

Leylines 70

Canberra and Districts Leyland P76 Club Newsletter October 2008



Photo: Gunning in the 1980s
Geoff Thomas

New Meeting Night!
First Tuesday of the Month
Weston Creek Labor Club
Tuesday 7 October
From 7.30pm

Editor's Note



I haven't had any input from President Alex so far, and as I want to get this Leylines out in reasonable time to remind everyone of the **NEW MEETING NIGHT**, we might just have to do without it.

At the last meeting we made a couple of rash decisions. The first was to move the meeting night forward one week to the **FIRST Tuesday** of each month. (Thanks, guys.) The second was to indulge in a club run on Sunday 12 October. We decided to drive to Gunning via Gundaroo, and then take the Old Hume Highway over the Cullerin range to Breadalbane. At Breadalbane a right hand turn takes us on to the back road to Collector, then onto the Federal Highway and back to Canberra. More details and maps are set out on the next couple of pages. I haven't actually driven all this route myself - I borrowed the idea from an apparently successful run held by the Antique and Classic Club some months ago.

Unfortunately, the pressure of family commitments now means that I will not be able to come out and play on that particular Sunday, so I'll have to wish you all well and hope that you enjoy the trip. (After the furore created by suggesting a change in the meeting night, I don't think that I'm game to suggesting moving the drive day...)

Recently Bernice and I had a drive to Albury via Narrandera. I had organised to do interviews for stories in Australian Classic Car in both places. Here's a clue as to the Narrandera car. No, it's not the...



The Albury car was a Durant. Ever heard of one of those? There's an interesting tie between Durant and General Motors.



You can look it up yourselves, or I'll fill in the details at the next meeting.

Anyway, what I had started out to comment on was the remarkable fuel economy that can be obtained from six cylinder cars these days. For the round trip, Canberra, Narrandera, Albury, Canberra, the fuel consumption on the three litre Maxima worked out at 7.9 litres/100km, cruising at the posted limits. For those who (like me) still think in

miles per gallon, that works out to be almost 36 mpg. I took the figure from the car computer, and confirmed it with the top-up test. Don't think that I'll buy a smaller car just yet.

Thanks to Bryce for his contribution.

