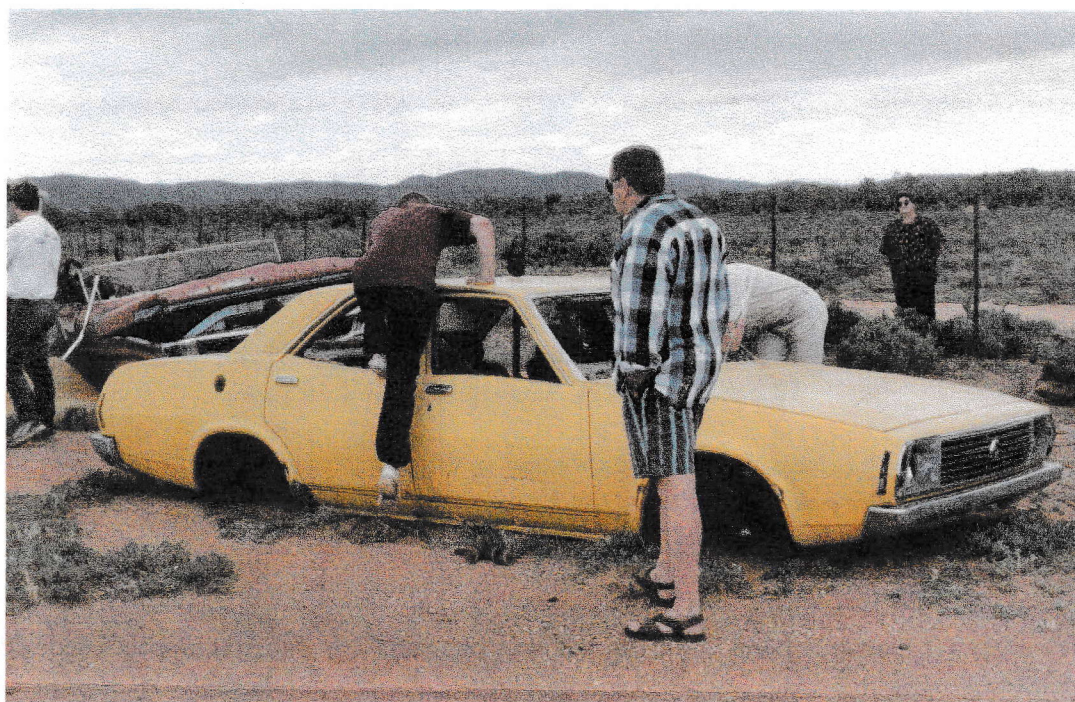


The Leyland Post

LEYLAND P76 OWNERS CLUB OF NSW INC.

APRIL 2002



RECOGNIZE THE CAR? SEE BOTTOM OF PAGE 1 FOR MORE INFORMATION.

(PHOTO BY BRIAN HOOPER)

Next Month: Oh no, Not More Car Acronyms
Electric Water Pumps
RTA info. sheets - rollcages, etc
P76 Club Roundup

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
www.dropdead@eisa.net

Public Officer

Horst Riemann 4625 6524

Ordinary Committee Members.

Eddy Hooper 9863 8644

Norm Julian 6365 5255

[illegible]

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 all mail to

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

OR

The Treasurer
Gordon Crowther
9 Supply St
Dundas 2117

Cover Photo: Remember the Dunlop tyre add where they pull a P76 up off the road and the tyres stick to the road? This is the car and it is located west of Cockburn in a field during the 1996 Car Club Meet. The only thing intact was the shell, the rest is a mess...

Coming Events

Sunday
May 19

Charity Motor Show, N.S.W. Wild 1's Motorclub
Ridge Park Hall, Woodland Ave, Oxley Park

I have spoken to Tricia Pincott and this event is to raise money for charities by having a get together of anyone with almost any form of machinery (air, sea or land) to show them off while having a good time. Entry fee is \$5 for adults and \$30 if you would like your vehicle judged. For further info call:

Steve and Tricia Pincott: 9834 1829 or 0419 034 814

Martin Lee: 9833 9229 or 0419 995 972

Heather ridden: 02 4757 1213 or 0414 568 403

Give them a call Eddy the Editor

Saturday,
June 1

Regular car club meeting will be held at **Kerry and Phil's**.

