

LEYLAND P76OWNERS CLUB SA INC

Celebrating 40 years 1982 - 2022

Anything but average



John & Janet off for a row at Mannum camping weekend



March – April 2022

CLUB INFORMATION

Committee 2021 -2022

President	Nigel Bray	0408250511	leyland4412@gmail.com
Vice President	John Armstrong	0428764416	jnarmstrong@bigpond.com
Secretary	Loretta Stoeger	08 81853136	stoeger80@internode.on.net
Treasurer	Christine Cutting	08 82703799	editor76@chariot.com.au
Editor	Christine Cutting	08 82703799	editor76@chariot.com.au
Spare Parts	Christine Cutting	08 82703799	editor76@chariot.com.au
Events Co-coordinator	Di Bray	0408250511	leyland4412@gmail.com
Non-Office Bearers	Keith Lewis Andrew Lee		
Public Officer	Keith Lewis		
Authorised Officers	Andrew Lee	08 83709217	
Historic Vehicle Registration	John Armstrong Nigel Bray	0428764416 0408250511	

GENERAL MEETING HELD

Bi monthly on the 1st Tuesday of the month at a venue to be notified

2022 February, April, June, August AGM, October and December

AGM

Held August at a venue to be decided

THE FINE PRINT

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

Next General Meeting

4 October 2022 7.30 pm
Chris Cutting
21 St Helena Street
Flagstaff Hill SA



CLUB Calendar and information

Meetings held Bi-Monthly

2 October General Meeting

6 December General Meeting

Easter Nationals Planning is underway for Easter 2023 for the
50th Anniversary to be held in Parkes NSW



JILDEN REICHARDT MEMORIAL

On March 19 while many of us were running around the countryside voting, some of us gathered at the Crafers Institute to remember the life and times of our friend Jilden.

Friends from not only the P76 fraternity but also his bicycling group, The Donkey club and others as well as family talked about his achievements and the often unusual way he went about doing things but he did achieve a lot. Trophies were on display for memories as well as photos, certificates etc to start a bit of conversation

All in all a good send off

PRESIDENT'S RAMBLINGS

As we progress through the Club's 40th year and read some of the early magazines from our beginnings we can see how we have moved on in 2 generations. Our kids who we used to take on all the social activities are now in a lot of instances grandparents, frightening when you think about it. We read of the club purchasing a Gestetner copying machine to publish the Club magazine, now weren't they a contraption, and you had to wind the mechanism by hand. You needed a reasonable typewriter as well to cut the stencil or the letters wouldn't copy clearly. But we had to start somewhere. No mobile phones in those days either, how did we communicate? I know our postage bill in those days was quite high even though standard postage was only 24 cents.

Other snippets of useless information from 1982 magazines

- No new V8 waterpumps left in Australia, could be a long delay before Leyland arrange for a new batch to be manufactured.
- On the horizon is the possibility of a Perth club getting of the ground.
- Does anybody know which model Holden rear louvre fit a P76????????????????????????????????
- South Australian Road and traffic regs state that any vehicle manufactured after 1971 must not change the steering wheel from original. Oooooops
- Locking petrol cap CPC SL19 are available at K-Mart for \$6.35
- Laminated tinted windscreens are available for \$191.13 supplied and fitted from Windscreens O'Brien.
- We were collecting milk cartons for our crack at the Milk Carton regatta to be held at the Patawalonga, Glenelg. Cartons to eventually form the shape of a P76 and float as well as being navigable, good luck with that.

Myself at home busy finding stuff to do. In 1974 I built a 6 x4 box trailer while working at a tin mine on the west coast of Tasmania. Steel work was no real problem but most other bits weren't obviously available so sourcing called for a bit of intuition. Local tip found an old Holden ute, probably FE or FC from memory, presenting me with wheels, front stub axles and leave springs. Stub axles were machined to enable fitment to flanges welded to a section of boiler tube for the axle, springs were a bit long so they got cut shorter and the eyes welded back on using some fancy rods out of the welding shop. Hangers etc were knocked up together with u-bolts and plates and we nearly had the workings of a trailer. Out in the scrub we found a couple of old deserted railway box cars with good timber lining inside, these became the floor, sides, front and rear tailgates. Mudguards were donated from the sheet metal shop and we had a trailer which has served me well for the last 48 years so while we were doing renos on the house, I thought why not the trailer. It had inherited a steel plate floor somewhere along the way which needed some rust repair, new mudguards, new springs, a good wire brush and some paint, LED lights, replace the timber sides with some new dressed spotted gum, sealed with marine varnish and it looks a million dollars. Oh and also along the way it rides on P76 wheels dispensing with the old 'olden 13s

