

LEYLAND P76OWNERS CLUB SA INC

Celebrating 40 years 1982 - 2022

Anything but average



40th Birthday of the P76 Canberra 2013



May – June 2022

CLUB INFORMATION

Committee 2021 -2022

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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

August	AGM deferred to October
2 October	General Meeting
6 December	General Meeting
Easter Nationals	Planning is underway for Easter 2023 for the 50 th Anniversary to be held in Parkes NSW

SUBSCRIPTIONS FOR 2022/2023 DUE 30 JUNE 2022

A friendly reminder that your subs are due and no further magazines will be posted after the 31 August 2022 if they remain unpaid.

If you are not renewing your membership please let Christine know.

Historic Vehicle Registration your Log Book will require endorsing subs must be paid by the **30 June** (see Nigel Bray/Andrew Lee / John Armstrong)

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 of details to Christine Cutting at editor76@chariot.com.au

Cheque

The Treasurer
Leyland P76 Owners Club SA Inc
21 St Helena Street
Flagstaff Hill SA 5159

Cash

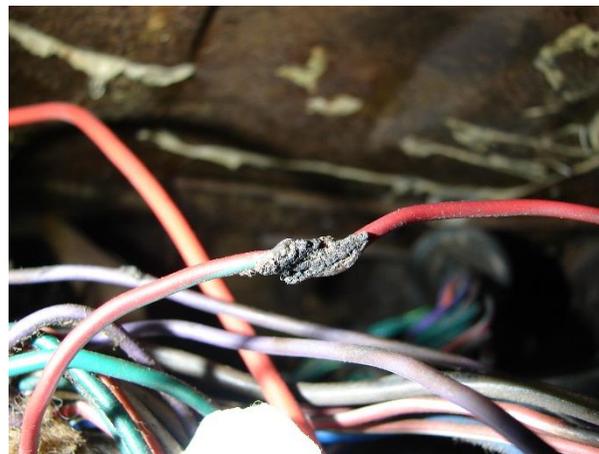
Direct to the Treasurer

PRESIDENT'S RAMBLINGS

I finally got out in the shed a while ago to do some work on "Sherman" after a bit of a spell. The light switch felt a bit sloppy so as I had a new one, lets change that, something else out of the way. I removed the instrument housing to access the back of the switch and consequently exposed the messy wiring loom normally hidden behind this. I discovered a previous war injury from before my time with the car. The 12 volt feed from the light switch to the ignition switch plug had completely fried at some stage and been replaced with domestic wiring and connectors.

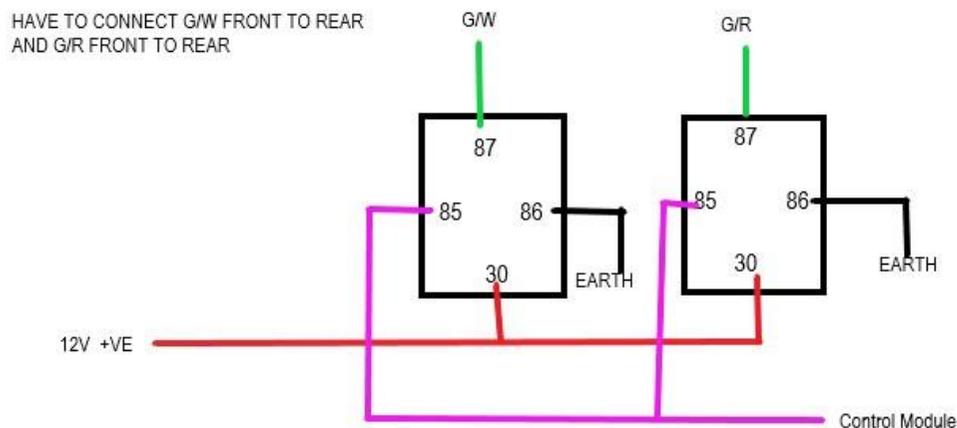


The cooking cable caused some crispiness and insulation damage to other close wiring in the loom. I had a carton of wiring looms salvaged from cars I had wrecked years ago and went hunting for like for like replacement. I spliced in replacement wiring, soldered and heat shrunk, cleaned up the charred bits and all appears to be good now. I was surprised that this mess had not given me any grief over the years we had the car on the road including many interstate trips.



