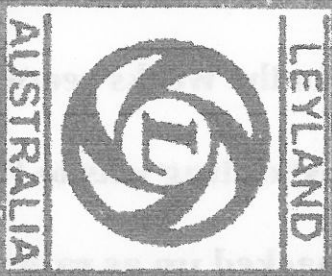


**No. 15**



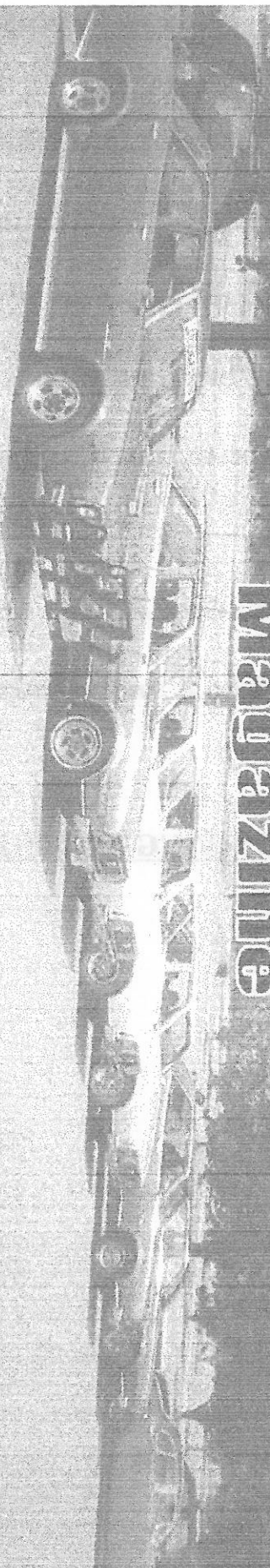
# Worts 'N All

**Magazine**

Jan feb march  
April 2008



**Country P76 Club**



**Presidents report**

Welcome again the weeks seem to go faster than the hands of a clock. Our last outing was to Wagga Wagga Sunday markets only to find them packed up as rain washed them out so off to the recycle depo at wagga tip, Found some bargains, we left the depot and went to Golden Seasons for a very nice lunch, we had about 16 at our table, very good day.

Our next meeting will be at the Chinese Gardens at Young on Sunday 25 May at 12 noon for a BBQ lunch and meeting will follow.

**REMBER P'S ARE TO ENJOY DRIVING NOT HIDING**

**....EDDIE....**

## CLUB OFFICE BEARERS FOR 2007-8

<b><u>President</u></b>	Eddie Sams	02 69772409
<b><u>Vice President</u></b>	Fred Holland	02 69422783
<b><u>Secretary</u></b>	Gwen Livingstone	02 69421039
<b><u>Treasurer</u></b>	Ray & Sharon Douglas	02 69421508
<b><u>Editors</u></b>	Fred Holland & Josh Hugo	02 69422783
<b><u>Plates Registrar</u></b>	.....	
<b><u>Publicity Officer</u></b>	Leonie Watson	02 69772409
<b><u>Public Officers</u></b>	Jim & Susan Hugo	02 69433553
<b><u>Club Captain</u></b>	Fred Holland	02 69422783
<b><u>Club Photographer</u></b>	Natalie Hugo	02 69433553
<b><u>Vehicle Inspectors</u></b>	Ray Douglas Kevin Jarrett Eddie Sams	
<b><u>Committee: -</u></b>	June Holland, and all the above	

Membership Fees \$30.00 family or single.

Financial year 30<sup>th</sup> June – 30<sup>th</sup> June

Meetings held on the Last Monday Of The Month

**Please note** Next meeting Chinamans dam Young.

Sunday 25 th May 12 noon

Weather permitting!!!!

**All welcome**



## EDITOR'S NATIONAL MEET REPORT.

### Thursday 20 th

Packed the bold as brass for the trip to Geelong on Thursday 20 th march, on the road by 5.00pm with the Hugo family also in Josh's V/8 executive with the restoration coming along [roof painted] thanks to Eddie. Blue coming soon to finish it in Corinthian Blue. On the Hume highway to Albury then getting dark so headlights on towards Wangaratta for a fuel up and feed and break, then Susan came to me and said Dad you have no tail lights, don't believe it all working when leaving home, a fiddle with some wires in the boot and fuses and yes lights front and back. Rested and both cars full on the road again around 9.30 pm, but where are my lights no light coming from front now [can't be] after a lot of noise coming from the left side front seat I found a street light above to see the fuses, can't be any other problem not all the 4 lights can go out so looked at the fuse area and the wire for the headlights coming to the fuses had been knocked off when looking before. On to Melbourne with all going fine, on to Geelong around 1.00 am, I made a mistake on where the caravan park should be, not the one I thought it was so on the wrong road but servo helped us out[Fred in trouble again] found our cabins for the 4 days, and everyone seemed to be still up welcoming people that hour of the night. Thanks Rick.. and others.

