

MONTHLY ISSUE

AUGUST 2010

LEYLAND P76 CLASSIC CAR CLUB

TRAVEL



**SILVER BULLET
PART 2**



MEETING DATES - MEMBERS ARTICLES - EDITORIALS AND MORE

LEYLAND P76 CLASSIC CAR CLUB INC.

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If any members have a vehicle or spare parts for sale, an interesting story about his or her car, weather it is about a rebuild or repair, or of your trips away on holidays, please do not hesitate to contact the editor and it will be greatly received.

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

Leyland p76 Classic Car club Inc.
C/o 9 Apsley Place
Taren Point NSW 2229
Phone (02) 9522 6529
Email: force7v@hotmail.com



GENERAL MEETINGS

Venue: San Souci Literary institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell Street)
Time: 8:00pm Wednesday Nights

MEETING DATES 2010

- 21ST JULY
- 18TH AUGUST
- 15TH SEPTEMBER
- 17TH NOVEMBER
- 15TH DECEMBER

PLEASE NOTE

If you are able to write up an article for our newsletter, it will be much appreciated. If you wish to sell a car please send in your add. There is no cost, it is free. It must be received by the 1st of the month to be in the next newsletter, however to ensure that your write up or add is included in the newsletter, please observe the following:

Email it to force7v@hotmail.com

Post it to: c/o 9 Apsley Place Taren Point NSW 2229

follow up with a **phone call** to 9522 6529 to ensure it has been received.



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EDITORIAL

Great news at long last. **Trax Models** have released the 1974 Leyland P76 Force 7 Coupe in their New Select Series. It is a 1:43 scale model that will be a limited numbered edition determined by the number of models ordered by collectors. Full details are included further on in this newsletter.

At our last general meeting on 21 July our guest speaker, David Snape, the Ambassador of the N.R.M.A. Veteran Vintage and Classic Vehicle Insurance was well received by our members and he gave us a very interesting talk about when he first commenced work in the N.R.M.A. in 1967 and a general lead up to his current job including details about the time when he worked at the Leyland plant. It was very interesting and entertaining.

Our outing next weekend to Eastern Creek should be great. It is a shame that the date coincides with the Federal Election.

Most important, next month the A.G.M. will be held at about 8.30pm after the general meeting on 15 September 2010. I hope to see you all there.

THANKS TO

- Robert Hill from **TOP GEAR TRAX**
- Ken Halstead for his article
- Valda Chappell for her article
- Zoo Magazine
- David Snape

JOE GREEN



A Leyland P76 Rolling Shell complete, less engine . For more details phone Ron Frith on (02)4229 8935

MEMBERSHIP REMINDER

Please note: If you have not paid your membership fees please do so now.
Due date was 30.06.2010.

\$35 - single membership \$40 - family membership.



PLEASE NOTE

The Annual General Meeting will be held at the Club Rooms in the Sans Souci Literary Institute, 107 Ramsgate Road, Ramsgate at approximately 8.30pm on 15 September 2010.

Bon Voyage



To Peter and Pauline O'Brien who will be leaving shortly on an overseas holiday. We all wish them a safe and enjoyable trip.



Minutes of the Leyland P76 Classic Car Club

held at Sans Souci Literary Institute Wednesday 21 July 2010

Joe Green opened the meeting at 8:10pm. Members in attendance as per the attendance book.

Apologies: Ron Frith, Angelos Frangopoulos, Kevin Ward, Luke Warner, Paul & Gail van Look, Gary Wilson, Ken Dudley & Gary Walker (Morris Minor Club), John Pisani – Pro Stitch Motor Trimming.

The minutes of the previous meeting were read and accepted.

Moved-Peter O'Brien. Seconded- Kevin Cross.

Business arising from the minutes: Nil.

Treasurer's Report:

\$3,623.94 in Bank. Statement No. 195 dated 30/06/2010.

Income for June 2010 – Membership Fees \$398.00, National Merchandise \$85.00, Donation BMC Leyland Heritage Group \$20.00. Total \$503.00.