Col

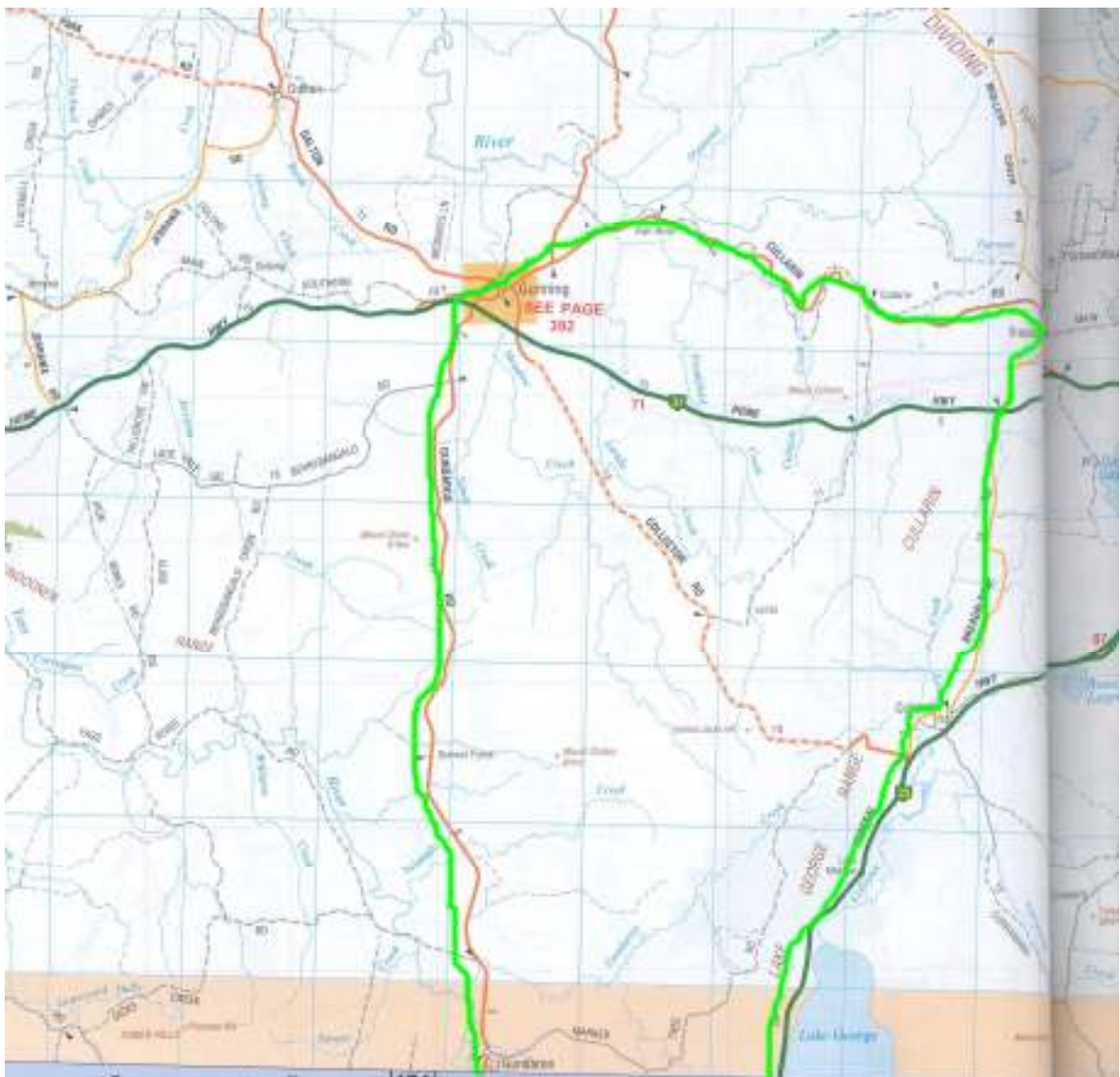
Club Drive

At our last meeting we decided that our next big club adventure is a drive to Gunning on Sunday 12 October. We will travel via Sutton and Gundaroo on the outward journey for lunch at Gunning. Return is via the old Hume Highway through the Cullerin range to Bredalbane, then across to meet the Federal Highway at Collector and back to Canberra.

Meeting place is at the rear of the Shell Service Station at EPIC on the northern outskirts of Canberra at 11am. (*Note to the directionally challenged - this is NOT at Dickson!*)

Gunning has a coffee shop on the road in from Canberra called Bentleys. We could stop there for lunch, or alternatively go to Downtown Gunning Central, where there should be the usual places found in small country towns. There is also a park in which offspring can be turned loose to savage the natural environment. Final decisions to be made at the next club meeting.

