

LEYLAND P76

SOUTH AUSTRALIA



Who said they wouldn't last?

JULY 2007

CLUB INFORMATION PAGE

YOUR 2006/2007 COMMITTEE:

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George Calvert
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NOTE NEW VENUE FOR MEETINGS:

General Meetings are held on the first Tuesday of every month, except January, at Trinity Gardens SDA Church, 196-200 Portrush Rd (parking off Albermarle St) Trinity Gardens at 7.30 p.m.

The next meeting is the AGM on Tuesday the 7th of August 2007 The committee may change meeting dates if required.

THE FINE PRINT:

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COMING EVENTS

(See also last meeting's minutes)

July 2007

Tuesday 3rd **MEETING**

Saturday 21st **Club Run 12 NOON.** 10 Pin Bowling at Ingle Farm Bowland!

Meet at approximately **11:30 am** in the **Ingle Farm Public Library Car Park**, just off **Beovich Road**. For a chinwag and a look at the cars, weather permitting! Then a short walk through the car park into **Ingle Farm Shopping Centre**, to **Bowland** for our 12 NOON booking. Games discounted to \$10 per member. We will have access to 2 Lanes, so must share. Lunch / meals start from a mere \$3.50c (sandwich). The more the merrier and the more bods, the cheaper the discounted Games!!!

August 2007

Tuesday 7th **AGM** at our new club venue, Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

March 2008

Easter National Meeting held by the Victorian Club at **Riverglenn Holiday Park, Geelong**. Contact Ken Western on (03) 9873 5581 or 0417 364 894 for details. A deposit of \$50 is requested before the 25th March 2007 to ensure your booking at a popular Easter holiday spot. Details at <http://www.leylandp76.com/clubs/vic/easterinvite.html>

Editorial

Hi P nuts.

Nothing to report this month other than a small fix on the power steering of the Wagon. It suddenly got twitchy so I adjusted up the whole spindle by undoing the bottom cover and adjusting the locknut. Soon I will have to look closer at the spacer inside. Luckily the club has these for this very purpose... It works normally again for now but I will have to do it properly and write it up when I have the time.

Jilden Reichardt

FOR SALE

Targa Florio, in excellent condition, contact John Beattie on (03) 9720 8760 or at johnbt@tpg.com.au. Car is in Bayswater Victoria. Reluctant sale, needs the room for a modern car.

Engine mounts NEW OLD STOCK, these are six cylinder ones but are easily modified to suit the V8, just cut the extra bracket off. \$30 each. Contact Jilden on 8339 2921

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 5th of June 2007

OPENED: 8:10 pm
PRESENT: 10 as per register + 5 visitors
APOLOGIES: Ben Flavel, David Newman, Nigel and Di
PREVIOUS MINUTES: Read by Club President: Wayne Filmer; *adopted*

BUSINESS ARISING FROM PREVIOUS MINUTES:

- Turn signal cams (SM16). *Still ongoing*
- BBQ Tech Day to be arranged, to complete the project
- V8 Bottom Radiator Hoses HAVE arrived and now in our Parts Stock!
- Power Steering Top and Bottom Control Valve Seals obtained. Re: Jilden

CORRESPONDENCE IN: FHMC April 2007 minutes
Strathalbyn Swap Meet Flyer
Various Junk Mail

CORRESPONDENCE OUT: Completed Vehicle Register Form, sent to Victorian Club re:
Listing of David Newman's Executive V8
Letter sent to Pastor Jim Zyderveld, re: *possible* new Venue

TREASURER'S REPORT: \$2,875.30c

SPARE PARTS REPORT: \$8,625. in Parts and \$40. in Cash

COMING EVENTS:

- July Club Run. 10 Pin Bowling at Ingle Farm Bowland! **Saturday 21st July 12 NOON**
- All Makes Swap Meet of S.A. **Sunday 29th July**. Phone 83652730 for details
- Strathalbyn Swap Meet **Sunday 14th October**
- **National Meet**, hosted by Victoria P76 Club **Monday 24th March 2008**