Outgoings for June 2010 – Australia Post \$27.50, Hall Rent \$33.00, Typing for 2 newsletters, Sue Wasserman \$50.00, All British Day Display Stickers \$25.00. Total \$135.50.

Acceptance of Treasurer's Report: Moved – Bev Lyons. Seconded – Ross Rickard.

Correspondence In:

1. SA P76 Club Magazine July 2010.
 2. WA P76 Club Magazine Westwords July 2010.
- New Zealand P76 Club Magazine Penzed July 2010.

Correspondence Out: Nil.

Acceptance of correspondence. Moved – Sue Green. Seconded – Troy Green.

General Business:

Peter O'Brien stated to the meeting that the July issue of the P76 Classic Car Magazine is a great format and looks extremely well.

Joe Green then welcomed Mr David Snape from NRMA Veteran Vintage & Classic Vehicles Insurance to the meeting.

David gave the members of the meeting an overview of his experience working with the NRMA since 1967. He is now out of retirement and works for the Specialist Insurance Division dealing with the Classic Car Movement.

He gave general information about insuring vehicles through the scheme. It is an agreed value arrangement which can also cover returning the vehicle to home. He needs to be contacted to arrange individual policy details.

Joe thanked David for attending the meeting and for the information given.

The meeting concluded at 9.15pm followed by supper.

MEMBER PROFILE

KEN GAIL HALSTEAD'S P76

LEYLAND P76, V8 EXECUTIVE

Purchase date: 16 August 1974

Build Date: 3/74

Colour: Peel Me a Grape

Purchase Price: \$5,442.15

Registration No. GYA 337

PART 2

From 1978 until 1998, the Borg Warner automatic gear box was serviced annually by C & J Transmissions of Guildford. In 1987 the only ever overhaul of the gearbox was undertaken and one band was replaced; not bad for the mileage travelled, which was around 250,000 km.

One afternoon in early 1992, Gail called me to say that the car was "sluggish" coming up the Macquarie Pass from Wollongong to Robertson. I told her to continue on to Bowral but to "take it easy" and nurse it home, which she duly did. I drove the car the next day and concluded that I needed a mechanic to look at it.

It was inspected by a local mechanic and determined that a piston had indeed blown. In fact when the motor was stripped-down it was found that 2 pistons had blown and the vehicle had been running on 7 pistons for some time before the second one fractured. See photo below.



The motor was taken out of the vehicle and bored-out to 5 Litre, which made it far more powerful than the Holden of that era, as the motor is aluminium as we all know. I arranged for racing driver Cam Worner to fit a Holley 500 carburettor to the motor. Wow, it was now a genuine "rocket".

In the early years the 'P' achieved around 24 miles per gallon (11.6 litres/100 km) around town and up 28-30 miles to the gallon (9.5 - 10 litres /100 km) on the long distance travel (Casino to Bowral etc.). Not bad for a V8 eh?

As I have always said, and continue to say I would not swap my P76 for a new Holden commodore.

All door rubbers and window rubbers (interface between the window glass and the door) were replaced in 1998, after obtaining the perfect new soft rubber from 'The Old Auto Rubber Company' at St Marys.



