

LEYLAND P76
CLASSIC CAR CLUB
INCORPORATED



NSW

September 2003

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.

The opinions expressed in this newsletter are not those necessarily of the Editor. Where possible, articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc. accepts no responsibility for the accuracy of information.

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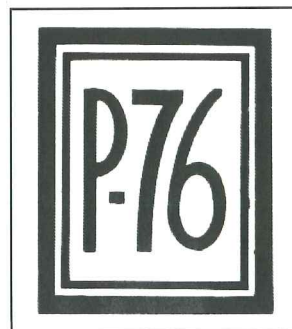
Email: (to be Advised)

GENERAL MEETINGS

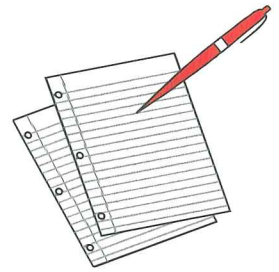
Venue: Sans Souci Literary Institute
 Address: 107 Ramsgate Road, Ramsgate.
 (cnr Campbell St)
 Time: 8.00pm Wednesday Nights

MEETING DATES -2003

17th September	19 th November
15 th October	10 th December



EDITORIAL



Our outing at Eastern Creek with the C.M.C. was another successful event. Our club display on Pitt Lane was in my opinion very spectacular. The following vehicles were on show:

Brian and Sally Twemlow's Targa Florio

Tony DeLuca's Executive

Denise Bryant's Super

Greg Bryant's Super

Ron Frith's Super

Ian and Bev Lyons Executive

Troy Green's Super (show car)

Joe and Sue Green's Force 7



The other P76's were on show in the usual area that we have behind the Trade Show garages. A great day was had by all and Shannons Insurance must be congratulated for sponsoring such a great event.

Our A.G.M. was held last month and congratulations go to all of those members who were elected. A list of the new Committee will be posted in next months newsletter. Our next outing is the British Car Display Day at Liverpool on 21st October and if any member is planning to attend please contact Joe Green to obtain an entry ticket.

Well I hope to see a good roll up at our next meeting...

.....the Editor.

Get Well Message:

To Jean Torrence who has recently been in hospital undergoing a major operation, we all wish her a speedy recovery

Future Events:

- **12th October 2003. 23rd British Car Display Day ON AGAIN at Liverpool Catholic Club, Hoxton Park.**

Thanks To:

To Ross Rickard for his article. Jason Birmingham for his article. Sue Green who donated an original Pen and Ink Drawing to our accountant Phil Teece who very kindly audits our Club Books each year. Sue Green and Vince Rovere for their efforts in producing this newsletter.

Technical News:

Peter O'Brien is organising the remanufacturing of the top bushes for your strut inserts. These are being made now out of a special type of material (similar to plastic) and should be available in a months time. The cost of these will be approximately \$40 each.

PLEASE NOTE: One of our members has suggested a column for the newsletter where technical issues can be raised and discussed. Questions can be sent in to the Editor and answered by our Technical Expert, so all members....please feel free to give it a go..... Ed.

**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci
Literary Institute on Wednesday 20th August 2003**

Joe Green opened the meeting at 8.15pm. Members in attendance as per attendance book.

Apologies: Ross Rickard, Troy Green.

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

Business arising from The Minutes: Nil.

Joe green welcomed 2 new members to the club. Paul Thistleton and Douglas Darby

Treasurers Report:

Statement No. 112 dated 31/07/2003. Cash At Bank: \$2,099.15

Income for July 2003. Membership Renewals:
& Eastern Creek Cards \$357.00

Outgoings for July 2003. Hall rent: \$ 27:50
Top Gear Trax Models \$1,080.00
Aust Post/Envelopes/Stamps \$ 53.95

Outgoings SubTotal: (\$1,183.45)

Total Available Funds: \$2,099.15

Acceptance of the Treasurers Report. *Moved – Vince Rovere. Seconded – Ian Lyons.*

Correspondence In:

1. Minutes of the British Car Club Association 21st July 2003.
2. Victorian P76 Owners Club Magazine: July 2003.
3. Westwords, West Australian Leyland P76 Club Magazine: July 2003.
4. The Queensland P76 Owners Club Magazine, the Queensland Bulletin ; July & August 2003.
5. NSW P76 Owners Club Magazine, Leyland Post: July 2003.
6. Drive Chatter Magazine: August 2003.

