

LEYLAND P76 OWNERS CLUB SOUTH AUSTRALIA (INC)

ISSUE

November 2012



*Trade name

Seats made for comfort



**LEYLAND P76.
ANYTHING BUT AVERAGE.**

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GENERAL MEETINGS HELD

When: 1st Tuesday of each month (except January) 7.30pm

At: Church Hall rear of St Edwards Anglican Church 16 East Terrace Kensington Gdns

AGM held August at a venue to be decided

THE FINE PRINT

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MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC.
HELD AT THE ST EDWARDS ANGLICAN CHURCH HALL, EAST TCET KENSINGTON GDNS
ON TUESDAY 6 NOVEMBER 2012

OPENED: 7.41 pm
PRESENT: as per the register.
APOLOGIES: Micheal Kelly, Geoff Cutting, Sandra & Peter Deuter

PREVIOUS MINUTES: Read: N Bray
Amendments: Sorry Lunch not Dinner
Confirmed: Jim Nicholson
Seconded: Keith Lewis
Adopted: Yes

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

- Letter sent to Registrar of Motor Vehicles as required
- Australia Day possible trip to Bublacowie Military Museum Bublacowie SA

CORRESPONDENCE IN:

- Magazines from NZ & others
- SMASA conditional registration
- Letter from Ian Venning MP JP re number plates
- Classic Car Club magazine
- Andrew Griffith from NSW club re Birdwood National Motor Museum

CORRESPONDENCE OUT: Jildens Letter to Registrar of Motor Vehicles

TREASURER'S REPORT: as presented

SPARE PARTS REPORT: as presented

COMING EVENTS:

- Lunch at Strathalbyn on Dec 1st
- Bublicowie Australia Day , possibility

GENERAL BUSINESS:

- Discussion about distributers
- Discussion on Conditional Registration re electric fans
- Discussion on water pump bearings FPS630 & 610

NEXT MEETING: Tuesday 4th December 2012
MEETING CLOSED: 20:49 pm followed by tea, coffee and biscuits

PRESIDENT'S RAMBLINGS

The move is on. In order to get Sherman (our Bitter Apricot DeLuxe) back on the road, I had to get him in the shed to work comfortably with tools etc close at hand. For this to happen I had to move CC (the Country Cream deluxe) who has been in the shed for 10 years or more as a project car to do all the things I ever wanted to do to a P 76 but was afraid to try. This car had been on a rotisserie to detail the underside for several years and was now right side up with some suspension fitted so this job had to be completed to a stage where I could at least fit wheels and steer her. The front struts were in but I had to fit the tie rods. This car has nolathane suspension bushes through out, picked up at swap meets over the years. As I tightened up the tie rod bushes the nolathane just crumbled like cheese. Not sure if these were “nolathane” brand ones or copies as they were not in packaging. Back to black rubber originals. This done and a steering shaft fitted the front was ready for wheels. The rear needed springs fitted, shocks can come later, wheels on and we were mobile (sort of). Sherman had not



been started for 12 months or more and his battery decided not to accept a full charge any more so we had to jump start him. A shot of “Start ya Bastard” and a 2 second crank and she was away. We gave him a wash in transit, his first in 4 years and with a bit of shuffling CC was out in the carport and Sherman was in the shed. The task begins, power steering rack leaks so I’ll have to start with that, Di would like to return him to automatic from the

4-speed and he (Sherman) needs a compression check to see if that’s the reason he won’t start easily in the mornings and we’ll move forward from there. Some minor body work and paint patch up which will probably lead to a full respray then we should be getting close to having him on the road.

You may have read or heard about “People” magazine recently placing the P76 among the 6 worst cars ever made, sharing the glory with the Trabant, Reliant Robin, Zastav Yugo, Ford Pinto and the Tata Safari, Alan Baker had one of these a few years ago. Steve Maher from the NSW Club has thrown the challenge out to them and they have given him a full page right of reply. To reassure myself I dived into my library to dig up a Modern Motor Big 4 comparison from August 1973. Briefly

Continued.....

