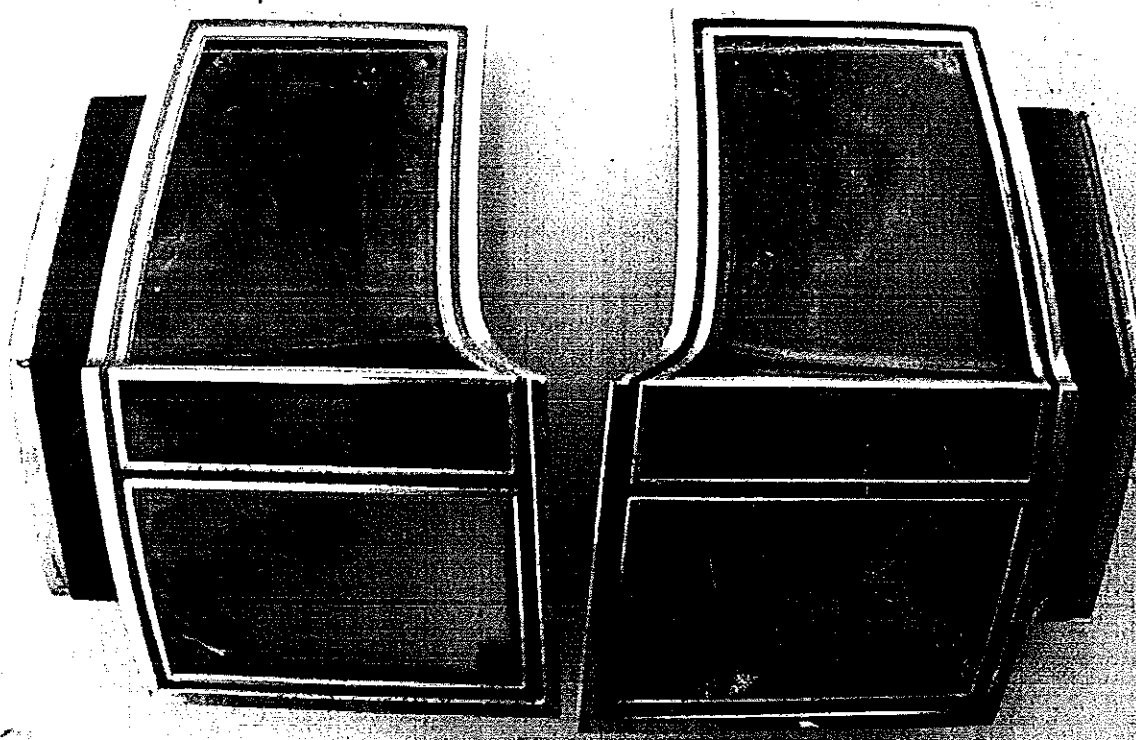


LEYLAND P76

SOUTH AUSTRALIA



The tail end?



MARCH 2004

CLUB INFORMATION PAGE

YOUR 2003/2004 COMMITTEE:

PRESIDENT: Wayne Filmer
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Ph. (08) 8370 8011

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EDITOR: Jilden Reichardt
Ph. (08) 8370 8011

PUBLICITY: Graham Gurr
Ph. (08) 8337 3209

SPARE PARTS: Andrew Kloot
Ph. (08) 8285 8949

NON OFFICE BEARERS:
Andrew Lee
John Armstrong
Peter Gardiner

MEETINGS:

General Meetings are held on the first Tuesday of every month, except January, at St. Andrews Manthorpe Uniting Church hall, corner Unley Rd. and Edmund Ave, Unley at 7.30 p.m.

**The Next Meeting is on
Tuesday 6th April 2004.**

The committee may change meeting dates if required.

THE FINE PRINT:

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The committee accepts no responsibility for any damage which may occur as the result of using any information appearing in this magazine.

The opinions expressed in this magazine are not necessarily those of the committee, except where stated.

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COMING EVENTS

April 2004

Tuesday 6th **Meeting**

9th – 12th **National Meeting** on the Gold Coast of Queensland, at Tallerbugera Camp. 100 beds available only, \$50 deposit required per bed. Contact Garth Morris for details at force7@bigpond.com.au.

May 2004

Tuesday 4th **Meeting**

June 2004

Tuesday 1st **Meeting** Guest speaker (hopefully) Dave Potter

Editorial

I love demolishing Old Mechanics Tales. Graham brings one around , the one about the thermostat slowing water flow to improve cooling. If you have any others, please send them to me and I will cheerfully demolish them for you! Seriously, there is a lot of misinformation out there, ready to trap the unwary. Remember to check what anybody tells you before wrecking your P76.

