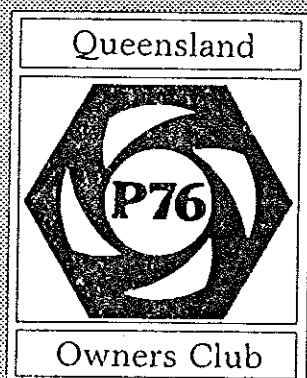


Queensland P76 Owners Club



December/January Newsletter

Merry Christmas

BEST WISHES FOR A HAPPY NEW YEAR



Anything But Average

CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT

Del Murray
73 Waterview St.,
WYNNUM 4178
Ph. 396 1065

VICE PRESIDENT

Neil Lyons
31 Radford Rd.,
Manly West 4179
Ph. 893 1180

SECRETARY

Neil Lyons
31 Radford Rd.,
Manly West 4179
Ph. 893 1180

TREASURER

Brian Thomas
10 Dunstan St.,
Moorooka 4105
Ph. 892 4647

SPARE PARTS

Ron McKnoulty
14 Irwin Rd., Mt Tarampa
PO Box 25 Lowood 4311
Ph. 075 879330

EDITOR

Colin Taylor
5 Turana St.,
THE GAP 4061
Ph. 300 2186 P
891 6111 B

GENERAL MEETINGS

The Queensland P76 Owners Club holds its monthly meetings on the second Wednesday of each month.

TIME: 7.30 pm

VENUE:

Norman Park Uniting Church,
corner of Bennetts Rd. and
Mc Illwraith Ave.,
Norman Park.
(at round-a-bout)

<u>DATES:</u>	August	10th	'88
	September	14th	'88
	October	12th	'88
	November	9th	'88
	No Meeting		
	January	11th	'89
	February	8th	'89
	March	8th	'89
	April	12th	'89
	May	10th	'89
	June	7th	'89
	A.G.M.		
	July	12th	'89

CLUB OUTINGS:

Various activities are organised by the club's members and are generally on the fourth Sunday of each month.

The activity and venue will be advertised in the monthly newsletter.

This newsletter is the official publication of the
"QUEENSLAND P76 OWNERS CLUB"

All submissions are published and opinions expressed may not
necessary be those of the editor.

This publication is not for sale but is free to financial members.

PRESIDENT'S CHRISTMAS MESSAGE

It's that time of the year again and I would like to thank all members for their participation in the many and varied outings we have had recently. It seems that there have been quite a rash of them - particularly the last month or so.

I would like to wish all members and their families all the very best for Christmas and a happy and safe New Year. It has been very gratifying to see our numbers continue to climb - particularly too, the fact that the condition of the P's of so many of our members has improved so much.

We have quite a number of events planned for the future including the trek to Perth for the annual meeting in March and look forward to seeing you then.

HAPPY AND SAFE P'ING OVER THE FESTIVE SEASON.

DELL.

Editor's Ravings

Folks! by the time you read this, I'll be sailing on the South Pacific in a luxury Russian Liner. Sorry to the few country members who may have attended our Christmas social if it was on a weekend, but seen as I was organising it I thought I should at least be able to go and hopefully include it in this newsletter which had to go to press before I embarked on my holidays. Next year the new editor may be able to make better arrangements.

Our current membership is now at a record high, with sixty financial members and sixty seven on the mailing list (other states and advertisers). This obviously reflects on the success of the current committee, and the greater need for P76 owners to belong to a club, as spare parts become scarce and modifications become a necessity. I have received two articles for the National magazine (Kon Kelk and Mark Pickering) and these have been sent to Western Australia to meet their deadline. Any of you other slackos who intended to write something and never did, you will need to send you material directly to the Western Australia club (this year). I would like to thank all committee members for the many hours of thankless work they have put into the club and hope that they maintain their enthusiasm over the remainder of the financial year.

Have a very merry Christmas folks and a safe and prosperous New Year.

Ed.

Our Cover

Ron and Clare McKnoulty are the proud owners of this immaculate machine. Ron has poured countless hours and many dollars into a total restoration of this car including LPG gas and many extras. Ron tells me he's keeping this one but I bet it'll change hands if Ron gets a good offer (and it better be good). The picture was taken at Mt. Tarampa on the Ponderosa.

LISMORE CAR SHOW

by Del Murray

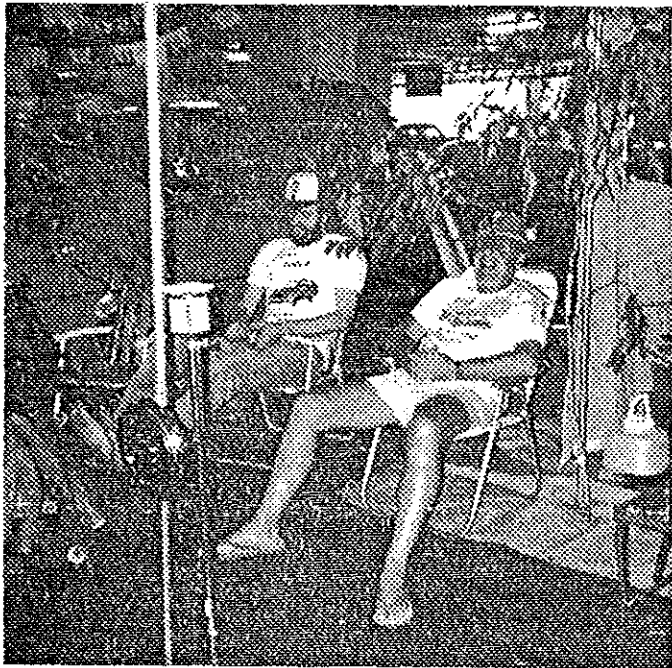
On Saturday, 30th October, three - yes only three - P's travelled to Lismore for the Lismore Car Show. We were also accompanied by a "ring-in" Commodore. Unfortunately Ian had to use this means of transport because his carefully prepared (CB and all) P was not quite all there in the engine department. However, the commodore did make it alright.

On arrival and after renewing acquaintances with the "Lismore Gang" and passing on congratulations to Bob and Sharon on the occasion of their recent wedding, the hard work began in setting up the stand.

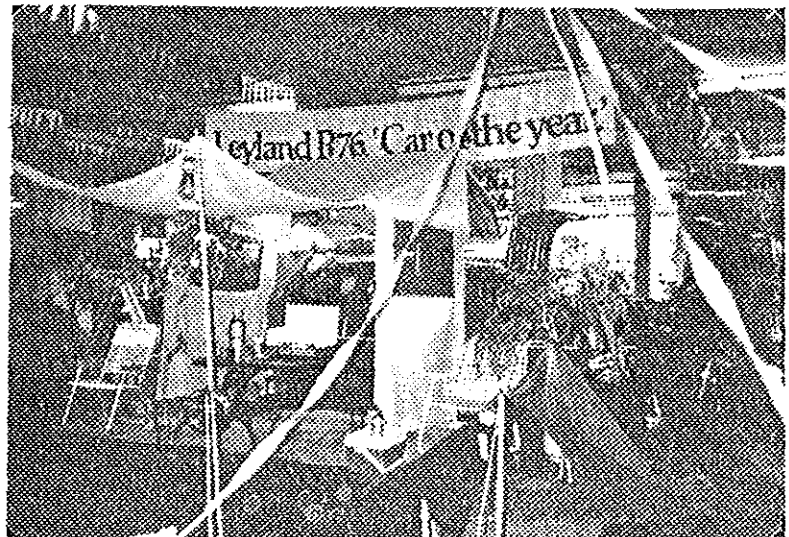


Quite a lot of work was involved and need I say, a few tempers flared in the process - but it all turned out really worthwhile in the long run.