GENERAL BUSINESS:

- Please Welcome to our Club's *Newest Members*, **Geoff Fisher** and **Loretta**
- Darren to arrange a Copy of the *Club's Constitution* for Geoff and Loretta
- Club has agreed to Purchase a copy of "The Carmakers" DVD
- There was a Pair of NOS Front Struts for sale on eBay. They sold for \$289
- Darren has volunteered to organize our July Club Run (as above)
- Darren and Wayne have purchased the Peel Me a Grape Super V8 Auto from Kidman Park. It is badly rusted, but is complete and runs. We are stripping it for Parts!
- International Sidecar Show, November 23rd. *Geoff Fisher to look into*
- Meeting Venue discussed again. Darren may have details of a *possible* new Venue
- Subs **now due**
- Trailer Registration also due

NEXT MEETING: Tuesday 3rd July
MEETING CLOSED: 9:18 pm, followed by Tea, Coffee and Biscuits



Dear Club Members, Movers, Shakers and Hangers-on

WE HAVE MOVED !!!

Due to popular demand, we are happy to inform you that
our **Monthly Meeting Venue** has *changed*

As from **Tuesday the 7th of August 2007** our Monthly
Meetings will be held at:

**Trinity Gardens SDA Church, 196 – 200 Portrush
Road, Trinity Gardens**

There is ample private parking on the church grounds to
the rear of the church, just off **Albermarle Avenue**

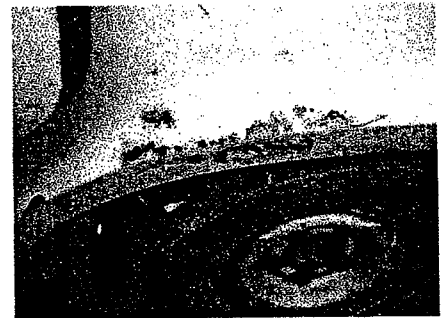
Hope to see you there

Taxi Talk

Speaking of projects after the hairy lime one....It's time to waffle on about the big Taxi! Now I know you keen & learned readers will remember my last story about dragging a shitty Spanish Olive Deluxe back from Cootamundra, with the idea of making a replica P76 Taxi. Now I've been pretty flat out with the other projects on the go (Haven't said much about the other big one) & this LPG bonus from little Johnny has been keeping my back to the wall with work. Speaking of which... I converted a P76 last week... An "Oh Fudge" V8 4 speed Super...Pretty good car too, It worked out quite nicely, fitted up very neatly & worked well. Anyway, back to me being busy... I still managed to find some time to have a bit of a look at the Taxi.... We'll call it the Taxi.... It's easier to write than the Spanish Olive Deluxe.... Anyway, I figured it was time to have a look at what I had, so I could start to drag up the bit's & pieces required to make it all happen. The interior was completely stuffed....20 years outside in the sun had completely ruined everything... I mean the rear parcel shelf looked like it had been on fire... It was just black crispy vinyl....I cant overestimate how stuffed it all was... I chucked it all out! Backed the trailer in beside it, pulled all the seats, carpets, door trims, "B" pillar trims, Dogleg trims, scuff plates.. The lot... Chucked it all out. I couldn't even salvage the big piece of vinyl from the back of the bench seat... it was crook too! Strange that it had carpets though.. I thought Deluxe's only had rubber mats... it was factory carpet too.. Who knows!! I wish I new a bit of it's history, but that looks like remaining a mystery. It's a 5/74 model, & the last rego label on the screen is 1986, so it wasn't on the road for a terribly long time. The speedo says 55,000 km & there is a wheel alignment sticker on the "B" pillar from 1983 that says 29,000 km, so I guess it has 155,000 km on it. I haven't much left of the mechanical bits to tell how much wear has taken place, but it's all pretty irrelevant really. When I cut the back off the bench seat I found a couple of place cards from a wedding with a phone no. on the back... I tried it but it's no longer connected so I guess we will never know it's history.... It has been pretty unloved though. Michael Livingstone got it as part of a "job lot" of P76's & parts. The guy he got it from got it from a wrecking yard ages ago for the doors (which are stuffed), so it's been on death row for a long time. Funny.. The thing that saved this car was the same thing that killed so many other good P76's... The fact that it's a base model. If it had of been a Super, or Executive I would have left it where it was!

