

VICTORIAN P-76 OWNERS CLUB
MAGAZINE

JULY/AUGUST
1998



P-76 ANYTHING BUT AVERAGE

CLUB INFORMATION PAGE

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NEEDED DEPERATELY

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03 9707 1970

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27 Harold St
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03 9850 6781

PLEASE NOTE MEMBERSHIP FEES ARE DUE

FRONT COVER

73 Oh Fudge executive now in the garage in pieces.

If you have any photos of your P that you think should go on the front cover, please send a copy and a short description or story to the editor. If you want your photo returned please enclose a stamped self addressed envelope.

IN THE DRIVERS SEAT

Although the AGM was only attended by approximately twelve members ,the club has once again been reformed,with a workable committee.

Comprising Wayne Lyons as our Vice President

Anne-Marie Hyland as our Treasurer&Registrar

Mark Whittaker as our Parts&technical officer

Mark Moore and his wife both doing the most important task of getting the written word to all of our members.

I take this opportunity to welcome them on to the committee of management,for this most important year of our club.

Our twenty five years of the P-76.

Over the past few years,it has been a good experience to meet with other members and in lots of cases,helping them piece together thier special vehicles and answering problems, such as the sourcing of " parts ", remanufacturing of hard to get parts and parts that interchange with the P-76.

This year will be no different,as this is the year of the 25th aniversary of the marque.Which means ,yes you guessed it the P-76 becomes eligible to apply for and use the "CH" club plates.

So what this committee needs now is your INPUT.Share your thoughts on this matter with us.

Write to or call myself or Mark Whittaker , tell us what you want.

. We hope to see you at our next event,bring your "P".

The "Pres"
Laurie Hamilton

Dear members , I bet you thought you would never see another magazine. Well your not the only one , but we have a new committee and will have a mag every month even if it's only a couple of pages.

I have not had a lot to do with the club , but I thought it was about time that I did my bit to help out.

One thing that I really need is to learn how to type and spell , the dictionary has copped a hammering in the last week.

Please read Mark Whittaker's excellent write up , it's very good.

If anyone went to Nhill with the S/A club could they write a small story.

Any stories or articles for the mag please send to the editor.

Yours Mark



So you walk out to your car, get in, turn the key and nothing happens. Then you go through the process of elimination, battery, battery connections, starter motor connections, ignition switch and your assessment shows that your starter motor is faulty.

Well there is no point washing the mud off the outside of a second hand starter motor, fitting it to your car and expecting it to work one hundred per cent. There are four areas inside a starter motor that needs to be in top shape to crank over your P76 efficiently. Maintaining the small amount of clearance equally between the starter armature and the field pole shoes is critical, or the starter 'poles', with the end result- the exact same symptoms as an almost flat battery.

A couple of dollars worth of armature shaft carrying bronze bushes, soaked in oil overnight, will instantly cure this problem. The four copper brushes that run on the armature commutator also wear, again easily replaced by fixing the new parts to the relevant connections with a hot soldering iron. If the commutator has been worn uneven by the action of the brushes, the commutator will have to be machined in a lathe to gain maximum brush contact, this should be done by an experienced person. Efficient insulation is also critical to starter motor performance.

Electricity leaks through to earth will also cause a starter motor to lose power. Field coil insulation is easily checked when the starter is pulled apart to separate armature and main case. Positive 12 volt power is fed into the field coils, with a negative connected test light used to check leakage from the coils to the case. If there's a leak, the field coil insulation will need to be replaced.

Armature insulation is checked the same way, by connecting the positive alternately to each commutator bar and testing for leaks on the main shaft.

Checking across the commutator at 180 degrees, using a positive source and a test light, will show any faulty connections from the windings to the commutator bars. The other main problem with armatures – shorts between the windings – can only be checked accurately with specialised equipment.

After all that, there are still two more components to look at.

