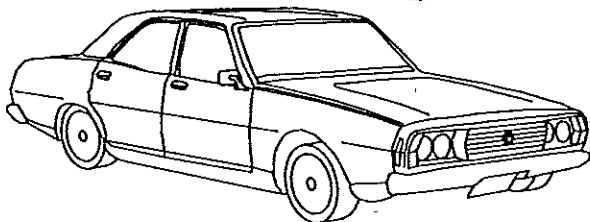


**QUEENSLAND P76
OWNERS CLUB
INCORPORATED**

P76. Anything but average.



SEPTEMBER 1991

CLUB INFORMATION PAGE

YOUR COMMITTEE

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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

Hi Guys n Girls. This month we have our first Presidents report from our Pres - Neil Lyons. Also I have the first installment of an article on the history of the Alloy V8 kindly sent to me by Brad Neal and Natalie Barnes. Members who have not renewed their subscriptions should do so now to ensure they can read the following installments of this very interesting story !! Also an article from some chap who calls himself Tugger Florio - sounds like he's pulling his pud !

Last months cover showed Troy Green's (Sydney) immaculate Pearl Red P76. Appologies to all for the poor reproduction (halftones are the only way to go). Also to Troy for the poor reproduction - sorry mate.

More apologies - this time to Ron Armstrong for getting his phone number incorrect in the June Mag's membership list. His real phone number is : 277 2213. All make the change now !!

Don't forget this Sunday is the swap meet at Rogo's Ranch (He has just become a Father-in-law).

Don't forget Sunday 27th October is the Mt Cotton Day - now you've all had plenty of warning about this one - no excuses !! Do as many burn-outs as you like right in front of a coppa ! - He will probably do better ones than all of us !

Dates For Your Diary

Sunday 29th September Graham & Pat Rogerson are hosting a swap meet at their place which commences at Midday. Prior to the swap meet we will be visiting a local Burpengary man's collection of vintage trucks etc. This should be highly interesting and all are invited to come along. The museum visit will commence from the Rogerson residence at 9:30 on the dot, returning for the swap meet and barbeque at 12 midday. "Greenglades" Old Gympie Road, Marangba.

Wednesday 9th October. Monthly Meeting

Sunday 27th October. Driver Training day at the Police Driver Training complex at Mt. Cotton. 10am-2pm - all come along for fun and games !!!!!

November 8,9,10th (Fri,Sat,Sunday) Eskabition, at Esk of course. Camping weekend with convoy through Esk. Contact Julie on 285-2749 or Dell on 368-9387.

Wednesday 13th November. Monthly Meeting.

Sunday 24th November. The Annual Presidents Challenge. Our new club President, Mr Neil Lyons will organise his first official club event since taking office. On ya Neil !

Saturday night, 7th December. Christmas Party at Brentleys. See minutes in this issue.

Membership Subscriptions

Are NOW Due

25 Dollars

* Last Chance *

This will DEFINATELY be your LAST magazine if you have not paid by the time I print the next issue. Please send your subscription of \$25 to :

The Treasurer
Old P76 Owners Club Inc.
P.O. Box 343
CARINA QLD 4152

For Sale

* * * * *

The following list of parts is available from Marjorie Hassebrook
Ph 228-3480

350 Holley.....\$ 80	Pop-Up Sunroof	\$ 50
Doors	New rear Bumper Bar.....	100
Bumper bars (gc).....	Integrated Air (complete)	100
Full set body chrome.....	Bonnets.....	40
Windscreens.....	Auto Boxes.....	offer
Diffs 8 & 6.....	Targa Mags.....	offer
Drive Shafts.....	Blinker lenses (rear)	20
Blinker surrounds.....	Consoles.....	40
Rear Seats.....	V8 inlet manifold.....	20
Pump up Shocks (new).....	Heavy duty springs n/new	40
Instrument panels.....	chrome kick panels set gc.	40
grills.....		

5 bodys with various parts make an offer

The following list of parts is available from Mark Williams
ph 812 2089.

V8 diffs (3).....\$100	6cyl diff	\$100	
Brake Booster (2).....	50	Consoles (2 - 1 cut)....	50
Power Steering units	150	Tail Lights & surrounds	
Steering racks		Steering Columns (2)	
Pump Up shocks (2 sets)..	30	Dash board (deluxe)(3)	
Headlight Backing Plates	30	Manual Pedals	
Clutch Cable		4spd box.....	500
V8 Motor rdy 5 weeks....	1000	Front end suspension	

Deluxe 6 Cylinder Column Auto, motor needs work - body average with a little rust. 11-91 rego. Interior fair. Auto, water pump and master cylinder reco'd within last 2 years. log book \$300. David Bentley. 844-9085 (morning)

Deluxe 6cyl col auto, O'Fudge with white roof rego 1-92, fair cond, a little rust. T. Whinham, Coorparoo 392 6317

Deluxe 6, 8 months rego, new tyres, clutch. No rust, orange, interior pretty good. \$1000. Greg Johnstone a/h 379-1283

President's Page

WELCOME to the September issue of our Club magazine - if you peruse the list of coming Club activities elsewhere in this issue, a number of important events are to take place towards the close of the year.

First and foremost is the day at the DRIVER TRAINING CENTRE at Mt Cotton, commencing at 10:00 a.m. on Sunday, 27th October, 1991. We have the use of the whole Driver Training Complex for the day, for the mere cost of \$20.00 per driver.

