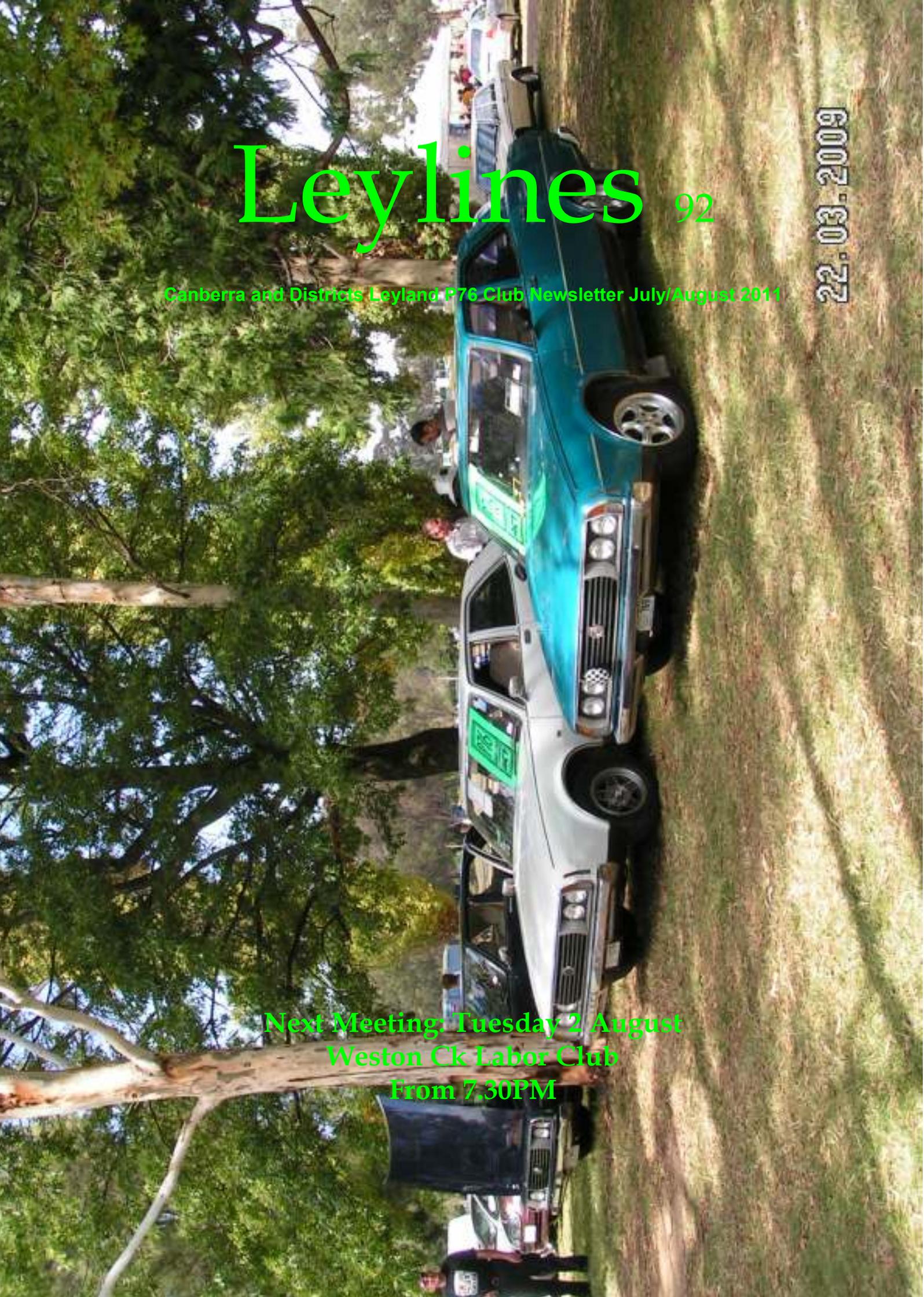


# Leylines 92

Canberra and Districts Leyland P76 Club Newsletter July/August 2011

22.03.2009

Next Meeting: Tuesday 2 August  
Weston Ck Labor Club  
From 7.30PM



## Editor's Note



It seems that our esteemed President has fled to Germany for several weeks and won't be gracing us with his presence at the next meeting, or indeed, any with any Presidential thoughts for Leylines.