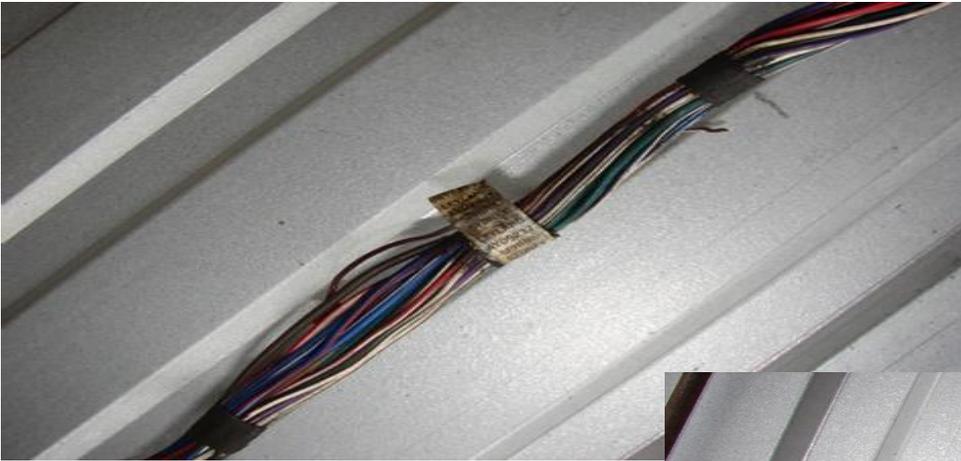
Next plan of attack is to fit central locking, which is reasonably straight forward until I had the option of connecting a wire from the control module to the hazard warning lights or all the indicators at once depending how you look at it. Of course, I had the choice to

ignore this option or pursue it to make it look “professional”. Let’s make this the real deal. On further investigation and experimentation discovered that the hazard flasher unit is always “on” and the hazard push in switch on the steering column connects this to all four corner indicator lights. When on the “off” position, this switch isolates the left from the right indicators, the front and back indicators are individually switched from the steering column mechanism. In normal operation there is no way the single signal wire from the control module can activate all four corner flashers. My solution uses relays to keep the left and right side indicators isolated from each other and connecting front to rear indicator wiring after the steering column switch.



So now when I lock the doors remotely, I get 1 flash of the hazard lights and 2 flashes when I unlock them. There are probably other ways of accomplishing the same result using diodes or something else but this works OK for me.

Another interesting thing uncovered during this exercise was that some wiring looms behind the dash were fully wrapped with black tape and others only every 150-200 mm. Was this early or late production runs, maybe Executives had better looking wiring. I can’t recall what vehicles the looms I have come from but I checked my Targa which is a week 30 1974 production and it is not fully wrapped. We never stop discovering stuff even if we don’t find answers.



While I had the dash out, I thought why not have a look at improving gauge lighting. LEDs seemed logical, of course there are 3 different globes utilized in the dash. I sourced 1 at Jaycar, nearly \$14 per globe, this isn't going to be an economical transition. Have since been able to source on eBay at \$1-2 per globe BUT be aware that LED can be positive and negative sensitive. I did get one lot of globes that were arse about so won't work successfully in the P76. I haven't actually finished the whole conversion yes as I have been repairing the broken plastic instrument surround before it all goes in, also undecided on clock or tacho.

More next time.....Nigel

MEETING OF THE FEDERATION

Sounds like something out of Star Wars but really just an FHMC meeting 18/6/22

After promising myself to get to one of these meetings since Wayne's passing, I finally aligned all the stars and the ducks and attended a General Meeting at Glandore.

Summarising

Usual meeting protocols, previous minutes read etc. Monetary grants to various clubs for events coming up announced.

Some discussion re Gov.SA changing conditional reg from 30 to 25 years and lack of consultation with the FHMC. However there is no official word one way or the other at this point. General feeling is that it is a money grab.

Finance report: approx. \$70k plus a \$10k fixed deposit

Logbooks: in the last 5 years they have issued 60000 logbooks and just ordered 10000 more so the idea of conditional reg for older cars is flourishing. There are 159 member clubs participating. There was a reminder that Clubs must enter a logbook return (read report) back to the Federation at least 12 monthly.

