

# Leylines 48

Canberra and Districts Leyland P76 Club Newsletter September 2006



LEYLAND

Next Meeting: Tuesday 12 September  
Weston Ck Labor Club  
From 7.30PM

Photo: Damien Haas

# Presidential Pearls



## *Those who live in glass houses...*

I don't think you have ever noticed but some folk accuse me of having a somewhat abrasive personality at times. Even more so in periods leading up to the AGM, usually in an effort to get myself overthrown as President. This, of course, never works but it is great to have an excuse to be that little extra bit obnoxious.

It was just one of these times at the last meeting, when I gave Col a bit of a dig at the rigid convoluted tubing he had sought out to replace the Kopex tubing for the air vents in the dash of his P76.

He had searched for many months for a replacement. The Kopex tubing is a sort of aluminium foil bonded to tar paper corrugated longitudinally and spiral wound into a tube. The same thing but of a smaller diameter is used on the windscreen demister heater to dash connection.

I was intending to take a trip to the Air Museum at Temora with the rest of the club, and I wanted to take my wife and two young boys along. Now while the boys love the P76 or Purple car as they refer to it, their mother does not share their enthusiasm for all things P76.

As we would be departing in the early morning and we do live in the Deep South after all, in an effort to appease her I decided to see if I could improve the performance of the car's heater, never a cornerstone of the P76's appeal.

So I had given Col a bit of lip about his giant Vee-grooved, rigid plastic substitute for the Kopex tubing. Imagine my horror when I stuck my head under the passenger's side of the dash and saw this....



Yes, the previous owner had not shown Col's fortitude when searching for an alternative to the tubing for the windscreen demister. It was not even the right colour. He had gone to Thrifty Link, (and yes, the price sticker is still on his creation), and joined several 90mm PVC plumbing elbows together, cut a chunk out of one corner to clear the heater tap and sealed

the resultant hole with packaging tape. I shook my head in amazement. And hoped Col never learned of this...

I took me trusty vernier and measured the ID of the hole in the heater box, and the OD of the demister entry, then measured the approximate length of the distance between the two, and headed off to Supercrap. Not the best parts shop in the ACT but far cheaper than Repco, and much closer than the places in Fyshwick.

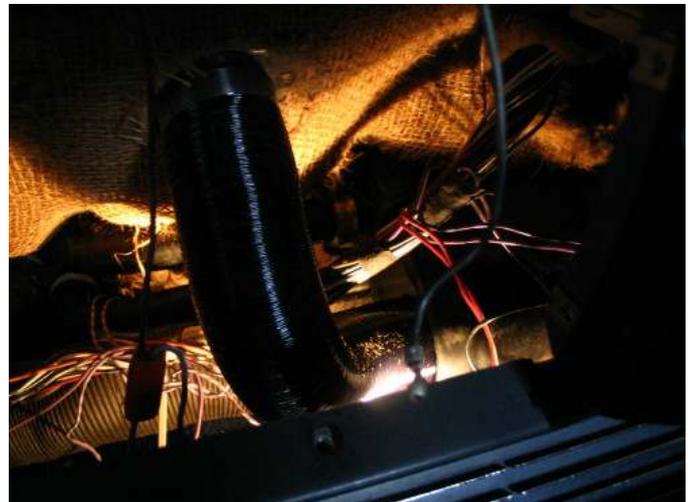
Lo and behold, there on the shelf was a selection of convoluted hoses made by Fuelmiser. Intended, I think, for the replacement of anti pollution warm air intake hoses that draw air from an intake fitted to the exhaust manifold on cars from the 80s to help them warm up quicker, when they were cold. Then a thermo operated vacuum powered flap would close and cool air would be drawn in and the warm air bypassed. I remember such a device was fitted to Dad's XD Falcon.



Anyway, these looked identical to the P76's Kopex tubing but were constructed purely of a thicker aluminium corrugated tube painted black on the outside. They were more robust than the original, but perhaps not as insulated. Anyway, for such a short run I did not think it would matter.

I measured a few. The old guy at Supercrap (must have been at least 19) was most impressed that I had bothered to measure the original and had brought my measuring device with me. Apparently, most folk just turn up and ask something like "will this fit an '84 model Lada?"

I decided that the PHD-2.0IL was the one for me, bought two for a grand total of about \$33 and headed home. They fitted perfectly, as you can see, but are only for the demister and not large or long enough for the fresh air vents.