Correspondence Out: Nil.

Acceptance of correspondence. *Moved – Don Chappell. Seconded – Kevin Ward.*

General Business:

- Joe Green and Tony De Luca reported to the meeting on the BMC Leyland Heritage Group Luncheon held on Sunday 17th August 2003. BMC and Leyland vehicles were on display Including 4 Force 7's. A truly excellent day.
- Joe Green and Tony De Luca spoke about the Shannons Eastern Creek Display Day next Sunday 24th August 2003. Our vehicles will be displayed on Pitt Row as well as in Area A.
- Peter O'Brien spoke to the meeting regarding front suspension upper strut tower bushes. The modification is to use a material called Delrin and this works very well.



The meeting was declared closed at 9:00pm in preparation for the Annual General Meeting.

Leyland Legends

The continuing tales of a silly man & his silly car.....

Hi everyone, the next installment in the on going saga of my white super V8 continues. I realize that for a lot of you out there, what I write about is old news re-hashed, but I am new to the Leyland Empire & I find these cars interesting & very pleasurable.

Anyway, where was I? I just got back from the Canberra nationals, the first big run since I got the big rig registered. Well it went pretty well. Wind noise at expressway speeds was the biggest drama, really annoying. I bent the driver's doorframe in slightly at Merulan (when I locked myself out of the car!!!) & this helped slightly, but wind noise, clunks & rattles are something I hate. People say "but it's an old car, that's the way they are", bullshit!!!. Attention to detail, & fixing the "little things" is what finishes the car off. Have any of you seen a really nice looking car & thought WOW!! That's terrific, but sometime later you get a ride in it, or even drive it, & you think, what a piece of rubbish! It's a lot of little things that add up to a less than perfect job. Speaking of less than perfect, does anyone know what the story is with the front door bailey channels?? Well, you know where the bailey channel changes from vertical to horizontal at the top/rear of the door, they have to cut a "vee" in the rubber so that it can change direction. Now both my front door baileys have "vee" cut outs in them on the LEADING edge at the top of the doors as well!!! The only purpose for this that I can see is to increase wind noise & drive me mad. If I put the garden hose onto the glass, water would piss in from these cutouts. Now I thought that these cut outs were unique to my car, but I have seen others with them. I wonder who the rocket scientist was who thought of that idea; maybe he was a Ford fan! Anyway, I shot down to Clark Rubber & pulled out my bailey channel & compared it to the heaps of different ones that they had there. When I was in Canberra, I was talking to someone (Don't know who!!) & they used to work at a Leyland dealership in P76 time. He told me they used to pack the bailey channel down in the frame with cardboard to make the glass fit more snugly into the channel. Well I figured if I could buy a bailey channel with longer sides, that would do the same job. After stuffing around there for ages I found a style that I reckoned would be good & they had a couple of metres in stock!! I fitted it up to the drivers door at home & charged out onto the expressway, "Magic", I could now hear the passenger side door roaring its head off!!!, that's ok, I'll get more bailey channel. So I went back to Clark rubber to order some more, but the pimply headed wanker behind the counter had no idea how to order it, even if he was interested (which he wasn't), so I got the number off the rubber & phoned "Scott's old auto rubber" in Vic & ordered some. Later on, I got onto the Internet, checked out their website/ P76 section & guess what, they have the same no. Listed for P76!! I could have saved a lot of time & agro & just looked there in the first place, I have a habit of doing things the hard way!!! But it all turned out ok, as the wind noise level is great, no great source of noise up to 90mph, another niggle fixed.

