

LEYLAND P76
CLASSIC CAR CLUB
INCORPORATED



NSW

NOVEMBER 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

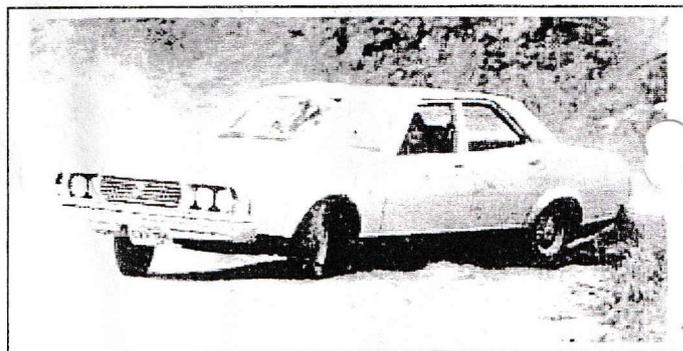
Email: (to be Advised)

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

Well Christmas time is just about here again and the year has been very busy. The two outings this month were both very successful, particularly the day at the Powerhouse Museum at the Discovery Centre stores at Castle Hill.

It was fantastic to view the wooden block of the Leyland P76 and also the P76 that they have on display. The number of antique veteran and vintage vehicles on display is so interesting, plus all of the other countless items and displays that are so historic it makes you want to visit the centre again.

Now just a short reminder about our Christmas Party night at the club rooms on the 19 December. As usual, please bring along a plate of food and nice gift for our annual raffle. See you at our next meeting.

SUE GREEN

GET WELL MESSAGE

To Ray Iken who recently had heart problems, however we are pleased to report he is now well on the recovery road.

CONGRATULATIONS TO

Ray Iken whose Force 7 will be featured in the Muscle Car's Calendar for 2008.

THANKS TO

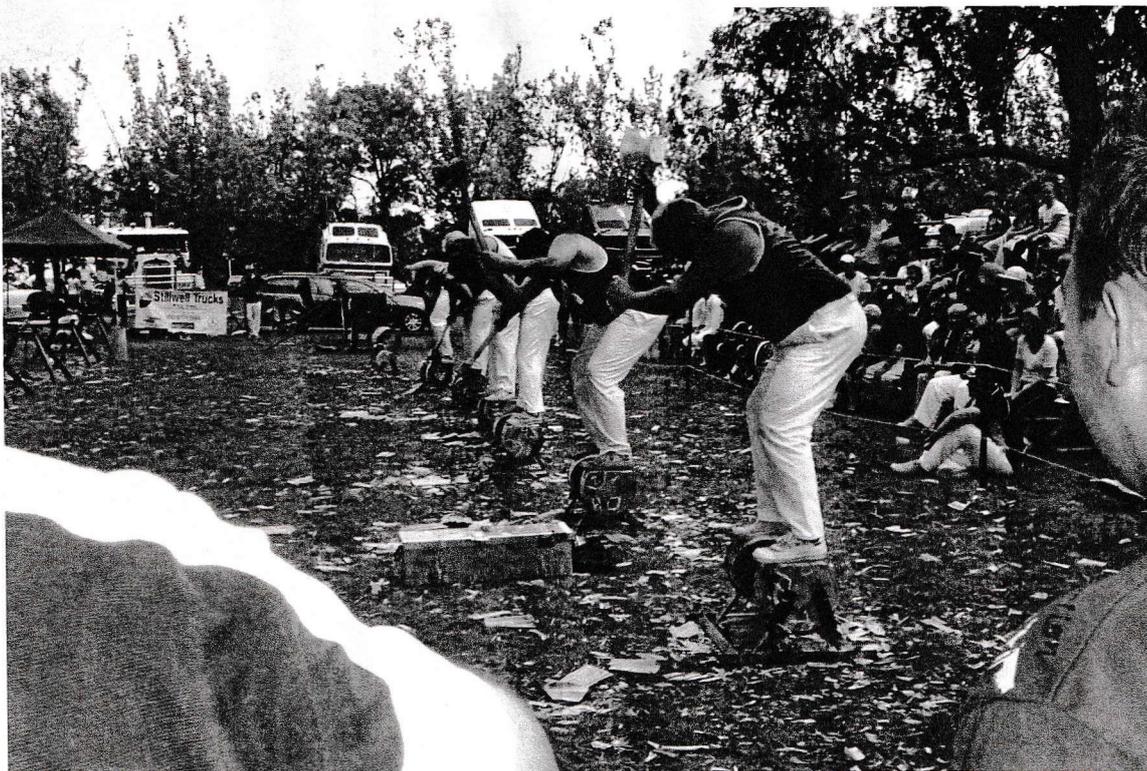
- Tony De Luca for his reprinted article on tie bar rubbers.
- Peter O'Brien for the part numbers as described further on in this newsletter.
- Joe Green for his article.