Address: 10 Petrie Cl. Bidwell, 2770. Ph: 9628 9121 Time: from 11am.

The meeting will start with a **BBQ** and then on to our regular bi-monthly meeting to discuss normal club matters. While all food will be supplied, it would be greatly appreciated if you could bring along a side dish etc to help with the catering. The only things not supplied are drinks, so please bring some. To assist Phil and Kerry with the catering ring them regarding your attendance so that there is enough food for the troops

This meeting is also designed to help us **rebuild and/or recondition** our **water pumps** so please bring whatever you have spare along so that Phil can check them out. If there are enough water pumps & pieces there may be sufficient parts to make a few good water pumps. What you may have thought was broken and un-repairable could be repaired as good as new.

For Sale

Of the original 10 boot seal rubbers there remains but one. To obtain the **lucky last**, call **Gordon** on **9872 4916**. The cost is an incredible **\$58**

White P76 Exec. Rego 28 June 2002. Reconditioned starter motor, auto gear box and water pump. All 4 doors stripped and treated 2000. Repaired and rebuilt 1/4 panels. Good condition overall plus much more. Asking price ... **\$4400 ono**

For further information, contact **Ralph Blackford** on **9621 2562**

Bump stop rubbers (bonnet and boot) \$1 ea. or
\$4 for 6

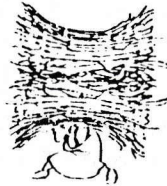
Door rod end clips (L-shaped) \$5 for 10

Contact **Eddy the Editor** on **9863 8644**



Another day, another disaster! It is when you want to do one thing and the computer goes oh no you don't! So much for my pet hates.

If, for some strange reason, you started reading this first., STOP! Now go back to page 3 and read what's on in June. I told you I'd wait. Phil and Kerry have generously offered to host a BBQ/ Tech day at their home at Bidwell. The reason is simple - our water pumps are dying. Over many years Phil has sourced the machinery and parts to recondition them to a near new state. These parts are now drying up as well, hence the meeting in June. What Phil needs is any water pump or part thereof to rebuild them. I believe the impeller and bearings are still available but not for much longer. If the casing is damaged repairing it is not possible. Remember that your broken water pump just might be repairable. So bring along anything you can find we'll see you at the meeting in JUNE.



Eddy the Editor

President's Report

Hello fellow Pnutz, and welcome to April. A lot has happened since my last report so I'll try to make it brief. Last month while up at my farm I bent the back end of my black P76 (I was unable to dodge my dodge!!!). Consequently the car is presently in the smash repairers getting all the dents and rust fixed. I have been reduced to driving my mothers Toyota Crown 2.6 six! 0 to 100 in approx. three minutes. Jokes aside, when I get the car back it will receive a ford cobalt blue paint job, which is fairly close to omega navy.

On a lighter note I would like to welcome Matty Stockwell back to the club. Those who attended the last meeting would have met Matty. He is currently putting his aspen green targa back on the road where it belongs.

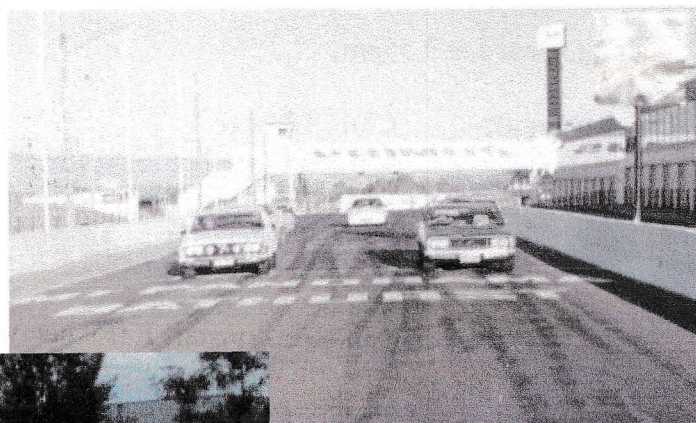
On the Easter long weekend I bought a Spanish Olive super in rust free condition. The guy I got it from said the motor was shot but it still ran. He home delivered it to my farm in oberon from Tumit, near the snowy mountains. When I started it up it shook, farted, backfired raw fuel out the carby, and generally refused to rev more than approx. 1300rpm!

