

LEYLAND OWNERS CLUB SA INC

JUNE 2014

TARGA FLORIO

ANYTHING
BUT
AVERAGE

COMMITTEE 2013 - 2014

PRESIDENT

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0408250511

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Dianne Bray 08 83250512 Email npbray@hotmail.com

NON OFFICE BEARER

Tom Cooper TBA

John Armstrong TBA Email jnjarmstrong@adam.com.au

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.

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



CLUB CALENDAR 2014

July

1 General Meeting

August

5 *No General Meeting on Tuesday this will be held with the AGM on the 26th*

16 Lunch followed by the General Meeting and AGM
To be held at a venue to be decided in the Adelaide Hills area. Please let Di or Nigel Bray know if you will be attending lunch.

UPCOMING SWAP MEETS and EVENTS OF INTEREST 2014

Events

Swap Meets

TBC Sunday 15 June 2014 | [Sedan Swap Meet](#) | Sedan SA

TBC Sunday 27 July 2014 | [All Make Swap Meet](#) | Angle Park SA

TBC Sunday 27 July 2014 | [Murray Bridge Motorsport Swap Meet](#) | SA

TBC Sunday 17 August 2014 | [Willunga Swap Meet](#) | SA

TBC Sunday 14 September 2014 | [Gawler Swap Meet](#) | SA

TBC Sunday 21 September 2014 | [Edinburgh Parks Swap Meet](#) | SA

TBC September 2014 | [Port Pirie Swap Meet](#) | SA

TBC Sunday 5 October 2014 | [Motorcycle Only Swap Meet](#) | Balhannah SA

TBC Sunday 26 October 2014 | [Pooraka Swap Meet](#) | SA

TBC Sunday 19 October 2014 | [Strathalbyn Swap Meet](#) | SA

TBC October 2014 | [Riverland Swap Meet](#) | Berri SA

Should any Members wish to participate and make any of these Events as a Club Event please contact the Events Coordinator or Program or a committee member.

SUBSCRIPTIONS FOR 2014/2015 DUE 30 JUNE

A friendly reminder that your subs are due and no further magazines will be posted after the 31 August 2013 if they remain unpaid.

Historic Vehicle Registration your Log Book will require endorsing subs must be paid by the **30 June** (see Jilden)

Full Membership	\$40.00	Associate	\$ 15.00
Pensioner/Fulltime Student	\$20.00	Associate	\$ 10.00
Newsletter Only (member of an interstate P76 club)			\$15.00

Subscriptions can be paid by.

EFT to Leyland P76 Owners Club SA Inc

Bank: - BankSA (Stirling SA) BSB: 105-079 Account no: 049593340
Email transfer details to Jilden jm76@bigpond.com

Cheque

The Treasurer
Leyland P76 Owners Club SA Inc
97 Charlick Rd
Crafers West SA 5152

Cash

Direct to the Treasurer

NOMINATIONS FOR 2014-2015

Nominations for all positions can be made at the AGM or at least 2 weeks prior to the AGM by
Email stoeger80@internode.on.net

Or post

Lorena Stoeger PO Box 967 Littlehampton SA 5250

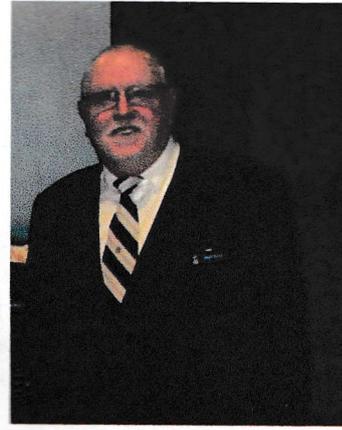
Important Information

Due to the passing of Geoff Cutting we now need a new Public Officer. They do not need to be a member of the committee but a financial member. During his time as Public Officer Geoff never had to complete any duties.

Below is the job description as per the Act.