The next was rattles. I've got a lot of rattles coming up through the steering column; it makes the car feel loose. If I stuck my head under the bonnet & grabbed the lower part of the steering column & moved it up & down, I could get slight movement, meaning the lower steering column bush wasn't happy. I also had slight movement in the steering column universal joint, only a little though, but not good enough. I located a new lower steering column bush & put this in & it removed all slack from the lower column. On close examination of the universal joint, I have found the yokes that hold the cross part of the joint in place had spread ever so slightly allowing the cross part to move from side to side. I shoved the uni joint in the vice & squeezed it up & whallah!! No more movement!! , Lets see how long it lasts. Driving the big Ley after this little bit of work was amazing. The car felt infinitely tighter & quieter, BIG difference. When I was in Canberra, I checked out other cars columns, some had no movement & others had heaps more than mine, I can only imagine the rattles they have over bumps & it was so easy to fix. Almost forgot another thing I did. A Targa/Force7 steering wheel. Huge difference!! My original wheel was perfect, no cracks, but it had that wonderfully designed sharp edge. Its not just the look of the wheel that is different, the Targa wheel is offset closer to you & a shade smaller, as well as being better looking & having a softer, round diameter rim. A very worthwhile change.

The next thing I done was raise the front seats by 25mm. You see I am pretty short (5 ft7) & so is the wife (5ft 3) so the seating in the Leyland is a bit low for my liking. I took both front seats out & removed the seat runners. I then cut some 25mm square tubing to the same length as the seat runners. I drilled two 8mm holes in the same positions as the seat runner bolts. I then painted the square tubing matt black. The tubing then goes in between the runners & the seat frame, raising the seat. The hardest part of the whole job was making new bolts to bolt the seat to the runners. You see the bolts are 5/16" thread size but have a 7/16" spanner size head so the head fits into the runners. I could have put smaller diameter bolts through but I didn't fancy the seat coming adrift in an accident or when my fat arse breaks it!! So I got some 5/16" bolts & made the heads smaller to fit into the runners. Another small change that made a great deal of difference to drive, the car seems smaller & is definitely easier to drive.

