

LEYLAND P76
CLASSIC CAR CLUB
INCORPORATED



NSW

August 2002

LEYLAND P76 CLASSIC CAR CLUB INC. NSW

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If any member has either a vehicle or spare parts for sale, an interesting story about his or her car, whether it is about a rebuild, repair, or one of your trips away on holidays, please do not hesitate to contact the Editor and it will be gratefully received.

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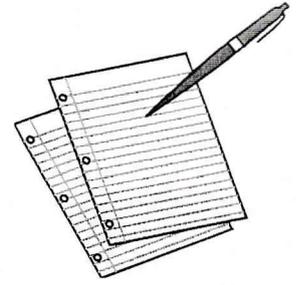
GENERAL MEETINGS

Venue: Sans Souci Literary Institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell St)
Time: 8.00pm Wednesday Nights

MEETING DATES

August 21 st	November 19 th
September 18 th	December 11 th
October 16 th	

EDITORIAL



Our meeting at Eastern Creek may have been and gone by the time you read this newsletter. Tony De Luca has been doing a great job in organising the space for over 1,500 display cars for the Show and Shine on Sunday 18th. The time that our Leyland P76's are allowed to run on the track at Eastern Creek is 11.30am.

I am sure it will be a great day as always and lets hope the wether is kind to us all. We have included the ground plan in this magazine and as you will be able to see the range and variety of vehicle makes will be extensive. Even if you are not bringing a vehicle to display it would be well worth bringing the family out for the day....hope to see you there.

One of our long standing members, Bill Bevestock, has resigned from the club and is shortly moving interstate. We wish Bill and his family all the best in his retirement.

Once again I must remind members that Annual Fees are due and if you have not paid them, please do so promptly. The AGM will be held after the General Meeting on Wednesday night 21st August at approximately 9pm, please note that only financial members are eligible to vote.

We have received many orders for the Trax Model P76, some members ordering one or more of each model colour. Included with this magazine is the latest update from Trax on the model and an order form which you should use to fill out and forward to the club so we can build a register of forward orders. Purchasing through our club will ensure you receive the models you want as soon as possible after release.

It was great to see Ian Lyons at our last meeting and he looks fitter than ever after his recent operation.

Well that's it for this month, see you at the next meeting.

.....the Editor.

FUTURE EVENTS

- ◆ **Sunday 18th August: C.M.C. Eastern Creek Day**

Annual Fees Now Due

Reminder: If you have not yet paid your Annual Fees, please do so ASAP

Thanks To:

Gwen Livingstone for her article and Joe Green for his article, both of which will appear in our 'Bumper' September issue next month.

The Sydney Morning Herald for 'Column 8' articles of 12th, 15th and 16th July 2002.

Trax Models for their article 'Leyland P76 First Test Shots'.

Sue Green and Vince Rovere for their help in producing this magazine.

**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci
Literary Institute on Wednesday 17th July 2002**

Joe Green opened the meeting at 8.13pm. Members in attendance as per attendance book.

Apologies: Kevin Ward, Ben O'Brien.

Minutes of the previous meeting were read and accepted. *Moved – Peter O'Brien. Seconded – Ron Frith.*

Business arising from The Minutes:

Nil.

Treasurers Report:

Statement No. 99 dated 28/06/2002.

Income for June 2002.

Outgoings for June 2002.

Cash At Bank:	\$1,552.20
Renewal Subscriptions:	\$246.00
Hall rent:	\$ 27.50
Envelopes & Stamps:	\$ 12.95
Perfection Typing:	\$ 20.00
Outgoings SubTotal:	<u>(\$60.45)</u>
Total Available Funds:	<u>\$1,552.20</u>

Acceptance of the Treasurers Report. Moved – Valda Chappell. Seconded – Allen Simons.

Joe Green welcomed Ian Lyons to the meeting after his recent illness.

