

THE Leyland Post

P76



Leyland P76 Owners Club of NSW Inc.

www.p76clubnsw.org

Magazine 76 July 2017

Affiliated With



Confederation of
Australian
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Clubs



Association of British
Car Clubs



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Your Committee For 2016-2017

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Vice-President:	Greg Bryant	deluxep76@outlook.com	0400 102 216
Secretary:	Tony De Luca	tonkay@optusnet.com.au	0414 086 232
Treasurer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886
Public Officer:	Kay De Luca	tonkay@optusnet.com.au	0410 688 886

Ordinary Committee Members:

Parts Officer:	Glenn Gray	p76@live.com.au	0433 183 531
Merchandise Officer:	Garth Taylor	gartht@iinet.net.au	0418 207 306
Magazine Editor:	Stuart Brown	stuart@ausclassics.com	0400 995 515
Activities Coordinator:	David Place	david@technitemp.com.au	0417 190 245
Webmaster:	Glenn Gray	p76@live.com.au	0433 183 531
Club Historic Registrar :	Steve Maher	steve@graffitigo.com.au	0417 435 830
Technical Officer:	Andrew Griffith	andrew@halfpriceservices.com.au	0415 143 698
CLPC Delegates:	Paul Patten	ppatten@ozemail.com.au	0407 284 051
	Greg Bryant	deluxep76@outlook.com	0400 102 216

General Meetings

The General Meetings are held on the first Tuesday of EVERY MONTH in the Corporate Suites above the Pits at

Sydney Motorsport Park,
Brabham Drive, Eastern Creek.

Enter through Gate A off Ferrers Rd.

Food and drinks available at the ARDC Garage Café.

Next Meetings are

Tuesday August 1st At 7:30 PM - AGM

Tuesday September 5th At 7:30 PM

All Welcome



Magazine Contributors

This issue's contributing photographers & writers

Paul Patten, Tony De Luca, Glenn Gray, Kay De Luca, Peter Velthuis, Steve Maher, David Place, Bert Colombin, Stuart Brown

On The Cover: Stuart Brown's "Street Machine" P76.

Important Notices

Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

Information produced in this magazine is meant as a guide only. No responsibility can be taken by this Club, or its members, or contributors to this magazine, for any loss, damage, injury, etc, incurred and/or suffered by any person as

a result, actual or imagined, of attempting to use information contained within this or any other magazine. We provide Technical Tips and other articles for your amusement. You are solely responsible for the consequences of any use made of the information within this magazine.

All Correspondence to:

THE LEYLAND P76 OWNERS CLUB OF NSW INC.

PO BOX 2769

CARLINGFORD NSW 2118

WEBSITE: www.p76clubnsw.org

President's Report - *Paul Patten*



Hello everyone and welcome to another edition of our beloved magazine. This issue will be the last for this 'Club year' and effectively the last under the current committee.

As we head to our AGM at the August meeting, there are a few changes in the wind, one of the most significant of these will be a requirement for us to find a new Parts Officer. The news that Glenn and Barbara have decided on a 'tree change' move away from Sydney was a real shock at the July meeting, in fact I don't know of anything else that has been so effective in stopping the general conversation around the table, as much as Glenn's announcement did.

Glenn's contribution to the club over many years has been nothing short of inspirational and a real example of what is needed at the committee level. I would like to be the first to say THANK YOU to Glenn for his years of dedicated service to the club and its members and can only wish Glenn and Barbara the very best in their future endeavours. Glenn's level head and calm nature and of course his knowledge in the parts area, have been an enormous assistance to me and we'll miss him enormously, although he

won't be leaving the club and I'm sure we'll be in phone contact when we need his advice.

Of course. Glenn's imminent departure leaves some big shoes to fill, his move also highlights the need for as many members as possible to step up and contribute to the running of the club. So, in the lead up to the AGM I ask for everyone to consider what you could do to share some of the load.

I should note that another of our strongest and most loved members Marty Stockwell has also decided for a new life amongst the 'trees', Marty has moved to Morpeth and whilst I'm sure we'll see Marty from time to time, we'll certainly miss him.

This year we seem to have had an unusually large number of members and extended family, who have struggled with a variety of health issues, requiring varying degrees of hospitalisation and treatment. At a committee level, we have had three committee members in hospital during the year and at least one other with a spouse hospitalised. To everyone who is still undergoing treatment or may be in recovery, I'd like to wish them the very best.

Elsewhere in this issue, there will be mention of the 2018 Nationals which have been planned for Easter next year in Wodonga. Details of accommodation are now available and many of us have already booked. It is the 45th year of the P76 and I am certain our Victorian colleagues have a terrific event planned. From my perspective, I am hoping to have the Targa ready for the trip.

We are of course about to enter a couple of the busy months in our calendar with the Shannon's Sydney Classic and the All British Day in August. I hope to see as many members as possible in attendance and if you haven't got tickets from Kay yet, you need to do so ASAP.

Finally, I would like to thank the committee for their efforts over the past year and look forward to 2017/2018.

Regards Paul.

Memberships Are Now Due

Memberships fall due on 30th June each year - \$40.00 per annum

Please complete the Renewal Application in this Magazine and forward to :

THE LEYLAND P76 OWNERS CLUB OF NSW INC.

PO BOX 2769

CARLINGFORD NSW 2118

with cheque OR EFT your payment & email the receipt and Application Form to: tonkay@optusnet.com.au



Minutes of General Meeting

Held on Tuesday 4th July 2017 at 8.06pm at Sydney Motorsport Park

Present: 18 Members and Kayla Gibson as per attendance book. Paul Patten in the Chair.