As "Australiana" was the theme, it was appropriate that Col's recently acquired "Perth camper" was put to good use as the centre while Pat and Graham continued the theme by setting up the Targa alongside which was an "A" shaped tent with all the gear. David and Cynthia also continued the camping theme and the "green Machine" and the decorations looked the part - particularly the flickering fireplace - it looked really authentic.



The "Lismore Gang" really outdid themselves this year. The feature colours of green and yellow - Australian colours - was carried through in their centerpiece with 2 ENVEE GREEN cars and a YELLOW one in the middle appropriately bathed in streamers and signs. A very striking stand indeed. At the other end, the two brown cars of Bob and John tied up the display very nicely.



All the effort by all the members of the two clubs was rewarded by the "BEST CLUB DISPLAY" trophy at the end of the day. Quite an achievement, eh?

The hospitality of the Southerners was very much appreciated by all from the Sunshine State and we would like to thank them very much.

It was so nice to have tea supplied after crawling around the cement all afternoon getting the display ready - also the almost continuous supply of tea and coffee by the girls brigade of Sharon and Sandra was great.

We hope to make it next year.

We can handle it so you can.



It's not just the parts, it's the Fulcrum experience that makes the real difference. Matching the perfect components to maximise performance, comfort, safety, reliability... that's the real appeal of Fulcrum. You can't afford to take risks, because after the suspension, there's nothing else left to keep you safely on the road.

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Ph (077) 72 6144



F3161

EDITOR'S ROAST

Some members of our organisation have taken every opportunity to give the good old editor a roast. On one occasion, I mentioned that I would print everything submitted to me

Well here is a photograph sent in by one Helen Hallard that sent me on a diet for two weeks! So there you go!



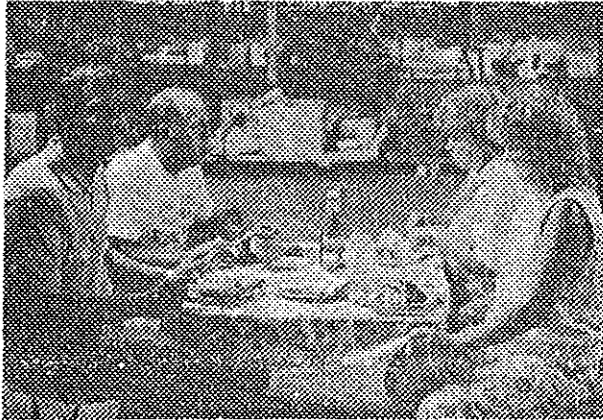
Observation Run - Barbeque

Everyone including me were on time for the 9:30am start at the Aspley Hypermarket. The weather looked a bit iffy but soon we were off and running for what proved to be quite an excellent day.

The run took us through the Samford Valley and out to Daybro where we all answered the regulation questions and had our little shouting matches (that is except Peter Rose who had to argue alone). From Daybro we wound our way up a narrow winding road to Mt. Mea. The road was just right for putting V8 4 speed manuals through their paces as we tramped it through the twitchy corners.

As we approached Woodford, there seemed to be police everywhere. A road block told the story as several P76 drivers instantly tried to remember how many drinks they had the night before.

Apparently there were some escaped convicts at large from the prison farm and people were being stopped and questioned. Apparently the police were impressed by the size of a P76 boot, as one on them wanted to see just how many escaped convicts you could squeeze into a Leyland boot.



Soon we all finished the run and assembled at Pat and Rogo's Greenglades for our obligatory Barbeque. Just as our stomachs said let's eat, the sky opened up and suddenly seven P76's were quickly parked under Rogo's never-ending garage and car port to escape the hail stones. Thank heavens Pat and Rogo have enough room for about twenty cars!

After the main deluge the gas barbies were fired up and we all had our respective lunches. There was the occasional game of pool played and much pouring over Rogo's many P76's and parts there-of.

When the weather looked like it was about to turn nasty again I thought it was time to pull the pin and head for home. Pat announced the winners on the day which basically came down to the persons who could remember how many sets of traffic lights had been passed on the day. The winners were Steve and Marg Hassebrock, with Mark Pickering and Allison in second place. Peter Rose won the brick on the day because Cec and Alma had a prior engagement.

Thanks to Pat and Graham who organised an excellent run and supplied the venue for our barbeque..... Ed.



Kids Christmas Party At Wynnnum Beach

From our experience last year with the crowds and lack of parking, we certainly fooled the people of Wynnnum by arriving nice and early. We took all of the parking spots, and grabbed the best spot for our kids' Christmas social.

Unfortunately we forgot about the tide so the joke was on us. We were the only ones on the beach for miles and we were able to come and go as we pleased without loss of our parking spaces.

The weather was beautiful and the role up excellent. After lunch, Santa arrived in Col's P76 and the kids went mad. I couldn't help notice Santa's finger nails - I think he also owns a P76.

Santa stayed long enough for the regulation poses before P76-ing off, whilst his helper found it too profitable to don the Santa's helper suit. The kids certainly enjoyed getting their faces painted. Next year I might even shave off my beard and get done myself.

All in all it was a beaut day for all concerned.

Merry Christmas....Ed



LIST OF POINTS SCORED BY CURRENT MEMBERS DURING 1988

ANDERSON, A.	10	MUNT, C.	14
ARMSTRONG, R.	14	MURRAY, C.	72
BENDON, Sharon	4	NICHOLSON, K.	34
BENDON, Shirley	34	O'SULLIVAN, J	12
BRAVERY, G.	2	PERKINS, R.	8
DEARING, D.	8	PETERSON, P.	30
FECHNER, P.	8	PICKERING, M.	17
FEICHTNER, S.	2	POND, H.	2
FUNK, M.	20	RAVNIK, P.	4
GILL, P.	16	ROGERSON, G.	68
HASSEBROEK, S.	16	ROSE, P.	36
HALLARD, R.	8	SCHUTZ, A.	58
HODGSON, P.	26	SEAR, A.	6
JURROTT, G.	10	SWANN, T.	8
KELK, K.	20	TAYLOR, C.	56
KEYTES, P.	16	THOMAS, B.	22
LEITCH, K.	2	WARD, I.	42
LYONS, N.	22	WARD, R.	42
MCKNOULTY, R.	32	WILLIAMS, P.	2
MUIRHEAD, Richard	2	ZENONI, R.	16
MUIRHEAD, Russell	4		

CONGRATULATIONS TO OUR CLUB MEMBER FOR 1988 - COL MURRAY AND TO THE RUNNER UP - GRAHAM ROGERSON FOR THEIR FINE EFFORTS IN ATTENDING, ORGANIZING AND PROMOTING OUR CLUB AND ITS FUNCTIONS DURING THIS YEAR.

Congratulations to all the Club members who have made this year a most enjoyable one. Each person who is mentioned above has helped in some way to further the aims of OUR Club.