I removed the rocker covers to find the nuts on the rockers 1, 2, 3, 5, cylinders had come off letting the pushrods fall into the motor. No. 4 had also fallen out on the exhaust valve leaving the motor trying to function on three cylinders!!! Hopefully I will have a new motor for it in the next two months depending on the bill I receive from the smash repairer next week.

See you at the next meet!

Brian.

PHOTO PAGE: Snapshots from our new member, Matty Stockwell



Firstly, welcome to our new member Matty Stockwell. He had previously belonged to the club until he gave his beloved P76 a rest. It will shortly be back on the road.

Above, clockwise - Two more P76's ready for the road.

The Bathurst front row as it could have been! Matty's car is on the right

A sorry sight - the death of a P76.....

Below - What happens to a P76 after it hits a kangaroo at 120 kph. The P76 survived but the kangaroo didn't.



LEYLAND P76 OWNERS CLUB NSW INC.
MINUTES OF THE MEETING
HELD AT THE TOONGABBIE BOWLING CLUB
ON THE 6TH APRIL 2002

Meeting opened at 2.55pm.

Those present:- Chris Teschke
Gordon Crowther
Steve Foldhazy
Eddy Hooper
Brian Hooper
Matthew Stockwell
Martin Stockwell

Apologies:- Nadia Crowther, Phil Crowther, Kerrie Dale

President's Report:- Brian welcomed our new member, Matthew Stockwell

Treasurer's Report:- As per the published report in the next magazine.

Business Arising:-

Steve reported on the Penrite Valve Seat Treatment product, 500ml treats 500 litres and is recommended by the leading English motoring groups. It is designed to be used with Premium Unleaded.

Eddy said he will have an article on electric water pumps in the May magazine along with a parts list from Super Cheap and RTA information about the legal fitting of wheels, tyres and engines.

Chris mentioned that he will be getting prices on replacement stickers and badges for the P76.

Gordon asked members if they would lend a car to the manufacturers of a Car Bra for the benefit of Mr. Livingstone in Cootamundra.

Meeting closed at 3.45pm.

G. Crowther
Treasurer

LEYLAND P76 OWNERS CLUB NSW INC.
TREASURERS REPORT
MARCH 2002

Total cash and credit union balance brought forward	\$2,627.45
Expenditures from 01/03/2002 to 31/03/2002	\$136.40
Income from 31/03/2002 to 31/03/2002	\$238.00
Balance in credit union account as at 31/03/2002	\$2,549.05
Cash on hand as at 31/03/2002	<u>\$306.20</u>
Total of cash and credit union account as at 31/03/2002	<u><u>\$2,855.25</u></u>

G. Crowther
Treasurer

NEW PARTS FOR THE P76

The following parts list is from the Supercheap auto store in Wentworthville and is effective from April 2002. This information **may not** be totally accurate as it was obtained over the phone and has changed from the original published some time ago. All items need to be ordered in as they are no longer held as shelf items. Good hunting!