Welcome: Chairman Paul welcomed new Member, Charles Anderson, to the Club Meeting.

Apologies: Garth Taylor, Phil Crowther, Steve Foldhazy, Marty Stockwell, Robert Lewis.

Minutes Of Previous Meeting: Minutes of the previous meeting were read and confirmed.

Accepted: Kay De Luca

Seconded: Glenn Gray

Business Arising: Nil

Treasurer's Report: Report as tabled..

Moved: Glenn Gray

Seconded: Bert Colombin

National Council Report: Bank Balance \$3,948.17 – no change at present.

Correspondence:

IN: Email in: WA July Magazine, NSW Owners Club June Newsletter; Retro Auto July; Vic/Tas May-June Magazine; SA May/June Magazine, Membership Renewals.

Mail In: Top Gear Brochure.

OUT: Email out: Draft June Meeting Minutes; Club Newsletter June, Other States' Magazines.

Mail Out: Nil.

Reports:

Registrar's Report: Steve Maher reported that Tony Brown now has his P76 registered on CVS. All HCRS Renewals are up to date at this time.

Parts: Sales of \$755 for the month of June. \$1,200 placed in orders.
Water Pump Kits are now available at \$120 per kit.
Glenn Gray advised that he will be resigning as the Club's Parts Officer, as he is moving out of Sydney.

Merchandise: Nothing to report.

Website: No Change.

Activities:

Past:- Kellyville Cars & Coffee

- 25/6/17 Central Coast Cars & Coffee at Mt Penang.

Future:- Kellyville Cars & Coffee.

- Shannon's Sydney Classic 13/08/17 Sydney Motorsport Park

- All British Day 27/08/17 Kings School North Parramatta

- BMC-Leyland Aust Heritage Group Annual Reunion 14/10/17 Ryde Eastwood

- Easter 2018 – P76 Nationals in Albury/Wodonga

Tickets for Shannons Sydney Classic \$20 each and All British Day \$10 each are now available for purchase.

GENERAL BUSINESS: Articles are required for the Club's next Magazine – to be finalized next week.

Steve Maher reported on the P76 that Bruce Garland purchased from Alice Springs. The vehicle has done a very low mileage.

Kay reported that tickets for Shannons Sydney Classic and All British Day are available to purchase \$20 and \$10 respectively. The Rules and Regulations relating to Shannons Sydney Classic were read out, particularly in relation to the Club Track Runs and the need to keep behind the Pace Car. Kay also mentioned "Come Ride With Us" event, which is again being held on the Shannons Sydney Classic Day – this allows Club Members to make his/her P76 available to take passengers who have won a Pass through the ARDC Promotion for a ride around the track. We already have three vehicles put forward from our Club but if you would like to participate, please contact Tony or Kay.

Joe Green's Book, written about his late wife Sue Green, was tabled and is available to purchase for \$30 a copy, a donation from sales going to the Chris O'Brien Life House Foundation.

Steve Maher reported that the BMC Experience Magazine has ceased production. He also mentioned that Dave Nelson could be selling his Force 7.

Kay also mentioned that Memberships are now due.

Next Meeting: Next General Meeting – AGM 1st August 2017

Closure: Meeting closed at 8.55pm.

Current & Coming 2017 Events Calendar - *David Place*

Date	Meeting / Event
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August

Tuesday 1 August	Club Meeting – SMSP CMC Monthly OASIS Car Outing
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Sunday 13 August	Shannons Sydney Classic – SMSP
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Sunday 27 August	All British Day – Kings School, North Parramatta
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September

Tuesday 5 September	Club Meeting – SMSP CMC Monthly OASIS Car Outing
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Sunday 24 September	Mystery Drive and Lunch
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October

Tuesday 3 October	Club Meeting – SMSP CMC Monthly OASIS Car Outing
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Saturday 14 October	BMC Leyland Heritage Group Annual Luncheon
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November

Tuesday 7 November	Club Meeting – SMSP CMC Monthly OASIS Car Outing
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December

Tuesday 5 December	Club Meeting – SMSP CMC Monthly OASIS Car Outing
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Sunday 10 December	NSW Owners Club Christmas Party
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Shannons Sydney Classic



Sydney Motorsport Park, Brabham Drive, Eastern Creek

*Tickets for this year's Shannons Event are now available -
\$20.00 per vehicle.*

Contact Kay or Tony – 02 8812 2479 or

Email: tonkay@optusnet.com.au

*If you wish to enter your P76 in the prestigious CMC
Concours, contact Tony for an Application Form*

All British Day



Kings School, North Parramatta

*ALL BRITISH DAY TICKETS are also available -
\$10.00 per vehicle.*

Contact Kay or Tony – 02 8812 2479 As Above

Minutes of Annual General Meeting

Held on Tuesday 2nd August 2016 at 9.45pm at Sydney Motorsport Park

Present: 13 members as per attendance book. Paul Patten in the Chair.

Apologies: Peter Dvorak, Garth Taylor, Phil Crowther.

Minutes Of Previous Meeting: Minutes of previous Annual General Meeting were read and confirmed.

Accepted: Glenn Gray **Seconded:** Shane Fox

Reports:

Registrar's Report: President's Report: Paul Patten tabled his report – as attached
Moved: Kay De Luca **Seconded:** Marty Stockwell

Treasurer's Report: Kay De Luca thanked everyone for their support throughout the year and gave her Treasurer's Report which resulted in a bank balance of \$13,527.61 as at 30 June 2016.

Moved: Bert Colombin, **Seconded:** Drew Griffith

Secretary's Report: Tony De Luca gave his Report detailing a marked increase in membership and a breakdown of interstate, Country NSW & overseas Members.

