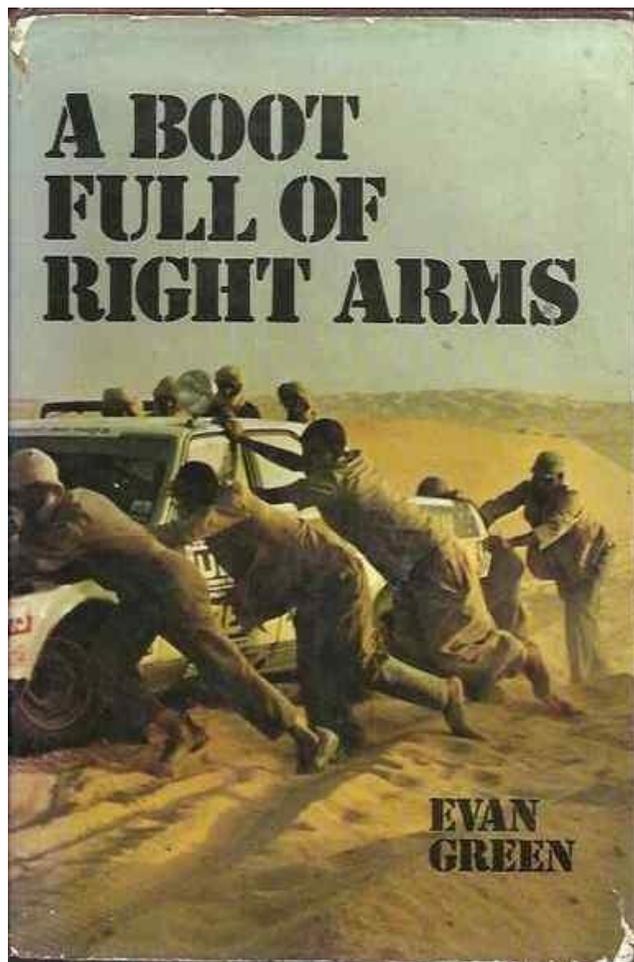


LEYLAND P76OWNERS CLUB SA INC

Celebrating 40 years 1982 - 2022

Anything but average



Some would give their right arm for this book!!!!

July - August 2022

## CLUB INFORMATION

### Committee 2021 -2022

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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 1<sup>st</sup> 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

August	AGM deferred to October
4 October	General Meeting & AGM 7.30 pm at Chris Cutting's 21 St Helena Street Flagstaff Hill
November	Xmas Dinner TBA
6 December	General Meeting

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

Bookings are open and have been made at the Bushman's  
Parkes Motor Inn make sure you mention you are with P76  
Nationals  
Facebook page 18<sup>th</sup> Leyland P76 50<sup>th</sup> Anniversary  
Nationals

Registration information to come

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A Boot full of Right Arms By Evan Green

About Evan Green & John Bryson Adventures in the London-  
Sahara-Munich World Cup Rally May 1974.

A very interesting read if you can get hold of the book

## PRESIDENT'S RAMBLINGS

Hi all,

We are on the road again escaping the winter chills down south. We had to deviate from our original plan because of rain and consequently impassable roads in northwest NSW so we stuck to mostly sealed roads going across to Hay from home then up through Hillston, Cobar, Bourke and into Queensland where the nights were still cold but the days were warming up. Not until we got to Longreach did the nights become more tolerable and day temperatures were more of the shorts and tee-shirt variety. During our travels we picked up a dose of Covid somewhere so our first week in Longreach was fun isolating in the caravan at the Apex (free) camp about 5 kms out of town. We had plenty of food and went into town during the evening when things were quiet to get water and empty the toilet cassette. We were able to keep a safe space around us and no "happy hours" or such activities. We are all good now.

Observing different types of caravan / campers this season. There seems to be more "boxes" as we call them, a compromise between the old camper trailer and a caravan with pop tops, pop out bed spaces and slide out external kitchens, some have ensuite shower/toilet combos and others have external pop-up showers. Good fun in the late afternoon watching them all set up, pick the first timers from the professionals like us (ha ha). Even had a fancy camper trailer (canvas sides) with air-conditioning built-in camp near us last night.



