

LEYLAND P76 OWNERS CLUB SOUTH AUSTRALIA (INC)

ISSUE

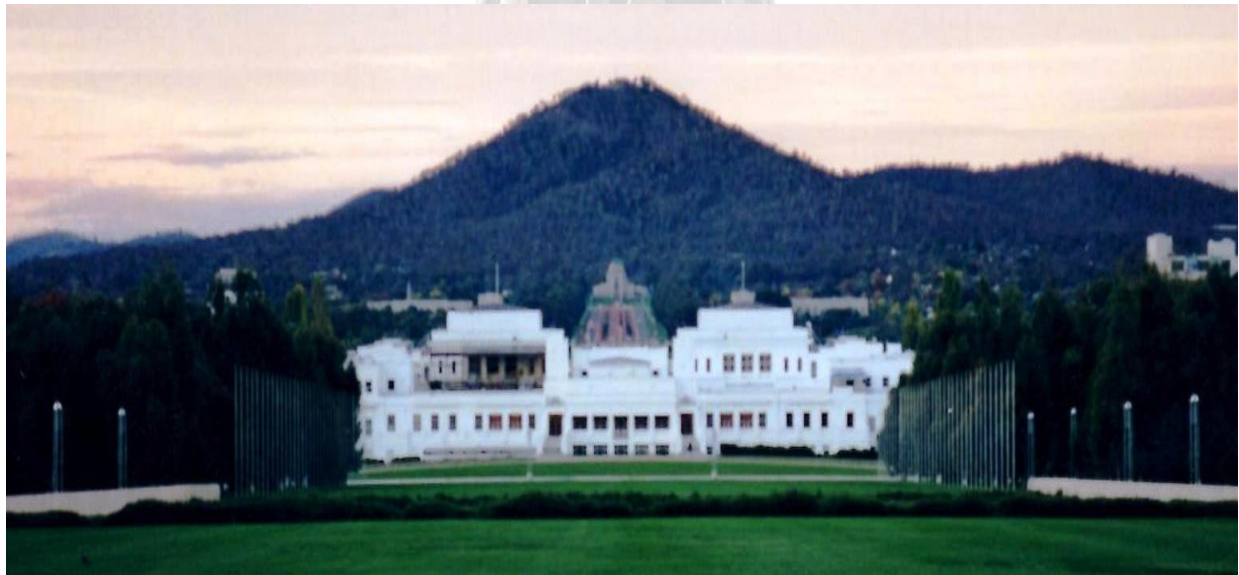
February 2013

40th Anniversary of the Leyland P76

Meeting

CANBERRA ACT

29 – 30 June 2013



**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 February 5th 2013

OPENED: 7:50 pm
PRESENT: 8 as per the register.
APOLOGIES: Cuttings, Helen Filmer, Jim Nicholson & Deuters,

PREVIOUS MINUTES: Read: Nigel Bray

Amendments: nil

Confirmed: John Armstrong

Seconded: Keith Lewis

Adopted

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

- Stock of water pump bearings
-

CORRESPONDENCE IN:

- Magazines
- Copper Coast Cavalcade
- Junk mail
- Federation of historic vehicles clubs list
- Birdwood curator re Force seven
- Expression of interest for assistance in McLaren vale vintage classic



CORRESPONDENCE OUT:

TREASURER'S REPORT: \$ as advised
SPARE PARTS REPORT: \$ as advised

COMING EVENTS:

- Bay to Birdwood
- McLaren Vale Vintage Classic
- Easter 2013
-

GENERAL BUSINESS

- Rocker cover gaskets 8 in stock
- cover the cost for Jilden's outlay for parts
- 40th Canberra meeting info
- Possible outing for our own 40th celebrations, late May?
- NSW club, boot mats, engine bearings, rally news
- pay for hall hire for next six months

NEXT MEETING: Tuesday March 5th 2013

MEETING CLOSED: 8:55 pm followed by tea, coffee and biscuits

BUBLACOWIE CAMPING AUSTRALIA

DAY LONG WEEKEND

Friday....We arrived 10 minutes after Wayne and Helen, checked in with Chris Soar who owns the place and quickly set up camp although I now use this term loosely as our new van puts a new slant on “camping”. Sat around talking of past and recent adventures etc. and pretty soon it was tea time. Did some cooking and just sitting down to eat when Loretta and Geoff arrived in the Porsche. They had every intention of bringing the P76 but it got last minute jitters with an overheating problem so was left home this time. They hadn’t stocked up on food with the intention of buying local so we fed them as well to save them a trip for now. The night cooled down as the breeze picked up so we found a small lounge room in one of the buildings on the site. Quite cosy till bedtime.

