



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

June 2011

THE QUEENSLAND BULLETIN



**DARRYL NEVILLE ADRIAN – GO CART
RACING CHAMPS AT GYMPIE**

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General Information

AIMS OF THE P76 CLUB

1. To restore and actively use all model of P76 produced.
2. To provide knowledge, advice and parts on the P76 and its variants.
3. To conduct various activities for the members and their cars.
4. To include any vehicle assembled in the Zetland factory.

Membership of the club will be open to anyone who is interested in pursuing the aims of the club

The Leyland P76 Owners Club Incorporated Queensland has its monthly Meetings on **2nd Friday** of each month:

Venue: Mt Petrie Primary School
Mt Gravatt-Capalaba Road
MACKENZIE, QLD (Entry is via Vivaldi Street)

Time: 8.00pm

Various activities are organised by Club Members and are generally held on the last Sunday of the month. All venue information is confirmed at the General Meeting and is recorded in the Minutes.

CLUB MEMBER OF THE YEAR POINTS ALLOCATED

Attend Meeting = 1 point: Raffle donation = 1 point: Organise Event = 1 point: Win Event = 1 point

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Other "P76 Owners" clubs are welcome to reproduce any original material in this newsletter providing a mention of "Leyland P76 Owners Club Incorporated Queensland" and the "Author" of that material as the original source is made.



From the Editors Desk

Hi all

I can't believe another month has rolled on and we are almost half way through the year. I know I say this often but it seems that time is moving faster and me slower making me, along with lots of others, time poor. I have hit the work ranks again and back to commuting to Brisbane so time is more precious now than before. We are having a wonderful spell of dry weather in Coastal South East Queensland. With sunny days and temps averaging 21°C the down side is the nights and early mornings are rather chilly but it is winter after all. I must admit it is definitely not as cold as other parts of Australia and New Zealand but it is necessary to wear coats and scarves to combat the chill. I rode my motorbike to work the other week and by the end of the 45 minute trip I couldn't feel my finger tips though I was wearing merino gloves with leather gloves over top. I guess I need to go motorbike shopping (a good excuse) for another pair of leather gloves that will suit the early morning winter cold.

Richard and I didn't attend our May run as he was deep sea fishing. However, the fish he caught was well worth it and saved heaps of petrol by keeping the Targa in the garage. We are looking forward to getting the old car out and heading to Rosewood this month to the Rail Museum. Come along and join us on the run or meet us at the Museum. I have put a map in of where we are meeting (Macdonald's at Yamanto) but call if you can't find the place so we know to wait for you.

I took the deluxe out for a cruise up the highway to meet some friends last week. Did the water and oil check first and lo and behold, NO oil! This I do not understand as there wasn't a puddle on the garage floor. So now, I am suspecting the beast is burning it. Anyway, filled it with oil and away we went and no probs. I took my neighbours with me and let Phil drive the car as he had never ridden in a P76. He has worked on many engines in his career and understands old cars. He loved driving it but I forgot to tell him there was no power steering. He found out pretty quick at the left turn out of our street with a bus coming. Yep, he now has a few aches in upper body from driving, especially parking it in a not too friendly car park where there were narrow alleys and sharp turns to the next one only suited to vehicles with power steering. He did say it was a nice car to drive and cruised well. I will be kind in a few weeks and let him try the Targa and I am sure he will be on cloud nine then.

As a lot of our members will know, Graham Rogerson is currently in Holy Spirit hospital recovering from another hip operation. However, this is only a temporary one as he is also fighting off an infection in the same area which has been a problem for him. Rogo, we wish you a good recovery and hope to see you and Pat back on the car trail as soon as you can.

Membership renewal is due at the end of this month for the 2011/2012 financial year. If your car is on special registration, your membership must be paid by 1 July to keep your vehicle registered. Your insurance cover will also be affected in the event of an incident /accident. Please check your registration requirements if you are not sure. A membership renewal form was attached to the May magazine and all you need to do is fill out your name and address details and send it in with your payment or give it to a committee member. For the 2011/2012 financial year you will receive a membership card after you have paid your subs to show you are a financial member. Some auto parts retailers will give you discount with your club membership card.

