

Anything But Average

**May 2008
VOL 25
EDITION 9**

**Official Publication
of the P76 Owners
Club of Victoria Inc.**

ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76
OWNERS
CLUB OF VICTORIA (IAN-AO019822)

This publication is not for sale to the general public and is only available through membership.

COMMITTEE

PRESIDENT:

Rick Perceval
108 Lesdon Ave
Cranbourne Vic 3977
Mob: 0401778501
Email: rickp@allsuburbs.com

VICE PRESIDENT:

Vacant

PARTS TECH:

Marcus Kneebone
P.O. Box 149
Officer Vic 3809
Mob: 0416508005
Email: mkneebone@aanet.com.au

REGISTRAR:

Martyn Hayes
245 Windermere Rd
Lara Vic 3212
Ph: 03 52823158
Email: cybermuddin@dodo.com.au

**SECRETARY, PUBLIC OFFICER &
CLUB REGISTRATION OFFICER:**

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409675648
Email: davidwalker1977@hotmail.com

TREASURER:

Silvia Hayes
245 Windermere Rd
Lara Vic 3121
Ph: 03 52823158
Email: cybermuddin@dodo.com.au

EDITOR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413243697
Email: leylandp76@gmail.com

SOCIAL SECRETARY:

John Ernst
81 Mackey Rd
Churchill Vic 3842
ph: 03 51223809; Mob: 0429007080
Email: jaernst@optusnet.com.au

DISCLAIMER:

The material contained in this publication is for general information only. It is not intended to be, and should not be treated as, professional advice. Any person who acts, or fails to act, in reliance on material contained in this publication, does so completely at their own risk. The Leyland P76 Owners Club of Victoria Incorporated, its officers, servants, agents, publisher, editor and authors of this publication expressly disclaim all liability for errors or omissions of any kind, whether negligent or otherwise, or for any loss, damage or other consequence which may arise from any person relying on the material in this publication. Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

Cover: David's Oh Fudge Super 6 Cylinder, March 2008. Photograph by Joe Walker

Editorial

Sincere apologies to everyone for the tardiness of last month's magazine, especially the interstate clubs. Unfortunately the move caused a few unexpected delays in sending the magazine as we couldn't find the stapler, the stamps or time to get to the post office!!

The move went pretty well, all things considered. Even though the house is a bit smaller, David has a much bigger shed and he's still struggling to find enough room to put everything! It actually took longer to move the shed contents than the house! And about the same amount of time to move the cars - the Marina with no engine, the FX with no wheels or brakes and the mini with no sub-frame and empty hydro-lastic suspension!!

Although we have unpacked a lot, we still have boxes everywhere and David's at his wits end trying to find things in the shed. I'm not sure how it's happened but there are a few things we took great care packing as we knew we would need soon after moving and yet, they are no where to be seen.

David's been spending his all his waking hours in the shed trying to finish building an engine and gear box for the race car owned by Phil Reynolds. Phil's racing at Historic Winton next weekend and, the move aside, there have been a few hitches. But they're almost there, the new engine's going in tonight.



So next weekend, we're off to Winton for the races. I'm not sure whether Elmo will be racing though...

Needless to say, my Marina (or Marinara as my dad tends to call it) is more like VW with the engine in the boot and although our lease clearly says that cars should not be parked on the lawn, both the Marina and the P76 are currently on the grass.

There's not much in the way of coming events except for the Historic Winton next weekend and the Echuca Steam Rally over the Queens Birthday weekend. Everyone also needs to mark their diaries for the AGM which will be held on Saturday July 19.

Unfortunately, because of the move, we were unable to attend the Alpine Tour. However, everyone seemed to have such a great time there has been the suggestion that this should become an annual event. Thanks to Martyn for his account of the weekend later in the mag. Also in this edition, an article from Mick Clarke about his recent P-adventures and an article from Tony De Luca about starter motors. This is a re-print of an article Tony did some time ago and is being re-printed because there seems to be a LOT of confusion about starter motors. Hopefully this will help eliminate some of it.

Enjoy the mag and have a great month!

