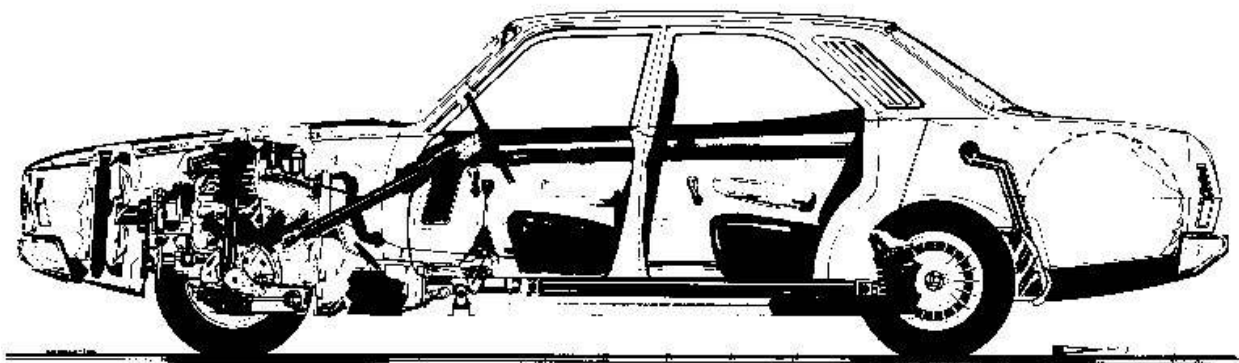


Leylines



Canberra and Districts Leyland P76 Club Newsletter August 2006



4 DOOR SALOON

Next Meeting:

TUESDAY 8 AUGUST

**at WESTON CREEK LABOR CLUB
Annual General Meeting
Meeting starts sometime after 7.30pm**

Next Club Drive:

**Temora Flying Day
Sunday 6 August
Details inside**

Presidential Pearls



The meeting point for this weekend's trip away to Temora, on Sunday the 6th of August will be the rest area on the western side of the Barton Highway AT THE NSW BORDER. It is a large bitumen car park.

We will meet there at 8.30 am and depart at exactly 8.40am.

My contact number on Sunday morning will be 0410 575 052 if you have any questions.

I will also have a UHF CB for communication, but this will be of more use if someone else has one as well. If your P76 is on historic registration, don't forget to bring a copy of Leylines as your authorisation for the trip.

Would all those intending to make the trip let me know ASAP by phone as my work computer is dead and on its way to Sydney for repairs, and I have lost my list of likely starters.

See you all then.

Alex

Geoff's suggestion for a 'Plan B'

I suggest we watch the weather on Saturday, and whilst it might be raining here, it may not be raining 200km west. Wagga Weather radar will give us the clues. There will be a ring around if we are calling it off. Otherwise, we assemble as agreed and depart west.

Geoff T



Editor's Note



Many thanks to those members who have provided material for Leylines. I still have some on hand but, like certain other activities in life, too much is still not enough. So keep those stories coming.

As I might have mentioned here before, I have a low tolerance for rattles in cars. This, of course, means that a P76 is probably not the ideal vehicle for me, especially as I don't drive with the radio on. I've been working my way through my car trying to remove the worst of the rattles and can report a little success.

One particularly loud rattle from the dashboard area that has been annoying me for some time disappeared when I opened the glove box lid while driving. That provided a clue. It turned out to be one of the lid supports, which are just pieces of bent wire. Where they slip into the glove box lid there should be a piece of insulating plastic to stop the wire from rattling when the glove box is closed. On my car, this had disappeared. Some quick work with a piece of suitable diameter plastic sleeving seems to have cured that one.

There's also been a recurring jingle in the right hand rear door. I dealt with that some time ago by tightening up the adjusting screws on the window channel, but it came back again. Another trip into the door found one of the screws loose again, so I put a drop of locking compound on it.

While in the area, I tried to change the positioning of the rear window. The glass in that door has always sat about a millimetre below the top channel in the door at its forward edge. Some jiggling with the glass adjustments improved it slightly, but it's still not right. I can't lift the front of the glass any further. It makes me wonder if the top of the door frame was made a little out of whack. With Leyland's proud tradition of assembly problems at the factory, I guess that anything could be possible.

Col

Our next meeting is the AGM. Come and join the excitement as club members tussle for the sought after committee positions! Watch the blood flow as the existing committee is overthrown! Don't miss it!

I Was Always Gunna...

Bryce French

I was always gunna, but the days go by and before you know it fifteen years has gone and I was still gunna do it. When I bought the Executive it had five slot chrome plated steel wheels. The sellers said I could have the original wheels; I just needed to pick them up from Sydney. I was gunna pick them up, but when I rang to arrange to do so, they said they had gone to the tip a few years back.