Correspondence In:

1. Minutes of the Association of British Car Clubs, June 2002.
2. Victorian Leyland P76 Owners Club Magazine, June & July 2002.
3. West Australian P76 Club Magazine, Westwords, July 2002.
4. South Australian P76 Owners Club Magazine, July 2002.
5. Leyland P76 Owners Club Queensland magazine, June 2002.

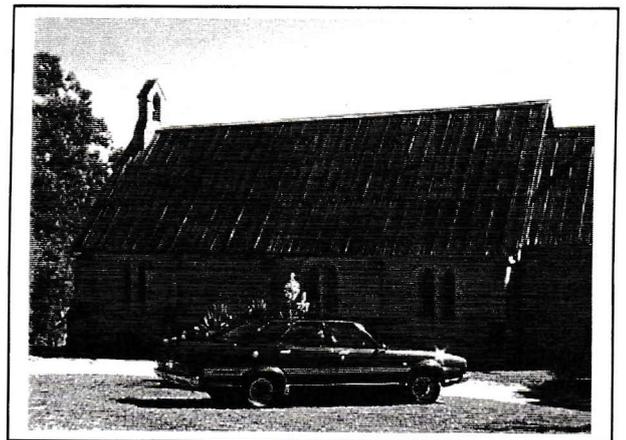
Correspondence Out: Nil.

Acceptance of correspondence. Moved – Don Chappell. Seconded – Alan Torrance.

General Business:

- Joe Green informed the meeting that John Ernst from the Victorian P76 Club called in to see Sue and himself last Saturday 13th July 2002.
- Joe Green informed the meeting that for insurance purposes, we may need to limit the monthly meetings to 10 per year. Rockdale Council will advise accordingly.
- It was decided at the meeting to sell the Shannons Display Day cards for \$10.00 to allow the club to generate a little extra income.

The meeting closed at 9:20pm followed by supper.



SERVICING YOUR LEYLAND P76.

Even though this subject has been covered some time ago, it seems again that now is an appropriate time to consider giving your Leyland P76 a service. As summer approaches many owners will be planning trips and holidays.

Engine Oil.

Leyland state in the workshop manual that "The engine oil should be changed every 10,000 km (6,000 miles) or 6 months whichever is the earlier, under normal operating conditions. More arduous operation such as stop-start running, slow heavy traffic or very dusty atmospheres demand more frequent oil changes."

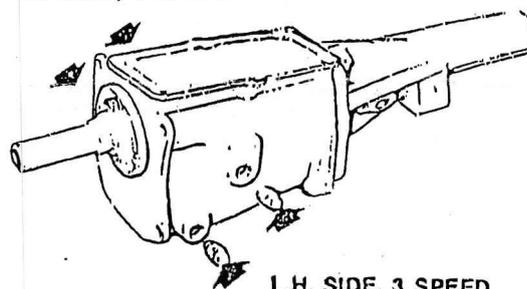
I believe that very few P76 vehicles would operate in the "Normal operating condition" as described by Leyland, would fall in the category of "More arduous operation" and require more frequent oil changes. I have made a point of changing the engine oil in my P76 vehicles at 3,500 km (2,000 mile) intervals, not exceeding 5,000 km (3,000 miles) to ensure the engines are safeguarded. The majority of engine oils available on the market today however, by far exceed the service classification specified by Leyland when the P76 was manufactured.

It is quiet economical to purchase engine oil from large stores such as K-Mart, Target, Woolworths and even Franklins. Brand names such as Valvoline, Mobil, Castrol are usually available at costs much cheaper than service stations and spare parts outlets. Even "No Frills" varieties of engine oils are quite satisfactory provided they carry the multigrade listing of 20W-50 and are to the API service classification of SF or better, ie either SF, SG or even the most recent classification of SH.

When ever the oil filter is changed, especially with the V8 engine, it is also a good policy to fill the new oil filter with engine oil before screwing it onto the engine oil pump housing. This allows the engine oil pressure to build up quickly instead of having to fill the oil filter first when the engine is started. It also reduces the possibility of the engine oil not priming the oil pump at all resulting in no oil pressure being evident. This sometimes happens when the engine oil and filter are changed on V8 engines.