FOR SALE

Leyland P76 Super same owner for many years, has been under restoration. Whole car is in primer, no rust, never been in an accident, column change auto, no motor but heaps of spare parts. \$2000 – O.N.O. Phone: Wall Wells on (02) 4966 4194

FUTURE EVENTS

- 26 January 2008 Australia Day N.R.M.A. Motorfest at the Rocks, Sydney.
- 26 January 2008 Australia Day, Berrima Club. Invitation to their country fair, motorfest and street parade Berrima. Meeting place park opposite White Horse Inn at 9am to 10am (more details 9522 6529)
- 16 & 17 February 2008 Berrima District Rally, meeting place Mittagong school at 10am. Cost for rally \$30 per car (dinner dance Saturday night cost \$33 per person, Australiana theme). Further details Joe Green 9522 6529
- Easter 2008 National Meeting at Geelong Victoria, hosted by Victorian P76 Club
- June 2008 South Coast Holden Owners Club Mixed Show & Shine Day at Kembla Grange Racecourse, entry fee - \$20 per car.
- August 2008 Shannon's Eastern Creek.
- August 2008 British Display Day Kings School.
- September 2008 Orange Blossom Festival
- September 2008 B.M.C. Heritage Day
- October 2008 Highlands Motorfest and Country Fair at Chevalier College, Bowral.



CHEVALIER COLLEGE

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HIGHLANDS MOTORFEST CHEVALIER COLLEGE

By Joe Green

On Sunday the 28 October 2007 Sue and myself left Sydney at about 8.00am to attend the Highlands Country Fair and Motorfest at Bowral, situated in the southern highlands. We decided to travel along the M5 so as to arrive early, big mistake! Normally Sunday is not a busy day early in the morning on the M5, however just before the toll gates there was a very bad accident that involved about eight or nine vehicles and there were many people hurt or injured. Anyhow we were lucky that we were not one of the casualties. This delayed us for nearly one hour and we then had a smooth and leisurely drive to the venue.

We arrived at about 10.30am and the display areas were filling up very quickly. We met up with other club members Ken Halstead and Jim Bennet and we were able to display our cars together.

There was a lot of activity at this show including a wood chopping event, bull rides, dodgem cars, top gun Ferris wheel, fun slide, farm yard animals, children's face painting, army display, plant nursery, chocolate wheel, a silent auction, trash and treasure stalls, model car stalls, V/8 super car display, N.S.W. Fire Brigade show, jewellery stalls, Devonshire tea and coffee area and the whole day had a carnival type atmosphere about it. However after a good day we left for home at about 3.00pm and had an enjoyable drive back to Sydney.

POWER HOUSE DISCOVERY CENTRE OUTING

By Joe Green

On Saturday 10 November 2007 Sue and I left home in our Force 7 and met up with Peter and Pauline O'Brien at their place at about 8.30am. We then proceeded to the Power House Discovery Stores Centre at Castle Hill for a display day and a guided tour of the stores.

We arrived at about 9.30am and just after us Tony De Luca and Angelos arrived. Our cars, the Force 7, Peter and Pauline's Country Cream De-luxe, Tony's Crystal White Executive and Angelos' Omega Navy Targa were displayed together. Jason Birmingham's Immaculate Hairy Lime was on display and there were also two other P76s on display from the Owner's Club; one was a Targa and the other one was, I think, a Deluxe. I am not sure of the owner's name, and Steve Maher was also in attendance.