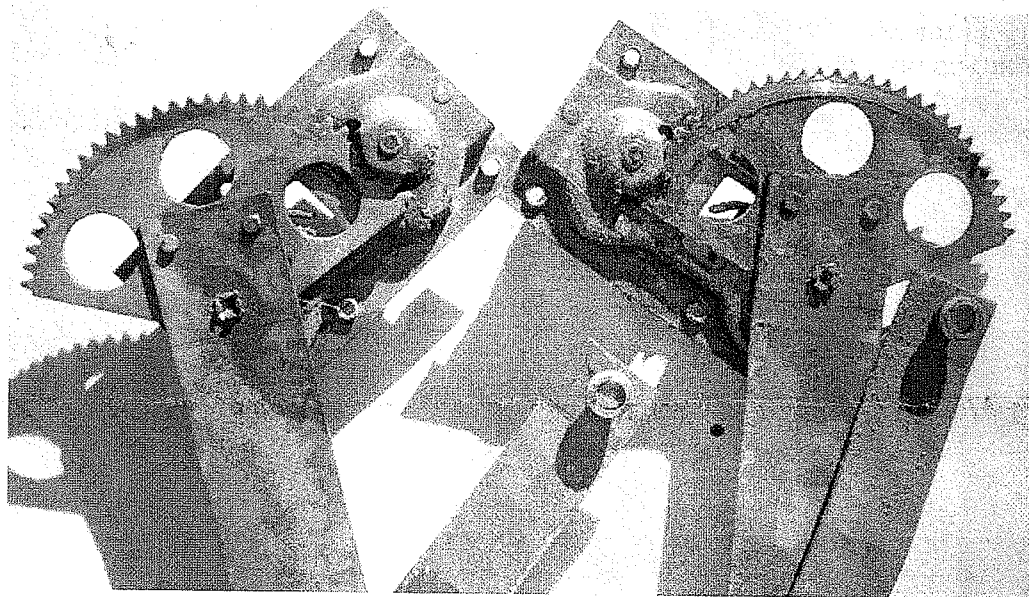
Anyway, like I said, the doors are gone, so is the boot lid, but the rest is certainly saveable. There is rust in the LHR wheel arch, RHF Screen pillar & a little under the petrol filler & funnily enough in the base of the B pillar & Dog leg on the LHS, I think where water has been sitting for a long time. The usual rust spots are remarkably clean... The Stone tray & radiator support, Nose Panel, Firewall & plenum chamber, sills & A pillar posts, boot floor & wheel wells, even the lower rear screen are clean...Go figure.. I suppose it's that "clean country air"! So I will dig up some good clean doors & fit them rather than trying to fix these ones, even though the doors off one car don't often fit another without a lot of stuffing about, I'd rather spend the time getting good doors to fit properly, than spending time fixing rusty doors that don't fit real well anyway.

As I said earlier, Neville Humphries came down from QLD & he bought my interior down with him.Allan Shultz (QLD club) had wrecked a Bitter Apricot Deluxe some 20 years ago & hoarded the stuff in his shed. Neville remembered he had that stuff, knew what I was doing & made the connection happen, So I now have a good bench seat, excellent back seat, 4 door trims, B pillar trims, Dog leg trims & even a good parcel shelf. Neville also cut out the back of an old bench seat on his dads property so I could use that piece of vinyl for the door tops. The only downer is that some critter has chewed a couple of holes in the backrest of the front bench, but I have a spare good back seat & my trimmer mate assures me he can take panels out of that & put in the bench... Should come up excellent! Neville also had a couple of new blank side badges, so using our club decal kits I can make up new "Deluxe V8" badges. Bought a grille & headlight rims off ebay last week, & a pair of new front corners too... So while I'm not actually working on it, stuff is coming together for it already. Easter 2008 will be here before you know it so I need to pull my finger out!