Moved: Kay De Luca **Seconded:** Shane Fox

Glenn Gray gave a Parts Report and thanked everyone for a big effort throughout the year, picking up and moving stock.

David Place presented his Activities Report indicating a busy year of events for the Club.

Thanks were extended to Greg Bryant for his work on the P76 Models.

Glenn Gray gave his Webmasters Report – there have been approx. 1000 hits per month.

Kay De Luca acted as Returning Officer for the election of office-bearers.

Nominations for President:

There was one nomination for President - Paul Patten accepted the position of President.
Nominated by Glenn Gray, Seconded by Marty Stockwell. Carried

Nominations for Vice President:

There was one nomination for Vice President - Greg Bryant accepted the position of Vice President.
Nominated by Andrew Griffith, Seconded by Shane Fox. Carried

Nominations for Secretary:

Only one nomination was received for Secretary - Tony De Luca accepted the position of Secretary.
Nominated by Marty Stockwell; Seconded by David Place. Carried

Nominations for Treasurer:

Only one nomination for Treasurer - Kay De Luca accepted the position.
Nominated by Steve Maher, Seconded by Glenn Gray. Carried

Nominations for Activities Co-ordinator:

Only one nomination was received for Activities Officer - David Place accepted the position.
Nominated by Tony De Luca, Seconded by Paul Patten. Carried.

Nominations for Parts Officer:

Only one nomination was received for Parts Officer - Glenn Gray accepted the position.
Nominated by Marty Stockwell; Seconded by Shane Fox. Carried

Nominations for Merchandise Officer:

Steve Maher was nominated for the position but declined.
The nomination was received for Merchandise Officer – Garth Taylor accepted the position (in absentee). Nominated by Steve Maher, Seconded by Shane Fox. Carried

Nominations for Webmaster:

Only one nomination was received for Webmaster - Glenn Gray accepted the position.
Nominated by Steve Maher, Seconded by Marty Stockwell. Carried

Nominations for Historic Registrar:

Only one nomination was received for Historic Registrar – Steve Maher accepted the position.
Nominated by Glenn Gray, Seconded by Shane Fox. Carried

Nominations for Technical Officer:

Only one nomination was received for Technical Officer – Andrew Griffith accepted the position.
Nominated by Shane Fox, Seconded by Marty Stockwell. Carried

Nominations for Magazine Editor:

Steve Maher was nominated for this position but declined. The nomination was received for Magazine Editor - Stuart Brown accepted the position (in absentee).
Nominated by Steve Maher, Seconded by Shane Fox. Carried

Nominations for National Council Delegates:

The meeting agreed to have two National Council Delegates. Paul Patten accepted the position.
Nominated by Glenn Gray, Seconded by Marty Stockwell. Carried.
Greg Bryant accepted the position.
Nominated by Glenn Gray, Seconded by Andrew Griffith. Carried

The Returning Officer vacated the chair and the newly elected President chaired the remainder of the Meeting.

General Business: Membership Fees were discussed and it was decided that they remain the same for the ensuing year.

Closure: Meeting closed at 10.32 pm

.....
Paul Patten President

.....
Tony De Luca Secretary

Club Registrar's Annual Report

Since taking over the registrars job at the last election there has been a lot of work to sort out what I inherited. To say it was a dogs breakfast would be an understatement. There was information and forms missing, cars which popped up as on HCRS without any trace previously and so on. This not a criticism of our previous Registrar. He was just too nice a guy and some of our members were just too slack.

I'm just not that nice a guy, ask anyone. Twelve months down the track I am pleased to say that all seems to be in order. As of the end of the current club year our club had 19 cars on HCRS and 1 car on the new CVS, 13 of which are P76s.

Thank you to all the members who put up with my badgering to get the register up to date and keep it there. Remember making the HCRS and CVS available to our members is done as a service, at no charge, to our members. To ensure the system runs smoothly and our club continues to comply with the RMS legal requirements you the members must play your part in making it run smoothly.

See you out on the road.

Steve Maher
Club Registrar

Memberships Are Now Due

Membership Application/Renewal



Leyland P76 Owners Club of NSW

P.O Box 2769
Carlingford N.S.W. 2118

*Payment by Direct Credit can be made to the Club's
Commonwealth Bank A/c*

Leyland P76 Owners Club NSW Inc.
BSB: 062 336 Account No. 1017 1082
Please email receipt to: tonkay@optusnet.com.au

Family

First

Family

Membership No.

Home

Postal

Phone

Phone

Email

Please find enclosed the sum of \$40.00 being full payment for membership to the Leyland P76 Owners club of NSW for the period ending 30 June. I agree to the aims & objectives of the club & agree to abide by the constitution & by-laws applicable to the club

Signed

Date

Office use

Date Paid:

Payment Type:

Card Sent:

Notice of Annual General Meeting 2017

The 2017 AGM will be held at Suite 2, Sydney Motorsport Park, Eastern Creek at 7.30 pm on Tuesday 1 August 2017.

Agenda:

1. Minutes of last Annual General Meeting. Motion: That these be accepted.
2. Reports from President and Committee.
3. Financial statement for F/Y 2017. Motion: That this be accepted.
4. Election of members of Committee. All positions are declared vacant.
5. General business.
6. Close.