Jilden Reichardt

FOR SALE

Deluxe V8 3 speed manual column shift Spanish Olive, straight, little rust, motor runs well, top paint surfaces need restoration, \$1200 ono, contact Malcolm on 0402 920 546

Ford C4 auto gearbox conversion, complete with tail shaft, shifter, recently reconditioned, \$450

Phone **Andrew Kloot**:

home 82858949 between 6pm and 6.30 pm

mobile 0439858949

work 83460331

or email andrewkloot@stillwell.com.au or force7v@chariot.net.au

Loop pile carpet set, brown aftermarket set of front and rear, brand new, contact Jilden on (08) 8370 8011.

Original P76 workshop manual, in A1 condition, bound in hard covers by a bookbinder, \$150 o.n.o., or a Gregory's V8 P76 workshop manual for only \$30. Contact Jilden on (08) 8370 8011

P76 Executive, white, interior and mechanical in very good order, body very poor, \$400 ono, contact John Wilson on (08) 8255 3607 (Elizabeth SA)

P76 Deluxe, bold as brass '73 bench seat V8 column auto, on LPG, \$1200 Ph. Mrs. McLean on (08) 8738 9273 (at Kongorong, near Mt. Gambier SA)

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC.
HELD AT THE ST ANDREWS UNITING CHURCH HALL, EDMUND AVENUE, UNLEY
ON TUESDAY 3rd FEBRUARY 2004

OPENED: 7:50 pm
PRESENT: 16 as per register, no apologies
PREVIOUS MINUTES: Read: Wayne
Amendments: none
Confirmed: Nigel
Seconded: Geoff
Adopted: all

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

- Wayne to arrange for ExactFit to make boot mats (using 2-booter as a mould)
- Early (73-74) fitment of gas; Wayne to ask Ballarat sources; Graham to ask locally
- Wayne getting details of QLD campground for national meet; Peter G confirmed it to be close to the beach and very good
- A Tech Day to be organised for after Easter

CORRESPONDENCE IN:

- historic rego. forms for Wayne, Jilden, and Andrew K
- FHMC meeting minutes
- miscellaneous advertising

CORRESPONDENCE OUT: letters to TransportSA & new mbr. Jeff Zittel, Ceduna

TREASURER'S REPORT: \$5,016.79

SPARE PARTS REPORT: \$261.40; Andrew has side window scraper rubbers and distributor caps

COMING EVENTS:

- National Easter Meeting at Gold Coast (Tallerbudgera); about 6 people may attend
- A Tech day will be scheduled for the near future (after Easter)

GENERAL BUSINESS:

- *Chris to miss Mar & Apr mtgs.
- *Peter reported on his UK trip (going again Apr/May for F1 at Silverstone and Goodwood Festival of Speed)
- *Brief discussion of preference for P76 prices to be high or low, and can it can be influenced
- *Jilden advised that halogen bulbs are highly effective
- *Gordon Stewart had a P76 Executive for sale
- *Russell looking for colour chart & colour swatches
- *Business meeting will be held at Graham Gurr's on Feb 11

NEXT MEETINGS: Tuesday Mar 2; Apr 6

MEETING CLOSED: Business meeting ended 8:51 pm, then tea, coffee and biscuits.

More about engine cooling (from the manual for my Ford)

Graham Gurr

A common misconception is that by removing the thermostat the engine will run cooler. This is incorrect, in fact it quite often increases the running temperature and induces overheating. The thermostat acts as a restrictor as well as stopping the coolant flow in a cool engine. If the restriction of the coolant flow is removed, fast flowing coolant does not have time to disperse the stored heat from the engine therefore causing the engine to run hotter.

.....

In other words, the residence time of the coolant in the radiator is important.

Jilden's reply:

This is a common **Old Mechanics Tale**. It might be true if water flow rates reached supersonic speeds, but I think not.

If the entire core of the radiator is near the same high temperature, due to a high flow rate of water, then most of the surface is available for maximum heat transfer to passing air. If the flow rate is reduced, the lower part of the radiator core will be cooler than the top, and less heat can be lost to the air. The actual water may exit the radiator **slightly cooler**, but has **more time to get hot in the engine as well!**

The question is always why your engine is over hot, and the thermostat is of course only one part of the whole, and all factors must be addressed. In P76's I believe the standard thermostat can be replaced by a high flow type, if the radiator and fan are of sufficiently high capacity, and you will notice a general improvement in temperature stability. Margaret's P76 auto is now far better in traffic and at coming up the freeway than it has ever been in its life, thanks to more water flow being available.