We are devastated to read of more earthquakes and damage in Christchurch. We know it is a really difficult time for the people there. We cannot possibly know what you are going through and how long you will have to continue to live with this. Our thoughts go out to you all. To our club members up north, we trust you are making good progress in cleaning up the damage done there from the floods and the cyclone earlier in the year. Our thoughts are with you all.

Keep warm, especially our friends in colder climates and until next month, drive safe and be safe.
Happy motoring and safe driving

Three mischievous old Grannies were sitting on a bench outside a nursing home when an old Grandpa walked by. One of the old Grannies yelled out saying, "We bet we can tell exactly how old you are." The old man said, "There is no way you can guess it, you old fools." One of the old Grannies said, "Sure we can! Just drop your pants and under shorts and we can tell your exact age.."

Embarrassed just a little, but anxious to prove they couldn't do it, he dropped his drawers. The Grannies asked him to first turn around a couple of times and to jump up and down several times. Then they all piped up and said, "You're 87 years old!" Standing with his pants down around his ankles, the old gent asked, "How in the world did you guess?"

Slapping their knees and grinning from ear to ear, the three old ladies happily yelled in unison... "We were at your birthday party yesterday!"



General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 10 June 2010

The meeting was opened by the President at 8.00pm

- Apologies:** Pat and Graham Rogerson, Garth Morris, Warren Ashworth
- Treasurers Report:** In the absence of the Treasurer there was no report
- Minutes of Previous Meeting:** The minutes of the May meeting were accepted as a true and correct record. Moved Adrian Spencer seconded Barbie Packham
- Business Arising:**
- Carle has contacted the school and they have agreed to \$100.00 per year for the use of facilities for our meetings.
 - Due to illness there was nothing to report from the National Committee
 - The bushes for the New Zealand club are with Graham
 - Carle checked the clubs liability insurance for proposed swap meet but needs to get further information in regards to insurance for damage to the property. It was proposed to hold a joint Show and Swap in November with the All British Club. Carle to follow up with other party and advised we need members assistance
 - Adrian is looking into the Station Wagon models
 - Neville is following up with lower control arms
 - Carle advised that as we have the expense of the Nationals coming up he has shelved following up with a container for our spare parts

Incoming Mail:**Magazines received from**

Western Australia - June, South Australia – June, Classic Car Club – May, Penzed – May

Membership Renewal:

John Wakeman, Geoff Jones, Andrew Murray, Richard Riedel, Darryl & Barbi Packham, Peter Foote, Ron Hallard, Colin Pershouse, Mike McKenzie

Postal Mail

- Letter from Qld Vintage Vehicle for show at Redcliffe on 18 September 2011 “Great Gatsby Day”
- Magazine from Shannon’s
- Queensland Historic Motor Council Affiliation Fees Invoice for 2011/2012
- Letter from Maryborough District Antique for a Rally on June 9-11, 2012
- Letter from Northern Rivers Ford for a Show n Shine on 23 October 2011 at Casino
- HRCC at Morgan Park 30-31 July 2011
- Combined Council Meeting Minutes

Inwards Email

- A report from the Combined Council
- A request for engine components that has been passed on to Graham Joseph
- A request from Ken who needs parts as he hit a kangaroo in Newcastle. This has been passed on to Hal Maloney

Outgoing Mail:

- Carle sent an email to James Mentiplay and Steve Maher in relation to our discussions over the proposed charter
- Email sent out to the LeylandP76 group to advise that Graham Rogerson was in Holy Spirit Hospital having his hip replaced

Spare Parts:

- The club has bushes for NZ in stock
- Bushes for Western Australia are being ordered
- The club also has available mounts for gear boxes

General Business:

- Richard Mallon complimented Garth for an excellent job he has done with finishing the new membership cards. Thanks also to Neville for the designing of these. Great team effort.
- Carle suggested we have a hamper to raffle at our Christmas lunch and has asked all members to donate non perishable goods for it. Bring these along to meetings or give to a committee member.
- Moved Ann Mallon, seconded Barbie Packham that the club put together a hamper to be given to Pat and Graham Rogerson. Passed. Ann to organise this. If any member would like to donate money towards this hamper please let Ann know.
- Moved Adrian Spencer, seconded Geoff Jones that the Affiliation Renewal of \$50.00 be paid to the Queensland Historic Motor Council Inc. Passed.

