

P₇₆
Penzed

GR1395

HA4915

HB4302

HC54

HD4569

HJ894

HK5153

HN4750



Of plates and planes



September 2007

Penzed is published bi-monthly during the first week of every odd month.

Deadline: If you want it in PENZED, send it to The Editor, P O Box 18, Masterton 5840, as soon as it's ready. No more deadlines. PENZED is a live (but often late) developing document.

Contributions: Are welcome (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions. PLEASE

Advertising: *Is even more welcomed.*
Rates \$\$\$ Negotiable \$\$\$

National Committee:

President:	Rob Jones 88 Harley Street Masterton or PO Box 18 Masterton 5840 or Phone 06 370 2313 or E-mail leylandp@paradise.net.nz
Vice President	Murray Hatchard P O Box 11 131 Sockburn, Christchurch 8443 Phone 03 347 6768 E-mail golfnut2@slingshot.co.nz
Secretary:	Philip Meyer PO Box 38 Pukekohe 2340 E-mail pameyer@ps.gen.nz
Treasurer:	Mike King 178 Hereford Road RD 3 Oropi, Tauranga 3173 Phone 07 543 4478 E-mail mike_annette@ihug.co.nz
Publicity Officer:	Edward Tubman 20 Rodney St Hamilton Phone 07 847 9116 E-mail edt@xtra.co.nz

Disclaimer:

NZ Leyland P76 Owners Club Incorporated, its Committee and Authors accept no responsibility for any loss or damage to equipment resulting from articles published in this magazine.

Editorial Policy:

Other clubs are welcome to copy original material from PENZED and we would appreciate acknowledgment of the source. Where we have borrowed from elsewhere, permission from the original source must be obtained.

Parts Stocks: E mail the Southern Parts Manager at don.alexander@clear.net.nz

	Parts Manager	Deliver to / Dispatch From	Telephone	Best Time
Northern	Mike King	178 Hereford Rd RD 3 Tauranga	Ph 07 543 4478 Fax 07 543 4578	7:00pm - 9:00pm
Central	Paul Heath	10 Davis Grove, Wainuiomata	Ph 04 972 7192	7:30pm - 9:00pm
Southern	Don Alexander	12 Seamount Tce Christchurch 8081	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

P76, anything but average

Penzed for September 2007

You will be pleased to know that Penzed production has at least started during September, and not the last day of the month like last time. Firstly I must make right some of the little errors that slipped in last time.

The Lost Tour or Centre Island meeting is on November 2 to 5 2007. Should you turn up there next year you can no longer blame me. You can still turn up this year if you'd like to.

The cover of Penzed will be around the right way this time.

Neither Merv nor Jim has complained about me calling them old so it must be true.

I noticed it was in fact only a few years back that we did an item on P76 colours so sorry if you found it repetitive. It may happen again with something else.

The item on the P76 powered plane has brought forth a couple other stories of planes, as you will see later and you may recall my asking for your help with Allan Caple's project on P76 registrations. Well these two items form a large part of this issue.

I also include some tech tips from ACT Nov 01, South Australia 11/04 and 8/07. All of these originated a long time ago but are worth knowing. Thank you Aussie Clubs. If space permits there may be a very special car taken from the 9/07 NSW CCC magazine as well...or maybe next time.

Things are on the move here, especially Abby as she can now crawl really fast and seems to have a fascination with the dishwasher! Kiddie locks to the fore. Our new 3 bay garage is coming ever closer as we frantically try to remove the old gardens and concrete pool surround so the hole can be back filled and compacted. The pool was largely filled with wood chip and we are also trying to salvage as much of that as we can. No point in it going to the tip is there.

But it has to be said, Abby is developing quicker than the garage and it is fun to watch, less so to clean up some times, but great all the same. She is little red headed gem even if she does restrict my daytime typing hours some times. She is Daddies little doofus for sure.

Our Nissan got hit from the side with Abby and I in it but we were ok. Shame about the car. We just got it back from the panel beaters today and we are impressed. Looks better than new but then with over 200,000km on the clock with a new door and some new paint it should!

And the P76 is off to the panel shop again. It's top secret repair work as always.

This issues happy birthday wish goes to Abigail Jones who turns 1 on October 2 and Alec Reid who turns 80 on October 21. See Alec, nothing is secret and I run into all sorts of people who tell me these things, but it wasn't your sister. Have a very happy birthday old mate.

I don't have records of member's birthdays to hand, it's just that some are known to me and I believe in their acknowledgement. It's always nice to get a birthday wish out of the blue.

I hope enjoy the above items and the other bits included in this issue. There are always other bits!

Club Web Site www.leylandp76club.org.nz

Patrick Harlow, the volunteer who has brought the site up to date now wishes to make it bigger and more informative. To start with he would like YOU to supply him with details and a couple of photographs of your P76 along the following lines.

Model, specifications, extras, engine details and a couple of paragraph's on how you came to own it and the photos of course. These ideally should be emailed to Patrick at Patrick.harlow@clear.net.nz

So let's get Patrick working and get us on the web. Digital event reports could also be sent into Patrick but remember please, as Patrick is new to the Club he will need people to be identified, as he won't know who they are.

Patrick let me know who gets in first and we will put together a small reward package for them.

Rob Jones.

Club Windscreen Labels

These have been reprinted as discussed at the last AGM and will be included with this copy of Penzed. Please replace the ones on your car/s as they have our old address on them. Wherever I know there to be more than one car in the stable I will supply one for each, however, if I miss you put please just contact me, Rob Jones as on page 2 and I will supply the extra labels required.

Our thanks go to Lance Wagstaff for arranging the printing of these labels.

Please remember to replace the existing labels promptly.

Cars and Parts for Sale

Leyland P76 Executive GQ9988 in Spanish Olive. This car has been stored since 2001, the registration being on exemption. It comes with a separate good motor ready for installation after some engine bay panel work. A parts car, Super GW6606 is the engine donor and goes with the Executive as a parts car. Both cars are complete and there are some spares as well like a windscreen and LPG installation.

