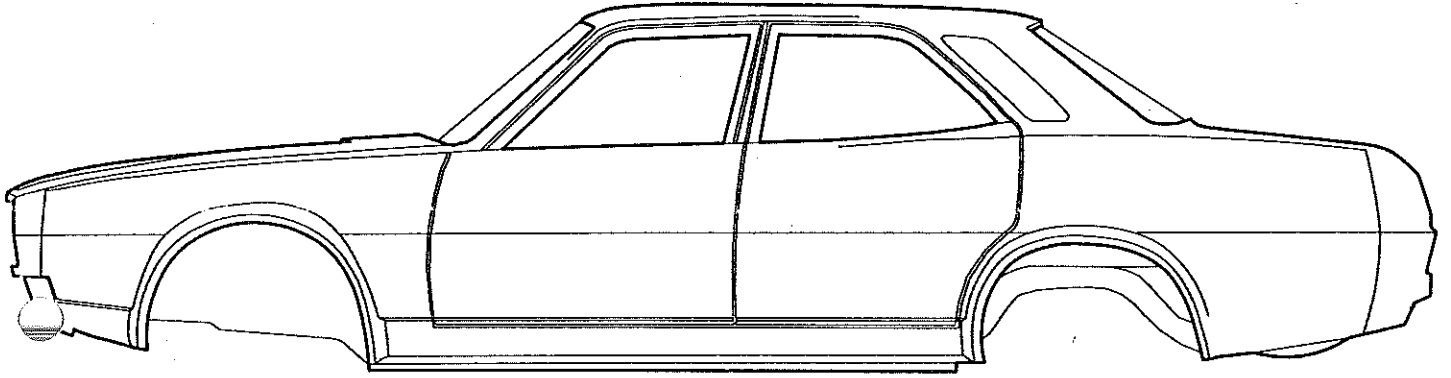
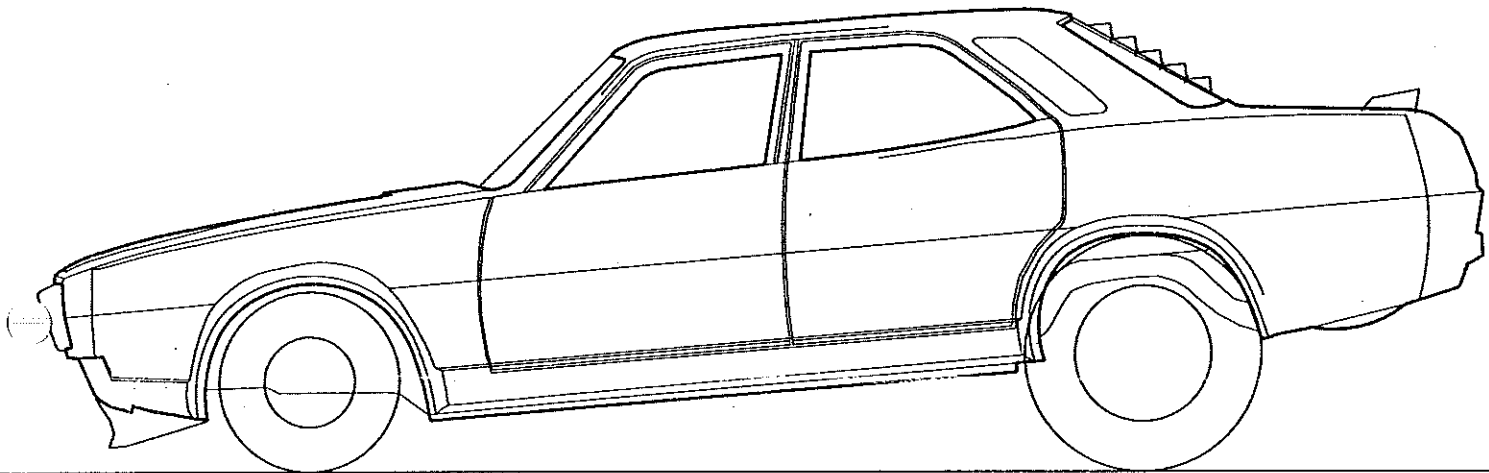


QUEENSLAND P76 OWNERS CLUB INCORPORATED

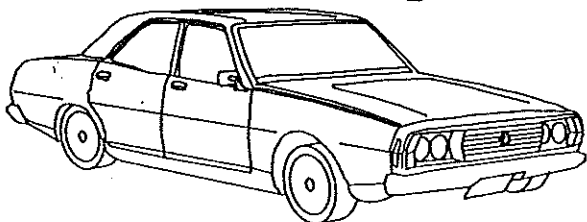


BEFORE



AFTER

P76. Anything but average



NOVEMBER 1991

CLUB INFORMATION PAGE

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This newsletter is the official publication of the Queensland P76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our notice.

