

# THE LEYLAND POST

LEYLAND P 76 OWNERS CLUB OF NSW, INC.

JULY, 2003.



NEW MEMBER JIM REID PROUDLY POSES BESIDE HIS P, AND THE LINE-UP OF P'S AND ONE OR TWO RING-INS AT THE BARBEQUE / TECH TIP / SOCIAL DAY AT PHIL AND KERRY'S PLACE ON THE QUEEN'S BIRTHDAY LONG WEEKEND.

-YOUR 2002/2003 COMMITTEE-

President:	Brian Hooper	0422 117422.
Vice-President:	Phil Crowther	02 9628 9121.
Secretary:	Kerry Dale	02 9628 9121.
Treasurer:	Gordon Crowther	02 9872 4916.
Editor:	Phil Crowther	02 9628 9121.
Ordinary Committee Members:	Chris Teschke	02 4620 5015.
	Marty Stockwell	02 9636 5990.
	Eddy Hooper	02 9863 8644.

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IMPORTANT NOTICE:

The General Meetings are held on the FIRST SATURDAY of every SECOND MONTH, at the TOONGABBIE BOWLING & RECREATION CLUB, at 12 STATION STREET, TOONGABBIE, at 2.30 p.m.

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OTHER NOTICES AND STUFF:

- # Submissions to this Newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.
- # Articles submitted for publication may be mangled and/or edited at the discretion of the Editor, under Committee guidance.
- # Other P 76 Clubs are welcome to reproduce the original material in this newsletter; Mention of our Club as the source would be greatly appreciated.

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DISCLAIMER AND GENERAL RESPONSIBILITY SIDE-STEP THINGY;

No responsibility can be taken by this Club, or its members, or contributors to this newsletter, for any loss, damage, injury, tantrums, terrorism, etc, incurred and/or suffered by any person as a result, actual or imagined, of attempting to use information contained within this or any other newsletter. We provide Tech Tips and other articles for your amusement; You are solely responsible for the consequences of any use made of the information contained within this newsletter. So there!

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EDITOR'S NOTICE.

These Newsletters are composted by the Editor from hand-written material donated by members, and from copies of material from other sources. Most of these Newsletters are suitable for recycling as Garden Compost. The actual percentage of compost varies from issue to issue. Hopefully, most of the articles in these Newsletters will be of some relevance to today's P 76 Owner. I try to avoid doing continuous reprints of media and other articles which some of you will have seen a dozen times before!

HEY, YOU!!! CLUB SECRETARY, OR WHATEVER YOU CALL YOURSELF!!!

PLEASE ADDRESS ALL CORRESPONDENCE TO:

The Editor, Phil Crowther,  
10 Petrie Close,  
Bidwill, 2770.

## -PRESIDENT'S REPORT-

BY BRIAN HOOPER.

More good news!(NOT!). I was looking forwards to seeing some nice photos of my Spanish Olive Super in this edition of our Club's Newsletter but- IT HAS HAPPENED AGAIN!!! The Hooper Curse struck again on the evening of Thursday, 29/05/03, as I was heading along the Cumberland Highway near Wentworthville. I stopped for a red light, and the big blue and silver F250 Ford 4 x 4 behind me decided he didn't want to stop! His bull-bar punched me into the middle of the intersection, and he took off. The result was a huge shunt up the rear of my Super. The chassis is warped, the boot-lid is totally stuffed, and the tow-bar now resides in the place where the boot-lock used to sit! If I wanted to reverse a trailer up a brick wall, the tow-ball is in just the right position! And it was only last weekend that Phil gave me a hand to fit a new timing chain and gears set to the engine! AARGH!

Naturally the Police are doing everything they can to find this guy-they have told me that they should have time to start looking for him about a week from now, or maybe next summer! In the meantime, if anyone sees, or knows the where-abouts of a blue and silver Ford F 250 4 x 4 with the rego plates STO 667, I would greatly appreciate it if you could get in touch with me. All information will be treated with the strictest confidence.