MANUAL TRANSMISSIONS
OIL LEVEL AND DRAIN PLUGS

R.H. SIDE, 4 SPEED



L.H. SIDE, 3 SPEED

Rear Axle and Gear Box Oils.

Even though the servicing schedule does not specify changing the oil in manual or automatic transmissions and the rear axle it is sound practice to do so at reasonable intervals especially when it is considered that the vehicle is in excess of 20 years of age. It is quite possible that the oil in these units has never been changed.

Changing the automatic transmission fluid is a specialist operation and when serviced the bands are normally adjusted when the pan is removed and the filter cleaned. Changing the manual transmission and the rear axle oil is a relatively simple operation. It can be done by anyone with a little mechanical knowledge. While the manual transmission has a drain plug, to change the rear axle oil it is necessary to remove the rear cover. By removing the cover it at least gives you the opportunity to see if there are any metal particles in the oil and to visually inspect the crownwheel, pinion and inside the housing. Clean the cover and fit a new gasket before refilling.

A suitable syringe or filling bottle is necessary to refill the transmission and the rear axle assembly. It is essential to ensure the oil for either the manual transmission and the rear axle is to the correct specification otherwise serious damage can occur.

An area of servicing that is often overlooked is the steering rack both manual and power. It is important to ensure that the rack boots are in good condition and do not have splits or holes in them that will allow the lubricating oil to escape. If you are unsure the rack has oil inside to lubricate the working parts, undo one of the larger inner boot retaining clips and pull the boot off the rack. If all is OK and a quantity of oil is lost, refit the boot, remove the small clip on the outer end of the boot, insert a pump action oil can into the boot and pump the oil into the boot. The power steering rack is done the same way as the manual rack as the lubrication zone is separate to the high pressure power section. About 1/3 of a pint (190 ml) of oil is ample for adequate lubrication. The correct type and grade of oil is listed in the workshop manual and the Lubrication Chart attached to this article.

Brake Fluid.

The final servicing item for this article is the braking system. It is advisable to change the brake fluid in your P76 braking system every 2 years. Brake fluid absorbs moisture from the atmosphere. Tests have found that over a 2 year period the absorption rate of brake fluid is such that the boiling point of the fluid is reduced and brake failure can occur.

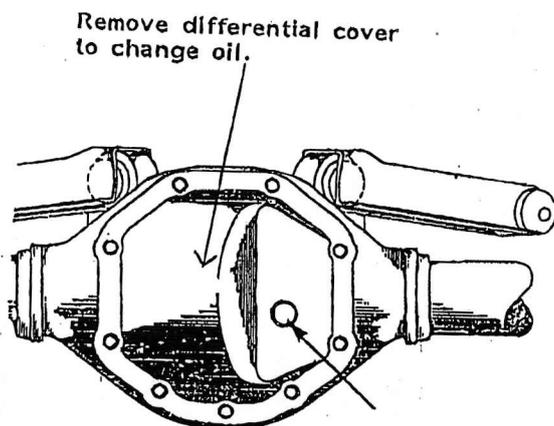
Please Note: The P76 workshop manual recommends the change period for brake fluid as 30,000 km (18,000 miles) or 18 months whichever is the sooner. Whilst I cannot disagree with the vehicle manufacturer, I consider the period should not extend beyond 2 years.

Bleed the brakes until it is obvious that the new fluid has passed through the system at all 4 wheel brake bleeding points.

A little helpful hint that I use when changing the brake fluid. Before commencing the bleeding procedure, scoop as much of the old brake fluid from both master cylinder reservoirs then top up with new brake fluid. Proceed to bleed the brakes as per the workshop manual. Using this method it takes only a few pumps of the brake pedal to displace the old fluid.