Sunset Longreach

Fuel prices have been pretty high away from the coast as we would expect, currently \$2.36/l in Longreach for diesel and \$2.18/l for unleaded91, \$2.24 and \$2.08 in Charleville, \$2.25 and \$2.00 in Bourke so will be interesting to see what happens when they put the excise back on next month



Paddle steamer Pride of the Murray recently arrived on the Thomson River, Longreach from Echuca Vic

**Sadly**, we lost another of our P76 family a couple of weeks ago, Col Warnock from Coffee Camp via Lismore had been battling Alzheimer's and dementure for the past couple of years and finally gave up the fight. We met Col and Sandy at Warandyte, Vic in 1982 when many P76 enthusiasts gathered there to help kick start the Victorian Club. We immediately became firm friends and over the years visited each other's homes on many occasions. He had many modes of transport from of course the P76, S an R series Valiants and Henrietta the old Ford ambulance converted to a camper and several Subarus. We will miss him.



## Part 3 Final Part

### John's Project The Coffee Table

#### P76 Oil pump gears:

The early Rover gears are 22.2mm long. You can get a high volume kit, with a spacer plate that extends the gear length to 26.5mm. Later Rover timing covers used these longer gears as standard, by extending the oil pump housing length. The P76 gears appear to be 27.7mm long, which is different again, but I suspect use the same drive shaft length.

Not sure what the replacement P76 gear coding should be, as the ACT parts (June 2008) listing (M84HV) appears to be wrong, showing a High Volume (HV) Ford pump listing.

I did purchase a K-20JHV kit cheaply, just to see what the gear set size was....too big, at 34.9mm, but could be machined down, if required. Shaft length was too long too !

**I am wondering if the K-20J kit is correct, at least for gear length. Anyone know for sure?  
Spacer kits are different sizes too !**

Note- All Gears are 8 Lobe 42.3mm / 1 3/4" nominal Gear Diameter.

Driven Shaft Diameter 12.38mm / 1/2" Nominal – Slotted end required for P76.

Gear Set Length		Oil Pump Shaft Length (Gear shoulder to end)	Melling Kit	Comments	Drive Type	Application
Metric (mm)	Imperial (Inches)	mm / inches			Slotted/ Blade	
22.2	7/8"	?	K-20H	Kit includes gears, washer, springs & oil bypass valve	Slotted	Buick 215 / Early Rover 3.5L (Pre 1977)
26.5	1 1/16"	?	K-20IHV	Can be fitted to early 3.5L, using this (4.3mm / 5/16") spacer kit.	Slotted	Buick 215 / Early Rover 3.5L (Pre 1977) using High Volume Kit
26.5?	1 1/16"?	117.8mm / 4 5/8"?	K-20I	Kit includes gears, gaskets, springs & oil bypass valve	Slotted	Buick 231 /3.8L V6  1964-1989  Plus Buick 350 V8  Late Rover 3.5L
27.7	1 1/8"	117.8mm / 4 5/8"	<b>K-20?</b> <b>(NLA?)</b>	Includes 5/16" aluminium type spacer & gaskets?	Slotted	P76 4.4L
27.7?	1 1/8"?	148mm / 5 13/16"	K-20J	Kit includes gears, gaskets, springs & oil bypass valve	Slotted	Buick 400,430,455
34.9	1 3/8"	148mm / 5 13/16"	K-20JHV	High Volume Kit - Includes cast iron (6.11mm / 7/16") spacer, gaskets (6.57mm / 1/4" total), springs & oil bypass valve	Slotted	Buick 6.6-7.5.L  Appears will fit P76,if using 6.57mm spacer kit & shaft is shortened by 30mm.

As you might have guessed – the Coffee table setup, is also useful for trial fitting some alternative setups. Yep – Yet to measure some bonnet/hood clearances, to know for sure if it would fit, but if it did not, there are some alternatives, allowing a lower profile to be obtained. The solid alloy base is the important bit, which braces the block, which is why a do not really want to use spacer plates.

