

LEYLAND P76
CLASSIC CAR CLUB
INCORPORATED



NSW

AUGUST 2007

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.

Please send all mail to:

Leyland P76 Classic Car Club Inc
C/o 9 Apsley Place,
TAREN POINT NSW 2229
Phone: (02) 9522 6529

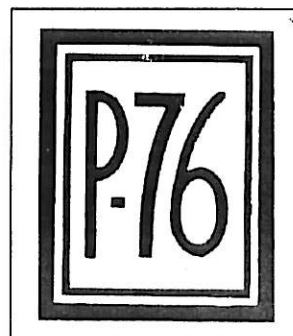
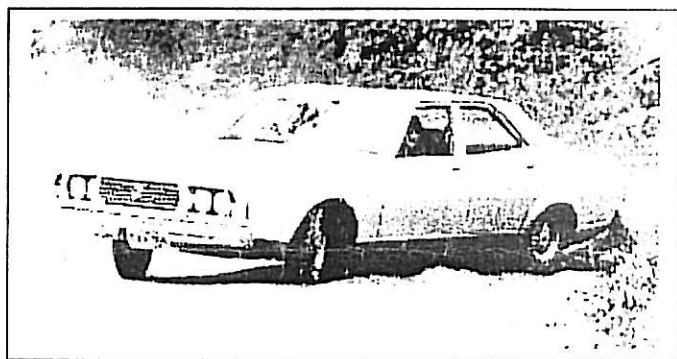
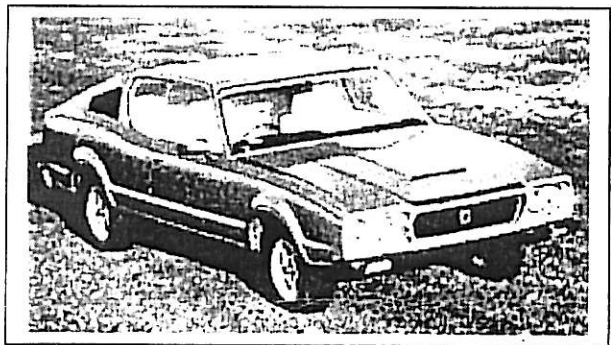
Email: (to be Advised)

GENERAL MEETINGS

Venue: Sans Souci Literary Institute
Address: 107 Ramsgate Road, Ramsgate
(Cnr Campbell Street)
Time: 8.00pm Wednesday nights

MEETING DATES – 2007

July 18th August 15th September 19th
October 17th November 21st December 19th



EDITORIAL

The British Display Day is on next Sunday 19 August 2007 at Kings School Parramatta and the school will also be having their annual fete and art show which should be another top outing. This show will be closely followed up by Shannon's Eastern Creek Classic, and then the Muscle Car Day.

In the recent publication (June/July 2007) of Highlife magazine, Ron Frith, Bev and Ian Lyons, and Joe and I had a group photo in the magazine in relation to a show day that we attended in the Southern Highlands at Robertson. It was an article about classic cars and was titled "Good Old Times".

After our next general meeting on 15 August 2007 the A.G.M. will be held and will commence at about 8.30pm. That's it for now; see you all at our next meeting.

SUE GREEN

THANKS TO

- All of our members who have contributed to our raffle nights, etc. and also the food that they have brought along to meetings.
- West Words for the article that was in their May 2007 newsletter about technical tips that we have reproduced in this newsletter. We acknowledge and thank them.
- Teece and Teece, Accountants for auditing our books.

AGM

The Annual General Meeting will be held next month on Wednesday night August 15 and will commence after the general meeting at about 8.30pm at the Sans Souci Literary Institute, 107 Ramsgate Road, Ramsgate.

MEMBERSHIP FEES

Annual fees are due on 30 June 2007, single \$35 per year, family \$40 per year (family includes husband, wife and children under 16 years). A reminder form will be included with this newsletter. However, if you have already paid your fees, please disregard the reminder

NEWS ITEM

Club member Ross Rickard is now a TV celebrity. Ross, who is a custom agent, was recently on Channel 7's show "Border Security" in relation to the importation of a document of King George 3rd that was contained in a box that had an infestation of some sort of bug. Ross is a top quarantine inspector and the senior entomologist at Sydney Airport. The box was eventually cleared and sent on to the owner, insect free! (The document in the box was signed by the King of England and was over 200 years old).

