

LEYLAND P76 OWNERS CLUB SOUTH AUSTRALIA (INC)

ISSUE

March 2013



STEAM POWERED LAWNMOWER



LEYLAND P76.
ANYTHING BUT AVERAGE.

COMMITTEE 2012 – 2013

PRESIDENT

Nigel Bray 08 83250512 Email npbray@hotmail.com
0408250511

VICE PRESIDENT

Peter Deuter 0412137958 Email pdeuter@optusnet.com.au

SECRETARY

Loretta Stoeger 08 81853136 Email stoeger80@internode.on.net

TREASURER

Jilden Reichardt 08 83392921 Email jm76@bigpond.com

EDITOR

Christine Cutting 08 82703799 Email editor76@chariot.com.au
21 St Helena Street Flagstaff Hill SA 5159

SPARE PARTS

Geoff Cutting 08 82703799 Email gcutting@chariot.net.au

EVENTS CO ORDINATOR

Dianne Bray 08 83250512 Email npbray@hotmail.com

NON OFFICE BEARER

Keith Lewis 08 83961417 Email keithlewis@internode.on.net

GENERAL MEETINGS HELD

When: 1st Tuesday of each month (except January) 7.30pm

At: Church Hall rear of St Edwards Anglican Church 16 East Terrace Kensington Gdns

AGM held August at a venue to be decided

THE FINE PRINT

This is the official publication of the Leyland P76 Owners Club (SA) Inc and is not for sale to the general public. Copies are included in the full and newsletter membership.

Articles are reproduced with the acknowledgement of the original author or publisher where possible.

The club 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.



CLUB CALENDAR 2013

40TH ANNIVERSARY OF LEYLAND P76

April

2 General Meeting

28 McLaren Vale Vintage & Classic

Please **contact** Events Coordinator or committee member if you are interested

May

7 General Meeting

18 Club event details to follow

June

4 General Meeting

29/30 Meeting in Canberra for the 40th Anniversary of the Leyland P76 Registrations are due by the 1 May 2013 forms and cost will be available on the internet. The web site to view with links and further info is <http://leylandp76turns40.blogspot.com.au/>.

UPCOMING SWAP MEETS FOR SA 2013

Sunday 10 March 2013 | [Campbelltown Swap Meet](#) | SA

Sunday 17 March 2013 | [Clare Swap Meet](#) | SA

Sunday 24 March 2013 | [Woodside Swap Meet](#) | SA

Sunday 31 March 2013 | [Mount Pleasant Swap Meet](#) | Adelaide SA

Sunday 7 April 2013 | [Scale Model Swap Meet](#) | Banksia Park SA

Sunday 21 April 2013 | [Tanunda Swap Meet](#) | SA

Anzac Day | Thursday 25 April 2013 | [Model Car Swap Meet](#) | St Marys SA

First Weekend | 4-5 May 2013 | [Naracoorte Swap Meet](#) | SA

Sunday 19 May 2013 | [Pooraka Swap Meet](#) | SA

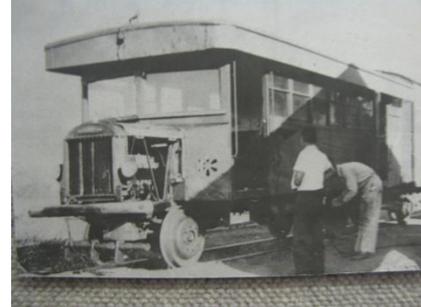
Sunday 26 May 2013 | [Kapunda Swap Meet](#) | SA

Editor's note... Oooops..... last magazine had 2012

Steam Powered Lawnmowers

You may wonder why our front cover of the magazine has a lawn mower taking up space, I'm sure you all will forgive me once the story unfolds.

What started this article were some innocent photos of a diesel railcar bearing the Leyland name used by the North Australian Railway to carry passengers & mail seen when visiting a museum in Katherine NT while on holiday which I thought could go in our magazine with a short story. My research did not reveal anything on this railcar but led me to the lawn mower history and much more.