Leyland P76 Owners Club NSW Nomination Form for Positions on the Committee – 2017/2018 Year

**If you wish to nominate anyone, please forward completed form to:
Kay De Luca, PO Box 2769, Carlingford 2118 or (Email tonkay@optusnet.com.au)**

Positions to be filled are:

Position	Person Nominated	Nominator	Nominee Agrees
* President			
*Vice President			
*Secretary			
*Treasurer			
* Historic Registrar			
*Parts Officer			
*Merchandise Officer			
Webmaster			
Technical Officer			
Magazine Editor			
Activities Officer			
2 National Ccl Del.			

* = Position required by constitution

Membership Renewal

**If you have not already paid please do so
now otherwise this is your
Last Magazine**

Club Merchandise

LEYLAND P76 OWNERS CLUB of NSW inc

P76. Anything but average

1. P76 The inside story \$25.00
2. P76 DVD TV adds \$5.00
3. P76 Mugs \$15.00
4. P76 Mouse matt \$15.00
5. P76 Prints \$15.00
6. P76 Prints framed \$25.00
7. P76 Targa Keying \$15.00
8. P76 Laminated prints \$5.00
9. P76 Wagon model Kit \$75.00
10. P76 Wagon model Assembled & painted \$140.00



Problems Solved

Have you ever had problems on a trip in your Leyland P76? I had a doozy in January 1987. If you're still awake, read on.....

My in-laws had bought a property in Sandy Flat, a bit this side of Tenterfield, about 750km away. I'd been up a few times to help with the odd building project, such as a massive shed, which was currently the dwelling area for my father-in-law (mother-in-law was much smarter, still in Sydney, in a house.....). Anyway, I had holidays and it was somewhere to go, so Ainslie and I decided to go and help with anything that had to be built. We took her P76 because it had always been so reliable. We left Canley Vale late one morning, expecting to get there in 8-10 hours; done it before, do it again, right? Not quite.

Once you get past Wilberforce on the Putty Road there's a long steep climb, which the V8 took in it's usual relentless fashion, until, almost at the top, it blew a hole in the front left welsh plug. Jammed an old screwdriver in the hole, refilled with water, turned around and went back to Windsor. Repco had welsh plugs and Permatex, so I found a park and changed the welsh plug. By this time it's getting around 4 o'clock, so off we go, heading north, no problems - until we hit the same hill. Car lost power, felt like fuel starvation.

Check spark, got spark.

Check fuel, fuel in carby.

Turn key, car fires up nicely, and runs fine - until the next big hill, when the same thing happens. This repeats several times on the way to and through Singleton, so a nominal three hour journey took about five. When it got dark, I progressively lost:

Left high beam

Right high beam

Left low beam.

With one headlamp operating, and me knackered, we pulled into the rest area north of Singleton, Misssus curled up on the

back seat, and I tried to get some kip in the (non-reclining) front seat. Next morning, still bugged, we headed north once again, had the same problems again and again. Thought it might be dirt in the carby, and when we (eventually) got to Scone, I went in to the Holden dealer and bought carby gaskets and main jet tool, all to no avail, carb was clean, jets clean, put back together, problem persists. every long hill I have to ease back on the throttle or she dies - still don't know how we got up the Moonbies.

It's now early afternoon on the second day, 5km north of Armidale, car conks out, yet again. I'm so thankful that the battery's good, because I can't afford a towtruck, so get into the same routine as I have for the last 30-odd hours:

Get out of the car.

Check spark, got spark.

Check fuel, got.....nothing.

Finally found something wrong. OK, got to be fuel blockage or fuel pump. So, lying in the dirt on a thirty-plus degree day, removed tank unit (clear), blew through fuel line (clear - mm, petrol's delicious in January), pulled off fuel pump (saw the timing chain through the hole and when I touched it it didn't just move, it swung), disassembled and swapped bits with secondhand bits I carried in the boot. Refitted fuel pump with old gaskets and Permatex .

Car fired up and went like slag off a shiny shovel, and was perfect on the way home too.

When it got dark, ALL the headlamps worked. If you can explain that, you're a lot smarter than I - it's a mechanical fuel pump.....

If you're sill awake at this point, you may? be interested to know why we went to all this bother to get up there.

We built a dunny.

Bert Colombin

National Motoring Heritage Day at Bella Vista

What a great day to be relaxing by our cars having a beverage and just generally socialising with great company.

We had a good turnout Ps on the day, the sun was shining as it seems to always do at this event, there were cars from other club's, market stalls all in all a great set up. There were no queues or hustle and bustle of past years the only thing

missing was the public, it seems that the publicity for the event must have missed its mark.

But as always, we had a great time. It was good to see Charles one of our new members drop in for a chat.

Glenn



TECH TIPS – ELECTRICAL THEORY, PART 2

By Professor Philthy, M.A.D.ETC.



In our first big essay about electricity and circuits and other sparky stuff, we finished with a couple of high-tech drawings of basic electrical circuits, including some with relays. In this chapter we will apply some of our new knowledge to our cars' wiring systems, in order to rectify some of the short-comings which have the potential to cause equipment failures or breakdowns of various kinds.

In some articles and Tech-Tips a fair while ago, I described wiring modifications which were pioneered by the Honourable Misters Redhead and Nicholson. Those modifications were designed to make the wiring systems of P's more robust and reliable, by eliminating those faults which were "built-in" by the factory as some kind of economy measure. It doesn't take an Einstein to figure out that most mass-produced cars are built down to a budget, rather than up to a standard and it is the compromise between the engineers' standards and the accountants' budgeting that causes certain weaknesses or increased mechanical vulnerability to be built into production-line cars.

One of the most expensive factors in the production of a new car is the labour cost, so it should come as no surprise that there are a few critical parts of the various systems on any P where a reasonable amount of time and a few dollars spent wisely, can go a long way towards curing most of those "faults" in a P which contributed to its "lemon" reputation back in the early days. The electrical system has several weak points which are easily fixed if you have a few hours spare to do the job thoroughly and the hardware required is not expensive.