As the P76 does not have any greasing points, the steering and suspension ball joints only require periodic inspections to ensure the boots are in good condition. This is essential so the lubricant cannot escape and dirt and water cannot get in causing premature wear and failure.

I hope this article will be of assistance to P76 owners when servicing their vehicles.



Happy and Safe Motoring
Tony De Luca M.I.A.M.E. M.S.A.E.

OIL LEVEL PLUG REAR AXLE

The vehicle must be standing on level ground. The correct level is when the oil is level with the BOTTOM of the plug aperture. Allow sufficient time for any surplus oil to run out before replacing the plug.

T R A C K

VINTAGE SPEED CARS IN GARAGES (12 CARS)

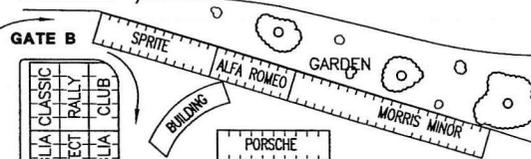
PEDAL CARS IN GARAGES

HSRCA HSRCA HSRCA AUSTIN HEALEY (30 CARS) CADILLAC (10) CONCOURS EVENT

P I T L A N E

50 49 48 47 46 45 44 43 42 41 40 39 38												37 36 35 34 33 32 31 30 29 28 27 26												25 24 23 22 21 20												19 18 17 16 15 14												13 12 11 10 9 8 7 6 5 4 3 2 1											
CLUB LOTUS ASTON MARTIN BOT WELLS				CHEVROLET V & V				STUDEBAKER BAKER				STUDEBAKER BAKER				MERCEDDES BENZ				ILLAWARRA HOLDEN MORRIS REGISTER				JAGUAR JAGUAR				MINI MINI																															
ASTON MARTIN THOROUGHbred				CHEVROLET V & V				W.C.'s JOWETT RILEY				STUDEBAKER BAKER				FOOD MERCEDDES BENZ				MORRIS REGISTER MORRIS HUNTER				JAGUAR JAGUAR				MINI MINI																															

LANCIA												LEYLAND												STH COAST												ROS												ILLAWARRA												CENTRAL												VW												AHMC												MICRO CAR & SCOOTER												VINTAGE MOTORCYCLES												VINTAGE MODIFIED												PITT WATER											
LANCIA P 76												HOLDEN VAL												CAR												COAST HISTORIC												HISTORIC												AHMC												AHMC												PITT WATER												PITT WATER												PITT WATER												PITT WATER																							



CADILLAC LASALLE				TRIUMPH SPORTS				MODEL A FORD				RENAULT															
CADILLAC LASALLE				OWNERS ASSOC.				BUICK				EARLY FORD V8															
ROLLS ROYCE				CHRYSLER RESTORERS				PACKARD				BUICK															
ROLLS ROYCE				CHRYSLER RESTORERS				PACKARD				BUICK															
VETERAN CAR CLUB				MUSTANG				CLUB VEEDUB				48/FJ HOLDEN				BRISTOL THUNDER CLUB				DAM LER				VW CLASSIC FE/FC HOLDEN			
EARLY FALCON				GALA XIE REST				N/CORTINA ANGLIA				VAUXHALL				MG MG RESTORERS				ARMSTRONG SIDDELEY				HUDSON HETNREC			