### Friday 21 st March.

Enjoyed a pancake breakfast this morning, meet some of the other p owners looked through the park owners collection of ford cars and other goods he has, what an eye opener collection he has, all convertibles on display for us to see, Mustangs, Ltd's, Thunderbirds. There were around 8 cars in the shed but word said there are a lot more than that elsewhere. All fully restored. Quite day today we decided to go and show the grandchildren the Great Ocean Road for their first visit ever. On the way my exhaust Manifold gasket blew out with quite a racket going up a big hill, on to Port Campbell for lunch, leaving the foot off the throttle as much as possible in the town area, well people do look at P76 cars but this is not the way I like to display my P. Enjoyed the sites of the drive along the GOR. Natalie and Joshua wanted to walk every walking track they saw but time was against us, Back to Geelong with very noisy P [lucky no police around] Enjoyed the film !!![Cars on Film] before retiring for the night.

### Sat 22<sup>nd</sup> March.

Out early to find some repco type shop to see if I can find something to repair the manifold pipe connection. Ended up using muffler putty to make a seal, so far so good but will it last long enough to go to the show and shine on the shores of Eastern beach, made it after waiting for manifold pipe to set for an hour, arrived at show & shine 11.00 am, nice display of P76 cars of most colours. [ I counted 42 P76 cars and 1 Austin Kimberley car. Nice to see so many p's on display] The Jaguar car club also were on display nearby with very nice cars of all Jaguar models. Checked out the sites around Geelong for the rest of the day before Pig-ing-out on the Pier at Smorgys Restaurant. Pleasant evening spent meeting everyone at Smorgys with tummies full from a pleasant meal. [needed the walk along the pier to the cars to settle the tummy]

Short drive home checking out the night sights of Geelong before returning to our accommodation for the night.

**Page 5 Sunday 23 rd March.**

Queenscliff today for a drive, did not make it to the parts sale today, lady's wanted to check out some markets around the area but they were on the next day due to the holiday weekend so on to Queenscliff via Barwon heads where we enjoyed a nice feed of fish by the seaside. Lot of cars in Queenscliff moving through the town making it interesting spotting the P76 cars, nice to see good cars around Queenscliff.

Back to Riverglen Holiday park to pack and say good bye for our departure to Ballarat to see our Daughter, Cars running very well and the muffler putty is still holding up to the 100 km/ph speed when arrived at Ballarat.

**Monday 24 th March**

Cootamundra today via Bendigo, Echuca, Narrandera and on to Cootamundra by 7.30 pm. A lot of traffic between Bendigo and Echuca but not a P76 to be seen making us feel privileged to be the only ones in the area at that time. The cars went 100% on the return trip home except Josh's car blew holes in the mufflers making it sound very loud. Both P76 V/8's engines did not miss a beat both ways, [cant say that about the lights, but working fine now] Summing up I would like to thank the Victoria P76 Club for a very pleasant Easter stay at the National meet for 2008.

**And yes Manifold repairs** made it home with not a sound coming from the connection made with muffler putty.

.....Fred.....

**Repairs in the park**

**lucky gold winner**

**Some country p76 club members on g/o/road**



**P76 members enjoying sat night on the pier**



## GWENS EMAIL MESSAGE FROM JUGIONG RUN. FEB 08.

Driving the Targa for the first time since Michael died was a big thing for me. It went really well and still does boogey along. Great to see the P76 owners from Canberra. I will leave Damien to write the story. As you can see none of the P76's were the same colour and all models except the Force 7 were represented. A great day was had by all and it really was great to have the targa out again. Gwen