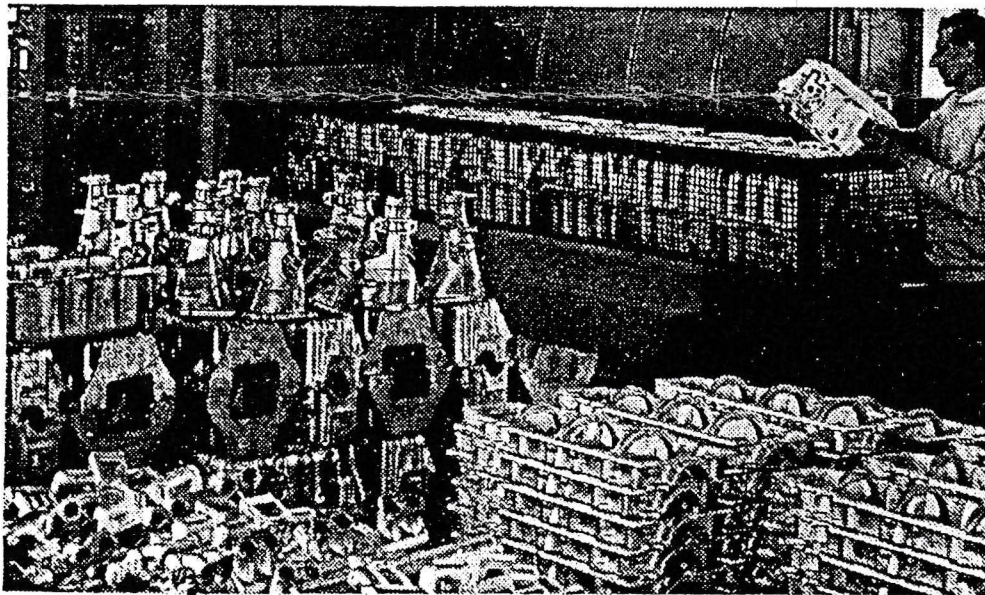
Eddy the Editor

FUEL PUMP (MECHANICAL)	947KT	\$87.29
FUEL PUMP (MECHANICAL) KIT	947KTK	\$67.29
<u>WHEEL BEARING -FRONT (KIT)</u>	<u>M113D-A</u>	<u>90.00</u>
<u>(M113D-B \$20.50 M113D-C \$117 M113D-D \$25.60)</u>		
<u>WHEEL BEARING -REAR</u>	<u>H204(HOLDEN)???</u>	<u>?</u>
DISK ROTOR	DBA068	199.29
DISK PADS -STANDARD	DB68S	56.73
METAL	DB68M	79.60
BRAKE SHOES -EXCHANGE	E1164	39.42
AIR FILTER	A259	30.00
LOCKING WHEEL NUTS (same as Falcon - 1/2 inch thread)		23.99
DISTRIBUTOR CAP	GL665	28.00
COIL - STANDARD	SU12R	45.78
HEAVY DUTY	GT4RT	70.36
POINTS	GL27V	?
CONDENSER	GL103	15.28
TIE ROD END (HQ Holden R/H ONLY)	QTE195R	?

NOTE - Those items underlined could Not be confirmed as being available and are reprinted, including the original price, in the hope they may be tracked down using their code numbers. I have personally used the tie rod ends - they definitely work.

Eddy the Editor

We're casting a lot for LEYLAND



And we're proud to be an approved Leyland Australia Limited Supplier. Currently we're casting a lot of intricate aluminium alloy engine parts for Leyland and we're involved in a long term programme to manufacture alloy engine blocks.

The picture shows a batch of Castalloy castings about to be heat treated.

CASTALLOY
REGD. TRADE MARK
LIMITED

Call the Castalloy office in your State for any aluminium alloy, casting job for processing in sand, gravity die, pressure die, low pressure or the precise Shaw Process, to very fine tolerances . . . a complete service from design to finished product.

HEAD OFFICE & FACTORY:

FRANK JACK, 76 Mooringe Av., North Plympton, S.A. 5037. Phone: 97 1177.

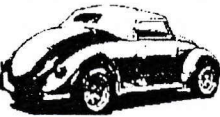
N.S.W. SALES BRANCH OFFICE:

COLIN PETERS, 183 Lakemba Street, Lakemba 2195. Phone: 759 3755.

VIC. SALES BRANCH OFFICE:

BRIAN GIBBONS, 437 St. Kilda Road, Melbourne 3004. Phone: 26 1845.

Australian National Street Machine Association Inc.



C/- NEWSAGENTS PRIVATE BOX No 6
45 B OLD PROSPECT RD
STH WENTWORTHVILLE NSW 2145
Phone or Fax 02 9896 1948
Mobile Phone 0418 693 659

WHEELS

The fitting of replacement wheels (and suitable tyres) greater than 26mm wider than widest optional wheel offered by the vehicle manufacturer.