EASTERN CREEK INTERNATIONAL RACEWAY

NO OVERTAKING WHEN ON TRACK

TO TRACK

BUILDINGS

ROADWAY

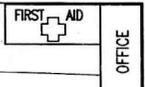


DUMMY GRID

GATE A



GATE C

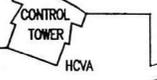


TUNNEL

FROM TRACK

TUNNEL TO GRANDSTAND

BETA

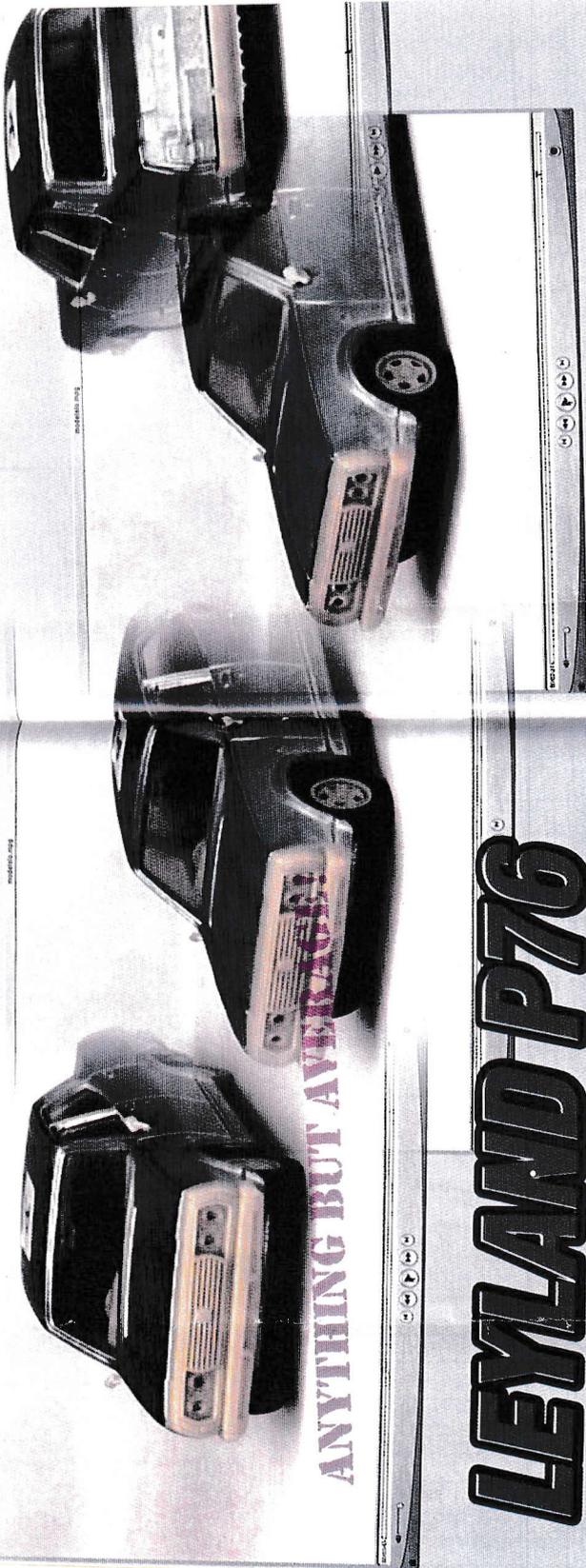


BUS & TRUCK MUSEUM

EX MILITARY VEHICLE COLLECTORS

TRAM MUSEUM

WATER STORAGE DAM



LEYLAND P76

First Test Shots

After last issue that reviewed the pattern stage, it was just great to have the first test shots in time for the Roadshow, but what was even greater was the rare film footage we were able to track down that showed an actual 44 gallon drum in the boot of the P76 sedan! Not only did this amuse the audience, but also it just confirmed how damn big and practical this car was.

In fact, even at its finished 1/45 size, the lugs of the protective bridge that covers each new Trax

model, can barely extend to lock into the two incisions at either end of the display plinth.

But what a model it has turned out to be, even in its raw diecast state, it really can be appreciated. Sure this model may have had its doubters, the Trax executive included, but coupled with the striking original colour selection that Leyland offered in the seventies, then dare we say it, but this may even turn out to be the finest Trax 1/45 scale model ever.

And don't just take our word for it. You will recall the invaluable involvement we have had in this project right from the beginning with Joe and Sue Green and their son Troy from the Sydney P76 Club, well recently they painstakingly reviewed the first test shots and apart from a minor detail flaw on the chassis, that has since been corrected, they have given this model a positive endorsement.