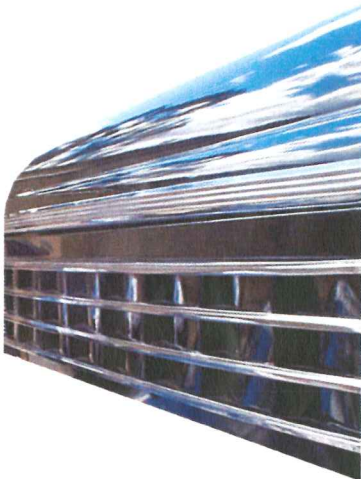
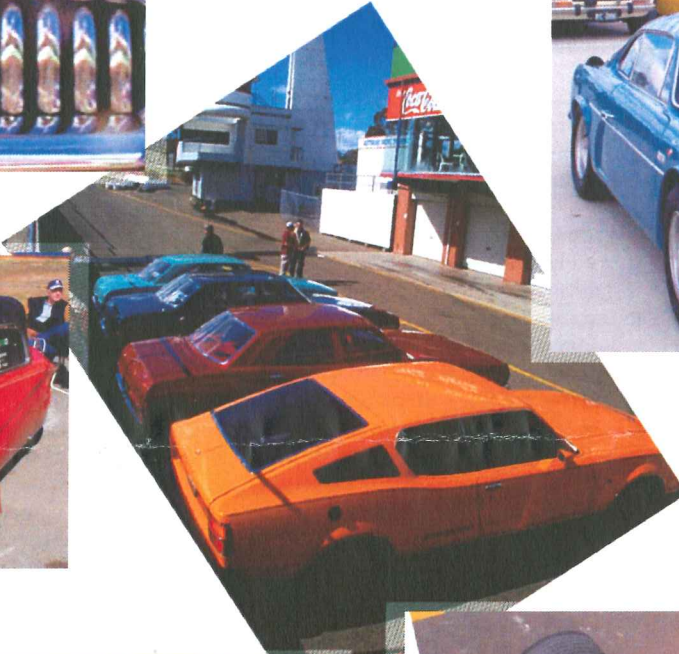
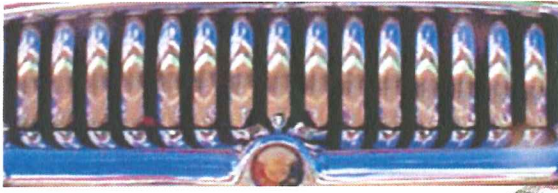
Dash lights were the next item for attention. When in Canberra, I scored new wiper & headlight switches off Andrew Kloot, so I figured it was time to pull the dash out & stuff them in. Earlier on, I had bought another clock so I could send it away for repairs as mine was out to lunch; so all these things were the next job. The dash illumination globes are all 2.2 watts, so I upped the anti to 4 watts, so with a dash dimmer that works I now have bright dash illumination!!! Cool. I then put new globes in the ashtray & glove box lights (not working) & with this great burst of enthusiasm I made the interior light work on all the doors (Too much rust proofing for the switches). While we are talking about wiring, I am glad I changed the headlight switch as it just fell to pieces when I pulled the plug off the back of it, too much current for the switch to handle I reckon. The headlights are now all relayed so the new switch is safe. There was also a multi pin plug in the RH kick panel that was not pushed together properly causing funny things to happen with various circuits & last but not least, when the boot lid is opened, the LH hinge had crushed the wiring, shorting the taillight wiring out. The harness just needed to be moved & secured a little bit more out of the way. You know, I am lucky sometimes, when I was in Canberra, I was going through Andrew Kloots stuff that he got from Fred Addison in Kiama, & I picked up a couple of exterior door waist seals (The seals that scrape the glass as you wind the windows up & down). We had no idea what seals they were (inner or outer) or for what doors, but I grabbed a couple & guess what, outers for LHF & RHF, just what I needed!!!! I wish my luck was that good at Lotto!!!!

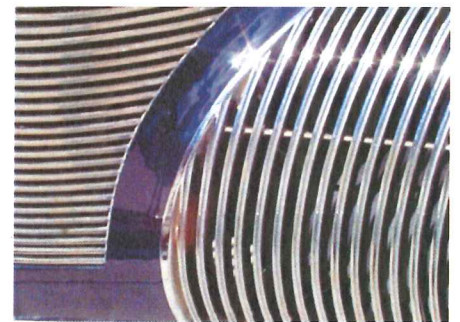
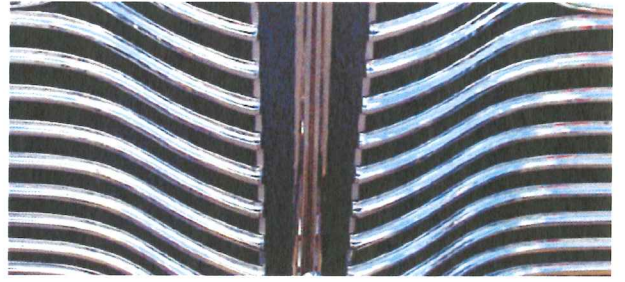
Anyway I am sick of writing for now, so I will send on this email to Adrian the computer head & he will forward it on to all you sicko's like me who read this junk!! But don't despair. There is PLENTY more to write about in this on going saga. In the next installment, I nearly set fire to it, the exhaust drives me mad, the transmission goes funny on me & a whole lot more, so stay tuned, this is just as exciting as an episode of Home & away Huh! but I am not as good looking as Hayley Smith!!

See Ya!!