What was wrong with the five slot chrome plated steel wheels? Well, they were Falcon wheels with too small a centre bore for the hub on the P76. Therefore, they did not sit properly on the hub. I discovered this when I found ten washers fitted to pack the front wheel out from the hub. The rear wheels seemed to fit properly without spacers. I was gunna fix them, but the days passed... etc.



A few years ago, I had new tyres fitted to the front because the old tyres had the outside edges chewed off them. I should have fixed the wheels but now they had new tyres on them.

Recently I noticed the tyres had the outside edges chewed off them, so I should get the wheel alignment looked at. But why get the alignment done with the wrong wheels, and what if the aligners noticed the washers, and refused to do the job. Anyway I was always gunna do something to fix the wheels, so why not now? The answer seemed to be to get suitable Mag wheels.

So I dressed in my purchasing negotiating clothes and off I went and found a wheel shop. The front window was full of wheels, resplendent to be seen, all sparkling in the sunlight. This would be the place to solve my problems I thought, as I strode purposefully into the shop.

“Can I help you?” the young man enquired. “What can you do for Mags for a P76?” I enquired. He stared at me blankly, then moved his head so as to look past me, tilted his head a little to the left, then moved his eyes back to look at me. “P76 as in” he said slowly and quizzically, his voice trailing off. That’s different, I thought. “A 1974 Leyland P76” I informed him. “Oh a golden oldie!” he exclaimed, “they can be a bit difficult. Ray will know.” He picked up the phone and rang Ray, who did know.

“Same PCD and ET as an EL” he passed what Ray had told him. Ah, I thought, now we’ve nailed it. “But the bore might not be big enough and we’ll need to machine it out” he went on, “What size do you want?” “Size of what?” “Wheel size, sir, what size wheel do you want?” “Why shouldn’t I just have a standard size?” “Well you can have a bigger wheel.” “What’s the advantage of that?” He paused. “They look better” “Well, what’s it all going to cost me?” He wrote on a brochure and passed it to me – “You can have those two in the standard size for the prices I’ve written on them.” “What about in larger sizes?” “Oh, they’ll cost more.” Suitably confused I retreated with my brochure.

Next day, somewhat recovered, I thought I should try a different shop to see if they were cheaper. So I again put on my purchasing negotiating clothes and went to Discount Tyres in Belconnen. “What can you do in Mags for a P76?” I asked Mark (although I didn’t know his name was Mark then, that came to me as we went through extensive negotiations.) “What about Targa mags?” he asked. I threw caution to the winds and displayed my excitement “Oh that would be great!!! What would they cost?” “Oh you can’t get them now, but I’ll see what you can get” as he reached for the phone. “Uh oh”, I thought, Ray will tell him “Same PCD and ET as an EL”.

After the phone call, he highlighted an area on a brochure and handed it to me. “Any Falcon wheel before the AU will fit although we may need to machine out the bore, but that’s no big deal. I’ve highlighted some numbers here, I’ll give you some brochures, pick any wheel you like with those numbers and we can get you a price.” I studied the brochure while he assembled a hundredweight of other brochures. “Is that OK,” he enquired. “I’m not sure” I responded, “the ones you’ve highlighted are listed as ‘Capri, Corsair, Laser, Telstar’” He took the brochure back and rested a ruler on it “I meant to do the line below, the ‘Falcon EL’ line,” he said as he added more highlighting to the brochure.

Again I retreated, this time with a hundredweight of brochures. I studied all the brochures and found lots of wheels that look like bicycle wheels with rubber bands around them, and are suitable for the class of person that wear baseball caps backwards. I turned to the internet and found a couple of useful sites. One useful because it had information on fitting larger wheels.

I learnt that larger wheels increase cost, increase ride harshness, increase susceptibility to “tram-lining”, increase susceptibility to tyre & rim damage, increase tread noise, and reduce resistance to aquaplaning. On the other hand, larger wheels may look better, allow the fitment of larger brakes and improve steering response.

None of the brochures had wheels suitable for a discriminating motorist with a classic car; however, I found one wheel on an internet site that was suitable. It was available in 15x7 that didn’t seem too far removed from 14x6, the largest standard size. From a distance, it was indistinguishable from a Targa mag.