The Leyland Steam Mower was one of the first motorised lawn mowers, it was produced for just a few years at the end of the 19th and start of the 20th centuries, photos show it about 6ft tall and quite bulky and looks like the operator would have to be careful in its operation. It was basically designed to reduce labour costs of maintaining large grassed areas and playing fields which was done by a reasonable number of men or horses pulling multi cylinder mowers. The steam powered lawn mower made this chore a one man operation thus reducing costs.

Although steam had been established as the prime source of power for decades (and in fact it was already meeting the first tentative challenges from internal combustion engines) it was not until 1893 that the practical steam lawn mower appeared. It was designed by James Sumner of Leyland, Lancashire.

Sumner renamed his company the Leyland Steam Motor Company in 1895 and the business in time went on to become the motor-car manufacturer British Leyland.

History

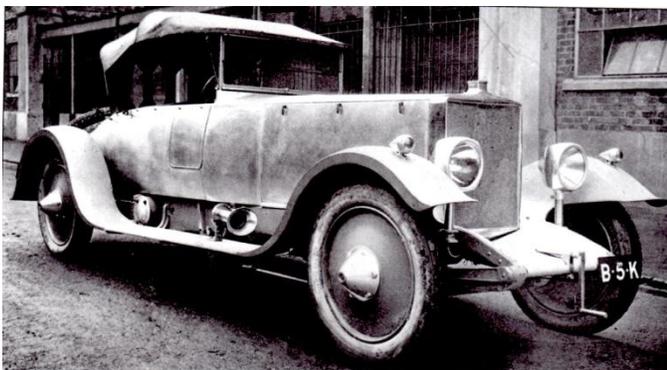
It appears at some stage between 1893 and 1896 the Sumner and Spurrier families amalgamated and formed Lancashire Steam Motor Company in the town of Leyland in North West England. Their first products included steam lawn mowers and later the company's first vehicle was a 1.5 ton steam powered van. By 1905 they had built petrol engine wagons. The company was renamed Leyland Motors in 1907.

In 1920 Leyland Motors produced the Leyland Eight luxury touring car a development of which was driven by J G Parry-Thomas who was later killed in an attempt on the land speed record when a chain drive broke.



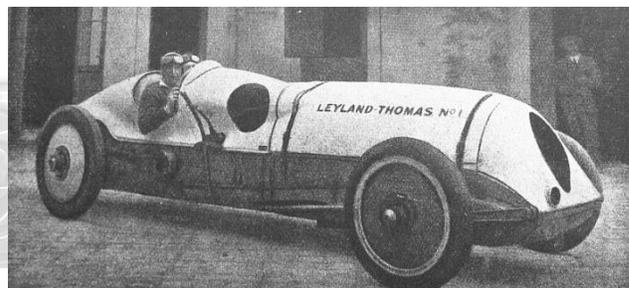
Leyland Eight

Leyland Motors were one of Britain's oldest established commercial vehicle builders, having built their first steam wagon as early as 1897 as common with others in the same field, Leyland decided to enter the luxury car market and produced the Leyland Eight in 1920, designed by John Godfrey Parry Thomas, assisted by Reid Railton. The first British production straight eight and also the most expensive car of the time delivered to a coachbuilder in chassis form at £2500, this was reduced to £1875 in 1922, and only 18 cars were made. Today only one is known to exist and that resides in a transport museum.



Parry Thomas wrote in 1920 the only car which we consider worthwhile as a sparring partner to the Leyland Eight is the Rolls Royce. As for terms of engineering innovation the Leyland Eight was far ahead of the 1906 Rolls, for it featured servo-assisted brakes, torsion-bar assisted suspension and leaf-valve springs on inclined tulip valves in hemispherical chambers.

Parry Thomas then built a couple of racing versions of the Leyland Eight, the Leyland Thomas 1 was said to be the most successful racing car ever seen at Brooklands.