This is a project no longer required by recently ex member Rodger McCaw from Oamaru who is asking \$1500 for the lot. Sounds reasonable. For more information contact Rodger on 03 434 9537 or email Info@federationhouse.co.nz

1983 Rover SD1 Series 2 Rolling chassis, no motor, factory alloys, power steering, factory sun roof, tidy upholstery, diff is poked. Open to offers around \$300. Call Mike King on 07 543 4478 or mobile 027 544 0815...note, this is a new mobile number for Mike.

Club Parts Stocks See page 2 for details of where you can source either the parts or information on their supply for your car. We all know of other members who have large stocks of parts and they are happy to help out. Most of us have had more than one P76! Need a new wotsit or just a small piece of trim to complete the look.

Call your nearest parts person and tidy up your P76 in time for the summer shows and AGM.

The following is offered for sale through Andrew Larsen in New Plymouth on Ph 06 754 4942 on behalf of the vendor. Please contact Andrew to for any further details you need to know.

P76 parts: 4 complete cars worth of parts and 1 rolling chassis (most rust removed and new metal welded in) This includes 4 x V8 engines, 1 of which has a worked cam, extractors, new lifters etc. Work carried out by Ross Calgher. 1 dismantled engine, 3 V8 auto gearboxes, 1 Celica 5 spd gearbox with modified bellhousing for P76, 5 diffs, dashboards, 10 front strut assemblies, steel rims and 1 set of Falcon mags that fit P76, 5 sets of glass, 2 complete LPG kits including tanks for P76, radiators and a myriad of trim and other bits too numerous to list.

The vendor wants to sell for \$5000 the lot and is not keen to split. Contact Andrew as above.

Parts Wanted

Phil Scott (member) of Albany up North wants to outfit his car with power steering. He is looking for any parts, or whole system that might be for sale, or advice on an alternative. If you have any parts or know of an alternative system he could use please contact Phil on 09 415 3378 or 027 493 6248. He still eagerly awaits your call.

Local Group Activities

Northern Group

Another Summons has been issued to greater Auckland members to attend the October monthly meeting at a new venue:

Auckland Car Club 44 Stoddard Road Mt Roskill on October 4 at 7.30 p.m.

It is hoped this will become the regular haunt of the group but watch this space in the next few issues just in case. It is your comfort and convenience Philip is thinking of.

Topics for discussion at the last meeting included organising a wreckathon at the Clyde Walters collection. He has too many cars! Attendance on "The Lost Tour" and the 2009 AGM at Waiheke Island. It appears further investigation has put this back on the agenda in a strongly supported position. It would certainly be an interesting place to visit. They will keep us informed of progress. Good luck guys.

Central Group

The Feathers on Featherston Street in Wellington will see us in attendance on

October 2 November 6 December TBA

Everyone is welcome to join us for food, beverage and P talk. With all our new members these meetings are becoming a lot more fun!

There are a few event notices arriving now so look below for your next fun day/weekend in your P76. Remember, if it appears in here YOU are invited.

Should this make it to you by the end of September come to the Wairarapa and witness:

CARTERTHON To be held at the Clareville Showgrounds over September 29 & 30 there will over 100 years of motoring on display, starting with a 1905 Star and finishing? All comers from Veteran, Vintage, Classic, Racing, Hotrod and Rescue and probably some others will be on display. There will also be 3 P76' on display. Watch for Rob, Paul and Philip's cars displayed in some typical P76 poses.

The MTA 90 Year Celebrations parade and display on October 13 2007.

The parade starts from Manfield Park at 10.30 a.m. and proceeds to Manchester Square in Feilding where there will be live entertainment and plenty of people wanting to look at your pride and joy. There will be public choice voting over a range of categories giving you the opportunity to win some fantastic prizes. Members not displaying their cars should come along to see the amazing display of all sorts of vehicles that are sure to be there.

Members' cars on display will be Merv, Bryan, Ron and Trevor's. A colourful assortment of P76's.

Sunbeam Club run to Lake Ferry The 28th running of this event for all comers is on December 8. Gather at The Fell Museum in Featherston at 11.00 a.m. for a relaxed day of classic motoring out to Lake Ferry. For information contact Bryan Atkins on Ph/Fax 04 562 7427. A great day out.

British Car Day The 22nd BCD is on at Trentham Memorial Park, Upper Hutt, on February 17 2008. Entry via Barton Rd off Fergusson Drive, 10 a.m. until 3.00 p.m. \$5 per British car entry fee. Let's do even better than last year, the cars are out there, they only need to be here on the day. Nine cars is the aim for 2008.

For information contact Rob Jones as per page 2 of Penzed.

Charity Classic Motor Show The 3rd of these shows conflicts with our national AGM, however if you can't make Reefton try for Wanganui. We have always been there before. Go to the Wanganui City College grounds on March 16 2008 10 a.m. until 3.00 p.m. For information contact Ken Pfeffer on 06 348 5508 AH or email pfefshoes@xtra.co.nz

Southern Group

They are still active as the following event report shows. For the next adventure with the Southern Group, contact that great Leyland man, Fleming Biddick on 03 322 9397 and he will put you in the picture and the driving seat.

This brief report shows the level of group support is still strong with seven P76's and 1 modern carrying sixteen people on a trip organised by Fleming from the meeting point in Halswell, through Little River and onto the Hilltop on Banks Peninsula. This provided us with a spectacular view of the Akaroa Harbour while we all enjoyed "high lunch" being as we were at the Hilltop.

Fleming and Betty recently visited Reefton, the venue for the 2008 AGM. They are pleased to report that everything is in hand and all arrangements made for accommodation etc. Frank and Robyn Waghorn will be our able hosts over the weekend as they are the local members and know the area very well. No, we are not staying at their house!