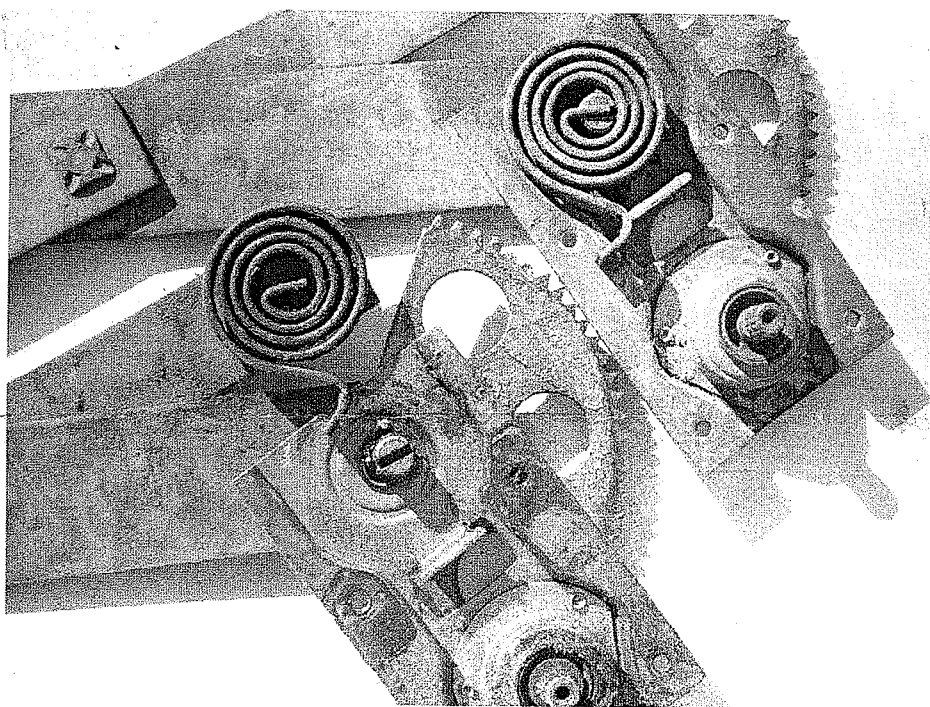


Window winder replacement

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.

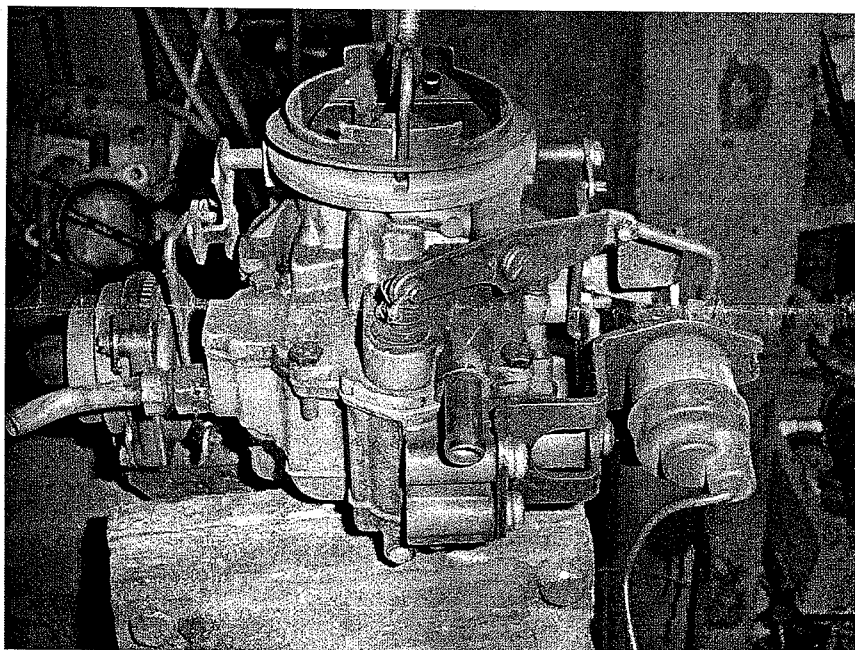
Grease the winder well and it is ready for reinstallation.