GENERAL MEETINGS

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

TIME 7:30 pm

VENUE

Norman Park Uniting Church hall, Corner of Bennetts Rd and McIllwraith Av.

NORMAN PARK.

(at the round-a-bout)

DATES

| | | |
|-----------|-----------|-----|
| August | 8th | '90 |
| September | 12th | '90 |
| October | 10th | '90 |
| November | 14th | '90 |
| December | -- TBA -- | |
| January | 9th | '91 |
| February | 13th | '91 |
| March | 13th | '91 |
| April | 10th | '91 |
| May | 8th | '91 |
| June | 12th | '91 |

Annual General Meeting
July 10th '91

CLUB OUTINGS

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

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

CLUB MEMBER OF THE YEAR

Points allocation

| | |
|-------------------|----------|
| - attend meeting | 1 point |
| - raffle donation | 1 point |
| - organize event | 4 points |
| - attend event | 2 points |
| - win event | 1 point |

Editorial

Hello everybody. This month we've got the third & final installment on the Alloy V8 story. I hope you all have enjoyed the previous installments. Also inside, you'll find a message from our President, as well as an up to date (I hope) membership list and some invaluable information from our technical writer, Tugger Florio.

See you all at the Presidents Challenge this Sunday (24th November). see dates for your diary for more details.

Dates For Your Diary

Sunday 24th November. The Annual Presidents Challenge. Our club President, Mr Neil Lyons has organised another one of his famous observation runs. On ya Neil ! Meeting at the Milton Park n Ride at 9:00am departing at 9:30. See you all (yes all !) there.

Saturday night, 7th December. Christmas Party at Brentleys. Bookings for this night are now closed. For those who have paid the deposit - here are the arrangements for the night :
Arrive 7:00pm-7:30pm. 497 Lutwyche Road Lutwyche
Bring \$20 per head plus Drink money.

For Sale

Starter Motors \$65 exchange - Geoff Kenward - Ph 267-6046

V8 water pumps - 2 fully reco'd - \$140 each - Ron Armstrong.
Ron is also offering a reconditioning service for water pumps. The cost is \$70 if the impeller is O.K. or \$110 if a new impeller is needed. (Ron can get new impellers manufactured from brass (or is it bronze ?)). Note - this is NOT on an exchange basis. Ron will only repair the water pump you supply him. Ron's number is 277-2213.

Factory Air Conditioner. Complete firewall and in-dash evaporator/fan/heater assy. Brand new in Original Leyland Box. (no pump or condensor) \$140.
Phone Graham Fitzgerald (0666) 241 404 a/hrs (Lismore)

2 - 6 cylinder P76's (supers). 1 fully reco'd motor incl. new pistons but dissassembled. 1 car repainted, no rust, mech AI, new set of Michelins.

For full details contact Ed Zillman on 345-6478 (home) or 234-5689 (work) ... or contact Mark Pickering who has letter Mr Zillman sent to club listing full details & history.

Spanish Olive Executive - Good body & interior, no rust, well looked after. Contact Kevin Burchard 203-1263 (Deception Bay)

Fully reco'd BW35, selector, pedal (full auto conversion) \$350.
contact Haroon Probst 805-1997 (w) or 290-2187 (w).

Wanted

V8 Flywheel & p/steer intermediate shaft Haroon Probst.

2 - Arm rests - Must be in g/c but any colour O.K. - M.Pickering.

President's Page

Welcome to the November issue of our Magazine - however, if the powers that be in the wonderful world of automobiles have their evil way, I suppose that there will not be a monthly magazine, there will not be a Leyland P-76 Owners' Club, and there will not be a single Leyland P-76 outside of a museum, within five years from now.