We anticipate a great turnout for the AGM given the opportunities it offers for holidaying in some of our most beautiful country. Please mark your calendars straight after filling out the registration form. You must register to allow for complete and accurate planning to be undertaken, so go for it.

Inter Group Activities

The Centre Island Meeting November 2 to 5 2007

We shall call this one "The Lost Tour" for reasons that will become obvious. Starting on Friday Nov 2 at Stratford we proceed North along the Lost Highway to Taumarunui. Previously we have only done this North/South so we are going the other way. From Taumarunui we drive to Ohakune where we stay Saturday night. This will give us somewhere new to stay and shave 50/60 km's of Sunday's journey. On Sunday, after buying your picnic lunch we head out to Pipiriki and turn left (South) to drive the Whanganui River Road through such legendary places as Jerusalem and Upokongaro, arriving in Wanganui for a leisurely stay on the Sunday evening.

Accommodation for the three nights was set out in the last Penzed if you haven't booked yet.

In brief we are staying at the following places on the dates shown. Friday night Nov 2 is in Stratford at Antonio Mews. Saturday night Nov 3 is in Ohakune at The Peaks Motor Lodge. Sunday night Nov 4 is in Wanganui at B-K's Magnolia Motor Lodge. B-K's is the motel under the most strain at time of writing so book early if you are staying in Wanganui on the Sunday night. These motels have been selected on the basis that they should be able to take the participants expected to make the run.

Meet in Stratford on the Friday for Social Hours and we will take it from there. Any questions phone Rob Jones. Mobile while on the road is 027 4404 376.

The following description of the Whanganui River Road was sent to me by one of our participants.

It describes the road as travelling through some of the most rugged and majestic scenery in NZ, following native bush clad hills and farmland through the many valleys of the Whanganui National Park. Through scenery dreams are made of and communities long forgotten by modern society. Here traffic may be a family of piglets wandering across the road, rush hour is 3 vehicles within 30 minutes (boy are they in for a shock!) and delays are caused by people stopping for a chat. NOTE: watch for stock and people.

While much of this backcountry byway is being upgraded to a sealed surface the road remains windy and narrow thus allowing for quite travel and enjoyment of the natural beauty and historic features of the area.

We will stop whenever the view/attraction requires. A slow trip with lots of stops is anticipated. Essential items are a camera, sun hat and sensible footwear. Not high heels!

Are you and your car up for the challenge of some backcountry driving? Eight of us are so far.

Picnic Lunch DO NOT FORGET THIS you have been warned. Simple lunches are available from The Highlander Bakery in Ohakune. This opens at 5.00 a.m. Eunice assures me they do the best filled rolls for miles around, and they do other things as well. And there is NOWHERE to get lunch on the road once we have left Ohakune, and if there is we aren't stopping there anyway, so she must be telling the truth.

Petrol/Diesel. Fill up upon arrival in Ohakune before leaving the next day. The distance to travel belies the amount of fuel you WILL use. You have been warned. Fill up on Saturday evening.

When you make your motel bookings TELL THEM YOU ARE WITH THE LEYLAND P76 CLUB. There is another rally on in the area and we don't want to get confused with them/ double booked etc. I've already had a query from one motel. It's still not too late to book.

Have fun in your Leyland, Land Rover, Jaguar, Toyota or whatever you decide to ride.

NZ National AGM 2008 in Reefton March 14 to 16 2008

We again include the official registration form on the back page of Penzed, just in white this time, but in time for you to complete and send onto Fleming as shown on the form. The invitation follows, correctly suggesting that it will be a very festive occasion. Australian P76 Club members are welcome to experience Reefton if they wish, just fill out the form like us.

Not only will it be festive but it will be entertaining and educational I'm sure. There are limitless attractions all through the area. Just getting there is a wonderful trip especially if you come in from one side and go out the other. It doesn't really matter which way round you do it.

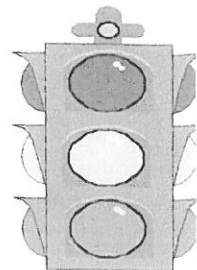
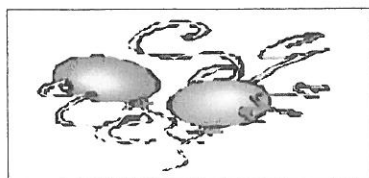
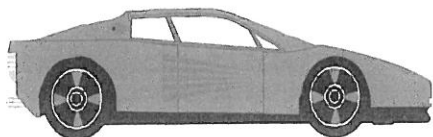
But there is a real need for you to register as soon as you know you are making the journey to allow for the large amount of planning that goes into these events. The AGM takes care of itself pretty much. It's your entertainment and enjoyment that requires the work beforehand and to pull that off well they need confirmed numbers. That is from both North and South Island members so please submit your registration form promptly. Yes it is true the President's is still sitting on his desk but that's no reason for you to be as slow as me! We will be there.

National Rally in Geelong, Victoria, Australia over Easter 2008.

That is March 20 to 24 2008. Registration details were in the March Penzed but it is never too late. You won't be alone as at least 9 Kiwi's are registered to my knowledge. You will see Leyland's that you never thought could exist, such is the standard of many of the Victorian and other Australian cars. Not to mention some of the modified beasts they have built over there. If you have mislaid your Penzed contact me, Rob Jones for details of this event.

Some cars at Ferrymead during the 1999 Southern Group AGM.





*You are invited to
Attend the Annual Conference & Rally of the
Leyland P76 Owner's Club of New Zealand
At
Reefton
On the 14th-16th March, 2008*



*The Canterbury Branch would like to welcome
All Owner's & Visitors to this upcoming event.*

An indication of possible numbers would be appreciated as soon as possible to allow a program to be put together.

Anyone requiring further information please contact

Fleming Biddick

Phone: (03) 322-9397 (027) 4690955

Email: betty.fleming@inet.net.nz

Of plates...

The New Zealand Leyland P76 Register

During the 2006 AGM, an idea was floated of setting up a register of all P76 vehicles built or imported into New Zealand. Shortly after, I volunteered my services to help get the register up and running.