FUTURE EVENTS

19 th August 2007	British Display Day at Kings School Parramatta Gates open 7.00am. Entry fee \$12
26 th August 2007	Shannon's Eastern Creek Classic – Eastern Creek Raceway
1 st – 2 nd September	Muscle Car Masters Eastern Creek Raceway
16 th September 2007	Orange Blossom Festival Baulkham Hills
22 nd September 2007	Bowral Tulip Time Festival Parade
30 th September 2007	BMC Heritage Day at The Rocks, Sydney
28 th October 2007	Highlands Motorfest Chevalier College, Bowral
2008 April Easter National Meeting	Hosted by Victorian P76 Owners Club
22 June 2008	South Coast Holden Owners Club Mixed Display Day at Kembla Grange Racecourse set up from 8.00.am. Entry fee \$20 per car.

HEATED REAR SCREENS

The first order has been completed and new orders will be taken now. So if you want one phone Troy Green on: 0409 988 757 or Joe Green on: 9522 6529

Costs: Clear: \$220.00 each plus freight. Smoked: \$230.00 each plus freight

PRESIDENT'S REPORT 2006 - 2007

Another year has passed us by and once again I feel our club has had another successful year. I would like to thank all of those members who contributed and assisted with the running of the club over the past year. Always a big thank you to Tony De Luca our secretary, Sue Green Treasurer, Peter O'Brien Vice President, Committee member Kevin Ward, and Angelus Frangopoulos, Kay De Luca, Bev Lyons and many others who have been so helpful.

There have been many members restoring their P76's which is very encouraging as hopefully there will be more of our cars back on the road in the near future. I have been to many show days over the past 12 months and the interest from the public is definitely becoming much stronger and I believe the Leyland P76 is becoming more of an Australian icon as the years roll on.

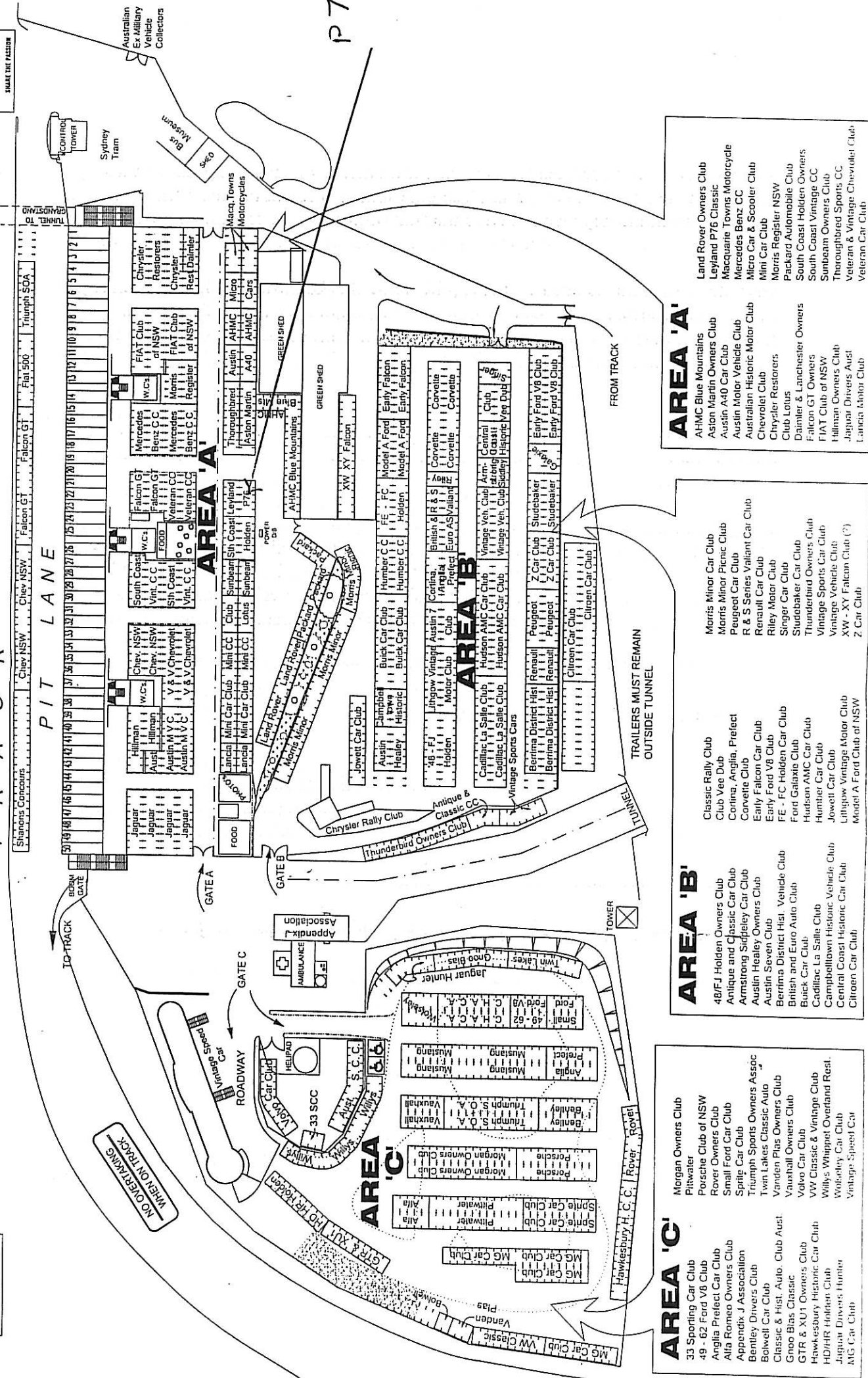
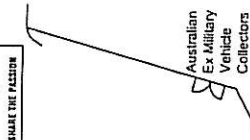
The Berrima Rally in February was a great event held over two days and we had a very strong representation of our members and their cars. Some stayed for the whole weekend and some for one day. In 2008 I believe the event will be attended by more of our members.