Bryce, however, has come to the rescue with our first ever article with photos in Genuine, Real, Over-the-Top, 3D, just like the movies and TV. Just take a look at the next page. Of course, to get the best out of it, you will need 3D glasses, and these will be provided at the next meeting. In the meantime, if you can't wait, find two pieces of cellophane, one red one green. Place the red cellophane in front of your left eye and the green in front of your right eye. And magically, wonderful cars from 1953 like the Standard Eight, or the even more exciting Hillman Minx, will leap from the page.

On to more mundane P76-related things. I have finally sorted out the various problems that arose in the repair of the ignition switch on my car. (See previous Leylines for the details.) One of the things that struck me was the extent of corrosion on the various plugs and contacts in the dashboard, and, no doubt, throughout the rest of the car. Have a look at contacts on this plug, the one that joins the ignition switch wiring to the main harness behind the dash.



And this is from a car that has spent its entire life garaged in relatively dry climates in western Sydney and Canberra. Goodness knows what it would look like in a car kept in more demanding climates. Of course, I cleaned it up as best I could before reinstalling it in the car but presumably the plugs and sockets in the remainder of the car are in a similar condition. It's a wonder that any current can flow around the electrical circuitry at all.

In the unlikely event that today's computer-controlled cars were to last 30+ years, imagine the effect on the operating systems of a multitude of corroded plugs and sockets hooked up to the various sensors around the car. The results could be really interesting. I read recently of a relatively new car with a marginal battery. When the owner turned on the ignition to start it, the central locking kept locking and unlocking, the hazard flashers started and the dashboard display turned into Portuguese! And, of course, it wouldn't start.

See you on Tuesday

Col

## MOTOR SHOW REPORT

*Bryce French*

The year is 1953, Metroscopix is on at the cinema, and new cars are coming to the Earls Court Motor Show.

Knowing our editor's attitude to failure to acknowledge other people's work I shall declare up front. The following report on new cars at the 1953 Earls Court Motor Show was published in 'Picture Post' on 24 October 1953. The photographs are by Carl Sutton. Given that 3D has recently been rediscovered I thought it interesting to look at 57 year old photographs. I shall bring 3D glasses to the next meeting for each member so all can fully experience the wondrous phenomenon. Maybe the public was underwhelmed by 3D as Picture Post folded in 1957.



### HALF A CENTURY OF RILEYS: THE 1903 TRICAR, THE 1953 PATHFINDER

*Maybe the gentleman would care to do a swap. The Pathfinder, which replaces the 2½-litre Riley saloon, has a top speed of over 100 m.p.h. The Tricar will still do 40 if the wind is right. The Pathfinder develops 102 brake horsepower at 4,400 r.p.m., will seat six people comfortably, costs £1,382.*



## STANDARD EIGHT

*Already available in large numbers, this new 8 h.p. saloon is now the cheapest four-door car. It costs £481, has a top speed of 62 m.p.h., does 50 miles to the gallon. The four-cylinder overhead-valve engine develops 26 brake horse-power at 4,500 r.p.m. Rear seats fold forward to give extra luggage space.*