Upcoming Outings

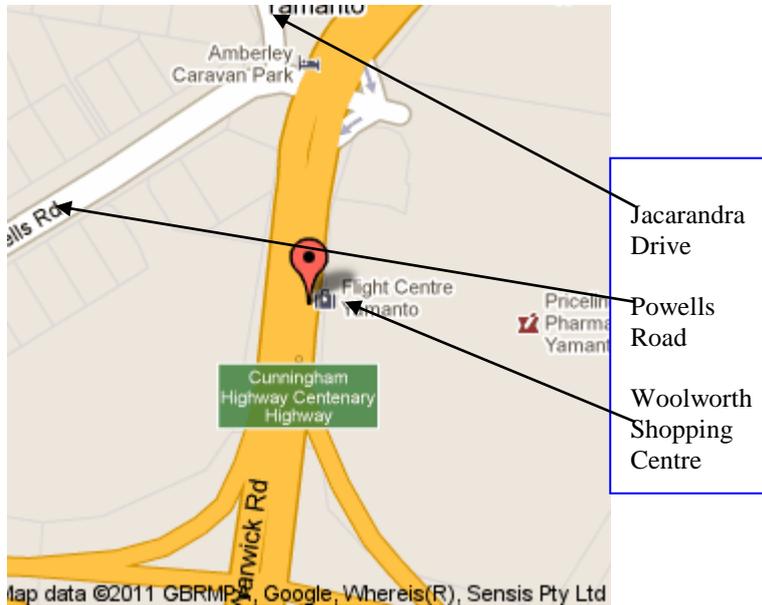
26 June 2011 - Rosewood Rail Museum.

Meeting closed

9.25pm

June Outing

Sunday 26 June 2011–Rosewood Railway Museum



Meet at Macdonalds, Woolworths Shopping Centre, 512 Warwick Road, Yamanto, Qld 4305. Shown on map opposite. We will be departing from here at 10.30am to head to the Rosewood Railway Museum.

UBD: Map 232 - N16 for Macdonald's at Yamanto



2011 Club Events Calendar

June 2011		
26 Sunday	Club Outing	Rail Museum Rosevale
July 2011		
8 Friday	Monthly Meeting	8.00pm at Mt Petrie School
31 Sunday	Club Outing	South Coast Restoration Open Day Pimpama
August 2011		
12 Friday	Monthly Meeting	7.30pm at Mt Petrie School
	Annual General Meeting	8.00pm at Mt Petrie School
28 Sunday	Club Outing	Fish n Chip Run or Festival of Flight
September 2011		
9 Friday	Monthly Meeting	8.00pm at Mt Petrie School
25 Sunday	Club Outing	Tram Museum at Ferny Grove
October 2011		
14 Friday	Monthly Meeting	8.00pm at Mt Petrie School
30 Sunday	Club Outing	Queensland Motor Neurone Disease Luncheon
November 2011		
11 Friday	Monthly Meeting	8.00pm at Mt Petrie School
27 Sunday	Club Outing	Christmas Lunch
December 2011		
9 Friday	Monthly Meeting	8.00pm at Mt Petrie School

2011 Swap Meets and Events

July

- 10 **Original Gold Coast Swap** at Mudgeeraba Showgrounds - Phone: 5530 5559
17 **RACQ Motorfest** at Eagle Farm
30 **Sunshine Coast Antique Car Club Swap Meet** at Nambour Showgrounds
Phone: 07 54768388

August

- 14 **Vet & Vintage Chev Swap** at Rocklea Showgrounds - Phone: 0412183804

September

- 3 **Kilcoy Classic Car Show and Swap** to be held at the Kilcoy Show Grounds
This will incorporate Historic cars and Motorbikes.
10 **Gympie Historic Car Club Swap** at Gympie Showgrounds - Phone: 54822303
18 **Annual Beaudesert Swap** at Beaudesert Show Grounds
beaudesertswap@yahoo.com.au or <http://carclubs.shannons.com.au/beaudesertdrac>
18 **IVVVA Bundamba Swap** at Ebbw Vale Soccer Grounds - Phone: 3201 8911
24-25 **Cleveland Old Truck Show & Swap Meet** at Cleveland Showgrounds
Phone: 07 5448 8246 (to be confirmed)