	Leyland P76	Holden	Falcon	Valiant
Styling and design	2	1	3	4
Engines	1	3	3	2
Ride, Handling and Steering				
Pure ride	1	3	2	4
Ride handling compromise	2	1	3	4
Pure handling	2	3	1	4
Performance	1	2	2	2
Interiors and Comfort	2	3	1	4
Brakes	3	1	2	4
Luggage capacity	1	4	3	2
Jack system	1	2	3	3
Fuel system	1	4	3	2
Finish and assembly	2	1	4	3
Under bonnet	1	2	2	2
Value for money	1	3	4	2

Hardly among the worst cars ever made

The “People” page has a great picture of the Darryl Eastlake racing P76. Steve’s factual dialogue should straighten out the critics commenting on brakes, dirty tricks, company closure etc. and how to contact the clubs. Great article Steve.

More next time

Nigel

Seats made for comfort

It’s already been mentioned, at some length, that the P76 offers more space inside. Which is very nice for your head and legs and hips and shoulders.

But Leyland have done some nice things for your bottom as well. And your back.

P76 seats are body contoured. They fit your shape instead of you having to shape to them.

They’re built in the same way as Scandinavians build living room furniture.

The three photos show the basic method. First, the frame is strung with Pirelli rubber webbing. Then, deep pile polyurethane pads are mounted upon the frame and straps, until they completely surround it.

The pads are of different weights and densities. They

are softer where they should be softer, firmer where you need support.

The whole lot is then wrapped in an expensive expanded vinyl with numerous sewn flutings. This allows air to pass between your body and the seat covers. The more “flutes” the better the circulation. You’ll appreciate that when it’s hot.

You’ll also appreciate the differences between P76 and the competition.

The seats of *all* P76 models are made of Pirelli rubber straps and full foam. The Premier, Regal and Fairmont only use foam padding. As with padded bras, one

does tend to wonder what’s underneath it all.

The Executive seats are of rayon, Scotchgarded* textile. Its three competitors use sewn vinyl. Sewn vinyl is good. It’s standard in the Super and Deluxe models. But to use it in the top of the range model just wouldn’t be on.

All of the P76 bench or bucket seats feel very comfortable when you first sit on them, but when you’ve been driving for six or eight hours without a break, you’ll realise the biggest advantage our system offers.

A true comparison can only be made from testing. Give your bottom and back a chance. Sit with the competition for a while. Then go and sit in a P76.



CLUB CALENDAR

**40TH ANNIVERSARY
JUNE 2013**

DECEMBER 2012

- 1 (note change from the 2) Lunch at Victoria Hotel Albyn Tce Strathalbyn 1 pm
Meet 11am Top of Taps between Black Road & Chandlers Hill Road O'Halloran Hill
Leave 11.15am - **Bookings required by 15 November** - Contact Di Bray 83250512
or email. See October magazine for menu
- 4 General Meeting

2013

January

No General Meeting

Australia Day long W/E trip to Bublacowie Military Museum more details to follow

February

5 General Meeting

March

5 General Meeting

April

2 General Meeting

May

7 General Meeting

June

Meeting in Canberra for the **40th Anniversary** of the birth of the Leyland P76
Details to be advised from the ACT Club

UPCOMING SWAP MEETS FOR SA

TBC 11 November 2012 | [Great Western All Makes Swap Meet](#) | Lockleys SA

Sunday 18 November 2012 | [Gawler Motorcycle Expo & Swap Meet](#) | SA

Sunday 25 November 2012 | [Regency Park Swap Meet](#) | SA

Sunday 25 November 2012 | [Croydon Park Swap Meet](#) | SA

2013

Sunday 3 February 2013 | [Victor Harbor Swap Meet](#) | SA

Spare parts for sale contact Geoff Cutting phone 08 82703799 - email gcutting@chariot.net.au

