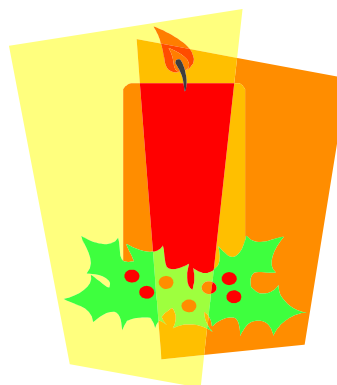


Leylines



Canberra and Districts Leyland P76 Club Newsletter December 2005



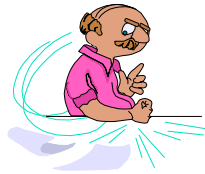
Next Meeting:

Annual Christmas Dinner at Ming's Restaurant

7 Botany St Phillip

Booked for 7.30pm

Presidential Pearls



Well, another year gone by and our club is experiencing a surge of enthusiasm.

I would like to thank you all for your efforts over the last 12 months, firstly Bryce for ensuring that none of us have to be treasurer, and just as significantly Col for giving us all something else to read after wading through my waffle. Thanks also to Geoff for saving us hundreds of dollars in rego each year. Thanks to Damo for interfacing the club with the rest of the world, in an effort to prevent me from getting everyone offside. Thanks to Paul, David, Angus and Mark for all the joy and happiness they bring to each and every meeting.

See you all at Ming's on Tuesday 13 December 2005, to see the year out.

Alex

Editor's Note

Several of us managed to make the trek to Marques in the Park in late November. The exception was *The One Who Demanded That We All Assemble At His Place Before The Event, But Then Was Nowhere To Be Found!*



It was a good day with plenty to look at. Everything from vintage to modern performance. We parked in a nice shady spot under the trees, the only drawback being our proximity to the 'Doof, Doof' brigade with monstrous sub-woofers installed in place of the back seat in their cars. A pleasant day out in fine weather.

I didn't manage to get to Terribly British Day but I presume that no other P-nutters turned up.

Here's one interesting little item that kept the P76 pedants among us amused for a while at Marques in the Park. Take a look at the following photographs.



What all of those present had failed to notice in all their years of P76-ing was that the centres of the grilles of the Deluxe and Super models are quite different in shape. Aaah, the things that keep us car enthusiasts amused!

Enjoy your Christmas and New Year!

Col

The Tyres That Ate My Horsepower...

Beware of Pats Tyres in Fyshwick. I took my P76 there and when I got it back, it had lost almost half its power.

At least that's how it seemed at first. You see, when I bought the car three years ago it came with four new tyres, or so I thought. It actually came with four tyres with plenty of tread, but they were hundreds of years old and hard as concrete. Any time you would accelerate from a standstill and apply more than 50 per cent throttle, the driver's side rear wheel would erupt into a cloud of smoke as I screeched off into the distance, but that was 200 times better that it performed in the wet.

So before I undertook the massive trip to Eastern Creek and back, I thought I should invest in some new rubber. I went to see my friend Matt at Pats. I told him the very old but still near new 185SR14s had seen better days and was after something new. We consulted the all knowing tyre centre computer, and it decided on 205/70/14s, which are

actually a popular size as they were extensively used on late 80s/early 90s euro barges, such as big Mercs and BMs.

Knowing my preference for performance and safety he said we won't bother with the \$60 odd dollar WanliKumhoCooks, and went straight to the \$125 Yokohamas, pointing to them across the room. He always tries to push me to Yokies, must be brainwashed by all the Yokohama dealer signs and banners all over the building... It was just that they looked 'old'. The tread pattern looked dated.

"What about some Michelins or Pirellis?" I asked.

"Hmmm, we have some Michelin XM1 Energy in that size, but they are a bit pricey" he admitted.

"How pricey," I asked almost too afraid to listen for the answer.

"They are \$160 each," he replied. I looked at him sternly and frowned.

"What?" he asked.

"Are you the same guy who quotes me between \$400 and \$750 for tyres for my other car, and are now admitting that \$160 is too much to pay for a tyre?" I reasoned.



When I dropped the car off the day the tyres were fitted, I mentioned that I had replaced the power steering rack (thanks Col) as well as a few bushes in the front end, and that I had performed an 'optical' wheel alignment, so it may need a bit of adjustment. He just winced. When I returned at the end of the day I asked if I could make my fortune performing 'do it yourself wheel alignments' he laughed and said when he told the guy working on my car that it had undergone some front end work he just grumbled incoherently about old bomb cars and trudged off to the workshop.

After finishing the alignment and fitting the four new tyres, he took the car for a test run. When he came back he was actually quite impressed and mentioned something along the lines of "You know those things actually steer pretty well"

Something we already knew.

The drive home was a revelation. I had forgotten how well a properly sorted P76 went, too. You can attack roundabouts at twice the speed possible previously, and not understeer into the outer lane. The car is quieter and stops far sooner. However when you floor the car, it just goes, no burnouts no screeching, just acceleration. Even during the laps of Eastern creek on the torrential rain, the car was surefooted, despite my best efforts. The tyres appear to have drastically reduced the output of my engine...



Alex

For Sale

Damo has provided the following details of a P76 for sale in Canberra

Bitter Apricot

Vinyl Roof

Saddle Interior

74 manual V8

Good condition.

Not running. Some engine parts removed ten or twelve years ago.

He has some spares.

Wants at least \$1500.

Owner: Peter Dingle

Email: peter.dingle@defence.gov.au

H 6299 0610

W 6265 4238

Technical Tips

Alternate heater hose connection for Leyland P76 V8

The weak area of the long heater hose on Leyland P76 V8 engines is where the 1/2" inside diameter hose is expanded to 1" inside diameter to attach to the water pump. The hose quite often fails at this point.

A suitable alternate without replacing the entire hose, providing the remainder of the heater hose is in good condition is the following fix.

Cut the damaged end off the heater hose. Fit the Mini hose to the water pump connection and the new adapter to the other end of the hose. Connect the 1/2" heater hose to the small end of the adapter. Fit and tighten hose clamps.

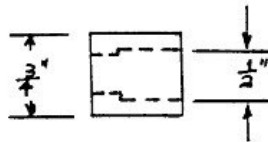
Refill the cooling system.

(Sorry, don't know the source of this tip.)

MATERIAL NEEDED.

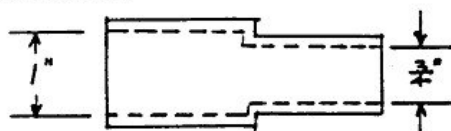
1 of 3/4" x 1/2" Brass reducer No.6

Cost \$3.15 approx.



1 of 1" x 3/4" Copper reducer No.1R

Cost \$4.20 approx.



2" of 1" Copper pipe

Cost \$0.50 approx.

2" of 1/2" Copper pipe.

Cost \$0.25 approx.

1 Leyland Mini Top Hose (CH0545)

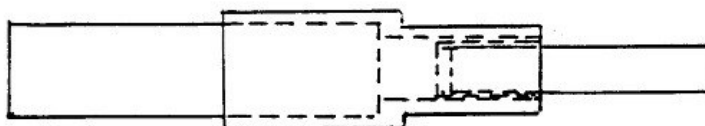
Cost \$4.00 approx.

2 Hose Clips.

Cost \$3.00 approx.

TOTAL

\$15.10



Solder the Copper/Brass components together.

Canberra and Districts Leyland P76 Club

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