October

- 1 **Toowoomba Swap Meet** at Souths Football Oval, Baker St Toowoomba
Phone: 0407 353 959
2 **Toowoomba All Holden Day** at Souths Football Oval, Baker St Toowoomba
Phone: 0407 353 959
3 **Kilcoy Classic Car Show and Swap** at Kilcoy Showgrounds. Historic cars and motorbikes

November

- 5 **Hervey Bay HS P&C Swap Meet** at Hervey Bay High School Ovals
Phone: 07 4194 3759 (7am-3pm) or 0408 455 447 or email: pcurr6@eq.edu.au
27 **Beaudesert Little Athletics Swap Meet** at Beaudesert Showgrounds, Beaudesert
Phone: 0419 981 940 or Email: karen.d@scenicrim.qld.gov.au (to be confirmed)

***Many thanks for dates and details of upcoming swap meets supplied by:
Pacific Highway Auto Recyclers, Elliot Drive, Yatala***



President's Report

The June monthly meeting was well attended despite the cold and some members not being there due to illness. It was fairly cosy in the library but we missed out on a cuppa due to our club stalwarts Pat and Rogo not attending (Pat due to illness and Rogo in hospital getting his hip seen to). I think Rogo has gone for the newer non-greasable joint this time! Get well to all ASAP.

This year I finally remembered in time to announce a Christmas hamper. This will be made up of donations from members of **non-perishable** goods, collection of which to begin shortly and this will all be raffled at the Christmas party. Also, I still have a number of club shirts that have been ordered but not picked up as yet, so if you have ordered one it is here waiting for you.

Our next run is on June 26 to the Rosewood Rail Museum. See meeting point details in this magazine. There is approximately 400 metres of dirt road to drive on to get there. The steam train ride costs \$8 per adult and \$4 for kids under 15 years. After that in July is the South Coast Restoration Society day at Pimpama. This is a pretty comprehensive day of displays and working exhibits. Remember you have to get there early to get a good spot and park in the display area. In August we have the fish and chip mystery run meeting at Capalaba Produce in Old Cleveland Road Capalaba.

Until next time cheers
Carle

May - P76 Outing

by Barbi Packham

Sunday 29 May 2011 - Darryl and I drove north to the 'Twin' BP service stations at Burpengary by 10-30am. Looked around the many cars there and finally found Adrian's orange P76 parked down the far end. He had his friend, Brian, with him.

After a cuppa from the shops there, Adrian rang both Graham and Pat and then Neville. We are sorry that you are not 100% Graham and wish you a quick recovery. Neville had been out but would meet us soon. That meant just two cars to go on our convoy!!!!

We followed Adrian and Brian and they turned off into the Go-Karts at Landsborough much to our surprise!!! Neville and Travis joined us there with Neville's Dad, John too. Neville, Adrian and Darryl all donned their helmets and went for a drive around the go-kart track, but none of them crashed!!! Travis then went for his first go-kart drive on the kids track. Well done Travis.

By then we were all hungry so bought pies etc at the Pie Shop alongside the Ettamogoah Pub and drove to Neville's house to try out his new patio area. Thank you Neville for your hospitality and for allowing us to see your "Man Cave". Sorry Sonia that you couldn't park in the driveway when you came home!!!!

On the way back home we passed our 'sister' cars, a group of Mini's!!!!

We were pleased that the weather stayed fine and mainly sunny after the predicted wet day.

A man was in court charged with parking his car in a restricted area. The judge asked if he had anything to say in his defense. "They shouldn't put up such misleading notices," said the man. "It said FINE FOR PARKING HERE."



