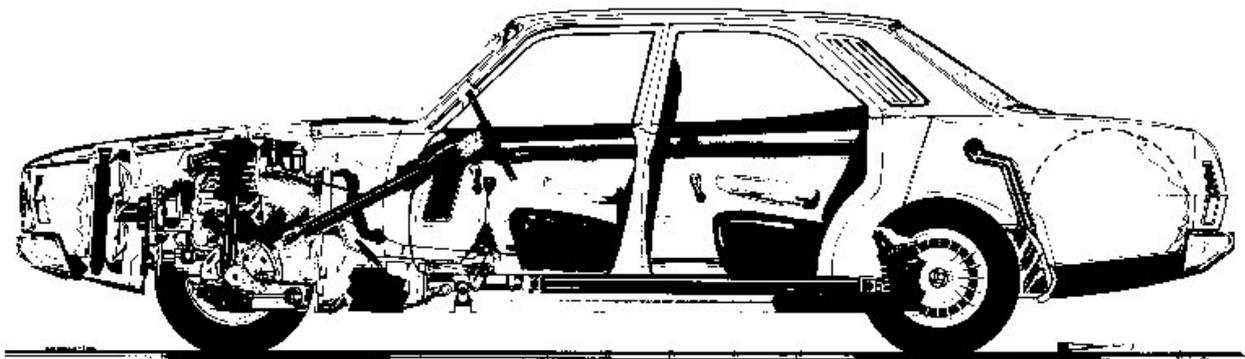


Leylines



Canberra and Districts Leyland P76 Club Newsletter March 2005



4 DOOR SALOON

Next Meeting:

TUESDAY 8 MARCH

at WESTON CREEK LABOR CLUB

MEETING STARTS SOMETIME AFTER 7.30

Presidential Pearls



So there weren't quite enough people for a formal meeting last month. Just myself (over an hour early much to Bryce's amazement) Bryce and Geoff, and then just at the last minute Mark.

So we talked about cars. Yes, even P76s as well as tsunamis, and what Geoff does at work each day after he is done looking out the window...

Col gave his apologies as he had a family member recovering from minor surgery to perform Florence Nightingale type duties for.

Col or Cold as my young son Nikolas calls him has been more determined to sort out his power steering dramas than I have, I just gave up. To this end, he contacted Joe Green of the Classic P76 Car Club of Sydney and tracked down an old TRW employee who reconditions P76 power steering racks. Off he went to Sydney with two of my worn out racks and came back with two lovely freshly painted black ones.

I hope that I will get a chance to put it back in this weekend. Wish me luck, and hope to see you all on Tuesday.

Alex



Editor's Note



As Alex mentioned above, I've made some progress with the ongoing saga of the power steering system on my car. I contacted Dave Britton of Britton's Power Steering Services in Sydney. Dave knows the ins and outs of the P76 system as he used to work for TRW, the manufacturers, back in the 1970s. Alex and I decided that we would have two racks reconditioned on an exchange basis. In a 'lend-lease' kind of arrangement, Alex provided me with an exchange rack with the idea that he would get the used rack out of my car. After a certain amount of messing about trying to organise the best way to get the racks to Sydney, I decided that I'd take a one-day trip to the big smoke, pick up the reconditioned racks and drive home. It all went according to plan, except that I discovered that driving to Sydney and back in a day is not as easy as it was when I was 15 years younger.

Dave is a pleasant guy and a mine of information about P76 power racks (and other makers' as well). He demonstrated the parts that cause problems, and showed me how he replaced the original 'O' rings on the P76 system with better-designed seals. The new seals require some machining and a special tool to dismantle part of the rack. He has a pressure tester to check the operation of the reconditioned racks and to make sure that they are not leaking.

The rack has only just been installed today, but first impressions are very promising. It's great to take a sweeping left hand bend without having the steering try and deposit me in the bushes. And it's much easier to steer a straight course. More comments after more time behind the wheel.

I recently had another problem with my car when the fitting at the bottom of the short handbrake cable broke off. I sourced one of the cables held by the club that Eddie had made some time ago. I don't know if these cables are shorter than the originals or whether they stretch in use, but I spent quite a deal of time trying to connect the system back up again before I worked out that I would have to slacken the handbrake adjustment off considerably to get it all together. Another minor problem is that Eddie's cables are slightly thicker than the originals, so that the slotted clevis that holds the cable in the hand brake lever has to be opened out a bit. Even so, it was a fairly tight fit. When you combine all this with the restricted access to the handbrake mounting bolts, a considerable dollop of patience was called for before it all went back together. But I eventually achieved it all without any blaspheming - must be turning into a saint in my old age. 😊

More on Water Pumps

In December's Leylines, Damo discussed some of the pros and cons of water pumps for the P76. Alex has turned up some more information on the Davies Craig electric pump.

Davies Craig Releases Upgraded Electric Water Pump



The Generation III of Davies Craig's Electric Water Pump (EWP) has been released. The advantages not only include an exclusive design carbon graphite/silicon carbide long-life mechanical seal, but also many upgrades which have been incorporated to raise the quality and durability of the EWP to the level of demanding Original Equipment standards.

All internal parts of the EWP exposed to coolant are stainless steel and the higher power electric motor has sealed bearings, with the pump body and impeller being made from heat stabilised glass-filled nylon. This improved pump is now fully serviceable.

Performance-conscious drivers can now take advantage of the EWP power gains, confident that the unit will provide years of trouble-free service whilst improving vehicle performance, fuel economy and cooling management.

"We've put in considerable investment to upgrade the design, features and production methods that make this generation three model the very best EWP," says Davies Craig's Ray Brown. "It's now a truly world class unit from every point of view."

In the short time this innovative solution to vehicle cooling has been on the market it has proven to be successful in the performance sector (cooling the class winning Ferrari at LeMans) and is attracting increased attention from Automotive Manufacturers for adoption as Original Equipment.

By installing the EWP, users will not only improve the cooling efficiency of their vehicle but also have the immediate benefits of enabling the engine to transmit power, which used to operate the outdated belt-driven water pump, to the road. Power gain for a typical 4 litre engine can be up to 8 kW.

Matched with the Electronic Controller, the EWP provides optimum cooling performance management independent of engine speed for maximum performance. This smart device has a sensor that monitors the coolant temperature that you set and regulates the EWP speed to match demand. An example of this enhanced operation is the way the Controller keeps the EWP turning after the ignition has been switched off to control engine cooling after a hot shut-down.

Converting a vehicle is as easy as removing the lower radiator hose together with the thermostat and disabling the mechanical pump. The lower radiator hose is then cut for the EWP to be fitted in-line, assisted by the many universal fittings included in the standard kit.

The compact Controller is easily installed and the temperature sensor is fitted to the top radiator hose or thermostat housing. The rest is all long-term performance improvement.

The Davies Craig Electric Water Pump is a top example of Aussie world-class smart technology putting innovation to work.

Canberra and Districts Leyland P76 Club

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