That is how serious the situation is - they say that people get the Government they deserve, but God only knows what we have done to deserve this. Not only the Federal Government, but the State Governments (in particular Victoria) have jumped on the "ban the bomb" band-wagon.

We have the random road-side checks as a common occurrence, and occasionally they have a "blitz", where they round you up, and direct you to a nearby football field or similar where you have people from the Department of Transport crawling all over your car, and one and a half hours later asking you stupid questions like: "Where did you get the V-8 from?"

Why has this come about? The best statistics available show that less than one percent of injury causing accidents are directly attributable to mechanical defects. This INCLUDES the bus crashes on mountains as a result of brake failure!

If you want to play with statistics (like people in the Government are fond of doing!), you can say that this proves that NINETY-NINE PERCENT of crashes are caused by cars in good mechanical condition, and if people drove old "bombs" aware of their limitations, the accident rate would be substantially reduced.

What really causes it is a two-pronged process. Firstly, there is an enormous amount of political pressure being brought to bear by the new vehicle manufacturers (and importers), who would dearly love to see the economy "stimulated" by people being FORCED to buy a new car every four years or so (just like Japan!).

The second prong is that the Government is trying to distract the public from the fact that it is not spending all of the taxes etc. from registration, petrol, sales tax and so on where it should be spent, i.e. on the roads. Rather, these funds are gleefully being collected by ALL of the Governments, to enable them to balance the books.

THEY are trying to claim that old cars cause accidents, and THEY are actively trying to ban old cars, and some of the proposals being put forward by self-interested groups are that any car over TEN years of age be banned, or else make the regulations so stringent that it is economically impossible to run an "old" car.

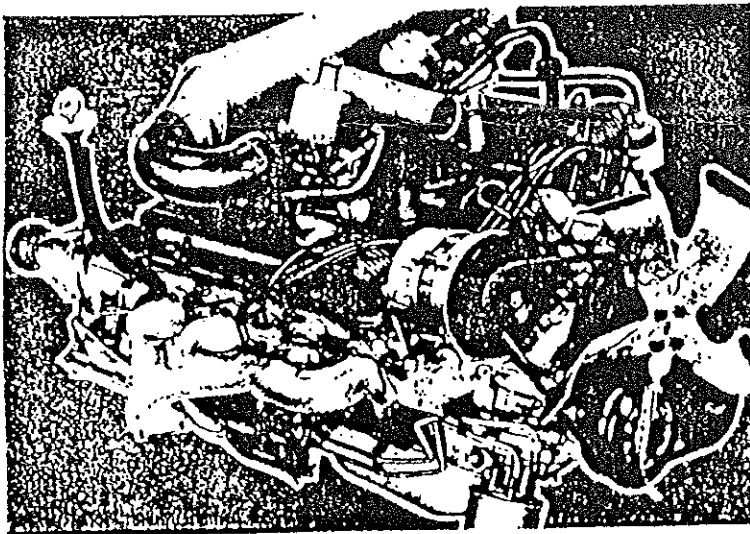
What are we doing about it? The question is, what are YOU doing about it. Write to your local member, and complain, NOW. Tell them that you, and everyone else who chooses to drive a car with character, that you will not be voting for them, until they change their tune. Do it now, before it's too late.

started in 1966 when Rover suggested a merger with Morgan to produce a sports car fitted with the V8. The merger idea was not received very well by Peter Morgan but he loved the idea of the V8 and negotiations commenced for its fitment. A problem occurred with the Leyland merger when Leyland wanted permission from GM to use the V8 in a Triumph sports car as well as the Morgan. GM gave permission for the Morgan but would not commit themselves on the Triumph. In the meantime Peter Morgan and Maurice Owen shoe-horned a Buick V8 into a modified Plus Four and a very successful car it proved to be. It is still owned by the factory.

After two years of negotiation they were no nearer a resolution and Leyland was anyway trying to sell Peter Morgan its Triumph engines, but Morgan insisted on the V8. He eventually convinced George Turnbull from Leyland to go to the Malvern factory and drive their prototype. A brief blast through the hills and Turnbull returned, breathing heavily and a bit pale and shaken, to give his approval. He said "You can have the engine as long as you don't take too many." The car was exhibited at the 1968 Motor Show and was an immediate success.