Rachel

Please send all magazine contributions, including advertisements, to the editor: 91 Stockdale Av, Bentleigh East, 3165 or Email: leylandp76@gmail.com

Deadline for contributions: First Friday of Every month

Events Calendar

May 2008

24-25 Weekend

32nd Historic Winton

Winton Motor Raceway

June 2008

2 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

9-10 Weekend

Echuca Steam Rally

A fun filled weekend of steam engine events. More details will follow closer to the date.

July 2008

7 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

19 Saturday

2008 Annual general Meeting

11am South Oakleigh Club, 1 Victor Rd, Bentleigh East

20 Sunday

Shannons Classic Australian Car Show

Flemington Racecourse Nursery Car Park. 10am to 3pm

August 2008

4 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

September 2008

1 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

14 Sunday

Shepparton Swap Meet

DECA, Shepparton

October 2008

6 Monday

Monthly Committee Meeting

6pm dinner, 7pm meeting, South Oakleigh Club, 1 Victor Rd, Bentleigh East

18-19 Weekend

Melbourne to Maffra Rally

Details to follow closer to the date

Coming Events

44th Echuca Steam Horse & Vintage Rally

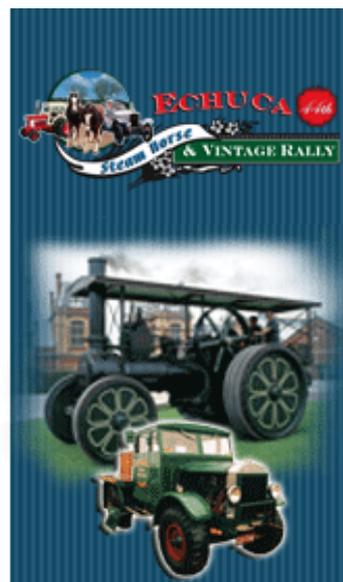
Saturday June 9 to Sunday June 10, 2008

Held in Rotary Park, Echuca, over the Queens Birthday long weekend, the steam rally is sure to be a great weekend. There are over 700 exhibits expected, with fun for the whole family.

There will be working displays and demonstrations, miniature rail rides, an animal farm, vintage auction, live music, tractor pull and a grand parade on Sunday.

Admission will be:

	1 day	2 day
Adult	\$16	\$24
Senior	\$13	\$20
Child	\$8	\$12
Family	\$40	\$60



Come along and experience a working history of rural Australia. Visit www.steamrally.com.au for more detailed information.

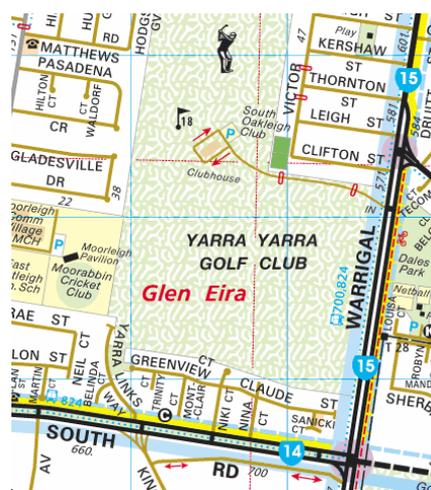
Annual General Meeting

Saturday July 19, 11am

Yes, it's that time of year again. This years AGM will be held at the South Oakleigh Club, Bentleigh East. Although the meeting won't officially open until 11 am, please ensure you arrive early enough to grab a cuppa and have a quick chat. A finger food lunch, tea and coffee will be provided.

A draft agenda will be published in the June edition of Anything But Average. This is your chance to have a say so please consider whether there is anything that needs to be raised at the AGM.

For those considering running for committee positions in the coming year, a nomination form will be sent out to all members in the next couple of weeks. Written nominations should be returned to the Secretary by July 12, 2008.