Having said that, we have to be practical and the first item which must be replaced if you are serious about making your P more reliable is the alternator. The Bosch alternators fitted to many popular makes of Australian-built cars are good reliable units, with a couple of advantages over the Lucas units which were original equipment on the P76. The Bosch alternators have fewer moving parts than the Lucas ones and are usually cheaper to overhaul and parts are obtainable all around Australia. In addition, they are more easily upgraded to a higher output so you can fit brighter headlights etc with no worries about running your battery flat by using your high beams for extended periods.

From memory, I believe that it was the alternators fitted to the early series of six-cylinder Commodores which will bolt straight onto a P76 V8 engine and the only fiddly modification you might need to make is to install a 1/8" spacer washer between the rear of the lower alternator body and the timing cover of your P's engine, in order to keep the pulley of the Bosch unit in line with the P's crankshaft and water pump pulleys, so that the fan belt does not run at an angle to the other pulleys.

You should fit a fuseable link into the main power cable, between the alternator's + output terminal and the battery's + terminal. This will ensure that if a short circuit occurs, you won't fry the alternator, or flatten the battery. The fuseable link should be rated for about 20% more current than the alternator's stated output. For example, if the alternator is rated for 50 amps, our fuseable links should be rated at 60

amps minimum.

To get brighter headlights, you will need to shorten the distance the power has to travel from the power source to the actual headlights. This means that the power for the headlights needs to by-pass the light switch. To do this, most P-nutz fit relays somewhere near the fuse-box and run a new power supply cable fitted with an in-line fuse or fuses directly from the battery positive terminal to the relays. The output terminals on each relay can be connected to the original terminals on the original P-76 fuse-box, so that each headlight circuit has its own fuse. The original wires which come from the dipswitch can be used to operate the relays.

Some P's are still operating with original-style sealed beam headlights. If you're planning to do any serious amount of night-time driving, do yourself a big favour and fit a full set of the later model high-power sealed beams. Take the time to remove each headlight's fuse from the fuse-box in turn, so you can focus each new beam independently of the others – this is best done on a deserted stretch of flat roadway where you won't dazzle the oncoming traffic! A good soaking of the adjusting screws with WD will make the adjustments a lot easier.

A useful modification to help prevent a flat battery due to the headlights being left on, is to wire the headlights and parking lights to operate through an "ignition on" circuit only. This means the light switch takes its power from one of the "ignition circuits" such as the brake lights supply, or the instruments connection on the fuse-box. Remember that the ignition key controls the power supply to several important circuits. Just think of the equipment on your P which will only work when the ignition is switched on – brake lights, blinkers, the ignition circuit itself, the engine gauges, the heater fan and the wiper motor (which should also work when the key is at the "AUX" position).

The original P76 wiring harness was a pretty well-designed item, but after thirty years of wear and tear, there is always the chance that the insulation of one or more wires will have become chafed or cracked, which means you're running the risk of a short circuit, if your whole system is not protected by in-line fuses. Take the time to check the condition of all wires which pass through the firewall. Is the rubber grommet split or torn? Does it support and protect the wiring harness? Check the condition of the thick brown power supply cable at the starter motor from the battery up to the fuse-box to feed a number of functions. Wire and cables which have become stiff and/or brittle should be replaced or repaired. At the back of your P, check the condition of the wiring cluster around the lower rear screen. Make sure that the boot hinges are not pinching the cluster, or crushing the insulation of any of the exposed wires. Also make sure that the earth connections for each tail-light are clean and screwed down tight. Next time you're under the front of your P, check the condition of the insulation on the main battery cable to the starter motor. I have found that a length of 1/2" diameter garden hose can be slid over the main cable to provide good protection from chafing and stone damage etc.

Now, I've previously mentioned the thick brown cable which runs from the starter solenoid contact, across the plenum chamber wall in a small taped harness and then down to the fuse-box. There have been several instances where this cable has been disturbed or dislodged and subsequently come into contact with a part of the exhaust system, or in some cases, one of the right-side extractor pipes. The usual result of this happening has been a short, intense electrical fire which usually only gets extinguished when the cable burns or melts right through, creating an open circuit. If you examine the wiring in the vicinity of the starter solenoid contacts, you will see that that brown cable shares one of the large solenoid terminals with the heavy main battery lead, which supplies power to the starter motor when the solenoid is switched on.

I don't believe that there is any valid reason to have the power feed for the fuse-box set up in this way. I believe that the safest thing to do is the modification which we used on all of our P76 Super Sprint and Dirt Circuit "weekend warrior" racing specials. If you want to do this wiring modification, remember to remove either the positive or negative leads from your battery BEFORE you start doing any work!!!



This modification simply involves removing that brown cable's terminal from the solenoid connection and cutting off the eye terminal, then blanking off the end of the cable with electrical tape, so that there is no chance of the cable accidentally touching the exhaust pipe(s), or bodywork of your P. Cut to a suitable length a spare piece of similar size cable to serve as the new power supply lead. Fit a new eye terminal to one end of this new lead and locate that terminal near the battery's + terminal. You will need to fit one of the "piggy-back" double spade connectors to the other end of the new power supply lead, because this end will be plugged back into the spade terminal on the fuse-box, on the third terminal from the rear. You will need to carefully remove the "old" brown cable's terminal from the fuse-box and press it into the piggy-back terminal on the "new" power supply lead, because there is usually a smaller brown cable joined to the big one, just near the fuse-box and this smaller brown cable is the power supply to the inhibitor relay, when the vehicle is wired up with an auto transmission.