Now, on to lighter matters; I was going to rave on about how a P-76 gives its occupants great protection in the event of a collision, but I think I have already covered that subject, so I'll give a progress report on the recovery of the three unloved P-76's in that paddock at Picton. On the way back from the Canberra meeting, Gordon and I spent a few hours getting the best two of the three P's ready to be towed out, and the following weekend, Chris Teschke and I went back to finish the job. Our friendly local towie, Steve, took the Crystal White Executive and the Spanish Olive Super up to Oberon, and I'm happy to report that neither car had any problems with Ford 4 x 4's along the way! I'll be going back down to Picton in a few weekends' time to pick up the third P, a very sad and rusty Crystal White Deluxe which is in such poor condition, we will be lucky if it doesn't break in half when we winch it onto the trailer!

I had a very close look at the rolling shell Deluxe which Phil, Gordon and I rescued from Jack's place at Wollongong. For a P which has been lying around in back yards for a few years, it is in really good condition. The interior was very neat, trimmed in blue Deluxe vinyl, and the floor mats were still in quite good condition. This P is so straight, Gordon started drooling about how he could rebuild it into a nice show-car! It is always a good thing to find a tidy straight P-body, because we are getting a few enquiries now from ex-P-76 owners who are looking to get themselves another P!

In fact, since the Barbeque day at Phil and Kerry's place on the 7th of June, we've had a few enquiries about the Club, and we are now in the embarrassing position of not having enough good P's for sale to meet the demand! We could probably find new homes for 3 or 4 good straight P-76's with rego, in good condition, and priced between \$1,200 and

\$3,500! Some of our prospective new members are young people, and some are like Phil, getting close to retirement age!

I would like to mention the good work that our former Club President Norm Julian is currently doing in anticipation of the 2005 National Meeting which we will be hosting. Norm is already busy finding sponsors and organising items for our fund-raising raffles, and he has already found a venue which should suit our needs perfectly! Good on you, Norm!

On a final note, it is good to see that so many people are renewing their Club memberships, and I was pleased to be able to meet one of our "new" members, Jim Reid from Blacktown, at the Club barbeque. Don't forget to bring your parts wish-lists to the next Club meeting on Saturday, 2nd of August, so we can plan our next Club bulk parts purchase which is scheduled for late August!

See you at the General Meeting/AGM in August. Happy P-ing till then!  
Brian Hooper.



Here is a photo of a famous Aspen Green Targa parked next to a nearly-famous Hairy-Lime/ Envy Green Force 7 at a BLMC Historical Society Dinner at the Granville RSL, earlier this year.



## TREASURER'S REPORT, THINGY.

I would like to thank those members who have already paid their membership fees for the coming year, and I will hand out the membership cards when I see you at the next meeting; if not I will post them to you. To our valued members who have not yet paid- Don't forget that for only 8 cents per day you get access to new parts at reduced prices, invaluable tech tips from Phil and other sources, the joy of seeing so many other great P 76's at our meetings and barbeques, and the free use of our Club trailer, and many other benefits. All in all, a pretty good deal for the money! So, please send your renewals to me-\$30 for single membership, and \$35 for family membership. You can mail your renewals to me, Gordon Crowther, at 9 SUPPLY STREET, DUNDAS VALLEY, NSW, 2117.

### BROUGHT FORWARD-

CREDIT UNION BALANCE-31/05/03-	\$ 287.70.
CASH BALANCE- 31/05/03-	\$ 564.00.
TOTAL-----	\$ 851.70.

EXPENSES-(TOTAL)-	\$ 133.05.
INCOME- (TOTAL)-	\$ 899.34.

CREDIT UNION BALANCE-30/06/03-	\$ 757.04.
CASH BALANCE- 30/06/03-	\$ 897.00.
TOTAL-----	\$1,644.04.

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Members are reminded that we still have some stocks of the very excellent engine bay decals left, at \$20 per sheet. There are no plans yet to re-run these, so once we've run out, that's it! So, get in quick or you might miss out!

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This happy snappy photo, taken a few months ago, shows the Span-ol Super being winched onto the tilt-tray truck during the rescue of the three P's from the abode of the Evil Tyrant! This P is currently residing at the Oberon Health Farm for neglected P's, and it is anticipated that it will soon undergo extensive cleaning up in preparation for re-registration, to help get another P-nut back into a P!



EXCITING P-PARTS NEWS!!!

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O.K, once again for your entertainment, we present an exciting list of USEFUL PARTS, AND OTHER BITS! Your job is to read this list very carefully, and then pick up your phone, and dial Mr Brian, and tell him which P-bitz you intend to buy! You will do this NOW!!! (Or I will send you photos of various Committee members NUDE)!