Rob supplied me with a list dated 1998 of 844 registration numbers. A large number of these had a name, address and sometimes a phone number but, due to the intervening 8 years, a lot of the details have now changed. Unfortunately the list did not show vehicle details and, in some cases, there were no details at all. I have subsequently re-printed the list and updated some of the details but the list is very definitely a work-in-progress.

A request was made to LTSA to obtain a more recent accurate listing but, unfortunately, they were unable to produce it in a format similar to the one we already had. All they could give us was make, model, and engine size, colour and year of manufacture. However, what we did get from LTSA was that there are currently only 46 Leyland's licensed and a further 106 that are on licensing exemption at that point.

An act of simple arithmetic tells us that, in 32 years, approximately 692 P76 cars have disappeared from the motor registration system. That makes 21.6 vehicles per year or one every 2.4 weeks. If the decline of numbers continued at the same rate, in 7½ years there will be no road-licensed Leyland's left in the country if it weren't for those of us dedicated to their preservation. If that isn't a scary thought, I don't know what is.

Apart from the figures I have quoted, two other things stand out as a reminder of how many Leyland's are no more. The first is the number of Leyland V8 motors that have been fitted into other vehicles, boats etc. I know of one person in Warkworth who has six motors sitting the shed. The other is a story I heard a few months ago. I became aware that there was a Leyland parked up on a property somewhere between Whangarei and Dargaville. I was told it was an Executive in reasonable condition but the motor had been removed for use in a jet boat. I asked my informant to find out if the owner wanted to sell the rolling body. After a week, he told me that the owner had set fire to the car sometime in the previous month; together with a number of other vehicles he had no further use for, and buried the remains in a large hole on the farm. Very disappointing (but not quite what I said at the time).

What we are trying to do is establish what happened to every Leyland P76 that was put on the road in New Zealand. Are we stark raving bonkers? Probably! A starting point was the survey that Rob sent out in Penzed for members to list the cars in their possession and the fate of any other cars; i.e. sold to (?), wrecked, exported, had a change of number plate, re-registered. From that information, we may be able to account for a large number of cars. There may be cars hidden away in barns or parked up in a paddock (like the two I'm aware of in Blenheim or the one in Eketahuna). Some of these may be deregistered but restorable. Others may be past the point of no return but at least we will know where they are.

For the last 30 odd years, people have had an opinion of the P76. Some (like us) love them and for good reason. Others think they were a lemon (God forgive them). But almost everyone who knows about cars has heard of the P76. Let's keep it that way.

How can you help?

1. Return any uncompleted survey forms with as many details as possible to Rob at P.O. Box 18, Masterton, or email Allan direct at the address below.
2. Let us know if you see or hear of any cars, going or not, again with as much detail as possible.
3. Let us know when you buy, sell or wreck a car so we can keep track of the cars we do know about.
4. Where possible, include a chassis number. Not only can this help identify a specific car but also it is the only identifying number on the vehicle that should (theoretically) not change from the date it is manufactured until the day it eventually rusts away

Over the next few months, I plan to contact as many club members as I can to confirm the details of your current cars and any that have been previously owned and what happened to them. Thank you for helping out on this project. You'd be surprised how much one tiny piece of information can help.

Allan Caple caplefamily@xtra.co.nz

NZ Leyland P76 Register - Current Statistics (as at September 2007)

1476 Registration Numbers

500 approx. with plates issued after P76 assembly finished
Most of those 500 will have had a previous numberplate

1170 Chassis numbers

Some duplication due to cars with 2 or more known registration plates
Approx. half with partial or no prefix i.e. missing 076 Z4S 4A44
Prefix helps identify the car

119 Cars confirmed wrecked

5 Cars stolen

For most cars, we have a current or last known owner. In some cases we have a partial ownership history and, for 3 cars, we have a complete ownership history. *Only 3?*

Let's get behind this venture and pass on your information to Allan as quickly as you can locate it. I know my own vehicle file has been missing since our move which is a worry but I hope it will surface soon with the advent of our attic storage space allowing us to continue to "unpack".

And of planes

The cover picture is of Trevor Day's light plane, the specifications of which are described later. We ran the P76 powered plane in Sydney then had a parts enquiry for a P76 powered plane in Invercargill, which is also described later. Then while talking with Trevor this one came to light so I thought it time to branch out into the upper world, so to speak. Did Geoff steal away with a 747?

Trevor Day's light plane, a brief description.

Presented in a stunning yellow with a dark pink flash along the side, down the landing gear and on the nosecone this certainly appears to be a compact little aeroplane. The power plant is the most unusual feature of this craft. It consists of several unrelated components described below.

The engine is half a VW motor, a flat twin of 900cc. Everything was cut in half, the crankcase, crankshaft and camshaft. Robin Sladden in Christchurch built the engine. The carburettor is an updraft Zenith, possibly from a Model A Ford or an old tractor. The ignition is a Fairbanks- Morse Impulse Magneto of a Wisconsin engine, possibly from a hay baler or similar farm machine, from pre PTO times.

The craft will fly at 60 mph at 2750 rpm.

Trevor says it is not too uncommon for car engines to be used in aeroplanes. He knows of 3 Rover V8's as well as Subaru 4 and 6 cylinder engines, Ford Model B and Sierra, Suzuki Swift and a Citroen along with various VW motors, either whole or in part.

Thank you for that little story Trevor. Check out Trevor's cool Orange P76 at the MTA celebrations in Feilding on October 13. Sorry, the little plane won't be there.

The P76 powered aeroplane of Hunter Hamilton.

Hunter offers us this story of the development of his plane.

I ordered the plans for a Maranda aircraft with floats on March 1 1997. At that time there was one other flying in NZ. By the time the plans arrived we had located a suitable White Pine for use in building the plane, had it cut, milled and dried all at a mates sawmill.