On examining the diecast model close up, one is now more

convinced than ever that the Leyland P76 body styling was way ahead of its time.

Now our new model nerves can really begin, will this model be taken up by the Aussie collector community. Sure part of this depends on the colours selected, but as was stated above, the colour choices available with the original P76 makes this the easy part. Finger crossed.....

Trax Model Pre-Order Form

Name: _____ Phone No. _____

Address: _____

I would like to Pre-Order the following Trax P76 Models: (Please indicate number required in box)

Corinthian Blue: Hairy Lime: Dry Red: @ \$36.95 each (postage TBA)

RECOMMENDED LUBRICANTS CHART

Engine	Multi-grade 20W-50 to A.P.I. Service Classification SE	
Carburettor dashpot	20W-50	
Cooling system inhibitor	Leyland Australia approved inhibitor Spec. SQ36 Part No. XXX1002 500 ml (1 pt) Part No. XXX1003 5 litres (1 gall)	Renew 12 monthly intervals. Note: Soluble oil types must not be used.
Anti-freeze 8-Cylinder engine	Solution to Specification BS3150 Type A	Note: 1 This type is essential for all alloy engines. 2 When anti-freeze is not required the system should be drained, flushed and refilled as soon as possible with approved corrosion inhibitor.
6-Cylinder engine	Solution to Specification BS3150, BS3151 or BS3152.	Note: Renew each winter if using BS3150, BS3151 or BS3152 anti-freeze the system should be thoroughly flushed to prevent sludging before refilling with inhibitor.
Manual Transmission	SAE 30-40 to Classification A.P.I. SC	
Manual Steering Rack and Hypoid Rear axle	Hypoid gear oil SAE90 to A.P.I. Service Classification GL-5	or Specification MIL-L-2105B
Automatic Transmission and Power Steering reservoir	Caltex Dexron (B-1033); Shell Dexron (B-10378); Castrol Dexron (B-10589); Esso Dexron (B-10664); Mobil Dexron (B-10101); Golden Fleece Dexron (B-10314); B.P. Dexron (B-10800); Valvoline Dexron (B-10671); Total Dexron (B-10791); Ampol Dexron (B-10673). Note: The power steering rack ball socket joints located within the rubber boots are lubricated independently of the rack using SAE40 oil.	
Grease — Prop Shaft Front Hubs	E.P. Lithium Base Multi-Purpose Grease No. 2 or 3 consistency	
Brake Fluid	Leyland Australia Fluid HBF-6	In countries where HBF-6 is not available use fluid to SAE Spec J1703d. Minimum dry equilibrium reflux boiling point 260°C (500°F).
Handbrake linkage	Zinc Oxide filled Lithium Base grease.	
Door locks	'Dri Lube'	
Leakdown test fluid (Hydraulic Tappet)	Caltex 'Leakdown' fluid	
Windscreen washer Anti-freeze	33% solution of ISOPROPANOL	or Commercial equivalent.
Front suspension Strut	Armstrong 788 fluid	Leyland Aust. Part No. HYL4757.

TAILPIECE

As I said last month...there seems to be a surge in the number of P76 articles in the general media, ranging from Unique Cars Magazine to even more mentions in Column 8 and the Drive section of the Sydney Morning Herald (clippings reproduced with thanks to these publications).....



8 Drive

Time waits for no car

Some vehicles of the past are best forgotten but, says Peter McKay, the wonders of modern engineering could revive heroes of the '60s and '70s.



The Sydney Morning Herald

15/07/02

COLUMN 8

You either love or hate some things, and we have a trifecta here - Tony Abbott, Workplace Relations Minister, the Leyland P76 and the panpipe music of George Zamfir. Tony Abbott is one of those famous people who owned a P76 (Column 8, Wednesday). A nameless Brisbane reader says, "In my uni days he did a trip across Australia in his P76 with some mates, listening to George Zamfir's awful panpipes and organ on the cassette player." Yes, Tony Abbott was a big fan of the P76. He says he drove his to Perth and back and to Townsville and back, clocking up 100,000 kilometres in all. He finally sold it to a journalist "who did not treat it as lovingly as I did", and it died when the oil ran out. The music? More Glen Campbell and *Rhinestone Cowboy* than panpipes, he says.