A similar day was held in March this year, and everyone who attended couldn't wait to get back there!

A qualified Police instructor is on hand to advise on all aspects of driver control, skid control, emergency braking etc. It is totally safe, and every one who went there learnt something about safer driving practices, and thoroughly enjoyed themselves.

The annual "ALL BRITISH DAY" was held on Sunday 25th August, 1991. As you would know, our Club held the perpetual trophy for the "Best Club Display" from the previous year, and in fact our Club has won the trophy on three separate occasions from 1981! However, this year we had to hand the trophy back, as it was won by the Austin 7 Register of Qld. You can be assured that we were crying "FOUL" at this, as our Club yet again had the best Club display there, and attracted considerable interest. (This is despite being placed in the very bottom paddock!). Many thanks to Allan Schutz for the engine/drivetrain display, and the "bridal cars" display, and to our members who came from as far as the Gold Coast and Bundaberg for the day. It's just a pity we didn't win!

Our outing this month is MARK PICKERING!!! - no, sorry, I'm only joking - these days, we have to be particular with the use of certain words. Our Club Member's monthly activity (outing) is a SWAP MEET at Graham & Pat ROGERSON'S (Old Gympie Road, Narangba - watch for the signs, or phone for directions!), commencing at 12:00 noon. For those who are interested, there's some old bugger nearby who the Pommy (Rogo) knows, who has a stack of old trucks etc., and a guided tour has been organised. Those interested are to meet at Rogo's place at 9:30 a.m. sharp.

On a more serious note, I noticed that last month's cover feature photo was of a NEW SOUTH WALES vehicle! Surely, we must have some nice photos of our own QUEENSLAND cars (especially after whopping it to them in the State of Origin) - if any of you have a nice photo of a Qld registered car, PLEASE lend it to Mark Pickering, as he seems to be scraping the bottom of the editorial barrel for his pictorials!

Until next month, enjoy happy & safe P-ing!

EL PRESIDENTE

ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG 4066
FAX No. (07) 371 7050

** JAPAN'S ASSAULT ON THE AUSTRALIAN HOBBY MOTORIST **

MAZDA'S 'OLD VEHICLE ERADICATION PROGRAM'

Ref: L15

It has recently been brought to our attention that the Mazda Car Company in Australia is another Multi-National Corporation pushing to rid our roads of older vehicles.

They do admit there is no evidence to suggest the vehicles more than 10 years old are involved in more accidents than vehicles less than 10 years old but they still insist on their removal as they say this is not an issue of their own self interest but merely one to conserve Australia's resources.

We ask how come this push to remove older vehicles from our roads if not out of self interest. This is another disguise by a major vehicle manufacturer to feather their own nest.

We believe our natural resources will be stretched even further with the continual manufacturing of new vehicles, rather than retaining the old.

We quote their intentions from one of their recent 'publications'.

- 1) That as from January 1, 1992 all State Governments introduce strict uniform, annual roadworthy inspections for all passenger vehicles, commercial vehicles and motor cycles four years and older.
- 2) That as from January 1, 1993 any vehicle which falls to meet ADR 27A, covering emission controls which had an effective introduction date of July 1, 1976 be refused registration in all States and Territories.
- 3) That as from January 1, 1994 any vehicle that does not meet ADR 4B, covering front retractor seat belt introduced in January 1, 1975 be refused registration in all States and Territories.
- 4) That as from January 1, 1995 any vehicle that does not comply with ADR 29 covering side door strength, which had an effective introduction date of January 1, 1977 be refused registration in all States and Territories.
- 5) That as from January 1, 1995 vehicles should be progressively refused registration in all States and Territories if they do not meet set down ADR criteria enacted 14 years earlier ie. 1981.

Can you imagine fitting your Model T, Model A, FJ Holden or classic vehicle with all ADR requirements as at 1981. We strongly suggest all Clubs and individuals write to Mazda condemning their draconian attitude towards this approach to rid our roads of older vehicles merely to enhance their profits.

SUBARU'S 'BID TO BAN PRE 1986 CARS'

Subaru Australia is another Japanese car company who have admitted they are pushing for an aggressive approach to get pre 1986 cars off Australia's roads.

What right do these Japanese Multi-National Corporations have to dictate to the Australian people the age of the vehicle the populous must drive. Subaru's, Mr Peter Sturrock said Australia has one of the oldest car fleets in the world. We ask 'so what'. Does he feel threatened by this. He wants to introduce a system whereby you or I must purchase one of his, overpriced late model 'Tin Cans' so he can enhance his Company's profits.

He suggests that pre 1986 cars are 'dirty' pumping out noxious emissions into our atmosphere. We ask how much noxious emission does his Company pump into the atmosphere manufacturing their new cars.

He wants Government to reduce the tax on unleaded petrol, hereby making leaded petrol more expensive. Does he realise that some European countries have gone back to leaded petrol because of the corrosive qualities of emissions from unleaded petrol.

Please don't be fooled by the Smokescreens these Japanese Corporations are placing before you.

They mean business, they want your old car off the road, just like they have done in their country.

Don't be dictated to by these large Corporations. It is your right in this Democratic country to drive the vehicle of your choice.

We encourage you to write to Mazda/Subaru's General Manager protesting in the strongest possible terms using some of the following sample paragraphs and reasons against their ludicrous ideals.

