



Leylines 68

Canberra and Districts Leyland P76 Club Newsletter August 2008

*Next Meeting:
Tuesday 12 July
Weston Creek Labor Club
From 7.30pm*

*Club Run for Top Gear Magazine
Sunday 17 August (details inside)*

Next month's meeting will be the AGM

P76 club run to Grabben Gullen in the 1980s Photo:Geoff Thomas

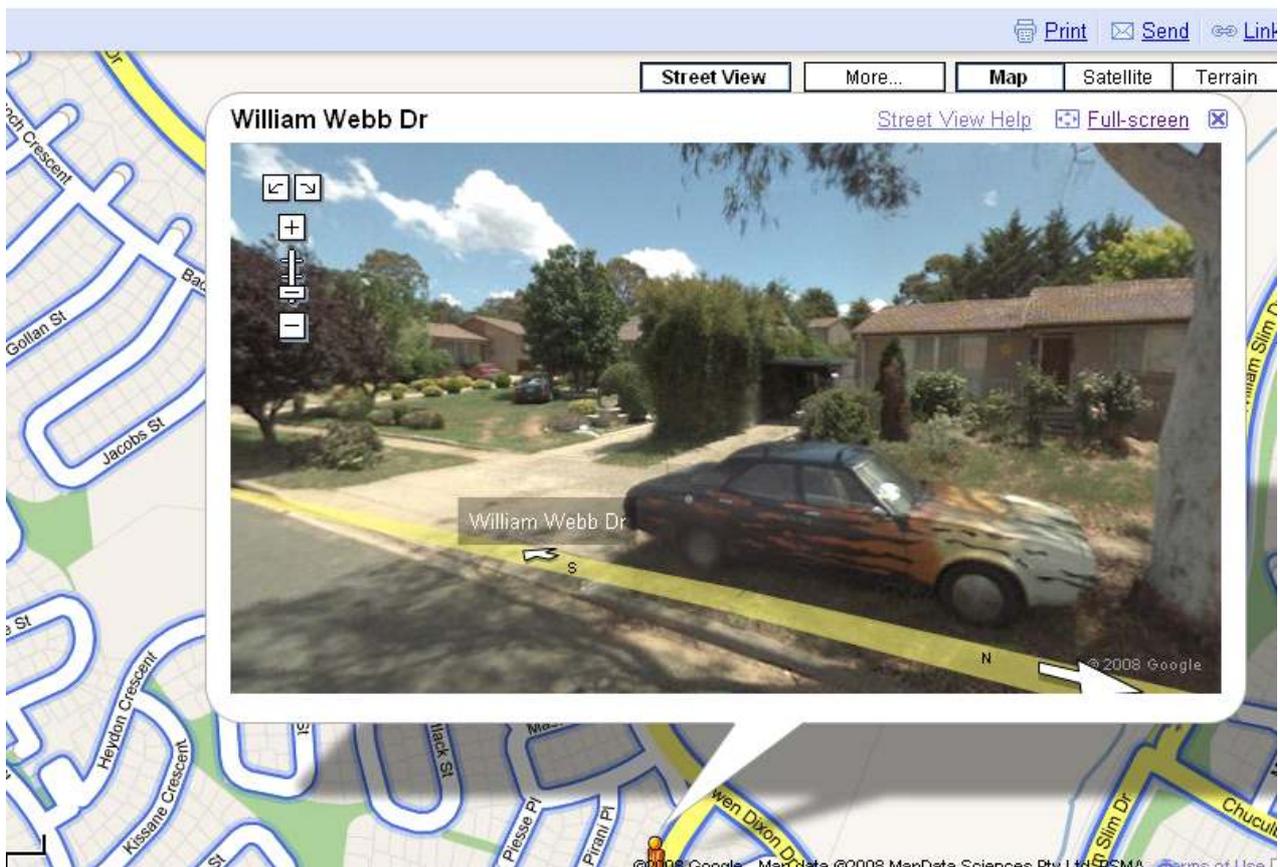
Presidential Pearls



Nothing much to report this month. I retrieved my Executive from its hiding place in Yass in preparation for next weekend's trip to Southern Sydney with the Country Club to meet up with the NSW club.

The details are shown below. I will be attending and anyone else who is interested is, of course, more than welcome to come along.

Recently I looked at Google street view maps, and amongst other things I found this.



Oh yes, and as no notification was given last month, then next month's meeting will be the AGM.

