



Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

October 2009

THE QUEENSLAND BULLETIN



**Movie goes at the
Drive and Jive at Yatala Drive In**

LEYLAND P76 OWNERS CLUB
INCORPORATED QUEENSLAND
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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: Norman Park Uniting Church
Cnr Bennetts Rd & McIlwraith Ave
NORMAN PARK QLD
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

IMPORTANT NOTICE - ALL MATERIAL IN THIS MAGAZINE IS COPYRIGHT

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From the Editors Desk

Hi all

The attendance this year at the All British Day was down on previous years with only four Ps on display. They were our Bitter Apricot deluxe, Neville's two targas – Nutmeg and Omega Navy, and Adrian's Crystal White executive. Once again there were a lot of comments from the public and all positive. We also had our President in his Morris Nomad and of course our English Gentlemen, Graham Rogerson no less, in his Mark X Jaguar car. Rogo parked with the P club rather than with the Jag club. Good to see that you still associate with us Rogo. Graham, Carol and Stephen Dollinson were also there and one day they will surprise us and arrive in the P76 and/or the Marina Coupe whichever one is finished first – please give us plenty of warning.

At our last monthly meeting a decision was made on a logo for our club shirts and we are now looking at the cost of putting it all together. We will let you know as we progress.

Thank you to one of our members who has taken the time to write to us with his thoughts in regards to emailing magazines. His response is below:

“In your editorial you asked for comments on emailing the magazine to all Club members with email addresses. Personally, I do not like reading magazines or newspapers on a computer screen. However, I am happy to get my copy by email - I just print it out and read it when I wish. I can also file any articles I want to keep – in hard copy as well as digitally.

Some members probably don't use their email very often - or they rely on someone else's computer and it's not convenient to print the magazine out. For this reason I think a posted version should be optional (I thought it was)”

Yes the Queensland Club does give members the option as to whether they would prefer postal or email so you do have the choice. The advantage of email is you receive it quicker and you can either read it on line or print it yourself.

Our Parts Manager, Rogo, is in hospital at the moment and has undergone surgery on his hip. The latest report is he is doing well and should be heading home soon. We wish you a speedy recovery Rogo.

This is a busy month with our first outing on Saturday 10 October which was the Drive and Jive at the Yatala Drive In. The numbers were down on previous occasions which may have been due to the threatening weather or the fact that Bathurst was on. The weather was windy and a bit on the chilly side but at least we had sun so the cars were polished to show gleaming chrome and paintwork. Three Ps and an MX5 represented the club at this outing.

The outing this month is the Motor Neurone Lunch at Pelican Park, Clontarf on Sunday 25 October. It is an enjoyable day out by the water. We will be running raffles to raise funds for Motor Neurone Awareness and will be joined again by the Brisbane North Area Antique Automobile Club. I suspect there may be a large turn out of their members. We need a good representation from our club too so come along. This kicks off at 10.30am with morning tea and then setting up for lunch at 12.00. The club will be supplying food for our guests “MNDAQ Helpers” and club members while visitors are asked to bring their own food. Come along for a good day, good company, good cause at a good location.

A reminder that our Christmas Lunch is being held next month on 22 November. This is being held at The Big Fish Tavern at Caboolture. We need to know numbers in advance so please phone Adrian on **07 3314 0058** **Mob: 0414383503** or email him at yowee_98@yahoo.com by Saturday 7 November.

Happy motoring and safe driving

Great minds discuss ideas; average minds discuss events;

small minds discuss people - Eleanor Roosevelt



General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 9 October 2009

The meeting was opened by the President at 8.00pm

- Apologies:** Pat and Graham Rogerson, Graham and Stephen Dollinson, Geoff Jones
- Treasurers Report:** Warren reported our bank balance is \$1760.80
- Minutes of Previous Meeting:** The minutes of the August meeting were accepted as a true and correct record.
- Business Arising:** No business arising
- Incoming Mail:**
- New Membership:*
We would like to welcome Andrew Murray to the club
 - Membership renewal received from:*
Jason Birmingham
 - Magazines received from:*
WA P76 Club
Classic P76 Club
Penzed New Zealand
Leyland Post
SA Club
Victoria Club
 - Incoming Mail*
SA Club – under bonnet kits
Clontarf Beach Scout Group – Invitation to the 9th Annual Wheels of the Century Automotive Show on 1 November 2009
- Outgoing Mail:** Nil
- Spare Parts:** Parts are to be sent with Neville and Adrian to the NSW Club (top strut bushes and lower control arm)
- General Business:** Club thoughts to Carle and family on the passing away of Joan's mother.
Good health wishes to Graham Rogerson on his hip operation.
Logo and shirt design discussed and selected for further costings.
- Upcoming Outings:**
- 10 October – Drive and Jive at Yatala Drive in
 - 18 October – Brisbane Southside Morris Minor Club day at Ormiston
 - 18 October – BMC Heritage Group lunch in Sydney
 - 25 October – Awareness Lunch at Pelican Park Clontarf
 - 22 November – Christmas Lunch at Big Fish Tavern Caboolture
- Meeting closed:** 9.06 pm