The address to write/fax to is:

Mr Malcolm Gough and/or: Mr Peter Sturrock
Mazda Australia Pty Ltd Subaru Australia Pty Ltd
37 Lorimer Street 250 Victoria Street
SOUTH MELBOURNE VIC 3205 WETHERILL PARK NSW 2164
Fax: (03) 690 5481 Fax: (02) 725 2240

- 1) Australia is a free Democratic country and we don't need a Foreign Multi-National Corporation dictating what type of car we must or must not drive.
- 2) I will not be part of your conspiracy to force people into purchasing one of your products which are overpriced and vastly overrated from a safety point of view.
- 3) If companies such as yours manufactured a quality product which did not rust, was not expensive to repair, or was structurally sound then you may persuade me to purchase one of your products, but until such time this happens, I will continue to drive my old car.
- 4) Your proposals to rid the roads of older vehicles is only one of self interest, and if people won't buy your product don't try and side with the Government to force people to do so. You will meet more opposition on these proposals than you have bargained for.
- 5) I am a hobby motorist who enjoys driving my older car and I have no desire to own a late model overpriced 'Tin Can'.
- 6) How can your five point plan help (a) the economy of this country whose import deficit is already out of control; or (b) the conservation of the world's resources, when a company like your keep manufacturing. Don't you realize that we already have too much plastic on this earth.
- 7) If you insist that older vehicles are unsafe and all vehicles older than four years must undergo a strict annual roadworthy, please issue me with statistics to prove your point.
- 8) Annual roadworthies don't 'save lives'. This is an excuse companies such as your use to hoodwink the public which enables an inspection system to be introduced which will have such stringent guidelines that it will eventually force older vehicles off the road. This will have an effect of increasing your car sales making for larger profits. Of course that is not in Mazda/Subaru's interest.
- 9) I am pleased I don't have to rely on the windshield in my old car to become part of its structure.
- 10) How about the Government introduces roll-over test on all new cars sold in Australia. This should be part of your proposal or doesn't Mazda want any part of that.
- 11) If Mazda/Subaru produced a structurally sound motor vehicle then there would be no need for intrusion bars in the doors.
- 12) Are plastic bumpers stronger than steel. The structural quality on new vehicles has deteriorated over the years but Mazda/Subaru would never admit that would they.

13) Mazda/Subaru's purpose of ridding our roads of pre 1986 vehicles has nothing to do with safety or emissions, it's all to do with increasing profits.

14) I will not be dictated to by Japanese Multi-National Corporations as it is my democratic right in this country to drive the vehicle of my choice. Keep your restrictions in your own country.

15) Perhaps the executives of Mazda/Subaru have the benefit of a company car. Many Australians don't have such a privilege. Maybe if those executives had the boot on the other foot then their opinions would be completely different.

Yours faithfully

Mr John Citizen

The Leyland P-76 Owners Club of Victoria Inc:

C/o 51 Henderson St
Indented Head
3223 Vic.

EASTER 1992

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Bulletin No 3. 27-8-91

Further Information on Easter Get Together; Do not be alarmed that you have not received Bulletin No 2 as yet, we have sent that down the normal channel, club magazine's.

What we predicted was that Rutherford Park would be filled by the end of August, there are now only four beds not booked, but this does not mean that you will miss out, we are now booking people into the Motel at Creswick, so if you get in touch with us soon, we will arrange a booking for you; but I have been informed that the Motel will only extend this offer until the end of September.

Motel current price for double is \$54- family room \$67- per night

*We will be putting a polo type shirt out for the Get Together, similar to the last one the S A Club put out, so; to give us an idea of how many are required, and of course the size, would you please fill out the form below and return to the Co-ordinators as soon as possible; and enable us to obtain the best price.

NUMBER REQUIRED

*Polo shirt size 14	-----	()
==	==	==
==	==	==
==	==	==
==	==	==
==	==	==
==	==	==
==	==	==

Please tick size and indicate how many are required with your names and return to

RON HARRIS
51 HENDERSON ST
INDENTED HEAD 3223 OR PHONE 052-571-725

*****EASTER GET TOGETHER 92***** 2-8-91
BULLETIN NO 2

WELL, Bookings for Easter next are moving along nicely, and very soon, we will be full up at RUTHERFORD PARK, so a gentle reminder to all our members in vic & interstate members who are still making up there minds about staying with us at the PARK, do not delay for too much longer, as of now, there are only about ten beds left not booked.

*** however if, the PARK fills by the end of AUGUST as I expect it will, then we can book you into the MOTEL at CRESWICK, if we receive your Booking soon.

People who have already made Bookings at CARAVAN PARKS, would you PLEASE let the CO-ORDINATORS know and register with us, THIS is a must, if we are to cater for you at the evening meals.

***ALL meal bookings for people staying at CARAVAN PARKS, must be paid in full at the time of booking, which should be at the time that you REGISTER with us, as it is highly likely that some will miss out, as seating at the COMPLEX could be Limited.