### Trip to Wagga Wagga Sunday 27/04. Country P76 Club.

Attending today's outing in our P76 cars !! Ray- Sharon, Susan- Jim, Fred- June, Eddie- Leonie, and all children. Today let the rain come down with the markets we were to visit making the stalls pack up early so no markets today for us. Lady's went shopping while the men and Leonie headed for the local recycle depot to see if we could find any bargains, yes it rained all the time we where there. Few bargains for Eddie and Jim I could not find any P76 parts so nothing for me. Meet up with the lady's and lunch at Golden Seasons Restaurant Meeting the Douglas family there. Sharon's daughters / Husbands Family also joined us at the Restaurant for lunch making a large group. Still raining all day while we were in Wagga Wagga, very welcome relief from the dry weather we have been experiencing most of this year. Yes the windscreen on my P leaked not used mostly on rainy days. [wipers forgot what rain is like] Headed home to Cootamundra and Temora after a pleasant outing and meal with friends and family members of the Country P76 Club. Cars today Eddie and Leonie in their crystal white 6 cyl. Ray Sharon and family corinthian Blue V/8. Fred and June Bold as brass V/8. Jim and Susan family in Josh's V/8 Grey under coat paintwork, white roof, coming along well as a corinthian blue one day maybe this year, Josh has the paint ready to apply soon as weather is warmer. ....Happy P76 Motoring.... Fred....

### Time for a joke

Isn't old age great

If my body were a car ...

If my body were a car, this is the time I would be thinking about trading it in for a newer model...I've got bumps and dents and scratches in my finish and my paint job is getting a little dull... but that's not the worst of it: My headlights are out of focus and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My white walls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently. But here's the worst of it -- *Almost every time I sneeze, cough or sputter...either my radiator leaks or my exhaust backfires... ..*



Last weekend I needed to rebuild my drum brakes on the back of my P76. I found reading the book that I needed to make sure I had matched up the rear brake adjusting nut/bolt correctly other wise the Handbrake mechanism would undo the brakes.

If you follow the information in the Leyland manual you will be setting it up incorrectly. They say the nut either has a scribe ring around it or it does not. The Gregory's manual is a little better. The text information is quite difficult to follow.

The brakes on the car had been played with, before I bought the car and I needed find replacement bits to have them working before I could go back on the road.

After fitting as indicated by the BIBLE (Leyland manual) I checked out the mechanism functionality only to find it was undoing. I consulted with Neville, where he verified the mistake by visually inspecting another setup.

So please be careful when putting the brake pieces back. You will also going to take your brake shoes to a specialist for re bonding as they are unable to be purchase over the counter in some auto stores.

On the web site read the offending articles in the Technical area under brakes.

<http://leylandp76.com/technical/tech-brakes.html>

### Caution

Please note an error in the Leyland workshop manual Braking system R21 there is a caution note.

I have found that the nut does not have a scribe mark around it to be the Left side not the right side as the book indicates

### Brake linings for P76

Needing spares then Hal has helped you with some information

They are E1164SA linings and fit Austin 1800 / Tasman some Falcon and all brake outlets will be able to supply. .... Hal.....

### more from Adrian's emails ..

Hi there, I have for sale a complete 4.4 ltr V8 with 4spd box in running condition.

Has extractors and 350 holley. Connect a battery and she fires up!

We got it for a hilux conversion that never became! Opted for a V6 commodore instead!

Can i post a for sale ad on your web site?

I may consider seperating engine from gearbox etc, as freight can be expensive for the whole thing! Cheers Steve ph - 0419737632 between 0000-00-00 and 9999-99-99





## SERVICE BULLETIN

### TECHNICAL

C 9/74

P.S. 8

P.O. 9

3.6.1974

Sighted by

#### STARTER MOTOR

P76-V8-E6

MARINA 262

#### FIRST PRODUCTION

To overcome problems of starter pinion meshing with ring gears fitted to all versions of automatic and manual transmission models, it has been necessary to fit special pinion drive end brackets which were machined to provide an offset of .025" at the register. This offset has been termed "eccentric", enabling the pinion to be moved closer to the ring gear.

#### LATE PRODUCTION

A larger ring gear and concentric starter motor pinion drive end bracket has been fitted to all automatic transmission models and the manual transmission models of the E6. The V8 manual transmission models have not yet been changed. Dealers will be notified in the near future when the change is introduced.

#### IDENTIFICATION

A large triangle has been etched on the outer surface of the pinion drive end bracket adjacent to the solenoid mounting. The concentric type is unidentified.