The manager of the Power House, Christopher Snelling, introduced himself to me and informed us that Barry Anderson, an ex B.M.C. Leyland engineer would be giving us a talk about his experiences when he was an employee of the company. The tour began at about 11.30am and Barry gave us such an informative talk and walk back in history about the company, its highs and lows and what finally led to its demise. He had commenced his working life as an apprentice in the early 1950s. It was a sad time for him and his fellow workers when it folded. He also allowed us to view an excellent coloured slide show of the plant, equipment, and various models of the cars produced, which was most enjoyable and interesting. Roger Foy, another ex-Leyland employee assisted him. I would like to thank them both for an enjoyable time.

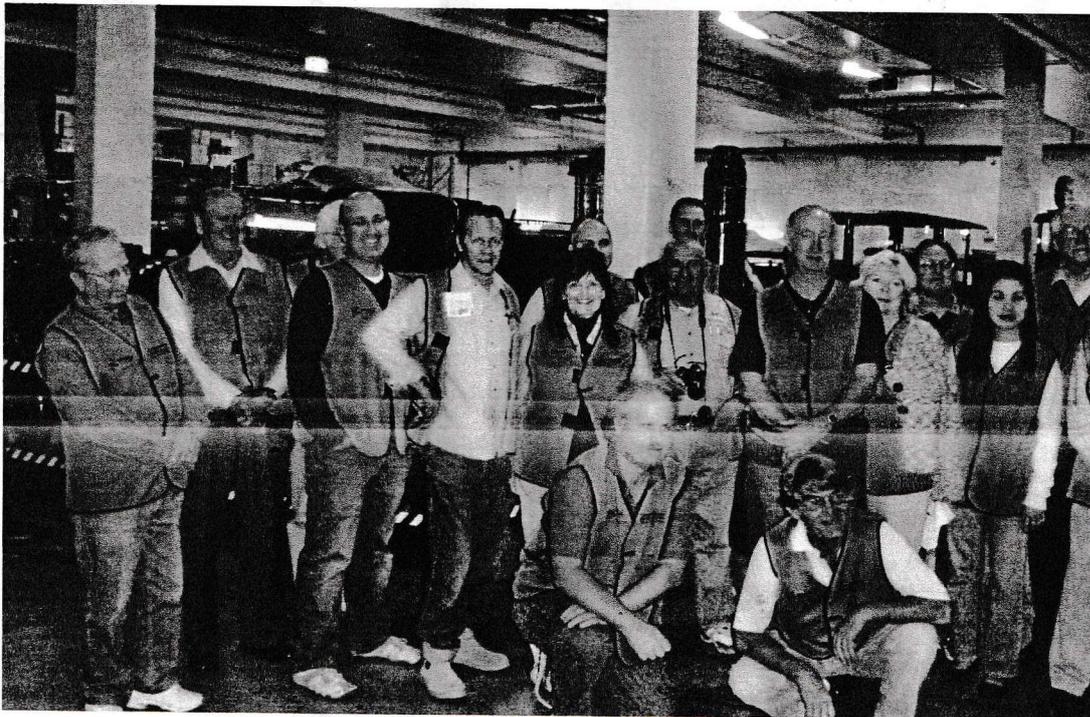
We then proceeded to have a guided tour of the collection that is behind the scenes. This was very interesting for all of us as the collection houses so many antique veteran and vintage vehicles of all eras. I was impressed when I viewed a 1913 Rover 12HP and 4 cylinders and the original number plate on the car was 7603. Well I guess we cannot escape this number 76.

There were also a couple of interesting very early electric cars on display. The one that was owned and donated to the museum by Roy Doring was of interest to myself, as when in my childhood years our next door neighbour was Mrs Doring who had two sons that had an auto electric business in Rockdale and manufactured these early electric cars. They were so far ahead of their time.

There were many other items on display, including push bikes from old to new, motor bikes, V.J. canoes, sailing boats, part of a timber mast of a clipper ship and most of all the wooden block mould of the P76 station wagon, all together amazing.

