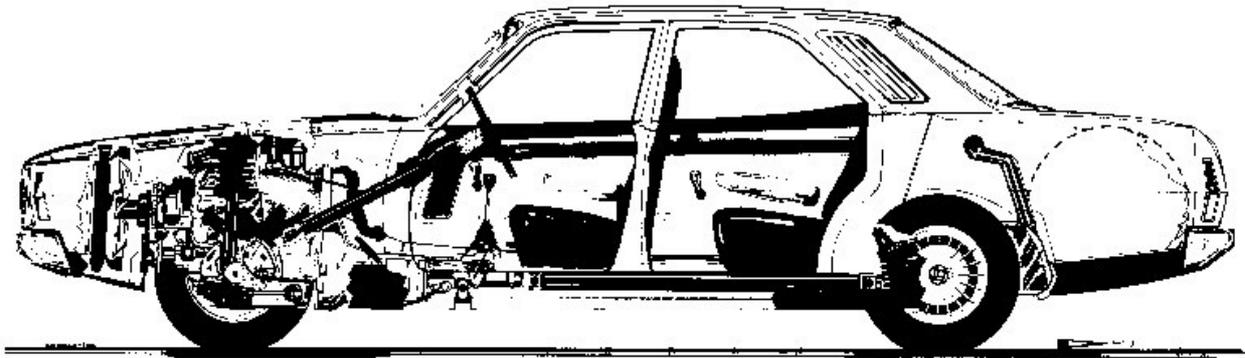

Leylines



Canberra and Districts Leyland P76 Club Newsletter - November 2004



4 DOOR SALOON

Next Meeting:

Tuesday 12 November at Weston Creek Labor Club

Meeting starts sometime after 7.30 pm

Presidential Pearls



Once again, the Canberra & District Leyland P76 Owners club has shown the immense control it has over the environment.

Last year we planned our first club outing for many moons and our venue burnt to the ground. This year the heavens opened and the drought was broken, albeit temporarily.

Last months planned Sunday drive to Bungendore was washed out, torrential downpours are not really P76 or picnic lunch weather.

Mark Bailey graciously invited us all to his place, so I went there with my entire entourage, consisting of Purple Exec, wife, two young boys, mother-in-law, stepson and XR6T. I rang everyone an hour beforehand but most decided to keep warm and dry and stay at home. As I was unable to contact Paul, we drove from Bonython to Chisholm via Braddon to make sure no one was waiting at Haig Park. Lucky we did because sitting in the rain was a solitary brown P76 with a cranky Paul waiting inside. We told him of the change of plans and drove off to Mark's place.

We had a great time touring the Portuguese mansion of Chisholm complete with garaging for seven cars, although the fool has converted a double garage to an office. I have no idea what he was thinking. Anyway, many hours of conversation, a few coffees and ports later we headed home. Those of you that weren't there missed a great day.

See you next Tuesday so we can schedule our drive to Bungendore.

Alex



Editor's Note



I've always felt that, in many ways 'steering defines the car'. It's really the primary control and accurate and responsive steering makes a car a pleasure to drive. Woolly and vague steering, to me anyway, detracts considerably from the driving experience. That's probably one reason why I used to love driving my Morris Minor when I was a much smaller boy and have never been all that fond of driving 'Yank Tanks'.

One on-going problem with my P76 relates to the power steering. As I've mentioned before, my late father-in-law bought the car new in 1974. I can recall driving it when new and being disappointed with some 'kick-back' through the power steering system. The problem was still there when I took the P76 over some 21 years later and recently it seems to have become worse, with the car inclined to dive off in one direction or another from a minimum of steering input. I had resigned myself to a major power steering overhaul, but then I came across a service bulletin issued by Leyland early in the life of the P76. It describes similar symptoms to those that have caused me grief for quite a few years, and attributed them to an inbuilt axial load in the steering column. (I was going to reproduce the bulletin in this newsletter but I discovered that it's filed away on my old computer and the scan is too large to fit onto a floppy disc - no CD burner on the old machine.) As my car was built a year later, at first I was inclined to disregard this idea of axial load as a cause of my steering problems. However, on the basis that checking it out was a simple procedure, I carried it out one Saturday morning. The process involves undoing the clamp bolt at the bottom of the steering column where it joins the intermediate shaft and making sure that the join is 'free' on the splines before tightening it up again.

I didn't have time for an immediate test drive and by the time that I took the car out a few days later, I had forgotten what I had done. That was until I came to the first bend in the road. The expected fight back and tugging at the wheel just didn't eventuate. In fact, the P76 steered so nicely that I took it out for an extended run to make sure that it wasn't a fluke. No, no fluke, just excellent, well-weighted and accurate power steering - a pleasure to drive. Sounds wonderful, doesn't it? Well, it was wonderful until I took it out for another drive a week later. I don't suppose that I have to tell you that the problems were back again, although not so pronounced. I've since had another go at the adjustment and bled the system. It's not bad to drive, but it's still not as nice as it was for just that single hour a month ago. Aren't old cars just great?