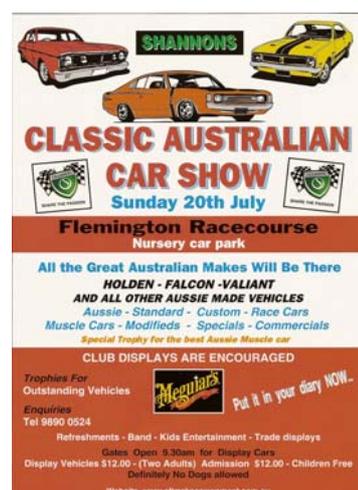


Please send all written nominations and agenda items to the secretary:
David Walker
91 Stockdale Av, Bentleigh East, 3165

Shannons Classic Australian Car Show

Sunday July 20, 11am

The flyer states that all the Great Australian makes will be there - Holden, Falcon and Valiant!! Let's make sure there are some Leylands there too! Flemington Racecourse 9:30am entry for display cars. Display vehicles will be charged \$12 (including two adults) or \$12 each. Children free.



Mountain Madness - Alpine Run April 2008

All was set ANZAC weekend for the much anticipated run through the Victorian Alps. The run was the brainchild of Club Member Peter Whittington, a resident of Omeo, postmaster to the populous "Stamp Boy" to his mates. The itinerary was planned to make the most of all that the high country had to offer and thanks from all who participated, goes to Peter.

The trip was made by a convoy of P's and their P-nut owners including Trevor and Lyn Brown, Martyn and Silvia Hayes, Peter and Terrienne Whittington, John Ernst and Scott Reynolds. The convoy had Four P76 and John's car which did look remarkably more like a Nissan than a P.



Our route took us through Bright where the autumn, at its best, shows the town for that which it is famous, over the Alps through Mount Hotham, Dinner Plain, Omeo and back through Bruthen, Bairnsdale and officially ending at Maffra.

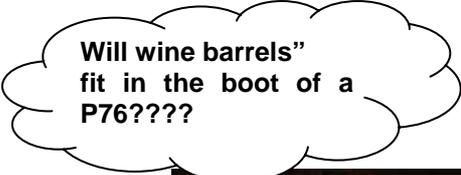
The itinerary included good food, good wine, spectacular driving pleasure through some of the best scenery in Victoria, some special country hospitality, motoring nostalgia and a few drama's for good measure that were certainly not part of the planned itinerary.

For my part, the first sign of what was to come appeared as I pulled into Glenrowan after the three hour trip up from Geelong where the Temperature Gauge went through roof. As all good 6 cylinders do, the constant weeping of coolant from the head gasket had taken on a more sinister flow rate but not being seemingly catastrophic my confidence never waived as long as I kept an eye on the coolant level.

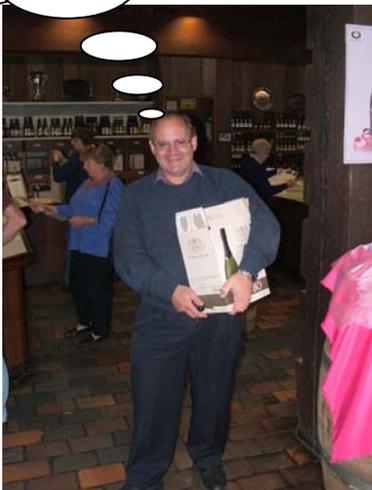
On Friday we all met at the small town of Oxley a few KM from Glenrowan to officially begin the run. On behalf of the P76 Owners Club of Victoria we laid a wreath at the ANZAC Memorial and reflected on those that had made the ultimate sacrifice to preserve our way of life.

Wine, More Wine, Cheese and Mustard

After our official duties, the fun began with a few trodden grapes at the Brown Brothers Winery. After sampling a few good wines the choices were purchased in anticipation of the evening's relaxation in our Dinner Plain Chateau.



After a morning spent sampling the offerings at the Milawa Mustard Factory and Milawa Cheese Factory it seem hardly possible to fit in a lunch meal however after a short drive to the local Deer Farm the food offerings soon gave way to temptation.