More next time Nigel



Nigel's beautifully restored trailer



Milk Carton Regatta Patawalunga Glenelg

CELEBRATING 40 YEARS

MINUTES OF THE GENERAL MEETING 9TH MARCH 1982

Meeting opened by D Packham

Present: D and B Packham, R and T McLeod, L Cox, J Reichardt, N Webb, P Crocker, R Cocks, M Cocks, N Bray, G Cutting, A Jewitt, G Patterson, J Wright, F Leonard, C Cruickshank, R and B Lee, M Kalynuik, N Martin, A Malecki, T Bell-Booth, B Thompson, A Baker.

Apologies: A Pulford, P Meridew, D Biggs

Item 1/ Minutes of the February General Meeting were read and accepted by B Thompson
By L Cox.

2/ Discussion on Adelaide Motor Show

(A) Vehicles nominated for display. Ron Cocks (Orange Force 7), D Packham (Blue Super V8 Manual), G Hussel (Brown Executive), first reserve B Thompson (Green Executive)

(B) Manning of stand at Motor Show: The following members volunteered their time, G Patterson, A Jewitt, M Kalynuik, R McLeod, P Crocker, J Wright, B Thompson, G Cutting, C Cruickshank, N Bray, L Cox, D Packham, A Baker, T Bell-Booth, R Cocks.

(C) B Thompson offered a Café Bar machine for use during the Show.

(D) Newport Motors have loaned 2 revolving displays and banners.

(E) The Club is to pay for the power point installation on the stand.

(F) No additional advertising space in newspapers will be bought.

(G) Members manning the Show stand to be neatly dressed Club T-shirts accepted.

3/ P Crocker offered to obtain copy of photo/ad published in the Advertiser.

4/ (A) Minutes of Committee Meeting 23/3/82 read.

(B) Gestetner copier purchased for \$150.

(C) Cost of March magazine \$64 for 2/3 only.

(D) Apologies to J Wright for photo quality in March magazine.

5/ C Cruickshank to investigate premises in the Wayville area.

□ To ensure the re-manufacture of parts is cost efficient and meets the needs of all member clubs.

□ Where ever possible support and encourage all clubs in the maintenance and restoration of the Leyland P76 and the Force 7 cars.

Responsibilities of the Council

□ The Council membership will be shown on the P76 National Website. Clubs should advise all other clubs and the manager of the national website of any changes to their delegates.

□ The funding the Council generates from yearly Club Memberships will be incidental, however moneys collected for orders and manufacturing costs need to be banked into a Bank Savings account under the Councils name.

□ It is envisaged that the National Council will not generate any income over that required to cover costs, consequently funds collected should be cleared on a project by project basis.

The Council should provide a copy of the bank statement to the treasurer of each of the registered clubs on 30 June and 30 December each year.

□ Council decisions and/or deliberations should never be conducted or concluded on any social media website eg; Facebook. The Council still conducts official meetings at national events and encourages positive communication between council delegates via telephone and email on a regular basis.

□ The council is solely for the benefit of Leyland P76 clubs and their members



Anniversary catch up with some past members

The Coffee Table Project. -John Armstrong April 2022.

This whole project started out when Andrew Kloot showed up at my home, with a rather damaged V8 engine block, which was really beyond salvaging.

Hence the coffee table idea ... not much use for anything else, as it was missing a rather large section of the block lower wall, right adjacent the starter motor position. I assumed a rod from number 7 piston went thru the wall.

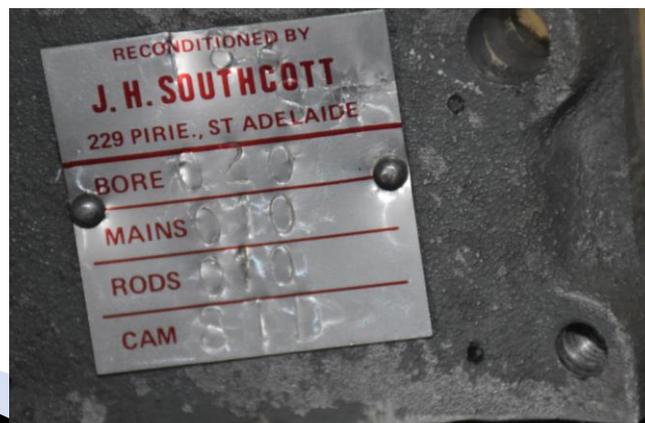
It sat stored in my garage pit, for what is probably over 15 years, waiting for me to find the time, and inclination, to do something about.

