

Leylines



Canberra and Districts Leyland P76 Club Newsletter March 2006



Club display at Wheels 2006

Next Meeting:

TUESDAY 14 March

at WESTON CREEK LABOR CLUB

Meeting starts sometime after 7.30pm

Editor's Note

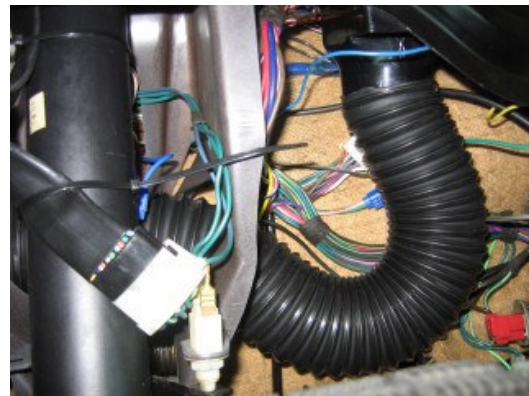
I've let Alex off the hook this month, so you'll just have to put up with my scribblings. Anyone who objects is welcome to write their own contributions, or take over the editor's job at the next AGM!



After a quiet time for a while with my P76, I have a few items that are worth recording. The first concerns the Kopex tubing under the dashboard that funnels air from the heater/air conditioner unit in the centre to the ventilation outlets. You might remember that mine self-destructed when I moved it for reasons now forgotten.



Find new tubing with an internal diameter of about 2 1/2 inches has been an interesting experience. It seems that all auto spares shops can supply 50mm tubing, but anything larger is out of the question. "Nah, mate, nah. Dunno where you'll find that, mate," is the usual run of conversation. After some hard sleuthing, I finally tracked down something that seemed suitable at Southern Hoses in Queanbeyan. It turned out to be far more substantial than the Kopex stuff, being a plastic tubing with spiral wire reinforcement. It was also expensive, at over \$33 per metre. With some trepidation, I purchased two metres of the stuff, hoping that it would fit over the ventilation outlets, otherwise I would be stuck with \$67 worth of useless hose. But it's a neat fit, and it's considerably better than the original in some ways. It can be readily compressed to go around corners and stays put once installed. The only minor drawback would be that, unlike Kopex, it can't be compressed slightly to squeeze past obstructions, so it has to go the long way around. I didn't have much left over from my two metres, so that's probably the minimum to service the two extreme face level vents. For the record (and the Spare Parts Officer), it's called TPR ducting in 65mm diameter.



The second problem was a little more serious. About a week ago, as I was making a U-turn, the power steering suddenly became very heavy. "Botheration, (or a similar word)" I thought, "The power steering drive belt just broke." But when I lifted the bonnet, smoke went in all



directions and the right hand side of the engine was dripping with oil. The high pressure hose to the steering gear had come apart at one of the joins. As new hoses are not exactly common, I decided that the best bet would be to have it repaired. I took it out to Enzed hoses at Fyshwick, who expertly replaced all the hoses and joiners, and fitted a flexible fitting near the pump end to allow some extra margin to get it lined up when refitting. The latter proved very useful in preventing the curved outlet pipe from rubbing on one of the fixed pipes attached to the rack body, with the inevitable long-term result.

The cost? Well, as it turned out, a friend works at Enzed, so I had it done at 'mate's rates'. But even at full price, I doubt that the cost would have been more than around \$120-\$130. Much better and quicker than trying to find an original replacement made out of Unobtainium. If I wanted, I could have had the repaired hose back in less than two hours.



The third item was the air conditioning. This has been a sink for money for a long time. Last year I had it charged at the Battery Terminal at Jamison and it worked well for about six weeks before the gas ran out. When they charged it, they included some UV dye in the system so that any leaks could be traced in the future. After the charge ran out, they checked the system and found that one of the low pressure connections to the compressor and one of the old hoses were leaking.

After enduring most of summer in a stinking hot Omega Navy car without air, I decided that I'd had enough and a few weeks ago, I took the P76 back to have the connections replaced and the system recharged. This time the cold air ran out before I'd managed to even get the car home. So yet another trip back to the Battery Terminal, to be cheerfully greeted with "Well, if it ran out that quickly the leak should be easy to find." As it turned out the new hose that they made up was leaking, so that was rectified easily enough. And yes, it's still going. After leaving the Targa standing in the sun all day at Wheels, it was great to get in and put the air on. It's not as effective as modern systems, of course, but it's better than sitting in a hot breeze.

See you next Tuesday.

Col

More on Spare Parts

Heater hoses and engine mounts

Angus has been busy sorting out replacements for the heater hoses and engine mounts on the V8 motor.

Here is the very useful information that he has obtained via email.

Hi Jilden and Geoff

Thanks for the information regarding hoses and engine mounts. I've gone with a Ford hose (XC18472AD) on the front of the motor at the water pump and a Holden hose (CH1325) on the back of the motor. Seems to be a really good fit and the lengths are also suitable, though with the Ford hose I've used a brass joiner to another length of hose that passes through the firewall.

As far as locating some engine mounts, I was fortunate to find some second hand front engine mounts in a good state. I also managed to locate a rear gearbox mount from a mechanic in Melbourne that still had the Leyland parts sticker on it.

An interesting source of information on reconditioning of engine mounts can be found at www.mackayrubber.com.au

*Regards
Angus Black*

Jilden Reichardt <jm76@bigpond.com> wrote:

Hello Angus,

The hose I use on the back of the motor is CH1325 (Holden 9201 4190), suit VB-VK heater. It is 1 1/16 in to 5/8 in with a neat right angle at the motor end.

The front hose I use is VT Commodore V6 factory LPG, but Ford XC18472AD can be used with a joiner in line, as it is too short otherwise.

The gearbox mount is easiest replaced with a Falcon XA-XF rear mount. An adaptor needs to be made. There are a few different ways of making an adaptor; one is shown in the attachment.

I have never dealt with front mount repair, but you should try the other clubs before getting new ones done. You can also find some 6 cylinder mounts and saw off the part which fits the six engine, the rest fits the V8 exactly.

*Regards,
Jilden Reichardt.*

V8 Air Filter

I've been looking for a replacement element for my air filter. I seemed to recall that a Holden filter was a direct replacement but I couldn't remember which one. So I posted a query on the P76 discussion group. There were several responses, but the most useful one suggested that a Ryco A142 filter to suit a Holden V8 was the go. I haven't managed to buy one yet, but I'll let you know how it goes.

Wheels 2006

We had a good turnout of six cars from our Club for Wheels, and Sid's green car was on display with the Southern Tablelands Club. One of the neat features of our Club's display is that every car is a different colour, which lifts the impression. As you will have noticed, there are a couple of pix of our club's display on the front cover of Leylines.

Wheels is always a great day for anyone with even a passing interest in cars. Here are a few photos of vehicles that caught my eye while looking around.



Beautifully styled Mazda 1500 is now rare



Austin A40 Sports was always an unusual car.



Somewhere behind all those people is a Tatra V8 with an air-cooled rear engine.



Like the P76, the 1934 De Soto Airflow's styling was ahead of its time.

Canberra and Districts Leyland P76 Club

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