



# Leylines...



Canberra and Districts Leyland P76 Club Newsletter November 2001

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Next Meeting:

**Monday 12<sup>th</sup> of November  
at  
Weston Creek Football  
Club and Sports Centre**

**Teesdale Cl off Fremantle Dr  
Stirling**

Meeting starts 7.30pm-ish



## WHO ZOO IN CANBERRA



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<b>ph 02 6231 2748</b>	
<b>Public Officer</b>	<b>Eddie Houghton</b>
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Editor

**Vacant**

### PRESIDENTIAL RAMBLINGS



Hello All,

Well there is still no EDITOR so this newsletter is a bit light on content. I have written a technical for this months Leylines. But anyone with a story of his or her own would be much appreciated. Or even better an Editor.

Well the big news is that the ACT club will be hosting the 2003 Easter National Meeting hopefully this will invigorate the members once more as we work together to make 2003 truly memorable.

Hope to see you all at the meeting on Monday.

Those of you who were at the last meeting will remember that the November meeting was to be held at David's place Unfortunately he will be out of town. And does not trust us to be in his garage unsupervised so we will have to leave that till next year. As Decembers meeting will be the Christmas dinner. Oh well if nothing else that should make for an interesting start to next year.

Hope to see you all on Monday.

Alex.

## From the Editor



### Minutes of Meeting Mon 10<sup>th</sup> September.

#### In Attendance:

- 1 David Fox
- 2 Colin Gardner
- 3 Peter Hall
- 4 Bryce French
- 5 Edward Houghton
- 6 Alex Shoobridge.

Apologies : Geoff Thomas

Meeting Commenced 7.55pm

**Business arising** – None.

**Treasurers Report** –

**General Business** –

The club agreed to host the 2003 Easter National meeting.

Need to organise accommodation for the Friday, Saturday, Sunday and Monday, as well as trophies and perhaps P76 port. Need to think of things to do such as Observation run, economy run, visit to Parliament house, driver training track.

Does anyone know who has the Ray Hewitt shield?

Proposal to hold the next meeting at David's house to watch a video on the last national meeting held in Canberra (1994). This will have to be delayed until next year as David

will be away next week, and the next meeting will be the Christmas dinner.

The club purchased the last 4 remanufactured short handbrake cables from Edward.

Does anybody have the current list of spare parts held by the club?

Edward will bring his publicity photos etc to the next club meeting to show us.

**Meeting Completed 8.50pm**

### Are you Domed or Flat ?....

These are photos of a P76, which was hit in the driver's door by a Mitsubishi Magna that was travelling at 60km/h. The Magna was also a total write off.



With the P76 the majority of the impact was taken by the driver's door, which entered the cabin enough to touch the steering wheel. The sill was also damaged, and bent inwards approximately 75mm. Miraculously the driver of the P received only minor bruising to his foot. The driver of the Magna was taken from the scene in an ambulance, but fortunately only sustained minor whiplash injuries. The front of the Magna deformed about 400mm as it was designed to.

As you all know the P76 was the first Australian made car to feature anti intrusion bars in the doors. In fact the engineers at

Leyland seemed to take the reinforcing to extremes. Especially in comparison to the anti intrusion bars in modern cars, sometimes only 2mm wall thickness 30mm dia tubing is used in 1998 Pajeros.

I have actually laid a P76 drivers door on the ground and driven over it with an F100 and only the window frame deformed, they are very strong!!

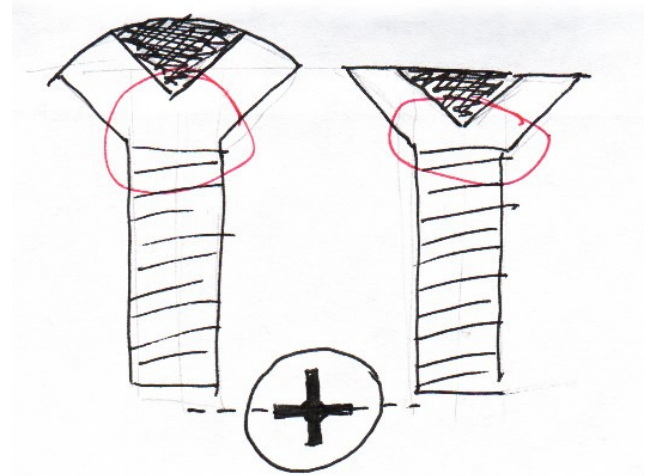
The alarming part of this was that the two countersunk Phillips head bolts holding the door striker plate in place sheared right off. Causing the striker plate to come away from the B pillar and the door to intrude into the cabin far further than it should have.



Following is a (rough) cross sectional drawing of two types of screws I have found fitted to my P76's the 'flat' type on the **right** was fitted to the car above, which was an 11 73 Super.

The one on the **left** is a 'raised' or 'domed' head screw and is on most of the other P76's I have checked.

As you can see the 'flat' one has far less metal bonding the screw head to the shaft once the indentation for the Phillips head drive is made. In the area circled in red.



I believe the 'domed' type screw is far superior to the 'flat' type. Originally I thought the previous owner changed the screws for whatever reason. However I recently found the same screws fitted to another P76 a mid 74 Executive. So it would seem there were at least two different types used during manufacture.

I recommend you check your cars and replace the screw if necessary, just in case.

You never know when someone is coming straight for you whilst looking the other way.

Alex Shoobridge

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