EVENING MEAL COST FOR THREE COURSES IS SET AT \$15-00 per person***

IT would be a great help if the MEMBERS indicate to us, as to whether, They will require meals on all three nights or just one,

The meal bit above, is for day trippers as well as for the People in CARAVAN PARKS ect.:

*** PLEASE NOTE WE CAN NOT BOOK PEOPLE IN TO CARAVAN PARKS AS WE HAVE MADE NO ARRANGEMENTS WITH ANY OF THEM.

FURTHER INFORMATION WILL FOLLOW AS WE ROLL ALONG.
SEND WITH YOUR BOOKING & DEPOSIT THE EXACT NUMBER OF PEOPLE WHO WILL BE COMING.

SEND TO ,
RON HARRIS
51 HENDERSON ST
INDENTED HEAD 3223

MINUTES OF THE MEETING HELD ON SEPTEMBER 11, 1991

The President opened the meeting at 7.32p.m. and thanked everyone for their attendance.

MINUTES: The minutes of the meeting were read by the president. Moved- Col Murray. Sec- Graham Roserson.

APOLOGIES: Received from Dell Murray.

INCOMING CORRESPONDENCE: Newsletter and Entry form from Esk Shire Council re: Esk Eskibition.
Letter from N.Z. Club
Club Magazines from N.Z., S.A., VIC; and N.S.W. Clubs.

OUTGOING CORRESPONDENCE: Letter to N.Z. Club re: Magazines.

TREASURERS REPORT: Previous Balance- \$2767.72
Received- \$600.00
Expences- \$326.00
Balance for September- \$3041.72
Moved- Graham Roserson. Sec- Keith Nicholson.

BUSINESS ARISING FROM PREVIOUS MEETING:

ALL BRITISH DAY: The President gave a report on All British Day. It was felt that the club had best club display and yet the club came home empty handed.

CHRISTMAS PARTY. (7th December, 1991): Brentleighs Theatre Restaurant. Names and numbers were taken down at the meeting and there are only 6 seats left. Anyone wanting to so please contact Julie Emmerson as soon as possible or else you will miss out!

SWAP MEET (27th September, 1991): The swap meet will be held at Graham and Pat Rosersons place. It was suggested that the editor put a mud map in the magazine for people wanting to go. An add will be put in the paper about the swap meet.

ESK ESKIBITION (7th-10th November): Discussion on Esk Eskibition was deferred to next meeting. Further information at a later date.

MT COTTON (27th October, 1991): As per the Magazine. For more information contact Mark Pickering.

GENERAL BUSINESS:

ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND: Col Murray and Graham Roserson gave a report on the meetings from the Assoc. of motoring clubs. Col Murray proposed that the club send \$40.00 to the association so the club can receive more newsletters and information when sent out. Moved-Graham Roserson. Sec- Keith Nicholson.

Graham Roserson said that there was a very urgent meeting concerning people who drive or own cars over 10 years old to be held at a complex at Mitchelton. More information at next meeting.

Graham Roserson received a newsletter about the Fourth Annual Car Classic on Sunday 13th October, 1991. Cars from 1901 to Modern will be there. It was discussed at the meeting that the club might get a party together at the next meeting to go and do a display for the club. Anyone interested in going contact Graham Roserson for more information.

The President presented Trophys for the Observation Night Run which was held in June.

Julie Emmerson put to the meeting that the Annual Ladies Challenge have a perpetual trophy instead of a new trophy every year.

It was discussed at the meeting that the club start up a stock Control.

Col Murray gave Alan Shutz the remainder of the Gasket sets and front end corner moulds.

Peter Rose advised the meeting on how to tune your car for emission purposes.

The gentleman who owns the 2-door P76 contacted Col Murray requiring front panels.

BIRTHDAYS: There were a few people celebrating there birthday this month, they were: ANDREW GIBSON, RON KELK, PHILLIP POMMERENS, BRETT SHAW and MARK SWALLOW. The club would like to wish anyone having a birthday this month a HAPPY BIRTHDAY!

Mark Elms advised the meeting about Engine Mounts being recone in polyurethane. More information at the next meeting or contact Mark Elms for more information.

Graham Roserson advised the meeting about the bearing mount in the top of steering column. The plastic bearing is prone to break. Graham Roserson advised everyone to be aware of the problem. No spares have been located at present.

Keith Nicholson advised the meeting about the reversing light which is wired through the blinker mechanism and is prone to wire damage in blinker unit itself.

Neil Lyons requested information on hydraulic clutch modification. Ron Keik advised major modification involved.

Alan Shutz requested information on retractable seat belts. Jack Day advised meeting that he had some installed for \$100.00 a peice at Springwood.

CONTINUED →

Col Murray told the meeting that he had a upper cylinder lubricant injector left for sale.

As there was no further Business the President closed the meeting at 9:00p.m.

Miss N A Barnes
Lot 5 Glendale Road
Glendale Park Estate
via ROCKHAMPTON QLD 4702

13 August 1991

The Committee
Queensland P76 Owners Club Inc
c/- Mr Col Murray
1/95 Barbaralla Drive
SLACKS CREEK QLD 4127

Dear Committee

I have attached an interesting story given to Brad Neale and myself by a very close friend of ours, Mr Al O'Connor.

Al was the proprietor of both "Supaspares" and "Rockhampton Engine Service" in Rockhampton, and designed and put together the 5 litre Alloy V8 engine.

These 5 litre Alloy V8 engines have three times the torque of the 4.4 litre engines.

Our P76, in fact, had one of Al's first 5 litre Alloy V8 engines until a very short time ago. We now have a 4.4 litre and are in the process of building another 5 litre engine for the P76.