YOU WILL NEED AN ENGINEERS REPORT AND MUST BE WITHIN THE GUIDELINES BELOW.

WHEEL TRACK CAN ONLY BE INCREASED BY 26mm.

Technical requirements

INFORMATION
SUPPLIED BY

N
S
W

R
T
A

3.8 Wheels and tyres

3.8.6 Rim width limitations for engineer certified replacement wheels

The following limitations apply:

- **Rear wheels.** Maximum permitted rear rim width for a particular vehicle is determined by its tare weight (10 litres of fuel, no occupants or luggage) in accordance with the following table:

Vehicles built to comply with ADR 24 (After 1/1/73 passenger cars)

Tare weight	Allowable rim width increase above the widest optional wheel available as original for the axle assembly used
Up to 800kg	26mm (1.0 inch)
801 - 1200kg	39mm (1.5 inch)
1201 & over kg	51mm (2.0 inch)

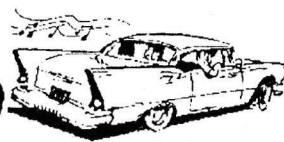
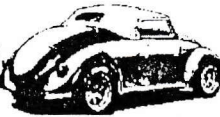
Vehicles which were not built to comply with ADR 24 (Prior to 1973 for passenger cars)

Tare weight	Maximum rim width
Up to 800 kg	6 inches
801 - 1000 kg	7 inches
1001 - 1200 kg	8 inches
1201 - 1400 kg	9 inches
1401 & over kg	10 inches

- **Front wheels.** The width of each front wheel shall be:
 - i) no wider than the maximum permitted for rear wheels;
 - ii) no more than 8 inches in width;
 - iii) no narrower than 70% of that fitted to the rear wheels; and
 - iv) no narrower than a standard wheel fitted to the subject vehicle as original equipment.

ANYMORE INFORMATION CONTACT THE ABOVE Phone No's

Australian National Street Machine Association Inc.



C/- NEWSAGENTS PRIVATE BOX No 6
45 B OLD PROSPECT RD
STH WENTWORTHVILLE NSW 2145
Phone or Fax 02 9896 1948
Mobile Phone 0418 693 659

ENGINES

ENGINEER CERTIFIED (modified production vehicle)

There are Set Engine capacity limits for a modified passenger car or passenger car derivative and these are set out in the table below.

The RTA Code of Practice for light vehicle modifications gives more details about the use of the tables. Owners should note that an engine might not be suitable even though its capacity falls within the specified limits. Owners are therefore advised to check details of a proposed engine conversion with an engineer before commencing the work.

INFORMATION SUPPLIED BY

N
S
W

R
T
A

Engine capacity limits for modified passenger cars & passenger car derivatives

Engineer Certified Modified Production Category

		Maximum Engine Capacity	
		Normally Aspirated	Supercharged or Turbocharged
All vehicles originally having a 4 cylinder engine or a rotary engine as the largest optional engine and weighing less than 1100kg.		In cubic inches Original weight (kg) x 0.183 In millilitres (cc) Original weight (kg) x 3.0	In cubic inches Original weight (kg) x 0.153 In millilitres (cc) Original weight (kg) x 2.5
OTHER VEHICLES (4 cylinders & rotaries over 1100kg, 6 cylinders, 8 cylinders & 12 cylinder cars)	Mono Constructed	In cubic inches Original weight (kg) x 0.294 In millilitres Original weight (kg) x 4.82	In cubic inches Original weight (kg) x 0.244 In millilitres Original weight (kg) x 4.0
	Vehicles with a separate chassis construction (as original construction)	In cubic inches Original weight (kg) x 0.333 In millilitres Original weight (kg) x 5.46	In cubic inches Original weight (kg) x 0.286 In millilitres Original weight (kg) x 4.68

NOTE The engine capacity to be used for rotary engines is the displacement of all rotors x2.
Original Weight is the original (unmodified) tare weight of the sedan version of the vehicle model fitted with the largest engine available for the model but without optional accessories such as air conditioning & tow bars.
The above limits do not apply to commercials (truck etc) 4WD

Light Vehicle Code of Practice

Release 3.1 June/93

SAFETY & POLLUTION

There are certain requirements for upgrading safety equipment, noise & emissions, these are detailed in the RTA Code of Practice for light vehicle modification and you should contact an engineer for further information about these requirements.