Since I sort of retired last year (made redundant), and the garage was due for a clean up, I got busy scrubbing the years of crud off it. A citrus based 'Heavy Duty Degreaser' helped dissolve some of the crud, but it was still lots of hard scrubbing, to get it clean enough to pass the test and be allowed it the house. This long cleaning process, sort of left lots of thinking time, about how the engine had actually got to be in that state. *(More to follow later)*

From memory, Andrew had no knowledge of its' history, so it is all a bit of guesswork.



From the label on the block, it had been re-conditioned at some stage by Southcotts, which still had the old Adelaide City Pirie Street address on it ... so long ago, or they were just using up old tags, because they moved out of there, a long time ago.



Bores were 20 thou over, mains and rods 10 thou oversized, not sure about the cam "SID" reference.

On double checking the engine number...

4417 / 2654, it is one of the Terrier engines...which I think I already knew ... and the piston was a deep dish version, (Repcor /ACL 319) which all adds up. (*More on the pistons later*)

Not sure about the engine number though – I thought Castalloy only made 2000 of these.

The cylinder bores were not scored as such, but had suffered from being stored without being oiled, I think long before I got hold of it, so cleaning up was a case of rubbing with stainless steel wool, and 400 grit wet and dry, to make them look a bit more presentable, if you ever got to see them.

I was also given what remained of a piston and rod. I think the rest of the pistons went to Jilden as spares.



I wanted to mount it all on wheels, just to make it easy to move around, so found some nice double grey items from the Hong Kong Hardware shop at Pooraka, for \$6 each, and some cheap 19mm plywood from Bunnings. A piece of 1200 x 600 film ply (usually used for concrete formwork) at \$20 did the trick, neatly cut in half.

I also had a couple of cylinder heads, stored away from about the same time period, for such a project. I think got them for \$80 the pair, after finding them sitting in a drum of a scrap aluminium and rainwater, at a wreckers. As such, the ports were heavily corroded, and who knows what their history was, but they are complete, with valves and springs etc, so may yet clean up, and be re-use able.

I made up a couple of dummy head gaskets, from 1.5mm oil gasket material, (\$20 at Sprints), tracing around a real head gasket.... Probably should have used 1 or 1.2 mm, to be more realistic, but its close.

The heads were lightly bolted on, with a couple of 7/16" x 3.5" bolts, just for checking fit ... with some Rover rocker covers, which took forever to get clean.

(Anybody got any ideas for cleaning the varnish out of these ... without chemically damaging the alloy?).

A couple of Terrier badges sort of added to the look ... and yes, I do have a couple of the orange/red Terrier steel rocker covers, if I want to be more original.

I will get you some better PICs later, once I figure out how to get them off my tablet, and into the computer.

To be continued



At our last meeting the question was raised regarding the purpose of the “National Council as we call it. The following is the charter outlining the aims of it

Council of Leyland P76 Clubs

A stronger effort keeping the Leyland P76 on the road and remembered for future generations.

Background

There are a number of Leyland P76 Owners clubs in Australia and New Zealand which are independent, and are managed according to their own Constitutions, Rules and Procedures.

Each club maintains a stock of spare parts for the members of their clubs, and can be engaged in various re-manufacturing of spares, both those required for the safe operation of the Leyland P76 and the Force 7, and for restoration of these cars. It had been noted over previous years that there had been some duplication of effort, where two or more clubs were attempting to have parts remanufactured.

As a result of this duplication of effort It was decided that a central “Council of Leyland P76 Clubs” be created, where ideas and priorities could be shared and actioned.

Purpose of the Council of Leyland P76 Clubs

The purpose of the Council of Leyland P76 Clubs is to:

- Act as a point of focus for the re-manufacturing and acquisition of those spares required for the operation of the Leyland P76, and to maximise the cost efficiency by placing orders with manufacturers for larger quantities of a spare.