The reasons that one shouldn't run without a thermostat is to do with the time it takes to warm up, heater performance, pollution, oil dilution and economy suffering in cool weather. If your radiator is say 75% blocked, or your fan coupling is stuffed, your engine will get hot regardless of there being a thermostat or not.

Cheers!

Calendar of other forthcoming events

Campbelltown Swap Meet; Sun Mar 7, Campbelltown Oval

National Auto Display & Swap Meet; Sun Mar 14, Adelaide International Raceway

V8 Supercar Challenge; Mar 18-21, Adelaide street circuit

Adelaide Antique Automobile Club; Sun Mar 21, Angaston

Rock & Roll Rendezvous; Sun Mar 28, Birdwood

General Motors' Day; Apr 4, Tanunda Oval

Meguiar's MotorEx; May 15, 16, 17, Royal Adelaide Showground

A really simple modification which isn't even invasive!

OR

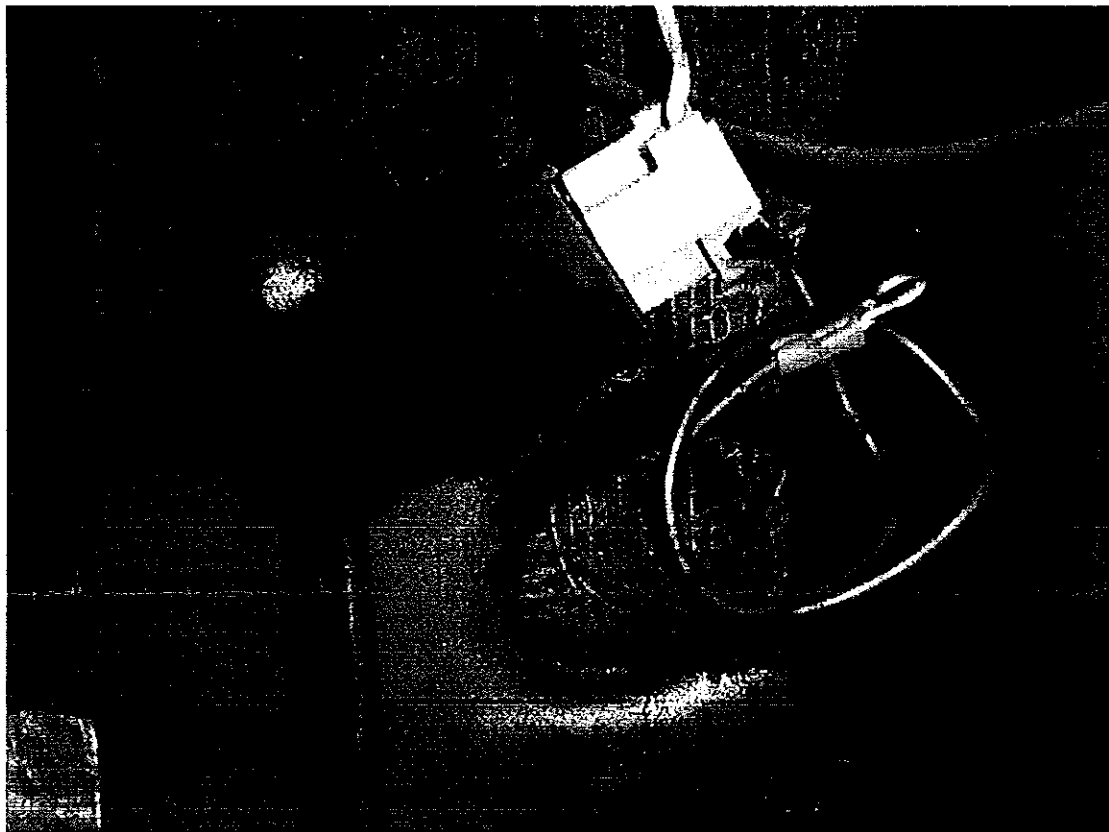
How to fit a reliable indicator flasher unit.

In Margaret's P76, I have tried to find an electronic flasher that would keep working when the car was hot, towing in traffic, and stopped at the lights. I tried about six 2 pin cans sourced from various sources, without success.