The tour then finished and we had our lunch and then inspected the general display area. Wow! The original P76 wooden block complete was on display (it looks just like the real thing). Also on display was the P76 that the Centre purchased many years ago. There were also so many mixed items on display, too many to mention, however the display of Royal Doulton impressed me and also the replica gold nuggets, including the Welcome gold nugget that was found in Victoria in the early gold rush days and the original mouse trap making machine.

Anyhow this Centre is a top place to visit again. We left with Peter and Pauline at about 3.30pm and called in to a very old Bonsai nursery at Castle Hill which was very interesting. Peter purchased a few items and then we all proceeded home after a great day.



POWER HOUSE MUSEUM

DISCOVERY CENTRE

Strut Arm Bush "Front"

Falcon/Fairlane XR/XA/ZA/ZD 1966-76
P/N A1069 (Same as Leyland P76)
Mackay Silentruba (Ford P/N C6DA3A140D)
From Repco

Strut Arm Bush "Rear"

Falcon/Fairlane XR/XA/ZA/ZD 1966-76
P/N A1070 (Same as Leyland P76)
Mackay Silentruba (Ford P/N C6DA 3A225A)
From Repco

Top Radiator Hose

Leyland P76 V/8 1973-1075
AYD 2004
P/N CH1037 Mackay Rubber FlexiPLY (Silentruba)

Bottom Radiator Hose

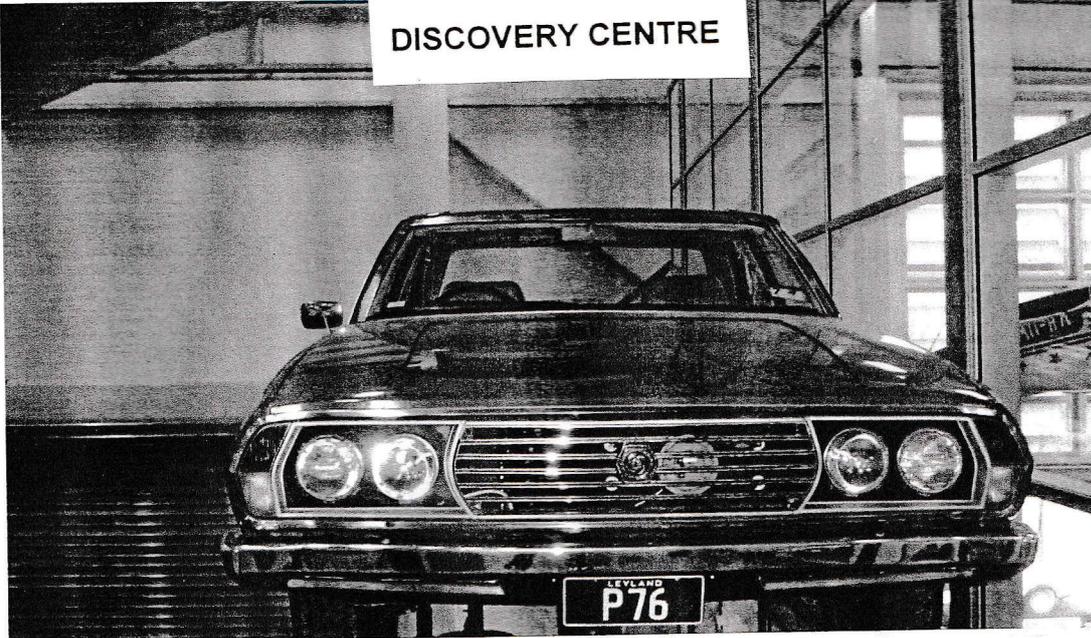
Leyland P76 V/8 1973-1975
AYD 2139
P/N CH 1038 Mackay Rubber FlexiPLY (Silentruba)
From: Repco or Mackay Rubber

