

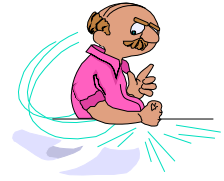
# Leylines 59

Canberra and Districts Leyland Ps Club Newsletter September 2007

Next Meeting:  
Postponed Annual General Meeting!  
Weston Creek Labor Club  
Tuesday 11 September  
From 7.30pm

2007 7 10

## Presidential Pearls



Once again Steve Maher was kind enough to invite us to the Muscle Car Masters in Sydney at Eastern Creek Raceway. I was the only one from our club who was able to attend, but perhaps more of you can come next year. It was a great day with the P76 well represented.

My only criticism of the day was that, in the past, it was more about static displays and parade laps of lots of cool old cars, with a bit of historic racing to break things up a bit.

This year it was mostly about racing with the concrete pad in the centre of the track used for prepping race cars rather than for static displays. This meant that most of the old cars were banished to the dusty paddock and this in turn led to the day being boycotted by a number of car clubs. So the numbers were down a bit on past years.

I made the trip with a mate of mine who is into old Fords, XP Falcons and the like. Anyway, he has never been a P76 fan but also never overly averse to them. Illustrated by fact he was happy to travel several hundred kilometres to a Muscle Car day and back in a P76. He even drove part of the way home, and mentioned what a surprise it was as to how well the car drove for an old bomb. In the end he admitted it was a very good car but far too ugly to ever consider buying one... And I though Holden folk were always the style over substance types.

Which reminds me, on the way up to Sydney we passed a mid '90s HSV stopped on the roadside. As we passed it pulled out and followed us for an hour or so... This intrigued me as my P76 is not fitted with cruise control and as a result, despite my best efforts my speed would vary a bit. I could not understand why they stayed behind us. A bit later, we pulled into a servo for a bit of a leg stretch and a leak, and the Commodore followed. When we opened the bonnet to check all was well, the guy came over for a chat. They were from Wagga Wagga and headed to the MCM too. He mentioned that the car was in good condition and that "the P76 sat well on the road", and after they put some oil in their Commodore they followed us all the way to Eastern Creek.

See you on Tuesday.



## Editor's Note



Last month's supposed AGM was a bit of a disaster. Only four members managed to get there. President Alex reported in sick and our esteemed Public Officer decided that a party in Queanbeyan was more alluring than the club's AGM. His absence, and doubt over exactly what constituted a quorum for an AGM led the assembled multitudes to postpone the meeting for a month. Some consideration was given to voting Alex into all vacant positions on the committee in his absence, but in the end we took pity on his emaciated body and decided to wait until next month.

After last month's flurry of activity with my P76's front suspension, it has barely turned a wheel this month. The few brief kilometres that I have put on since replacing the strut top bushes indicate that it was worth doing. Sundry knocking noises from the steering when laying on lock turning in the street or in parking lots have disappeared, along with a couple of other noises on sharp bumps, the steering is a bit more precise, and the tendency to pull to the right slightly on a straight road seems to have gone. After I reported at the last meeting, Bryce and Geoff were going to have a look at the condition of the bushes in their cars. Just why the ones in my car were in such a poor condition, given the low mileage and the way that the car has been 'babied' by both my late father-in-law and myself, is a matter for speculation. Poor quality control at the factory, perhaps?

On a different tack altogether, I was taken by the superbly rusty condition of a Targa Florio that was advertised on eBay a couple of months back. It was one of two advertised. To be fair, the seller did accurately describe the condition of the Targa body as 'rusty'. It was a pretty fair summation. It always amazes me how cars get into this kind of condition.



See you Tuesday

Col

## Possible Club Run

Our attempt at a club run to Gunning on September 3 came to naught when most of the likely starters could not attend for various reasons, including a clash with the Muscle Car Masters in Sydney.

This might be an alternative. As most of you probably know, I'm also a member of the Canberra Antique and Classic Club. Antique and Classic is holding a run to Goulburn on Sunday September 16. Recently, when speaking to the organiser, Chris Berry, he told me that several other clubs, including the Southern Tablelands Club and the Goulburn club have also been invited to join in. I then suggested that he might like to extend a formal invitation to the P76 club which I would convey to our club.

So we could discuss the invitation on Tuesday. As it turns out, I won't be able to make it myself because of unexpected family problems. However, there is no reason why other members could not attend if they wanted an opportunity to give their cars a decent run without having to do any organising.

The details are:

Meet at Dickson car park (Woolworths).

Depart Canberra

Goulburn Brewery, Bungonia Road Entry adult \$5.50, Concession \$4.40, Child \$2.20. Morning/afternoon teas \$6.60 Tours for groups \$8.80 (includes entry fee). Tours and tastings for groups \$11.00 (includes entry fee).

