



Leylines

Canberra and Districts Leyland P76 Club Newsletter February/March 2011

**Next Meeting: Tuesday 1 March
Weston Ck Labor Club
From 7.30PM**

Photo: Damien Haas

Editor's Note



Thanks to Damo's contribution on the Michael Livingstone Memorial run I have been able to put together a Leylines for March. Damo's story also details his recent experiences with his P76 and his photos show that there were some really interesting cars to see at the gathering.

He also raises an interesting question about the reasons behind the decline of British cars in Australia and the corresponding rise of Japanese cars. Now there's an interesting topic for our next meeting. *Discuss!*

My own P76 experience has been very limited. I spent a couple of weeks in Auckland in January visiting family, but the streets were strangely short of P76s. Just the usual run of recycled Japanese cast-offs. I finally dragged my car out of the garage just last week for a maintenance run and when I checked the log book I discovered that the previous drive was in early January, or about seven weeks ago. However, thanks to the electric fuel pump it started readily and I was able to get a reasonable charge into the battery.

While I had the log book out I did notice that in recent months the return trip to our club meetings each month has varied from 35km to 2km. As we always meet at the same venue I can only assume that the odometer on the car is slipping. The speedo seems to be fine. I suppose that I'll have to have that looked at sometime. At least the speedo on the P is reasonably easy to remove.

A reminder that Wheels is just around the corner, on Sunday 27 March to be precise. It's a Good Day Out and always worth a trip. Maybe some of the cars that Damo saw at the Michael Livingstone run will be there. I seem to recall that last year there were over a thousand vehicles to look at, which makes it one of the larger classic car displays in Australia. As usual, the venue will be the lawns in front of Old Parliament House. (I just can't bring myself to call it the Museum of Democracy...)

See you on Tuesday

Col



WHEELS

Motoring Expo

27 March 2011



9am—3pm

Lawns of Old Parliament House, Canberra, ACT



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WHEELS 2011 is proudly hosted by
the Canberra Antique and Classic
Motor Club on behalf of the Council of
ACT Motor Clubs





By Damien Haas

Michael Livingstone passed away several years ago, but his contribution to the Classic Car movement is recognised annually by the Cootamundra Antique Car Club with the annual 'Michael Livingstone Run' to Jugiong.

It is a small casual event which I enjoy attending as it gives me the opportunity to catch up with Gwen Livingstone, chat to old car owners and also to look at the different cars that the Cootamundra Antiques drive. This year there was a large contingent from the Illawarra Vintage Car club. Normally there are a few P76's in attendance at this event, but I figure the nasty weather may have played a part in numbers being down this year. My spies inform me that certain dinosaurs had discussed attendance but decided that it was 'too hot' several days earlier. It rained almost all the way from Canberra (a 90 minute drive). Oddly, none of the Country P76 Club members attended. So I was the sole Leyland P76 at this year's event.

I was looking forward to the long drive (240 km round trip) as this would be the first decent drive in the car since I had my exhaust system repaired and replaced late last year. My car had been making excessive noise and an odd rattle I couldn't trace. I only figured it out when I opened my bonnet in the dark one night, and noticed that the passenger side exhaust manifold had come adrift from the head. The intermittent shooting flames sort of gave it away. I had a poke around and it appeared a bolt had sheared at some point. This also explained why the car was a little 'exhaust fumey' for some time.

I have always found Belconnen Exhaust Centre to be very professional and reasonable to deal with, so I had them repair the manifold and replace the rusted out exhaust. As this car was in a shed for nearly 20 years, I am reasonably confident that this was the first exhaust change for this car! The change in 'note' is very obvious, the car is much quieter. I miss the raspiness of the previous exhaust, but not the excessive noise or fumes.

One of the funny things I noticed after the exhaust was repaired was an odd 'gasping' sound in the engine bay. I couldn't figure this one out and it was only when I took the air cleaner off (aftermarket to suit Holley 465) and it disappeared I figured out what it was. The air cleaner had been fitted and the top part bent when the nut was over tightened. I took the top off, hammered the dent out and made it flat again. Once refitted, the gasping noise gone. I'm guessing those few millimeters of gap between air cleaner and chrome lip really matter with airflow.

The exhaust was repaired just before the 'Marques in the Parks' show late in 2010, but apart

from a trip to the servo for fuel, and a few drives around town to keep the battery charged, the P76 hadn't really been driven much since then and certainly not on a good solid drive in the country.

The drive was trouble free and reminded me once again why of all my cars, I enjoy driving the Biter Apricot 4 speed V8 Super P76 most of all. Its road handling is superb, it is comfortable to drive and the ergonomics are fantastic (apart from the location of the wiper switch). The V8 also has plenty of power and makes overtaking easy and safe. I had spent Saturday washing and degreasing the car, so I was a little deflated when it rained overnight and then all the way to Jugiong!

The trip there took about 90 minutes and I found it difficult to get a park upon arrival – in fact I parked on the main road outside the carpark, along with about 20 other cars. After wandering around looking at the Cootamundra Antiques and their cars, I went and had lunch at the 'Long Track Pantry' a charming cafe in Jugiong, across the road from the swimming pool/local park. Today it was booked out, and I guess that doesn't happen every weekend - then again, I'm not sure how often a hundred old cars turn up in Jugiong for the day either.

While I was lunching it struck me that about 80% of the cars on the run, were British! There's a whole PhD in why the Australian car market went from primarily British to primarily Japanese, but I don't know if in 40 years time we will see the same affection for Camrys that we do for Hillman Super Minx Estates.

Before I departed for the show I spent a futile hour looking for my camera, I couldn't find it, and I also couldn't find my 'car show' cap, which is a 2008 P76 Nationals Cap, festooned with Leyland badges and pins. I suspect the two items are co-located... So I present today's photo essay courtesy of my camera phone.

(A less Leyland oriented version of this article, with more photos can be found on Damien's blog: <http://onfourwheels.blogspot.com>)



Model A Ford Woody owned by Gwen Livingstone



Model A Ford sedan



4 door Studebaker Lark



Isuzu Bellet



Uniquely Australian Chrysler Royal. Half Chrysler, half de Soto.



Triumph Renown (made from 1949-54)



Karmann Ghia based on VW type 3 mechanicals



I so badly want a Humber Super Snipe.



1953 Bedford Fire truck





Hillman Super Minx Estate







Riley



I don't know why there is a pig on the parcel shelf, looking at the traffic behind it, but I'm sure there's a reason. Nice macramé rug.



Walking stick with indicators and mirror. His thumb is on the indicator switch!



First outing for the Bitter Apricot 4 Speed Super P76 since I fitted the new plates.

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