See you next Tuesday

Col

EscapOils.

I have done a bit more maintenance on the Purple P. I had noticed before I bought it that it leaked a bit of oil from the engine, most of which looked to be coming from the ends of the valley cover gasket. So once I had it home I changed the end seals on the valley gasket and the oil haemorrhaging seemed to subside.

In preparation for our Sunday drive to Bungendore I thought I should sort out the remaining leaks. Closer inspection indicated it seemed to be coming from the rocker cover gaskets. Or at least they were leaking and covering anything that was leaking below. So off I went to see Ray Spence at Canberra Motor works for a pair of new rubber, rather than cork gaskets.

He no longer has stock of rocker cover gaskets suitable for the P76 in either rubber or cork. What he did have was a new type of gasket for the alloy rover rocker covers. The gaskets are much wider, thicker and have a built in lip to recess around the edge of the rocker cover as well as cylindrical metal spacers integrated with the bolt holes to prevent over tightening and squashing of the gasket material.

When I removed the passengers side rocker cover I discovered that when the gaskets were last replaced the job was not done well.

As you can see the gasket was not sitting in place and simply allowed the oil to seep straight out. And hopefully not allowing many contaminants to get back in.

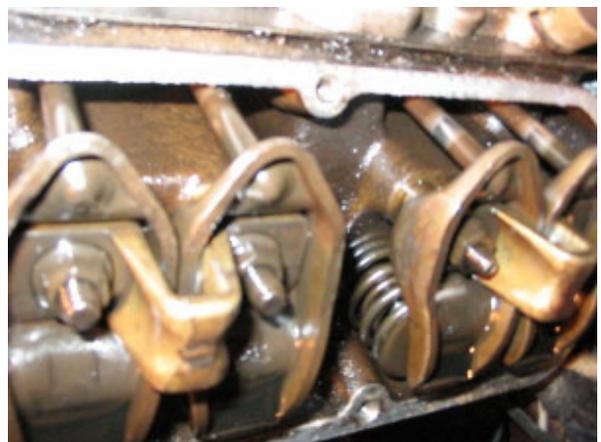


You can see in the second poorly focused photo that the gasket was actually rubbing on the pushrods and made a shiny clean spot on them, as seen in the right of the photo.

The gasket had aged, and set hard and brittle and would probably not have done a great job of sealing things even if it were correctly installed.

One more thing sorted, now all I need is a large bottle of scotch to summon up the courage to sort out my power steering.

Alex



Technical Corner

Oil Filters for V8 motors

This tip appeared in the July issue of Westwords, the Western Australian Club newsletter.

'While talking to Mick LeCocq about the Targa Tasmania he told me that he had seen a P76 motor with a different oil filter attached. He said that the new filter is a lot smaller and doesn't protrude below the sump thereby making it almost impossible to knock it off against something coming from the ground. He said that the filter is a Z160 used on V8 Holdens and they will screw straight on to the P76 V8 without any modifications. He thought that the cost may be about \$5 for a Coopers filter and about \$6-\$7 for a Ryco. I enquired at Veals where my son-in-law works and he said that he could do a Coopers for about \$8.'

If it sounds too good to be true, there was a follow-up in the August Westwords.

'Mick LeCoq is advising members the oil filter Z160 that he said will fit the V8 4.4 litre motor can be used with a bit of fiddling about. Because the thread on the oil pump is 19 pitch and the pitch on the oil filter is 17 it will take a small amount of grinding paste and a few goes at winding the filter on and off to get a snug fit. Mick says it's only the last quarter of an inch that the filter gets tight on the thread and that it's worth the bit of inconvenience when the cost difference between the original filter and the Z160 is about \$23.'

Anyone with a V8 needing an oil change in the near future want to try this one out and report back?

Control Arm Dust Covers for P76

From the Western Australian magazine again, Nissan Patrol part no NI – 48522 – 01J00 are said to fit the P76

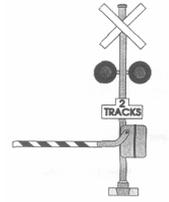


Lucky You're with AAMI...

Here's a little piece rescued from the Canberra Times a few years back.

'And to think we suspected those AAMI advertisements were just a figment of some ad man's overactive imagination!

On March 18, 1976, a Frenchman stalled his 1936 Citroen on a level crossing, sparking an accident in which an express goods train was derailed, tearing up 100m of track, breaking a bridge and delivering its cargo -21 wagons of beer and tinned soup - into a busy nearby canal.



The canal was contaminated, commercial traffic on the canal was disrupted and, for nine days, rail track had to be diverted while six cranes cleared the wreckage. The canal also had to be drained and repaired.

It was believed to be the most expensive accident involving a single private car, as insurers had to pay for one locomotive, 21 wagons, a bridge, 100m of track, the hiring of 60 buses, compensation to 40 barge owners, injury claims for the fireman and train driver, and a further claim by the local anglers' society for lost catches.'

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