Yowee's Adventures

"Life is nothing without a little drama and excitement"

Drama section:

Well, I have been involved in trying to fix the power and oil fumes of my Orange P76 E6 super auto. Just after the disaster of floods in the South East corner of Queensland I took my P76 for a run to Toowoomba, but due to road works I diverted through the Murphy Creek road to Toowoomba. The last section of this road has a very steep section and on this stretch the P was down to 1st gear and just making it up the ridge. After that episode I was having problems with fumes. While sitting at the lights, the oil fumes made life uncomfortable. So, after picking up another motor I decided something had to be done, otherwise I would not be heading to Inverell in a P76.

The day of the Yatala Drive In, I tried tuning the engine. Checked the timing and set the points and adjusted the SU carburetor. Seemed to be okay so off to the movies and had a great afternoon and night. Upon leaving the Drive In, one of the cars next to us had problem with noise from under the bonnet and they had a hell of a time getting the car to run. But in time he was able to get going and was out of the Drive In. This meant that we had to get going too, only to find that I too had engine problems and the car would not start. Cold engine SU choke problems. I drove home with throttle wide open and had problems when I came to traffic lights. So, I hope the other driver got some good "Karma" because he got his payback for thinking how lucky I was not to have it happen to me.

The next day I looked into the carburetor problem only to find that the mechanism did not move. I thought it was the linkages and the nut binding, but only later when I was putting on the manifold I found that the nut used to adjust the tuning was screwing onto the plastic section of the needle seat. So, not a problem with the mechanical linkages.

When Rick, a friend, arrived we did a compression check of the engine. The car was running very rough. I pulled off the spark lead for cylinder 5 but the engine still ran with no change. I pulled the spark plug out and the compression was 120 PSI. I said to Rick to leave it and I will pull the head off. I am getting good at this now as I have done it a number of times in the last few years. To change the head you need to remove the power, drain the water (remove the bottom water hose and undo the brass bolt in the block), the fuel systems mechanical pump and the manifolds. Lifting the head off is much easier doing this. I took the opportunity then with the rocker cover removed to check the clearance between the cam and the top of the valves. I had two inlet valves that had no clearance and were tight against the cam while another only had 2 thou clearance (norm 9-10 thou). This meant I had two inlet valves open and the compression was not working correctly. You also have to set the top dead centre for cylinder one and align the marks on the cam and sprocket. This done you can detension the chain by turning a chain tensioner unit at the bottom of the engine with an Alan key. Found by removing a bolt plug below the alternator. As this engine has probably not been touched for 30 years the head bolts were very tight. (I needed to have lengthened the bar on the socket to break the hold of the bolts). After removing the head I found that it was OK. No blow through.

At the same time I had the original engine in the shed that I had not touched or investigated since removing it a year earlier to go to the Nationals at Newcastle. Previous to removal of this engine, I had changed the head with a reconditioned one only to find that the engine did not come up better than it was before changing the head. I removed the head and found out what was wrong; I had blow through between the cylinders on 5 to 6 2 to 3 which I now put down to either timing and bad petrol (causes pinging) and not retightening the head bolts. After seeing what I had found I went out and did some investigation. Sorted out whether the new gaskets that the club supplies from ACL would need to be treated so as to reduce the blow through and did I need to resurface the head. Trevor from ACL was really helpful and gave me some tips on reassembling the head. He suggested putting anticease on the bolts and oil under the head when tensioning and also running the engine and retightening the head bolts. I also put some head gasket spray on the gasket as well. After scraping the head and block I reassembled the engine, found the problem with the SU and put a temporary gasket under the tappet cover. I started the engine with little to no problems. It took a while for the water to get through the engine.

The next morning I went for a drive to check it out. The car was nice and smooth. I pulled up to have a chin wag with a friend and when returning to the car found that the oil had dribbled down the back of the engine with an oil puddle on the ground. Home I went and again the oil continued to leak. To finish the job, I was going to put a new rocker cover gasket on so while the cover was removed I tried to tension the head bolt but they were good. I added some gasket glue to the surface of the head and onto the gasket went on the positioned the rocker cover and refitted the fuel systems etc and shut up the engine bay.