Please ring Brian Hooper, to place your order, on (M) 0422 117422, or (H)02 9863 8644.

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Brake pedal rubbers, for "auto" (wide) brake pedals, each.....	\$ 15.
Brake pedal rubbers, for manual vehicles pedals, pair.....	\$ 22.
Thermostat housing gaskets, each.....	\$ 3.
V-8 water pump gaskets, each.....	\$ 4.
Fuel caps, non-locking, unpainted, each.....	\$ 15.
V-8 timing chains, original W-link type, each.....	\$ 40.
V-8 crankshaft thrust washers, two in each set.....	\$ 15.
V-8 oil pump pressure relief valves, each.....	\$ 8.
V-8 mains plus big-end bearing sets, standard size.....	\$ 98.
Radiator support rubbers, sets of four.....	\$ 16.
Bonnet release cables, inner cables, each.....	\$ 22.
Interior dome lights, each.....	\$ 20.
V-8 front pulley hubs, each.....	\$ 55.
V-8 water pump bearings, original style, each.....	\$ 55.
Manual steering intermediate shaft, one only available at this time.....	\$ 65.
V-8 top gaskets sets, only two sets available at this time.....	\$ 95.

Also, don't forget that Brian is still taking orders from members for the parts which we rescued from Jolly Jack, down Woolygong way. If you're interested in any of these parts, please give Brian a ringy on his mobile thingy, on 0422 117422.

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NOW, WE HAVE A P-76 FOR SALE!

I mentioned this P a few months back. It would make a good restoration project for some-one who has a bit of spare time to get it back into proper shape. It is a Bold-as-Brass Deluxe, V-8 four-speed manual, in a partially stripped condition. It is quite straight, but it does have rust in the lower boot floor, along the rear window, and on the bottom of the front guards. The chassis rails and front apron, etc appear to be quite OK. There is some rust in the left front door, which was stripped back for repainting and never got done. I've heard the engine running, and it sounds good. Mechanically, this P is quite OK, and it could be driven home if some-one puts a good battery and a bit of fresh petrol into it. It has an under-dash Mark-4 Air con fitted, and it also comes with a fair load of spare parts, including most of its original brown parchment) interior.

Asking price is \$500 firm.

Contact Ross Monroe on 02 4730 6112, evenings.

## EDITOR'S RAVINGS-PART ONE!

(AND A MINI TECH-TIP, TOO!)

Well, Kerry and I were pleased that we had a good roll-up to the combination General Meeting/Barbeque/ Tech Tip day at our place on Saturday 7th June. We were blessed with lovely weather, and everybody enjoyed a good meal, thanks mainly to the efforts of Kerry, Eddie, and our resident chef, Kerry's son Shayne, who did a great job of cooking various bits of dead animals to feed the hungry hordes. He even missed out on his usual Saturday overtime, just to cook for us! Such dedication! Buy that man a P-76! Anyway, the choice of food was great, and the meal was absolutely yumptious!!!

The parts which we had purchased in Canberra were on display, and we had quite a few sales of these, and two members were in need of reconditioned water pumps, so instead of dealing with front-end wobbles as I had planned to do on that day, I held a workshop for ailing and failing water pumps, and that also generated a bit of income to help rebuild the Club's account. Chris Teschke's Decal sheets continue to be a hot item, with most purchasers very happy with the finished results when the stickers have been applied to engine bays. The Treasurersaurus, Mr Gonky, was kept quite busy taking money off members for most of the day, so we now know that we've hit on the right formula- If we feed you, sell you good cheap parts, give you free Tech Advice and assistance, and wrap all that up in a relaxed social atmosphere, we have lots of happy P-nutz renewing their memberships! How wonderful! The President is quite amused!

Steve Foldhazy is doing some research on the concept of fitting dual-piston calipers to a P-76 front strut. The calipers he is experimenting with are from an older model Jaguar, and it may prove to be a worthwhile modification for those who need improved braking performance. Once again, stay tuned for further developments! Steve is also arranging a tour of the DBA factory. This may take place on the evening of Monday, 11th August, but that date is yet to be confirmed. Please see Steve at the August AGM for final details.