Motorfest: on later in the year, reported that entries are going very well.

Website: Is constantly being updated and suggest members have a periodic look at it as it may answer any questions you may have before you think of them.

Model T club having issues with their council owned old building (1930s), after an inspection to see if it was structurally sound to install solar panels, white ants were found and the building declared unsafe. Club wants to repair/rebuild but council passing the buck around and not going anywhere, Sounds very frustrating.

Brought to the attention of members that when the time comes to have to do a practical driving test because of age (I think 85) because of OHS protocols, you must use a department vehicle which you more than likely would be unfamiliar with and consequently fail your test. Seems a bit unfair but, testing times.

A reminder that any issues or contact with the Federation should go through the Secretary

Future meetings, as they are now being held in the afternoon, will be followed by tea, coffee and bickies.

These are not the official minutes, just an observation of what the FHMC is doing for us.

.....Nigel

Part 2 of John's project more next magazine

The Terrier Coffee Table Project Continued.[4417 / 2654]-John Armstrong June 2022.

Pistons: Not much has progressed recently, but there has been some work done along the way. After salvaging as much as was reasonable, from Jildens collection of parts, in January, what I believe as the the other pistons, for this engine, came to light. It was not till I cleaned up the tops of the remaining seven pistons, that more of the story was told. Piston numbers 7 & 8 were intact, (the piston number was stamped on the piston crown) with undamaged rods. Number 5 was bad, but number 6 had lost the entire big end.



Piston number 5 & rod – both bolts still intact! Number 5 – missing entire big end.

I am still not sure how bits of rods number 5 & 6 managed to jump the main bearing cap, and punch out the block wall adjacent piston number 8, but there you go. It looks like the centre main bearing disintegrated, and then lost oil feed to big ends for rods 5 and 6, which then locked up, and tore of #5 , and unravelled / opened up #6.

After cleaning up, I arranged them initially, in order around a piece of scrap carpet covered wood, for display.

The stamped piston numbers are just visible, after some hard scrubbing. The centre 4 were the worst. I am guessing that they ran richer, so accumulated more carbon, and hence corroded more. Incidentally, number 1 is a genuine AYD0347, low compression item – no oil ring cutouts, unlike the standard high compression items. Note the valve indents on all pistons, except #1, so 1 may be a “ring in” ie Not an original here.



The valve damage was probably done by loss of clearance, via main bearing break-up.

Pistons and Rods:

The idea here is to mount the pistons in the Vee of the block, to sort of visually tell the story of the engines' demise. They are too heavy to support the glass table top, but should be able to be mounted, as though they were doing this. They are shown here, temporarily mounted on a suitable plastic pipe. I did purchase some 14mm blue plastic tubing, to run through the piston pins, and mount the pistons, possibly with some blue LEDs down the centre of each tube. I as luck would have it, the 14mm plastic tubing diameter is a fraction bigger than the piston pin bores, so some sanding on the lathe will be required, when I can get to it, in the shed. I should be able to mount the piston and rod assembly via a clear acrylic triangular support at each end of the block vee. These two end supports will take the weight of the glass top, and the piston /rod assemblies. The pistons tops will be mounted as close to the glass top, as possible, perhaps with some cushioning pads.

This PIC below, shows that all the low compression Terrier pistons, and they do not have the oil ring cutouts.

Number 1 (Leyland AYD0347 item) is on the right front. The rest are Repco (ACL319) items.



View of Terrier engine valley, from the front.

Incidentally, the bore liners for 5 & 6 are damaged, but probably repairable. Same with #8. The missing chunk out of the lower side of the block at #8 has sealed its fate though. The main centre bearing, still with the thrust bearings in place, is at the top of this PIC. It is deeply eroded (2mm?), but the other main bearing seats seem undamaged. Some welding, and re-machining and new liners would / could, repair this damage.

I do not have the crank, but I am guessing that it was beyond repair, which is the main issue.



If anyone has more info about the engine numbering for Terrier V8s – I would like to hear from them.