P.B.R. Master Cylinder Repair Kit

K 7666X
From: Marion Brake & Clutch Spares or Repco



HIGHLANDS MOTORFEST

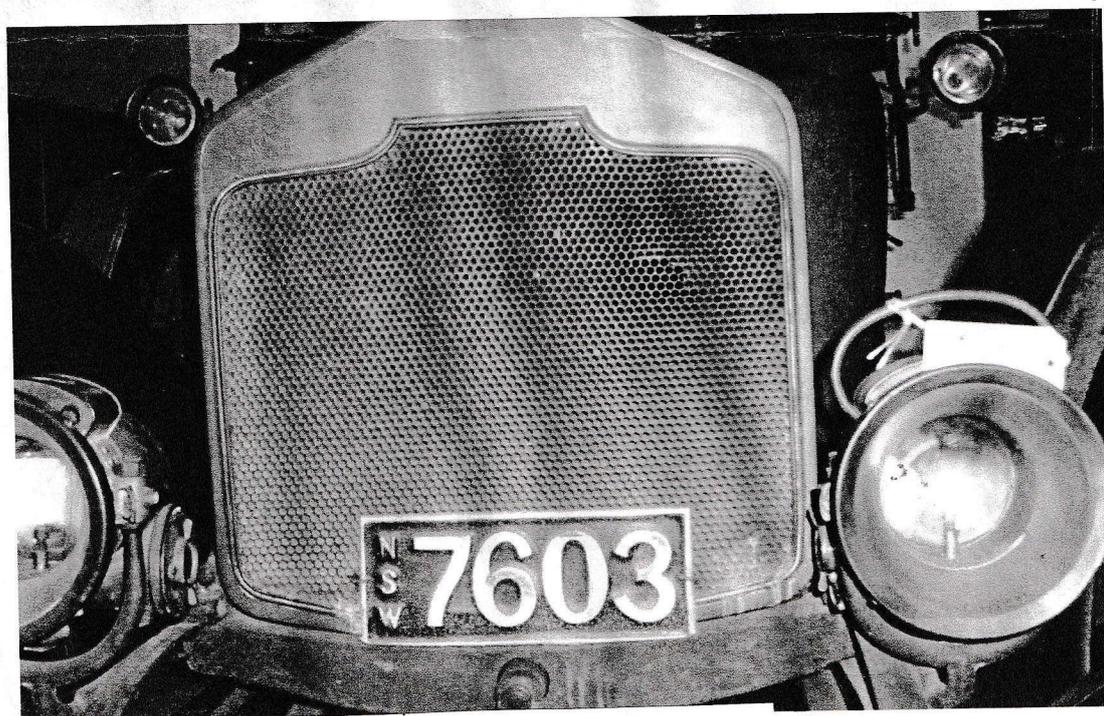


Leyland Australia's P76

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British company Leyland had been making cars in Australia since 1950. However, the P76 was the first to be designed specifically for the local market. It was 97% Australian with features that included front disc brakes, side collision bars, hidden wipers, space for five passengers and a huge boot.

Winner of the 1973 *Wheels* Car of the Year award, the P76 was expected to take Australia by storm. But a 25% cut in taxes on imported cars, skyrocketing fuel prices, poor quality control and lack of funds led to Leyland stopping production of the P76 in 1974.



1913 ROVER 7603

Attention Service Manager



SERVICE BULLETIN

C 1/75

EXP. 1

P.S. -

F.O. -

28.1.1975

Sighted by

TECHNICAL

TIE BAR RUBBERS

P76

Where vehicles are operating continuously under adverse conditions, the tie bar rubbers may not achieve their anticipated life expectancy.

In this event, a heavy duty replacement package is available under Part No. HYL 5080.

These rubbers require an additional 6.3 mm (0.25 in) sleeve to be fitted to the rear bush on assembly. This sleeve can be cut from a standard MYH 1131 sleeve.

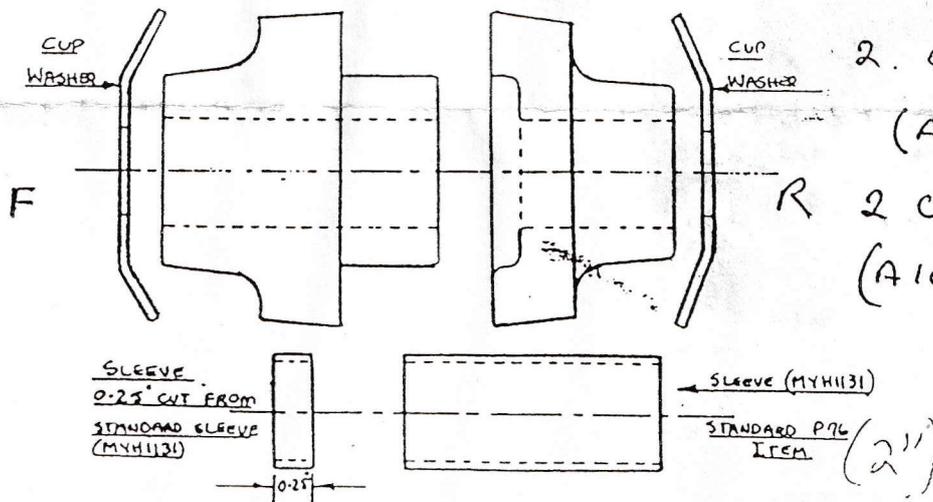
Assemble the components as shown in the sketch.