Fortunately, mine are still in good condition and I won't need to as Col where he got his from....

Alex

## Editor's Note



What do you think of our Leylines 'makeover'? Self-appointed Assistant Editor Damo has come up with some inspiration to give our magazine a new look. Naturally, I couldn't let him have it all his way, but I think that we negotiated ourselves into an attractive presentation. Thanks also to Damo for the cover photo.

We have a stack of interesting information and articles courtesy of El Presidente, Damo and Bryce, so I won't waste any more space on my drivel. Enjoy!

Col

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## P76 HEATER TAP

Bryce French

I finally decided to replace the heater tap on the P, notwithstanding that the price would be high. I recalled Repco had previously quoted around \$80 for a new tap.

However, Repco now quoted \$180, which stopped me in my tracks, but I had at least noted the model number from their catalogue. I tried a Google search on HA5121 and found only one entry; however, from that entry I discovered that Lovelocks at Fyshwick also stocked the tap. I rang and after some haggling was quoted \$135. Had I not been conditioned by \$180, I would have regarded that as outrageous. However, I thought it a bargain, and ordered one.

It was supplied in a Ford configuration. To fit it to the Leyland, the works had to be removed and replaced on a different stalk. The photo shows the original on the left and the new one on the right. Moving the works is easy. Lever off the spring clip, lift off the works, place on the appropriate stalk and replace the spring clip.



However, now the tap operated in reverse to the original tap. One solution would be to turn on the heater when you want it off and vice versa. A little investigation showed that a bump on the actuating plate, which locates in a slot on the control lever, was in a different position. I considered how I might file it off the new plate, then drill, tap and insert a screw where the bump was on the original. After much thought, I had a better idea – do the bleedin' obvious and use the old plate.



Now to lie under the dash and wrestle with old hoses, while trying not to kick the dome light out...

## Successful club run to Temora



Damien Haas

On 6 August, the ACT P76 club and the NSW P76 Country Club had a combined club run to the Temora Aviation Museum. It was a very successful day, marred only by the incident shown above. This accident occurred on a very long, straight stretch of road between Stockingbinal and Temora. Apparently Country Club Member Jim Hugo travelling with his son, fell asleep.

Fortunately, no one was hurt. The car is damaged, but it's repairable.



*Don't Bryce's new wheels look smart?*

But let's start at the beginning. ACT P76 club members met at the NSW/ACT border in -2.5 degree conditions. At 8.20 Damien, Geoff, Angus and Bryce stood around rubbing their hands and waiting for it to hit 8.30am so they could set off.

I set out first and got lost in the fog. It was *really* foggy. I took the Lachlan Valley Way turnoff instead of the Harden turnoff and it was not a shortcut at all. By the time I reached Harden and stopped at the Ford dealers (which had closed the day before) even Alex (perennially late) Shoobridge had joined the convoy.



*El Presidente arrived in his Peel Me Grape V8 Executive... customarily late!*

We gabbed for ten minutes or so and set off again for the 100km run to Temora. When I arrived, the Livingstones were there at the front directing P76s. We all parked in our spots and then El Presidente arrived... customarily late!



*Line-up of combined club cars.*

After saying hi to everyone and snapping some photos of cars, I wandered into the museum to look at warbirds. I would recommend a Temora flying day to anyone who likes hearing whining jets and smelling Jet A1.

*ACT's most wanted*





*Michael Livingstone's Aspen Green Targa Florio – feature car in a recent Australian Classic Cars magazine*



*An MG Landcrab?*



*Damo and the Country Club*



*Chevy Blitz. Very cool looking. Perhaps not enough clearance to get over rocks.*



*Studebaker GT Hawk.*



*E-type Jaguar – Shagadelic baby!*



*These gentlemen questioned the roadworthiness status of my car. Serious!*

*Gwen Livingstone set them straight.*

The day was an enormous success and a good turnout from both clubs. Apart from the accident, there were no mishaps. Thanks to the Livingstones for organising the prominent display spots and to all members from both clubs who attended.