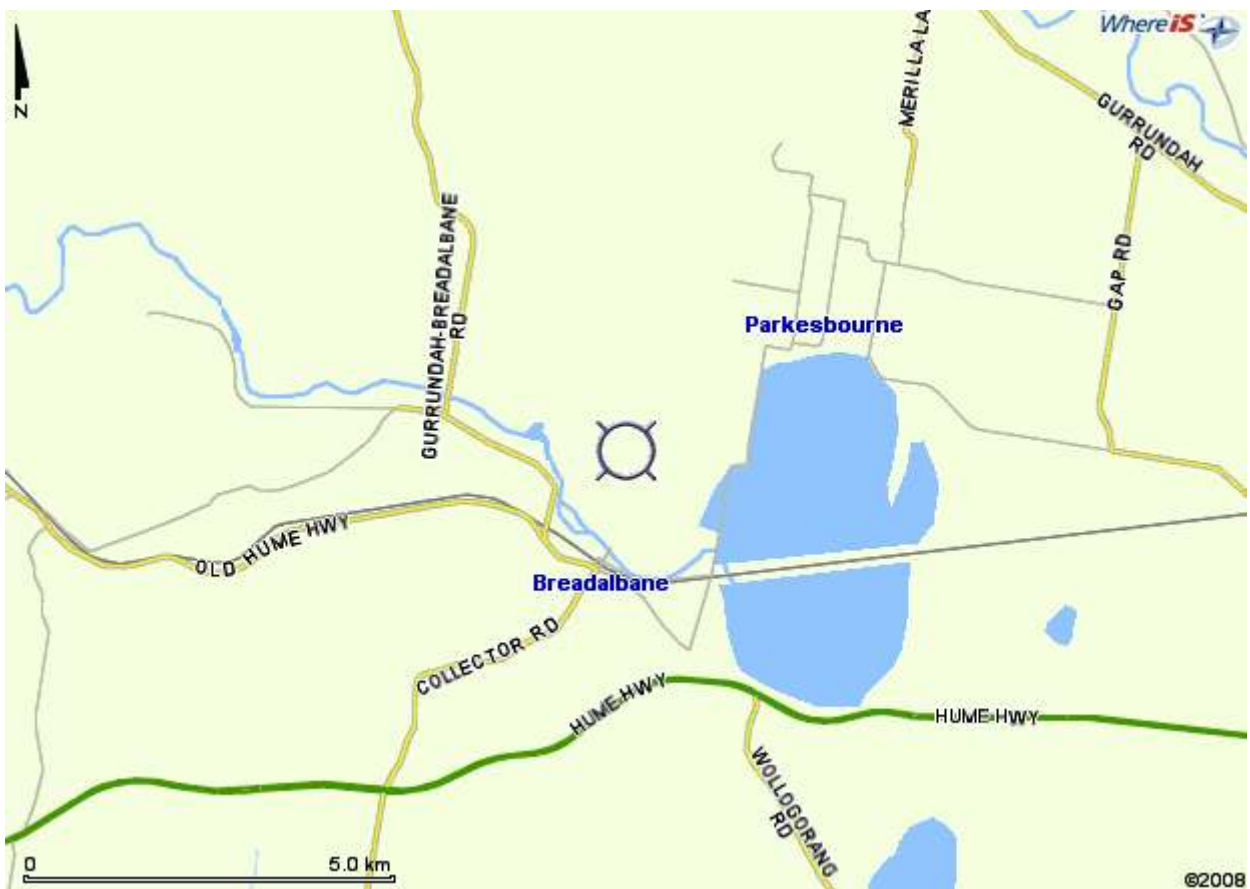
Assuming that even the directionally challenged can find their way to Gundaroo, and back to Canberra from Collector, this map shows the central part of the drive.



Map of Gunning



Map of Breadalbane



GUNNING

Only 2 minutes off the Hume Highway takes you to the peaceful village of Gunning, a fine wool growing district settled since 1821. Explorers Hume and Hovell left from here in 1824.

Everything you need is in Gunning. Sample the country food. Taste local wines. Visit the old Coronation Theatre now an art gallery and antiques store. Ask about the newsagency's link to Prince Charles. Enjoy a picnic in the tranquil Barbour Park. Visit us during our regular market days or annual events like the show, patchwork weekend and fireworks display. All conveniences including toilets, fuel and a caravan park are available.

Gunning in its early days was rocked by two gruesome murders. At the general cemetery, read the tombstone of JK Hume, shot dead by the notorious Whitten gang. Find out about the infamous Lucretia Dunkley who with her lover murdered her husband with an axe. They were hanged at Berrima Jail after a sensational trial.

Gunning's history is seen in its built heritage from historic to unpretentious. There is the Court House, the churches, humble Pye Cottage Museum and two 19th century buildings, the Frankfield Hotel and the Do Duck Inn, now attractive B&Bs. Gunning railway station is also heritage listed. The old Hume highway over the Cullerin Range features generations of old roads, ideal for bushwalkers and cyclists, and a favoured driving route for motorcycles and vintage cars.

Visit Gunning soon - our friendly villagers will look after you.



Breadalbane

Hotel closed in 1998 and was possibly a Cobb & Co. changing station. Was established by Thomas Apps in 1878.

Remembered a lady commenting that her grandfather used to be the publican of the Breadalbane Pub. Took this pic when were chasing 3801 doing a reenactment of the Riverina Express. The inscription reads "1913, W.C. Apps, Hotel Breadalbane". Might be of interest to the lady.

Address:

Hume Highway,
Breadalbane
NSW 2582



Sexy New Red Undies

Bryce French

Member who pay attention will recall the run to Wee Jasper was a little disastrous for me as Jason pointed out my left rear suspension mount was broken and the shocker was 'swinging in the breeze'.

I suspect the break was caused by the air shockers not having sufficient travel and acting as suspension bump stops. I had the break welded immediately on return but decided to leave more complete repairs until my super fund had built up a bit more. Eventually I decided it would be better to put the money into a slowly depreciating item like the P76 than leave it in a rapidly depreciating super fund.