**A PIC of the Rover THOR manifold setup temporarily mounted on the coffee table block.**

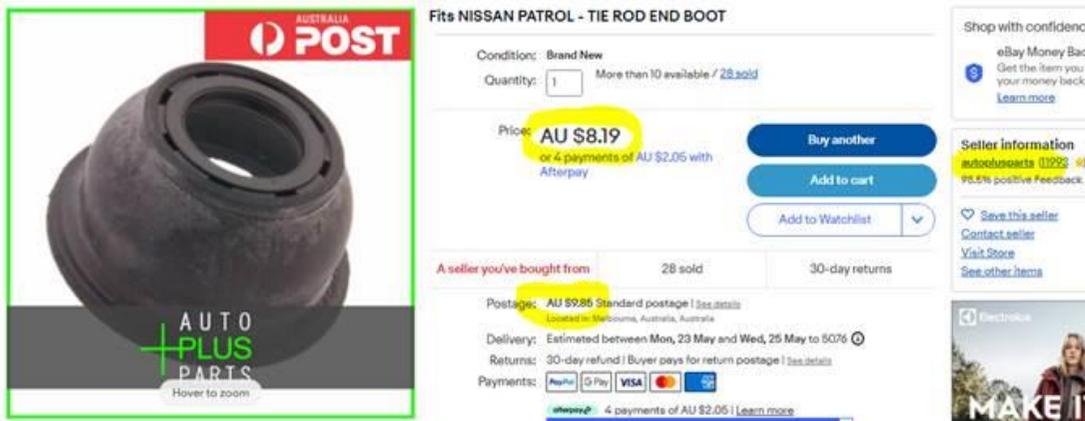


I have some 19mm MDF material trial inlet spacers cut to length – but would like to confirm what the spacer thickness should be. (Anyone know ?) Below is a PIC of the ones available for purchase, on order.



## P76 Lower Control Arm Boots:

My lower control arms boots have arrived ... Nissan Aust quoted around \$30 each, only order thru Melbourne. These are FEBEST (German manufacturer?) branded in individual boxes [NTRB-Y60](Nissan tie rod end boot), but still with "Made in China" stickers!. They are the best fit boots, I have seen yet – I bit tall, but otherwise very good. They do have metal inserts in both the top and bottom edges of the boots, so should be very stable. \$6.71 each + GST + 9.85 postage .... Around \$50 for 6, (<\$10 each) via **Autoplusparts** on Ebay.



## P76 Lower Control Arms:

This is a rare sight – at least in SA – 3x Force 7/Series II lower control arms.(ex Jildens collection). He always knew he had a least 2, but was not sure where they were. I ran across them when recovering his lower arm collection, which was in two places. They have been saved from the scrap yard - At least for now. *If anyone wants some arms for a bulk reconditioning project (Which is what he had in mind) - let me know.*



The top 2 have been cleaned up, with a rotary wire brush, and definitely have been used, as the rubbers are pretty second rate, BUT, the ball joints are still very stiff, and reusable.

The lower one appears to be brand new, (boot missing) & just some surface rust evident. All three are left hand items.

***If anyone has a spare re-useable right hand arm, please contact me – I would like a useble pair to re-use.***

I suspect there may not be to many right hand arms available, but the eastern States P76 Club Members are far more likely to have run across these.

**Incidentally** – If you look at the side profile of these steel lower arm castings –

They are not quite symmetrical, but could be made so. Just the short ball joint to next support section is slimmer.

ie the one casting could be used for both left and right hand items, if the ball joint end, was left to be machined either way around. You would need to press one of these apart, ball joint wise, to know for sure, but it is worth a thought, if ever a reproduction run was to be considered. It may make the difference between being possible or not.

### Alternative P76 V8 heads:

There are, or should I say have been, some alternative V8 heads available. Not so sure they are still available now. They would be very expensive, and not necessarily offer that much of an improvement to the standard heads anyway. In saying this, I am interested in economy as well as performance. The later (1994-2004) Rover heads offer slightly better flow figures, and the use of 19mm extended/projected nose, instead of 12mm long spark plugs. This alone offers a possible improvement using better ignition systems. Iridium plugs are available, which should give better life and performance.

Going right out there, I was wondering if DOHC, a 4 valve, 4 cylinder head was out there, that could be adapted to the P76 V8.

I did run across a conversion using Lotus 907 heads. Not sure how much work it involved.



Looks fancy – It a wild MG - <https://engineswapdepot.com/?p=7268> if you want to see more.