Alex



Top Gear Trip

From: Steve Maher [mailto:steve@graffitigo.com.au]
Sent: Sunday, 3 August 2008 10:49 PM
Subject: Re: Top Gear Magazine

Hi Gwen and Everyone

I took a run over the course today. We will meet you, the Country Club members and the ACT Club members at Meridian Park, Marulan at 11am. This park is on the northern end of the north bound side of the Marulan Service Centre/Truckstop on the Hume Hwy. From there it is a short 30km run north to the Sutton Forest Inn which we all will make in convoy. Is this OK with you all? For the rest of us travelling from Sydney we will meet at Curry Reserve, Camden Valley Way, Elderslie (near Camden) at 9am for a 9.30 departure.

Steve

Minutes 08.07.2008.

Meeting opened 19:54hrs.

Business arising.

Damo is still to speak to Sam Johns about a club trip to Goulburn.

New Business.

Top Gear Australia magazine wants to do a story on the P76. There is a proposed joint club NSW/Country/ACT trip to Southern Sydney for photos for the article. (*See above for latest developments - Ed.*)

The Country Club is organising a separate trip. Damo will talk to Gwen about our coming along.

DVD night to watch DVDs at Damo's house, will need to confirm ok with Damo the week before.

Damo passed motion (*!!!? - Ed*) for two upcoming show and shines. One to be held at John Knight Park in November, and the second on the ground of Old Parliament House in March.

The phrase "Not to be reproduced in part or entirety, without written permission of Canberra and District Leyland P76 Owners Club Inc" on the front of each issue of Leylines. Proposed by Damo.

Closed 20:46 hrs.

Editor's Note



Unfortunately, a near-fatal illness (the dreaded Lurgi) kept me away from the last meeting, so I doubtless missed much fun and excitement. In the intervening month, I've managed to get the P76 out on the road once to keep the battery charged and the fluids circulating in the places that they should be. (I wonder if it's possible to do the same thing for my ageing body...)

Regular contributions by our members for Leylines are becoming rare. In part, I guess because the club is not doing anything with our cars through the winter months, and I'm certainly not doing anything in my garage, where the temperature never seems to rise above 5 degrees at this time of year. And no, it's not worth putting a heater out there because there are so many ventilation gaps that the warm air disappears without a trace.

The other problem relates to our own members. I've been editing car club magazines for almost all of the past 20 years. I have noticed that after I've spent about five years in the Editor's chair, club members seem to expect that an editor can produce a club newsletter from thin air without any help from those very members. As George and Ira Gershwin wrote '*It ain't necessarily so*'. (Those younger members just out of nappies might have to Google this to find out who the Gershwins were, of course.)

So my usual approach is to chuck in the editor's job every five years or so because I become peed off with trying to get a magazine out every month with little assistance.

I have been editing Leylines for the past five years in this spell. Next month is the AGM. Draw your own conclusions.

See you on Tuesday.

Col



The JB Letters

Part 2

Last month's Leylines told the first chapter in Jason Birmingham's story of his original white P76. Courtesy of JB, there's more this month.

Date: Tue, 10 Jun 2003

To All and sundry!!

You P76 guys must be hard up for something to read as I am being pestered to give you an update on the ex Ron Bloxome Super V8 and its progress in getting back on the road. Well, sit down and grab a drink and read on!!

I left you last time with a story about the purchase and trip from QLD to NSW of my latest acquisition, the above mentioned Super V8 column auto. Anyway, if you remember I was going to tidy it up and drive it around as a regular driver. As if!! I took the big Ley to my local panel beater and asked for advice on what to do. You see being a country car it had a billion stone chips, and I mean a BILLION!!!. Some of them were so big as to have dented the nose panel and front valance (the panel under the front bumper). There were also three smallish dents and a scrape on the LHF door, but absolutely no rust. The plan was to get the major stone chips and the dents fixed, and give it a buff all over . The problem was "where do you stop".