MEMBER PROFILE

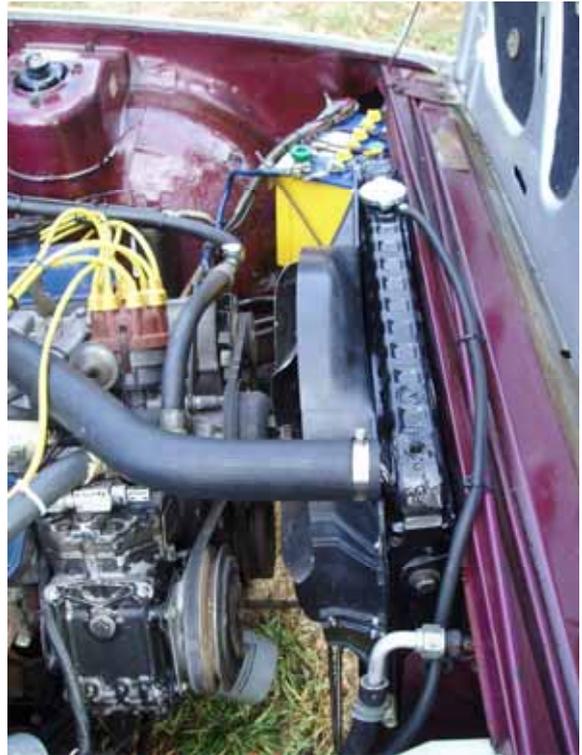
CONTINUED

I put the vehicle up on blocks between 1999 and 2004. At that time I had changed the plates to KJH 943. (Kenneth John Halstead - Born 26.9.1943).

In late 2003, I engaged Gail's cousin Noel (mechanic) to give the vehicle a complete check-up, as I was going to take advantage of the Heritage Plates arrangement in 2004 and re-register it, as the car would then be the required 30 years old. He came to Bowral for 2 weekends and undertook all work that was necessary. This included replacing the points, plugs, engine leads, drained the engine of water and replaced the two main hoses. It was quickly established that the complete brake system



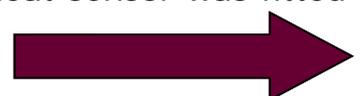
would need to be replaced, as the brake oil had turned to a "glug" and eaten-away part of the Brake Master Cylinder. The complete brake system was replaced and the car was set to go after 3 days work by a "Top Class mechanic.



He carried out a grease and oil change as well and serviced the automatic gear box. He said at the time that the Borg Worner 35 was a great gearbox and was used by a number of vehicle manufacturers other than Leyland Australia, including Ford and Chrysler. The living proof of this is the trouble free service that I have had from the one fitted to the P76.

The 'P' has done a further 67,217 km since the motor was reworked in 1992, remembering that it was "on blocks" for 6 years. Since the vehicle was put back on the road in 2004, it has only clocked-up about 200-250 km/year.

In 2006 the radiator core was replaced (it was upgraded in the early 1990's with a 3-core Holden radiator, which was much wider than the original Leyland unit) with a heavy duty 4-core radiator to ensure that the cooling system was 100% - cost \$435. As well as this, all radiator hoses were replaced as was the aluminium housing on top of the engine block that the top hose clamps onto; a new heat sensor was fitted to the top of the engine block – cost \$330 (A con job).



mEMBER PROFILE

CONTINUED

May 2006

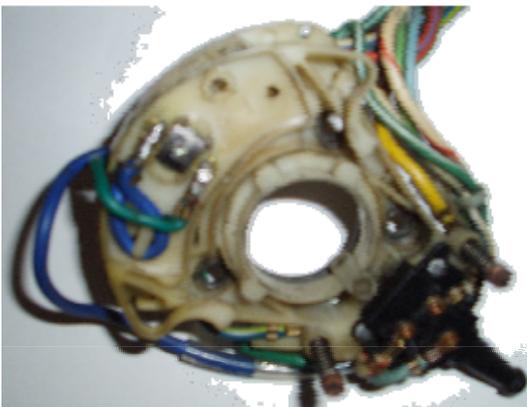
In 2008 and 2009 the car developed a leak on one side where the selector shaft enters the gearbox. This was eventually rectified by Alan Henderson of Ray Selby Steering at Mittagong after trial and error with various seals. Paul Riley a work associate of mine served as an apprentice with Leyland Australia and had experience with the P76, offered advice which was that one should place 2 seals (one on top of the other) at the location either side, where the selector shaft enter the gear box.

Following this 'minor' problem the seal between the kick-down cable and the gear box started leaking. It took a considerable period of time to solve this problem, as I could not locate a 'new' cable and resorted to selecting 2 second-hand ones from a box of 32 through Gail's cousin Noel in Sydney. Can you believe it, that there are at least 32 different kick-down cables for the Borg Warner gear box for an array of vehicles with different fittings at either end etc. Neither of these near fits worked correctly and pink oil continued to leak onto the garage floor (which has plastic sheeting under the car).