The Associations Incorporation Act, 1985 requires an incorporated association to have a Public Officer. The Public Officer must be a natural person of or above the age of 18 years who is resident in South Australia. The public officer is the person responsible for lodging legislated forms with our office

PRESIDENTS RAMBLINGS



Just an observation made a couple of weekends ago when we were out and about down Strathalbyn and Langhorne Creek area, a popular venue for car club runs. A group of HK, HG, Holdens (4) and a couple of Broughms went past but included in the group were several Commodores of varying vintage, the whole club run being of a dozen cars or so. Later in the day at the Langhorne Creek Hotel a group of VW enthusiasts had parked up for a meal 3 Beetles, a Kombi and several Golfs and Polos. Early Falcons have similar scenarios where there may be a few XM or XPs among several late models Falcons, implying to me that many members of car clubs of a specific make continue with that marque as they upgrade to a modern vehicle. As a club they are all Holdens, VWs or Falcons as the case may be. We don't have that luxury for obvious reasons. We had our 18 months of fame when our P76s were made and that was it, no more P76 variants to continue to this day. When we have a club run we have a few P76s and a smattering of licorice allsorts that probably makes us appear a bit disjointed but there is not much we can do about that.

I read an interesting article recently about Formula 1 which I must admit had not taken a great interest in for a while as it is usually on late at night and seems like slot cars a bit. As the cars become faster after each "slow down" development technology and engineering catch up, the process starts over again. Refueling has been banned since 2010 as a safety measure I guess, the motors must now be V6 of 1600cc and car minimum weight including oil, water and driver is up to 691 Kg from 642 Kg before 2014, so pit stops are pretty much down to tyre changes now. Redbull holds the record currently at 1.932 seconds, that's a team of 2 jackmen and 3 wheelmen on each wheel, total of 14. Tyre selection is crucial, choice of 4 dry and 2 wet compounds. Only 2 types, decided on in advance, may be used in each race. They don't scrimp on weather forecasting. The race is not just the driver getting the car around the track.

The Sherman upgrade continues and various items are being fitted back into the car. The wiring is nicely tucked out of the way with a nice little fuse box from Jaycar which has LED indicators to show if a fuse has blown. After cutting and shutting a lot of the wiring and fitting relays adjacent to the headlights to eliminate most of the voltage drop, the time had come to drop in a battery and power up the system. Hook up the earth then the positive, have a good look around, no smoke, nothing getting hot, try some switches, lights work when they are supposed to, horn works, so far so good. The ignition wiring is still to be sorted, more on that when the motor goes in.



The plenum area below the windscreen is a messy area and difficult to smarten up. The wiper linkages are a real work of art when you have a good look at them. They really must have been the last thing designed and I use the term loosely, to go in there. The long link has 5 bends and is welded together on the middle. If just 1 of these bends is not correct the whole wiper system will not work. It must have been a real headache to do the jigs for this bit.

Time to refit the front suspension I remembered that somewhere in the 80s I fitted new lower control arms in my Targa because the rubber boots had split and it was easier to buy the whole Arm than source a suitable rubber boot. They were

the "Force7" upgraded variety, beefier than standard and as the Targa went off the road in the early 90s; these arms had done very little

