

Leylines 71

Canberra and Districts Leyland P76 Club Newsletter November 2008



Gunning and P76s - 1984



Gunning and P76s -2008



*Next Meeting:
Tuesday 4 November
Melbourne Cup Day
Weston Creek Labor Club
From 7.30pm*

Presidential Pearls



I missed the last meeting due to illness, but was not stripped of my presidential status as a result...what a relief.

I notice we have a media whore in our midst. I have read of a certain club member's surname linked to antagonising the good folk of this town several times in the local rags last month, as well as a picture of a well presented man dressed in a suit claiming to be the very same person in an acronym type publication...clearly the work of photoshop as we all know this very same man is currently 'between jobs' and does not have the fiscal means with which to procure such a fine suit of clothes.



Letters to the Editor

BUS SOLUTION

I refer to the comments on light rail by Damien Haas on page 3 of last week's *Chronicle*. Brisbane's expanding bus rapid transit (BRT) network proves that you don't need light rail to boost public transport patronage or property values by over 20 per cent. The only requirement is a reliable public transport service. BRT will also be much cheaper to build and operate in Canberra than light rail.

Independent studies from all around Australia have repeatedly shown that public transport patrons care more about punctuality and trip times than they do about the mode of transport. Trams and cars have similar levels of greenhouse gas emissions for each passenger-kilometre travelled. These are about four times more than the comparable emissions from modern buses. Buses can further reduce their emissions by using environmentally friendly fuels. A light rail network, on the other

hand, will depend on electricity from "dirty" coal-fired power stations. It is a sad fact that the lure of dollars from Mr Rudd's \$20 billion Building Australia Fund is all that has dragged light rail back from the grave. Please let it die peacefully.

Jeff Carl Rivett

'GREEDY' PROPOSAL

Mr Haas, spokesman for the ACT Light Rail Lobby, says that a light rail system "could positively influence housing prices on land surrounding tracks and stations" (*The Chronicle*, Tuesday October 7). I am no land valuing expert but I can say that there are many factors influencing land values including the provision of all kinds of services, not just

transport services, and such things as prestige, views and the quality of surrounding houses. He of course neglects the fact that the people who won't be near the proposed light rail system will be expected to pay for it through their rates and taxes and possible loss of land values. In other words, the light rail proposal is a very greedy "let them subsidise my land values". I also seriously doubt the success of Dublin's new Luas tramway. I have just returned from Dublin and I can assure him that the system has increased traffic congestion in the city by having exclusive use of the streets the tracks are laid in except for pedestrians.

Bob Sutherland, Holder

The Narcissist

By Stephen Carleton

TA BOTE

production"

Editor's Note



I enjoyed last month's run on deserted backroads (well, mostly) to Gunning and places further removed. Getting a P76 out and about on country roads always emphasises how well the suspension deals with general Australian road conditions. There's a nice balance between ride and handling that makes them easy to drive in give and take conditions like those that we experienced on our run. If there's one minor criticism that I'd make, it would be that the front suspension feeds quite a deal of noise back into the cabin on bumps, more that we are accustomed to in today's cars, and also more that I seem to recall in the HQ Holden that I owned back in the 1970s. But then, the HQ's road behaviour was not in the same league as the P76's. The suspension noise is also much more noticeable than on my 1969 Renault 16TS, too, but then the Renault's suspension was way ahead of almost all other cars of its era.

The only tedious part of the drive was the return to Canberra on the Federal Highway. It was very busy, and the warm conditions meant that I was driving with the window down, which accentuated the wind noise and also the racket from overtaking traffic. In retrospect, a better return route would have been from Collector via the road that runs over the escarpment and back to Gundaroo. It's a dirt road in places and can be a bit rough, but in compensation there are some terrific views from the top of the range across Lake George.

I've been watching with some interest the reactions amongst the P76 community to the Top Gear magazine story on the P76. My personal opinion is that 'Top Gear' is the automotive equivalent of crap TV like 'A Current Affair' and 'Today Tonight'. The producers are not interested in the facts, just sensationalism that appeals to the masses. If that's the way that the TV program works, then it follows that the magazine will present the same type of material. And that's just what has happened with the P76 article. The P76 enthusiasts made their cars available in good faith, looking for a fair appraisal. But 'Top Gear' magazine is not interested in what's 'fair'. It wants 'sensational' to fulfill the preconceived opinions of its likely readers. The article's author has defended himself by saying that he did write some nice things about the 'P'. That's quite true, but they were only a small part of a story that carries an undertone of rubbishing the car and its owners.