So the car was duly delivered to Pedders with the instruction to fix the suspension regardless of cost (or the version of that instruction which Alex and I prefer, as cheaply as possible). They duly reported back that an outlet pipe brazed on to the power steering pump had cracked and was leaking. That was added to the repair mix and after two days the P76 was returned in exchange for a Queen's ransom.

The end result was almost a new rear suspension, a few new rubber type items on the front and a repaired power steering pump.

It now feels better on the road, an odd little feedback through the steering has gone, and I'm hopeful I can get to Gunning and back without incident.

I thought I'd share with you some photos of my new red underwear.



Red spring and shocker

Red shocker, welding and rear bush in lower link





Red shocker and rear bush in lower link



Front bush in lower link



Bush, upper link (the blue bit)



Steering rack mounting bush



Tie bar bush



Steering rack boot



Ball joint boot

Technical Talk

Here's an interesting article borrowed from Westwords about the P76's rust problems around the petrol filler.

Whilst in the throes of a recent restoration, I removed the outer rear quarter panel of a rather ill Targa below the fuel filler area. I found that water had been getting in between the anti-drumming/strengthening/reinforcing (Call it what you will NUISANCE PANEL) plate and the outer skin, causing the usual rust out in this area.

The photo first shows the water marks where the water has entered between the panels where the fuel filler neck is attached, but not through the rear screen area or the rear pillar vent area as is often suspected. A closer inspection once I removed the filler neck retaining screws showed that the inner arch and outer quarter panel had almost no sealant between them and I was able to easily move them apart by moving the filler neck from behind the arch.



I did a water test by blasting some water under the arch and down she flowed - straight between the inner and outer panels. It is an instant rust making machine. There did appear to be a small amount of dried up sealant between the panels that may have worked at some stage, but I suspect that:

- 1 The sealer was probably incorrectly applied or in insufficient quantity.
- 2 There may have been some small amount of filler neck vibration or movement, especially since the roads when these cars were new were awful. This led to splitting of the sealer and separating of the inner and outer panels allowing the water to enter.
- 3 The type of sealer used appears to be similar to the disastrous sealer that Ford used in the Falcons from the same era. It was used between the panels prior to spot welding and led to many a rusted out rear quarter panel on the XA and XB models in particular. This sealer once wet actually retains water quite well and was like a factory installed rust promoter!



THE CURE

Swing the filler neck out of the way and wire brush the area from under the inside arch to get the old proofcoat off. If you're worried about removing the filler neck in the future, use a non-hardening windscreen sealer in large amounts. (You can clean up the excess later with kerosene). This sealer is the type used on glass that is mounted in a rubber strip and remains soft and flexible. Put a LARGE bead of it around the back edge of the hole where the filler neck screws up against. When you re-attach the filler neck to the panel, the excess will squeeze out.

You can water test this later from underneath with a hose. No more water should show at the base of the inside of the rear quarter if this is sealed properly (unless you have other problems in this area such as a rusted inner arch.)

I prefer to use urethane sealant (NOT the acidic silicone sealant - you know, the one with the vinegar smell that likes to eat up P76s. The reason is that this sets with a very strong bond and helps hold all the parts and panels together.... just like Mercedes Benz does today. It won't cause rust and if you need to remove the filler neck in the future' HEAVEN FORBID. You'll need to use some force or run a piano wire around the neck from behind to be successful. I know it sounds painful but it's a lot better than a quarter panels rebuild every five years or so. See pics of before and after. This Targa has had over half the quarter panel fabricated and re-fitted because of this problem.

I'll discuss the rear pillar vent area in an upcoming article.

Your faithful P76 panel man.

Tony Moisley

Back to being a beautiful Targa without the rust.





6th Annual

MARQUES IN THE PARK

10am till 3pm
23 November 2008
John Knight Park - Belconnen ACT

Cruise and Picnic:

8am - 9am Meet at Barrine Dr, next to Commonwealth Avenue Bridge

8:30am - 9:15am Cruise to John Knight Park

Contact Geoff 6296 2442 - marques@actmotorclubs.org.au



Elite Car Sound and Vision
418 Waddon Close Belconnen Ph: 62516320



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www.actmotorclubs.org.au



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