I printed it out and returned to Discount tyres. “What about this one”, I asked Mark. “Yeah we’ve got a set of them, do you want to go ahead”. “Oh the wheels are OK, but I don’t want to pick the dearest wheel around. How much?” “Oh we’ve had those here for years gathering dust, don’t worry about the price, they’ll go out at cost” he reassured me. I was glad I had eclectic taste. He looked up the computer, did some mental arithmetic, wrote some numbers on a business card and held it in front of me. “How’s that?” he enquired (for prices so low must not be spoken aloud). I inhaled sharply as I looked at the price, and said “OK, are we sure they’ll fit OK”

He offered that I should take one home and try it on the car. Of course, it didn’t fit properly because the bore hadn’t been machined out, but by measuring the spacers, fitting the wheel on the car with the spacers in place and subtracting the spacer measurement from the clearances it seemed close, but it would fit.

I returned and sayeth unto Mark “OK let’s go get the bore machined out”. “Do you know anyone with a lathe?” he enquired. “No.” “OK, I’ll try some of my contacts” he offered. Contact one couldn’t handle something the size of a wheel. Contact two could, but the price seemed high. This was because it was outside of their normal work and they would have to set the lathe up specially. I was nervous at the prospect.

I rang the Wheel Factory to enquire whether they did that sort of work and what the cost would be. \$15 per wheel cheaper. I told Mark. He was excited, “I’m glad you thought of them, that’s a better idea.”

I duly purchased the wheels and set off to the Wheel Factory with the wheels and a spare hub. Little did I know that the Wheel Factory is now part of JaxQuickfit tyres. It looks like a separate business at the rear, so instead of going to the public reception at the front I went to the area at the rear, staggering under the weight of mag wheel and an old hub.

I found I had intruded into an area furnished with strange machines and columnar formations of black annular objects, and populated with artisans undertaking their craft. Eventually they noticed me and one enquired my business there. I said I wanted the wheels machined so they would fit the hub. He studied the hub. “Off an HQ” he informed me. I mistakenly corrected him “No, it’s off a P76”, then realised I had intruded into their territory, and then corrected him in an area of his technical expertise. I had to be careful now.

He produced hi-tech electronic callipers, and a T shaped screw driven internal calliper. He measured the hub. He measured one of the wheels. He picked the hub up and put it in the wheel. He studied his measurements from the hi-tech electronic callipers. “We’ll have to take bugger all off” he informed me. I nodded agreement, sure that would not offend him as he was still looking at the callipers.

Next day I returned to collect the wheels, carefully parking near the rear so it would be easy to collect the wheels, then walking to the public reception at the front. I told the manager at the front my business and he said, "I'll check" and disappeared out the back. I inspected the reception area and noticed an annular metal object on the wall about an inch thick, with five studs and stud holes between each of the studs.

The manager returned and confirmed the wheels were ready to be collected. As I paid, I enquired whether the object was a legal spacer. "Not in the ACT" he replied. "Ah but it is in NSW" I said, thinking I could write a letter to the editor pointing out the dragway supporters in NSW were probably entering the ACT with illegal things on their cars. "No, not in NSW" he informed me. I thought the conversation was on dangerous grounds and best I not pursue it.

"Right" he said, "let's get these wheels in your car". "Oh, that will be easy" I said co-operatively, "I've parked right up the back." "I've just brought them up the front" "Oh" I said, trying to sound intelligent, sympathetic, and empathetic or something. "But that Magna's yours" he accused. He pointed to a Magna right up the front. "No, I came in that Camry," said I, pointing to my Vienta wagon. "I didn't see that" he exclaimed. 'Yes it's hard to see a white car against a green fence' I thought. We loaded the wheels, I examined them before I left and was happy with their work.

I returned to see Mark and get the tyres fitted. They took the car into the workshop while I watched through the viewing windows. The car was raised a little off the ground and the wheels removed. The tyres were fitted to the new wheels in a separate specialised tyre fitting area and brought to the car. Mark came in to see me "We haven't got any nuts, but yours are OK so we'll use them and get you some later." "That's OK," I agreed. The wheels were fitted, and they started to reverse the car from the hoist area, then drove it forward, reverse, forward, reverse, forward, reverse, forward, reverse clear of the hoist, then reverse, forward, reverse, forward, reverse etc.

This is running up a fair mileage I thought, have they broken something? One of the artisans came in to see me "Is that your car?" he enquired. There seemed no escape and I confessed ownership. "You better come out and see this," he invited. I passed the "Staff Only" sign and was in the workshop. "Watch that wheel and you'll see it move" he directed me, drawing my attention to the right front wheel. The artisan in the car drove it forward and the wheel did move, which I thought was normal. He stopped the car. More correctly, he stopped the wheel and a short time later the car stopped about an inch further forward than the wheel stopped. I didn't think that was normal.