Ray Selby by chance found a brand new kick-down cable in Mittagong; how's that for being lucky eh? Alan Henderson (mechanic extraordinaire) from Ray Selby Steering at Mittagong, fitted the new cable and "Presto" it's fixed for good! Alan now services both the P76 and my Rover 75.

In 2009 the brake booster was replaced as the rubber casing had perished; not bad after 35 years eh?

In late 2009 the indicator arm malfunctioned, namely it would not cancel after and return to the 'central' position after turning a corner. Alan Henderson would not issue a pink slip until the unit was replaced; what a task this turned-out to be, as you cannot buy a new one. Fortunately I was able to source a completely reconditioned indicator unit from Damien Haas of the ACT Leyland P76 Car Club. The main part of the unit had been brought-in from the USA and adjustments made in Canberra.



The next task was to obtain a replacement black plastic 'ring; which fits over the steering column within which the indicator unit is fitted. Good 'old' Joe Green came to the rescue



and found one that was in reasonable condition. After an application of industrial strength Araldite the unit was ready to fit.



MEMBER PROFILE

CONTINUED



October 2006



May 2010

In summary it's a great car and has served this family very well indeed.

A handwritten signature in black ink, appearing to read "Ken Halstead".



Anything But Average

Ken Halstead
Burradoo

VALDA CHAPPELL'S MEMORIES OF W.A.

I was speaking to Valda recently and she told me how impressed she was with Ian and Bev Lyons' article about their trip to W.A. and back which was in a recent newsletter.

Valda told me that in 1981 she and her late husband Don decided to go on a month's holiday to W.A. in their Country Cream P76 that they had purchased new in 1973.

When they arrived at the Nullarbor, Don had made sure he had extra fuel on board in case of emergencies. They had a great trip across and soon arrived in Perth and then went to Fremantle. They then decided to go to Geraldton. When they were about three quarters of the way there they were flagged down by a W.A. driver who told them that he had run out of petrol and asked if they could give him a lift to get petrol. Well you guessed it. Don said I have a can of fuel in my large boot. The chap was amazed and gratefully accepted Don's offer. They followed him into Geraldton and he then refilled up their can and treated them to lunch. He was a road train driver between Darwin and Perth.

After leaving him they headed off for home driving inland and then to Albany and then across the Nullarbor to home.

It was a great trip and the P76 did not miss a beat all the way over and back, it was so reliable.

Above article – as told to Joe Green by Valda Chappell



FUTURE EVENTS 2010

- | | |
|---|--|
| August 22nd | Shannon Show & Shine, Eastern Creek |
| August 29th | British Display Day, Kings School Parramatta |
| September 12th | "Hills Fest" Show, Bull & Bush Hotel, Baulkham Hills. |
| September 19th | BMC Heritage Group Luncheon at Ryde Eastwood Leagues Club, Ryedale Road, West Ryde |
| October 31st | Highlands Motorfest at Chevalier College Burradoo |
| 2011 Feb 19th-20th | Berrima District Historic Vehicle Club |



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MEDIA RELEASE

Monday 20th August 2007

Finding the right cover for you

Finding the right kind of insurance can be hard, especially when you own a rare and valuable vehicle that has unique insurance needs.

There are a number of things you should consider when looking for insurance for your special vehicle.

Make sure the policy has an Agreed Value option. This allows you to include extras such as any work that has been done to restore or improve its condition, that wouldn't usually be considered in a standard market value.

The option of Salvage retention is especially important for owners of veteran, vintage or classic vehicles, as this feature allows owners to keep the wreck after an accident as a potential to rebuild or a source of parts. Please review conditions of this carefully as with some insurers there is an extra cost involved or the vehicle has to be of a certain age.

Many restorers of veteran, vintage or classic vehicles require cover for vehicles under restoration. Make sure your vehicle is covered on and off the road.

Other policy features such as choice of repairer are also worth considering.

The most important thing to remember is to always read your policy documents and weigh up all the pros and cons, financial or otherwise, because only you can decide what cover is best for your vehicle.

With NRMA Insurance we will take as much care of your classic vehicle as you do.

Our Veteran, Vintage and Classic Vehicle Insurance policy is designed for vehicles used for hobby and recreational purposes and includes cover up to the agreed value, faultless excess and retention of salvage after an accident (for vehicles manufactured prior to 31/12/1980).