The use of the faithful old V8 for the SD1, the pride of Leyland's new marketing strategies, called for some fundamental rethinking from the engineers as they were faced with calls for more power (does it ever stop?), a higher rev range and the eventual need to meet more and more stringent emission controls.

The first step was to alter the valving in the hydraulic tappets to delay the point at which they started to "pump up" and after that to improve the breathing. Changes were made to inlet and more importantly exhaust manifolds, with dual outlets per bank, and a much

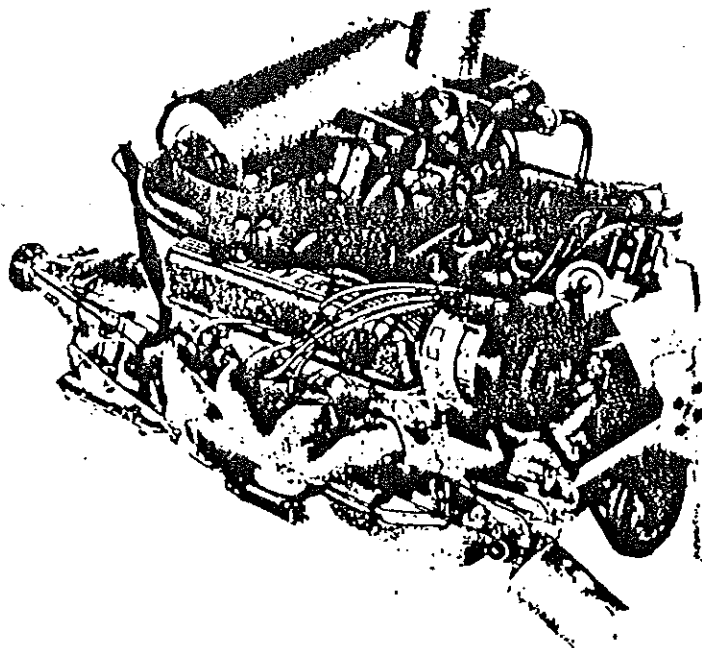


The Rover 3.5 version with cast rocker box, power steering pump, modified oil filter to clear the cross-member, and trailing manifolds as used in the Morgan V8.

better extractor effect and new single valve springs were introduced. Other changes included electronic ignition, changed spark plugs; altered oil pump design and water pump impeller. Piston ring depth was reduced to cope with higher revs and the temperature controlled air intake valve was introduced into the air trunking. This engine developed 155bhp at 5,200rpm and 198 lb/ft torque at 2,500rpm. Fuel injection was added later with 15% increase in hp.

Those are some of the major applications for the Rover V8. There are of course countless one-offs and specials, but the engine stands out because of its reliability, its kindness to different mounting brackets (nothing seems to vibrate and fall off in service) and its durability. The British Army made all sorts of demands on it for the application to the new military V8 Land Rover (1976), even demanding that soldiers must be able to stand on it to service it. It has taken all the abuse without complaint and sadly for British engine designers remains one of the best engines seen in British cars. One should of course never forget the brilliance of the Jaguar engine designers when deferring to the rest of the world.

It is interesting to compare this engine with the motors coming from Japan where, if one looks the other way for six months, one is completely out of touch with the technology. First it was two valves per cylinder then four (well after the UK, remember the Triumph Dolomite Sprint?), soon it will be sixteen per cylinder with triple of quadruple overhead camshafts with performance controlled fuel injection and manually adjustable turbo boost and so on.