Long lunch at Emu Farm near Bright



You could not help but relax taking in the spectacular views and the beautiful autumn day. Upon leaving we said goodbye to Scotty who was returning home to Wogonga that evening

After a pleasant walk around our next destination for the day, Bright, and with a full day almost gone, it was time to head to Hotham before the darkness fell. It was uphill all the way and the L6 strained against the steep inclines. Getting to the top was something of a relief as I watched the temperature gauge. While it did loose a litre of coolant on the 80Km leg the temp remained around normal.

The irony of the uphill climb was in that anticipating the experience of the superior road handling (for which the P76 is renown) on the mountain road; I figured that I best wait until we go down hill so I can get it above 50Km/Hr.

We settled in to our digs for the night at Dinner Plain and gathered around an open fire to opened a few wines, eat John's cheese and swap P Stories followed up with a meal at the local and a downing of a few lubricants.

We woke the next morning to the news that a blizzard was expected and you could certainly feel it in the morning air. After a scenic hike through the Alpine bush we mounted up and headed for Omeo. Unlike the display homes in Melbourne on the mountains and particularly at Dinner Plain they have 2 million dollar houses, we spent some time peering through the glass of one such house, with 40 tonne of cantilevered rock face making up the fire place and floor of the upstairs bedroom.

Upon arriving we explored the town's historical display before setting up for a night at the local youth camp. That evening heading into town once more we enjoyed a meal and a few ales with Peter and a few of the locals and the local pub.

Nothing beats a pub meal in a country pub; not just the food but also the atmosphere

The night was spent in the Youth Camp dorm with the sound of rain on the roof. We learnt the next day that 30 cm of snow had fallen that night up at Hotham. I don't think I have slept in a bunk bed in a Youth Camp dorm since my younger days in the Air Force Cadets however I do remember that in those days I did remember to bring pajamas.

We said our goodbye to Peter and Terrianne and left Omeo now in a convoy of three. It was the trip to Bairnsdale during which suddenly my L6 started to falter. Oil started to appear in the engine bay escaping from the oil filler and the breather. Not a good sign, but with a check of the fluid levels we pressed on.



Our lodge at Dinner Plain

Top of Hotham in the distance





Five Km out of Maffra Trevor pulled me over indicating there was some smoke coming from the underside of the car. By this time when idling something was obviously wrong. Lifting the bonnet revealed that there was oil everywhere and No 5 Cylinder had lost its compression. A quick top up of the oil and we resumed our journey into Maffra.

Despite the drama we visited the local Classic Car Display. There were many fine cars on display including a Corinthian Blue V8 Super owned by Malcolm Elliott of Newry who had previously been a member of the Vic club. Unfortunately Malcolm's car was a victim of the Gippsland Floods last year with only the top of the aerial visible

during the height of the floods. It looked well dried out now but none the less it will take a lot of work to bring it back.

Leaving the Museum we were approached by a man with a video camera. He introduced himself as a British tourist and was a retired Leyland Mechanic. He held an excited fascination for the P76 after having never seen this member of the Leyland Family before. He took lots of video so we can be assured the cars will be a talking point when he goes back home.

Being now officially at the end of our run the reality now took hold and what to do about my failing Six. The decision was made to go on to Churchill and to leave the car at John's place. Silvia and I piled in Trevor's car for the trip home and then we were in a "Convoy of one".

I think I speak on behalf of all of us in that the week end was hugely successful despite the drama with a great time had by all. It also highlights the value of traveling in groups of P Nuts as the support along the way made the drama part of the fun and not a source of worry. I would particularly like to thank Peter and John for organizing the itinerary and showing us some of the highlights of the high country.

Martyn Hayes



Clarkeys Progress...