## Alternative P76 V8 heads: continued.

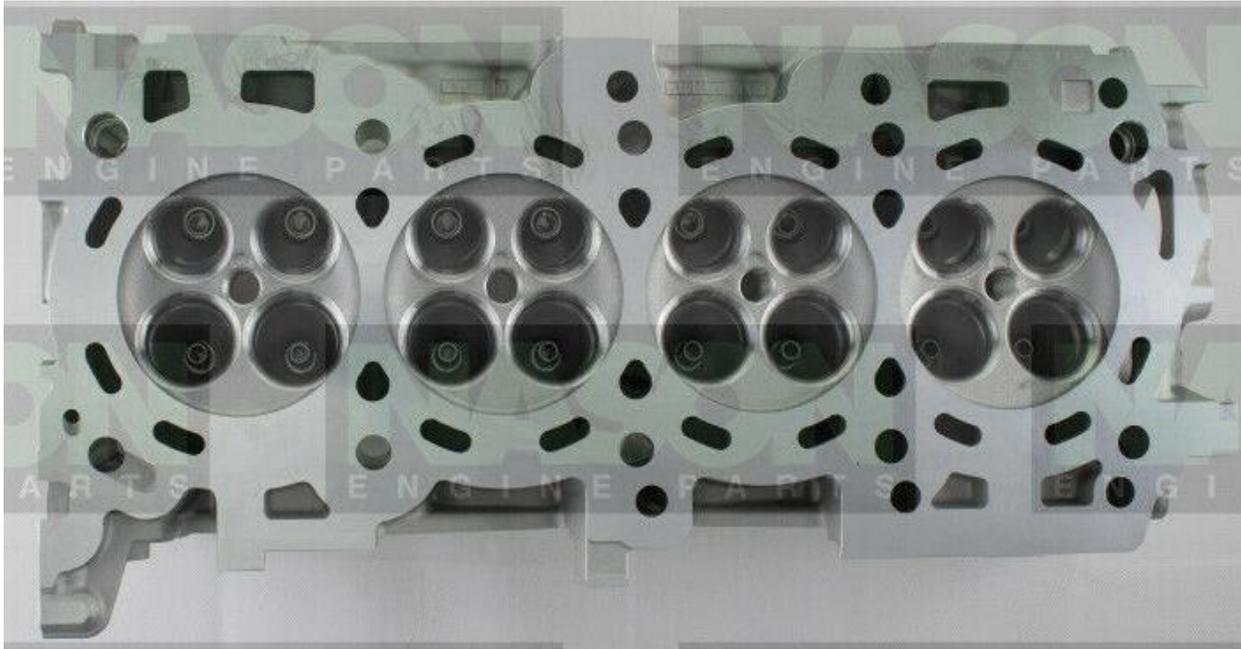
The critical thing is getting the correct bore spacing at around 108mm. Head bolt pitch should match.

The second, is getting the cross head bolt hole spacing to match .... A big ask !

Thirdly – Getting similar coolant flow hole matching ... a really big ask !

Fourth – Matching bore size and head capacity ... err I give up !

A lot of the modern engines run open deck blocks too – NO solid block head deck as such.  
The Nissan QR2500 looked reasonable good ... but getting everything to match is almost impossible.



Most 4 cylinder block use shorter bore spacings, as the big ends are narrower.  
David tracked down the Porche M48 engine, as being very similar. I need to confirm that though.  
(M48 V8 block) All the coolant flow is via the cylinder side walls though - rather than via the head ends.



The Toyota Lexus 1UZFE, at 105.4mm bore spacing, is very close too.  
Volvo make a 4,4L V8 too. 94mm bore (as per later Rovers) & 79.5mm stroke – bore spacing unknown.

.....the search continues ...

<b>LEYLAND P76 OWNERS CLUB (S.A.) INC. SPARES LIST</b>			
	Member Price		
		<b>Interior</b>	
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	<b>Exterior</b>	
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	<b>General</b>	
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	<b>Second hand parts</b>	
V8 sump & timing gasket set	\$60.00		
		<b>Contact Spare parts person for prices</b>	
V8 carb. Jet	\$5.00		
Fan belt V8	\$15.00		
Airconditioner Belt	\$15.00	Grill Badges	
V8 Water pump gaskets	\$10.00	Speedo MPH	
Water Pump Kits bearing seal gasket	\$95.00	Rear Tail light assy LH	
V8 Extractor gaskets Pair (2)	\$15.00	Rear Tail light assy RH	
V8 oil pressure switches	\$12.00	Ford Number plate light lens	
<b>Suspension/steering</b>		Rim Balance	
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		
Power Steering Belt	\$10.00		
Power steer control valve spacer bush	\$5.00		
Power steer pinion adjusting shims	\$1.00		
<b>Gearbox</b>			
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		
<b>6 cyl</b>			
6 cyl choke cable	\$5.00		
6 Cyl ignition leads	\$45.00		
<b>Electrical</b>			
Distributor Condenser	\$8.00		
Lucas starter motor bushes, per pair	\$10.00		
Headlamp suit super	\$5.00		
Indicator switch cam assembly	\$36.00		
<b>General Mechanical</b>			
Rear brake cylinders	\$30.00		
Long handbrake cable	\$10.00		

Contact Christine Cutting 08 82703799  
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