As you can probably guess, the big Ley got an "outside respray", that is, the outside of the car only, not the inside of the doors and door jambs, inside of the boot or under the bonnet, only what you can see outside. Anyway, wanting to do it properly, it was my job to strip it down. Now I have taken apart plenty of Japanese cars, but I must say the P76 was a new experience. What a fiddly, dick of a job some of these things are!!!. All these clips and pop rivets. And who was the bright spark who thought of those screen moulds!!! What a pain in the butt they are!!! And the door glass, well that is a new experience all together!! Honestly, you need to go to tech to get them out and in for the first time. Those bloody waist seals (the rubbers either side of the door glass in the door), what a job to try and get them off and keep them straight!!! Those stainless moulds down the sides of the car and the wheel arch moulds, I love how they throw in the little nuts and screw on clips every now and then, just to keep your attention. I don't know why they used them, they didn't go back on, I used the pop riveted plastic clips. The boot seal, I counted 65 little plastic clips holding that on, and none of them wanted to come out. Oh, and how about the headlight adjusters, what a top idea they are!!

The rear screen had to come out as it had come unstuck along the bottom and as you will remember I had just had a new tinted laminated front screen fitted in the previous letter. When windscreens O'Brien fitted the new front screen, they stuffed most of the original screen mould clips (wonderful design that they are) so they used metal Holden clips. Now I wasn't happy with the way the front screen moulds fitted as they were too high, so I thought I would get the Holden clips out and drag up a set of new Leyland clips from somewhere. The problem was that they urethaned (glued) the Holden clips to the little rivets in the body, so they didn't want to move. Bright spark Jason thought I would cut/dig them out!! One

cracked windscreen!!! I was REALLY happy, NOT!!!! (If any of you meet my missus, DO NOT say anything about the screen, as far as she knows its still the first screen)

Anyway, I got the Leyland all stripped down and sent it to the panel beaters. They did a great job and had it back in a week. Some sort of record huh! It looked great, all shiny in its new coat of Crystal White and gloss black on the lower bits. Unfortunately, they were too quick getting it done as I had not mentally recovered enough to start the re-assembly, and a fire might result if I started on it too soon!! So it sat in the garage for a couple of weeks while I cleaned up stuff and tracked down some bits.

I got the upper and lower side mould clips from Scotts in Victoria. The screen mould clips were a funny situation. I was over at the panel beaters sussing out how they were going with my baby (bloody big baby!!!) and I happened to have a screen mould clip in my pocket. When I pulled my keys out of my pocket to leave, the screen mould clip fell out. I said to the panel beater "have you seen any of these" thinking they may be the same as something else, and he said, "come with me". He led me to an old ice cream container down the back of the shop and said "have a look in here". I left with both my pockets bulging!!! Still don't know whether they are the same as anything else, but who cares!! I got the little rubber bumpers for the front doors, the rubber caps for the boot and bonnet adjusters, a new RHF door seal and new little eyelet thingies that go around the door lock buttons.

The front of the car had copped a pizzling from stone chips and looked pretty tatty. The upper and lower nose panel moulds were dented, and I was lucky enough to find a pair of really good used ones. While I am talking about them, another whinge! How hard are they to get back on! After much stress, this is how I did it. I gently spread the mould with circlip pliers and fitted the stupid plastic clip in place. I then offered it up to the nose panel to make sure it's in the right spot. When I am sure the clip position is ok, I slip a red electrical connector behind it to support the back of the clip so when you bang it into place on the nose panel, the clip doesn't just fall back into the mould. You repeat this procedure on all the clips on both upper and lower moulds.

After this, I pulled the door locks and window mechanisms out and washed them up and re-lubricated them. I also washed out the inside of the doors as everything was full of dirt. I was really happy with the results as the inside of the doors came up clean and white, no signs of anything like rust. I had the carpets and seats out, so I washed out inside the car as well. I pulled up the little bits of tape on the inner parts of the sill panel, gaining access to the sill. I then made a small drain hole in the lower rear of the sill and washed out all the dirt that had built up inside the sills. The bottoms of the front guards were built up with dirt up to the lower stainless strip. I drilled out the spot welds that secure the rear lower part of the guard to the sill and unbolted the rear of the guard from the hinge pillar. That allowed me to lift the lower/rear part of the guard away and get all the dirt and stuff out. I was lucky the car was shedded for 19 years as all that dirt would have gotten damp and rusted the panels away, as it was, it was just dry dirt!. There was minor surface rust there but I washed it all down and painted it with POR15 rust paint before bolting it back together again. I didn't spot weld the guard back on at the sill, just bolted it as I didn't want to burn off my paint and give moisture a place to start rust. I did this part before the car went to the panel beaters

just in case I chipped or scratched anything doing it (I did). Also, before I took it apart, I put the car on the hoist at work and using a mild chemical cleaner and a hot water pressure washer, I cleaned the entire underside of the car. It was filthy!! Dirt, dirt and more dirt, but no rust!! Anyway, after all this cleaning I squirted 4 litres of amber coloured rustproofing into every hole, panel and crevice I could find. I was fortunate enough to have the proper rustproofing gun with the metre long attachments with little sprinkler things on the end so that the stuff went everywhere. It still drips on a hot day!