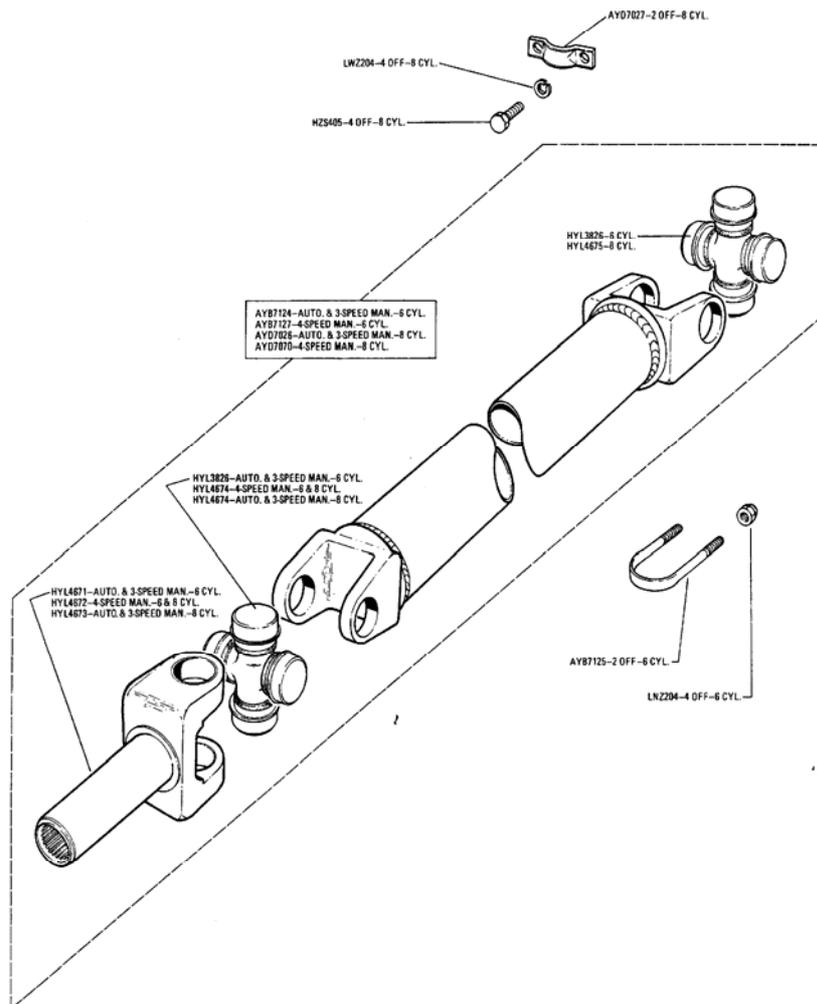
I thought I'd share some recent experiences with my fellow members. The Spanish Olive Super has had a persistent and nasty vibration at around 80 kmh which came up through the steering gear. This is one thing I hate!

I always assume the worst so even though the uni's had gone through a roadworthy no problem 12 mths previous I decided to replace them!

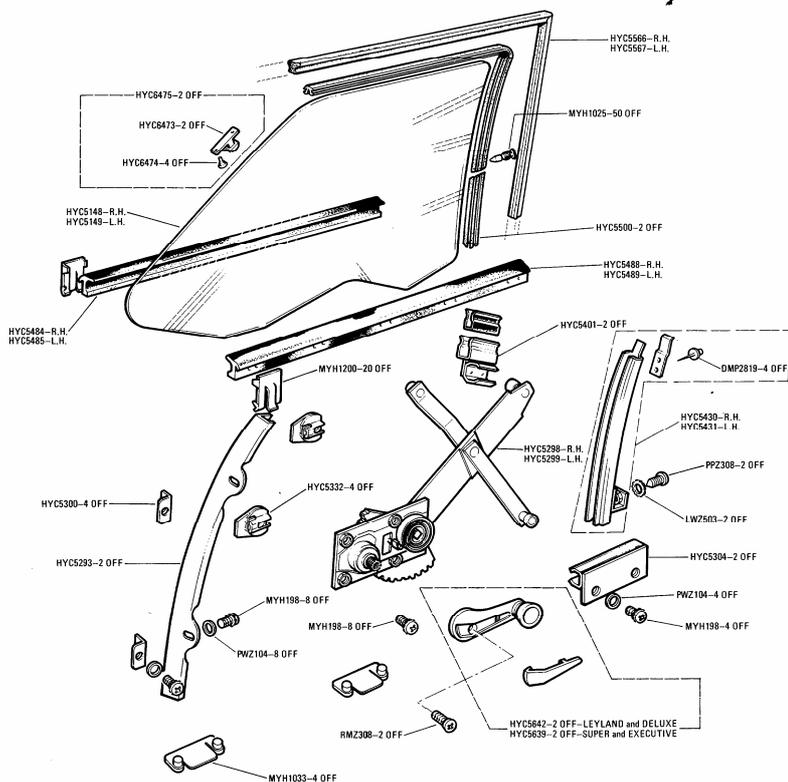
An easy afternoon job... of course as long as you remember the tricks!!! It's been a long time between uni's so of course I forgot to mark the front drive yoke so I could put it back on the same way round! Oh well I've got a 50/50 chance of getting it right. Then guess what, the circlips on the front uni are too thick!!!???