Anyhow, thanks to all of our membership for their support over the past year and thanks to Teece and Teece, accountants of Ramsgate for again auditing our books.

Joe Green



Shannon's Eastern Creek Classic – Eastern Creek Raceway



WIRING PROBLEMS WITH P76 VEHICLES.

A situation recently occurred with one of our members vehicles in regard to a wiring problem in the starter motor circuit. The intermittent problem of the starter motor not operating when the key was turned to the start position was first thought to be in the starter motor itself. The starter was checked and found to be in good working order.

The next item to be checked was the ignition switch. For those who have not changed an ignition electrical switch can be assured that it is not the easiest of jobs, as the steering column needs to be dropped away from the dash board to gain access to the unit. The assembly was designed this way as to give the vehicle a little more protection against car theft.

Once the ignition switch was eliminated, the starter solenoid activating circuit was traced within the wiring harness. It was found that a previous owner of the vehicle had interrupted the circuit by adding a relay and a kill switch. To add to the problem, the relay arrangement was fitted up behind the glove box and was difficult to see. This arrangement undoubtedly caused the starting problem as when it was bypassed, and a new electrical wire attached directly to the solenoid connection of the starter motor, the problem was solved. It is unknown why someone would go to such trouble in an attempt to overcome a possible starting problem caused by voltage drop or as a deterrent for thieves, when the matter could have been overcome in another way.

In my estimation the wiring system in the P76 vehicle, as with any other vehicle, is complicated enough as designed by the manufacturer without adding electrical variations ad hoc. Most tradespeople and those qualified rely on the wiring diagram supplied and printed in the workshop manual to trace any electrical problems if they occur. When someone departs from standard it makes it so much more difficult to trace a problem especially when you do not have prior knowledge of what was done. As a word of advice, try to keep the wiring system as standard as possible, however the addition of approved modifications such as the fitting of the additional relay as described in the Leyland Service Bulletins for intermittent starting problems, is encouraged as it is a known fix and information is available about it. Also it makes it easier for someone to repair the electrical aspect of the vehicle when it is standard, especially when you are paying for a tradesperson's labour for the repairs.

I hope this incident and experience will be of help to other members when repairing their P76 vehicles.

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

TECH TIP # 1

If you lose your boot key, or the lock breaks, an easy way to open your boot is as follows: Remove the number plate. At the spot 25mm (1") above the bottom edge of the number plate and 25mm to the right of the exact centre of the boot, drill a 5/16" or 8mm hole. Wiggle a Phillips head screwdriver around to move the latch lever to the right. Tape the hole over before re-fitting the number plate.



TECH TIP # 2

Heater hoses can be a problem to obtain. The long hose can be replaced by a Ford XC hose, part no. XC18472AD, using a joiner. Or, you can use a VT Commodore LPG heater hose. The rear hose is best replaced by a Commodore VB-VK heater hose. It has a 17.5mm widened piece on a right angle end. To fit 5/8" hoses at the P76 heater, fit these connections over a thin piece of 1/2" bore rubber hose, such as that used on P76 petrol filler breather pipes. To fit plain 5/8" hose at the water pump, thread the outlet internally to 1/2" BSP and screw in a suitable hose barb.