2009 Club Events Calendar

October 2009

25 Sunday

Club Outing

MNDA Qld – Pelican Park

November 2009

10 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

22 Sunday

Club Outing

Christmas Lunch at the Big Fish Caboolture

December 2009

11 Friday

Monthly General Meeting

8.00pm at Norman Park Uniting Church, Norman Park

Swap Meets and Events

November 2009

- 1 **Wheels of the Century Automotive Show** 9am to 2pm Redcliffe Showgrounds,
Scarborough Road, Redcliffe
- 14-15 **Historic Noosa Hill Climb**, Noosa
- 29 **Tambourine Swap**, Beaudesert Showgrounds

Many thanks to:

Pacific Highway Auto Recyclers of Elliot Drive, Yatala

The Rubber Shop, 148 South Road, Enoggera

for providing the club with dates and details of the 2009 swap meets

-----oO-----
*Paddy and his wife are lying in bed and the neighbours' dog is barking like mad in the garden.. Paddy says "To hell with this!" and storms off.
He comes back upstairs 5 minutes later and his wife asks "What did you do?"
Paddy replies "I've put the dog in our garden. Let's see how they like it!"*
-----oO-----

A close-up photograph of the rear of a white 1955 Chevrolet. The image captures the right side of the car, featuring a prominent tail fin and a red taillight. Below the taillight is a large, polished chrome bumper. The license plate is blue with white lettering, reading "55B 1G" and "LONG BEACH CALIF." above it. A small, chrome, teardrop-shaped ornament hangs from the center of the rear panel. The car's body is painted a bright white, and the overall condition appears well-maintained.

- 6 -



President's Report

Hi club members

Well another month has passed and it is time to start making the wish list up for Christmas. Yes it is not too far away so start thinking of what Leyland type goodies you would like to see under the tree.

Due to a recent family bereavement I have not been doing a great deal motoring wise, however on Sunday the 18 I will be attending the Morris Minor day at Ormiston where there will also be some other classics attending including the Nomad, while the marina is still parked in disgrace.

We all wish Rogo a speedy recovery after his hip operation. He was having the 'op' on the meeting night (Friday 9).

The committee is currently finalising details on some club shirts. We have already decided on a logo for the pocket. I hope this will come together soon as I want to be able to wear the clubs shirt/colours when on a run or at a display as indeed I hope others would like to do. The colour of the shirt at this stage is blue and white to reflect the Leyland colours on the roundel/waterwheel badging.

The Drive and Jive event at the drive-in is over for this year and I hope the attendees had a great time. Coming up we have the Motor Neurone Disease day at Pelican Park, Redcliffe which members can show up and give their support. Also the big event is the Christmas party at the Big Fish located on the Bruce Highway north of Caboolture. This is on Sunday 22 November and Adrian would like numbers please.

Also, bear in mind that this year we will be having a meeting in December and NOT in January. It was agreed that the meeting being at the start of the month it would be more logical to arrange it this way as people are still trying to get over the Christmas/New Year festivities by the time the January meeting came around.

2009 All British day - I arrived very early at St Josephs Sports Ground and parked in our allotted spot. One problem though, the space between the walkway/aisle and the slope at the back was only large enough for the Nomad. How were we going to fit the P's in? After a while Adrian, with the trailer, was the first to arrive and I had to make an executive decision as to the parking arrangements for us, so I said blow it we will park under the trees in the shade ... forgot about falling twigs and leaves. My first surprise was Adrian had bought a cook along with him so Richard and I had the day off (thanks for the great job you did John) ... cool. Eventually everyone arrived and we ended up with four P76s, a Mark 10 Jaguar and the Nomad. This was down on numbers to what we usually have but as there were other events on the same day not a bad effort. Other clubs seemed to be down on numbers as well but some like the Jaguar and Rolls Royce club had a lot more there this year. We enjoyed our lunch and browsing around the displays and to finish off the day Carol Dollisson was a lucky winner in the raffles.