Yes they are. It turns out even the best mechanic cannot get these circlips to go in without grinding them down.

My first drive with the unis was much anticipated but did NOT yield the desired results. I decided to go with what Marcus suggested first...a wheel balance. This promptly fixed the problem! They also fixed the leaky front tyre and now it's nice to drive again. Aaaaaahhhhhhhh...



I have been doing a little work (some would say long overdue) on my project car, the Peel-Me-A-Grape Exec... finishing off door refurbishment. The NOS door rubbers and bailey channel are a simple fit, not so the rest of it. I took the windows out and the winders. This is a pain but nothing like getting them back in!! Getting the rear windows out may seem harder than cracking a rubiks cube but keep in mind you tilt it forward about 70 degrees in the door and pull it out past the OUTSIDE of the door frame...if in doubt see the body section of the Gregory's workshop manual it shows a picture of a little man with the window in the right position!



Copyright 1973, Leyland Motor Corporation of Australia Limited.

Anyway, while the door stuff was out, I fish oiled the bottom of the doors, and cleaned the interior prior to applying stick on bituminous sound deadener material. I got this idea from Jason Birmingham and it certainly can't do any harm. I then greased up the runners and balls of the winding mechanism after cleaning with turps. Wack it all back in...easy! Then the weather strips. Make sure the metal tangs line up with the holes in the door. You may be tempted to trim at either end of the new seals from Scotts. Avoid that. They may seem too long but once in position they are not. It's just a matter of getting them into position...

The outside ones I used the repro ones from Scotts Old Auto Rubber, but for the inside weather strips I advise keeping your original ones or using NOS because they fit in better and are not quite as tough to get in. Especially the rear door...

Now I'm cleaning up the console, replacing the t-bar selector for the rubber boot for the four speed manual which will be going in (sacrilege!), putting in all new gauges and switches...the list goes on.

All the best, Mick Clarke.

STARTER MOTOR & RING GEAR/DRIVE PLATE COMBINATIONS FOR P76 VEHICLES.

This subject has been covered in the past, however, there still appears confusion on which starter motor mates with which ring gear/drive plate.

Due to a starter motor pinion meshing problem with ring gears, from first production the starter motor end brackets were machined to provide a .025" offset at the register. This offset has been termed "eccentric" enabling the pinion to be moved closer to the ring gear. A larger ring gear and concentric" starter motor pinion drive end bracket was introduced into later production vehicles as a running change..

To identify the eccentric starter motor a triangle has been etched on the outer surface of the pinion drive end bracket adjacent to the solenoid mounting. The diameter of the ring gear that mates with this starter motor is 1'1 1/16".

The concentric type starter motor mates with the larger later production ring gear which has a diameter of 1'1 1/8".