It seems that we are between a rock and a hard place with P76 publicity. The clubs can't really pass up the opportunity to take the message out there. The problem lies in having no real say over what eventually appears in print.

Col

The Great Gunning Trip

Bryce French

The Club's outing on Sunday 12 October to Gunning proved to be a popular and successful trip, no bushfires, floods or other disasters precipitated by our decision to take our cars out on public roads.

We met at the Shell Station on the highway at 11 am. Col, who wasn't coming, came; Damien, who was coming, either didn't or, true to precedent, met somewhere else and went on a different trip. The photo shows Geoff's, Col's and my car at the meeting place. Alex and family were also there but chose to park remotely.



We set off up the highway to the Sutton Rd turn off, and on Sutton Rd passed an old style racing car fitted with mudguards, lights and number plates. Aside from thinking it had a number 46 on it, I have no further details.

We passed through Sutton where a group of mature citizens, apparently on a walking for pleasure outing, seemed intrigued by the number of P76s on the road that day. One gentleman appeared in danger of unscrewing his head as his swivelled it back and forth to check what had just passed and what was coming.

Next town was Gundaroo where we passed the Grazing Restaurant, the scene of a previous highly successful and refined P76 club outing.

Lunch was had in Gunning where I am told a person with a number of Hillmans was washing one as we entered the town. I missed seeing that but as a Hillman Minx drove by as we had lunch, the story seems credible. We parked the cars in the main street around the same position as Geoff's photo from the 1980s published in last month's Leylines and I am pleased to report that the town has been painted since then.

Geoff and I bought lunch and eventually found Alex and Col hiding in a park by the river. The facility for mobile phones to find the location of other mobiles proved handy.



After lunch we set off for Collector via the old Hume Highway and Breadalbane. On the way to Breadalbane we had an incident with a brown snake. I came round a corner and found the snake across the road. I had no option but to run over it, which apparently annoyed it as it sought to attack Col's car which was following mine.

We stopped briefly in Breadalbane and exchanged pleasantries with most of the population. He seemed to be offering us \$1.50 for each photo of our cars with his house in the background. The second photo below shows the Breadalbane Hotel with all the guests cars parked in front – but I jest, it's now a private residence.



I noticed some people taking the opportunity to walk around on the old Hume Highway which would have been quite dangerous when it was the Hume Highway.

After our brief stop in Breadalbane we journeyed on to Collector. The roads were quite narrow and it was fascinating to see the terror on the face of a tyro motor cyclist and pillion passenger as these four wide vehicles went past in the opposite direction.



As we passed through the metropolis of Collector we noticed an MG TF parked. We stopped a little way up the road at a take away food establishment and the MG joined us, probably so impressed with all the P76s passing by he felt obliged to chase us. We established it was a beautifully restored MG TF 1500, the pick of the MG models made around that time. Unfortunately I didn't take a picture; but for our younger readers, you can take my word for it, it looks pretty much like the vehicle pictured at left.

The trip home after that was highway cruising, - boring.

Footnote 1: You are all fascinated to know how did my sexy new red undies suspension go on the trip. Felt good, went well, definitely a more pleasant car to drive. However I had noted a leakage of fluid before the trip. I thought it may be coming from the return hose connection to the power steering pump and tightened the clamp and added another clamp in case the hose was splitting along the edge of the first clamp. No problems on the trip but it was still leaking.

Took it back to Pedders for the free check up and reported the leak. When I picked the car up they said it wasn't the return hose, but appeared to be coming from the bolt higher up on the pump. They talked vaguely about sending the pump away to have a new O ring kit put though it at a cost of a few hundred dollars probably.

I researched the construction of the pump and it appears the case of the pump is the reservoir. The case is like an opened jam tin with a hole drilled in the bottom for the pressure outlet to pass through, a brazed on return fluid fitting and a dip stick. The case fits over the pump with the pump immersed in the fluid. There is a large O ring at the front and a fibre washer at the back. The fibre washer is between the pump and the case over the pressure outlet and is squeezed up by a nut on the pressure outlet. I don't see why you can't stop a leak there by tightening the nut, perhaps in combination with some Silastic around the thread. So that's my next project unless someone can convince me it's unwise.