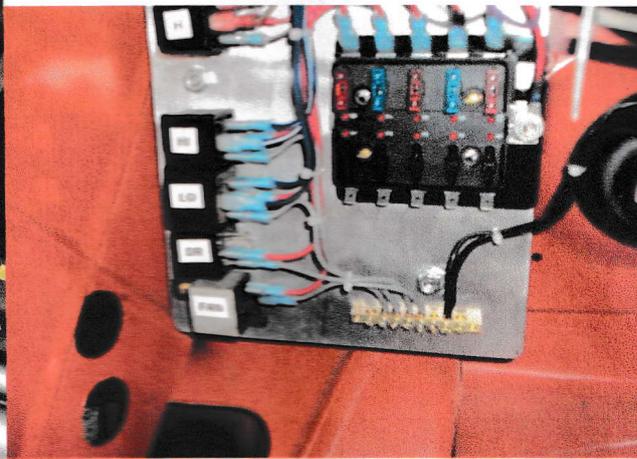
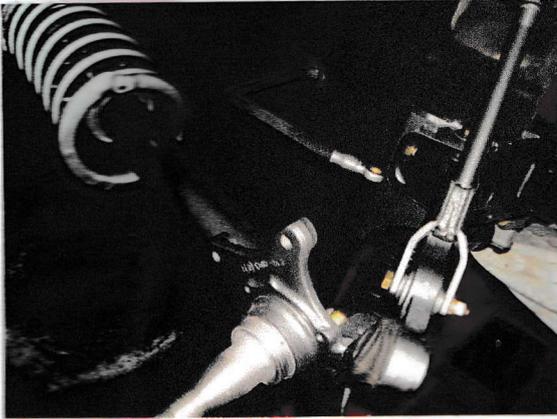
work and were just sitting there. As Sherman is to be a daily driver I decided that I should fit these better arms into her and lesser ones into the Targa when it is her turn to shine. Drag her out from under cover and a quick pit stop swapped the lower control arms. They were still in good nick, rubber boots not perished or anything. Coat of paint and in they go followed by the struts which had had the overhaul treatment. I was tossing up whether to fit Celica strut tops which have a ball bearing in the top rubber bit or the P76 ones which I revamped using glass reinforced Teflon. I went P76. The tie bars went in; they



feel good with new rubber bushes. I would like to get some new steering ball joints to compliment the rest of it and will chase them up next week. It is starting to look like it could work again. I fitted the "new" intermediate steering shaft complete with new uni joint bearings and new rag joint at the other end. That feels nice and tight, no slop at all. To be continued.....

Nigel

Just a few snaps



Top left: Front suspension, Top right: The Horns, Bottom left: Intermediate steering arm
Bottom right: headlight fuses



THE TRUCKO FLORID IS 40 THIS Month

Where the Targas come from

I have just revisited *A Boot Full of Right Arms* where our hero #36 had been on the road for 11 days and endured the harsh desert of northern Africa and the hiccup of the right hand strut spring ending up in the engine bay after a series of whoop-de-dooos through some sand ridges. The car was still running and the 12th car into Tunis, a full 18 hours after the leading Citroen. They were to catch the ferry across to Sicily to continue the rally. While they waited for the ferry they found their red Avis service van with a load of spares and new tyres. They were able to massage the strut tower back into shape and suitably reinforced and welded it to maintain its structure. A replacement strut completed the repair and they were fully mobile again.

What seemed to be a sign of good things to come was their service van being ushered to the head of the queue, but then not allowed on the ferry because of paperwork, so they sailed still without the service crew which they hadn't had all the way through north Africa. They had to head to Palermo on arrival in Sicily, to the mountains along the spine of the island to the Curcuito delle Madonie, site of the Targa Florio an event held since 1906. The Rally was to tackle only 25.7 kms of the 72 km full circuit, for Special Stage 8, in 15 minutes.

They were the first car to arrive, apparently 3 hours late due to the ferry delay with head winds, the natives were getting restless, the road having been closed for 3 hours already. They were asked to get onto the circuit straight away, they needed some action. So with Evan driving, they were into it.

"I felt like trying. The car was sound, its tyres were new and the memory of our disappointments in the desert was still strong. It was good to work off some steam and what better place than the world's most historic road circuit"

He raced on, rally tyres rumbling, moaning and screaming, letting the engine run to 5000 rpm for the first time in the rally and obviously enjoying himself. Being the first on the road they had to wake up the spectators, watch out for donkeys and old men on bikes. John had a horn button on the navigator's side for occasions such as this and honked every 100 meters whether there was a blind bend or not. It was just about all bends and no straights. Sicily slipped by in a blur. They arrived in control in a cloud of smoke from the front brakes as John struggled out of his seat belt harness to get to control. "We lost 4 minutes 42 seconds". We wait.