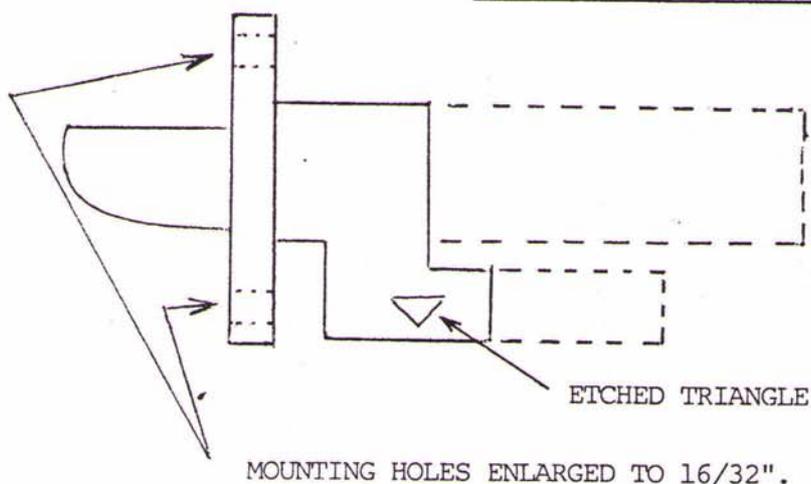
The attached chart indicates when the larger ring gears and concentric starter motors were introduced into production, however, now with the age of the P.76 it cannot be assumed that the original ring gear and starter motor is still fitted. It does not matter if the ring gear is the smaller early production or the larger later production component providing it is matched with the correctly mating starter motor.

The correct combination of starter motor ring gear will ensure satisfactory service with acceptable noise level. The unmatched combinations however will still operate.

HAPPY MOTORING

TONY DE LUCA

ECCENTRIC END BRACKET.



AUTOMATIC TRANSMISSION

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Converter Drive Plate No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas		
P76 V8 & E6	AYD.9007	62925074	Eccentric	62251444	First Production	1'1 $\frac{1}{4}$ " DIA AYD.3068
V8 Only	AYD.9332	62925078	Concentric	62251412	4400 - 5627 4404 - 2509 4408 - 1152 4412 - 1354	AYD.3208 1'1 $\frac{1}{8}$ " DIA
P76 E6 Only	AYB.9382	62925079	Concentric	62251458	2600 - 3975	AYB.3436 1'1 $\frac{1}{8}$ " DIA

MANUAL TRANSMISSION

Model	STARTER MOTOR ASSY.		PINION DRIVE END BRACKET		Introduced at Engine No.	Flywheel Part No.	Ring Gear Part No.
	Leyland Part No.	Lucas Part No.	Type	Part No. Leyland & Lucas			
V8	AYD.9007	62925074	Eccentric	62251444	First Production	AYD.3072	AYD.3074 1'1 $\frac{1}{16}$ " DIA
V8			*Concentric			AYD.3209	AYD.3192 1'1 $\frac{1}{8}$ " DIA
P76-E6	AYD.9007	62925074	Eccentric	62251444	First Production	AYB.438	AYD.3074 1'1 $\frac{1}{16}$ " DIA
P76-E6	AYB.9382	62925079	Concentric	62251458	3 Speed-2601-3012 4 Speed-2603-1977	AYB.517	AYD.3192 1'1 $\frac{1}{8}$ " DIA.

Odds 'n' Sods

Rare...

Thanks to John Ernst for sending these great photos of Victorian Club cars participating in a film clip for the band, Wedding Parties Anything back in 1992.

Harold Bennett (the photographer) owned the red car and Plum Loco on the left was owned by Eric Brown. Does anyone know the owner of the Spanish Olive in the middle?



P-ublicity

The P76 was recently mentioned on a Melbourne radio station, Gold 104.3. On the morning breakfast show with Grubby and Dee Dee, they were reminiscing about how great it was to go to the drive-in cinema in the old P76. What a great car!!



Great Shot...

This is a photo of the South Australian convoy on the way home from the 2008 Nationals.



Out of the Shed...CARS

Oh Fudge Super V8 4-speed. Targa wheels, Force 7 steering wheel, rear venetian, car cover and more. Currently on Club Permit, would require a RWC. \$3,500
Graham 03 5482 3571 or 0428 823571



Five P76's in various V8/6 cylinder configurations. Mostly complete but in a very poor state of repair. \$1,000 the lot! Name & phone number from Marcus



Marina 2 door Coupe 4cyl Good condition, no rust, mechanically sound. Close to RWC. Faded paintwork. \$500. Trevor 03 5348 5568

1974 Country Cream Deluxe 6cyl 3 speed column shift manual. Interior in great condition. 128k on the clock P76 076 A4S2N26 14192 3/74. Deceased estate. \$2,000 with spare car V8. Horsham. Les 03 5384 6313



Bitter Apricot Super V8 VHK453 column auto reco motor 40k ago, reco gearbox 5k ago. Excellent brown interior, layback buckets, slight rust on bottom door gas tank in date, new carpets, Venetian. September reg. Close to RWC \$3,500 ono. Jim McCarg 0418 507019.