The driver's door glass had only one stick-on guide thingo and was a little scratched, so I thought the easiest way around that would be to get another door glass. Unfortunately, all the door glasses I looked at were scratched worse than mine. So I ended up buying another door glass just for the stick-on things (the one remaining on the original glass had quite a bit of sideways movement). Ever tried to get them off?! I ended up using three single edged razor blades spread around the radius of the guide thingo (what is its name??) and tapped them in towards the centre with a hammer and small screwdriver on the backs of the blades, sort of like a really sharp scraper/chisel. After getting them all off and cleaning everything up, I taped together a few pieces of newspaper and made a template off the LHF door glass to give me the positions to re-stick them on. Incidentally, I stuck them on with the same urethane they use to stick the windscreens in with. It certainly held those Holden screen mould clips in place!! After much swearing and blood loss, the doors and windows were back together again.

I fitted central locking as well because my kids never lock the bloody doors behind them when they get out. I adjusted all the door lock linkages to take out most of the slack (too much as you will later see) and ditched the big heavy springs that go from the inside of the exterior handle to the intrusion bar. I can't see a reason for them other than to make the handle harder to lift up and to take more skin off trying to fit them. The doors now open and close beautifully. I stuck some self adhesive sound deadener stuff to the inside of the door skins so they sound really nice when they close!! (don't stress, the deadener stuff wont hold moisture and I didn't put it all the way to the bottom of the door). I got a new carpet set made by 'Tru-Fit' carpets in Vic and also bought some of their U-beaut sound deadener underfelt. This is two layers of underfelt with some sound deadener/bitumen type stuff stuck between them. They reckon its great but I really didn't know how noisy the car was before so I can't give you a valid opinion. Its tough to cut though!!.

The seats got a really good scrub while they were out and they came up like new, 100%, really happy with them. The Pirelli webbing had come unclipped on two of the cross pieces on each seat. The spring clip thing (there are a lot of "things" in this car!!) that holds the strap into the frame must not be bent quite right as they didn't want to stay clipped into the frame. I tried to shove them through and then bend them, but it must be made of spring steel and won't play. The old red electrical connector came into use again!! I will explain which type I used as I have never found them good for anything else!! They are the type that is supposed to be used to join two pieces of wire together. You know, you shove a wire in each end, squeeze the hell out of it and squash it right up, tug on the ends of the wire and it comes straight out of the connector!! You get the S---T's with it so you throw it away and solder the wires. Well now I have two uses for them!! One was on the above mentioned

nose panel moulds, (leaving the red insulating part in place). The other is to hold those Pirelli webbing clips into the frame. This time you put the red insulator part on the grinder and grind the side of the red stuff off (try not to grind your fingers, it hurts!!), leaving you with the little crimp doover (not a thing)!! You then put the springy bit through the frame and get someone to hold it there and you crimp the above mentioned crimp doover onto it and, voila!! It stays there!! It's still there even with my fat arse on it for some time. Another tip to amuse and amaze!

As I said, I had new carpets made because mine had faded to an almost orange-like colour, the new ones looked great. The bottom of the door trims did not. How do I colour the carpet on the bottom of the door trims? After experimenting on the old car carpet with various paints and dyes, would you believe "mid tan" boot polish worked into the carpet, matched the new carpet perfectly!! Still looks good too. I changed all the door trim clips to a Toyota type that has a plastic socket that fits into the door frame and a metal part on the trim card. Doesn't kill the door card every time you want to get them off. Anyway, that's the doors. Oh no, forgot something. The waist seals (the door glass scrapers on the inside and outside of the door glass). The driver's door had a weathershield and the clips had stuffed the outer waist seal. I got a metre length of the stuff from Scotts in Melbourne. I also got some clips to hold it on. These waist seals have a steel centre strip running through it to give it strength, and the clips have to go through this steel centre. After much frigging around, the best way that I found was to position the clips on the seal and mark where you want the little tangs to go through. Stick the seal onto a block of hardwood and use a sharpened flat screwdriver (small one) to punch a slot through it. Then you can shove the whole clip/seal in the vice and bend the little tags over. The only thing that I wasn't happy about was the length of the little rubber flap that touches the glass. Its too long and applies too much pressure to the glass and makes the window stiffer to wind up and down (as if they're not tight enough!!)