I started building the tail plane first being a smaller part but managed to make a mess of gluing the ply onto a tight bend. This was the main reason for building in wood; it cost less to replace the wrecked bits! After learning to bend plywood around tight leading edges all went well.

5000 hours later I was ready to cover the aircraft in fabric, a type of Dacron that is glued on to the frame then heat shrunk over it with a hot iron. (*Honey, I have to go out to the shed to iron the plane*) There is about 10% shrinkage when the cloth is heated so it is drum tight when finished.

Painting with a special UV and waterproof paint was another challenge. It was easy to blow on too much paint and get runs.

Engine. My first choice was a Lexus but I overbuilt the floats and frame and it weighed out to be a bit heavy so we had to find a lighter engine. We settled on a P76, a 100lbs lighter and no fancy computers you can't fix on a riverbank. I managed to buy 2 P76's from the same stable at a reasonable price, supposedly in good order. After stripping the first one we ran the engine and it nipped up before the oil picked up so a complete strip was called for. We then found the engine had been bored out to take Cortina pistons that sit 7mm below the top of the block. It would have given us about 4.7 litres! I found a firm in Christchurch that could build a set of pistons to suit this engine for \$2000.00.

It was time to look at the second engine. Upon stripping it we found the bores and shaft were standard. After fitting rings and bearings it is running really well.

I still needed a flex plate and this is where the Leyland Club came in. I sourced one from Mike King in Tauranga. The only thing I need now is a fuel pump diaphragm kit, or I could go electric.

I now have to make a reduction drive to fit the flex plate. I have 2 cog pulleys, one at 29 grooves driving 56 grooves giving a reduction of 1.93 to 1 and a 115 wide belt. This should give me 4500 engine revs on takeoff with a prop of 2300.

We also have another plane in Bluff with an inverted P76 engine in it. This belongs to Bill Ryan. He overhauled his engine, putting in Holden pistons and a mild cam to give maximum power at 2700 rpm. It also has a Honda fuel injection system driven by a link computer adapted by Bill.

The oil drains from the tappet covers into a tank and is picked up by the oil pump. The bell housing is left on with a bearing to support the prop drive. It is direct drive.

It is ready to fly at this stage and has got up to 80 on taxi trials.

I hope this gives you an idea of what we do with P76's down here. Feel free to contact me any evening if I might be of any assistance to your members.

Hunter Hamilton, 59 Bowmont Street, Invercargill, Ph 03 218 9412.

Thank you Hunter for that insight into yet another use for our great engine. What have you done with the P76's other bits we wonder?

And now back to plates.

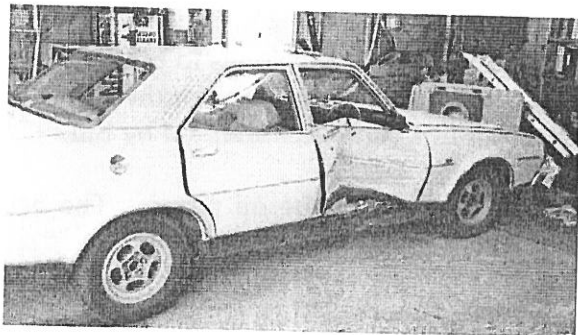
The two below should be easily recognised by most members. The Omega Navy Leyland's of Lance and Edward with a little of Don's off to the left. A Richard Fong photo from the AGM.



This interesting article is by Alex Shoobridge from LEYLINES 11/01 (Canberra Club)...

Are you Domed or Flat ?....

These are photos of a P76, which was hit in the driver's door by a Mitsubishi Magna that was travelling at 60km/h. The Magna was also a total write off.

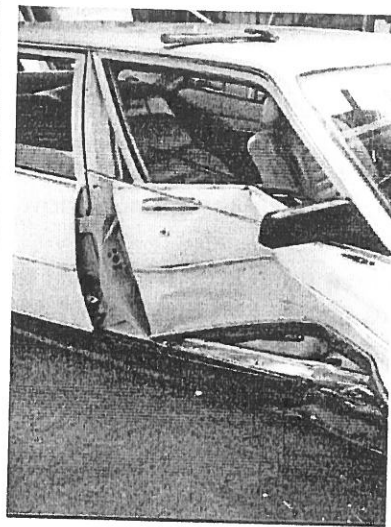


With the P76 the majority of the impact was taken by the driver's door, which entered the cabin enough to touch the steering wheel. The sill was also damaged, and bent inwards approximately 75mm. Miraculously the driver of the P received only minor bruising to his foot. The driver of the Magna was taken from the scene in an ambulance, but fortunately only sustained minor whiplash injuries. The front of the Magna deformed about 400mm as it was designed to.

As you all know the P76 was the first Australian made car to feature anti intrusion bars in the doors. In fact the engineers at Leyland seemed to take the reinforcing to extremes. Especially in comparison to the anti intrusion bars in modern cars, sometimes only 2mm wall thickness 30mm dia tubing is used in 1998 Pajeros.

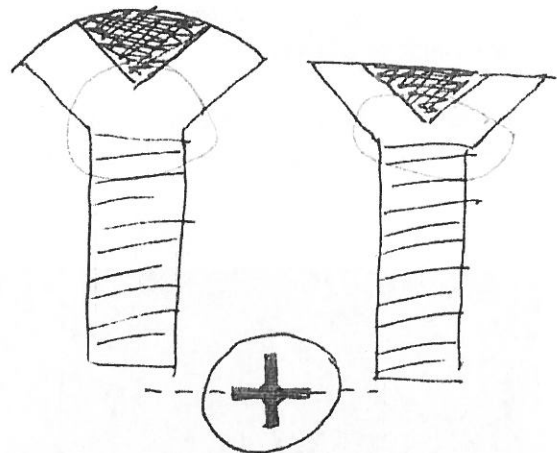
I have actually laid a P76 drivers door on the ground and driven over it with an F100 and only the window frame deformed, they are very strong!!