Leyland Eight 1927 with sports body work

Footnote:

I was quite amazed at the information available on my Google search which started out looking for the railcar information to go with the holiday photos and ended up with a lawnmower and the Leyland Eight. There is a lot more information available that I have not covered so I'll leave that to those who are interested. There is a 9 page article that should be a good read on Leyland engineer and racing enthusiast J G Parry and the Leyland Thomas No.1 race car written by his grand nephew.

Geoff Cutting

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC.
HELD AT THE ST EDWARDS ANGLICAN CHURCH HALL, EAST TCE KENSINGTON GDNS
ON Tuesday 5th March 2013

OPENED: 7.47 pm
PRESENT: 9 as per the register.
APOLOGIES: Jim Nicholson

PREVIOUS MINUTES: Read: N Bray
Amendments: nil
Confirmed: John Armstrong
Seconded: Keith Lewis
Adopted

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

-

CORRESPONDENCE IN:

- Magazines
- Allen Bell Letter
- Junk mail



CORRESPONDENCE OUT:

-

TREASURER'S REPORT: \$ as advised

SPARE PARTS REPORT: \$ as advised

COMING EVENTS:

- Rock n Roll Rendezvous 14 April 2013
- McLaren Vale Vintage Classic April 28 2013
- Kapunda swap meet 26th May public entry 0800 hours
-

GENERAL BUSINESS:

- First years of club minutes found
- New shocks received
- Talk about tie rod end boots
-

NEXT MEETING: Tuesday April 2nd 2013
MEETING CLOSED: 9.15 pm followed by tea, coffee and biscuits

PRESIDENT'S RAMBLINGS

The Sherman revamp continues slowly, the further you investigate the more needs doing. The whole front suspension is out and in bits now, generally in good shape but the strut top bearings need a birthday. Might as well paint everything while it's out. The intermediate steering shaft



universal joint was shot so I have to do something with that. Interesting exercise pulling one of those apart but this will be the subject of a separate article later.

Most of the front suspension bits bead blasted and ready for paint

More as we progress

We went to Ballarat last weekend for the swap meet. Weather was pretty warm which made the long day longer. 9 hours walking up and down rows of sellers was just a bit too much. Very little P76 stuff at all but if you don't go you'll never know. We met some good people in the caravan park and had a great Saturday night. Cruised over to the South East coast near Kingston, The Granites has a large parking area just off the beach.



Beautiful Sunset.



More next month Nigel



CLASSIFIEDS

Spare Parts Sale Special

Denso spark Plugs 50 cents each
Part number W20FS- U.
Minimum order of 8.

Contact Geoff Cutting



FOR SALE LEYLAND P76 V8 DELUXE 3/1974

135000 Kms Approx - Motor still running
Bitter Apricot – Antique Parchment
Bench seats
Rubber boot mat – excellent condition



Rust in usual spots
Good restoration vehicle
2 Owners - \$1500 ono
Contact David 042917336

You can still receive electronic copies of the SA and Interstate club magazines via email by

Emailing me with your preferred email address to editor76@chariot.com.au for those unable to access emails I will continue to send a hard copy of the SA magazine.



Christine Cutting – Editor

Spare parts for sale contact Geoff Cutting phone 08 82703799 - email gcutting@chariot.net.au