The charts following show the commencing engine numbers applicable to the changes and the associated part numbers. The I.D. of the oversize ring gear used with the concentric pinion drive end starter bracket is unchanged and can be fitted to any flywheel.



C 9/74

PARTS AVAILABILITY

1. Both early and late type ring gears will continue to be supplied.  
Part NOS. AID.3074 and AID.3192.
2. Only the late type flywheel and ring gear assembly will be supplied when current stocks are exhausted.  
V8 - Part No. AYD.3209 E6 - Part No. AYB.517
3. Both early and late type converter drive plates will continue to be supplied.  
\* V8 & E6 - First type - Part No. AID.3000  
V8 Late type - Part No. AYD.3208  
E6 Late type - Part No. AYB.3436
4. Only the concentric type pinion end drive brackets will be available after current stocks are exhausted.  
V8 - Part No. 62251412  
E6 - Part No. 62251458

\*NOTE: For E6 only - First type will be supplied under Part No. AYB.3405

## AUTOMATIC TRANSMISSION

C 9/74

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Converter Drive Plate No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas		
P76 V8 & E6	AYD.9007	62925074	Eccentric	62251444	First Production	AYD.3068 <i>1 1/8 dia.</i>
V8 Only	AYD.9332	62925078	Concentric	62251412	4400 - 5627 4404 - 2509 4408 - 1152 4412 - 1354	AYD.3208 <i>1 1/8 dia.</i>
P76 E6 Only	AYB.9382	62925079	Concentric	62251458	2600 - 3975	AYB.3436
MARINA 262	AYB.9382	62925079	*Concentric	62251458	First Production	**AYD.3068
	AYB.9327	62925081	Eccentric	62251492	2620 - 1519	AYD.3068
	AYB.9382	62925079	Concentric	62251458	2620 - 2146	AYB.3436

\* USED PENDING INTRODUCTION OF ECCENTRIC BRACKET.

\*\* SEE NOTE 3 UNDER "PARTS AVAILABILITY" - PAGE 2.

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C 9/74

## MANUAL TRANSMISSION

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Flywheel Part No.	Ring Gear Part No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas			
V8	AYD.9007	62925074	Eccentric	62251444	First Production	AYD.3072	AYD.3074
V8			*Concentric			AYD.3209	AYD.3192
P76-E6	AYD.9007	62925074	Eccentric	62251444	First Production	AYB.438	AYD.3074
P76-E6	AYB.9382	62925079	Concentric	62251458	3 Speed-2601-3012 4 Speed-2603-1977	AYB.517	AYD.3192
MARINA 262	AYB.9382	62925079	**Concentric	62251458	First Production	AYB.438	AYD.3074
	AYB.9327	62925081	Eccentric	62251492	2621 - 1191	AYB.438	AYD.3074
	AYB.9382	62925079	Concentric	62251458	2621 - 2725	AYB.517	AYD.3192

\* DETAILS TO BE ADVISED WHEN INTRODUCED.

\*\* USED PENDING INTRODUCTION OF ECCENTRIC BRACKET.

Page 4 of 4

LEYLAND AUSTRALIA  
SERVICE DEPARTMENT

AUTOMATIC TRANSMISSION

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Converter Drive Plate No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas		
P76 V8 & E6	AYD.9007	62925074	Eccentric	62251444	First Production	1' 1 1/8" DIA AYD.3068
V8 Only	AYD.9332	62925078	Concentric	62251412	4400 - 5627 4404 - 2509 4408 - 1152 4412 - 1354	AYD.3208 1' 1 1/8" DIA
P76 E6 Only	AYB.9382	62925079	Concentric	62251458	2600 - 3975	AYB.3436 1' 1 1/8" DIA

MANUAL TRANSMISSION

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Flywheel Part No.	Ring Gear Part No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas			
V8	AYD.9007	62925074	Eccentric	62251444	First Production	AYD.3072	AYD.3074 1' 1 1/8" DIA
V8			*Concentric			AYD.3209	AYD.3192 1' 1 1/8" DIA
P76-E6	AYD.9007	62925074	Eccentric	62251444	First Production	AYB.438	AYD.3074 1' 1 1/8" DIA
P76-E6	AYB.9382	62925079	Concentric	62251458	3 Speed-2601-3012 4 Speed-2603-1977	AYB.517	AYD.3192 1' 1 1/8" DIA

STARTER MOTOR & RING GEAR/DRIVE PLATE COMBINATIONS FOR P76 VEHICLES.