Brad and I would appreciate you giving this story a mention in one of your newsletters and please give as much credit as possible to Al O'Connor.

Yours sincerely

N Barnes

Natalie A Barnes
P76 Owners Club Member

VEE EIGHT I

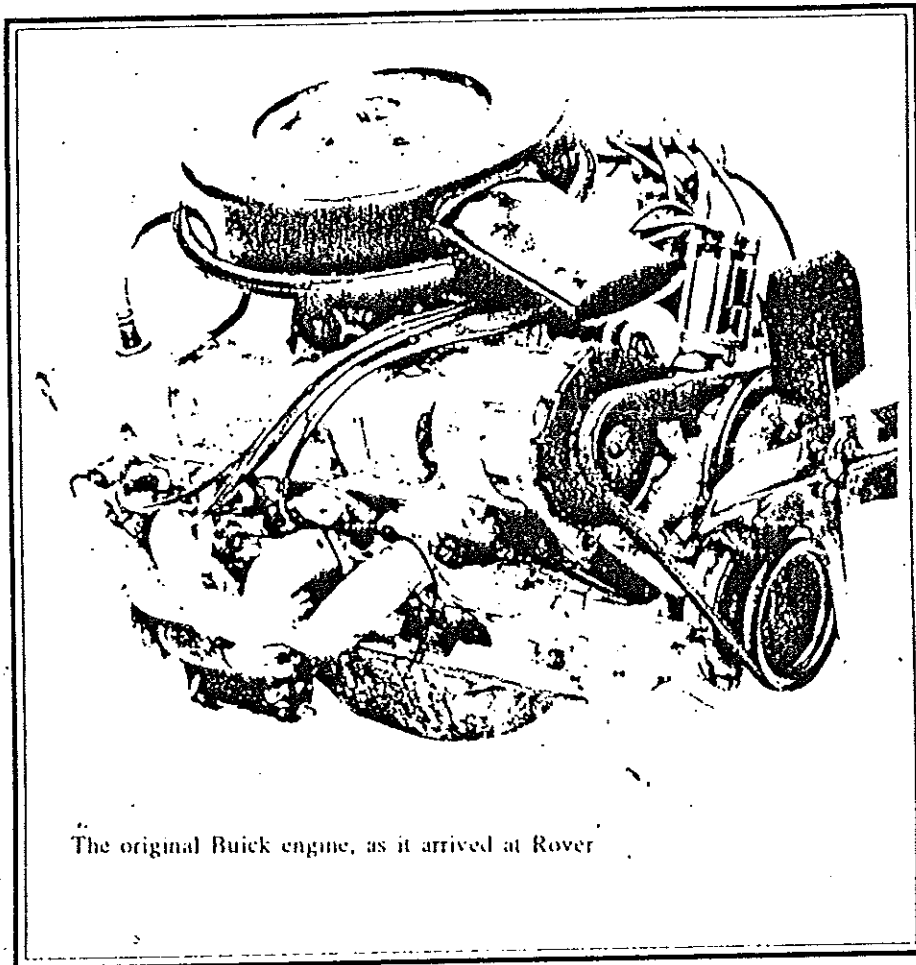
Regardless of whether or not you think that the motor used in your Range Rover is adequate or not for your use, it is none the less quite a fascinating piece of machinery which, in terms of off road vehicles, stands at the top of the pile. It provides a unique balance of performance on-road - beautifully controlled performance off-road - acceptable economy based on performance it provides having regard for the two tons and constant four-wheel-drive it has to lug around - and a weight which is about half that of a steel engine contributing to the Range Rover's very low centre of gravity - and the capacity to perform at virtually any angle other than upside down.

The motor's development by Buick and subsequent acquisition and use in a wide variety of Leyland (and other) cars, including the Range Rover, is just another part of the Range Rover story.

Design work began on the design of the Buick engine in 1950, with the first experimental engine being made from cast iron and of 3.85 litres in capacity. In the same year a design for an aluminium engine was prepared. It had a displacement of 4.25 litres. Both engines had been road tested by 1952, as part of a General Motors plan to produce an engine which was lighter than the current range of cast iron engines, thus allowing GM to build lighter better handling cars with better fuel economy without a performance penalty. Work started on the present engine at GM in 1957 and the first unit was running in the summer of 1958, when it was turned over to the Buick division for production design and engineering.

Buick managed to design an aluminium alloy which had a high silicon content that gave wear characteristics on the engine test bed which were generally superior to cast iron, which confounded the critics who said that they could not have an aluminium cylinder wall with an aluminium piston running in it in a mass production engine. The one problem which could not be overcome was the scuffing of the cylinder walls (bores) by the piston rings in a cold start. It was mainly for this reason that Buick elected to go for iron cylinder liners, cast in place in a block with a more modest silicon content in the aluminium alloy. Buick ruled out the idea of wet liners, because the American engineering techniques did not allow for the handwork precision of wet liners in European designs and they were most concerned about the problems of water leakage from a poorly sealed liner.

The feeling against wet liners at Buick was so strong that they would have scrapped the project rather than use them. In production, the liners were preheated to prevent chilling in the mould and held in place by mandrels as the block was cast. Buick used gravity castings in metal dies with sand cores for the water jackets. The problems of varying expansion rates in the metal between the block, head and rockers were solved by using hydraulic lifters, already common practice in American engineering. The heads of the Buick motor were also cast in dies with intricate sand cores.