Saturday Australia Day.....Shower and breakfast. Chris arrives about 10ish. Loretta and Geoff drove off to get supplies. Had a game of petanque, boys won. Club put on Sausage Sizzle for lunch with a variety of flavours including lamb. Milled around in the afternoon, put up Chris’s tent which hadn’t been up for a while so we weren’t sure if she had all the bits, but she did and with a lot of engineering support from everybody, it went up and stayed up. Most of us went for a walk for a country mile in the evening to stretch our legs and returned to Helen and Geoff just finishing off the dishes, Thanks guys. The night was a bit more pleasant for sitting outside.

Sunday.....After breakfast we did a tour of the Museum with Chris, the owner, who was a wealth of information on all things military, particularly Vietnam. His collection also included general country stuff mostly collected locally, a lot from the dump. He also had a variety of vehicles Including an Austin 1800, Vauxhall Velox, Rolls Royce Silver Shadow, Mercedes Benz and of course a P76. A lovely little bondwood caravan from the 1950s was tucked in the corner of a shed complete with period accessories. A Honda Scamp, early Suzuki 4x4, a Rabbit scooter and several military Landrovers were among the other findings. Chris was a builder and had built an extension to the old school house which he lives in, using the local stone. You would have thought it part of the original building. The same theme continued on with the Museum building as well, housing a huge variety of military stuff, much of which would probably have been thrown out years ago but is now very collectable and interesting to not only military background people but us “civvies” as well . A real credit to him.

We wound up the rest of the day decamping for most. Funny to see how much you can’t fit in a Porsche even with a boot front and back. We have been spoilt with the Leyland. Chris, Wayne and Helen, Geoff and Loretta all wandered off home or elsewhere after lunch while Nigel and I relaxed reading etc. We stayed the Sunday night and woke up to morning showers.



Monday.....Bublacowie Chris took me to a farm with a collection of wrecks just out of Yorktown where a P76 lay dying probably beyond repair but maybe a parts car. Demobilised slowly and headed off through Minlaton where we stopped for a look at the Red Devil, a Bristol monoplane in which Captain Harry Butler first flew the Royal Mail over water in the Sothern Hemisphere from Adelaide to Minlaton in 1919. We cruised on up to the top of the Gulf to join the bottleneck coming in to Port Wakefield, slowing us down to a crawl for half an hour or so. We pulled into Port Parham early afternoon for a relaxing end to the weekend.

The Bublacowie complex is on 2 acres and is primarily a retreat for Vietnam Vets. Chris accommodates these men and their families as well as running training camps for cadets several times a year . His big days are Anzac Day and Remembrance Day when he caters for up to 500 people. He is 70 years old but doesn't look like slowing down any time soon.



Great weekend, thanks people.

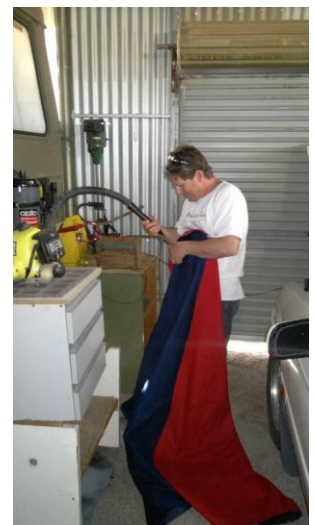
Di and Nigel



Footnote

Thanks for the help for making my get away quick & easy just had to take my accomodation & drink. Thanks boys for putting up my 'Hansel & Gretel" tent and inflating the mattress.

Chris Cutting



Official Itinerary 29/30 June



The **40th Anniversary celebrations of the Leyland P76** car will be held in Canberra on the weekend of 29 and 30 June 2013. The following events are being organised by the *Canberra and District Leyland P76 Owners Club* and an organising committee comprising members of other P76 Owners Clubs, the BMC Heritage Group and the P76 National Council.

Saturday 29th June 2013

10:00AM to 2.00PM - **Run to Gundaroo**

Replicating the press release run from 1973, registered participants in the 40th Anniversary celebrations will recreate the original run to Gundaroo in P76 cars. They will travel via Gunning where they will have lunch and return in time to socialise with other participants and prepare their cummerbunds for the formal dinner.

