



# Leylines...



Canberra and Districts Leyland P76 Club Newsletter August 2002

## Next Meeting:

**FRIDAY 9<sup>th</sup> of August  
at  
*The Foxes Residence  
50 Mount Vernon Drive  
Gleneagles  
(off Kambah pool rd)***

**Meeting starts 7.30pm-ish**



## WHO ZOO IN CANBERRA



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<b>Editor</b>	Rick Robbins

## PRESIDENTIAL RAMBLINGS



Hello All,

Well its safe to come to another meeting, the AGM has passed and all committee positions have been filled.

Once again we are having our meeting at David's house. This time to see Michael's vast collection of P76 memorabilia. And further plan the "Easter 2003 get together".

I'd also like to wish Eddy a speedy recovery from his reconstructive knee surgery.

Please have a read of the minutes and see if you can think of anywhere that has suitable accommodation for about 40 groups of 2 or 3 people during Easter 2003.

Hope to see all of you on Friday.

Alex.

## From the Editor



### At last...

We now have an Editor at long last, Rick Robins has stepped forward, and he talks a lot so hopefully he writes even more. However due to work commitments and e-mail problems (**My advice to you all is NEVER buy a DELL laptop**) we wont be hearing from him till next month.

### Minutes of Annual General Meeting Mon 8<sup>th</sup> July 2002.

Positions filled as follows:

Treasurer	:	Bryce French
Vice President	:	Geoff Thomas
President	:	Alex Shoobridge
Editor	:	Rick Robins
Secretary	:	Paul Hanley
Publicity officer	:	Edward Houghton
Parts officer	:	David Fox

Normal meeting directly followed AGM.

### Minutes of Meeting Mon 8<sup>th</sup> July 2002.

**Present -** Bryce French  
Eddy Houghton  
Geoff Thomas  
Rick Robbins  
David Fox  
Alex Shoobridge

**Business arising** – Follow up of tasks for Easter 2003 get together.

**Treasurers Report** – As presented via email.

**General Business –**

Easter Meeting Rick told of how his wife's car ran poorly when it was cold but was fine when it was warm. The problem was traced to the very expensive multigap, four pronged spark plugs he had fitted a few weeks prior. He took out the \$25 ea plus and replaced them with some \$3 ea plugs and all was well.

Accommodation is proving to be a problem for next Easter as all of the suggested venues are already heavily booked. Eddy is following up further suggestions, any ideas would be of great benefit.

Cost of badges for Easter is \$225 upfront and \$8 per badge thereafter.

Clothing costs are as follows.

T shirts	\$15ea
Poloshirts	\$29ea
Polarfleece Jumpers	\$55ea

Geoff and Rick continue to follow this up but at present accommodation is our major concern if a viable venue is not found, we may have to book everyone into different places or let them book it themselves. We need to make a decision on this soon.

## **Presidential rambling's continued.....**

I figure my Targa restoration will have to get underlay in earnest if it is to be ready by Easter, and with people like Col and Michael in the club my chances of having the most original car, are slim indeed.



....before...

So it is to appear original from the outside only, it was fortunate that the “Trading post Gods” smiled on me this month, when I saw an add hidden under ....

“M for Motor, Leyland” rather than the usual

L for Leyland or

P for P76.

Anyway after a quick trip to Newcastle, I was on my way back with a Patrol full to the brim with good go fast stuff. A P76 block bored and re-sleeved to 5 litres with imported rover 3.9 (94mm) pistons all balanced with a performance cam. Bottom end steel reinforcing girdle. Short motor. As well as a set of reconditioned heads with larger 40mm stainless valves. A new willpower single plane manifold and a supra 5-speed box and conversion kit.



As well as all the gaskets and other bits need to make it run with the exception of a distributor.

Which by a sheer twist of fate, a scorching distributor was the only performance part I already had.

The former owner was slowly building it up to put into a Datsun 240Z and was actually quite impressed when I told him I intended to put it back into a P76. He and his Harley riding friend then went on for ages about “how P76’s were actually quite good cars and how he wished he hadn’t sold the one he had back in the ‘80’s.” Gee if I had a dollar.....

He and his wife are expecting twins in December so a few expensive hobbies are getting the axe, the Range Rover, The 240Z and a few other things gone. The racing Ducati however, stays.



I got the lot at a very good price, in fact after checking on the web for the current price of the pistons and inlet manifold alone.

Peter Hall will be most annoyed that he didn’t see that add.

Alex