Looking in a Hella catalogue, I found the pin configuration for the **square** 3 pin flasher used in many cars. I found that by adding a new earth wire to the existing P76 flasher socket, I could run these without any further fuss!

My method: remove one wire from an old headlamp or flasher connector from a suitable wrecked P76 harness, cut it to about 200 mm long, and add an earth tag to the other end. Fit the earth tag to a dash mounting screw near to the white flasher socket and insert the free end into the spare hole in the socket. Then fit your square 3 pin flasher in as it fits, and the job is done!

I found that the local wreckers has any number of these flashers as they fit all Falcons from 1979 until now, also Volvo, VW and others.



See the spare wire, the earth tag goes onto one of the 3/16 UNF Philips head screws which hold up the dash bottom rail.

The good news is, don't throw out the old can, as it still fits so long as you put it in the original two holes of the socket.

Jilden

AUSTRALIA DAY WEEKEND CAMPING.

Helen and I both enjoy any excuse to "get away from it all" by heading out from home and spending a weekend away from phone and chores to camp under canvas for a few days. This gives a chance to relax, and when this time is spent with friends it makes it even more enjoyable. Hence our looking forward to the January long weekend camping at Hahndorf with other members from our Leyland P76 Owners Club.

We arrived at the Hahndorf Tourist Park about 7.30pm and after checking in, quickly located the other members already camped in a great spot on the lower level of the park. There to greet us were Alan and Val, Di and Nigel along with Chris and Geoff all looking very relaxed and set up for the evening. The Bakers and Brays had been there most the day watching the *Tour Down Under* bike riders going past. Choosing an area alongside Chris and Geoff, we settled ourselves in. Having a camper trailer means a little more work than just pulling in with a caravan, so we set to work amidst a few comments coming from the rest of the group. I thought I would be smart and invited them to bring their chairs over they could be a bit closer to the action. A silly thing to say, because each one upped his chair and sat in a line along the roadway to view the proceedings. (I was told later that this was "par for the course" for those who turned up last, as an encouragement to arrive as one of the early ones.) Our entertainment value must not have been too high as later in the evening I passed my hat around telling them they don't get anything for nothing these days, but the contributions were meager to say the least. One compensation was a very welcome cup of coffee offered to us by Chris when we had finished.

Saturday morning we all staggered our way out of bed at whatever time took our fancy, had breakfast and then headed off down town to check out the shops. With a group of six with differing interests it is amazing how long it takes to walk the length of a street in a small country town. The Hahndorf Inn took our fancy as being a good place to book in for dinner the next evening, after which we followed up with morning "tea" which included Geoff's \$9.00 glass of beer. At this stage Val and Helen decided they had seen enough and headed back to camp, while the rest of us continued our roaming. That was until Chris decided she needed a large pot from the pottery to replace one that had previously broken. Some time later as we were waiting, Geoff received a summons to come and have a look at something that might be suitable. Needless to say the transaction took place and I assume both parties were happy. The monthly market was on in St. Michael's car park so we made our way to it but as there was not a lot there to interest us, we did not spend a lot of time looking. By now our stomachs were beckoning us to lunch so we made our way back to the caravan park.

The afternoon was spent relaxing, reading, or in general talking which continued on into the evening when Helen and I retired for the night. I found out in the morning the others stayed up until all hours playing cards.

Early Sunday morning Helen woke the camp up by heading off home to water the garden. I headed to church, while the others were talking about going back up the street again as

yesterday they had only covered one side. Arriving back from church I found each of the men sitting in the doorway of his own tent quietly reading. On asking where their wives were I was told they had headed up the street on their own, the men not having been invited. By the time 1.00 pm came around we men decided it was well past lunch time and we would just have to prepare our own tucker, which we duly did. About 2.30 the three ladies arrived back looking for their lunch, and wondering why we had not waited for them. They had spent their time at a winery and the Heysen gallery.

We spent the rest of the afternoon quietly, then dressed for dinner and walked to the Hahndorf Inn where a very nice meal was enjoyed by all.

Monday morning was spent breaking camp, then traveling to the Birdwood Motor Museum to meet up with the other club members for our annual *Show and Grime*. We all enjoyed either a picnic lunch or BBQ with twelve club families represented. The Barnes, whose family is involved with the Victorian Club, called in for a short time to introduce themselves to us. We all enjoyed having a chat with them.