The original Buick engine, as it arrived at Rover

The engine was installed in a number of well known American cars after the production troubles were sorted out, notably the Buick Special, Pontiac Tempest and also in the Oldsmobile F85 Cutlass, after Oldsmobile engineers had designed different pistons, heads and manifolds. The Buick Special engine gave 155bhp (gross) at 4,600rpm and produced 220 lb/ft of torque at 2,400rpm for an all up weight of 318lb.

After all the investment and engineering time that went into the Buick engine, it seems that its useful working life in production was too short. By 1964, the engine had been virtually abandoned with the more sophisticated thin wall iron casting techniques being perfected and the American disenchantment with small engines and the "compact car". In fact, although 750,000 aluminium engines were produced in various forms, it was also successfully run as a 5 litre engine with the cylinder liners deleted and the block cast of iron instead of aluminium. A further 750,000 5 litre engines from the same tools were subsequently built.

It was at this point that Rover's managing director, Bill Martin-Hurst, stumbled across an aluminium Buick engine on the floor of an experimental shop in the Mercury Marine Company's base in Wisconsin. Martin-Hurst was in America talking to Mercury about gas turbine engines for outboard motors, at that time most anxious to give his ailing gas turbine division a boost. In fact, when he showed Mercury the drawings of the engines his company produced, they were more interested in the

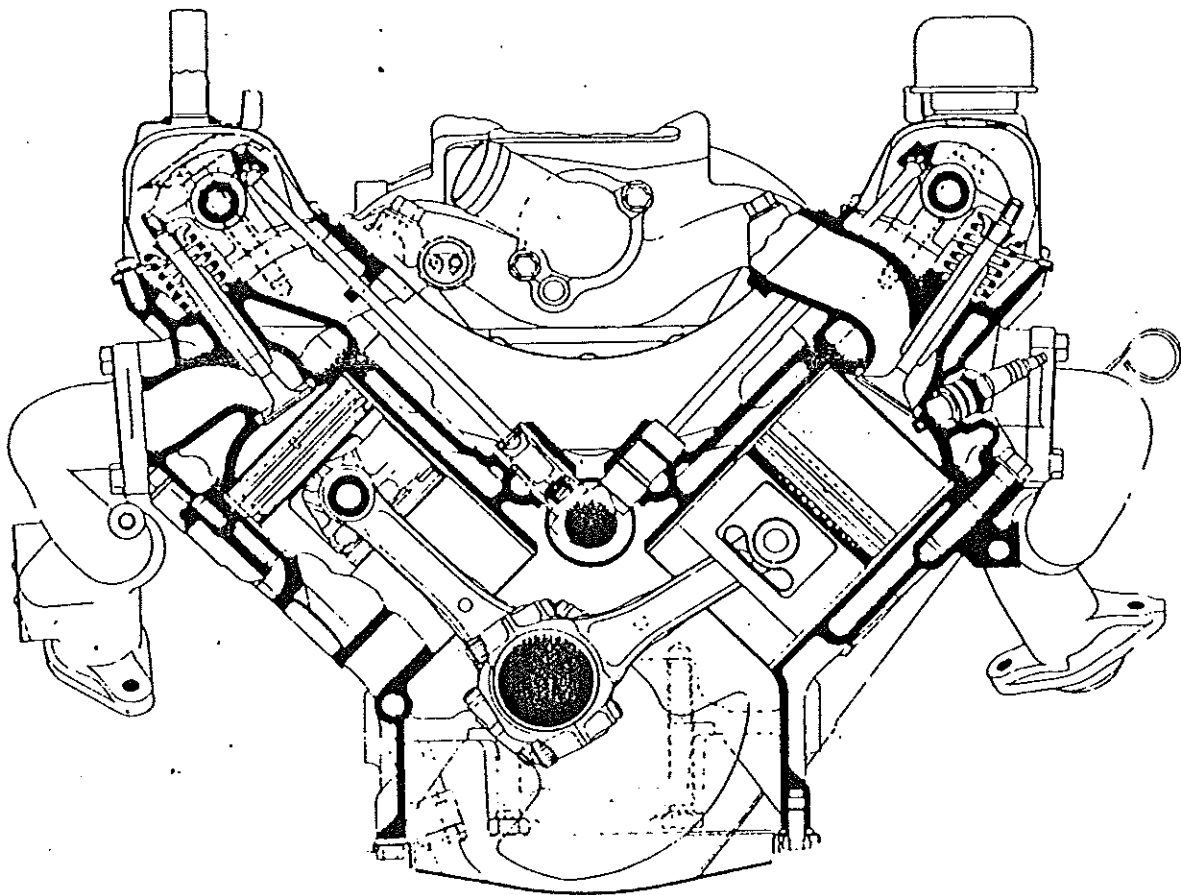
diesel version of the Land Rover engine than in his turbines. They had a contract to supply diesel engines to Chinese fishing junks and they were having trouble with the Mercedes diesels they were using to fulfil the contract. The head of the Mercury concern told Martin-Hurst that the V8 lying on the shop floor was a Buick, an aluminium engine out of a Skylark that they had been playing around with for power boat racing.