DO NOT use a lubricant on the bushes.

NOTE: The effective length of the tie bar is reduced to 276.2 mm (10-7/8 in) when using this package, and the twin-lock nut torque remains unchanged at 68-95 Nm (50-70 lb.f.ft).

FORD PARTS

- 4 C60A3A142D
CUP WASHERS
- 2 C6DA3A140D
BUSH.
(A1069 MACKAY
REPLACEMENT)
- 2 C6DA3A225A
BUSH
(A1070 MACKAY
REPLACEMENT)



LEYLAND AUSTRALIA
SERVICE DEPARTMENT
DOI-Y-382

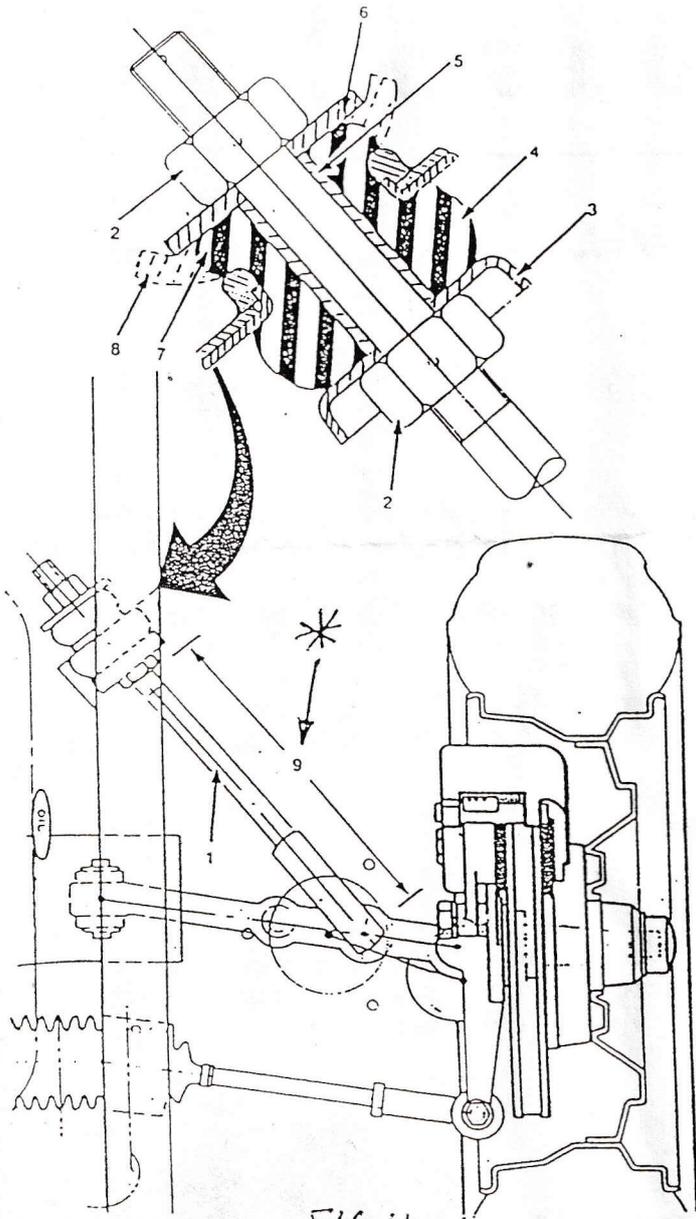


FIG 4

CASTER ANGLE ADJUSTMENT AND
TIE-BAR RUBBER BUSH INSTALLATION

- 1 TIE-BAR
- 2 TWINLOCK NUTS
- 3 DISHED WASHER
- 4 RUBBER BUSH
- 5 DISTANCE TUBE
- 6 FLAT WASHER
- 7 CORRECT INSTALLATION OF RUBBER BUSH