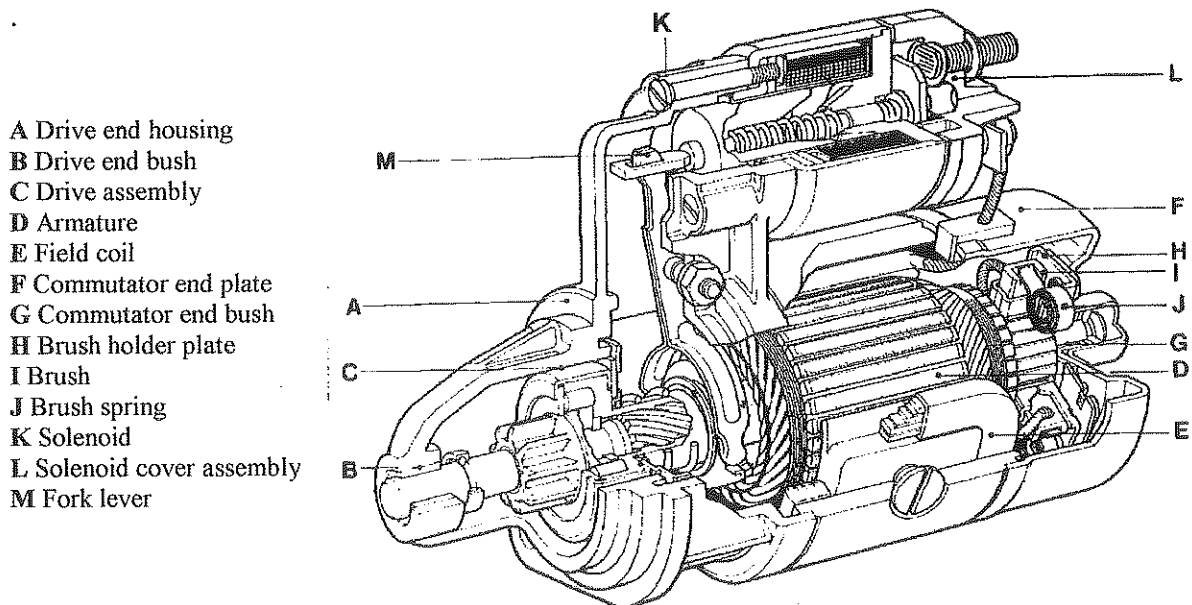
The starter drive, the part with the gear teeth that throws in and engages with the flywheel, this part often suffers from a slipping clutch. That's right a clutch. The gear is in unit with a one-way compact clutch, which effectively disengages the starter motor when the engine fires, allowing the drive to drop out of gear. Otherwise the armature ends up spinning so fast that the centrifugal force throws all the windings therefor destroying the starter motor. The problem is that the gear clutch can only be tested in a special rig, and most auto electricians don't have one.

It is safer to replace this part while the starter motor is apart.

The other part to check is the solenoid contacts. The solenoid has two jobs: one to engage the drive with the ring gear; the second to switch battery positive current through to the workings of the starter motor.

Solenoid windings rarely give trouble, although the copper contacts in the switch section can erode away. These contacts live underneath the bolt on plastic cap of the solenoid; the cap is removed by unsoldering two sets of feed wires that vanish into the solenoid body. Remember a new or rebuilt cap must go back on exactly the same way. The solenoid must be refitted the right way up also, or the reversed connections will ensure that the starter motor will develop strange habits.

Finally, all the parts you will require are available from your local auto electrical specialist. It also should be noted that there are two starter motors for P76s, one with a triangle on the solenoid housing and one without. It is important that you replace your starter with the same type, as the one that came out, if you don't you will find that the starter motor drive will not mesh with the ring gear properly.



Mark Whittaker

CARS/PARTS FOR SALE

Bold as Brass Super
Dual Fuel 2 yrs Old
V8 Auto Very Clean
Contact George
\$3000 9384 1306

Rear Sway Bar
Brand New \$60
Contact Jason
9857 4485

Super Column Auto V8
62,000 Kms Gen P/S
A/C 2/98 Qld Reg
Contact Daryl
9717 3389

4 Spd G/Box G/C
Bellhousing no
Levers HD Tailshaft
6 cly Drive Plate 450
V8 T-Bar L.P.G
P/S LSD louvre
Engine 3yrs old
GC Body not Bad
\$2000 Targa Body
With Engine Auto
A/C Suit Resto \$500
Contact John Brett
09459 9531

White 73 Deluxe
Ex Condition
\$2400
Contact John
06 291 0448

1 Asper Green Targa Complete But Needs Body
Work New W/Screen Brakes Rubbers All Round
With Zenco Cruise Control Good Interior Steering
Wheel Not For Sale \$1000 The Lot Take Away
Contact Will 9707 1970

Various Parts Inc 4 Spd
Engine & Other Drive
Parts Contact
Nigel Dawson
03 59 85 4434 P.O.A
A.H or W/Ends Only

73 V8 Exec Omega Blue
P/S A/C T-Bar Auto
Body Average \$1800
Contact 93805016

Deluxe V8 Twin Headlights
Bucket Seats Spanish Olive
A/C Column Mod Body
Best Offer Contact Hugh
9735 4196

6 Clyn Auto Dry Red
\$1500
Contact Angelo
9827 2553

6 Clyn Auto Good
Condition 1 Owner
140.000 Kms
Contact Luo Kucio
03 52 78 3759

Deluxe Grill
Good Condition
Contact Steve
03 51 33 0324

One 4 Speed Manual Gear Box
With All Accesserys
Factory A/C Complete
Numerous Bumper Bars
Contact Jim Wallace
9857 7782