For those who are not aware of the Points System for members, points as set out below are awarded to members organizing/attending functions, or being instrumental in having new members register with the club.

Organize an Outing 4 Points
Attend Meeting/Outing 2 Points
Introduce new member 2 Points
Attend/show at Car Show 2 Points + 1pt/Day of Show

Let's make our personal slogan for next year be "BECOME INVOLVED IN 1989"

STOP PRESS!!!STOP PRESS!!!STOP PRESS!!!STOP PRESS!!!STOP PRESS!!!

JANUARY OUTING - 1989

22/ 1/ 1989

ECONOMY RUN - MEET AT BP BURPENGARY AT 9.30 A.M.

MAP SUPPLIED - B.Y.O. FOOD AND DRINK
FOR BAR_B_QUE LUNCH.

Adults Christmas Party was Pasta Joke!

No point in raving on - here's a few pictures from the night!



CAR SERVICE and MAINTENANCE.

15

NO. 03 OR R (SLIPPAGE): In transmissions which have this symptom after the pressure test and relevant tests have been done, please contact your State service office.

COLUMN GEAR SHIFT AUTOMATIC LINKAGES: We have found that the lock nuts on the vertical rod leading from the column to the cross shaft have become dislodged. A Nyloc nut is the answer in this case.

CLUTCH CABLE UPSIDE DOWN CAUSING HEAVY CLUTCH OPERATION - VB AND 6 CYLINDERS: We have found that the clutch cable has been fitted with the nylon bulkhead ferrule facing upwards inside the car. This has caused a bind-up at the bulk head and the cable should be turned 180 degrees, so that the ferrule protrudes through the bulkhead facing down. The clutch pedal stop which is mounted in the same area should be fitted with the tang uppermost and inside the car.

OIL LEAKS - SPEEDO CABLE: This has been caused by rough handling in the factory between not run and the line. It has caused the cable to be bent at an extremely bad angle where it leaves the gearbox, causing the outer casing to split and subsequent oil leakage. Another point which could be the cause of oil leakage is a small lip seal which is fitted around the speedo drive pinion. By pulling the cable out and refitting it, the seal can be turned inside out easily, so care should be taken in this area.

HETEROGENE 6 CYLINDER AUTOMATICS: When this is felt in 6 cylinder vehicles, it could be due to the torque converter drive plate stiffness. A perforated drive plate is to be introduced in production and limited supplies are available from the NSW state office. Exhaust system should also be checked as a source of vibration prior to fitting a perforated drive plate.

SUSPENSION - EXCESSIVE CAMBER: The camber figure relies on the initial setting of castor in the factory. This is one degree positive and before any camber checks should be done, the castor must be one degree. The vehicle will settle approximately $\frac{1}{4}$ " in the first 1,000 miles and this will improve the camber to within specifications so that instances of excess camber when new should not cause alarm.

LOWER BALL JOINT MOUNTING NUT AND WASHER: The washer under the retaining nut of the lower arm ball joint has been found to contact the top edge of the taper, thus allowing the retaining nut to be tightened whilst play is still in the taper. To rectify this, the washer inner bore should be chamfered to allow it to pass over the end of the taper.

DIFF BUFFER PLATE: Where instances of tall shaft contacting the transmission tunnel are encountered, the buffer spacer should be added to the diff pinion buffer. These spacers, part no. DYC 0033, are $\frac{1}{4}$ " in thickness. The maximum which may be fitted are three. A bolt, HZS 0508 can be used in conjunction with these spacers.

FACIA: MISALIGNMENT - STEERING COLUMN AND LOCK TO FACIA: To reduce gap between column and facia, place a block of wood behind the ventilation rail, on the column mounting bracket. Then with a block of wood on the floor locate a 'jack' between the two and 'jack' until gap is reduced sufficiently.

MISALIGNMENT - STEERING LOCK BARREL TO FACIA: If only lock barrel requires aligning, remove 1/4 H column mounting coil. Pack washers between mounting bracket and coil until alignment is achieved. Replace bolt.

THANKS TO WESTERN AUSTRALIA CLUB FOR THIS INFORMATION

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FLOOR LEVEL VENT: Because of the shape of the mated panels a deflector is required to direct water away from the vent. These are now being fitted in production. A service fix is available to overcome this condition.

PLENUM CHAMBER: Areas which are subject to possible water entry are:

- Wiper / washer motor mounting bolts.
- Heater bolts - must have flat washer.
- Wheel boxes - now have 2 gaskets.
- Speedo cable grommet.
- Bonnet cable grommet.
- Heater hose grommet.
- Steering column - bottom plate.
- Join of plenum chamber base to guard.
- lower flange of windscreen.
- 6 cyl. choke cable (fix as follows:)

Apply sealer and glue to grommet. There is no slit in carpet to allow cable to pass smoothly, carpet must be modified. Also, check fitment of blanking plate on VB.

BOOT LID: To effect a satisfactory seal, it may be necessary to pack out the corners of the boot lid sealing rubber. A round section solid rubber strip is recommended (HX I179 weather strip at front of make hood).

WASHER ROLL SWINGER BUTTON: Metal washer and ferrule now being fitted in place of plastic sleeve. This overcomes displacement of sleeve and stiff operation of button. It may be necessary to slightly bend the connecting rod, to prevent a rattle in this area.

BONNET: Inner and outer skins are now spot welded together. Landing ramps are being redesigned and will include the landing blocks as per make side curtain clips. These will limit up and down as well as side movement.

POOR AIR FLOW: This is due to insufficient air outlet at rear vents. This is to be increased considerably (200 per cent approx).

INSTRUMENT LIGHTS - SUPER: In some cases lack of brilliance in large dials is experienced; in these cases fit 6 watt globes to large dials.

This is caused by the rheostat not being able to compensate for the additional lights on the Super and Executive models. The rheostat is being modified to accommodate this.

FITTING OF MUD FLAPS: Ensure securing screws are sealed to body. On L/H/R wheel arch, ensure screw does not puncture spare wheel.

WATER ENTRY INTO BOOT: Check plate below spare wheel well, ensure it is sealed to body.

KEBSIDE ILLUMINATION (EXECUTIVE): Isolated cases of discolouring of trim around kerbside illumination bulb. To rectify, relieve area around bulb and relieve arm rest aperture slightly. Use 2 watt bulb in place of 3 watt bulb. This has been modified in production to allow extra clearance around bulb.

DOOR AJAR LIGHT: If door ajar light stays on when door is shut, ensure wire into switch is insulated.

BRAKE PEDAL SQUEAK: This is caused by the brake pedal return spring rubbing on the pedal cross shaft. This has been modified in production by fitting a nylon bush between the spring and cross shaft. The service fix is to insert a nylon bush in this area. A bush which can be used is the upper steering column bush off the Mini. Cut the bush in half and insert in place. Check to see if the bush is too tight.