Martin-Hurst recalls that with a friend he had been taking out in a Skylark on a previous visit to America and he had formed the opinion that it had been "terribly nice". His thoughts went straight back to England and the problems Rover was having with the six-cylinder version of the Rover 2000, which marketing maintained they needed so badly. The prototype had been built and Martin-Hurst had driven it. But he was worried about the weight of the big old 3 litre six in front of the 2000, which made the car extremely nose heavy. "Is this engine available?" he asked, and was told that it had just come out of production. The engine was weighed and measured against the 3 litre engine which Mercury had already received from Rover and proved to be just 12lb heavier and within an inch of the overall length.

Martin-Hurst was told to see Ed Rollart at General Motors to ask if he could use the engine in a Rover car and in the meantime, the Buick engine that Martin-Hurst had seen was crated and dispatched to England. Martin-Hurst went to the New York Motor Show and had breakfast with Rollart, who was "jolly nice", but who said he could not authorize licencing of the engine. Rover would have to approach GM International. Martin-Hurst went there to see Copeland, the ex-head of Vauxhall, and told him of his interest in the unit. Copeland said he would look into the matter.

Back in England, the Buick was sitting in Rover's experimental shop and creating not a little interest. Martin-Hurst tried to get Peter Wilks (who was later to be responsible for the Range Rover with the very same V8) to put the V8 in a 2000 body but Wilks resisted, telling him that everyone was too busy and that he wasn't to waste everyone's time. It was no good putting the engine in a car because they would never get permission from GM to use it. But Martin-Hurst persisted and it was finally agreed that Ralph Nash in the competitions department should do the job. The engine was duly installed with little modification and, apart from an over-long propshaft which tended to flex too much, was a great success.

Martin-Hurst went down to a board meeting in London and without telling Spen King what it was, asked him to drive the car back. King climbed in, fired it up and then switched it off again. "What have we here, William?" he asked and Martin-Hurst told him about the V8. Spen drove it back to Rover and climbed out with the remark that it was the first Rover he had ever driven which was not under-powered. Martin-Hurst went back to Copeland and discovered that nothing had happened about his enquiry because GM could not believe that they were serious. Martin-Hurst was soon able to convince them just how serious he was and they negotiated a licence agreement with GM - a generous licence as it turned out, which opened the floodgates of technical information. Up until this point, Rover had had great trouble getting much information about the engine out of GM but now they were able to acquire all the original service records, drawings and 39



Cross section of the V8 unit -
note the centre camshaft with
hydraulic tappets, still sup-
plied from America to this
day

complete engines which the Buick factory still held and which Rover purchased for a negligible sum.

Then came the problems of taking an American manufactured engine and attempting to manufacture it in the UK with British component suppliers and foundries. Martin-Hurst soon contacted Buick's chief engine designer, Joe Turley, who was then within eighteen months of retirement. He confided to Martin-Hurst that he was not doing too much at Buick any more, being so near to retirement, so Martin-Hurst asked him to come to England to help the conversion of the engine to British manufacture. Turley said he was worried about his pension, but Rover won GM agreement that his pension would not be affected and he and his wife were brought over to England and installed in a flat in Solihull on a salary of 20,000 pounds a year.

When Turley arrived he was puzzled by the Rover engineers insistence on more power and a high rev range. The Buick ran out of revs at 4,700 and was getting unhappy at that. Rover wanted at least 5,200 and possibly 5,500. "Why do you want all those revs?" asked Turley. "People

Un-Technical Talk

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

Giddy, it's your old mate TUGGER FLORIO* here. For years and years, I've been replacing those miserable valley cover (inlet manifold) gaskets with new ones, and as a result, I've got numerous engine gasket kits lying around, with the valley cover gasket missing. You can get a full engine gasket kit through the Club for about \$85.00 - if you go to the friendly folk at Keema or J.R.A., they'll slug you about \$65.00, just for the valley cover and the two rubber seals!

But now, I've stumbled upon the Ultimate Solution - and, as we all know, it's environmentally friendly to re-cycle rather than discard.

What I have managed to do is totally (and successfully) recycle an old and buggered valley cover gasket!

TUGGER (I hear you ask!) .. HOW DID YOU PERFORM THIS MIRACLE?

Quite simply, is the answer. I purchased from Moss St Automart two small rolls of HIGH TEMPERATURE gasket paper (which is dark green in colour, and costs about \$8.50 per roll). Make sure that you do NOT buy normal gasket paper, which will not withstand the heat and fuel. The two rolls are joined together with a one centimetre overlap down the length, with Araldite.

Next, you cut off the gasket faces of the old buggered gasket and retain the middle part of the valley cover, which is the curved aluminium section. The high temperature paper is glued to the bottom of the middle section, with Silastic (and make sure it is fully hardening Silastic!), and sticks out either side. It is trimmed roughly to the same size as the old gasket faces.

While you've got the Silastic there, spread it all over the surface of the gasket paper that faces the oil in the engine, about 1 mm thick, to ensure that the oil doesn't penetrate the gasket paper.

Finally, put your new gasket in its proper position on the engine valley, and tighten down the bolts at either end. Lightly push into the gasket where the inlet ports are with a blunt object, and this will leave a rectangular indentation. You then get a sharp knife, and cut out the inlet ports, and scribe the holes for the manifold bolts.