Well that's all for now hope to see you soon at a club event meeting

Carle

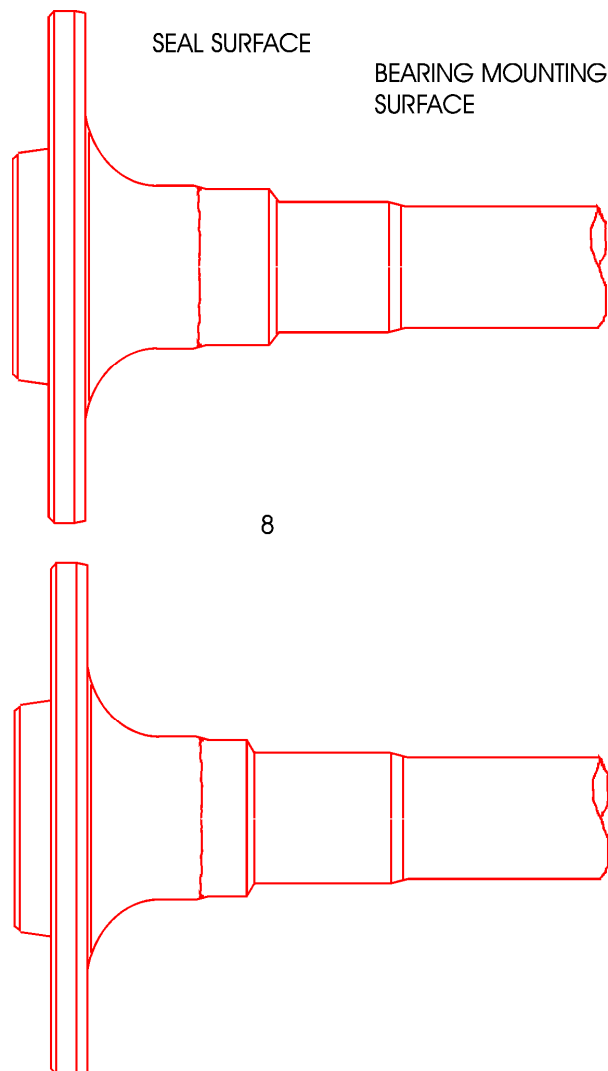
-----oOo-----
*Paddy calls Easyjet to book a flight.
The operator asks "How many people are flying with you?"
Paddy replies "I don't know! It's your plane!"*
-----oOo-----

Article on disc brakes – from an old magazine

The following describes modifications carried out on two of my vehicles to fit rear disc brakes. Although both vehicles were subsequently certified by automotive engineers and registered in NSW as modified, no guarantee is made that these modifications are safe or legal!

The donor vehicle is an XE/XF Falcon sedan fitted with rear disc brakes. The brake assembly consists of ventilated disc rotors, aluminium alloy mounting bracket and aluminium alloy brake callipers incorporating a handbrake mechanism. These parts are used together with the retaining bolts, flare nuts and the rear sections of the handbrake cable.

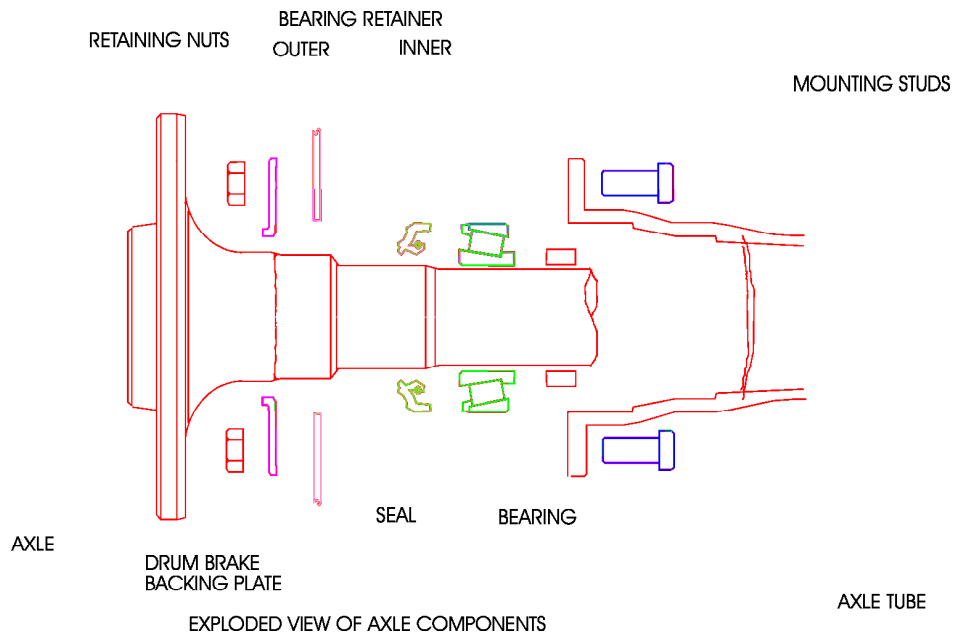
The offset of the axle flange from the bearing (and hence the axle tube) must be shifted 8mm inboard.