7.30 PM to 12:00 - **Formal dinner** - Guest speaker: Will Hagon. Others To be confirmed.

The official Leyland P76 40th Anniversary Dinner will be held at the location of the official launch of the car - the Rydges Lakeside Hotel in Canberra, Australia. It is a formal dinner and guests must wear appropriate attire.

As well as the formal dinner and interesting tales as regaled by our invited guests, diners will receive a copy of a book specially commissioned for the 40th Anniversary of the Leyland P76.

Sunday 30th June 2013

10:00 AM to 3:00 PM - **Leyland P76 Concours**

To be held on the Lawns of Old Parliament House in the Parliamentary triangle in Canberra. The finest examples of the Leyland Australia P76 will be on display. Experienced judges will examine all cars present and award certificates. There will also be a 'people's choice award' for all registered attendees to vote on. Only vehicles owned by registered event participants will be permitted to take part in the Concours.



CLUB CALENDAR

40TH ANNIVERSARY OF LEYLAND P76 JUNE 2013

February

5 General Meeting

March

5 General Meeting

April

7 General Meeting

May

7 General Meeting

28 McLaren Vale Vintage & Classic

See Entrants Info - Please **contact** Events Coordinator or committee member if you are interested in a club display.

June

4 General Meeting

29/30 Meeting in Canberra for the 40th Anniversary of the Leyland P76 see Itinerary Update – Registrations are due by the 1 May 2013 forms and cost will be available on the internet on Monday 11 Feb. The web site to view with links and further info is <http://leylandp76turns40.blogspot.com.au/>.

For those who receive the mag by mail I will enclose a copy of the registration form

..... **UPCOMING SWAP MEETS FOR SA**

Sunday 12 February 2012 | [Mount Gambier Swap Meet](#) | SA

Sunday 19 February 2012 | [Murray Bridge Swap Meet](#) | SA

Sunday 26 February 2012 | [Campbelltown Swap Meet](#) | SA

First Sunday | 4 March 2012 | [Mount Barker Swap Meet](#) | SA

Sunday 18 March 2012 | [Clare Swap Meet](#) | SA

Sunday 25 March 2012 | [Woodside Swap Meet](#) | SA

Sunday 29 April 2012 | [Tanunda Swap Meet](#) | SA

McLaren Vale Vintage & Classic



ENTRANTS INFORMATION

The annual McLaren Vale Vintage & Classic marks a 'celebration of the vintage' at participating McLaren Vale Wineries.

Commencing with a gathering of all participating vehicles at Serafino (McLarens on the Lake), entrants will be provided with an event bag containing a metal badge struck for the event, a handbook with participant names in and other items promoting McLaren Vale, its offers and attractions. Coffee, tea and breakfast will be available by Rotary Club of Noarlunga East. Participants will remain at Serafino (McLarens on the Lake) until approximately 11:00 am to enable viewing of each other's vehicles before proceeding in convoy around a short scenic drive of the area via the Main Street, taking a pre-determined route to the designated winery.

Having arrived at the host winery, about 12 noon, car clubs will allow their vehicles to be on show to the public until 3:30 pm. Participating wineries will liaise with their allocated car club(s) to determine hosting and catering arrangements and promotion of any public catering/entertainment they choose to offer on the day.

Conditions of Entry

- Persons wishing to enter may do so as either a member of a participating club or as an individual entrant. The organiser reserves the right to determine which participating winery hosts both individual and club entrants.
- Participating vehicles will be restricted to those generally known as Veteran, Vintage, Classic, Hot Rod and Street Machine.
- All entrants must obey the instructions of Traffic Marshals. Failure to do so is an offence under the Road Traffic Act.
- Gate Passes must be prominently displayed for the entire event for insurance purposes and to assist Traffic Marshals in fulfilling their role. Vehicles not displaying a Gate Pass will be treated as non-entrants and will not be allowed entry to display areas.
- All vehicles must be in place at Serafino (McLarens on the Lake) by 10:00am and remain stationary until their allotted departure time or at the direction of a Traffic Marshal.
- All participating vehicles will proceed in convoy to the host Winery where they will remain stationary and available for public inspection until approximately 3:30pm. All activities conducted at host Wineries will be at the discretion of the host Winery and agreed prior to the Event.

For further information contact 0449 800 099 or vintageandclassic@hotmail.com

For accommodation inquiries and bookings please ring the McLaren Vale and Fleurieu Visitor Information Centre Information Centre on 08 8323 9944

PLEASE KEEP THIS PAGE FOR YOUR RECORDS.