The alarming part of this was that the two countersunk Phillips head bolts holding the door striker plate in place sheared right off. Causing the striker plate to come away from the B pillar and the door to intrude into the cabin far further than it should have.



Following is a (rough) cross sectional drawing of two types of screws I have found fitted to my P76's the 'flat' type on the **right** was fitted to the car above, which was an 11 73 Super.

The one on the **left** is a 'raised' or 'domed' head screw and is on most of the other P76's I have checked. As you can see the 'flat' one has far less metal bonding the screw head to the shaft once the indentation for the Phillips head drive is made. In the area circled in red.



I believe the 'domed' type screw is far superior to the 'flat' type. Originally I thought the previous owner changed the screws for whatever reason. However I recently found the same screws fitted to another P76 a mid 74 Executive. So it would seem there were at least two different types used during manufacture.

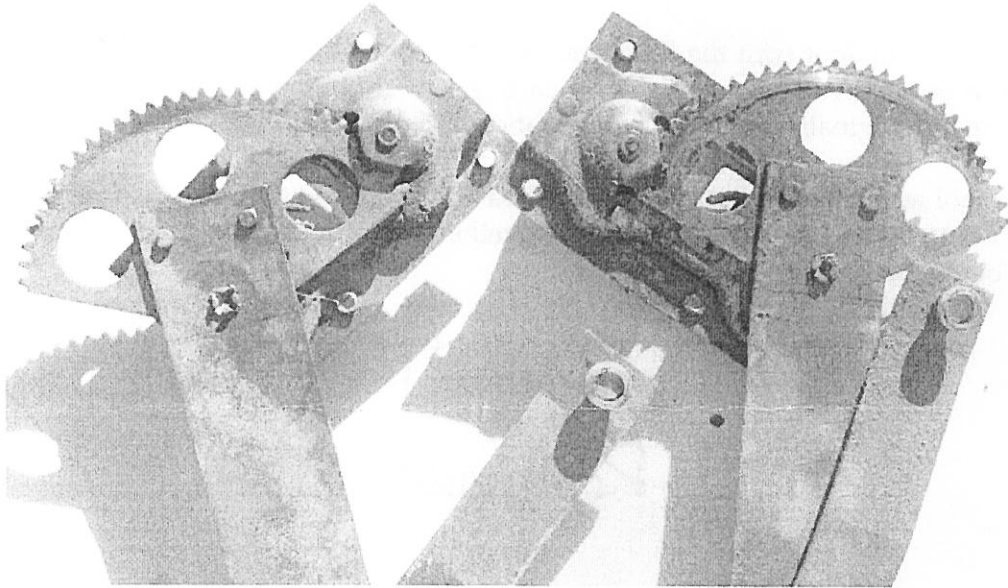
I recommend you check your cars and replace the screw if necessary, just in case.

You never know when someone is coming straight for you whilst looking the other way.

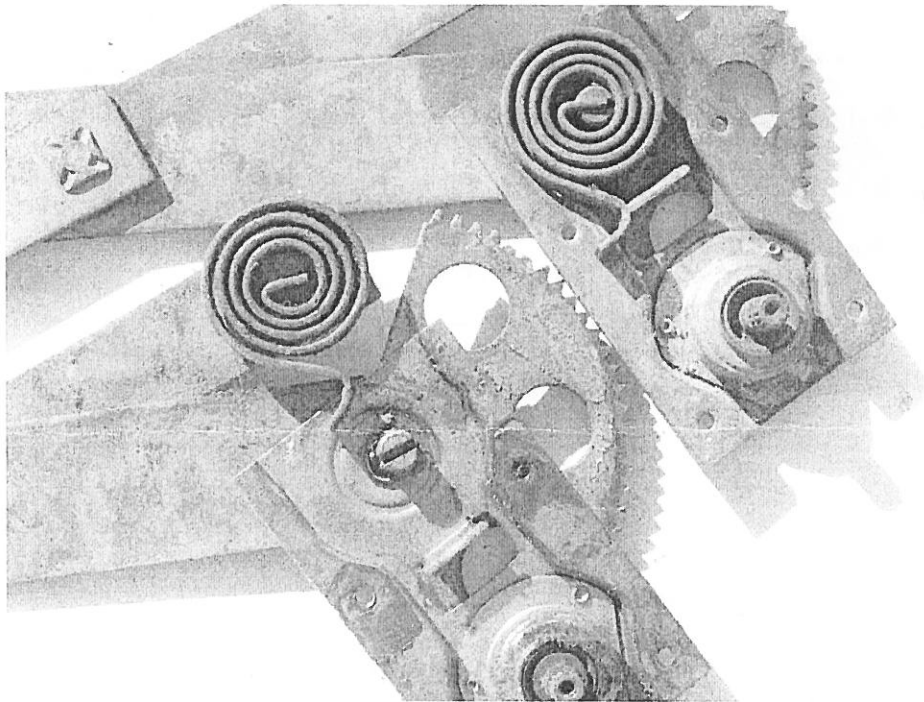
Alex Shoobridge

Window winder replacement

Many P76's are now suffering from worn out RH front window winders. If you can't find another in your collection of parts, you can fit a left hand one with a few changes. Margaret's car had one with 'breaking wave' shaped teeth.



The left and right winders pictured are exactly the same except for two details. At one end of the left winder sector are two teeth which have been bent over. A block of steel and a hammer will see to that; just hammer them flat.



The old right winder has the spring off to show how worn the shaft is. Above is the old left winder with the spring reversed, but not yet hooked on. That only takes a pair of pliers. The spring takes some of the weight of the window, to stop it dropping by itself.

Grease the winder well and it is ready for reinstallation.

Jilden.