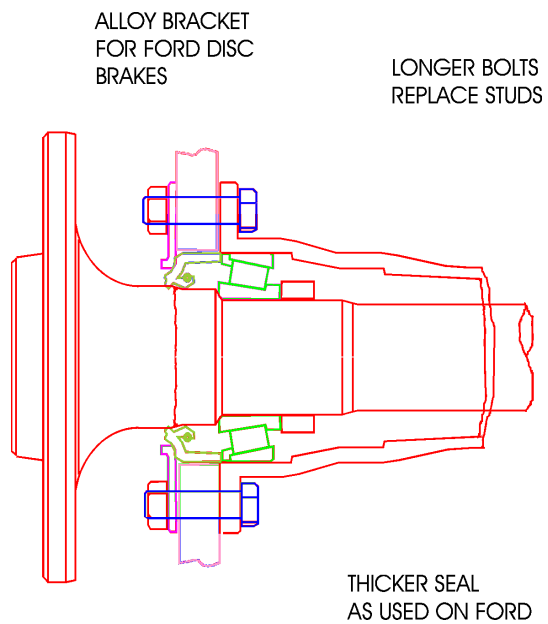
This is accomplished by machining each of the standard Leyland axles so that the shoulder of the bearing mounting surface is 8mm closer to the axle flange. The axles are heat treated and toughened. They can be machined with tungsten tools or ground. Note that the bearing shoulder must be radiused to avoid a concentration of stress in the axle. The surface where the seal runs should be finished as the new seal will run at a different point along the axle.

If a 4 pin LS type diff centre is used, the splined end of each axle will need to be shortened by 8mm

It is advisable to fit new wheel studs while the axle is disassembled. Appropriate studs were available from Ford at reasonable cost. They are about 6mm longer which compensates for the thickness of the brake disc and allows for full engagement of the wheel nuts.



When fitting the new wheel bearing you will also need to fit a thicker axle seal as used on the Ford. The outer bearing retainer presses on the seal which then presses on the bearing keeping it in place.



The centre of the brake disc must be machined to enlarge the hole to accommodate the protrusion on the axle flange. This protrusion locates the centre of the road wheel and is designed to carry the weight of the vehicle on that wheel. The protrusion should not be machined to match the disc.

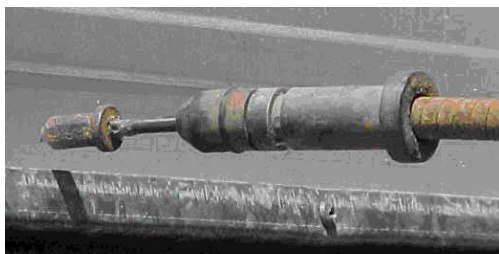


It will be necessary to fabricate two brackets for the handbrake cables. I used a section of heavy gauge square tube which is cut on an angle with appropriate holes and slots. These are then welded to the axle tube.

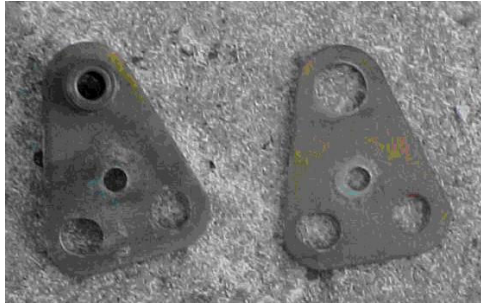


The brackets need to be mounted close to the end of the axle tube so that the cable does not interfere with the spring in the rear suspension. If the cables are mounted as shown it will be necessary to swap the handbrake mechanism from the right calliper to the left. The cable on the Ford runs under the axle tube and pulls the lever in the opposite direction.