<u>V8</u>		<u>Gearbox</u>	
V8 throttle link ball joints	\$1.00	4 speed g/box gasket set	\$12.00
V8 throttle link bushes	\$1.50	4 speed g/box shifter saddles	\$5.00
6 Cyl ignition leads	\$45.00	4 speed g/box reversing switch	\$10.00
V8 plug leads stainless steel Bosch	\$70.00	4 speed g/box gear shift lever pivot	\$20.00
V8 retainer spark plug cables	\$12.00	<u>6 cyl</u>	
V8 spark plugs	\$1.50	6 cyl choke cable	\$5.00
V8 distributor cap	\$43.00	<u>Electrical</u>	
V8 distributor shaft	\$30.00	Distributor Condenser	\$8.00
Second hand V8 distributor	\$50.00	Lucas starter motor bushes, per pair	\$10.00
V8 manifold bypass hose	\$3.00	Headlamp suit super	\$5.00
V8 radiator hose, top	\$15.00	Wiper delay relays, Ford.	\$10.00
V8 radiator hose, bottom	\$20.00	Wiper switches	\$30.00
V8 long heater hose	\$40.00	Indicator switch cam assembly	\$36.00
V8 short heater hose	\$10.00	Re - Cond Lucas Alternator	\$100.00
V8 thermostat housing	\$50.00	<u>General mechanical</u>	
V8 front seal, CR 19777	\$36.00	Master Cylinder kit	\$32.00
V8 Engine Bearing Set 5M2227 - STD	\$120.00	Rear brake cylinders	\$30.00
V8 Engine Bearing Set 5M2227 - 20th	\$100.00	Front disc pads (standard) CDP 1045	\$24.00
V8 head gasket	\$40.00	Radiator recovery system cap 13psi	\$4.00
V8 rocker gaskets (rubber)	\$14.00	Long handbrake cable	\$10.00
V8 timing cover gasket	\$12.00	<u>Interior</u>	
V8 sump gasket	\$16.00	Horn rim rubber grommets	\$5.00
V8 sump & timing gasket set	\$55.00	Deluxe window winder handles	\$5.00
V8 fuel pump kit	\$48.00	T-bar selector handles	\$5.00
V8 carb. Jet	\$5.00	rear parcel tray clips only brown packet of 10	\$10.00
Power Steering Belt	\$5.00	Console lid cover parchment	\$10.00
Power steering pulley	\$10.00	Console lid cover Imperial leather	\$10.00
V8 Water pump gaskets	\$2.50	Glove box locks and keys	\$6.00
V8 Extractor gaskets	\$15.00	<u>Exterior</u>	
V8 - 6 cyl engine mounts	\$30.00	Front indicator lens, non-painted, single RHS	\$30.00
GL27V (V8) points	\$15.00	Ford number plate lenses, pair	\$15.00
V8 oil pressure switches	\$8.00	Tinted Laminated Windscreens	\$130.00
V8 thrust washers, Pair	\$10.00	Windscreen trim clips set (33)	\$10.00
<u>Suspension/steering</u>		Window scraper rubbers, repro, each	\$38.00
Rack boots, p/steer and R.H. manual	\$25.00	Lower guard repair panel, each	\$40.00
Rack boots, L.H. manual rack,	\$30.00	Badge and Vent blind plugs	\$1.00
Power steer control valve spacer bush	\$5.00	Chrome mould clips set 10 (pink)	\$3.00
Power steer valve upper seal	\$12.00	Chrome mould clips set 10 (green)	\$3.00
Power steer valve lower seal	\$12.00	Grill Mould clips set 10	\$2.00
Tie bar bushes - rubber set 4	\$33.00	Targa Caps set of five	\$120.00
Tie bar bushes - urethane set 4	\$55.00	Targa Cap Badge	\$10.00
Front strut inserts (Pedders) per pair	\$320.00	<u>General</u>	
Power steering rack re-con (exchange only)	\$750.00	A3 Posters ex Vic	\$10.00
Power steer pinion adjusting shims	\$1.00	National Magazines 2006	\$20.00
		Roseworthy Easter Meet Badges	\$1.00
		Signed Hal Malony Leyland P76 books	\$50.00

If undelivered return to:

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Leyland P76 Anything But Average



For membership information contact the SA club 08 82703779