As a bonus, you may be eligible for NRMA Traveller Care, at no extra cost for vehicles over 15 years of age that break down more than 100kms from home within Australia. This gives you extra help if you run into problems away from home, and provides accommodation, car rental and an extended towing service. Subject to certain conditions.

Give us a call on 1800 646 605 or visit our website at www.nrma.com.au to discuss your vehicle's insurance needs.

Insurance Issued by Insurance Australia Limited ABN 11 000 016 722 trading as NRMA Insurance. This is general advice only, so be before making any decisions, make sure you consider your own circumstances and the Product Disclosure Statement available from NRMA Insurance.



ORIGINAL AUSTRALIAN MOTORING LEGENDS



www.topgear.com.au



It must have all begun about 18 months ago when Robert Hill from Top Gear, Trax Models first phoned me and informed me that he was intending to produce a Trax Model of the Force 7 in a limited edition, Select Series. This was great as far as I was concerned, however he asked me not to let anyone know this was to eventuate and this was okay by me.

Soon after, Robert arrived with 2 model car engineers who had come to Australia to measure up the car and dimensions and draw up the details of the car so that work could begin. It was very interesting the way that they viewed the car and all of the details and photos they took.

As time passed prototypes of the model were brought along by Robert and compared with the real Force 7 until it was finally completed. Many visits were involved and the colour chosen was the same as the original Home on th'Orange. I believe that Trax have done a superb job in producing this Classic Car and the attention to detail is incredible. The new resin construction that it has been made of is creating a whole new dimension to model cars and car collecting.

The fact that this model is numbered and once orders have been finalised no others will be produced ever, this means Trax is only making enough models to meet the exact number of orders that they receive which will make it a very collectable item for all car lovers and car enthusiasts. I would like to congratulate Robert Hill and Trax for a job well done.

Make sure you place your order now. This price is \$129 – each and details are included in this newsletter.

"The Force 7 Coupe is a car representing what our new Select Series is about, unusual or rare Australian cars that deserve to have a model made of them."

Quote from

Robert Hill

Freecall: 1-800 635 508
8:30AM - 4:30PM Monday - Friday



Hurry, order book closes at 4.30pm on MONDAY 30TH AUGUST 2010

The **once-only** Trax Select release of the 1974 Leyland P76 Force 7 Coupe



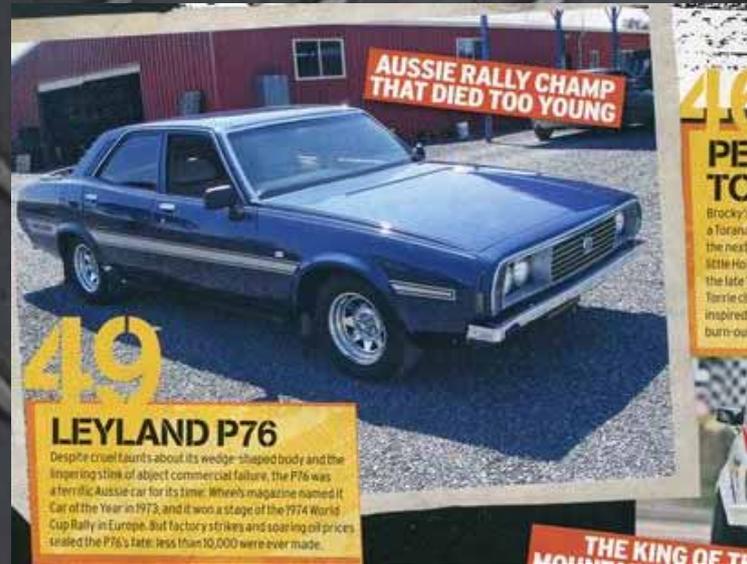
TAILPIECE



**INTERESTING
STUFF**



ZOO MAGAZINE
ALWAYS HAS INTERESTING
CONTENT SAYING A FEW POSITIVE
THINGS ABOUT THE P76
HOW TIMES HAVE CHANGED



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