I thought Castalloy only made 2000 of these and would have thought they numbered sequentially. Perhaps this one was a left over P76 block, from after the factory closed, which got used for the Terriers.

Here is a PIC of the standard inlet manifold mounted, with a new valley gasket in place.



Note: The round machined casting spot, just below the valley bolt above. On the cast iron 3.8L V6, this is the location that the balance shaft runs – just above the cam shaft. Was the casting patterns designed from day one, with the new alloy V6 in mind? Or was this a ‘carry over’ from the GM casting patterns?

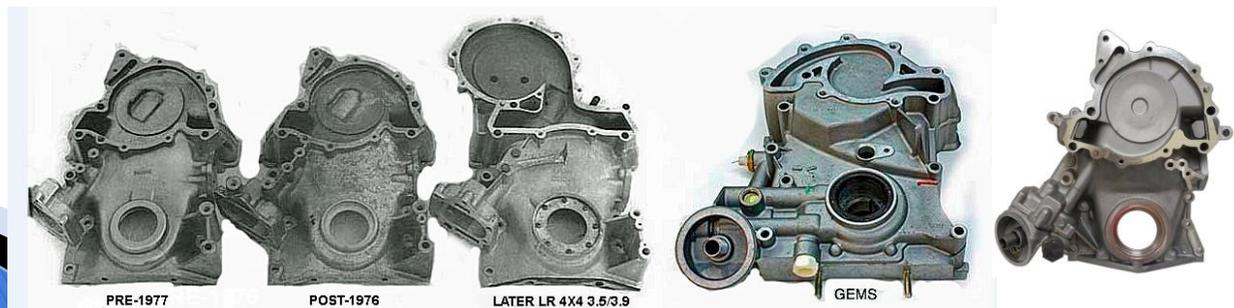
Either way, it sure looks like it. Incidentally, if you have followed some of the Rover engine-based forums on the net, you may have found that the V6 timing cover will fit the rover, and I assume, P76 V8 as well. There are some Rover engines in the UK, running around with V6 timing covers. Why – Well, they use the same crank driven high flow oil pump, as the later Rover blocks utilised. And they are now probably easier to get hold of, than the later Rover timing covers. The drawback is that to use them, you will have to get the keyway in your crankshaft nose extended, to utilise it. Not sure how this impacts water pump and ancillary drive bits as well.

A major change, to the front of the engine is required. Later covers do not have the distributor drive, so electronic ignition, is required as a minimum. If you are lucky, you may run across a Rover (“interim”) timing cover that has both the new Crank driven oil pump, and the distributor drive as well, which may mean you may not have to change cam shaft as well, as the newer Rover camshafts are shorter, with no fuel pump, or distributor drive gear, allowed for. Sump would have to change too. V6 has V shaped front sump edge.

Important ?

Well, I believe that you cannot buy new P76 Oil pump gears any more!. (Quote - Jilden)

A variety of Rover Timing covers – The 1st 3 appear to use the distributor driven gears. Buick 78-89 V6 below.



From the Editor/Treasurer/Spare Parts Officer

Now there's a mouthful...

Spare parts are still selling mainly to interstate club members but at least they are selling and keeping cars on the road. The National Parts fund is still ticking along but awaiting replies from some clubs re going forward

Subs are now due and should start trickling in but don't forget if you have Historic rego your logbook needs updating please note new authorised officer. Members are dwindling or passing away but the club will still go on. As in previous few years due to winter we don't have the June & August meetings and the AGM will again be in October.

As editor it is nice to get a few extra articles to puff up the magazine thanks to a couple of members. This edition is late due to having grandchildren staying with me to avoid covid at home then getting it myself but not from them. Holidays were next an 18 day get away with my sister to Victoria in the Yarrawonga area where the weather was kind to us. Then a trip to Portland for the long weekend with the Austin 7 SA club whom I am also a member of. It was via Casterton to see the famous Kelpie Muster. Lots of dogs more than people !!

Back home to catch up with friends, family birthdays & catch a cold!! Covid is still prevalent so being careful even though I have had it

Keep safe Christine



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 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 carb. Jet	\$5.00	Contact Spare parts person for prices	
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	
Suspension/steering		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		
Gearbox			
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		

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