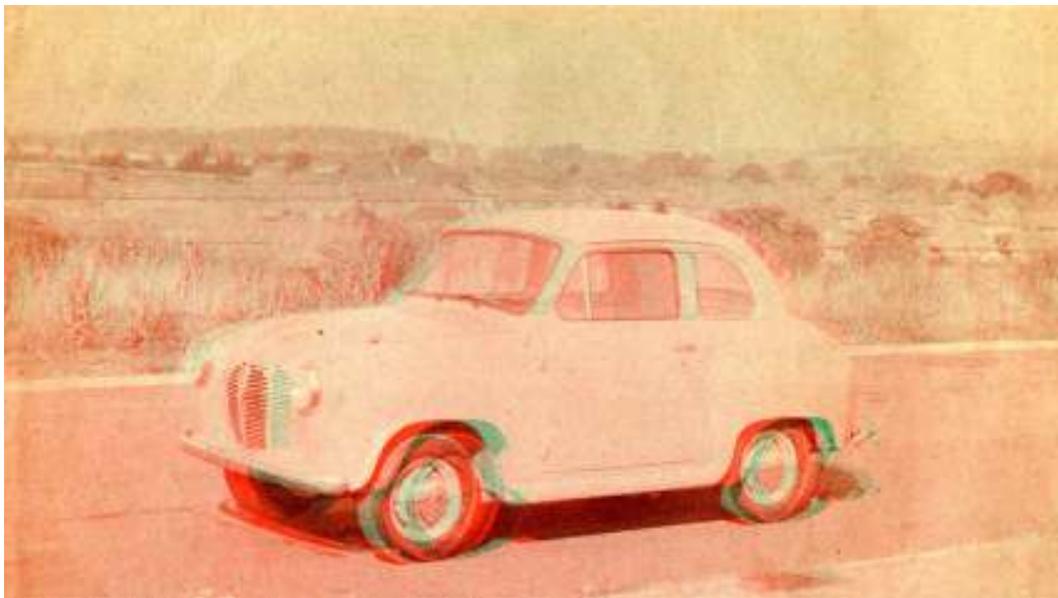
## HILLMAN MINX

*The 1953 Minx has a slightly modified engine and a re-designed luggage boot which now has a capacity of 12¼ cu. ft. Its top speed is 70 m.p.h. and it does 32 miles to the gallon at an average 40 m.p.h. The four-cylinder side-valve engine, has a capacity of 1,265 c.c., develops 37.5 brake horse-power at 4,200 r.p.m.*



## MORRIS MINOR

*The 'bread-and-butter' car of the Cowley works is still coming off the production lines at 20 an hour. It has an 800 c.c. engine which develops 30 brake horse-power at 4,800 r.p.m., and the car has a top speed of 65 m.p.h. It does 48.5 miles to the gallon at a steady 40 m.p.h. The two-door saloon costs £530, the four-door £575.*



