



# Leylines...



Canberra and Districts Leyland P76 Club Newsletter - October 2003

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Next Meeting:

**Monday 13 October 2003**  
**At**  
**Weston Creek Labor Club**  
**Teesdale Cl off Fremantle Dr**  
**Stirling**

**starts 7.30pm-ish ...**



**WHO ZOO IN**  
**CANBERRA**



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## PRESIDENTIAL RAMBLINGS



Hello All,

Well, we survived the AGM for another year. And the extra special good news we now have Col back as editor so you will now have something additional to my mindless ramblings to read each month.

Yet again work drags me overseas and I will miss this months meeting as I am in the USA.

Hope you all have fun.

August 16, 2003 was a very sad day for the Canberra & District P76 Owners Club. It was the day we appear to have been ostracised by the other clubs in Australia.

On this day people came from as far as Brisbane, Perth, and even Tasmania, to meet in Kiama just a few hours drive away from us, to see our mate Fred.

Without so much as a courteous email or phone call to any of our club members. From what I have read in other club newsletters I understand that a single member of another club has been nominated as sole negotiator with Fred. Some club newsletters have even gone as far as to threaten people who operate outside this "arrangement", hopefully just in jest.

This seems unusual to me, as many members of our club including myself have purchased parts from Fred in the past with no dramas. However I have purchased several hundred dollars worth of parts from representatives of other clubs at the Easter meeting and have still not received a receipt, this now makes me wonder where the money actually went.

I hope the reason we were left out was a mere oversight, but due to my lack of tact and diplomacy it has been decided that our newly elected Spare parts controller will contact members of the other clubs to find out exactly why we were left out in the cold.

I wait to see what Damien finds out.

Hope you all have fun on Monday 13 October.

Alex

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## Minutes of meeting 8.9.2003

*Attendees...*

Bryce French  
Geoff Thomas  
Sid McGlynn  
Col Gardner  
Alex Shoobridge  
Damien Haas

AGM opened 8.06pm

**A**ll committee positions declared vacant and open to nomination as follows...

President Alex Shoobridge  
Nominated Damien 2<sup>nd</sup> Sid

Vice President Geoff Thomas  
Nominated Col 2<sup>nd</sup> Damien

Treasurer Bryce French  
Nominated Alex 2<sup>nd</sup> Geoff

Secretary Paul Hanley  
Nominated Bryce 2<sup>nd</sup> Geoff

Editor Col Gardner  
Nominated Alex 2<sup>nd</sup> Sid

Spares Damien Haas  
Nominated Bryce 2<sup>nd</sup> Col

AGM closed 8.35pm

**G** Geoff spoke about his trip to Cootamundra.

**A** few months ago someone was going to order a number of door lock buttons for the club, but no one can remember who, was it you?

**W**e will email Greg Black and see if he wishes to remain a member of the club as he has not been to any meetings for many months.

**D**amo is after a set of deluxe hubcaps, anybody got a set in good condition to sell him?

**H**as anyone seen or heard from Rick, he seems to have disappeared since he moved house.

**G** Geoff promised to send us photos and a few words from his Cootamundra trip.

Meeting closed 9.13pm

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## Editor's Note

I'm still not really sure just why I put my hand up and volunteered to take on the Editor's job again at last month's AGM. I guess that after a break of a couple of years I was feeling like putting a bit more effort back into the Club. Anyway, for better or worse, here I am again.

In the two or so years since I last edited this newsletter we've moved away from printed copy and on to electronic distribution. That saves a lot of hassle on my part (and saves the club the cost of postage, paper and photocopying). It also makes it much easier to insert useful graphics and photographs. I hope to be able to make some use of that facility through the year.

President Alex may be away in the USA but, as you can see, he's still here and looking over our shoulders via the wonders of e-mail. I hope that he will be able to distribute this newsletter via a broadband system even though he is in the 'States. I'd prefer not to do it via my telephone connection and ancient (in computer terms anyway) 33K modem.

All members should have had an e-mail from Damien about putting in an appearance at Marques in the Park at John Knight Park in Belconnen on Sunday 19 October. If you are interested in doing something with the Club then please let him know as soon as possible.

At the last meeting we were talking about Force 7 drivers handbook, and how we had all bought one at swap meets for about \$10 each. If you have a look in this month's Parts Peddler magazine under Leyland you will find an ad from an optimist who reckons that as only a handful of Force 7s were made, a handbook is worth \$200, no less. Is there really one born every minute?

Many thanks to Geoff for his story and pix about the Wattle Time rally.