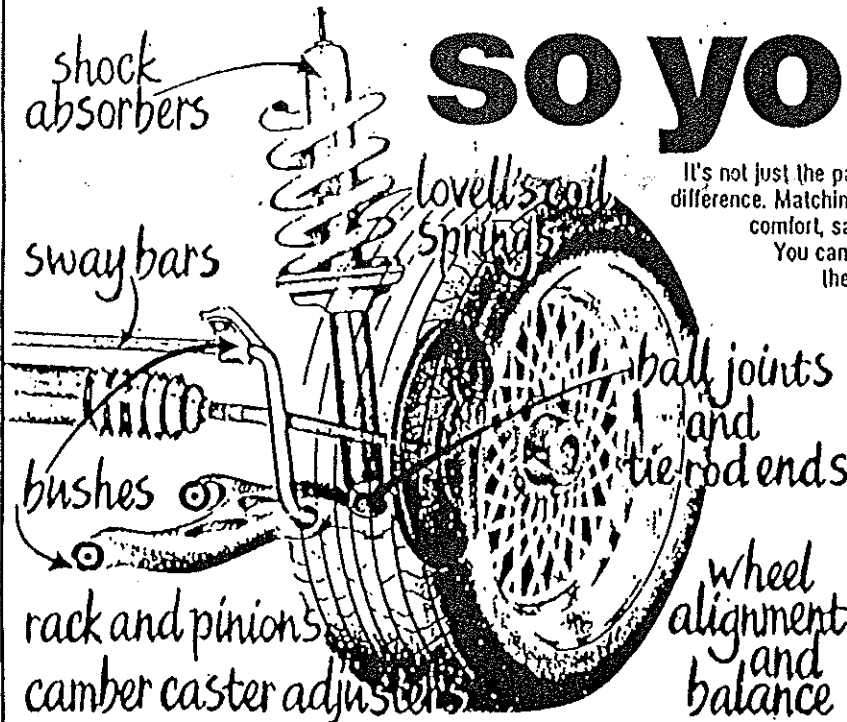


The Rover 3500 [old model] unit with centre take-off manifold, forward sloping oil filter, and revised pulley arrangements.

The Brits have taken an engine on, upon which design was started in 1950, and which is fundamentally unchanged here in 1989 and still compares adequately with its peers for performance, reliability and durability. I must confess that I will be interested to see just how many more years Land Rover Limited can wring out of it.

Reprinted from RRC NSW.

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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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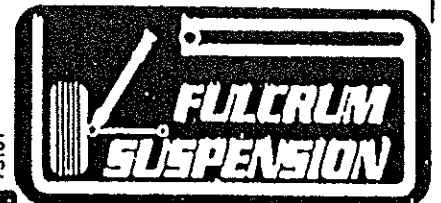
Ph (07) 892 2647

Also at: 23 Nundah Street, Nundah. 4012

Ph (07) 268 6788

and 70 Ingham Road, Townsville. 4810

Ph (077) 72 6144



F5167

Un-Technical Talk

(Things I've done recently that haven't stuffed up!)

Giddy Readers, it's TUGGER FLORIO* here. I suppose you're wondering what this month's technical tip is!

Well, I'll tell you! At the bottom of this page, you'll see a bottle of the most amazing substance ever, which will cost you around the \$2 mark, from any quality toy-shop.

It's a clear orange enamel paint, which is perfect for repairs to indicator lenses, particularly the front ones. If your front indicators are missing bits and pieces because you've driven into Aunt Maud's shrubbery at a fair rate of knots while trying to open a tinnie, and you can't afford to buy a new indicator lens, then this is for you!

First, remove the lens, by undoing the nuts holding it in. (Yes, Virginia, you DO have to remove the battery on the front left side!). Next, clean off all of the dust and gunk, and remove the separator between the indicator and the park-light. DON'T throw the separator away - rather, make yourself a new one from the top of an ice-cream container, or similar sort of plastic.

If there is a piece of plastic broken off the indicator part, don't worry! Put some firm cardboard on the INSIDE of the indicator lens over the hole or broken section, and from the outside, liberally apply some opaque Silastic goo. (I find that window sealant does an ace job).

Once you've finished with the Silastic, smooth it carefully with a flat edge, to get the finished product as smooth as possible before it sets, and level with the outside face of the indicator. The best way to remove excess damp Silastic is with a wet cloth. Once it sets, if it is lumpy, you've got Buckley's chance of levelling it out properly.

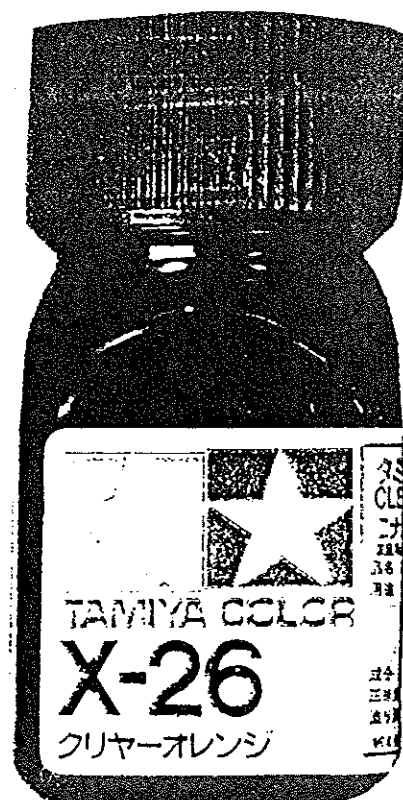
When you've filled in all of the missing pieces, and cleaned up the dirt from inside, simply paint on the clear amber X-26 on the inside for the original lens, and both inside and outside for the bits you've replaced with Silastic. About three coats will do the job, insert the new separator made from your ice-cream lid, and replace the indicator/parking lamp unit.