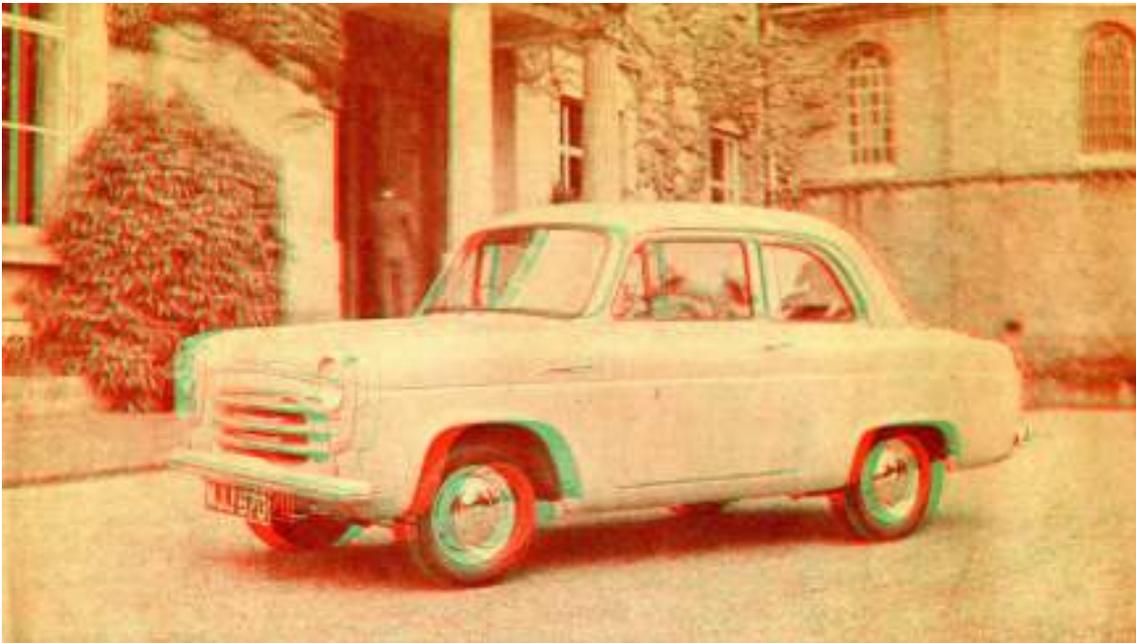
## THE TWO-DOOR A.30

*Austin prices will reach a new low with a two-door version of the A.30 saloon which sells at £476. The interior has been redesigned to give more room in the front seats, and a new instrument panel has been fitted. The car does 46 miles to the gallon at a steady 40 m.p.h. and has a top speed of 65 m.p.h. Engine capacity is 800 c.c., and it develops 30 brake horse-power at 4,800 r.p.m.*



## VAUXHALL WYVERN

*Vauxhall's production lines are still filled with Wyvern and Velox saloons. The five-seater Wyvern costs £702, has a four-cylinder, 1,507 c.c. engine, developing 40 brake horse-power at 4,000 r.p.m. The car has a top speed of over 70 m.p.h. and does 35 miles to the gallon at a steady 30 m.p.h. A special feature is the 'square' engine design, the bore being equal to the stroke, cutting down wear on cylinders.*



## FORD ANGLIA

*Ford's have produced new Anglia and Prefect saloons—the cheapest 10-h.p. cars on the market. The two-door Anglia, as shown, sells at £511; the four-door Prefect at £561. Top speed is over 65 m.p.h. and at a steady 40 m.p.h. the car does 46 miles to the gallon. The four-cylinder, side-valve engine has a capacity of 1,172 c.c.*

## Pie in the Sky...

Or at least, 'Pies at Collector'.

At the last meeting we decided that the Club would organise a run to the Daily Pie at Collector in September, on a date yet to be arranged. We could make our way there using a section of the old Federal Highway that is still trafficable. It's frightening to recall duelling with semi-trailers on this narrow, winding single lane road. At least there were no B-doubles in those days.

Here's a review of the Daily Pie that appeared in the Canberra Weekly, on 28 June 2010.

# time out

ARTS ENTERTAINMENT DINING



Helen, Emma and Sarah De Bruin lovingly make, bake and serve delicious gourmet pies at The Daily Pie, Collector, NSW.

## LET THEM *eat pie*

BY JULIE SAMARAS

**I**f you're fond of a delicious fresh pie with flaky, buttery crust and find yourself out Collector way, weekend touring or headed for the Hume, do yourself a flavour and visit The Daily Pie.

Opened in March, The Daily Pie inhabits Collector's former Golden Fleece roadhouse which has been transformed into a stylish yet cosy cafe encased in striking metal art. Talented local metalsmith Andre De Bruin undertook the redesign and refit job, including building the gleaming new commercial kitchen.

Andre's wife, the culinarily-gifted Helen De Bruin (of Hudsons catering clan) and daughters Emma and Sarah lovingly prepare hand-crafted pies to their own

recipes fresh daily from Friday to Monday.

The scrumptious pastry is hand shaped into pie tins, the meat is slow-cooked and the vegetables and herbs are seasonal, some picked straight from the family garden.

The menu boasts sweet and savoury creations for all tastes: braised beef and mushrooms in red wine; chicken with ham, cheddar, leek and mustard; a vegetarian pastry shell filled with sautéed vegetables in a creamy pesto custard; an Indian-inspired mutton pie; chunky steak and kidney; or pork in pepper sauce.

The Daily Pie is located at 8 Church Street, Collector, NSW; ph 4848 0123. Open 10am-5pm Friday to Monday.





# Annual General Meeting

Advance notice that the Club's AGM will be held in conjunction with the usual Club meeting in September.

## Contact the Canberra and Districts Leyland P76 Club

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