Membership of the Council of Leyland P76 Clubs

Membership of the Council of Leyland P76 Clubs is open to all Leyland P76 clubs. An annual fee of \$20 is payable by end of June each year. Each Club is to be represented by no more than two club members.

Aims of the Council

- Assist Leyland P76 clubs across Australia and New Zealand by frequent and clear communication between all clubs with regard to the requirement for and status of any remanufacturing projects.
- To ensure the re-manufacture of parts is cost efficient and meets the needs of all member clubs.
- Where ever possible support and encourage all clubs in the maintenance and restoration of the Leyland P76 and the Force 7 cars.

Responsibilities of the Council

- The Council membership will be shown on the P76 National Website. Clubs should advise all other clubs and the manager of the national website of any changes to their delegates.
- The funding the Council generates from yearly Club Memberships will be incidental, however moneys collected for orders and manufacturing costs need to be banked into a Bank Savings account under the Councils name.
- It is envisaged that the National Council will not generate any income over that required to cover costs, consequently funds collected should be cleared on a project by project basis. The Council should provide a copy of the bank statement to the treasurer of each of the registered clubs on 30 June and 30 December each year.
- Council decisions and/or deliberations should never be conducted or concluded on any social media website eg; Facebook. The Council still conducts official meetings at national events and encourages positive communication between council delegates via telephone and email on a regular basis.
- The council is solely for the benefit of Leyland P76 clubs and their members



I hope everyone had a good Easter and are now back to getting out and about.

GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB SA Inc.

HELD AT	Keith and Sandre Lewis's		
OPENED	About 7.30 pm	DATE	1/02/2022
PRESENT	Nigel and Di Bray, Keith Lewis, John Armstrong, Loretta Stoeger Andrew Lee		
APOLOGIES	Chris Cutting		
PREVIOUS MINUTES	READ	Nigel	
	AMMENDMENTS	None	
	CONFIRMED	Andrew	
	SECONDED	John	
	ADOPTED	Yes	
BUSINESS ARISING FROM THE PREVIOUS MINUTES	None		
CORRESPONDENCE IN	<p>NZ Mags, RAA Mag and interstate mags FHMC meeting minutes Letter from the Labour Party re changes to Historic Reg if they get voted in Condolence card from Rob Jones NZ and David Lee ACT and Hal Haloney re Jilden passing Marty Samuels from Nairne re 2 cars for sale U-Pullit has 2 P76s ex Jim Nicholson for wrecking</p>		
CORRESPONDENCE OUT	<p>Response to Hal for info re Jilden for Hunter Valley newsletter Marty's cars both sold, don't know who to</p>		
TREASURERS REPORT	CLUB ACCOUNT	As Advised	
	CLUB PETTY CASH	As Advised	
	SPARES AND EVENTS ACCOUNT	As Advised	
	SPARES PETTY CASH	As Advised	
SPARE PARTS REPORT	No activity		
COMING EVENTS	Mannum camping weekend 19-20 February		
GENERAL BUSINESS	<p>Bank forms to remove Jilden from Club accounts to be signed</p> <p>Club publicity via facebook has been somewhat negative from one particular individual. In reply to this we have extended an invitation to all P76 interested parties to meet and greet at Mannum on 19/2/22 at 10.30am at the car park adj the ferry</p> <p>Historic reg . Nigel and John put forward to be Authorised persons</p>		
NEXT MEETING	5 April 2022 24 Elijah Street Morphett Vale		
MEETING CLOSED	approx 8.30pm		

GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB SA Inc.