Footnote 2: Can you pick the make of vehicle pictured at right. There is a dead giveaway on the vehicle, although at an earlier stage of evolution than most of us are used to seeing.

I thought this would be useful education for our younger readers who don't always appreciate the wisdom that comes with maturity.



On the Road - Gunning and Beyond

Alex

Last month's Sunday drive to Gunning and Collector was a pleasant affair, once again we were first on the scene, shortly thereafter joined by Geoff, Bryce and a surprise appearance from Col. Although apparently I am the only one who's wife has not yet outgrown P76 outings in the countryside.

My boys had a fun day out and about in the Purple car, despite the lack of a CD player and A/C.



It was entertaining to travel the back roads in a convoy of P76 extending to the horizon....even if it was only a few hundred metres away.

In the middle of nowhere....you can still find drunken Commodore drivers...



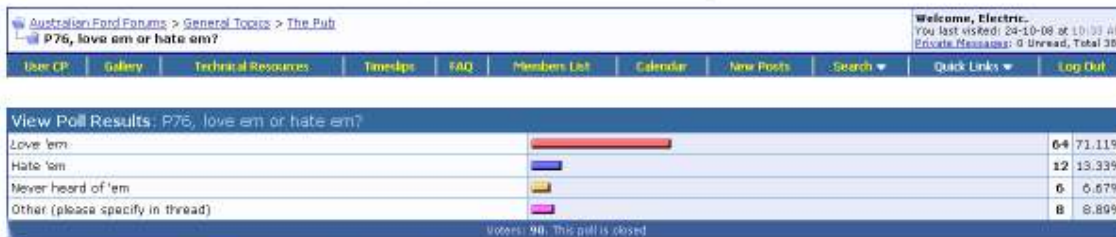
P76s in the Eyes of others...

Alex

Imagine my surprise when snooping at an online Ford Forum when I came across a thread titled...

P76s love em or hate em?

What was even more amazing was that 71% of the Ford heads loved em.



Technical Info

Apart from a few "My brother's next door neighbour's cousin's workmate's, sister's, drinking buddy's uncle knew a guy who had one that was slower than a 6cyl Falcon and caught fire, when the windows fell out" type comments; apart from a slight consensus that it was an ugly car; the P76 would seem to be a well respected part of Australian automotive history.

Which is a good thing.

Have a look yourself at... <http://www.fordforums.com.au/showthread.php?t=9494>

For Sale

6 cylinder P76 Power Train

One Borg Warner type 35 auto transmission, propeller shaft and rear axle assembly.

I only ever drove this vehicle about 10 km before removing the 6 cylinder bits many years ago and all seemed well then. Phone Bryce 02 6254 5062 or 0411 093 695. Best offer.

Council of ACT Motor Clubs

Marques in the Park 2008 Sunday 23rd November 2006

2008 is a special year, we're celebrating the 60th anniversary of Morris Minors, Land Rover, Honda, Peugeot 203, GM Holden and any number of other milestones ... the 40th of the Renault 16 TS, the list goes on.

We need to know: if you're coming, email the event director, Geoff at marques@actmotorclubs.org.au or call 6296 2552.

You need to know:

8.00 – 9.00 am. Clubs and individuals, Meet at the Futsal Stadium (Large car park near boat hire, next to Commonwealth Avenue Bridge) Barrine Dr, Action Park, Civic.

8.30 - 9.15 am - Cruise to John Knight Park, Belconnen

10.00 am – 3.00 pm - Kick back and relax

All clubs and individuals will be requested to join in the cruise from the Futsal stadium, Action Park. We'd appreciate the only exceptions being those whose cars are unregistrable and are taken to JKP on trailers. Please contact the event director for special arrangements for special vehicles. Vehicles on the cruise will receive a 'SHANNONS Event' window sticker on arrival at the Futsal stadium as well as a map with directions to John Knight Park and a show bag with goodies from our sponsors ... Shannons Insurance, and SOS Recruitment as major sponsors and assisted by Injekt'd, Elite Car Sound and Vision and Green Light Mortgages. Support those who support your passion!