TECH TIP # 3

If your boot light is giving you the pip, make up a metal bracket to mount a long handled plastic toggle switch right next to the right hand boot hinge bracket. Fit the switch so that it is on with the handle up. This way it switches off when you shut the boot, and doesn't stay on all day if you don't want it to.

TECH TIP # 4

If the plastic clip connecting the outer front door handle to its lift rod breaks, a quick way to fix it is to drill a 40mm hole with a hole saw at the top of the flat area at the back of the door. Replace this clip with one off the interior door 'pull lock connection, out of an old door. Tape the hole over with red reflecting tape or similar.

TECH TIP # 5

To make the odometer and trip meter numbers on your speedo more visible at night: remove the speedo from the dash, then remove the mechanism from its case. Undo the small screws holding the face onto the mechanism ONE AT A TIME and insert a very small washer (about 0.8mm thick) between the face and the mechanism. Hide any damage to the screw head with a black texta. Now the numbers will be much more visible, because there is more gap for the light to get through!

TECH TIP # 6

Boot springs weak? Using a Stillson wrench, carefully unhook one torsion bar from its support bracket hole, then hook it onto the OUTSIDE of that support. If after a while, the boot springs become weak again, do the other one too.

TECH TIP # 7

Has your short handbrake cable broken? A good substitute is the long through bolt out of a Bosch 55Amp or similar alternator (40 Amp type is too short). Thread the middle of a 10mm long piece of 3/8" rod (a bolt shank etc.) with a 5mm metric thread and insert the long through bolt. File out the split top pivot to suit the 5mm bolt. Fit it head upwards.

TECH TIP # 8

Windscreen leaks: NEVER use acid cure silicone sealant. ALWAYS use neutral cure silicone, (or urethane sealant) or rust forms under the seal due to the acid. For that modern, dechromed look, fill the gap between the glass and frame with black (or coloured) neutral cure silicone. Mask the edges, trowel off and remove masking tape. Don't touch for 12 hours!

TECH TIP # 9

When removing the pins which hold in the light switch and/or the wiper switch, make a small loop in a piece of fishing line. Tie that around the pin and when you push it out, you will be able to recover it instead of letting it slip inside the dash.

Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute
on Wednesday 18th July 2007.

Joe Green opened the meeting at 8:14pm. Members in attendance as per the attendance book.

Apologies: Valda & Don Chappell, Troy Green, Ron Frith, Gail & Paul van Look, Angelos Frangopoulos, Jason Birmingham, Noel Newham.

The minutes of the previous meeting were read and accepted.
Moved-Peter O'Brien. Seconded-Alan Torrance.

Business arising from the minutes: Nil.

Treasurers Report:

\$4,384.03 in bank. Statement No. 159 dated 29/6/2007.

Income for June 2007. Membership Fees & All British Day Fees \$379.00. Total \$379.00.

Outgoings for June 2007. Hall Rent \$27.50, Postage & Stamps, \$39.35, Typing \$20.00.
Total \$86.85.

Acceptance of the Treasurers Report. Moved-Bev Lyons. Seconded- Ross Rickard.

Correspondence in:

1. Return mail from the All British Day organizers including Medallions & entry stickers.
2. New Zealand P76 Club Magazine Penzed May 2007.
3. West Australia P76 Club Magazines Westwords May & June 2007.
4. Victoria P76 Club Magazine May/June 2007.
5. Berrima District Drive Chatter Magazine July 2007.

Correspondence Out:

Nil.

Acceptance of correspondence. Moved-Kevin Ward. Seconded-Kay De Luca.

General Business:

1. Sue Green reported to the meeting that Valda Chappell informed her that Don is having a further operation on his legs. We wish him well for a speedy recovery.
2. Steve Maher informed the meeting that the Muscle Car Masters entry form must be received by 3rd August 2007. This year they are featuring factory Black Vehicles. An expanded race program will be conducted on the day including a special event of New Zealand vehicles. The cost is \$35.00 for vehicle & driver & \$35.00 per person entry, concession is \$20.00.
3. Joe Green reported to the meeting on the South Coast Holden Owners Club Charity Show & Shine held on the 24th June 2007. As in the past it was a great with a big turnout. The weather was fine even though it rained in Sydney.
4. Peter O'Brien informed the meeting that he has available rear die cast corners for the P76 at a very reasonable price.

The meeting concluded at 9.00pm followed by supper.