Andrew Cowan came in next in the Escort 8:55 late, others came in, Vanson / Citroen 7:12, Trautmann/Peugot 8:02, Nyret/Peugot 8:40, Dacremont 10:53 were among the rally leaders and no one topped the P76s time. Then John told Evan that this was one of the few stages to carry a special trophy.

The Targa Florio Trophy was donated by the Automobile Club Palermo. The rally continued on to Italy, Turkey and eventually to Munich where we finished in 13th spot.

Leyland Australia built the limited edition Targa Florio on the strength of this stage win

If you haven't read *A Boot Full of Right Arms* lately, you should, it's a good read

Nigel

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 May 6th 2014

OPENED: 7.46 pm
PRESENT: 7 as per the register.
APOLOGIES: Chris C, Tom Cooper, Loretta S

PREVIOUS MINUTES: Read: Nigel

Amendments: Nil

Confirmed: Andrew K

Seconded: Wayne F

Adopted

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

- Banners information mislaid revisit at the next meeting.

CORRESPONDENCE IN:

- Magazines
- Junk mail

CORRESPONDENCE OUT:

TREASURER'S REPORT: As advised in bank and petty cash.

SPARE PARTS REPORT: \$ TBA

COMING EVENTS:

- Kapunda Swap Meet 25 May
- Sedan Swap Meet 15 June
-

GENERAL BUSINESS:

- FHMVCSA wants an electronic copy of all club's constitutions sent to them. Jilden to find it.
- FHMVCSA has \$500 grants available for special events.
- Bank signature: one more required for new account operation. Done.
- Cheques to Jilden and Nigel for expenses occurring.
- Flowers to be sent on behalf of the Club to Chris on the death of her mother. Jilden to organise.
-

NEXT MEETING: Tuesday June 3rd 2014

MEETING CLOSED: 8.25 pm followed by tea, coffee and biscuits

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 June 3rd 2014

OPENED: 7.30 pm
PRESENT: 9 as per the register plus one guest.
APOLOGIES: Tom Cooper,

PREVIOUS MINUTES: Read: Nigel
Amendments: Nil
Confirmed: Di
Seconded: John A
Adopted

BUSINESS ARISING FROM THE PREVIOUS MINUTES:

- FHMC wants electronic copy of Club constitution, Jilden forgot, on "to do" list.
- Nigel to write letter to apply for a grant for the Easter 2014 National meet.
- Bank signatories fixed, Chris, Nigel & Jilden are approved signatories.
-

CORRESPONDENCE IN:

- Magazines
- FHMC various items as discussed in General Business.
- Trailer rego renewal
- Junk mail

CORRESPONDENCE OUT:

- email re number plate lenses to James Mentiplay

TREASURER'S REPORT: As advised in the bank and petty cash.

SPARE PARTS REPORT: As Advised

- V8 points availability question.

COMING EVENTS:

- Sedan Swap Meet 15 June
- AGM Saturday August 16th Venue to be decided, Adelaide Hills area.
-

GENERAL BUSINESS:

- Club to submit Expression Of Interest for a new conditional registration scheme as promoted by the FHMC
- Jilden requests payment for Club rego renewal (done on line) and other expenses. Wayne seconded.
- Jilden demonstrated auto drive plate repair possibilities.

NEXT MEETING: Tuesday July 1st 2014

MEETING CLOSED: 8.35 pm followed by tea, coffee and biscuits



CLASSIFIEDS

Club Spares Parts

Please still contact the club through Christine Cutting for spare parts

Email gcutting@chariot.net.au or 082703799

For Sale

Brand new Bonnet with metal edge \$80 Contact Ron 83742920

Easter National Meeting 2015

April

3 -6 The Easter 2015 National Meeting is to be held at McLaren Vale South Australia. Organising is well underway and Newsletter No 3 is not too far away. To make this event possible we need get a better idea of numbers so get your accommodation booked direct with the motel.