PRESIDENT'S RAMBLINGS

The "Sherman" project continues.....motor / gearbox out and engine bay denuded of all the add-ons leaving the wheel arches looking like a colander with all the holes from various components being bolted on and removed over the years. Gas converter, radiator, overflow tank, aftermarket aircon and the like. 25 holes on the left and 14 on the right. Just another thing to tidy up in the process.

Steering rack off and while doing this discovered minor rust on both sides in the lower wheel arch just above the cross member where the double skin traps moisture. Not serious but needs attention. I did not do much during the hot spell as it was 45 plus in the shed during those days. The saga continues.....

You will soon be receiving in the mail or otherwise, a questionnaire I would like you to answer and return to me with a view to establishing just what cars we have in the club and what condition they are in. Why don't we get P76s on club runs? Have we actually got cars we can put in car shows? What can we do to get cars on the roads that aren't etc? More on that soon.

40th Anniversary Weekend is on in Canberra 29/30th June. Should be pretty special. Make it if you can

Nigel



COUNCIL REPORT

Courtesy of the Leyland Post

with Steve Maher

Time is fast approaching when our Pedders front replacement gas cartridge inserts will be available as we were assured they would be ready by mid February.



The Victorian Owners Club through the Council has been looking into the remanufacture of rubber boot mats and carpets. At this point I believe that a good boot floor has been cut out of a rusty donor car to be used as a template for a mould. At this

stage a manufacturer hasn't been named but we should know soon how this project will proceed and who with.

The Council has just started looking into the possible remanufacture of V8 engine bearing sets. It seems the most common size for rebuilding engines - 10 thou undersize - is virtually unavailable around the country and is not being held as stock by manufacturer ACL. Hopefully we will be more informed by next issue of The Leyland Post

The Council has been lending Damien Haas and the A.C.T. club a hand with the organisation of the P76 40th Anniversary Celebration in Canberra and this is shaping up to be a memorable weekend. Keep this date free and make sure you bring your Winter woollies for the 29th - 30th June this year.

The Council would also like to wish Gerry Crown the best of luck as he and an as yet unnamed navigator (maybe Matt Bryson) are soon to head the China with their P76 to tackle the Peking To Paris Motor Challenge. Obviously the Trans America last year wasn't a big enough challenge. Good Luck boys.



Body Drain points and rust spots to look for

By Geoff Cutting

Most P76 owners tend to forget to maintain the body drain points and the end result is rust and this could mean costly repairs, hopefully my article can assist members locating drain points and look for rust spot areas.

1. Front lower panel has one drain which clogs up with dirt and oil deposits, clean as required.
2. Lower section of front guards are noted for rusting due to inner panel under guard not being removed occasionally and flushed out with water and checked to see if drain point at lower part of guard is clear.
3. The inner guard panel by the strut tower on some cars can rust and the only thing that I think can cause this is water entry between the three panels and no means of water draining under the guards. If the top edge where the inner and outer guards meet had a sealant this may have stopped rust occurring.
If this has not happened to your car I suggest running pinch weld over the edge of the panels, however if rust is visible near the strut tower at vehicle inspection it may be a problem, tidy up first – no problems.
4. Some cars may have rust by the torsion bar anchor points, this is generally not a structural problem but if spotted by an inspector he would think that there is rust in the chassis, cut out offending piece and repair to look original before it gets noticed.
5. Tired of wet feet or musty carpet? Most owners will be aware that the Plenum Chamber is a disaster area for rust and leaks. Cleaning upper and lower drain points does not necessarily solve your problems.
What has happened over the years the sealant has shrunk from the inner and outer panels allowing moisture to be trapped between the panels causing rust to eat through both panels.
Over the years I have cleaned this area, applied new sealant and painted, but I have never been happy with the results until I acquired some a/c sealant with lead shot which is tacky as hell and once applied and painted has not given any trouble since. Also make sure the rubber grommet boots are intact where the loom and other bits pass through from the engine bay to the cab, water can enter the cab when cleaning engine bay when spraying this area to heavily.
Please note that this repair is the extreme method of fixing the plenum chamber leaks and would suit the car restorer. I have removed the outer panel to get access to the cab panel and repaired the cab panel, as yet the outer panel has to be repaired, and all should go well with the remaining fitment, sealing and painting.
6. Car doors have their problems of rusting in the corners, once again I believe the sealant has shrunk away from the inner and outer panels, moisture settling in and the nasties start forming.
If you still have good doors I suggest you do some maintenance now and give them a good clean out with compressed air, clear the two drains at lower edge of doors and follow up with spraying scented fish oil.
Scratching around for good doors now days will be a rare find and the only other method of repair is to remake the corners, the inner panel takes time to do, and the outer panel cut from another door.