V8 Auto Super
Contact Mrs Hough
9376 7439

V8 Column Auto
Super Yellow Fully
Reco 2 Spare Heads
Contact Graham Nicholls
9707 3797 \$500

V8 Auto Exec Seats
\$400 ONO
Contact Mrs White
9438 3650

6 Cylinder \$80
Auto \$100 Both
Working Cond
Contact Michael
9729 4005

2 V8 Autos Both Resprayed With
Reco Engines & Trans Mags
Louvers
White P/S on Gas
Bold as Brass Both Reg & running
Well Many Spares All Offers
Considered Contact Brenda Davis
03 53 41 7673

PLEASE NOTIFY EDITOR ON 9850 6781 WHEN YOU HAVE SOLD PARTS
OR CARS ADVERTISED IN THIS MAGAZINE

CLUB PARTS FOR SALE

EXCLUSIVE TO P76 OWNERS CLUB MEMBERS.....Contact any Committe Member for assistance with parts information and sales.

Front Indicator Surrounds

- \$40 a set

Radiators suit V8

-\$70

Lower Rust Repair Panel

- \$70 a set

Front lower control arms

- with reco ball joints on the set you give
- \$45 per side + postage

Intermediate steering arms

- exchange basis
- \$85 + postage

Front Indicators

- \$35 clear
- \$50 painted

Power Steering Boots

- \$20 a set

New Original Mudflaps

- Front & back
- \$30 a set
- \$60 car set

RMI 25

Radiator Inhibitor
- \$12 per bottle
- 2 bottles makes 10 litres

Spark Plugs

- Suit V8
- \$1 Each (min 8)

Water Pumps

- from \$50 + postage

Alternators - V8

- Not change over
- \$135

T-Shirts - \$15

Sizes S, M, L
Jumpers - \$20

SUPPLIERS LIST

1. AUTO ELECTRICAL - **Waterdale Auto Electrical P/L**
615 Waterdale Rd West Heidelberg ph 9459 3563 fax 9459 1319
2. AUTO ELECTRICAL SUPPLIES - **JayDee Auto Cables**
19 Ramage St Bayswater ph 9720 4864 fax 9720 3355
3. WINDSCREENS - **Diamond Valley Windscreens (att Bob)**
u2/36 Sherbourne Rd Briar Hill ph 9434 5700 mob 018 541 187
4. GAS CONVERSIONS & SERVICE - **Hooper Automotive**
10 George Crt Greensborough ph 9432 1507
5. FRONT END ALIGNMENTS - **Beaurepaires**
338 Springvale Rd Glen Waverly
6. AUTO TRANSMISSION SERVICE & CHANGEOVERS - **Ringwood Automotives**
59 Bond St Ringwood
7. POWER STEERING - **Prestige Power Steering**
Factory 3 Brand Dve Thomastown ph 9465 8010 9465 5916
8. SPEEDO CABLES & GAUGES - **Ringwood Speedometer Services**
693 Whitehorse Rd Mitcham ph / fax 9874 2260
9. RODS AUTO SPARES
487 Nepean Hwy Chelsea ph 9776 1911
10. HILLMAN SPARES & REPAIRS
1 924 Burwood Hwy Ferntree Gully ph 9875 3644

PARTS INFORMATION

1. Universal Joints - Repeco Part No RUJ 2030 OR RUJ 2038
2. Drive Belts - Fan : Dayco 10A1010C OR Dunlop V558
- A/C : GFB 2110 - Power steering : Dayco 17343 (13A0870)
3. Front Wheel Pads - Part No DB 1045
4. New Disc Seals - Part No K674S, Grease Part No RG17
5. Indicator Switches - Available soon on change over \$160 approx

*LEYLAND P76 OWNERS CLUB OF VICTORIA INC.
MEMBERSHIP APPLICATION FOR
1998-99*

SURNAME _____

GIVEN NAMES _____

ADDRESS _____

POSTCODE _____

TELEPHONE _____

The Annual Subscription for this Financial Year is \$35.
This includes a \$5 parts levy.

PAYMENT: Please enclose a Cheque or Money Order to:
Leyland P76 Owners Club of Victoria

If you wish to join or continue your membership please complete and
sign the Application form.

I, _____ agree to abide by the rules of the
Leyland P76 Owners Club of Victoria Inc. and work towards
fulfilment of the objectives of the Club.

Signed _____ Date _____

Please send all correspondence to:

The Treasurer / Registrar,
Leyland P76 Owners Club of Victoria Inc.
3 Anne Street,
Berwick Vic 3860