Tech Tip: Door Trim Clips

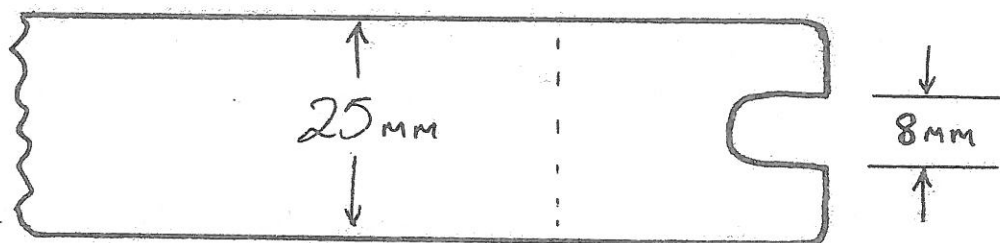
These things are difficult to handle if not treated properly. It is possible to remove the door trim without damaging it but the chances are greatly enhanced by making up a tool as shown below.

When refitting the door trim the little black circular insert has to be fitted in the door, not on the clip. It can be removed from the clip by cutting it with a Stanley knife. This tip is included to allow complete originality in a repair/restoration.

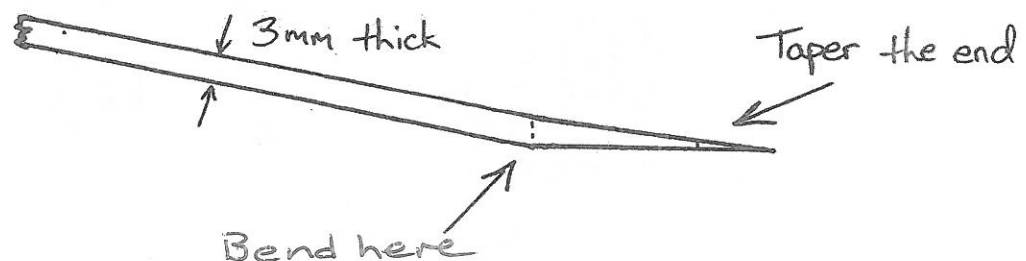
The same tool would be effective if you replaced all the clips with those found in a Mk 3 Cortina or similar. Do away with the Leyland ones altogether including both the pin and insert, but then it may not be they way you want to go.

P76 DOOR TRIM CLIP

REMOVING TOOL



approximately 200mm long



Midwinter Father Christmas Exposed

Well blow me down, one of the Southern men supplied Penzed with a snap of their 2007 Midwinter Christmas Santa, and a jolly and tall skinny Santa he is. They like to be different down there. Santa alias Adrian Clifton-Mogg flew into the Cranmer Bridge Club to present gifts to all the Club members celebrating this cold wintry occasion.

Photo man Robin says Adrian should be congratulated for the great impersonation he did of Santa.



CKD EXPORTS: CKD (Completely Knocked Down) car sets were planned for export from Leyland Australia to New Zealand and South Africa. It is important to distinguish between CKD exports and export of fully-built cars from Zetland. The CKD cars would have been assembled by NZMC and Leyland South Africa, and would not have carried Australian compliance/chassis plates. The fully built cars that were exported to other countries did carry Australian compliance/chassis plates. The CKD export figures listed below were not included in any of the above production schedules:

Forecast - Leyland Australia CKD Export Programme: NEW ZEALAND
April 1974 to March 1975

	Cum. Apr 74	May 74	Jun 74	Jul 74	Aug 74	Sep 74	Oct 74	Nov 74	Dec 74	Jan 75	Feb 75	Mar 75	4/74 - Mar-75 Totals
P76													
2C44	20	40	60	40	60	40	60	60	20	20	60	40	520
2N44	40	40	60	40	60	60	40	60	20	20	40	60	540
3C44	0	20	20	60	60	40	40	60	20	40	40	40	440
4A44	0	20	20	20	20	20	20	20	20	0	20	20	200
P76 Totals	60	120	160	160	200	160	160	200	80	80	160	160	1700
Marina													
1500 Man	160												160
1750 Man	380	120											500
2620 Man	200	40											240
2620 Auto	60												60
Marina Totals	800	160											960

Notes:

1. P76: 2C44 = Deluxe V8 Col Auto;
2N44 = Deluxe V8 Col Man;
3C44 = Super V8 Col Auto;
4A44 = Executive V8 FI Auto

2. Marina: 1500 = 4 cylinder;
1750 = 4 cylinder;
2620 = 6 cylinder

The Marina CKD programme to New Zealand was scheduled to be terminated after May 1974 – which raises the question of from where would NZMC import Marina CKD packs (UK, possibly) ? The P76 CKD programme to New Zealand did commence, although later than planned and the scheduled volume was significantly reduced from the original figure of 1700 by March 1975.

Approx 650 CKD P76's (all V8 models) were assembled by NZMC at their Petone plant in Wellington.

So all our 6's are Australian assembled, as were all the V8's I've owned. I haven't owned a NZMC assembled P76! My Country Cream car was a private import in 1977 and the Orange car an ex demonstrator from GS Motors in Gisborne and is also Aussie built. This would account for the numerous variations of specification to the table shown i.e. 4 speed manual V8's.

The article went on to say that exports to South Africa did not occur so don't get excited.

Thank you Gary Mentiplay from WA 5/07 for this insight into our situation here.

Below we have an item from an early Penzed presented to me by Merv Cox who suggested it may be timely to rerun it. As my old Penzed files are still boxed up I can't give you an age but it is prior to July 1992. My, haven't things changed in Penzed.

And a timely holiday reminder, adapted from the Morris Enthusiasts Car Club magazine, with acknowledgements and thanks:-

TEN LITTLE MOTORISTS

Ten little motorists
cruising down the line
one used a heavy foot
and then there were NINE

SPEED LIMITS ARE SET FOR YOUR SAFETY

Nine little motorists,
the hour was getting late;
one dosed off a tiny moment
and then there were just EIGHT

A TIRED DRIVER IS A DANGEROUS DRIVER

Eight little motorists
the evening seemed like heaven
one showed a lack of skill
and then there were just SEVEN

DRIVE SENSIBLY AND SANELY AT ALL TIMES A CAR IS NO PLACE FOR A CLOWN

Seven little motorists,
their lives were full of kicks
one brought some alcohol
and then there were just SIX

PETROL AND ALCOHOL ARE A DEADLY MIX DON'T DRINK WHEN YOU DRIVE

Six little motorists
impatient to arrive;
one jumped an amber traffic light
and then there were just FIVE

DON'T GAMBLE YEARS OF YOUR LIFE TO SAVE A FEW SECONDS.