Phone 08 83238265 or www.mclarenavalemotel.com.au

Then let Dianne or Nigel Bray know you are coming

Phone 08 83250512 or email npbray@hotmail.com

If you are looking for parts or have parts for sale put your advert in the Classifieds

I would like to thank the SA P76 for the flowers in expression of Sympathy for the passing of my Mum on May 3 2014. Chris



Due to the passing of Geoff and my Mum in such a close time I was unable to produce a magazine in May.

Christine Cutting – Editor

Spare parts for sale contact Christine Cutting phone 08 82703799

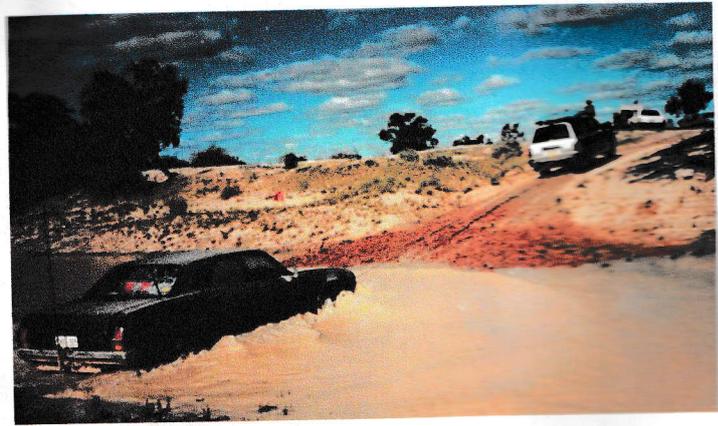
Email gcutting@chariot.net.au

V8		Gearbox	
V8 throttle link ball joints	\$1.00	4 speed g/box gasket set	\$12.00
V8 retainer spark plug cables	\$12.00	4 speed g/box shifter saddles	\$5.00
V8 spark plugs	\$0.50	4 speed g/box reversing switch	\$10.00
V8 rotor button	\$20.00	4 speed g/box gear shift lever pivot	\$20.00
V8 distributor cap	\$45.00	6 cyl	
V8 points		6 cyl choke cable	\$5.00
V8 distributor shaft	\$30.00	Rear Seal refer V8 listing	
V8 manifold bypass hose	\$3.00	6 Cyl ignition leads	\$45.00
V8 radiator hose, top	\$15.00	Water Pump reconditioned	\$130.00
V8 radiator hose, bottom	\$20.00	Electrical	
V8 long heater hose (VT Commodore LPG)	\$40.00	Distributor Condenser	\$8.00
V8 short heater hose	\$10.00	Lucas starter motor bushes, per pair	\$10.00
V8 thermostat housing	\$50.00	Headlamp suit super	\$5.00
V8 thermostat gasket	\$2.00	Wiper delay relays, Ford.	\$10.00
Z86 Oil Filter	\$25.00	Wiper switches	\$30.00
V8 front seal	\$36.00	Indicator switch cam assembly	\$36.00
V8 & 6 cyl rear seal	\$28.00	Re - Cond Lucas Alternator	\$100.00
V8 Engine Bearings .010	\$195.00	General Mechanical	
V8 Engine Bearing Set 5 std	\$100.00	Master Cylinder kit	\$32.00
V8 head gasket	\$40.00	Rear brake cylinders	\$30.00
V8 VRS gasket set	\$170.00	Long handbrake cable	\$10.00
V8 rocker gaskets (rubber)	\$15.00	Interior	
V8 timing cover gasket	\$12.00	Horn rim rubber grommets	\$5.00
V8 sump gasket	\$16.00	Deluxe window winder handles	\$5.00
V8 sump & timing gasket set	\$55.00	T-bar selector handles	\$5.00
V8 sump,timing gaskets with front & rear seals	\$105.00	Rear parcel tray clips only brown packet of 10	\$10.00
V8 fuel pump kit	\$48.00	Console lid cover Imperial leather	\$10.00
V8 carb. Jet	\$5.00	Boot/Bonnet bump stops set 2	\$11.00
V8 Fan belt	\$15.00	Glovebox locks and keys	\$6.00
Power Steering Belt	\$10.00	Exterior	
Airconditioner Belt	\$15.00	Front indicator lens, non-painted, single RHS	\$30.00
Power steering pulley	\$10.00	Tinted Laminated Windscreens	\$130.00
V8 Water Pump Kits (Seal, gasket & bearing)	\$80.00	Windscreen trim clips set (33)	\$10.00
V8 Extractor gaskets Pair (2)	\$15.00	Window scraper rubbers, repro, each	\$38.00
V8 exhaust pipe rings (non-asbestos)	\$5.00	Lower guard repair panel, each	\$40.00
V8 - 6 cyl engine mounts pair (2)	\$60.00	Badge and Vent blind plugs	\$1.00
V8 oil pressure switches	\$12.00	Chrome mould clips set 10 (pink)	\$3.00
Suspension/steering		Chrome mould clips set 10 (green)	\$3.00
Rack boots, p/steer and R.H. manual	\$25.00	Upper & lower grill mould clips set 10	\$2.00
Rack boots, L.H. manual rack,	\$30.00	Targa Caps set of five	\$120.00
Rack mount rubber p/s	\$5.00	General	
Power steer control valve spacer bush	\$5.00	A3 Posters ex Vic	\$10.00
Power steer valve upper seal	\$12.00	Roseworthy Easter Meet Badges	\$1.00
Power steer valve lower seal	\$12.00	Signed Hal Moloney Leyland P76 books	\$50.00
Tie bar bushes - rubber set 4	\$33.00		
Front strut inserts (Pedders) per pair			
Power steering rack re-con (exchange only)	\$750.00		
Power steer pinion adjusting shims	\$1.00		