See you at the next meeting  
Col

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## MINI-TECH TIP TIME

*Fuel gauge tips from The Leyland Post Leyland P76 Owners Club of NSW July 2003.*

A recent phone call from a country member had me diving into my incomplete files of old newsletters looking for an answer to an annoying P-problem; Flickering (or dead) fuel gauge needles! If you've ever pulled a sensor out of a P76 fuel tank, you'll know that the fuel sensor has a little pivoting arm thingy, which is connected to a little plastic float thingy. As the level of fuel in the tank changes, the little float thingy rises and falls, moving a little spring-loaded contact across the face of a resistor winding which is mounted in the sensor body, causing a change in the amount of current/voltage flowing through the fuel gauge, and this makes the fuel gauge needle move up or down.

In most cases, the needle flickers because the little spring loaded contact on the pivoting arm thingy falls to make contact with the resistor windings right across its full range of travel or movement, and when it breaks contact, an open circuit results, and the fuel gauge needle then goes berko. This can happen a lot when the tank is only about half full, and the vehicle corners quickly, because the fuel tends to slosh from side to side.

Try this quick test:

1. Get a helper to turn the ignition key to the 'on' position, and watch the fuel gauge.
  2. Get under your P and disconnect the green wire from the fuel tank sensor unit.
  3. Firmly earth the terminal of that wire to the vehicle's chassis.
  4. Get your helper to watch the fuel gauge needle and tell you what it does.
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5. The fuel gauge needle should move right to the top end of the dial.
6. Remove the green wire from earth contact, and the needle should move right back to the left, (bottom) end of the dial.

If the needle doesn't move at all when the green wire is earthed to the vehicle's chassis, then you may have a dead fuel gauge. It is also quite possible that the green wire has become unplugged, if any heavy objects have been moving around in the upper portion of the boot, so check under the carpet at the front of the upper boot floor to make sure that the green wire is still firmly plugged into the sleeve connector. The power to operate the fuel and temperature gauges comes direct from the terminal on the back of the ignition switch. Both gauges are designed to work in a series circuit; that is to say that the power flows through each gauge, and goes to earth via the respective sensors. The temperature sensor is mercury-filled (so I've been told), and the fuel sensor, as already mentioned, uses a swinging arm and contact to vary the resistance of the current going to earth, to make the fuel gauge give different readings. If the fuse for the brake lights/ignition controlled functions has blown, you will probably have dead temperature and fuel gauges as well as a lack of brake lights.

I have found that a quick fix for flickering fuel gauge needles is to carefully dismantle the sensor, and bend the little springy contact arm thingy to put it under more tension, so that it presses more firmly against the resistance wiring coil thingy. Then carefully reassemble the sensor, making sure that the little springy thingy is correctly located on the swingy arm contact thingy. If all this is getting too technical for you-Buy a Toyota!

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## 7<sup>th</sup> Bi-annual Wattle Time Rally 16 & 17 August

*Our Vice President and Registrar, Geoff Thomas, reports on his recent run in his rare six cylinder four speed P76 to Cootamundra.*

Saturday morning dawned cool and slightly overcast as my daughter Sarah and I departed for the two hour run to Cootamundra to join 171 other cars that had entered the *Wattle Time* rally. My P76 runs best in cool moist conditions and this morning was just ideal running conditions. It was her first outing wearing her newly acquired Historic Registration Plates No 745 and it was a new experience for me to be driving what is regarded as an Historic Car even though I have owned this car for the majority of its life (27 years). The trip to Cootamundra was uneventful and as we were getting closer to our destination the "P" was settling to her old rhythm on the highway. This was good as she is now not used very often.

We checked into rally control at the Cootamundra Primary School and received our rally kit complete with attendance Medallion. Morning tea consisted tea or coffee and of course scones jam and cream, cakes and homemade biscuits.

Rally Director Michael Livingston welcomed us and commented he was pleased to see another 6 Cylinder Four Speed Super P76 in the line up.

We looked over the cars that were assembled in the schoolyard which included two veterans. By now it was lunch time and after that we were to join a convoy to Junee to visit the Licorice Factory and the famous Locomotive Roundhouse Maintenance Facility. We had to return to Canberra that evening as my wife was ill. I did not want be away overnight and thereby missed what is usually the very enjoyable Rally Dinner.

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The program for Sunday was a run to Temora Aviation Museum for a combination of the Wattle Time Rally and Historic Aircraft monthly flying display. We were treated an excellent display of most the Museum's aircraft. An excellent BBQ lunch was served for the Rally entrants and families. I was able to attend the flying display on Sunday and Sarah agreed with me that we had an excellent weekend of motoring and aviation history.

I wish to extend my sincere congratulations to Michael and Gwen Livingston for their superb organisation of the Wattle Time Rally and I hope that it will continue for many years to come.

Geoff