## TEMORA – TAKE TWO

*Alex*

On Sunday 6 August 2006, the club went for a Sunday drive to Temora, to visit the Aircraft museum. We were to meet at the ACT border at 8.30am for an 8.40am departure. Unfortunately, after spending all that effort to get my heater and demister operating to a satisfactory performance for my family, my eldest son became ill and could not come. So I left them all behind and was running late. I called to let the others know I would be coming, and to leave and I would catch them up. But of course, they do not turn their mobiles on unless they wish to place a call.

Eventually Bryce phoned with his best ‘where the hell are you’ telephone voice. I told them and off they went although Damo had already left on his ‘short’ cut.

I caught up to Bryce Geoff and Angus when they stopped at Harden, and eventually Damo arrived via his short cut???? Then off we went, Damo first followed by Angus, then myself and Bryce and Geoff.

It was at this point I discovered that travelling in a convoy was pointless if the first few cars disappeared into the distance, and the rest fell way back out of sight. Because...hypothetically speaking of course, if you were to experience some sort of electrical problem, and your car would cut out momentarily, and you could tell it was an electrical fault because the Tacho would fall to zero then back to 2500 a few times then about 5 minutes later die all together. Perhaps say on a sweeping bend with no safe verge on the side of the road, but you could perhaps...hypothetically, that is... have enough momentum to turn down a side road, do a U turn and stop just 20m from the roadside beside a clear open grassy paddock, get out open the bonnet on your bright purple P76 just in time to watch perhaps Bryce then Geoff drive straight past you.

Fortunately, I would imagine you could just reseal the connections to the coil, resistor and electronic ignition module, and then the car would fire back into life and you could continue on your way....perhaps.

But, of course, then I was last on the road again, when I came upon a P76 being pulled from some trees on the roadside. Passing by at 100km/h, I saw a light coloured car with five spoke wheels...just like Geoff’s. So I turned around and went back to see if they needed any help.



It was then I met Jim Hugo and his family. He is from the Country P76 Club and was on his way to Temora to meet up with us when he ran off the road and crashed into some bushes just beside a very large tree. He was travelling with his son but fortunately they were both uninjured. The car was being winched from the shrubbery by a passer-by in an F250.

In the above picture, you can see how big the tree was that they managed to just avoid, luckily for them, as the car sustained some heavy damage from the bushes alone. The bonnet was not damaged but the lower front valance was pushed back and touching the front passengers side wheel.



Just as we were trying to free the front wheel another member of the Country Club arrived, so I went on my way and arrived at Temora without further incident.

I had caught up to some other traffic, heading it would seem, to the same place. But when I got to the Museum and tried to follow the MG and a Jaguar into the grassy car park, a man in a yellow vest gesticulated wildly at me to continue on. Then when I reached the next entrance to the car park, and attempted to turn, yet another yellow vested official insisted I not park here, so I continued on. Then, yet another yellow man came up to my window and said, "Just keep going on down to the front, Michael is waiting for you".

It all became clear as I continued on into the sealed car park past the other old Holdens, Austins and Jaguars on display and parked in the front row right in front of the entrance alongside all the other P76s. Much to the disgust of the Rolls Royce drivers in the row behind... Michael further aggravated the Rolls owners by announcing loudly that we did not mind if they parked near our P76s.



So we had a bit of a chat. After a while, Jim Hugo and his family turned up without their P76. Bryce, Geoff and I paid our money and went inside. There seemed to be a lot of old planes on display and even some planes flying about on the day. Some looked very old, and some did not even have propellers fitted. Apparently, some spat fire.....but I never saw that.

Bryce was kind enough to lend me his chair for most of the day whilst he spent his time standing in queues — thanks Bryce.

On the way home, I followed Bryce, keeping within sight all the way. Fortunately, my car performed faultlessly all the way back to Canberra. I noticed Bryce performed the P76 driver's salute approximately 20 times on the way home.

I must lend him a Phillips head screwdriver so he can tighten his driver's side sun visor...

## A Mug's Game

As mentioned at the last meeting, these mugs are available from the Leyland Society in the UK, £19 for four plus postage. If anyone wants to go quarters, let me know.

The URL is:

<http://www.leylandsociety.co.uk/index.htm>, but they mainly focus on trucks called Hippos etc.



Damo

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## Swap

Will swap **one** Trax Targa Florio **and one** Trax P76 in any of the three colours for a Force 7 steering wheel. (That's the equivalent of \$200 at current eBay prices)

Damo

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## Contact the Canberra and Districts Leyland P76 Club

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