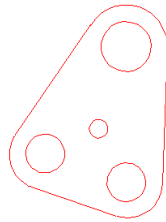
The handbrake cables are the rear sections of the Ford cable with a new ferrule attached at the front to engage the existing Leyland handbrake cables. These ferrules were silver soldered (brazed) onto the cable as I was advised that swaging as original could not be satisfactorily performed outside the factory.



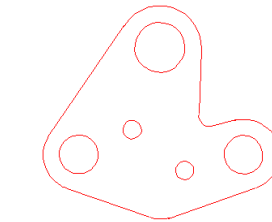
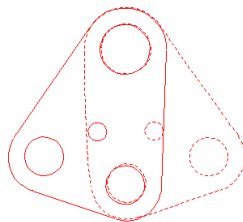
The original handbrake linkage does not provide enough travel to engage and release the Ford handbrake mechanisms. Additional travel was achieved by modifying the triangular pivot mounted under the handbrake lever on the right hand sill.



The link on the right in the above picture is attached to an "axle". Cutting off the link in a lathe can salvage the "axle". It can then be used with the new links.



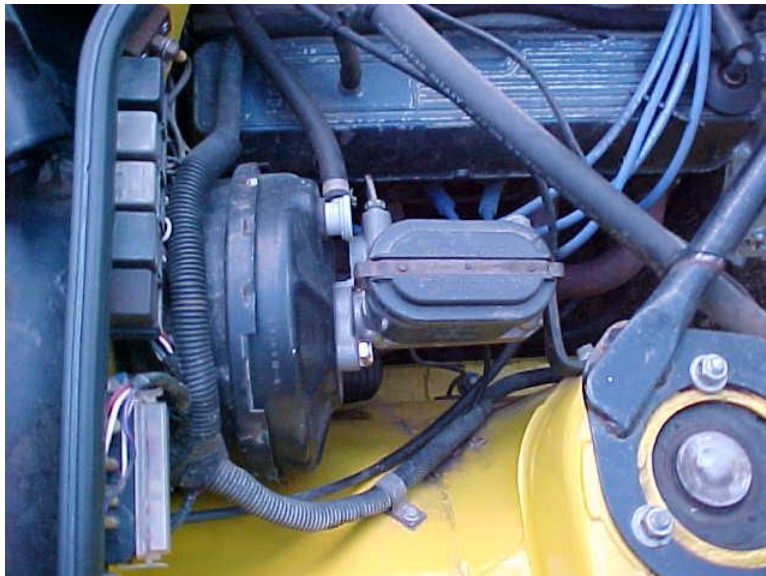
STD HANDBRAKE
LINKAGE



MOD HANDBRAKE
LINKAGE

Two of the modified handbrake linkages should be cut from 1/8" steel plate. The short rod which runs from this link to the plastic quadrant (which the handbrake cable runs around) must be shorter still by 25mm.

The brake master cylinder was replaced with a Commodore unit. This incorporates a proportioning valve suitable for use with rear disc brakes. The brake booster was also changed to match. Both these items came from VK model Commodore and were the same 1" bore as the original Leyland master cylinder. A 15/16" version is also available but this will increase hydraulic line pressure which may cause brake lockup.



The Commodore booster will bolt directly onto the Leyland's firewall. The pushrod which connects to the brake pedal must be modified.



The standard booster/master cylinder is shown on the left in the above picture. The unmodified Commodore unit is on the right. The modified one is in the middle. In my application , I cut the pushrod to length and then cut a thread into it to attach the clevis and make it adjustable. It may be possible to have a Leyland pushrod fitted to the Commodore booster by a brake specialist.

New brake pipes will be required to connect to the master cylinder. New brake pipes are also required to run across the diff housing from the flexible hoses on the calipers to the T-piece in the middle.

A further modification is to place a bracket on the front of the master cylinder to secure it to the strut tower. This will stop the firewall flexing when the brake pedal is pressed heavily. A similar bracket is fitted to Commodores.



-----oOo-----
*Paddy, the electrician, got sacked from the U.S. Prison service for not servicing the electric chair. He
 said in his professional opinion it was a death trap!*
 -----oOo-----