<u>V8</u>		<u>Gearbox</u>	
V8 throttle link ball joints	\$1.00	4 speed g/box gasket set	\$12.00
6 Cyl ignition leads	\$45.00	4 speed g/box shifter saddles	\$5.00
V8 plug leads stainless steel Bosch	\$70.00	4 speed g/box reversing switch	\$10.00
V8 retainer spark plug cables	\$12.00	4 speed g/box gear shift lever pivot	\$20.00
V8 spark plugs	\$1.50	<u>6 cyl</u>	
V8 rotor button	\$20.00	6 cyl choke cable	\$5.00
V8 distributor cap	\$45.00	Rear Seal refer V8 listing	
V8 points	\$15.00	Water Pump reconditioned	\$130.00
V8 distributor shaft	\$30.00	<u>Electrical</u>	
V8 manifold bypass hose	\$3.00	Distributor Condensor	\$8.00
V8 radiator hose, top	\$15.00	Lucas starter motor bushes, per pair	\$10.00
V8 radiator hose, bottom	\$20.00	Headlamp suit super	\$5.00
V8 long heater hose (VT Commodore LPG)	\$40.00	Wiper delay relays, Ford.	\$10.00
V8 short heater hose	\$10.00	Wiper switches	\$30.00
V8 thermostat housing	\$50.00	Indicator switch cam assembly	\$36.00
Z86 Oil Filter	\$25.00	Re - Cond Lucas Alternator	\$100.00
V8 front seal	\$36.00	<u>General mechanical</u>	
V8 & 6 cyl rear seal	\$28.00	Master Cylinder kit	\$32.00
V8 Engine Bearing Set 5 .020		Rear brake cylinders	\$30.00
V8 Engine Bearing Set 5 std	\$100.00	Long handbrake cable	\$10.00
V8 head gasket	\$40.00	<u>Interior</u>	
V8 VRS gasket set	\$170.00	Horn rim rubber grommets	\$5.00
V8 rocker gaskets (rubber)	\$15.00	Deluxe window winder handles	\$5.00
V8 timing cover gasket	\$12.00	T-bar selector handles	\$5.00
V8 sump gasket		rear parcel tray clips only brown packet of 10	\$10.00
V8 sump & timing gasket set	\$55.00	Console lid cover Imperial leather	\$10.00
V8 sump, timing gaskets with front & rear seals	\$105.00	Boot/Bonnet bump stops set 2	
V8 fuel pump kit	\$48.00	Glovebox locks and keys	\$6.00
V8 carb. Jet	\$5.00	<u>Exterior</u>	
Fan belt V8	\$15.00	Front indicator lens, non-painted, single RHS	\$30.00
Power Steering Belt	\$10.00	Ford number plate lenses, pair	
Air conditioner Belt	\$15.00	Tinted Laminated Windscreens	\$130.00
Power steering pulley	\$10.00	Windscreen trim clips set (33)	\$10.00
V8 Water pump gaskets	\$2.50	Window scraper rubbers, repro, each	\$38.00
Water Pump Bearings	\$30.00	Lower guard repair panel, each	\$40.00
V8 Extractor gaskets Pair (2)	\$15.00	Badge and Vent blind plugs	\$1.00
V8 exhaust pipe rings (non-asbestos)	\$5.00	Chrome mould clips set 10 (pink)	\$3.00
V8 - 6 cyl engine mounts		Chrome mould clips set 10 (green)	\$3.00
GL27V (V8) points	\$15.00	Upper & lower grill mould clips set 10	\$2.00
V8 oil pressure switches	\$12.00	Targa Caps set of five	\$120.00
V8 thrust washers, Pair	\$10.00	<u>General</u>	
<u>Suspension/steering</u>		Roseworthy Easter Meet Badges	\$1.00
Rack boots, p/steer and R.H. manual	\$25.00	Signed Hal Maloney Leyland P76 books	\$50.00
Rack boots, L.H. manual rack,	\$30.00		
Rack mount rubber p/s	\$5.00		
Power steer control valve spacer bush	\$5.00		
Power steer valve upper seal	\$12.00		
Power steer valve lower seal	\$12.00		
Tie bar bushes - rubber set 4	\$33.00		
Tie bar bushes - urethane set 4			
Front strut inserts (Pedders) per pair	\$320.00		
Power steering rack re-con (exchange only)	\$750.00		
Power steer pinion adjusting shims	\$1.00		

If undelivered return to:

The Editor
Leyland P76 Owners Club (SA) Inc
21St Helena Street
Flagstaff Hill SA 5159

Leyland P76 Anything But Average



Bublacowie Military Museum & Memeorial

Australia Day 2013



For membership information contact the SA club 08 82703779