If you want to be doubly safe, then you should fit an in-line fuse holder in the new cable, somewhere between the battery's + terminal and the fuse-box. If you're planning to fit super-power driving lights, or some other power-hungry accessories later on, it will be worth your while to fabricate two

power leads, so that one can supply power to the car's usual functions and the other can supply power to the accessories or new/extra equipment such as electric fans and driving lights etc.

Electric screen washers are a great improvement on the original ones and the fitting of an electric screen washer system is a relatively simple job. The screen washer motor and bottle unit is usually supplied with a metal or plastic mounting bracket which can be screwed or bolted to the inner wall of the plenum chamber, near the heater fan motor. The bottle is moulded with two slots in one side and these slots allow you to simply slide the bottle down onto the bracket, where its own weight will hold it in place. The red wire from the washer motor should go to an ignition-controlled terminal on the fuse-box and the black wire should be connected to the green wire with the black trace which was previously connected to the top of the wiper motor assembly.

I have found that the original P76 washer nozzles give a better spray pattern than the cheapy ones supplied in the washer kits, but they are more prone to blockages if dirt gets into the washer bottle. By wiring up your electric washers as described above, you can use the existing P76 washer switch on the dash-board to operate the screen washers.

A common fault with automatic P's is for the starter to become hard or slow to operate. This is particularly common with vehicles which are still using their original factory-fitted main battery leads, or which have never had the inhibitor wiring and switch renewed or cleaned and serviced. The inhibitor switch is mounted on the left side of the transmission and most switches get a fair coating of oil and grime as the years pass. Oil is a good insulator and it only needs a small amount of oil and/or muck to accumulate inside the switch to prevent the switch operating as it should. In addition, the associated wiring tends to become stiff and brittle and most wiring which has spent twenty-something years exposed to high levels of heat and humidity tend to suffer!

Garth published a brief explanation of one cause of starter motor blues in one of the Qld Club's Newsletters a while ago and he explained the problem with admirable clarity. It seems that the power to operate the solenoid to start an auto P has to travel quite some distance around the engine bay and there is quite a significant voltage drop due to the excessive amount of wiring involved. I don't have an exact figure for the amount of wiring in this particular circuit, but you can make your own guess when you look at the published wiring diagrams.

The power travels from the battery, down to the starter motor/solenoid connections, then through the rear plenum harness to the fuse-box, then into the main harness into the cabin and up to the ignition switch. From there, it travels via the main harness, back to the engine bay, through the connectors down to the inhibitor switch mounted on the side of the transmission and then back up to that relay mounted on the lower, inner left guard, IF the inhibitor switch is working properly!! The relay operates (maybe) and the power from that small brown supply cable, which is usually joined to the big brown one at the fuse-box, goes along the white wire with the red trace, back up through the harness, past the fuse-box to say "Hi" !! Then goes along the rear plenum harness back down to the switch terminal on the upper side of the starter motor's solenoid cap. When it finally gets there, with a bit of

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luck it will be strong enough to make the solenoid do its thing and get the starter motor going! You can see that in this factory set-up, the inhibitor switch is used as the control switch to energise the relay which sends the power to the starter, so if the inhibitor switch has dirty contacts, you'll have an open circuit in that part of the system and not much action at the starter motor. You can bypass the inhibitor switch and the relay to isolate the problem area if you are having trouble with a "lazy" starter, by a simple test.

Firstly, separate and disconnect all of the wires at the inhibitor relay. Identify the white/red wire which comes from the ignition switch by getting a helper to turn the ignition key to the "start" position. Hold a test light probe on the terminal at the end of each white/red wire. The wire which lights up the test lamp when the ignition key is held in the "start" position is the one coming from the ignition switch (I hope). The other wire should be the wire which, in theory, takes the power to the starter's solenoid switch terminal (marked "sw" on the solenoid cap) when the key is turned to "start". To determine whether or not the starter is serviceable, touch the terminal on the end of the brown cable to the terminal on the end of the white/red wire which goes to the solenoid. At the very least, you should hear the solenoid "click" as it tries to operate. If this test does not give a good result, make up a 2 metre long jumper lead of spare cable, which is at least as thick as the wiring used on the P76 headlights. Fit a female spade terminal to one end of this jumper lead and fit that end of the jumper lead to the "sw" terminal on the solenoid. Bare the wire on the other end of the jumper lead and touch the bare wire onto the battery+ terminal. Now the starter should definitely come to life!!

If it doesn't, you've either got a faulty main battery lead or the battery itself may be dying, or the starter itself requires some amount of workshop attention. Most auto electricians can do a quick bench test of a starter motor which will identify the problem area(s). If you are planning a long trip, or you're simply going off the beaten track in the near future, be wise and pay the sparky to overhaul your starter, particular if your P has an auto transmission!

Remember that a good test-light will let you do checks for accidental earths as well as checking for live wires, but you must be sure that your test-light is in proper working order.

In a previous Tech-Tip I described how to fix a flickering fuel gauge. Some P-nutz are still reporting trouble with fluctuating temperature gauges. In most cases, the problem will be caused by a poor earth connection of the earth wires from the instrument cluster. These are usually earthed to the lower fascia panel by a machine screw and nut which also holds the lower panel against the steering column support bracket. If the earthing screw does become loose, you can have problems with your gauges, dash lights and horn too!