You may have read elsewhere in this Newsletter how Brian had another big bit of bad luck, with his Span-Olive Super getting back-wacked by a hit-and-run merchant driving a big blue and silver Ford F 250, at Wentworthville. To date, there has been no word from the Police about whether they have found the fool responsible-the impression we've gained so far is that they are not too worried about the whole thing! I really hope that this is due to the Police being over-worked. I would certainly hope that the Police would always consider incidents such as this as being worthy of high-priority attention. Stay tuned to this channel for more progress reports-if they happen!

More news about Lemons- At about 7:20 a.m, on the morning of Thursday, 12th June, as I was doing a Blue Mountains mail delivery run, I was listening to the Alan Jones Breakfast show on Radio 2 GB, and Jonesy was talking to the Opposition Leader (?) John Brogden, about the new Millenium Trains. These trains may turn out to be something of a white elephant, due to the fact that they are likely to cause a huge drain on the electrical supply system of the state railways, because they are heavy carriages, and carry a lot of

electrically-operated equipment including air-conditioning, which is all going to impose huge demands on the railway's sub-stations.

Mr Brogden, in his wisdom, referred to these new trains as being "the biggest lemons since the Leyland P-76 was foisted onto the public, etc," That may not be an exact quote, or the exact words, but that's approximately what he said. I thought how wonderfully appropriate it is that just when we're finally earning a measure of respect for our cars because the motoring press and public has finally matured enough to be able to appreciate the merits and degree of innovation that made the P-76 a leader in its time, we have someone, who may have never owned a P-76, or had any experience with one, bagging P's again just to score a few cheap points. I wonder if Mr Brogden himself will be regarded as a classic or an icon in thirty year's time? Maybe we should invite him to have a close look at our cars, and quiz him on his knowledge of things mechanical, just to check that he does know what he's talking about? Or is he just being a typical politician, and parroting catchy phrases to try to sound interesting?

This Editor's rave would be incomplete without a big "Thankyou" to Joe and Sue Green for kindly sending me a copy of the Classic Mob's Newsletter. (At least I presume it was Joe and Sue, as I have been sending copies of our Newsletters to their Taren Point address because I didn't have a separate name or mailing address for their Editor person(s). Once again, Thanks, and please feel free to reprint anything from "The Leyland Post" that you think will be of value or use to your members! Many of our members have recently enjoyed reading newsletters from our interstate and overseas P-brethren, and now we can keep up with the news about P-happenings from the direction of the Shire, too.

In response to a valid point raised by a country member who doesn't often get down to Sydney (Lucky bloke!), I will start doing "round-ups" of the latest news from all of the other P-Clubs, so that our country mates get all the news, too. I will probably place those news items towards the rear of our Newsletter, and when-ever space and time permits, I'll try to reprint details of all P-76's and parts which are listed for sale in the other Newsletters. That way, everybody will have a fair and equal chance to enquire / inspect / purchase any interesting P's which come onto the market.

Now, with a little bit of luck, and some kind assistance from people who know their way around computers much better than I do, the next Club newsletter should be in colour! Having said that, I have no doubt that my compyooty will chuck a mega-sulk sometime in the next three weeks, just to make me look silly (again).

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HOT NEWS!

Eddie just asked me this riddle-

What's the difference between erotic and kinky?

Answer- Erotic is using a feather, and kinky is using the whole chook!

(I really don't get it-if you think you do, send me a written explanation, and you might win a prize- maybe the whole chook!).

## -COMING EVENTS, AND OTHER STUFF-

SATURDAY, 2nd AUGUST - 2:30 pm.

GENERAL MEETING AT TOONGABBIE SPORTS AND RECREATION CLUB,  
FOLLOWED BY THE ANNUAL GENERAL MEETING.

MONDAY, 10th AUGUST - (EVENING).

INSPECTION OF DISC BRAKES AUSTRALIA FACTORY.

CONTACT STEVE FOLDHAZY FOR DETAILS AND TO BOOK YOUR PLACE,  
ON 02 9680 4648.

SUNDAY, 17th AUGUST - FROM 11:00 AM.

BMC LEYLAND AUSTRALIA HERITAGE GROUP DINNER -  
PLEASE CONTACT

ROGER FOY, ON 02 9449 15242, OR

BRUCE ELSON ON 02 9489 4228. FOR ALL ENQUIRIES, AND/OR TO BOOK A  
SEAT FOR THE DINNER. THE COST IS \$25 PER PERSON.