Good as new, isn't it!

See ya next month!

TUGGER FLORIO*

*TUGGER FLORIO is not the author's real name - he is such an idiot, he probably doesn't want to be identified!



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20-11-1991

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Two killed and Tim can't forget . . .

TIM Renfrey survived a horror road smash but he is tormented by the sad knowledge that two other young men died in the smash.

Tim, 21, thinks about the accident every day — what he could have done to avoid it, what the other driver could have done?

"But I have to stop thinking like that or I'll go crazy," he said. "There wasn't anything I could have done."

The accident happened on a Saturday night in August on the two-lane Pamphlett Bridge at Tennyson when Tim's Leyland P76 and another car collided head-on. The other driver and his front-seat passenger were killed instantly.

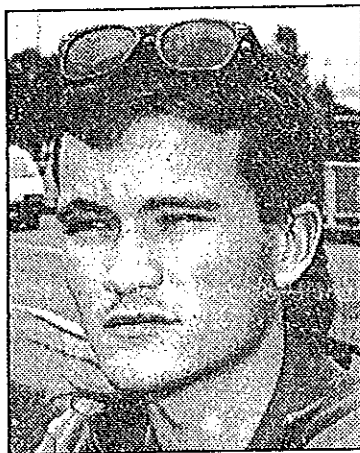
"I'd be dead if I'd been driving a smaller, less solid car," Tim said.

"As I hit the bridge I saw a car come on to the bridge at the other end, then all I can remember is seeing its headlights in front of me."

Tim refuses to drive at night since the accident.

"I'm all right during the day but at night I can't stand seeing the headlights of other cars coming towards me," he said.

Nor has he been able to return to his normal work duties as an



Tim Renfrey: strain.

apprentice carpenter because of his injuries.

He broke two toes, tore tendons in his leg and still has no feeling where he has damaged nerves from a deep gash in his forehead. Tim was off work for six weeks after the accident and since his return does only office work and deliveries.

"I find it helps if I talk about the accident," he said. "And that has put a strain on my girlfriend and housemates but they've all been very understanding."

He also finds he now is a constant critic of people's driving.

"There's no such thing as a safe driver," he said. "The things I see people do while I'm driving around on the job are amazing."

"People learn the rules to pass their tests and then they throw the rule book out the window."

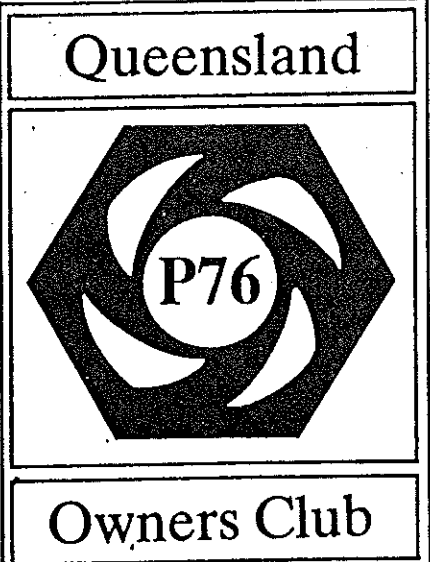
"I especially hate drink-drivers. I threatened to break a mate's legs a couple of weeks ago because he wanted to drive after he'd been drinking."

"I've heard about plans to send people convicted of drink-driving to accident scenes and to hospitals where accident victims are — maybe that would shock them into waking up."

Tim, of Rocklea, has found his best therapy has been to start rebuilding another Leyland P76 to replace his pride and joy.

"Now if I can't sleep at night, I get up and work on the car until I feel tired," he said.

SENDER: P.O. Box 343, CARINA 4152.



Queensland P76 Owners Club
Newsletter