This subject has been covered in the past, however, there still appears confusion on which starter motor mates with which ring gear/drive plate.

Due to a starter motor pinion meshing problem with ring gears, from first production the starter motor end brackets were machined to provide a .025" offset at the register. This offset has been termed "eccentric" enabling the pinion to be moved closer to the ring gear. A larger ring gear and concentric" starter motor pinion drive end bracket was introduced into later production vehicles as a running change..

To identify the eccentric starter motor a triangle has been etched on the outer surface of the pinion drive end bracket adjacent to the solenoid mounting. The diameter of the ring gear that mates with this starter motor is 1'1 1/16".

The concentric type starter motor mates with the larger later production ring gear which has a diameter of 1'1 1/8".

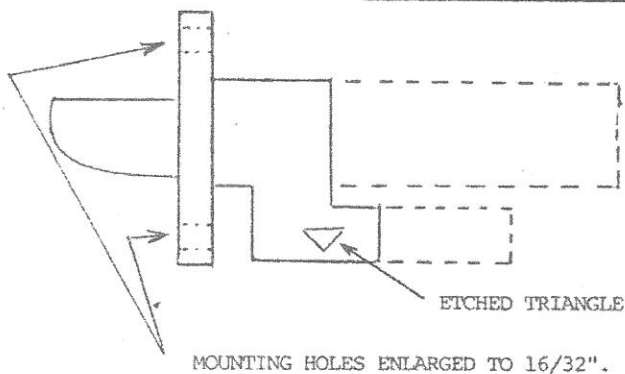
The attached chart indicates when the larger ring gears and concentric starter motors were introduced into production, however, now with the age of the P.76 it cannot be assumed that the original ring gear and starter motor is still fitted. It does not matter if the ring gear is the smaller early production or the larger later production component providing it is matched with the correctly mating starter motor.

The correct combination of starter motor ring gear will ensure satisfactory service with acceptable noise level. The unmatched combinations however will still operate.

HAPPY MOTORING

TONY DE LUCA

ECCENTRIC END BRACKET.





## A word from Member, Norm Julian

Hello Peoples.

Just a short note to see if you and anyone else from our club would be interested in maybe a club run to a central point for both of us and catch up with things. Marea and myself would like to go for a run and maybe also meet members we have not met before.

We could possibly meet at Cowra and have lunch in a park. What are your thoughts on this? Sorry we did not get to talk much at easter, Fred but you how it is to get around and see everyone. Not enough time in a day. I hope everyone is well and hope to hear back soon. Norm Julian.



---

### From Steve Maher President NSW Club

The first meeting proved to be quite fruitful with many suggestions on venues ranging from Hunter Valley to Bathurst, Richmond, South Coast and Southern Highlands. The Committee meets again in 2 months and members will table their findings on all possible venues. A short list will be made and then as a group we will go and check them out individually. One thing that did come up is that 2013 will be the 40th Anniversary of the P76. Everyone should consider the the following:

A). Should there be a Nationals to coincide with the anniversary?

B). If so Should there be a 3 year gap from 2010 till the 2013 Nationals or should we hold one in between in 2011? If we are going to have one in 2011 a decision should be made fairly soon - at least before Easter 2009.

Give this some serious thought everyone.



## A word from Julian

Hello Peoples

Just a short note to see if you are interested in maybe a club run to a central up with things. Mares and myself would like to go for a and maybe also meet members we have not met before. We could possibly meet at Cowra and have lunch in a park. What are your thoughts on this? Sorry we did not get to talk much at Easter, Fred but you how it is to get around and see everyone. Not enough time in a day. I hope everyone is well and hope to see you soon. Norm Julian.



## From Steve Maher President NSW Club



The first meeting proved on venues ranging from Coast and Southern. It and members will table first will be made and individually. One thing 40th Anniversary of the 976. Every following:  
 A) Should there be a Nationals to coincide with 40th Anniversary?  
 B) If no should there be a 3 year gap from 2010 till the 2012 Nationals or should we hold one in between in 2011? If we are going to have one in 2011 a decision should be made fairly soon - at least before Easter 2009.  
 Give this some serious thought everyone.