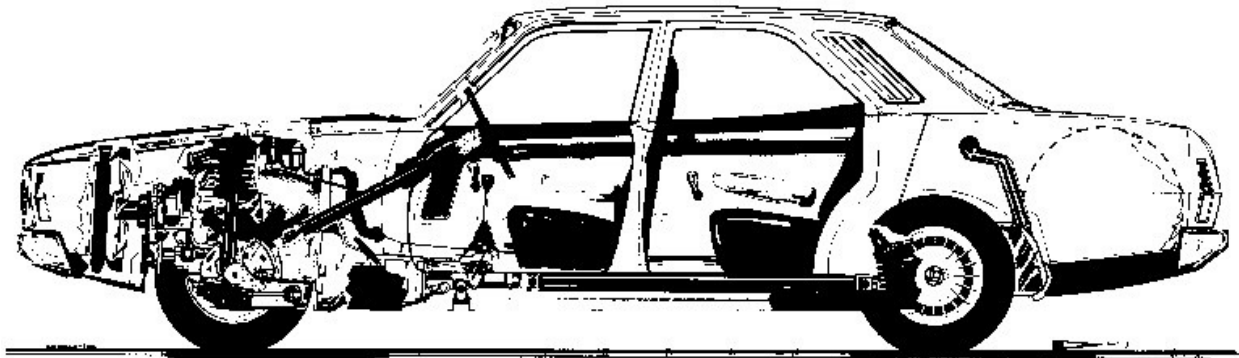


Leylines



Canberra and Districts Leyland P76 Club Newsletter - October 2004



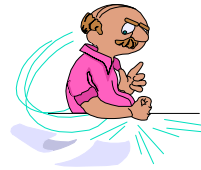
4 DOOR SALOON

Next Meeting:

Tuesday 12 October at the Weston Creek Labor Club.

Meeting starts some time after 7.30pm

Presidential Pearls



It seems that a good number of the members were able to cope with the change from the second Monday of the month to the **Second Tuesday of the month**, without much drama.

With the exception of Mark Bailey who as punishment will serve as President for the next 6 months....

As a few members have complained that their original 1985 spec computers are having difficulty with the newsletter in PDF format, we will revert to the old faithful dot doc Microsoft bloat ware from now on??????????

Don't forget this month will be one of our first historical club trips, a Sunday drive to Bungendore for lunch, the finer details of which will be sorted at Tuesday's meeting.

I too have joined the ranks of hysterical registration types and took a certain perverse pleasure in handing over a mere \$106 for a full year's registration and transfers. I just need to find a way of hiding 30 years of accumulated crud hidden behind the old plate, now clearly visible and surrounding the new and much smaller plate. I guess you do get what you pay for.

See you all next week.

Alex

Editor's Note

What a change! I have so much material on hand for Leylines that I've held over a couple of bits until next month. Thanks to Damien and Alex for their contributions. They make Leylines look like a real club newsletter ...



I don't know about you, but I have a very low tolerance level for rattles in my cars. This is a distinct drawback for a P76 owner. Despite my high hopes of a few months ago that I had managed to get rid of a persistent rattle from the header panel above the windscreen, it's still there. I haven't been able to locate it but I've just read Alex's Spring tips below and he mentions rattles from the windscreen trim surround. It hadn't occurred to me that the elusive rattle might be coming from *outside* the car, rather than inside the header

panel. I'll have to follow this idea up. Not sure about growing lichens to cure the problem though!

I did manage to remove a constant jingling noise from the right hand rear door, however. This has driven me nutz for the nine years that I have had the car. I've been looking for it on a number of occasions without success. But a couple of weeks back I removed the trim from the door yet again, and with a bit of judicious bumping I tracked the noise down to a slightly loose screw on the rear support for the window track. Just the merest twist of the screwdriver was all it took to restore peace. Now if only the one above the windscreen was as easy as that ...

While on the subject of undesirable noises, the P76 is also plagued with a noisy speedo, and once again it has persisted throughout my ownership. Any suggestions from the experts? Is this an endemic problem? Or is it just that the cable may need some lubrication after 30 or so years? All suggestions gratefully received.

See you on Tuesday

Col

Alex's Spring-cleaning tips.

Remember to periodically clean leaves and other foreign matter from the plenum of your vehicle as it may accumulate over time and cause the drains to block. This will eventually lead to rusting of the firewall area.

Also another tip to help eradicate annoying rattles your P76 may occasionally develop. One of the most common sources of rattles and buzzing



sounds can be the bright trim work surrounding the front and rear

windcreens of your car. To hold them firm and eliminate any possible sources of noise you should encourage the growth of lichens. This has been proven to be the cheapest and one of the most



effective ways to silence a noisy trim.

On a more interesting note is the rear shock mount of the green/white Exec I recently dismantled for parts. Someone had gone to a bit of effort to modify the lower mounting point making it lower and twice as strong as standard.