Excitement part:

I waited till the next day, did a check of the obvious things like petrol clamps to the SU, checked the water and oil and shut the bonnet again. I hopped in and started the car. Reversing back I noticed a puddle of water like substance and also some petrol fumes. This seemed wrong. So, still having the engine turning over I lifted the bonnet and found petrol being pumped out of the pump over the front of the engine. I hopped around and shut the motor off then got the hose out and washed the engine down and the petrol on the ground.

Again I like to say how lucky I was that the house and I did not go up in a ball of flames. Sorry Jenny and Leonard that I did not take better care. So there is my story. (On a good note I had no part left over.)

Tom was standing in front of Cohan's Tavern when he saw a driverless car rolling slowly down the street. He ran to the car, jumped in, and pulled on the emergency brake with a jerk. Tom got out and very proudly said to the man approaching him, "I stopped it!" "I know, you idiot!" said the man. "I was pushing it!"

Differential Girdle for the P76 Borg Warner 78 by Darryl Packham

Purist P76 restorers please do not read this article, it is not for you.

Not too many P76 owners would be aware that you can fit a girdle to the good old Borg Warner 78 differential! My diff, actually out of my Targa had a small amount of stripping compromising the first 5mm on one of the main cap location bolt threads. My diff rebuilder had tried to source studs to replace the traditional bolts with no success. It was with a bit of luck that I tripped across a Buicks parts reseller in the USA called TA Performance, hasn't the internet changed our shopping habits forever? Besides selling items for the early Buick V8s, some of which fit our Leyland P76 V8, TA Performance also manufactured diff girdles for a variety of makes and models complete with Main cap studs if you order them at the same time. Luckily they also made Borg Warner 78 diff girdles, I finally found an Australian supplier selling these very same items for AUD495.00 plus freight. The Australian dollar was up, so a price substantially cheaper than the Australian supplied item was there for the taking. I placed an order for;

1x TA 1802 85-92 Camaro Firebird 9 Bolt Borg Warner Rear Cover USD159.95

1x TA 1802-SK TA Stud Kit 85-92 Camaro Firebird 9 Bolt Borg Warner USD19.95

Shipping and Handling USD60.00

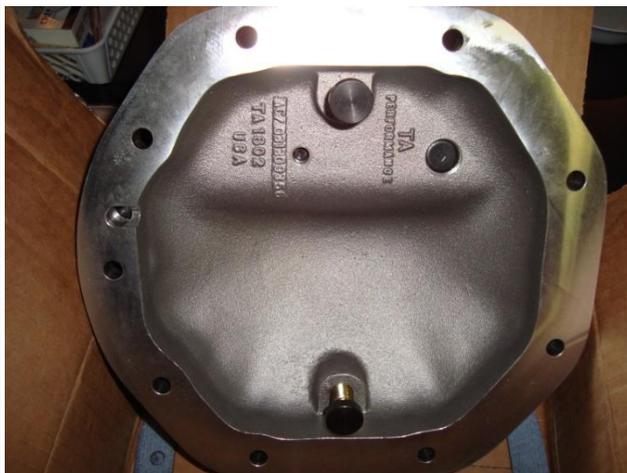
Total all up cost USD239.90 which for all intents and purposes is the same in Aussie Dollars depending on the day. By the way customs duty is not normally levied coming into Australia when the value is below AUD1,000.00. So less than half the Australian price, a bargain!

The order was placed with TA Performance Products, 16167 N.81st Street, Scottsdale, Arizona, 85260-1806 USA. Phone +1 480 9226807