Lunch - your choice:

Goulburn Brewery  
Soldiers Club  
Workers Club  
Eateries in main street  
BYO lunch in Belmore Park

Goulburn Rail Heritage Centre, Braidwood Road. Entry Adult \$4.00, Concession \$3.00, Child \$2.00  
Guided tour of Roundhouse and workshops

After tour rest of the day is yours.

Goulburn attractions

Information Centre, antiques, art, books, collectables and second hand shops, War Memorial and Museum (open 11-3), Historic Waterworks (open 10-4), Belmore Park, Mt Wayo Lavender Gardens Crookwell Road, Lake Bathurst-Historic buildings and lavender gardens.

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Any interest?

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## Damo's Contribution for the Month

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They had a pair at the Philadelphia car show.

These tires are airless and are scheduled to be out on the market very soon.

This is what great R&D will do, and just think of the impact on existing technology:

- a. no more air valves
- b. no more air compressors at gas stations. These tires are airless and are scheduled to be out on the market very soon.

The bad news for law enforcement is that spike strips will not work on these tires.

These are actual pictures taken in the South Carolina plant of Michelin. It will be a while before they are available to the automotive industry.





# Technical

Percentage of Leyland P76 owners who have replaced parts

|   |               |
|---|---------------|
| Strut top bushes Inner, neoprene                  | \$30.00 pair  |
| Tie bar bushes Neoprene                           | \$25.00 set   |
| Gear box mounts Neoprene                          | \$25.00 each  |
| Engine mounts Neoprene                            | \$25.00 each  |
| Steering rack mounting bushes Pwr & Std, Neoprene | \$10.00 each  |
| Number plate lens                                 | \$20.00 pair  |
| Repair panels Lwr front guard                     | \$60.00 pair  |
| Force 7 horn pad No badge                         | \$65.00 each  |
| Rust repair panels                                | \$60.00 pair  |
| Gaskets V8 Full set                               | \$135.00 set  |
| Gaskets V8 Top sets                               | \$105.00 set  |
| Gaskets V8 Bottom sets                            | \$30.00 set   |
| Gaskets 6 cyl Top sets only                       | \$65.00 set   |
| Lower control arms Recon                          | \$375.00 pair |
| V8 points   | \$13.00 set   |
| V8 spark plugs                                    | \$1.00 each   |
| Oil filters Z86                                   | \$14.00 each  |
| Force 7 Horn pad Complete                         | \$115.00 each |
| Horn grommets                                     | \$ 4.00 each  |

Contact Graham Rogerson, Spare Parts Officer 07 3888 1345

Percentage of Leyland P76 owners who have replaced interior light switches (available)

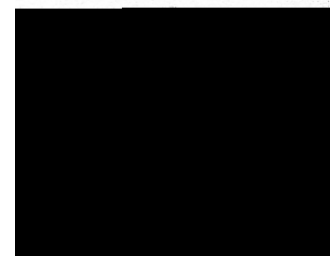
Reconditioned Interior light, Boot light, Bonnet light, Glove box light, Hand brake warning light switches factory fitted to the Leyland P76, Mini, Marina etc.



These, switches are usually inoperative and are damaged due to years of corrosion & dirt build up and lack of maintenance.

Previously these switches have been unavailable but recently a number of second hand switches have been obtained, disassembled, sandblasted and repaired and then cad plated. They look and operate like new!

They can now be purchased through the Victorian P76 Owners Club on a change over basis for only \$6.50 ea + P&P



The Deluxe P76 has 5 switches. The Super & Executive P76 contain a total of 8 switches. Contact David (0409675648) for more details.





## Contact the Canberra and Districts Leyland Ps Club

mailing address/

PO Box 6306  
Kingston ACT 2604

online address/

Yahoo group: <http://autos.groups.yahoo.com/group/p76act>

Club - Officers/

|                       |                 |                 |
|-----------------------|-----------------|-----------------|
| President             | Alex Shoobridge | Ph 02 6293 9373 |
| Vice Pres & Registrar | Geoff Thomas    | Ph 02 6262 4006 |
| Treasurer             | Bryce French    | Ph 02 6254 5062 |
| Secretary             | Paul Hanley     | Ph 02 6231 2748 |
| Public Officer        | Damien Haas     | Ph 02 6259 9447 |
| Spares                | Damien Haas     | Ph 02 6259 9447 |
| Editor                | Col Gardner     | Ph 02 6254 5177 |

## ! # e nders

1. Annual Membership Fees are now due. See Bryce at the next meeting or post your fees (\$20) to the club at the above address.

2. After last month's problems with attendance, the Annual General Meeting will now be held in September. If we can't keep the Club functional, then our historic registrations will lapse and our cars will become unregistered in the eyes of Road User Services (or whatever the current name of the rego authority is.) So you **MUST BE THERE** on 11 September.