Note: For those who are interested I have a set of door skins for sale.

7. In the service bulletins for door sill, channel and drain holes the diameter has been increased to 5/16th inch to stop water spilling into the cab. I would suggest this be increased to 3/8th inch on the driver's side as the wiring loom takes up room in the channel. Further addition to the sill plates I have cut some neoprene washers and fitted them over the sill plate mounting holes, the reason being that I have found the holes rusted and will not allow the sill plate to screw down. Lower sill panels have 4 drains each; make sure that they are all clear. (I found one closed due to spot weld)
8. Rear Window rust behind trim. Rust can mainly be started by chipping paint when fitting the trim or using metal clips instead of the original plastic clips. Rust also develops at trim post points any sign of rust I suggest you attend to ASAP otherwise water enters the boot.

9. Water entering the boot. High pressure car washes can cause this because the boot seal does not fit boot lip correctly. Providing the boot seal is OK climb into boot and pull boot lid down and look for light (make sure someone is around in case you shut yourself in) adjust lip with a rubber mallet.

10. For those who have had their car converted to LPG on the side where the filler cap has been fitted the same problem can occur as in item 9.

11. Another spot that creates rust is in lower rear guards, check rear vent seals by carefully removing vents, replace the seals if they're not doing the intended job - that is flow through for non a/c models or sealed for a/c models.

12. If a power Ariel is fitted make sure the drain tube is intact and draining outside the body.

Footnote: I have tried to explain rust spots repairs and maintenance that I remember so hopefully this article will help those who wish to keep their cars in top order. No doubt there are members that could add more information on what they have found themselves.

Photo courtesy of the P76 Workshop Manual

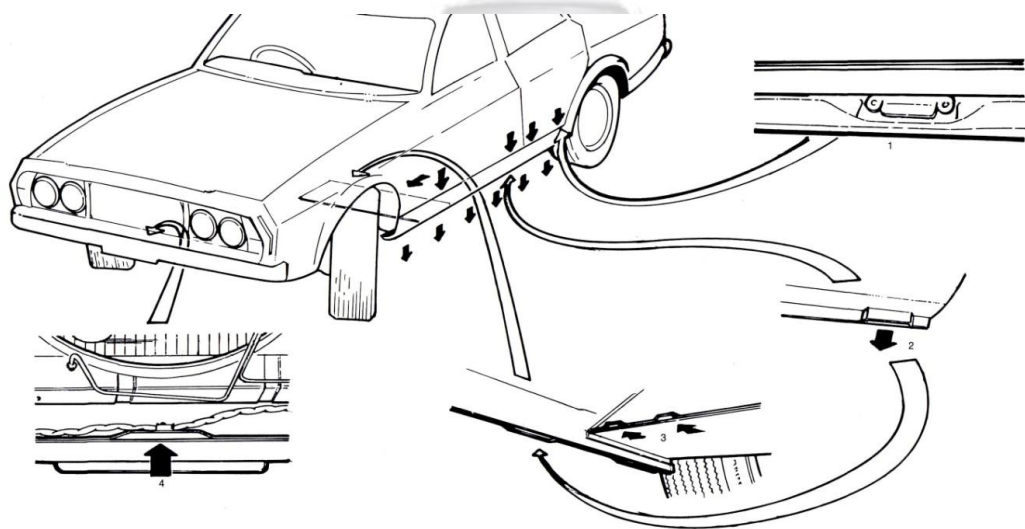


Fig. U-1

BODY DRAIN POINTS

1 DOOR DRAIN SEALS (2)

2 SILL DRAINS (7) INCLUDES 'A' POST

3 SECTION LONGITUDINAL MEMBER TO INNER SILL PANEL (2)

4 FRONT LOWER PANEL

BODY

U-5



CLASSIFIEDS

Spare Parts Sale Special

Denso spark Plugs 50 cents each
Part number W20FS- U.
Minimum order of 8.