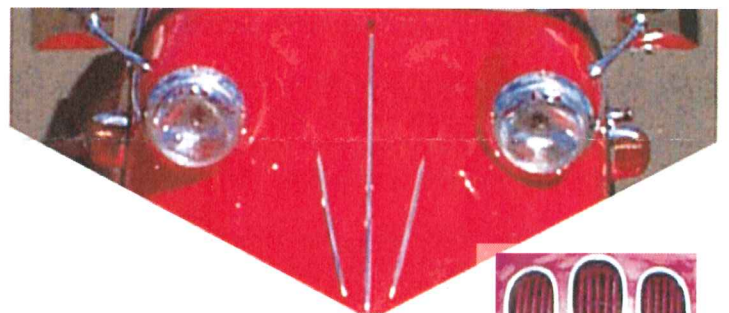
Jason

Images from Shannons Eastern Creek Display Day

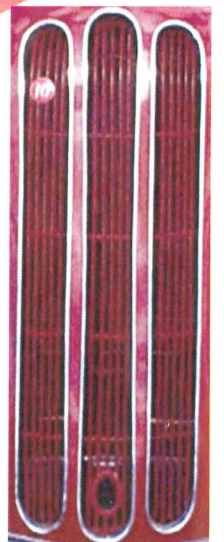
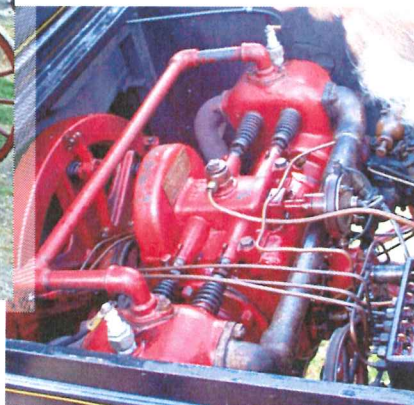




Above: The amazing machine that produces fabric bound wiring looms for vintage and classic vehicles. Cotton spools spin around the wires as they are pulled up through the center of the machine.



Left & Below: The Schacht Auto Buggy in action, powered by a 2 cyl horizontally opposed engine.



TAILPIECE



The Grapes of Wraith

Hi Everybody,

Well after two years membership of our club I thought it high time that I submitted an article for our clubs' newsletter.

I bought my 1974 "Peel Me a Grape" Super V8 from a guy at Birkenhead Point in August 2001. He had bought the car in April 1976 from Hawkesbury Valley Motors for \$3595.00. The logbook stated that the car was originally purchased new in Nowra from Rudder Motors in April 1974. He hated parting with the car but had too many cars and one had to go.

I had the same problem (too many cars!!) but this did not deter me from looking for a decent V8 manual P76. Though the car was nowhere near immaculate it was a good solid unmessed with car. Unfortunately the interior had been re-trimmed in black velour and it was a shame this was not keep original. On the positive side the car had very little rust, had been resprayed about 5 years ago and had been reasonably well maintained.

I've have had to spend a bit of money on it. The clutch packed it in soon after I bought it as did the fuel pump and alternator. I've recently invested in a new 28mm front sway bar and a 26 m rear sway bar from Kmac Suspension Rockdale. The handling has gone from excellent to unbelievable for such a big car.

My wife and I have had our share of dramas with the car too. Like the time I asked my wife to look in the boot for some gloves. *Bad move.* Down came the boot mercilessly on her head. A quick dash to Bulli Hospital (we were down south at the time) and four or five stitches later we were back on the road.

I was disappointed I missed the CMC's day at Eastern Creek in August but they were tough on rego at my local garage and the car was off the road at the time. The car was knocked back on lower ball joints, excessive play in the steering rack and a leaking rear main seal. None of which were cheap to repair!! Finally got the old girl through though I dread rego time each year. I was also disappointed at missing the National 30th Anniversary get together in Canberra but I could not get away.

Anyway owing the car has been great. Most people are intrigued with it and I get looks and comments all the time. So if you see a purple 'P' around the Shire good chance its mine.

Happy and Safe Motoring.

All the best.

Ross Rickard.