Alex's Peel Me a Grape Repairs and Modifications.

Further to my upgrade of the instrument illumination in my P76 is a photo of the LED lamp assemblies glued to the rear of my new speedometer prior to fitment in the car.

As you can see, they were too large to fit through the existing holes for the incandescent globes but the standard wiring still connects in the usual manner. Having seen the improvement it yields I will endeavour to find or fabricate some new LED lamps that fit correctly.



The next image shows the speedometer installed in the instrument cluster, with the similarly modified tachometer. You may also notice the large green earth, which connects the instrument cluster earth directly to an earth point under the dash, with minimal resistance.

This means my temperature gauge no longer fluctuates when the headlamps,



wipers or brake lamps are on.

Here are a few of the NOS or New Old Stock items I fitted to the car at the same time, 2 new tail lamps, new instrument surround, new headlamp and wiper switches, as well as new fuel, temp and volt gauges. I felt I should put them to use rather than hoard them away in the roof of my garage.



Damo Goes Modelling

Your Public Officer was at the Queanbeyan Showgrounds for the American Car Show, and was wandering around the swapmeet area, looking at and buying automotive ephemera. (I'm recreating my MATCHBOX Superkings collection from the early '70s which is buried in my parents' backyard). The TRAX people had a stand and had a special on P76 Supers. I think it was two for \$50, one for \$30. I had a chat to the gentleman and asked him about the P76 model.



TRAX were tooled up to do a Targa, but due to poor sales of the Super, it was highly unlikely they would ever proceed. The Blue model was the best seller. In fact, they have no blue ones left (plenty of red and green though).

As a TRAX customer who is sent the catalogue every few months, I can see why TRAX are disappointed but I can also see how their business model may not have worked for this particular car.

TRAX use the same car in different liveries and offer it several times. Each livery is unique. Once it's sold out, they don't repeat that colour scheme. That's how you end up with endless Falcons, Toranas, etc. For collectors, this is a good and bad thing. It's great to get a model of a car in a colour or livery you can relate to, such as a black P76 with flames,



and not so good when you collect models of Holdens and have to buy a Queensland Kingswood taxi model to complete your collection. This is in fact one reason I stopped collecting diecast cars several years ago when I realised I had 25 Ford Model T trucks.

TRAX may have had a business plan which would see three colours released in 2003, a Targa Florio in 2004, three different colours in 2005 (Orange exterior and Casino Blue interior perhaps) and then a model of the actual London to Sydney cars. This would amortise the cost of tooling over 10 or 12 different purchase opportunities (for us) and make them a profit. As many of us know, the P76 world is a small one with high collector interest limited to a small group of people in comparison to other makes. I think anyone who went to the 30th Anniversary display would remember the contrast between the P76s on the Old Parliament House lawn, and the Corvette circus behind Old Parliament House. I think the most expensive P76 or Force 7 would match only a mid range Corvette in price.

While the wider collector community are 'interested' in the P76, this interest does not translate to wallet opening. The fact that TRAX are dumping the P76 models is not a good sign for future P76 models. While I would buy a 1:18th superscale highly detailed P76 for \$200, I don't think more than 40 or 50 people would. Ever. Which would also mean a limited secondary market.

I think the TRAX model is very good. I bought one of each colour when they were first produced, and added to my fleet of miniature P76s by buying up some more of the TRAX runout sale specials. I would urge anyone who hasn't bought one to contact TRAX and buy one now. If you were waiting for one in your colour scheme, or for TRAX to produce a Targa Florio, forget it it will not happen. Buy one now, and repaint it yourself, or just buy one to decorate your shelves.



Footnote 1: I think we should get a few of us to display at the show next year we can justify this on the grounds that the 4.4 V8 was originally a 215 cube Buick block. Hey, they had a Hillman Imp in the Chrysler area.

Footnote 2: Even though I have a flotilla of miniature P76s now, it still doesn't match the number of *actual* P76s our President is growing up in Cooma.

Minutes of meeting 14.9.2004

Members present.

Bryce French
Alex Shoobridge
Paul Hanley
Geoff Thomas
Damien Haas
Col Gardner

Meeting Opened 20:20

- Christmas party at 'Mings' has been cancelled due to a lack of response/interest.
- Marques in the Park to be held on Sunday November 21, at the John Knight Park Belconnen.
- Damien will attempt to work with Telstra to change our current listing in the Yellow Pages Car clubs listing, so it no longer shows Eddy's number.
- Sunday October 24 will be a club outing consisting of a Sunday drive to Bungendore, via Macks Reef road. Departing from the Caltex service station at the Canberra airport at 10am sharp.
- Damo will attempt to source new water pumps, possibly from his good friend Fred.
- Bryce was unable to obtain any spark plug lead holders as advertised in a recent Victorian club newsletter.
- Here is the promised link to a website with an online copy of the P76 parts manual.

<http://www.p76leyland.com/>

Meeting closed 21:15

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