Contact Geoff Cutting



You can still receive electronic copies of the SA and Interstate club magazines via email by

Emailing me with your preferred email address to editor76@chariot.com.au for those unable to access emails I will continue to send a hard copy of the SA magazine.



Christine Cutting – Editor

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
6 Cyl ignition leads	\$45.00	4 speed g/box shifter saddles	\$5.00
V8 plug leads stainless steel Bosch	\$70.00	4 speed g/box reversing switch	\$10.00
V8 retainer spark plug cables	\$12.00	4 speed g/box gear shift lever pivot	\$20.00
V8 spark plugs	\$1.50	<u>6 cyl</u>	
V8 rotor button substitute	\$20.00	6 cyl choke cable	\$5.00
V8 distributor cap	\$45.00	Rear Seal refer V8 listing	
V8 distributor shaft	\$30.00	Water Pump reconditioned	\$130.00
V8 manifold bypass hose	\$3.00	<u>Electrical</u>	
V8 radiator hose, top	\$15.00	Distributor Condensor	\$8.00
V8 radiator hose, bottom	\$20.00	Lucas starter motor bushes, per pair	\$10.00
V8 long heater hose (VT Commodore LPG)	\$40.00	Headlamp suit super	\$5.00
V8 short heater hose	\$10.00	Wiper delay relays, Ford.	\$10.00
V8 thermostat housing	\$50.00	Wiper switches	\$30.00
Z86 Oil Filter	\$25.00	Indicator switch cam assembly	\$36.00
V8 front seal	\$36.00	Re - Cond Lucas Alternator	\$100.00
V8 & 6 cyl rear seal	\$28.00	<u>General mechanical</u>	
V8 Engine Bearing Set 5	\$120.00	Master Cylinder kit	\$32.00
V8 Engine Bearing Set 5	\$100.00	Rear brake cylinders	\$30.00
V8 head gasket	\$40.00	Long handbrake cable	\$10.00
V8 VRS gasket set	\$170.00	<u>Interior</u>	
V8 rocker gaskets (rubber)	\$15.00	Horn rim rubber grommets	\$5.00
V8 timing cover gasket	\$12.00	Deluxe window winder handles	\$5.00
V8 sump gasket		T-bar selector handles	\$5.00
V8 sump & timing gasket set	\$55.00	rear parcel tray clips only brown packet of 10	\$10.00
V8 sump,timing gaskets with front & rear seals	\$105.00	Console lid cover Imperial leather	\$10.00
V8 fuel pump kit	\$48.00	Boot/Bonnet bump stops set 2	
V8 carb. Jet	\$5.00	Glovebox locks and keys	\$6.00
Fan belt V8	\$15.00	<u>Exterior</u>	
Power Steering Belt	\$5.00	Front indicator lens, non-painted, single RHS	\$30.00
Airconditioner Belt		Ford number plate lenses, pair	
Power steering pulley	\$10.00	Tinted Laminated Windscreens	\$130.00
V8 Water pump gaskets	\$2.50	Windscreen trim clips set (33)	\$10.00
V8 Extractor gaskets Pair (2)	\$15.00	Window scraper rubbers, repro, each	\$38.00
V8 exhaust pipe rings (non-asbestos)	\$5.00	Lower guard repair panel, each	\$40.00
V8 - 6 cyl engine mounts		Badge and Vent blind plugs	\$1.00
GL27V (V8) points	\$15.00	Chrome mould clips set 10 (pink)	\$3.00
V8 oil pressure switches		Chrome mould clips set 10 (green)	\$3.00
V8 thrust washers, Pair	\$10.00	Grill Mould clips set 10	\$2.00
<u>Suspension/steering</u>		Targa Caps set of five	\$120.00
Rack boots, p/steer and R.H. manual	\$25.00	<u>General</u>	
Rack boots, L.H. manual rack,	\$30.00	A3 Posters ex Vic	\$10.00
Power steer control valve spacer bush	\$5.00	Roseworthy Easter Meet Badges	\$1.00
Power steer valve upper seal	\$12.00	Signed Hal Malony Leyland P76 books	\$50.00
Power steer valve lower seal	\$12.00		
Tie bar bushes - rubber set 4	\$33.00		
Tie bar bushes - urethane set 4			
Front strut inserts (Pedders) per pair	\$320.00		
Power steering rack re-con (exchange only)	\$750.00		
Power steer pinion adjusting shims	\$1.00		

If undelivered return to:

The Editor
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Leyland P76 Anything But Average



For membership information contact the SA club 08 82703779