HELD AT	24 Elijah Street, Morphett Vale		
OPENED	7.40 pm	DATE	5/04/2022
PRESENT	John Armstrong, Chris Cutting, Nigel and Di Bray, Andrew Lee, Jim Nicholson Dave Wallace and guests Janet, Lynn, Sue		
APOLOGIES	Keith Lewis and Loretta Stoeger		
PREVIOUS MINUTES	READ	No hard copy available. Minutes made from notes	
	AMMENDMENTS	None	
	CONFIRMED	Andrew	
	SECONDED	Di	
	ADOPTED	Yes	
BUSINESS ARISING FROM	THE PREVIOUS MINUTES		
	Historic registration Authorised Persons approved by Services SA for Nigel Bray and John Armstrong to assist Andrew Lee		
CORRESPONDENCE IN	RAA magazine, Shannons Auctions, Bank Statements, NZ Mags Letter from Paul Patten		
CORRESPONDENCE OUT	Reply to Paul Patten		
TREASURERS REPORT	CLUB ACCOUNT	As advised	
	CLUB PETTY CASH	As advised	
	SPARES AND EVENTS ACCOUNT	As advised	
	SPARES PETTY CASH	As advised	
SPARE PARTS REPORT	Malcolm Sargeant (near Mt Gambier) supplied with a front door lock linkage Allen Cox (Pt Lincoln) enquired about plenum chamber seal		
COMING EVENTS	None planned as club going into winter hibernation		
GENERAL BUSINESS	Welcome back to Dave Wallace after an absence of several years		
	Nigel to check availability of plenum chamber seal with Clark Rubber		
	Bank forms signed to update after Jilden's passing. John Armstrong to be Third signatory. Proposed Chris Cutting , seconded Nigel Bray. He will take forms to Bank SA for approval.		
	Notify FHMC of new Authorisd Persons and enquire about supply of log books. Also enquire about what to do with old log books		
	Paul Patten letter discussed, what is the purpose of the National Council? Consensus was to roll the money over for future projects		
NEXT MEETING	Tuesday 4th October 2022 at Chris's , 21 St Helena Street, Flagstaff Hill		
MEETING CLOSED	8.45 pm		

LEYLAND P76 OWNERS CLUB (S.A.) INC. SPARES LIST			
	Member Price		
		Interior	
V8 throttle link ball joints	\$1.00	Deluxe window winder handles	\$5.00
V8 retainer spark plug cables	\$12.00	Rear parcel tray clips only brown packet of 10	\$10.00
V8 rotor button	\$20.00	Console lid cover Imperial leather	\$10.00
V8 distributor cap	\$45.00	Glovebox locks and keys	\$6.00
V8 distributor shaft	\$30.00	Exterior	
V8 manifold bypass hose	\$3.00		
V8 radiator hose, top	\$15.00		
V8 radiator hose, bottom	\$20.00	Targa Caps set 5	\$120.00
V8 long heater hose (VT Commodore LPG)	\$40.00	General	
V8 short heater hose	\$10.00	A3 Posters ex Vic	\$10.00
V8 thermostat housing	\$50.00	National Magazines 2006	\$20.00
Z86 Oil Filter	\$25.00	Roseworthy Easter Meet Badges	\$1.00
V8 front seal	\$36.00	Signed Hal Moloney Leyland P76 books	\$50.00
V8 Engine Bearings .010	\$195.00	Easter 2015 badges	\$10.00
V8 head gasket	\$40.00		
V8 timing cover gasket	\$12.00		
V8 sump gasket	\$16.00	Second hand parts	
V8 sump & timing gasket set	\$60.00		
V8 sump,timing gaskets with front & rear seals	\$105.00	Contact Spare parts person for prices	
V8 carb. Jet	\$5.00		
Fan belt V8	\$15.00	Grill Badges	
Airconditioner Belt	\$15.00	Speedo MPH	
V8 Water pump gaskets	\$10.00	Rear Tail light assy LH	
Water Pump Kits bearing seal gasket	\$95.00	Rear Tail light assy RH	
V8 Extractor gaskets Pair (2)	\$15.00	Ford Number plate light lens	
V8 oil pressure switches	\$12.00	Rim Balance	
Suspension/steering			
Front strut inserts (Pedders) per pair	\$300.00		
Rack boots, p/steer and R.H. manual	\$25.00		
Rack boots, L.H. manual rack,	\$30.00		
Rack mount rubber p/s	\$5.00		
Power Steering Belt	\$10.00		
Power steer control valve spacer bush	\$5.00		
Power steer pinion adjusting shims	\$1.00		
Gearbox			
4 speed g/box gasket set	\$12.00		
4 speed g/box shifter saddles	\$5.00		
4 speed g/box reversing switch	\$10.00		
4 speed g/box gear shift lever pivot	\$20.00		
6 cyl			
6 cyl choke cable	\$5.00		
6 Cyl ignition leads	\$45.00		
Electrical			
Distributor Condenser	\$8.00		
Lucas starter motor bushes, per pair	\$10.00		
Headlamp suit super	\$5.00		
Indicator switch cam assembly	\$36.00		
General Mechanical			
Rear brake cylinders	\$30.00		
Long handbrake cable	\$10.00		

Contact Christine Cutting 08 82703799
Email editor76@chariot.net.au