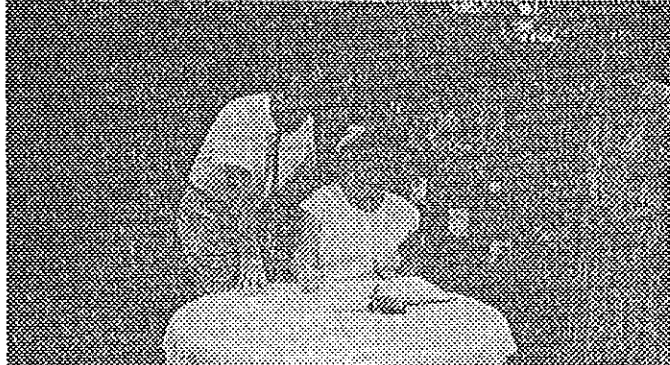
FACTORY FITTED RU: If misfiring is evident, check condenser retaining screw. In some cases this screw has been too long and has penetrated the side of the coil.

Congratulations Del & Col

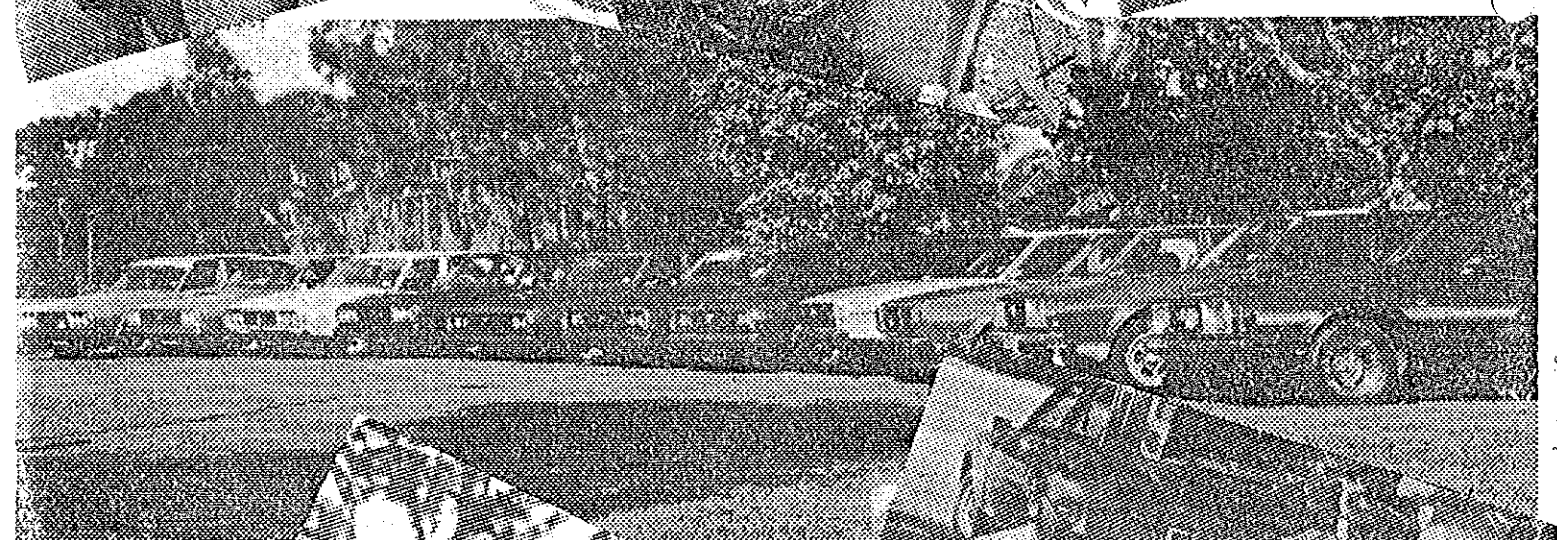
On Sunday 20th November, Del and Col became one (filthy beasts). As ace photographer, I attended a very private ceremony in the grounds of Sandy Point beach resort. Although the weather was overcast and generally a bit of a worry, it stayed relatively fine for the proceedings which saw a very nervous Col Murray and President Del Bonney take their vows.

I am sure that on behalf of everyone in our club, I can wish Del and Col a long and rich life together full of love and happiness.

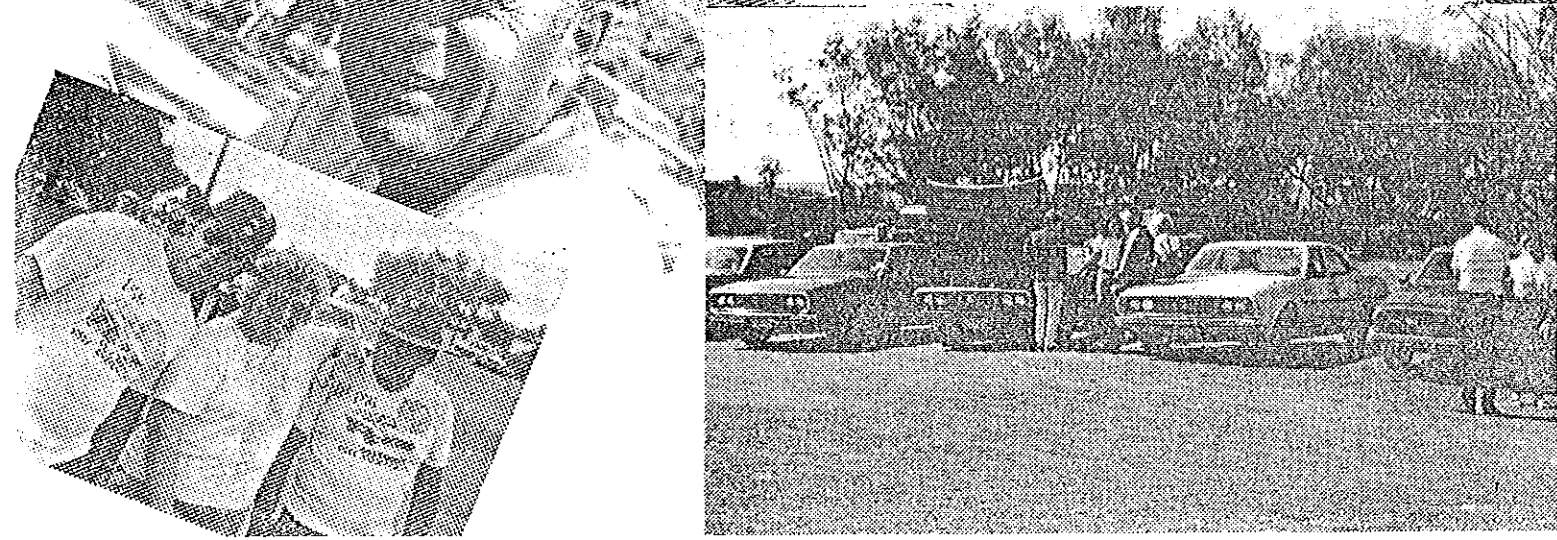
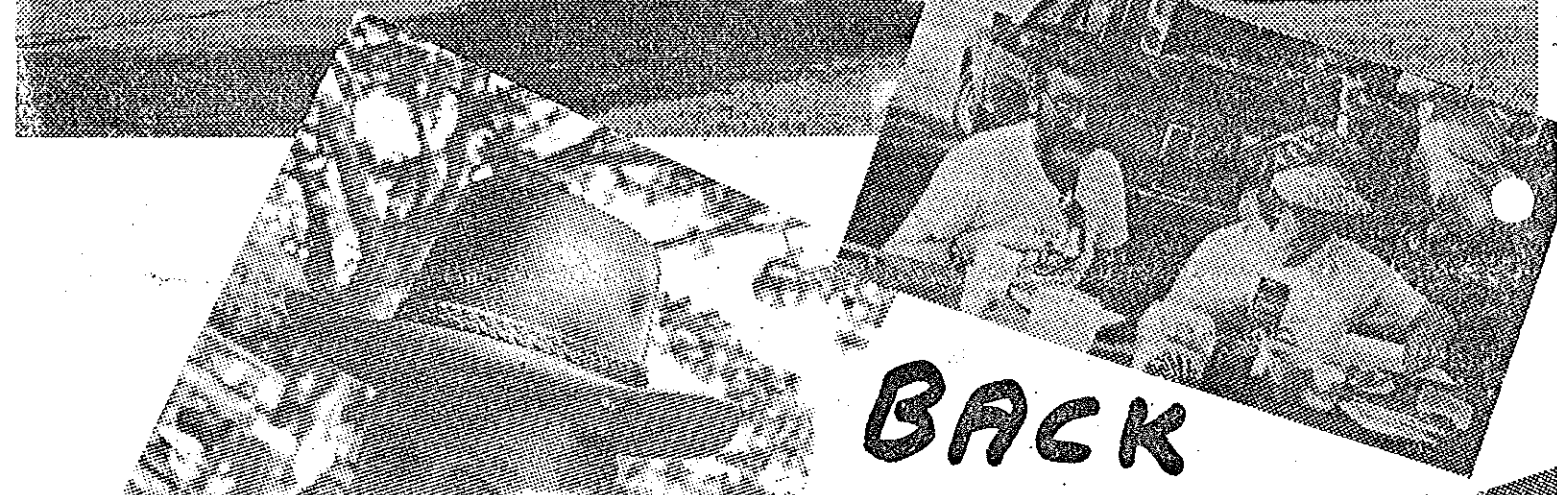
Here are a few photographs of the wedding.