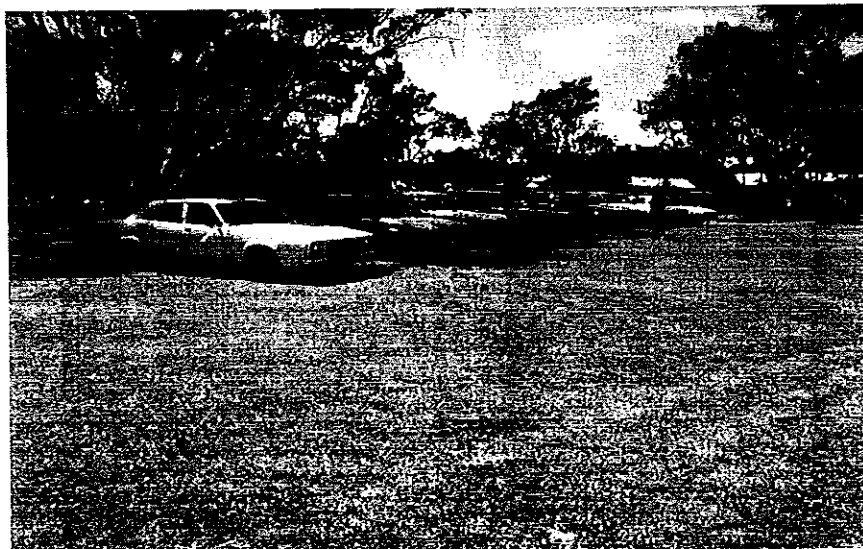
It was then time for the judging of the cars. Alan Baker and John Armstrong were selected to be the judges for the day and they commenced examining the eight well presented cars that were on display. The following results were reached and the trophies presented:

- *The Best Workhorse.* Regn. SUS-151, owned by Russell Cole.
- *The Most Practical Vehicle.* Regn. RRE-278, owned by Graham Gurr.
- *The Best Prepared Vehicle.* Regn. LEYP-76, owned by Wayne Filmer.

Congratulations to each of these winners and also to all entries for the calibre of your vehicles presented.

The rest of the afternoon was given over to wandering around the Museum or chatting with each other until moves were made to break up and head for home.

Wayne Filmer (President)



Courtesy of Gary Mentiplay - WA Club.

Table 1 : New P76 Registrations - V8 Models : Capital City and Country

Month/ year	Total V8 Reg.'s	Cap. City V8 Reg.	Country V8 Reg.	Total V8 Reg. City/Rural Split	Total P76 Nat. Reg.	Total P76 Reg. City/Rural Split
Apr-73	3	3	0		3	
May-73	0	0	0		0	
Jun-73	117	97	20	83%-17%	215	77%-23%
Jul-73	509	299	210	59%-41%	1027	56%-44%
Aug-73	751	417	334	55%-45%	1347	56%-44%
Sep-73	711	417	294	59%-41%	1231	59%-41%
Oct-73	810	439	371	54%-46%	1316	54%-46%
Nov-73	678	320	358	47%-53%	1217	54%-46%
Dec-73	466	234	232	50%-50%	794	51%-49%
Jan-74	572	266	306	46%-54%	955	49%-51%
Feb-74	508	229	279	45%-55%	818	44%-56%
Mar-74	385	180	205	47%-53%	712	52%-48%
Apr-74	404	195	209	48%-52%	739	52%-48%
May-74	551	269	282	49%-51%	986	53%-47%
Jun-74	333	164	169	49%-51%	741	60%-40%
Jul-74	388	191	197	49%-51%	693	54%-46%
Aug-74	242	131	111	54%-46%	386	55%-45%
Sep-74	249	148	101	59%-41%	373	61%-39%
Oct-74	516	336	180	65%-35%	698	66%-34%
Nov-74	672	444	228	66%-34%	951	66%-34%
Dec-74	355	213	142	60%-40%	525	60%-40%
Jan-75	293	165	128	56%-44%	491	50%-50%
Feb-75	229	143	86	62%-38%	329	59%-41%
Mar-75	88	40	48	45%-55%	247	30%-70%
Apr 75 & Later	126	46	80	36%-64%	251	37%-63%
Totals	9956	5386	4570	54%-46%	17045	55%-45%

Table 2 : New Registrations - E6 Models : Capital City and Country

Month/ Year	Total V8 Reg.'s	Cap. City V8 Reg.	Country V8 Reg.	Total V8 Reg City/Rural Split.	Total P76 Nat. Reg.	Total P76 Reg City/Rural Split.
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May-73	0	0	0		0	
Jun-73	117	97	20	83%-17%	215	77%-23%
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LEYLAND P76 OWNERS CLUB (S.A.) INC.
SPARES LIST 2/4/2004