- 8 INCORRECT INSTALLATION CAUSED BY LUBRICATION OF THE RUBBER BUSH AND THE FLAT WASHER
- * 9 NOMINAL LENGTH OF THE TIE-BAR 279 mm (11 in)
REDUCING THE NOMINAL LENGTH OF THE TIE-BAR PRODUCES NEGATIVE CASTER
INCREASING THE NOMINAL LENGTH OF THE TIE-BAR PRODUCES POSITIVE CASTER

When the modified bushes are fitted, set the nominal length of the tie bar as per the Bulletin to 10 7/8". This sets the wheel to approximately the centre of the wheel arch.

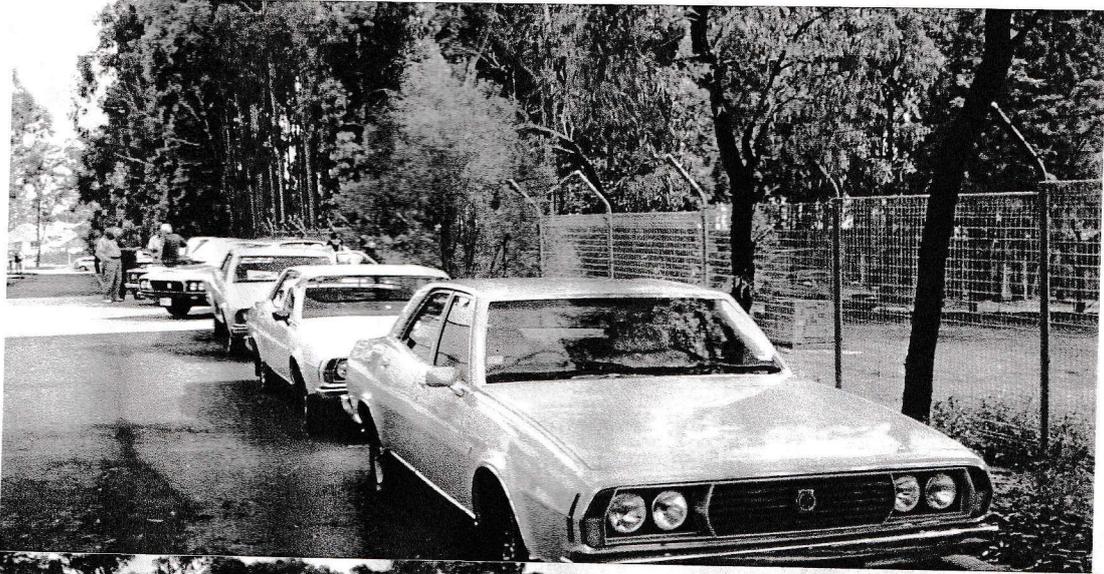
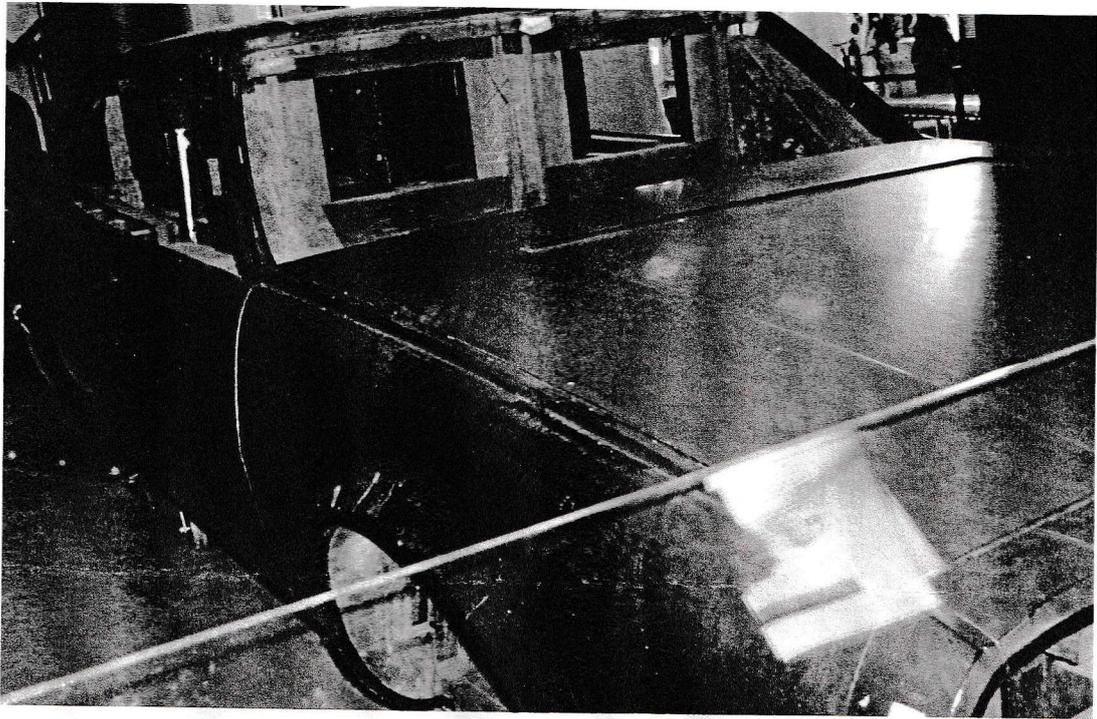
Carry out Camber, king Pin and Caster angles. Adjust Caster as needed. The final adjustment is the toe in.