I bead blasted the headlight surrounds and primed them. The grille got paint stripped back to chrome. I then painted the top and bottoms of the grille and the headlight surrounds with some wheel silver paint that I got from Autopro, (looks about the right colour) After they had dried for a week or so, I then carefully masked up the grille and headlight surrounds and painted them matt black. With the grille, if you have a look at it, it has chrome on top and matt black in the recesses. what I did was paint the whole grille black and then scrape/cut the paint off the raised chrome surface with a single edged razor blade. Time consuming but its looks like new!! The 'Leyland' grille badge and the L-e-y-l-a-n-d letters on the bootlid got the same treatment. With the front indicators, I pulled the backing/light globe holder off and washed the lights out. They were original Lucas items and the amber had faded a little, so gave them two coats with amber lens dye and they look like new again. I then siliconed the backs back on and painted the raised sections that were chromed (and mostly worn off) with a metallic silver paint pen. The rear lights got a good bath and the recesses in the light touched up with a fine point black paint pen. New "Hella" H4 inner and outer headlights with their own relay and wiring completed the front. The bumpers got a good clean and I painted the back of them with POR15 rust paint as they were starting to rust. I had the rear screen tinted before it went back in, so I could tint right to 20mm from the edges, as that would be difficult/impossible to do with the screen in place as the interior trim is up against the glass. With the tinting, I got the lightest possible shade of bronze tint available. Bronze

because it is a '70s tint colour and it matches the tan/brown interior, and I chose the lightest shade so that the car still looks factory. It still cuts out 90%+ UV rays, so my back seat and parcel shelf is safe without an ugly louvre. O'Briens glass fitted the front and rear screens and I was not happy with the result. I got them to glue the screens in and put the clips on, but not the screen moulds as I didn't trust them to fit them properly and not dent them. After the urethane had gone off I flooded the cavity between the screen and the body with rustproofing and tried to fit the moulds. Seems O'Briens used too much urethane when gluing the screens in and the glass was too high off the body to fit the moulds onto the clips. **ARRGH!!!** After much struggling and swearing, I managed to clip/glue all the front and rear screen moulds on, though I am not to happy with the fit of the lower /rear screen mould, it will have to do!! After a thorough tidy up of inside, I took it to the workshop for some new struts and shocks (Pedder's) and new tyres + a blue slip. It sailed through the blue slip with no problems, and the P76 was registered again for the first time in 20 years!!

Now with all this work taking place, the plan was to get the car ready for the National meet in Canberra at Easter time. After much stressing and hard work I completed the assembly of the car on Good Friday at 7pm. Now if you remember, we were supposed to be there for registration by 4pm!! Oh well ! The next part is a bit embarrassing, but I hope we have all done some silly things that we are embarrassed about at some times in our lives. As you will remember, in Sydney over Easter it rained and rained and rained, time was running out for me to get the car finished and I was going at it flat out. Well, when I was adjusting the inner and outer door lock linkages, I adjusted nearly all of the slack out of them, so that they opened easily and with only a small movement of the handles. Well, everything worked great until I put the door trims and the metal finishing trim around the inner door release on.

Now I didn't know that I had created a problem until about 10:45pm at the Shell service station at Marulan on the way to Canberra. I filled up with petrol and locked the doors and went in to pay. When I came out and went to unlock, I found I couldn't turn the keys in the door locks!! Both front doors were the same!!! Oh no!!! I was tired and cranky, but after a bit of a think, I realised that I had adjusted too much slack out of the inner door release linkage. You see when you put the inner door release metal finishing piece in place, it lifts the door release ever so slightly, using up the little bit of slack in the linkage and stopping me from unlocking the doors, sort of like trying to unlock the doors whilst holding the handle up!! Anyway I was locked out!! What do I do??? After a bit of thought, I realised I could go in through the boot and the back seat. I unbolted the backrest part from inside the boot and pushed it in to the interior. I was then able to crawl through and unlock the back doors and pull the front door trims off and fix my stuff up!! I arrived at my motel at 1:15am on Easter Saturday!!

More of Jason's adventures next month.



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