Jilden.

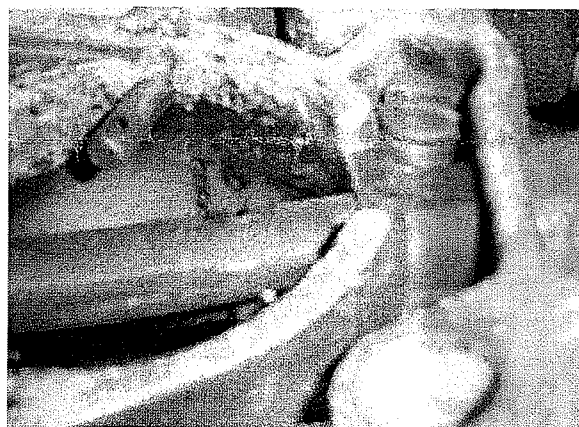
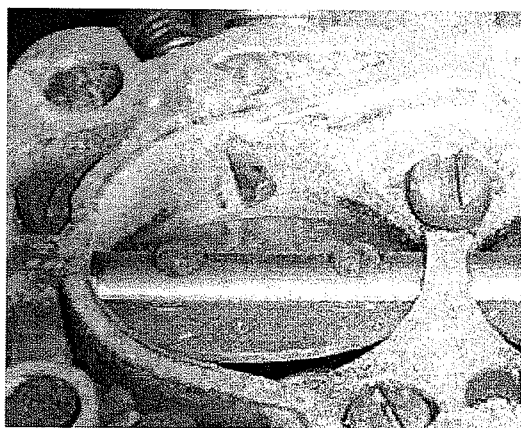
Stromberg WW Identification

How do you tell what your 2 barrel Stromberg carby is off? Many owners have their carbies reconditioned or replaced over the years and end up with carby parts off a Holden 253 or Ford 302.

The WW was fitted in Australia from about 1968 to 1980, with a major change being the introduction of emission control in 1976. These carbies look different to the P76 one, which was only subject to idle emission laws. A typical emission carby is shown below:



It has an idle solenoid and a float chamber vent. So yours definitely doesn't look like this, but it doesn't run right? Then you have to turn your carby over and look into the throat area just above the throttle when slightly open. There will be a small brass jet sticking out, and above it will be a row of small holes, the idle progression holes. They are DIFFERENT for various versions of the WW, and affect the idle and above idle phases.



The left pic shows three small holes above the brass jet. This is a P76 one. The right pic shows four larger holes in a line, being off a Holden. There are versions with two holes, but I don't know what they are off. Using the Holden base plate will give lean and erratic off-idle performance, driving you nuts. Other things such as jets and power valves can of course be checked against the workshop manual, but the base plate variations are not described.