PLEASE NOTE THAT THESE EVENTS ARE WELL PATRONISED, AND LATE  
COMERS MAY MISS OUT ON A SEAT, AS THE FUNCTION ROOM CAN ONLY  
ACCOMMODATE ABOUT 110 PERSONS.

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-A QUICK QUIZ FOR SERIOUSLY-BORED P-NUTZ-

(YOU MIGHT WIN A CHEAP PRIZE, IF WE FEEL GENEROUS!)

Q1-What other popular small sedan sold in Australia at roughly the same time as the P,  
had a rear axle suspension almost identical to the P?

Q2-If you lost a nut off your rear lower shock mounting bolt, what type of nut could you  
use in its place to hold the bottom of the shock in place?

Q3-Where on a totally standard V-8 engine could you find a left-hand thread?

Q4-What is the purpose or function of that small blue/white cable that is joined to the  
high beams wire at the fuse-box?

Q5-What does the black trace on the green wire for the screen washers signify?

Q6-In a V-8 distributor, in which direction does the rotor button turn?

Q7-How many CFM (cubic feet per minute) is the standard Stromberg carburetor rated at?

Q8-How many turns lock-to-lock does a P-76 steering wheel do with a manual steering  
rack?

Q9-Now you've lost the nut off one of your front control arm ball-joints. From where else  
on your P can you borrow a nut of the correct thread to get you home safely?

### MINI TECH-TIP TIME!

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A recent phone call from a country member had me diving into my incomplete files of old newsletters looking for an answer to an annoying P-problem; Flickering (or dead) fuel-gauge needles! If you've ever pulled a sensor out of a P-76 fuel tank, you'll know that the fuel sensor has a little pivoting arm thingy, which is connected to a little plastic float thingy. As the level of fuel in the tank changes, the little float thingy rises and falls, moving a little spring-loaded contact across the face of a resistor winding which is mounted in the sensor body, causing a change in the amount of current/voltage flowing through the fuel gauge, and this makes the fuel gauge needle move up or down.

In most cases, the needle flickers because the little spring-loaded contact on the pivoting arm thingy fails to make contact with the resistor windings right across its full range of travel or movement, and when it breaks contact, an open circuit results, and the fuel gauge needle then goes berko. This can happen a lot when the tank is only about half-full, and the vehicle corners quickly, because the fuel tends to slosh from side to side.

Try this quick test:

- 1-Get a helper to turn the ignition key to the "on" position, and watch the fuel gauge.
- 2-Get under your P and disconnect the green wire from the fuel tank sensor unit.
- 3-Firmly earth the terminal of that wire to the vehicle's chassis.
- 4- Get your helper to watch the fuel gauge needle and tell you what it does.
- 5-The fuel gauge needle should move right to the top end of the dial.
- 6-Remove the green wire from earth contact, and the needle should move right back to the left, (bottom) end of the dial.

If the needle doesn't move at all when the green wire is earthed to the vehicle's chassis, then you may have a dead fuel gauge. It is also quite possible that the green wire has become unplugged, if any heavy objects have been moving around in the upper portion of the boot, so check under the carpet at the front of the upper boot floor to make sure that the green wire is still firmly plugged into the sleeve connector. The power to operate the fuel and temperature gauges comes direct from the terminal on the back of the ignition switch. Both gauges are designed to work in a series circuit; that is to say that the power flows through each gauge, and goes to earth via the respective sensors. The temperature sensor is mercury-filled (so I've been told), and the fuel sensor, as already mentioned, uses a swinging arm and contact to vary the resistance of the current going to earth, to make the fuel gauge give different readings. If the fuse for the brake lights/ignition controlled functions has blown, you will probably have dead temperature and fuel gauges as well as a lack of brake lights.

I have found that a quick fix for flickering fuel gauge needles is to carefully dismantle the sensor, and bend the little springy contact arm thingy to put it under more tension, so that it presses more firmly against the resistance wiring coil thingy. Then carefully re-assemble the sensor, making sure that the little springy thingy is correctly located on the swingy arm contact thingy-If all this is getting too technical for you-Buy a Toyota!