ANYMORE INFORMATION CONTACT THE ABOVE Phone No's

TECH TIPS BY PHIL.

This month's Tech Tip is an update on water pumps for P V-8's. At this time, (early April) Kerry and I are planning to host the June monthly meeting at our place, and combine that with a barbeque and Tech-Talk afternoon, and the subject of the Tech-Talk will be V-8 water pumps.

Recently, I've been doing a bit of research on the subject of water pump components, and there is both good news and bad. The bad news is that despite extensive inquiries, I have been unable to locate any stocks of the original style bearings, either type 582 or type 630. These were both long case bearings with a 5/8" shaft, and they were quite similar to the bearings used in many small capacity agricultural pumps, and as such were quite common, but it seems that they're no longer available.

The good news, however, is that there is a type of bearing available which I believe will be quite suitable for use in water pump rebuilds. These also have a 5/8" shaft, but the bearing outer case is about 18 mm shorter than that of the older bearings. (40mm as compared to 58mm). These retail for approximately \$35 each. The original type of bearings had a shaft of approx 142 mm total length. 33 mm of shaft protruded from the front end of the bearing case, and 49 mm of shaft from the rear. The new type of bearing have a shaft approx 168 mm long, and the bearing case is located centrally on the shaft, so the shafts on these new bearings protrude approx 62 mm at each end. This means that for use in P V-8 water pumps, one end of the bearing's shaft will need to be machined down to match the length of the old types.

More good news is that the seals and the ceramic washer and seat assembly are still available as an off-the-shelf item. A company called Davey markets them as stock/part number 47863. I recently made a purchase of several sets on the Club's behalf and the total cost was about \$35 per set. Each set contains one seal assembly (with a rubber boot which we don't use in our pumps), one ceramic washer, and one rubber seat for the ceramic washer.

I don't know if the Repco/P.B.R. seals, which I used a few years back when I did the last batch of water pumps, are still available. According to my old records, the stock number for these was PBR 2669, and back in the mid 90's, each seal cost about \$12. However, these seals were not supplied with the ceramic washer and rubber seat.

At the June meeting, I will have my You-beaut Bodgie Brothers water pump rebuilding tools all ready to wreak havoc on attending members' water pumps. The object of the afternoon's activities is to show members what's involved in rebuilding these pumps, so that all of our Club's P-nutz are able to approach the job of rebuilding a P V-8 water pump with confidence.

In addition, I plan to issue an invitation to several ex-Owners Club members to attend, as I understand that a number of Classic P-nutz had a good time at the Bathurst get-together last year, and I think it would be nice to continue showing a bit of good will towards our distant, but fellow P-nutz.

While I'm on the subject of water pumps, it would be appropriate to tell you a bit about a water pump which I recently overhauled for an Owners Club member, who had bought the "new" water pump from a P-parts supplier way down south (past Wollongong at least) and had paid \$250 for it. This pump was only a few years old when it failed in service, and when it was brought to me for a rebuild, I noticed a few odd things, which I shall mention here.

For starters, the front flange plate was a solid disc. It had none of the webbing of thin metal between the threaded "fingers" which you find on most standard pump flange plates. It was also missing the drain hole, which normally allows coolant to drain out of the pump body in the event of the seal failing, and when I dismantled the pump to ascertain the reason(s) for the seal failing, I found that the rubber body of the seal assembly had been glued with Silastic to the metal base! This pump failed in service because eventually the Silastic lost its grip, and the friction between the seal face and the ceramic washer caused the seal assembly to rotate, allowing hot coolant under pressure, to pass the rubber body of the seal and enter the bearing, flushing out most of the grease. This caused the bearing to become quite noisy as the lack of lubricant caused increased wear. With the resultant increased axial movement in the bearing shaft, the volume of coolant passing the seal increased.