When I did some of my round Australia treks a few years ago, I took advantage of the knowledge and experience gained from my association with the frequently side-ways and silly lads of the P76 Sporting Car Club. Several of the NSW Owners Club founding members were also members of the P76 S.C.C. and it was during those first few hectic years of weekend circuit racing during the early '80's that we went a

long way towards solving nearly every problem that compromised the reliability and limited the performance of our P76's. Often, many different approaches to solving each problem were tried with the results of our experiments being put to the ultimate test on various Sydney and nearby country circuits.

From these experiences, the best and workable solutions were identified and those little gems of knowledge were passed on to the general membership of the Owners Club, via the various Club Newsletters. I was fortunate to be working with the Honourable

Misters Redhead and Nicholson when much of this work was done and the benefit of that association for me was that, by drawing on the knowledge gained in our racing years, I was able to build from mainly second-hand parts a P76 which took me right across to Perth and then home to Sydney via the Top End and it never missed a beat and never even looked like over-heating, even when I went bush-bashing along the fire-trails and back-tracks in Kakadu National Park. That, of course, was the first Mongrel, with a lot of Targa Executive and Super parts fitted into a fairly straight and mostly rust-free Deluxe body.

Even today, most of those modifications are still of value, as our cars are not getting any younger, so any kind of modification which improves any aspect of our P's performance, handling and reliability has got to be good news and the time and effort involved in working on a P towards those ends is time well spent.

And that reminds me –

When most P's suffer over-heating, it is usually due to insufficient air-flow through the radiator. It is quite common to find that the front of a P's radiator is literally covered in assorted bugs, which have become glued to the front row of cores. A careful reverse-hosing from the engine side of the radiator towards the grille with a decent garden hose nozzle set on a mild jet spray pattern should dislodge most of the bugs. Never use a wire or coarse abrasive brush to dislodge your bug collection, as it is too easy to puncture the core's tubes.

A simple and effective radiator stone screen can be constructed using lengths of the same metal used to make household fly-screens. The materials needed can be purchased from any hardware shop and will only cost you a few dollars, yet a homemade stone-screen, securely and properly mounted a few inches from the front of your radiator can save you from an expensive radiator repair in the event of on-coming vehicles throwing up stones and gravel at the front of your P.

A transmission oil cooler works best when it is mounted in a separate air-stream to that which cools the radiator. P-nutz can achieve a significant reduction in engine running temperature by re-locating their transmission oil cooler away from the front of their radiator, preferably over towards the spacer panel between the right-side of the radiator and the mounting plate. In some of our early P76 "sports" sedans, we built small metal frames to support the right side of the radiator and thus replace the spacer panel and the "air-space"



made available provided a good location to mount the tranny cooler, which was sometimes used as a cooler for the power steering fluid when the vehicle had a manual transmission. This was also a good innovation, because many circuit-racing P's boiled their power steering fluid during sprints and lap-dash events. Remember to install an in-line fluid filter in the return line between the cooler and the transmission or

between the cooler and the power steering pump. Nulon market an excellent additive which provides additional protection for power steering pumps.



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Following on from last time and with Rare Spares making or stocking a lot of the parts which are shared between P76s and other cars. Along too with owners like myself with multiple makes of cars including Ford & Holden I contacted Rare spares and signed the club up to the Loyalty Club so that everyone can benefit as shown and the club too. Please join and enjoy the benefits.

This will also help down the track when we approach them to help in parts manufacture, which is ultimately inevitable - Stuart Brown

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– Les McVeigh
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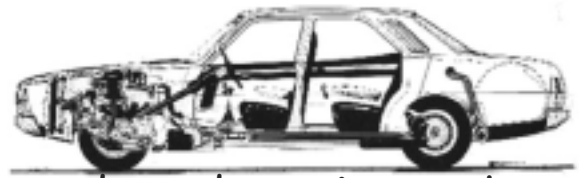
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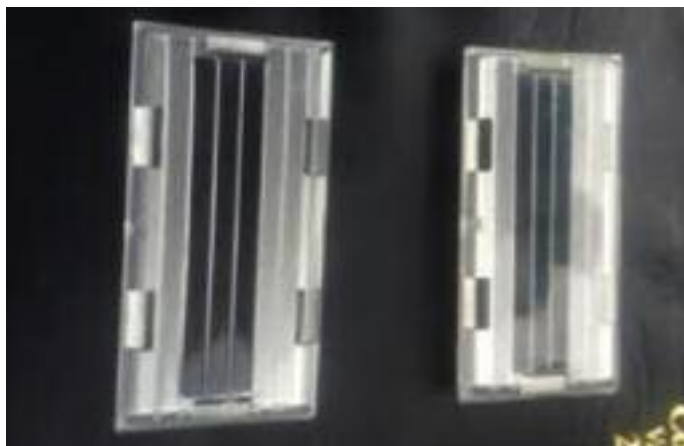
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Targa Wheel Badges

These are arriving this week. Obviously for Targa wheels but easily fitted to most wheel centre caps. They will be available for \$15 each or \$60/set of four from Glenn. Stuart is doing them with a percentage of each sale going to the club.



The clubs range of remanufactured parts is constantly growing both by our club manufacturing new items and the efforts put in by the other clubs in remanufacturing parts.

It is with support by both our members and the other clubs who purchase the remanufactured items that will ensure that our beloved P76 will remain on the road in the future.

Our club also has a large range on NOS items through the procurement of parts as we become aware of them, and a large inventory of second hand parts, the web site list will be updated in the coming months.

Due to relocating (in the not too distant future) to Kars Springs in the upper Hunter Valley (you will need to google it). This is my last report as Parts officer for our club.

I would like to thank everyone that have helped over the past 13 years, it has been very interesting and rewarding. I have made lots of new friends and renewed old friendships as well. I will still be an active member just a little further north

Thank you and look forward to catching up with everyone in the future.