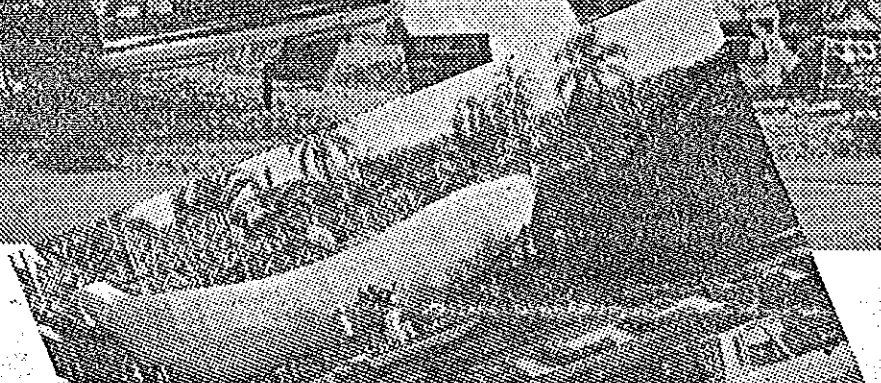
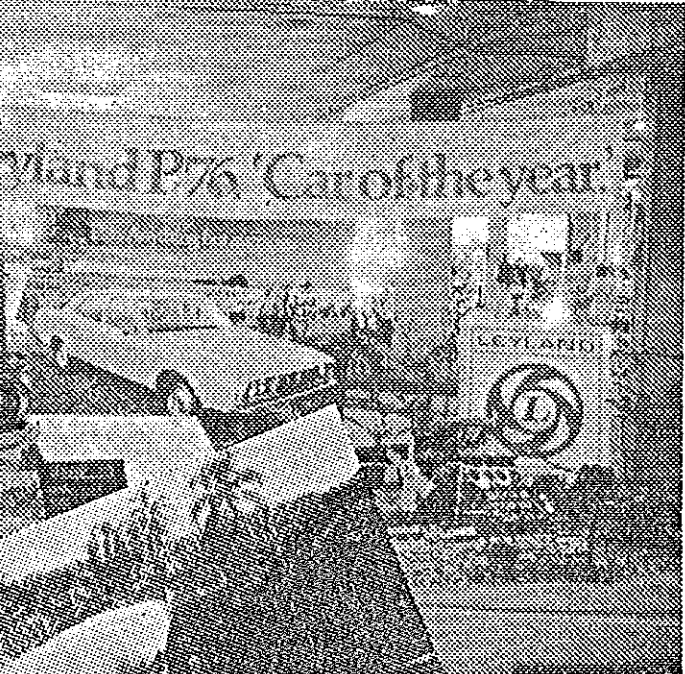
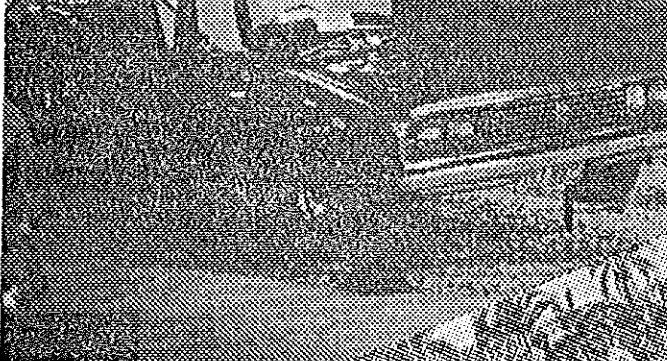
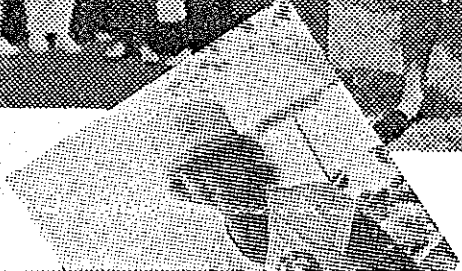
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BACK



LOOK



AT

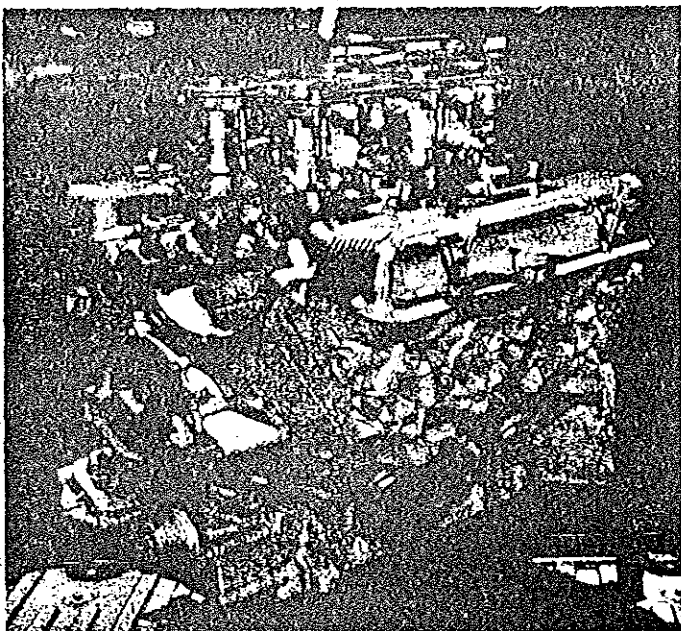




NEW TECH

P76 V8 REVIVED New All-alloy 5-Ltr Powerhouse

Supaspares' extensive development and production of Leyland's old 4.4-litre V8 engine has re-presented the compact lightweight as a viable performance mill with more grunt than Godzilla!