TORANA GTR XU1 (1970)

This was the Australian car that showed Australians that raw grunt was not the only ticket to a fast ride. Built to win the Bathurst 500 (when the race was open only to production-based cars) it used a six-cylinder engine

in a svelte body that handled and stopped better than the lumbering V8s.

The XU1 was the performance version of a humble Australian-designed runabout, but with fatter wheels, body modifications and a 186 cubic-inch (3.0-litre) motor with triple Stromberg carburetors (later it got a more powerful 3.3).

Holden didn't win Bathurst in '70 but did so two years later, with a youthful Peter Brock driving. The XU1 also won rallies, rallycross and hillclimbs in the hands of all and sundry. Even today there is merit in the idea of an affordable, tough rear-drive enthusiasts' two-door compact with pin-sharp handling and great brakes.

FALCON GT HO PHASE III (71)

It was raw and simple and fast, once a family car but with a Rambo side to its character, the world's fastest four-door sedan no less.

Powered by a thundering 5.7-litre V8, it had plenty of go but not much "slow" - the brakes were ordinary. Visualise a modern iteration with good brakes, tyres and handling but lacking those driver aids such as traction control that take the purity from driving. Listening, Ford's bester stop now. Put getting misty-eyed.

BOLWELL NAGARI COUPE (70)

A lightweight, powerful sports car cloaked in a pleasing shape, the Nagari was built in Melbourne by

Campbell Bolwell, it used Falcon components, including a 3.9-litre V8 that propelled the glass-fibre-bodied two-seater along swiftly enough to win motor races.

It was the Aussie version of an AC Cobra. Would a 2002 version of the very fast V8 be a desirable beast in today's motoring environment? Believe it.

P76 V8 (73)

This is bound to raise eyebrows and hackles. We make no apologies. Designed by Italy's Michelotti, it was conceived as a Euro-styled (and engineered) car for Australians - roomy, powerful and functional.

It was seriously flawed in execution due mainly to appalling quality but the optional

lightweight alloy 4.4-litre V8 was impressive. Think positively, fast-forward to today, and this would have been appropriate family transport, if Leyland ever got the build, fit and finish and reliability right. Wishful thinking, perhaps.

MINI MOKE (66)

If ever a car suited Australia's outdoor culture, this was it - a lightweight, versatile vehicle at home on the farm, at the beach or in the bush. Built with BMC Mini components, it lacked doors and windows and was then our cheapest car.

It seems frighteningly unsafe today as we look back at a vehicle that so exposed its occupants. But given a few

COLUMN 8

Anne Watts, of Blackheath, says her father used to own a Leyland P76 (Column 8, Tuesday). "But he used to call it a P38, because, he said, it was only half the car it was supposed to be."

UNIQUE CARS
SUMMER ISSUE
MORE CARS FOR SALE!

BIG BLOCK BLASTER
Buick's GS Stage 1: The forgotten 1.3sec musclecar?

BUYING A SMOOTH SOAKER

Just some of the cars you'll find inside...

HOLDEN LT GEN A11 TORANA 1972	FORD MUSTANG COUPE 1965	PORSCHE 3500 1960
14,995	23,995	12,995

BUGONE BRANDS
THE BEST CARSALES

... stories surfaced of cars without muffler heat shields setting the carpet alight."

Hard luck or lemon?
A Wheels Car of the Year award was not enough to save Leyland Australia and its ill-fated P76

Hard luck or lemon?
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Hard luck or lemon?
A Wheels Car of the Year award was not enough to save Leyland Australia and its ill-fated P76

...by Vince Rovers