"Don't worry" I assured the artisan, "I'm off to Pedders to see about a suspension rebuild." "What are you going there for?" "Where would you suggest I go?" "Well, we'll give you a quote, Pedders will quote over \$4,000, and we'll be much cheaper." They hadn't been too bad to deal with, so I thought - why not let them quote. "OK, I'll

bring it back for a quote and you can replace the wheel nuts then.” “That’s good,” he rejoined, adding, “those modern mags really look good on a classic car” as he admired the vehicle. “I think it’s because they look so much like Targa mags” I replied. “They do, don’t they,” he agreed.

I duly returned and left the car for a day for a quote. I returned the following morning to learn the suspension was fine except the tie bar bushes were loose and they had tightened them up and done a big alignment, but would only charge me for a normal alignment. I enquired the difference between a big alignment and a normal alignment. “Oh, on a big one we spend a lot of time and make sure we get it right.” I was glad I hadn’t had a normal alignment, and may never be happy with one again.

I paid for a normal alignment and left. A few days later, I remembered my nuts. I returned to learn they had located fifteen



suitable wheel nuts, in three packets of five. I tactfully suggested I didn’t think that was enough, and was reassured they would locate more. A phone call to Repco located more and within the hour I was presented with eight more as they had them packed in packets of four. So now, I have three spare nuts, which is a good feeling.

As a footnote, to illustrate this diatribe I fitted one of the old wheels on the spare hub to photograph it to show how it rocked around. I was bewildered to find it fitted perfectly. Somewhat distraught at the thought I was squandering my offsprings’ inheritance on a misapprehension, I fitted the old wheel to the car without the spacers – fitted perfectly. What the hell is happening, and why did I do all this? I attempted to spin the wheel vigorously to relieve my frustration – it barely moved but a graunching, grinding noise reassured me that it did not, in fact, fit perfectly. A little further investigation disclosed that the 14x7 wheel, without spacers, fouled the tie rod ends. The new 15x7 wheels, without spacers, comfortably cleared the tie rod ends. It was all necessary; I just had a misapprehension as to what the reason was.

Anyway, see the photo – you wouldn’t know they weren’t Targa mags would you?

FOR SALE

4 no. 14x7 five slot chrome steel wheels with two good tyres. Suitable for P76 without tie rod ends. Price negotiable.

Damo blows a fuse, again and again and again and again

Damien Haas

I don't understand electrickery. I can't go into an electricity shop and buy two kilograms of it. I do know that it bites though, as a young nipper I once put my tongue in a light socket. So when it comes to cars and electricity I normally poke around and then unless it's under 'blind Freddy spotted' I defer to the professionals. Which brings me to this month's misadventure. On the Easter trip to Cootamundra, I started to blow fuses. Lots of them. The circuit which developed this appetite was the instruments and indicator circuit. On the way back from Cootamundra the fuse blew just as I reached the Hume, so I didn't have any indicators or instrument feedback (apart from the speedo) for the next several hundred km. This behaviour continued for a few months until after replacing fuses on a weekly then daily basis I decided that enough was enough.

Some background. It is November 2005, the summer of love, and after driving the black Leyland since 1988 without ever blowing a fuse (although I replace them all annually when I do my winter coolant changeover) I started blowing fuses at least once a week on the same circuit. I poked around and couldn't see anything amiss so I booked the car in to the auto electricians. They had my car for a day said they couldn't find anything wrong with it and gave it back to me. *Kaching* \$160. They said all they could find was the trailer instruments cord in the boot that I had cut off some years ago. They thought it might have been shorting out and wrapped it in some new plastic wrap. In any case, it seemed to have solved the problem and I didn't blow another fuse until Easter.

It's now June and the fuse changing is driving me nuts. It's not a daily driver, but gets used several times a week – each use incurring a blown fuse. At the club meeting, the assorted dinosaurs share with me their various theories. The one that makes the most sense is the bare wire on the loom one. The next day I contort myself under the dash looking up and dislodging dust and all sorts of other nasties. Next time I go under there, I'm taking the dust buster with me. No obvious bare wires can be seen, so I get back into the engine bay and follow trails of wire, once again, I can't see anything.

After blowing a 25-amp fuse thirty seconds after fitting it, I briefly toy with the idea of putting a nail in the fuse box.

I decide to book my car in for a look-see at the auto electricians. Last year they said they couldn't find anything because it wasn't blowing fuses regularly. That problem is solved - I blew a fuse just driving it there.

Monday: the Leyland arrives at Gibbs Auto Electrical in Belconnen. On Monday afternoon I call - it won't blow a fuse, it seems OK. I demand they take it for a drive.

