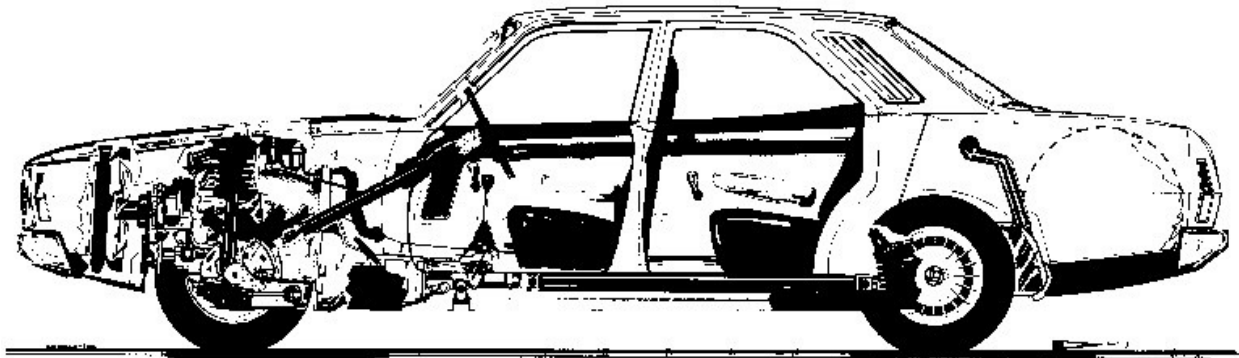


Leylines



Canberra and Districts Leyland P76 Club Newsletter February 2005



4 DOOR SALOON

Next Meeting:

TUESDAY 8 FEBRUARY

at WESTON CREEK LABOR CLUB

MEETING STARTS SOMETIME AFTER 7.30

Presidential Pearls



Welcome to the first newsletter for 2005.

I hope that we will get to go on our first club outing, and without the side effect of the cancellation leading to a bushfire/train crash/flooding.

It would seem local interest in P76s is on the increase. Last week there was a P76 for sale in the Canberra Times. I called just after lunch expecting to be the first caller, and planning to haggle them down to next to nothing, imagine my surprise when I was informed it had been sold. The previous owner hung up on me before I could even enquire as to the model, colour and condition....bugger.

Hopefully we will see more of you at the next meeting on Tuesday than were at the Christmas party.

Alex

Editor's Note



I've spent a bit of time chasing up possible repairers for the power steering on my P76. First stop was a suspension place out at Fyshwick that had been recommended to me by several people. This proved to be a disappointment. I explained the problems to the owner but he just wanted me to book it in 'for the boys to look at' without bothering to come and see for himself what I was talking about, or taking it for a quick drive.

My next try resulted from a mention in the NSW P76 Classic Club's newsletter of a repairer who knew something about the P76 system. I rang Joe Green in Sydney and he gave me a phone number for Dave Britton's Power Steering repairs in the suburb of Picnic Point. I gave Dave a call and he was very helpful and knowledgeable. He used to work for TRW who made the steering systems for Leyland and he now repairs power steering systems as a business. Dave will repair P76 racks on an exchange basis but he doesn't hold any reconditioned ones in stock because of the small demand. Price is \$385 including GST. He says that he has a few modifications that he makes to improve the system and make it last longer, but he can't do anything about the light 'feel' to the p/s system as this was 'designed in' back in the early '70s. "Power steering has come a long

way in 30 years," he commented. Dave also said that the pumps usually don't give much trouble on the P76 because the pressures in the system are relatively low. In the event that the pump is troublesome it's almost the same as a Falcon pump.

Alex is also interested in a reconditioned rack, so we now have to work out the best way to get a couple of racks to Sydney to exchange. I'll keep you posted.

At this stage, I'm not sure whether I'll be able to make it to the next meeting but I'll see you all soon, anyway.

Col

Froggy P76

I came across this little gem in a French classic car magazine. It was part of a two-page story on the Australian Trax models, which were obviously something of a novelty. A rough translation of the text using my 46-year-old schoolboy French reads:

'This Leyland P76 Super Sedan from 1973 was the first car "specially designed by Australians for Australians", which was a typical advertising slogan of the era. *[A very loose translation.]* Of imposing size, definitely superior to the usual standards. The car utilised a large capacity cooling system, in line with the country's climate.'



Given the P76's chronic overheating problems, I'm not sure where they found the last bit.

I'll readily accept any improvements to the translation!

Oil Filter Threads

If you didn't see it earlier, you might be interested in the following discussion lifted from the Yahoo P76 Newsgroup

*'Does anyone know what the thread size is for the Z86 oil filter, as fitted to the V8?
Thanks
Chris*

*Chris,
I bought a tap from an ex P76 owner (who bought it at a Garage Sale!) which I use for changing the thread on a Z30 filter so that it fits the P76 V8. The information on the tap is not always easy to read because of slight surface damage due to age, but so far as I can decipher it, it reads as follows:*

*13/16 - 18NS (the bottom lobe of the 8 is missing, but TPI is 18) RH TBN12 PD773 7785
MD1946 (I think this is the year of manufacture of the tap) 69582 P1 HSS/9A (/9A is not clear, and may not be there.)*

*I think the top line gives you all you need, but the rest is here in case you need it. I don't know what it all means.
Mike Chadwick*

Thanks Mick, 13/16 is the size, and NS, or UNS specifies a range of special threads per inch, and pitch angles, so it is different to the standard UNF/UNC we see on our cars.

Chris'

'Ask the man who owns one ...'

Alex retrieved this item from the *Drive* web site some time ago.

'A little light relief for Friday - it's Lemon Day. What's the biggest lemon - either a car or the most useless product - you've ever bought? And any P76 drivers out there, let's hear from you.'

This topic is now closed - this is what you said.

As a proud owner of P76 for the past 26 years I have to say that the label of lemon is not one that I would put on the car, as it performed as the family car until 1992 and aside from normal wear and tear, it has been the strongest car I have ever owned. It is now the pet car and with 450,000 Kms on the clock, it has earned a rest from everyday running to become a Historic Registered Car. When it was designed, the P76 was superior in most departments to the others (GM Ford Chrysler). Those who call it a Lemon have no appreciation the effort put in to design and manufacture a truly Australian Car

Geoff Thomas'

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