Five little motorists '
touring near the shore
one viewed the lovely scenery
and then there were just FOUR

CAREFUL DRIVING DEMANDS ALERTNESS AT ALL TIMES

Four little motorists
as happy as could be;
one tried to pass upon a hill
and then there were just THREE

NEVER PASS ANOTHER VEHICLE WHEN YOUR VISION IS OBSCURED

Three little motorists
were busy, it is true;
one neglected car repairs
and then there were just TWO

FOR SAFETY'S SAKE, ALWAYS KEEP YOUR CAR IN TOP CONDITION

Two little motorists
and day was nearly done,
one forgot to dim his lights
and then there was just ONE

SLOW DOWN FOR DUSK OR DARKNESS; ADJUST YOUR DRIVING TO EXISTING CONDITIONS.

One little motorist
is still alive today;
by following the SAFETY RULES.....

HE HOPES TO STAY THAT WAY!

The Oz Trail

Country Club Worts 'N All #2/07 This quarterly issue shows the Club to be alive and well attending numerous events. A new member has a nice Austin Freeway (Farina) to keep his P76 company. Interesting photos from shows including a members FJ Holden Ambulance and a rare Austin tractor.

P76CCC NSW 8/07 Some interesting tech tips and plenty of events notices to keep you busy. Great line up of 8 Leyland's at Eastern Creek Classic, 2006 I presume.

NSW The Leyland Post #19 A very nice valiant CL Charger on the cover, yet another car owned by a Club member (refer above and later) Another series of interesting stories on restorations, parts recovery and event reports. Parts collection is an event in itself and so is VW racing. Confessions of a terrified vehicle inspector having seen what "clever" young men do to their cars. It's no better here! Too much good stuff to summarise adequately.

South Australia 7/07 Notice of change of meeting venue for movers and shakers, members and hangers on. A couple of good tech tips and an extensive parts stock list.

8/07 Deluxe cover. A lot of recent P publicity proclaiming the P76 to be very deserving of its 1973 COTY award. Along with a couple of tech tips, at least one included later, and the Presidents annual report this was a good read.

Westwords 7/07 Great cover photo but where was it? Or did I miss that bit? Extensive analysis of P76 sales in Australia - who said 6's weren't popular? Another extensive piece on various topics with comments from various P76 stalwarts on the WA Club, P76 cars, their image today and the Club movement as a whole. Well known contributors included Andy Renn, Mal White, Warrewyk Williams, Jason Birmingham and Nick Kounelis amongst others.

Victoria 5 & 6/07 Good example of problem solving using the technical forum on the web site. Preparatory items for the forthcoming AGM. Several sets of meeting minutes and a large article on ignition timing for LPG dual fuel vehicles.

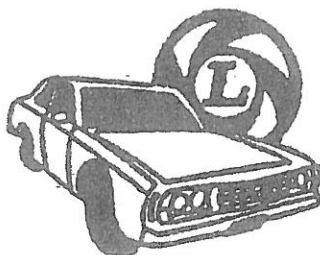
7/07 A lot on Jason B's taxi rebuild and his hairy Lime Executive that was new to me. This car looks stunning. Clever idea having maps and grid references shown and quoted as part of your event notices. No excuses about not knowing where to go or getting lost.

8/07 You guys seem fascinated by our Dirty Dozen photo from 2002, or does it just promote your colour email distribution strategy? It was taken at Acheron across the river from the Historic Accommodation House, some 26km north of Hanmer Springs on a dry dusty road you Aussies would be proud of. This was part of our 2002 AGM weekend festivities. Otherwise you have included some really photo rich event reports, an interesting tech tale and a great selection of P76's for sale, but why?

Remember, if you want to catch up on any of the Australian Club magazines you can do so by contacting Edward Tubman, our archivist. His details are on page 2 of Penzed.

The ACT Club have just realised they haven't been sending us their magazine and have brought us up to date with a years supply almost. They will figure next time. More colourful reading for me.

P76 P76 P76



P76 P76 P76

REGISTRATION FORM

NATIONAL AGM MARCH 14 -16TH MARCH 2008 TO BE HELD at REEFTON

NON MEMBERS WELCOME

OWNER/MEMBERS NAME:.....MEMBER: YES/NO
(OR NON MEMBER) (Preferred first name) (Surname)

SPOUSE/PARTNERS NAME:.....MEMBER: YES/NO
(Preferred first name) (Surname)

ADDRESS:.....PHONE:().....

REGISTRATION FEE: \$100.00 per person (Includes Saturday evening meal, complimentary Cap & Deposit on Accommodation)

(\$50.00 per person if accommodation is not required)

Full social activities planned for the entire weekend (ladies and children included)

ACCOMMODATION: Accommodation will be at the Dawsons Hotel Reefton

Above accommodation available on first in first served basis.

Other accommodation can be arranged if required (Price on application)

For those requiring accommodation we need to know the following:

NO. of adults.....NO. of children.....NO. of nights.....Share unit YES/NO

ARRIVAL BY: P76 PLANE TRAIN OTHER (PLEASE CIRCLE)

TRANSFERS: On your arrival in Christchurch do you need to be met and transferred to your place of accommodation? YES/NO

(If yes, please advise us of your expected time of arrival as soon as possible)

REGISTRATION FORM AND DEPOSITS MUST BE RECEIVED BY 31 JAN 2008

POST TO: Fleming Biddick (Canterbury Branch P76 Owners Club)
5 Patterson Terrace. Halswell 8025
CHRISTCHURCH (For further information contact Fleming on (03) 322-9397)