THE motor business offers with it a wealth of free advice. You listen, accept that what you're told is hard-won and expensively-obtained by someone who's tried the alternatives — and you go away and use the motor everyone else does.

It'll be a Chev or a Ford; and if you want a V8 of the smallest possible dimensions and the lightest weight it'll be a 302 Windsor — for the non-partisan reasons that they're efficient producers of horsepower, relatively easy for spares and they're the lightest cast iron V8 motor around. Where the engine dimensions are not critical to the inch a Chev will do the same job.

There are alternatives of course, all of which offer variations of cubes, weight, and physical size. Giving away around another 250 lb on the 302 gets you a 351 Cleveland and the need for a much bigger hole to put it in.

More enterprising builders looking at more compact power-plants have looked at Ford's 3-litre V6 and discovered its massive horsepower and weight (around 520 lb) disadvantages. Other

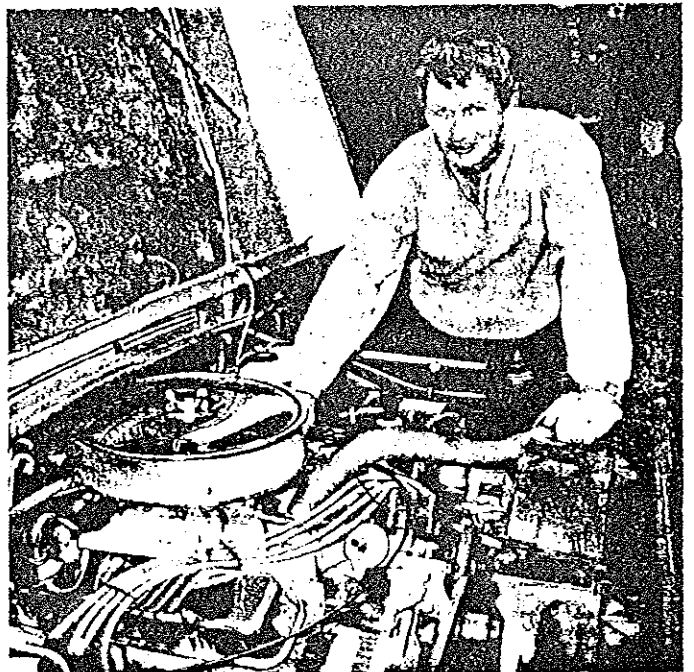
considerations could include the 225-cube (3.7 litre) V6 Buick or 3.5 litre Rover V8. The Buick comes with a parts disadvantage, gives away cubes to popular Australian products, and weighs only about 30 lb less than a 302. Forget the Rover, it couldn't pull pussy in a harem.

Any suggestion of straight sixes? Less horsepower and same weight as a 302 V8, although it's another case of horses for courses. It isn't the size so much as how you can use it. For all the careful observance of the old rodders' maxim of 100 lb saved is a 10 hp gain, it doesn't make much difference on the workbench. Pulling the heads is still heavy work, lifting the motor is block-and-tackle material.

And there aren't really too many alternatives. Or are there?

We sat up and took a lot of notice when Al O'Connor cruised into our offices from Supaspares headquarters in Rockhampton recently and showed us his development of the old P76 4.4 litre (268-cube) all-alloy V8.

Already with mass-production for conversions in Range Rovers, Al is finding



Al O'Connor of Supaspares, with the prototype 5-litre P76-based V8 in his Range Rover. If it wasn't for the huge performance gain you'd never know it wasn't stock. Even without the block polished, the Webered version (left) is a knock-out for a show car.

growing interest from street performance areas and even pure competition, and we can see why!

Huge performance gains

The Supaspares variant is a completely transformed engine. Punched out to 5 litres (305 cubes) with the use of cylinder liners, and weighing in at less than 300 lb with its all-alloy construction, the engine has been extensively developed for better breathing and is producing impressive results.

Dyno'd in the Range Rover Al's been punting as a mobile testbed, the Supaspares 5-litre put out up to 780 lb-ft of torque at 2000 rpm and 160 bhp at 3500 rpm at the rear wheels. Given an average 40 percent horsepower loss to the rear wheels the engine is running near to 280 hp at the flywheel at 3500 rpm. In this Range Rover guise it puts out about the same rear wheel power as a Brock 4.9 engine and 30 percent more torque.

At the risk of offending Al, who's a Range Rover man, why waste an engine like this on a 4WD? Imagine it in a show-going streeter. Or any sort of racer. Even if it's not exactly what Supaspares had in mind when the company started on the development programme.

Customers so far — apart from heaps of Range Rover owners — include a Californian who imported five P76 engines to instal in MGCs; he has now sent them back to Australia to exchange for Supaspares 5-litre engines. There are also orders from a Triumph TR7 owner, a Melbourne Cobra replica owner, and quite a few P76 owners.

It all started when Al O'Connor bought his first Range Rover and found that it wouldn't pull the skin off a

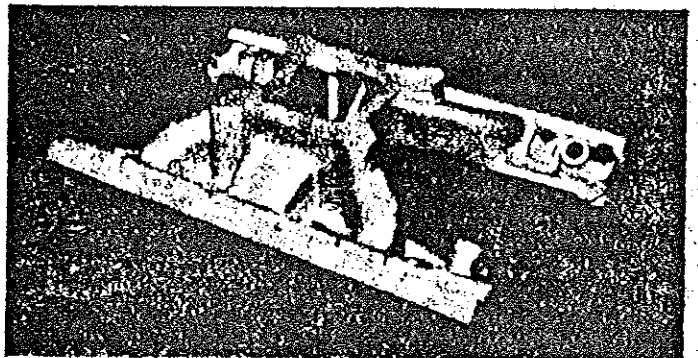
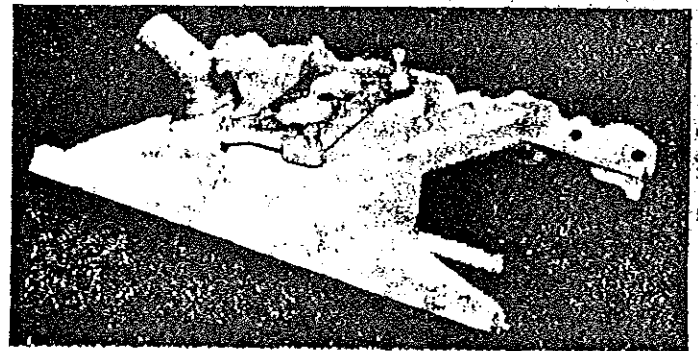
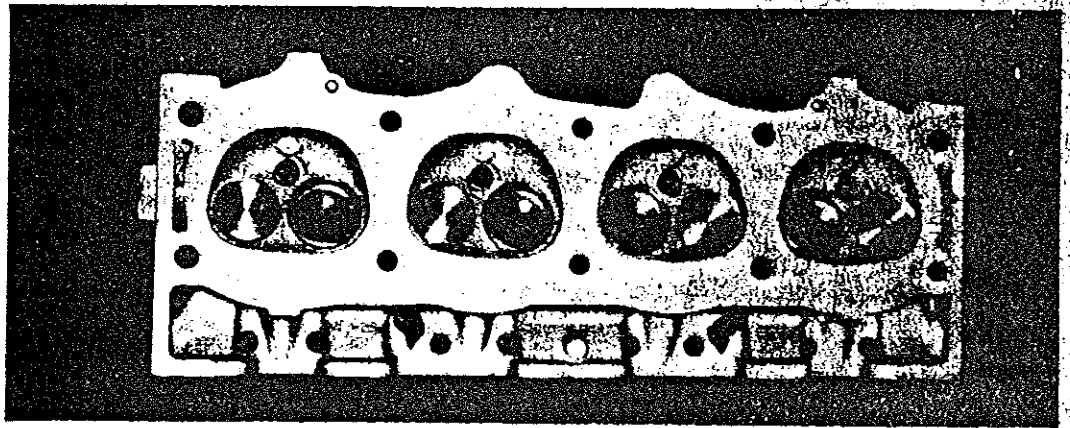
rice custard, let alone tow his speedboat or provide swift overtaking. And the high speed cruising economy was woeful.