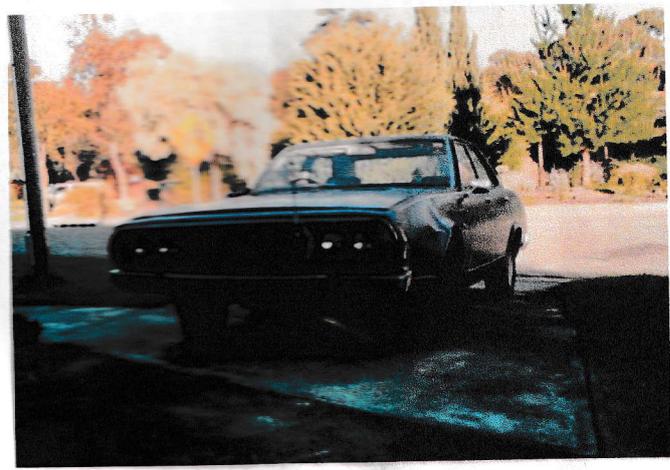
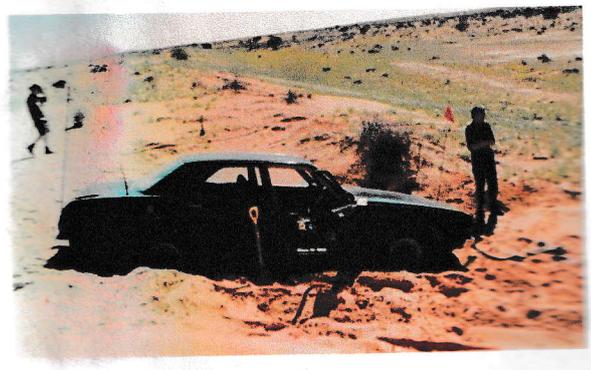
If undelivered return to: **The Editor Leyland P76 Owners Club (SA) Inc** 21St Helena Street Flagstaff Hill SA 5159

Leyland P76 Anything But Average

1997 SA Club's members own dessert trip through the Simpson Dessert



Geoff Cutting's Targa



Back Home Safely



For membership information contact the SA Club 08 82703799