2 cars:

Crystal White 6cyl Deluxe Bench seat, 3 speed manual

Bitter Apricot Super V8 4 speed manual

Cars good condition, no reg or RWC \$1,000 each ono.

Bob Leonard 03 9459 9285.



1974 Country Cream Deluxe 4 on the floor V8, IBC933, engine number 44081146, after market air, super grill, fair imperial leather interior, fixed buckets, tow bar, LSD. Bairnsdale. George Hammond 03 5152 3953.

1974 t-bar Super 6 Bold as Brass P76076 E4S3A26 8-74 18065. Excellent condition 109k since new. Outstanding example both inside and out, engine great, auto trans not so good \$5,000 ono Southern suburbs Melbourne. Norm 03 9546 3127

Oh Fudge V8 Exec with parchment interior previous concourse winner on gas RWC LRL919 \$6,800. Howard 03 9782 5777

Out of the Shed...PARTS

New V8 Engine. Still in crate. \$5,000. Also cars: **Blue Targa.** Exterior surface rust. **Bold as Brass** auto Super V8 good nick. Eric Johnson 03 97621248

NEW Targa caps and badges. S.A. Club Geoff Cutting 08 82703799

NOS Parts Available from Addisons

2 x V8 water pumps \$400 ea	1 x Top Steer Column bush \$15.00
2 x Front Flexible brake hoses \$60.00	1 x 6cyl Super MPH Speedo \$50.00
1 x rear flexible brake hose \$30.00	1 x Auto Pedal Rubber \$15.00
1 x Front Mudflap set \$25.00	

Contact Marcus and he will place an order with Addisons on your behalf.

In to the Shed...(Wanted)

NV GREEN P76 Nick Demopoulos 04104 64850

P76 V8 flywheel and any new 4-6 cyl E-Series engine parts, pistons, bearings, gaskets etc. Also genuine parts catalog for a P76 and a Morris Marina. David 0409 675 648

Roadgoing Leyland P76 V8 auto, very good condition with little to do, little or no rust and roadworthy. Ian Cranney 03 54496977

P76 V8 auto Super or Executive. Preferably with power steering. Mark Atwell 0408527405

For Sale

We still have some stock left from the Nationals including caps, stickers and stubby holders (blue, red, purple & aqua) which are now available to members.

The Commemorative Magazine from the Nationals is also available.

Prices:	Caps	\$15	Stickers	\$2
(includes P+H)	Stubby Holders	\$10	Nat Mag	\$20

Please send details of your order (including preferred stubby holder colours) and payment by cheque or money order to: David & Rachel Walker, 91 Stockdale Av, Bentleigh East, Vic 3165



Coming Soon...

New 6 cylinder and V8 Air Filters and Oil Filters. The club will be having new filters manufactured in the near future.

Also, the club is seeking an **expression of interest** from anyone wanting 6 cylinder inlet manifolds to suit webber DCOE side draft carburetors. There is a choice of single, twin or triple manifolds available. We are able to have these manufactured but will proceed only if the need is there.

Please contact Marcus for approximate pricing and expressions of interest. Many thanks to Phil McCumski for his hard work sourcing these items.

If your advertised items sell, or if you have new items you wish to advertise, please send details, including pictures, to the Editor.



Leyland P76



“Henry Ford’s model T has been voted car of the century. Yet the standout candidate did not even rate a mention. Organisers trotted out plausible justification for their choice: its assembly line production and affordability for the masses. But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland’s P76”

The Australian – date unknown.

Join the Leyland P76 Owners Club of Victoria. We will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips, parts and social get-togethers to celebrate this great Australian historical car. Contact Martyn on 03 52823158 for more information.