The Event Director and marshals have full control of the display, owners or clubs disregarding a direction will be removed from the Park.

Clubs are advised to contact the Event Director (marques@actmotorclubs.org.au) on or before the 11 November with approximate numbers of vehicles to help with parking arrangements.

Clubs or individuals who require access to John Knight Park before 9.00 am to set up will need to contact Event Director Geoff before 15 November on 6296 2442 or by Email marques@actmotorclubs.org.au.

NOTE: The sale of food or drinks by clubs to Visitors to Marques in the Park without the prior approval of the event director is not permitted. Clubs and individuals are encouraged to bring picnics and barbecues for members.

The display at John Knight Park will begin at 10.00 am and go until 3.00 pm

John Knight Park is on Aikman Drive Belconnen ACT

For Safety Reasons ... Entrance to the park is via Lake Ginninderra College car park, only

Entry is FREE for participants and lookers Shaded areas and open grassed areas, for parking and relaxing Food stall selling hot food and cold drinks

Trade stalls selling automotive items

Vehicle access and movement is allowable all day, with a 5 KPH speed limit

\$10,000,000 PLI coverage

Contact details: Event Director: Geoff

Email: marques@actmotorclubs.org.au

Web: www.actmotorclubs.org.au

Windows

No, not the Bill Gates' type of Windows. We are talking P76 window adjustment here. There was a bit of discussion about windows while we idled away some time in the thriving metropolis of Collector a few weeks ago. Coincidentally, there has also been some information on the National P76 website about the same problem. I have reproduced it below. It might prove useful to someone.

In leylandp76@yahoogroups.com.au, "mickvic111" <mclarke18@... wrote:

I'm not afraid to say I have never mastered the art of adjusting the P76 windows so that they consistently:

- a) raise and lower easily;
- b) raise so that they seal at the same time all round the frame; and
- c) don't foul the bailey channel.

I have played around a bit, but does anyone have any secrets or advice on resolving this issue? Which adjustments affect what and how????

It seems some doors do the above easy and some will never ever do it!

G'day Mick,

I have spent many hours on many cars playing with windows and seals etc and there's a few thing's I've learnt.

The holes in the doors for adjusting the glass run are not always long enough. This can be because of wear on the winder mechanism, somebody gluing the clips on the bottom of the windows on wrong or just general wear. I've taken to quite a few cars with a very small rat tail file to lengthen the elongated adjusting holes to get the windows to pull up nicely, some times even as much as 3/8 of an inch longer was required to get it spot on.

Another thing to watch for is the nylon "Balls" that slide into the clips on the bottom of the window. If they are worn on the inside where they attach to the winder mechanism, they can tend to cock under load and make the whole lot stiffer.

Another WA member got me onto TAC 2, which is an adhesive lubricant from CRC that comes in an aerosol can. If you clean everything and lubricate it with tac 2, it seems to work very very well.

A car I worked on had had all the door internals removed, cleaned and all cad plated again, and when re-installed and lightly lubed they worked extremely well, I still reckon they were the best P76 windows i've ever wound!

Tighten your screws! I've had to pull many door trims off because the Philips head screws holding the runners and all the other window bits have come loose or fallen out. I've been putting some Bostic gooey rubber stuff from the windscreen seal on the

threads and under the heads along with new spring washers and haven't had one come out yet.

Bailey channel seal. I can't remember who told me this, but I was told that the bailey seal in the door sits in slightly too far. If you get some thin adhesive felt strips and stick them into the doors before fitting the bailey channel seals, they work wonders. It pushes the seal out slightly but also compresses under load still. Felt is usually available at Bunnings or other stores of the like. I have done this to my window seal on my daily driver and it did reduce wind noise.

Another thing. If your winder mechanism itself is worn, you can have all sorts of troubles. My driver's window does not wind down smoothly, it's like its going down stairs because the gears are so worn. It has excessive clearances and it just jumps. If the bushes are worn on the input where the winder handle screws on, the small gear can lean over when you wind it up and bind causing it to be stiff.

Hope this helps,

Adam

Contact the Canberra and Districts Leyland P76 Club

Mailing address:

PO Box 6306
Kingston ACT 2604

Online address:

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

Club Office Holders:

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