Tuesday afternoon: I call again. Still no luck. Leave it with them - did I know the battery needed replacing – perhaps that's the real cause? (I think not)

Potted history of my car and batteries: for some reason this car will drain a battery overnight. If I don't disconnect it after driving it, it won't start. When I bought it in 1988,

I spent several hundreds at auto electricians in several states who all assured me they had fixed the problem (they hadn't). My solution is to disconnect the battery if I'm not driving the car again that day. The current battery an AC Delco fully sealed one has been in place for eight years, so it probably does need replacing but **THAT STILL DOESN'T STOP THE DAMN CAR BLOWING FUSES!**

Thursday I call again. They can't find anything wrong. Hair tearingly I say I will call them back. *Think – what to do?* I decide to call Warren in the Qld club who I recall is an auto electrician (Action Auto Electrical in Burleigh Qld – 07 55359311). I've read various articles over the years by Warren and Garth on P76 electrical fixes – time to pick a brain. Warren answers the phone and gladly reels off four or five common things he would look for. I write them down, thank him and call Gibbs back with my list.

Fifteen minutes later, they call back with good news. (*It's good news – we managed to blow a fuse!*) The fault was problem number two off Warren's list. The reverse lights are on the same circuit as the instrument and indicators. When they put the car in reverse the fuse blew. Tracing the cause, they found that some wires off that circuit had come adrift around the back of the engine and had fallen onto the exhaust (twin sports system with custom headers and crossover), the plastic sheathing had melted and whenever the wires touched the exhaust, the fuse blew.

Now while the car was in I decided to changeover the alternator from the original one to a newer one. Those who still have original alternators know that on a wet night with wipers, heaters, lights, stereos, radar detectors, GPS and CB radios going that there is simply not enough juice coming out of the alternator at idle. When you pull up at a set of lights the car starts to splutter and snort, and sometimes dies altogether. There are several tech articles floating around on a replacement using a Bosch alternator (part number: BXU 1285, which is also a V8 Commodore unit). These alternators retail for around \$220. A simple pulley modification to the Bosch alternator and the P76 has an 85-amp alternator, which outputs more power while idling than the standard P76 alternator.

Fitment of this alternator was straightforward and no other modifications were required to the car, the wiring or my state of mind. Fortunately my car had been at Gibbs for several days as they didn't order the part until the car arrived (even though I asked them to fit this alternator and gave them the part number four days earlier), but all the work was completed when I turned up to collect the car (and pay the bill)

It was a cold wet Canberra night and I drove home in the rain thankful that I had indicators again. When I was idling at an intersection, I was amazed that the car didn't splutter and the voltmeter needle didn't sink all the way to the left every time the indicator blinked. And although these things are difficult to quantify, I swear the car runs much better. I'd recommend this modification to all P76 owners.

One more thing. Every car has its eccentricities. On this car, it's the Ignition light on the dash that has been on constantly whenever the car is in use, since 1988. I'm not sure how

this is related to changing an alternator, but the light that has been on since 1988 is now only on when turning the ignition key.

Wanted

- Casino Blue Interior trim - NOS or excellent condition
- Casino Blue rear seat - NOS or excellent condition
- Casino Blue reclining buckets - NOS or excellent condition
- Rear Parcel shelf (any colour) without speaker holes - NOS or excellent condition.
- Force 7 Steering wheel (with centre badge) - NOS or excellent condition.
- TH700 / 4L60 (not 4L60E) transmission from VN/VP V8 Commodore
- Castlemaine Rodshop 4 speed auto conversion kit P76 to TH700

Email: dchaas67@yahoo.com or phone (02) 6219 5552 (office hours)

Meeting Minutes 11.8.2006

Meeting opened 19:47

Present.

Angus, Alex, Bryce, Col, Geoff, Damo, Damien.

Apologies David Lee.

- Damo to email re armrests to be manufactured by Sydney Classic Club. Currently interested Damo and Alex.
 - Angus enquired about the flexible coupling at the base of the steering shat where it joins the steering rack. Alex will follow up article in recent newsletter form another club.
 - Alex to send scanned image of back side of new indicator cam sourced from eBay to Damo for his friend to find them in the USA.
 - Alex to give entire indicator and new cam to Geoff to rebuild. (Waited for Geoff on the weekend but no show).
-

- New P76 tail light for sale at Morwood motors, just the one though.
- 6th of August day trip details listed separately
- Bryce to sell leftover 2003 club memorabilia on eBay to test demand.

Meeting closed 21:07hrs

Canberra and Districts Leyland P76 Club

Mailing address:

**PO Box 6306
Kingston ACT 2604**

President:	Alex Shooobridge Ph 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 6254 5177