Fortunately in this case, the noisy bearing alerted the owner that something was not quite right, and the faulty pump was removed from the engine before any damage from overheating occurred.

The type of flange plate fitted to this water pump, the absence of the drain hole in the pump body, and the Silastic in the seal assembly were all pointers that made me think that this was not, in the strictest sense, a new water pump, but rather one that had been assembled from new and/or second-hand components. Also, when I dismantled this pump, I found that the bearing practically slid out of the pump body, with very little resistance. Normally, it takes a good deal of pressure on a hydraulic press to get the bearing moving

About a month after I had repaired this pump, strange noises were again being heard in the engine room. A quick check of the alignment of the pulleys showed that the water pump pulley was out of alignment by a sizeable amount, and as I dismantled this pump for the second time, I found that the bearing could be pressed out of the pump body using hand pressure! This fact should have served as a warning! Not Happy, was Mr Phil!

The fix for this was fairly simple. I drilled a 1/4" hole in the body of the pump, far enough back from the front of the "nose" of the pump body so this hole would line up

with the machined groove in the body of the bearing. Next, I cut a 5/16" coarse thread into this hole. From my box of spares, I selected an old auto transmission sump bolt, 1/2" head by about 1" long. I filed the end of this bolt down to a point, so that when the bearing was in its proper place in the pump body, and the bolt was wound into the new hole, the point of the bolt would meet the groove in the bearing body, and thus prevent the bearing from moving lengthwise in the pump body. I used gasket cement to prevent the bolt from shaking loose.

I re-fitted the same bearing to the pump because the bearing was undamaged. I fitted a new seal assembly to the pump body, and when everything was back together I gave the pump a pressure test on my patented testing thingy. This repair was carried out on the weekend after Easter, 2002.

Shock and horror! This pump started leaking only a few minutes after the engine was started up. Fortunately, the poor P-nut, whose confidence in my abilities was now getting seriously wobbly, had a spare pump which I had repaired some years ago. This was fitted to his P and the faulty pump set aside for later examination.

The reason for the failure this time was annoying simple. I had used Permatex gasket jointing compound on the metal base of the seal assembly when I pressed it into the pump body. We now know that this is a BIG no-no, boys and girls, because hot coolant melts or dissolves Permatex, with the result that the new seal worked loose due to the hydraulic pressures generated with the engine running, and the coolant did its usual escape trick. A second strip-down of this pump showed that the bore in the body of the pump was so slack that a new seal assembly could be pressed into place using finger pressure.

I don't know of any industrial-strength adhesive that could withstand the stress and pressures of an operating cooling system, so this time, rather than trying to glue everything together, I opted to transfer all of the pump's components to another serviceable body. Hopefully, this time the repair will be more permanent!

In most cases when I do repair work I give the "customer" a 5 min /driveway warranty. This means that the repair is good for 5 minutes, or until you get out of my driveway, whichever comes first!

I am hoping that each member who attends the June meeting here, will bring an old or spare water pump along. I will also have my testing thingy set up so that all pumps can be pressure-tested to ensure that they are serviceable. And I will have a large pot of Glue ready too, just in case. See you on the first Saturday in June, O.K?

Car Acronyms

FORD (cont.):

- Fork Over Repair Dough
- Fouled Out Re-done Dodge
- Frequent Overhaul, Rapid Deterioration
- Free Or Reduced Drastically
- Frequent Opinion: Really Disappointed
- Fumes and Odors Readily Detectable
- Funny Old Rattling Dump
- Forget Out Running Dale (Earnhardt or Jarrett)
- Features O.J. and Ron's DNA
- Found Out-Right Dangerous
- (backwards) Driver Returns On Foot

GEO: Good Engineering Overlooked

GM:

- General Maintenance
- Great Mistake
- Garbage Motors
- Generally Miserable
- Grossly Misconceived
- Gluteus Maximus
- Good Money