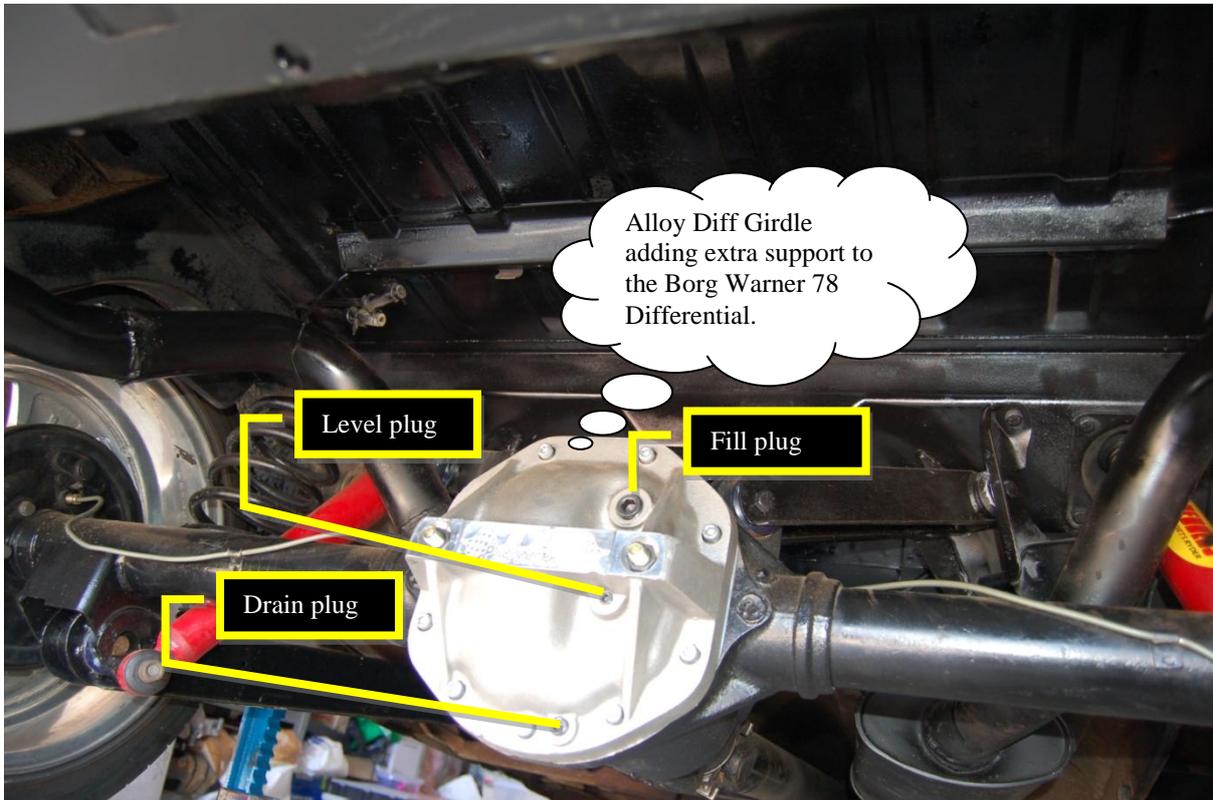


The goods arrived in due course and I was relieved that it appeared to all be a perfect fit. The instructions supplied were satisfactory, but I still gave the whole kit to my professional rebuilder to add to my diff rebuild. My diff was already being converted to a 4 pinion LSD 3.89 ratio with new bits throughout. Alloy steel axles were soon to follow to make the outfit as solid as possible. (You need to be fanatical to go to these lengths as you can buy a whole car for what was spent on this diff)

Problem of finding diff studs solved, plus I now have some extra support that bears down on the main caps.



The photo of the inside of the new diff cover shows the two adjustable "feet" that come down and bear down on the main caps to provide extra support.



The diff installed in a P76, without the petrol tank in place. Looks pretty easy so far, WRONG! The rear of the girdle occupies the same space as a portion of the petrol tank. This meant hitting any sort of bump risked puncturing the tank with the girdle as it moved upwards under normal suspension movement. The quickest, cheapest solution was to take one rubber mallet and very carefully provide a dent in the side of the tank facing the diff (I told you purists not to read this). The dearest and more elegant solution is to get someone to weld in a recess into the tank (I will do this eventually). That means slightly less fuel, but if anyone has a 5 litre V8, topped with a 670 Avenger and 3.89 gears they already lost sight of what 98 octane fuel costs and how many MPG you cannot get. Care factor zero.



"Dented" tank, now gives good clearance.

Bonus are: did not have to throw a diff housing away, separate drain and fill plug for the diff, Strong main bearing cap support and a rigid diff housing.

Mix it with 4 pinions and alloy steel axles and it should give years of service, even with some abuse.

END.