Number plate frames, pair	\$5
Front indicator lenses, painted, pr	\$60
Clear front indicator lenses, pair	\$40
V8 throttle link ball joints	\$1
V8 plug leads stainless steel Bosch	\$50
Console lid cover Cream/Brown	\$10
Lower guard repair panel, each	\$35
Lucas low beam headlamps 5 ¾ "	\$5
Spark plugs V8, each	\$1.50
Urethane tie bar rubbers, set of 4, now	\$30
V8 rotor button	\$8
V8 distributor cap	\$35
V8 radiator hose, top	\$15
V8 radiator hose, bottom	\$15
Z86 oil filter	\$13
Auto Quarterly magazines	\$40
Wiper delay relays, Ford.	\$10
R.H.F. zinc corner, no chrome	\$20
Rack boots, p/steer and R.H. manual	\$10
Rack boots, L.H. manual rack,	\$25
Water pump gaskets	\$2.50
Ford number plate lenses, pair	\$15
Deluxe window winder handles	\$5
Long handbrake cables	\$15
Genuine fan belt, V8	\$5
Genuine P. Steer Belt	\$5
Thrust washers V8, Pair	\$10
T-bar selector handles	\$5
V8 extractor gaskets, set	\$15
GL27V (V8) points	\$15
Tinted Laminated Windscreens	\$130
Headlamp dip switches	\$15
Second hand V8 distributor	\$60
Four speed gearbox gasket set	\$12
V8 head gaskets	\$29
V8 rocker gaskets	\$12
V8 Water pump bearings, ISB630	\$40
Water pump bearing, ISB61, suit 6 and V8	\$40
Radiator recovery system cap 13psi	\$4

V8 sump & timing gasket set	\$36
Lucas starter motor bushes, per pair	\$10
Master Cylinder kit	\$28
V8 long heater hose (VT Commodore LPG)	\$30
Front strut inserts (Pedders) per pair	\$200
V8 oil pressure relief valve	\$2
Insulation hangers, set	\$10
Long handbrake cable	\$5
V8 thermostat gasket	\$2
A/C thermostat switch	\$5
Executive interior roof lamp	\$15
Fuse box	\$20
Ignition switch contact block	\$20
V8 PCV rubber hose	\$10
6 cyl engine mount	\$30
V8 distributor drive gear	\$30
V8 front seal, CR 19777	\$30
6 & V8 rear seal, PR 4978	\$18
V8 top gaskets, 2 head, 2 rocker cover	\$50
V8 thermostat housing	\$43
V8 exhaust pipe rings (fibre)	\$5
V8 oil pressure switches	\$8
V8 distributor shaft	\$30
LH front corner chrome trim	\$20
rear parcel tray with clips	
-parchment and imperial leather, per car	\$10
V8 std ring sets	\$70 ea
exterior boot locks with key	\$15
l/h exhaust manifolds	\$60
headlight switches	\$15
clutch cables	\$10
V8 sump gasket kit	\$25
tail lamp assemblies	\$40 ea
frt cnr mouldings chrome l/h and r/h	\$25a pair only
lower nose cone trim	\$15
V8 fuel pumps	\$35
V8 fuel pump kits	\$15
6cyl fuel pumps	\$35
V8 thermostat housings	\$25
short handbrake cables	\$5

For all spares, call **Andrew Kloot** on (08)

8285 8949 between 6 ant 6.30 pm or by email

at andrewkloot@stillwell.com.au or

force7v@chariot.net.au

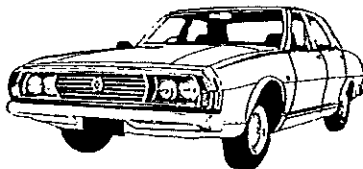
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P.O. Box 343
CARINA QLD 4152



Leyland P76. Anything but average.



Need friendly advice about Australia's own car - the **Leyland P76?**

Maybe you're one of the elite group of people that actually own one of these fine motor vehicles, or would like to own one, or just plain interested in this great Aussie car.

South Australia has a very strong and active club which promotes these vehicles, but just as important, a social calendar which caters for the needs of every member and age group. We also have our own parts shed which is full of new and used parts, which are available to club members for a fraction of the cost of parts available elsewhere.

For member information, phone – **Wayne Filmer on (08) 8263 9654**