As Supaspares operates a first-class machine shop and engine rebuilding facility, in Rockhampton, Queensland, Al was able to go about the quest for power and torque in a big way, but soon found that the stock 3.5 didn't have the potential of the P76 block, although Supaspares is developing a 4.8 litre Rover engine.

The first version of the P76 engine Supaspares tried went into Al's Range Rover and produced 124 bhp at 3500 rpm and 700 lb-ft at 2800 rpm. The stock 3.5 produced 65 bhp at 3000 rpm and 390 lb-ft at 2500 rpm, on the Supaspares Vane chassis dyno.

More than 15,000 km of road-testing later, the first batch of engines was produced, with improved inlet manifolds (the all-alloy component is cut horizontally, reshaped internally and welded up) and more flow work in the heads, which resulted in 152 bhp and 750 lb-ft. One engine from the first batch was fitted to a Land Rover 110 for the Wynn's Safari. This engine produced 140 bhp at 3500 rpm, and although the Landy

Heads are much worked for flow and although valve sizes are unchanged, contoured valve guides, special valve stem seals and heavy-duty inner valve springs are fitted. Stock manifold (below) is cut, reshaped internally and welded. Optional are Holley manifold (bottom) or Webers (opposite page).



destroyed itself during the rally, the engine was flawless in a post-event inspection.

For a comparison of the output of the Supaspares 5-litre V8, a Leyland P76 4.4 V8 with the advantage of modified heads, a Holley 350 and manifold, an American cam and extractors produced 110 bhp at 3500 rpm and 600

lb-ft at 2000 rpm, on the Supaspares dyno.

Hydrocarbon and carbon monoxide tests on Supaspares Sun computer II show its 5 litre engine is well inside the ADR emissions levels, which indicates how efficient the engine is.

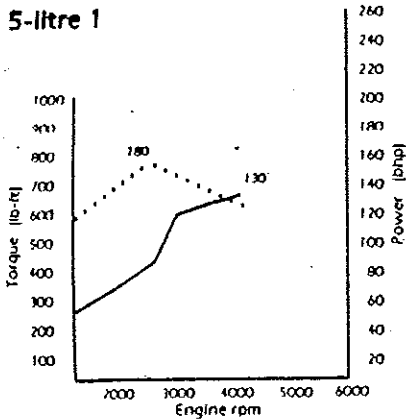
While he was in Sydney Al was brave enough to let a

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Magnetos - Coils
DYNEX 02747 3333

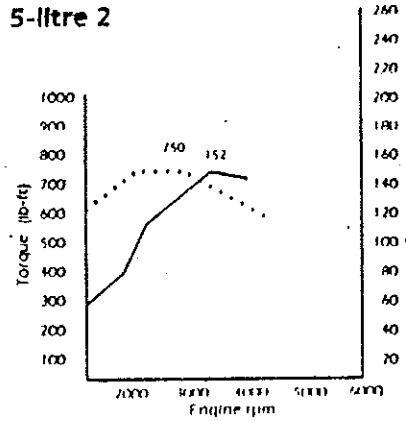
Edelbrock
V8 Manifolds
DYNEX 02747 3333

ELANCO
Gaskets • Teflon Blues
DYNEX 02747 3333

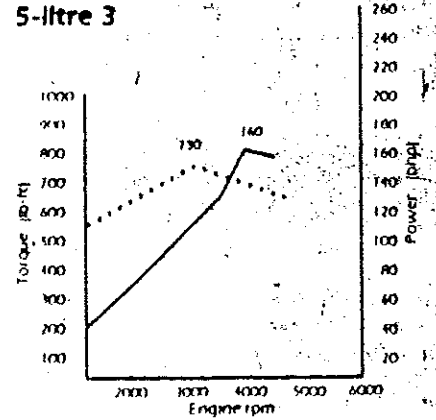
5-litre 1



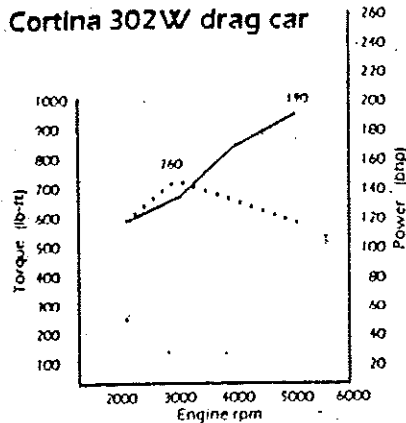
5-litre 2



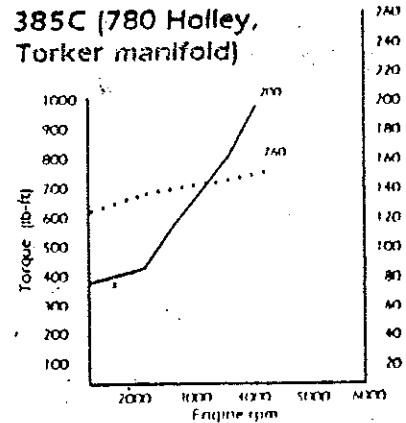
5-litre 3



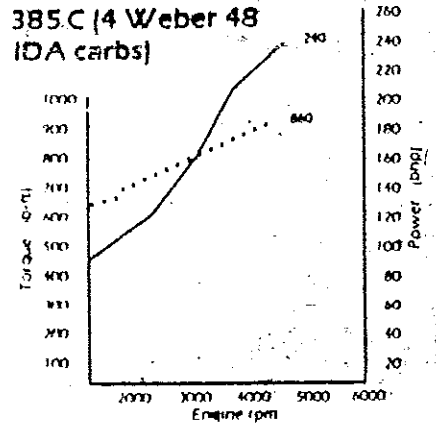
Cortina 302W drag car



385C (780 Holley, Torker manifold)



385C (4 Weber 48 IDA carbs)



Graph one is 5-litre in Range Rover with 350 Holley two barrel, number two is with 500 Holley two barrel, number three is in P76 with Holley 600 four-barrel. Graphs aren't directly comparable because of different gearing and losses through the Range Rover's 4WD system, compared to the rear wheel drive P76. The 302 Windsor Mk I Cortina is a pure drag engine. The 385 ci Cleveland V8 is a \$10,000 engine, with a comparison between a Holley carb and the Webers; Supaspares hopes for a similar gain with Webers on its 5-litre engine

Power —————
Torque

few of our blokes drive his Range Rover around the streets of beautiful downtown Lane Cove, and the car left them stunned. It gives a new meaning to the word grunt; in a 4WD like the Range Rover it not only feels like you could drive up the side of Ayers Rock no worries, you could throw a line around it and tow it away! And it's not lacking in power either; it's a super-impressive, super-civilised and unbelievably strong engine. And with a cam for more power (even with a trade-off in torque) it'd be a mind-blower!