Glenn Gray, Parts officer - p76@live.com.au - 0433 183 531



P76 Anything But Average ..

A Boot Full of Stories - *Stuart Brown*

G'day everyone, I hope you have enjoyed this Fourth magazine we have put together for you.

Again many thanks to all who have provided material to make this another very interesting magazine.

This month with the 76th edition I have indulged myself a little and put one of my cars on the cover....

In the middle of 1998 I got a call from a business colleague asking me if I was interested in a couple of P76s for a very good price including delivery from Bendigo to Melbourne.

When they arrived I discovered one was an excellent prospect for restoration.

My brother had recently discussed with me delivery of a yellow Maserati with blue trim and I thought, (with 4 new blue door trims stored away) that would be a fun thing to do and so I enlisted a friend who is fantastic at getting cars straight and we set about the body work. Then went through all the paint I had and mixed up a nice yellow and painted that with gunmetal window frames and sills. Then also powdercoating the grille, bumpers, window stainless, aerial and sill plates as well. Then looking at what we had I decided it needed more.

Having recently met John Evans at Racepaint and liking graphics and what he did I decided to take it down there and with the exception of me saying, "I see blue, purple and mostly yellow, apart from that do what you like."

Not only did he present me with what you see here but he also encouraged me to use purple candy on the remaining chrome which extended to some of the interior.

We also painted the Hotwire wheels purple on the front and yellow on the rear, painted the bars and then blended the paint into the engine bay and along the sills to finish it off.

After fully rewiring the car with hidden loom and fitting all the extras from an executive such as door lights and locks we then installed a V8 manual, LSD, factory air, power steering, witeline sway bars, k-mac springs, monroe sports dampers/struts, twin exhaust, painting, polishing and colourcoding things as we went. Then it was

on to the Interior.

Starting with the theme of the blue door trims and the three main colours of blue, yellow and purple I let my imagination go including changing all the black to blue with specialist vinyl paints.

This also included cutting vinyl to replace the dash "wood" and painting the door "wood" yellow.

Whilst doing the dash I also made a set of custom dials which, with the available technology in 1998, was a lot different process to if I was to do them now. Only very basic ink jet printing was available at the time, clear acetate was printed in reverse and that had to then be hand finished, then finally base coated over the lot to get the result. A similar cloth, and insert pattern cloth was sourced, mixed with the factory components and we ended up with the unique interior shown.

Typed about in a couple of paragraphs it actually took 4 of us about 2 weeks to achieve and a further two weeks to finish it all off.

Little things like Marina pinch weld -door rubbers, custom made spare wheel and boot coverings, perspex headlight covers, customised wheel centres with Targa/Force 7 badges and custom shaped Ford XB GT mirrors supplied the finishing touches.

Then it was time to load it on the trailer and go off to Summernats via Sydney for the family Christmas.

Mum's reaction was, "looks like someone threw a bucket of paint at it," But at Summernats I didn't even come to a complete stop in the judging hall before being asked if I would like a Streetmachine Magazine feature (March 99, with both my cars and even my Border Collie, Bandit made it in there) which was great and very flattering/rewarding for all involved, who were also present, to enjoy the experience.

This was the start of a great fun experience with the car and compliments wherever we went with it.

Next the Melbourne Storm came into being, which I joined and interestingly their colours were the same as the car. They preceded each game with some entertainment including creative ways of bringing the mascot and cheerleaders onto the field. Approaching them

they immediately wanted to use the car



and had me find some others too for all the cheerleaders. This led to a quick decision and work to add the sunroof (including rear window out again for a new hoodlining), magnet for the bonnet and off we went.

What a surrealistic experience that was the first time being the centre of attention for 25,000 people. Masses of compliments, both there and for weeks afterwards which was such a change after having owned them for so long. I didn't get a negative comment ever! We repeated this a few times including finals. Other events included two fantastic displays at the F1 GP which initiated relationship

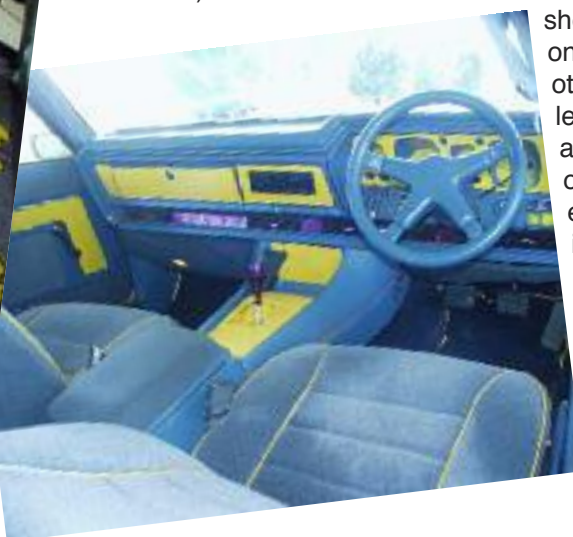
and a display which continues to this day - now we take 18 friends and their cars too. (nothing like having all your kit inside the GP even with a BBQ and Esky)

Everywhere I went and often at random there would be people come up to me and compliment the car or tell me how they had seen it driving down the road. I even took Merrick & Rosso to the Logies

In the end I used the car a lot but unfortunately firstly a (blind)



Taxi driver ran into it on a sunny day and my divorce took a toll (Don't leave cars anywhere near pine trees - they cause horrible rust). But I have a "new"



shell to do it again one day when other priorities are less. Meantime I am doing some others - exploring other ideas I have had for over 30 years.

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