The actual method of doing the adjustments has not been explained in detail as the specialised equipment is necessary to perform the task.

Provided the steering rack and joints, the suspension units are in good condition, your P76 should steer as it was designed and should be that way for considerable time.

HAPPY MOTORING

TONY DE LUCA



DISPLAY CARS

Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute
on Wednesday 17th October 2007.

Joe Green opened the meeting at 8:11pm. Members in attendance as per the attendance book.

Apologies: Valda & Don Chappell, Troy Green, Angelos Frangopoulos, Bev & Ian Lyons.

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

Business arising from the minutes: Nil.

Treasurers Report:

\$4,413.54 in bank. Statement No. 162 dated 28/09/2007.

Income for September 2007. Nil

Outgoings for September 2007. Typing & Labels \$50.00, Australia Post \$35.00. Total \$85.00.

Acceptance of the Treasurers Report. Moved-Jim Bennett. Seconded- Kay De Luca.

Correspondence in:

1. Spring invitation to the Festival on Sporting Cars Wakefield Park Goulburn 19th to 21st October 2007.
2. Letter & Brochure from the Redleaf Resort Blue Mountains NSW.
3. Brochure from the Old Car Social Club regarding their 5th Annual Show & Shine on 9th March 2008.
4. Letter & registration form for NRMA Motorfest 26th January 2008.
5. West Australia P76 Club Magazine Westwords October 2007.
6. Queensland P76 Club Magazine September 2007.
7. New Zealand P76 Club Magazine Penzed September 2007.
8. NSW P76 Owners Club Magazine Leyland Post No 21 2007.
9. Country P76 Club Magazine Worts'N All July, Aug, Sept, Oct 2007.
10. Drive Chatter Magazine September 2007.

Correspondence Out:

Nil.

Acceptance of correspondence. Moved-Jim Bennett. Seconded-Kevin Ward.

General Business:

1. Kay De Luca reported to the meeting that the BMC Leyland Heritage Group Luncheon on 30th September 2007 was a great success. The returned survey however indicated that those who attended would prefer a larger car display.
2. Joe Green reminded the meeting about the P76 display at the Power House Discovery Centre Castle Hill open day on 10th November 2007.
3. Steve Maher reported to the meeting that the Force 7 models will be made in kit form & unpainted. They will be available through the P76 Clubs at the National Meeting in Geelong Easter 2008.

The meeting concluded at 9.00pm followed by supper.