | 41. DISTRIBUTION | 42. CONDENSER (RAIN CONDIT OVER) |
| | 28. SPLITTING PUMP RESERVOIR | 43. DISTRIBUTION | |



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|--------------------------------------|--------------------------|--------------|----------------------------|
| 1. OIL FILTER | 5. OIL FILTER | 9. CYLINDER | 13. AUTOMATIC TRANSMISSION |
| 2. COMPRESSOR BELT (AIR CONDITIONER) | 6. CARBURETTOR | 10. CYLINDER | 14. CLUTCH ADJUSTMENT |
| 3. BACK AND FINISH HOUSING | 7. OIL DISTRIBUTION | 11. CYLINDER | 15. MANUAL TRANSMISSION |
| 4. STEERING RACK BALL JOINTS | 8. BRAKE MASTER CYLINDER | 12. CYLINDER | 16. SPEED LIMITER |
| | 9. PUMP VALVE | 13. CYLINDER | |

LUBRICATION AND MAINTENANCE POINTS

TECH TIPS, BY PHIL (YES FOLKS, I'M BACK !)

In many older editions of Anything but Average I published quite a few Tech Tips, which were mainly descriptions of modifications which I and several other P-Nutz had made to our P's to make them more appealing. Now, even though our membership numbers are slowly declining, there is still a very real need to recycle this information so that it is readily accessible for Club members' benefit.

In past years, a large percentage of P 76 owners were Harry Hoons, who probably only ever possessed a minimum appreciation for those characteristics of the P which made it such a unique vehicle, and it is a sad fact that when rising maintenance prices forced these hoons to look elsewhere for cheap transport other than a P, many fine cars which could have been restored were simply condemned to the scrap-heap.

We all know that in past years, the general public's perception of the P was the principle reason for its low resale value, and that is one of the reasons that the hoon brigade found the P such an attractive proposition - where else could you get a large family-style car with such performance and handling on a poverty-pack budget?

So, when you look at purchasing a P 76 today, in addition to the wear and tear inflicted on P's by the passing years, we also have to consider the nature or characters of those who have owned the vehicle before you, and although many P's still have pretty paint, it is far more important to know what lies under their metal skin.

When Kerry and I decided to save up our holiday entitlements for an extended "top end" holiday trek in early 2003, we resolved to leave nothing to chance when it came to preparing Gonzo for his re-entry into polite (legal) motoring society. As many P-nutz would know, Gonzo has been sulking in a paddock up at Oberon for the last two years, and although it's mainly a dry area, the extremes of temperature have meant that condensation has caused quite a few pimples to appear, and an essential part of returning Gonzo to full road-worthiness will be the welding repairs to three of his quarter-chassis, and spot repairs to all four doors, and also welding repairs to the boot and bonnet!

At the December Christmas Party, I had a chance to give Gonzo a close inspection, and I now know that nothing less than a full strip and repaint will be required. I am now in the process of deciding what parts of the work can be safely given to local panel-beaters and trades-persons, while Kerry and I work out a budget for the stuff we can do at home.

Several of the tasks ahead will make good material for up-coming tech-tips, on subjects such as front suspension rebuilds, engine reconditioning, and retrimming and reconditioning the interior. We'll probably run out of money before we do the trip, and so we might just end up camping out in the wilderness of Mt Druitt! Seriously, if any member has concerns about rust in their vehicle, talk to Mr Brian, the President.

Brian knows a panel-beater who does excellent work on P's. We're talking about welding repairs here, not just someone who throws a coat of bog over a tin-worm's burrow!

In the coming months I will "recycle" some of the old Tech Tips, and if you have any questions about some aspect of P maintenance, please feel free to give us a call. If Brian or I can't help you personally, we will attempt to put you in touch with someone who can.

MINUTES OF GENERAL MEETING, SAT 1/12/2001.

The December General Meeting was held at the President's Oberon property, after the Christmas Party barbeque.

Meeting opened at 4:20. Apologies: None.

Previous minutes accepted as read. Accepted by Gordon, seconded by Eddie.

President's Report : The President thanked all present for attending, and apologised for the late delivery of the newsletter. The Vice-President, Phil, is going to assist the Editor to help prevent future delays to the posting of the Club's newsletter.

Secretary's Report : Nil.

Treasurer's Report : Current balance in Club Credit Union account is \$3,702.81. We now have 16 members who are financial, whilst another 15 members have not yet renewed. This account's balance may increase if the Treasurer receives more membership renewals. Accepted : Brian, seconded by Judith.

The Treasurer also spoke briefly about the options available regarding the Club photo-copier.

The old unit is at the end of its useful life, and would need approximately \$700 worth of parts and repairs to make it serviceable.

Luke has advised the Club that he has a four year-old machine available which has a useful life of 30,000 copies remaining, and he has placed a price of \$400 on this machine. After some discussion, it was decided that the newer machine should be road-tested, by doing a portion of the next newsletter, and if it gave no trouble, then the Club would proceed with the purchase. If, however, Luke declined to make the machine available, or if it malfunctioned in any significant way, then the Club would look elsewhere for another photo-copier. A vote of approval was sought from those present, and all were in favour of proceeding in the manner described.

General Business : Club outings were next discussed, and it was decided to hold a Club run to a venue on the Central Coast, with the possibility of a barbeque at a member's place. It may also be possible to meet up with members from the Hunter Valley and Northern Rivers P 76 Owners Club. This outing would be held on the last Saturday in February, and it would be mentioned at the General Meeting, on the first Saturday in February, 2002, so that members will have plenty of notice.

Brian gave a brief report on the social day at Phil and Kerry's, where some of the Sydney P-nutz met with Garry and James Mentiplay, from the W.A. Owners Club.

The Treasurer thanked the President for making Oberon Acres available for our Club's use, and also those who brought side-dishes along to the barbeque.

In parts news, approval was sought and given for the Club to order from the S.A. Owners Club 10 sets (pairs) of front strut inserts. We have been advised that these items will shortly no longer be in production, and there are no readily-available types of strut inserts which can be used in a P 76 without significant modifications. The cost of 10 sets will be about \$1,300, plus shipping and handling costs. Phil bought a set from a Sydney Parts dealer about two years ago, and had to pay about \$180, so this will be a good deal

for Club members. Please contact either Brian or Phil and place your order. Six sets have already been spoken for, and we can order more sets, but the final order must be placed before February, 2002.

There was some discussion about other parts, including intermediate shafts, ball joint rubber boots, and water pumps. These items are now being researched.

The meeting was closed at 4:50.

PHOTO PAGE



The three pictures surrounding are from when the Mentiplay's came to visit from W.A. The pics are taken at Phil and Ker.



The pic on the left was kindly donated by Evan whilst on holiday at Nelson Bay..