Complete inner rehash

So how is it done? Obviously there are a lot of secrets, the main one being how Supaspares gets the alloy block to take the big-bore liners — the problems other engine builders have been defeated by with the Leyland block. How that's done will never be let out of

the bag, but the list of parts used and the machine work involved in each engine still makes for interesting reading.

First there are the eight cast liners and eight specially-made pistons with moly rings, with a bore size of 3.705 in. The cam is ground from a solid billet, the crank is reground and a new timing chain gearset with solid camgear is made. New heavy-duty bearings are fitted and the engine is fully balanced, including the pressure plate and flywheel. Oil flow modifications are also made to the block, which is also tunnel decked.

The head gaskets are specially made and the heads themselves are extensively worked to improve gas flow.

Contoured valve guides are fitted and modified to take special valve stem seals and new heavy-duty inner valve springs are fitted. (Which requires special relieving). The inlet manifold is port aligned

(and also at the Holley base), the overall result being a dramatic breathing improvement. The rest of the work on the engines are for Range Rover adaptations; things like drilling and tapping the block to take the standard Range Rover power steering set-up.

The real point of most of the development to date has been for 4WD applications where torque, rather than horsepower, is the major consideration. The engine is a bolt-in replacement for the 3.5 litre (21.2 cube) alloy Rover V8 Range Rovers have as standard.

The 5-litre P76-based engines are capable of much higher output and the development programme has already produced some high-performance parts including an alloy main bearing cage to strengthen the lower block, extractors, the full roller chain timing kits (which are also available for 3.3, 4.1 and 4.1

EFI Falcon sixes), high-volume oil pumps, four-barrel manifolds for racing and street, manifolds for four two-barrel downdraught Webers, roller rockers and anti-pump lifters. A McGee Air Sensors fuel injection system is also being tested.

There's a lot more development to follow, particularly in the carburettor and manifold options. And of course there's been no attention to dress-up, which obviously presents some wild options with complete alloy block, heads and manifold.

The price for a base Range Rover long engine on an exchange basis starts at \$4500, and is available in progressive stages of development tailored to use

Supaspares' base is at Bridge St, Nth Rockhampton, Qld, phone (079) 27-3944, and the NSW agent is John Davis Motor Works, Garemyn Lane, Middle Dural, NSW, phone (02) 652-1617.

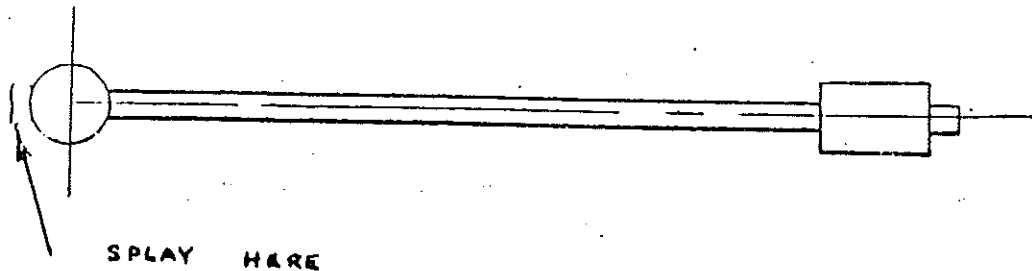
THANKS TO NEW ZEALAND CLUB FOR THIS INFORMATION

CABLE - HANDBRAKE LEVER TO SECTOR

PART NO. AYD5022.

The initial batch of this part was not splayed out at the terminal end prior to the terminal being sweated in position.

Where rectification is necessary, ensure that the splaying operation is carried out to ensure maximum durability.



C27/73

BRAKE PEDAL FREE TRAVEL

On early production vehicles, there may be instances of brake drag brought about by hydraulic pressure build up. This is caused by the lack of free play in the master cylinder push rod when it returns to the off position. It has been discovered that the rubber pedal buffer, AYD.5063, will arrest the brake pedal before the free state is obtained. This condition can be corrected simply by removing rubber from the buffer. When the correct pedal return has been arrived at, the stop light switch adjustment should be checked and adjusted if necessary.

C18/73

BRAKE PIPE FIXING

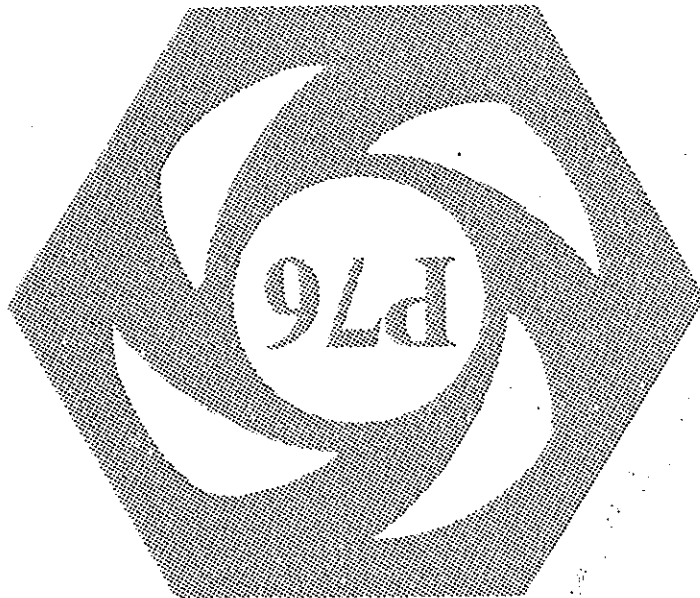
A number of early production vehicles have been built with a weld tag approximately 3" behind the right hand side body sill mounting bracket for the hand brake sector. This weld tag was intended to hold the brake pipe into the sill so that the pipe would clear the sector travel path.

The pipe should run below the tag and have the tag bent down over it. Some vehicles have had the pipe placed above the tag which could result in a chafe condition between the pipe and the sector. Later production vehicles have a 'P' clip fitted. All vehicles should be checked and, if this problem exists, should be corrected. (see illustration Page 12)..

C18/73

HAND BRAKE LEVER

If the hand brake cables are not correctly adjusted and the hand brake lever is pulled hard on, there is a possibility of the hand brake pawl tipping over when it overtravels on the ratchet, making it impossible to release. To overcome this, the hand brake cables should be adjusted so that the hand brake requires 2 to 3 clicks on the ratchet to move into the 'on' position with normal effort. On later production vehicles, the handbrake lever has been modified by the addition of a steel strip brazed to the top of the hand brake warning light trip plate. Early vehicles can be modified (as above) by brazing in the steel strip. The dimensions are 3/8" wide, 1 3/8" long and .060" thick.



Sender: 5 Turana St., The Gap 4061

Queensland



Owners Club

Queensland P76 Owners Club Newsletter

Sue Green
9 Apsley Place,
Taren Point
N.S.W. 2229