Jilden

LEYLAND P76 S.A. SPARES LIST 3/7/07

V8 Engine	
V8 throttle link ball joints	\$1.00
V8 throttle link bushes	0.20
V8 PCV rubber hose	\$10.00
V8 plug leads stainless steel Bosch	\$60.00
V8 spark plugs	\$1.50
V8 rotor button	\$8.00
V8 distributor cap	\$35.00
V8 distributor shaft	\$30.00
V8 distributor HEI Bosch converted	\$300.00
V8 radiator hose, top	\$15.00
V8 radiator hose, bottom	\$20.00
V8 long heater hose (VT Commodore LPG)	\$35.00
V8 short heater hose	\$10.00
V8 thermostat housing	\$36.00
V8 & 6 engine mount new	\$30.00
Z86 oil filter	\$13.00
V8 front seal, CR 19777	\$30.00
6 & V8 rear seal, PR 4978	\$20.00
V8 head gaskets	\$34.00
V8 rocker gaskets (cork)	\$12.00
V8 rocker gaskets (rubber)	\$11.00
V8 sump & timing gasket set	\$36.00
Fuel pump gasket	\$2.00
V8 fuel pump kit	\$12.00
V8 carb. Jet	\$5.00
Genuine fan belt, V8	\$5.00
Genuine P. Steer Belt	\$5.00
Power steering pulley	\$10.00
Air conditioner belt	\$5.00
V8 reco water pump changeover	\$100.00
V8 Water pump gaskets	\$2.50
V8 oil pressure relief valve	\$2.00
V8 extractor gaskets, set	\$15.00
V8 exhaust pipe rings (non-asbestos)	\$5.00
GL27V (V8) points	\$15.00
V8 oil pressure switches	\$8.00
V8 crankshaft thrust washers, Pair	\$10.00
Suspension/Steering	
Power steering rack c/o incl. deposit	\$750.00
Rack boots, p/steer and R.H. manual	\$25.00
Rack boots, L.H. manual rack,	\$30.00
Power steer control valve spacer bush	\$5.00
Urethane tie bar rubbers, set of 4	\$30.00
Front strut inserts (Pedders) per pair	\$200.00
Front strut top (rebushed) changeover	\$40.00
Power steer pinion adjusting shims	
PS control valve seals (pair)	\$12.50
TARGA MAG WHEELCAPS each	\$20.00
.....Per set of 5	\$80.00

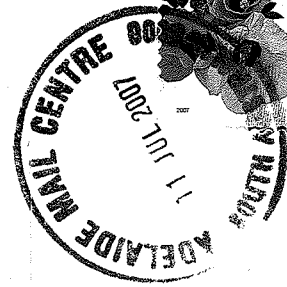
4 speed gearbox	
4 speed gear lever retainer nut	\$18.00
4 speed g/box gasket set	\$12.00
4 speed g/box shifter saddles	\$5.00
3/4 speed g/box reversing light switch	\$10.00
6 Cyl	
6 cyl choke cable	\$5.00
6 & V8 engine mount new	\$30.00
6 cyl engine breathers	\$2.00
6 cyl fuel pump kit	\$12.00
Electrical	
Lucas starter motor bushes, per pair	\$10.00
Headlamp suit super	\$5.00
Headlamp dip switches	\$15.00
Wiper delay relays, Ford.	\$10.00
Wiper switches	\$30.00
Indicator switch assembly recon	\$40.00
General mechanical	
Master Cylinder kit	\$32.00
Front disc pads (standard) CDP 1045	\$24.00
Radiator recovery system cap 13psi	\$4.00
Long handbrake cable	\$10.00
Interior	
Horn rim rubber grommets	\$3.50
Boot mats	\$155.00
Deluxe window winder handles	\$5.00
T-bar selector handles	\$5.00
Rear parcel tray clips only brown pkt of 10	\$10.00
Door lock knobs	\$2.00
Console lid cover Imperial leather	\$10
Boot/Bonnet bump stops set 2	\$11.00
Exterior	
Front indicator lenses, painted, pr	\$60
Front indicator lens, painted, single RHS	\$30.00
R.H.F. zinc corner, no chrome	\$20
Ford number plate lenses, pair	\$15
Tinted Laminated Windscreens	\$130
Windscreen trim clips set (33)	\$6.00
Window scraper rubbers, repro, each	\$25.00
Bonnet insulation hangers, set	\$10
Badge Clips	\$1.00
Chrome mould clips, set 10 (pink)	\$3.00
Chrome mould clips, set 10 (green)	\$3.00
Grill Mould clips set 10	\$1.00
General	
A3 Posters ex Vic Club	\$10.00
Auto Quarterly magazines	\$40.00

For all spares contact Geoff Cutting on
(08) 8270 3799 or
gcutting@picknowl.com.au

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If undelivered, return to:

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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**

Targa Caps and Badges now available

Caps \$10 ea

Caps \$20 ea/\$80 set

Contact Geoff

8270 3799