Undo the retaining bolts at either end, and clean off the top of the engine at either end where the rubber seals sit. Liberally spread Silastic (wonderful stuff, isn't it!) over the clean metal, and the underside of the rubber seal. No matter how ratted the seal is, it will still work. Position the seal, and put Silastic along the top, where the new

gasket sits on it, plonk your new/reconditioned valley cover on top, and tighten it down.

The port holes which you have cut will now line up perfectly, and you can install the inlet manifold.

People have been arguing for years whether or not to use any gasket sealant both to the head, and the inlet manifold. I have used various sealants, and the best that I have found is "Hylomar", which is a pretty blue colour.

Hylomar is manufactured by Rolls Royce Ltd as a specific high temperature jointing paste, and does a magic job. However, it's bloody expensive (about \$33.00 for a 250 ml can with the brush in the lid!).

Anyway, I did this to my car over 2000 km ago, and I haven't had a problem.

Incidentally, being a total klutz, I broke off the long bolt at the front end of the inlet manifold in the head, when I was putting it all together. I decided not to take it all apart and try to extract the broken bolt, but rather to see how it went. This bolt, you may notice, is the one which seals the water jacket from the head to the inlet manifold.

Believe it or not, it's still working, and doesn't leak a drop of water. The gasket sealant (Hylomar) is that good.

Anyway, I'll let you know in future issues if my recycled valley cover blows a foo-foo valve. But ...so far, so good!

TUGGER FLORIO*

* TUGGER FLORIO is not the author's real name, but a pseudonym. Obviously, TUGGER is such a goose, he doesn't want his true identity disclosed, so that other members will make fun of him!

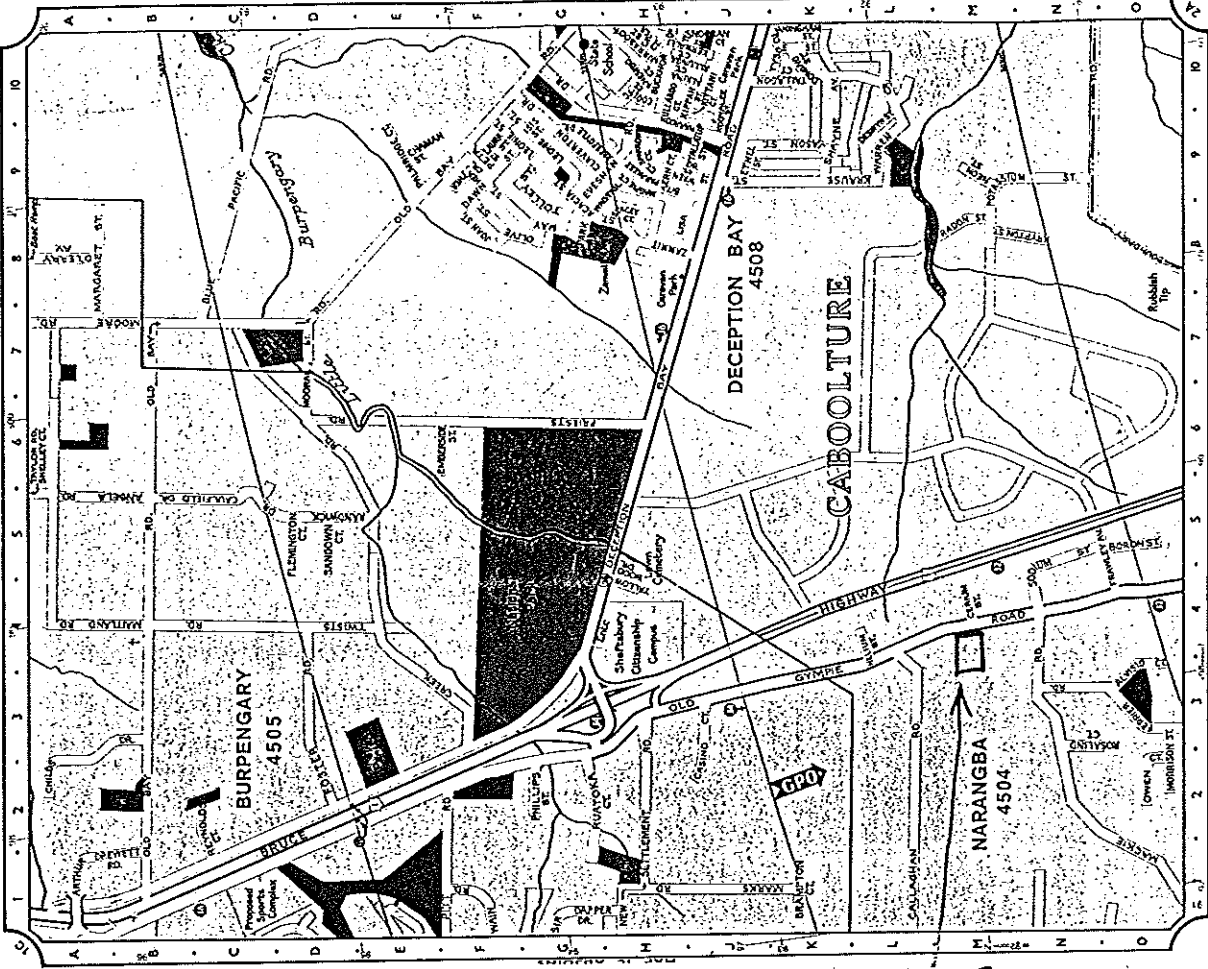
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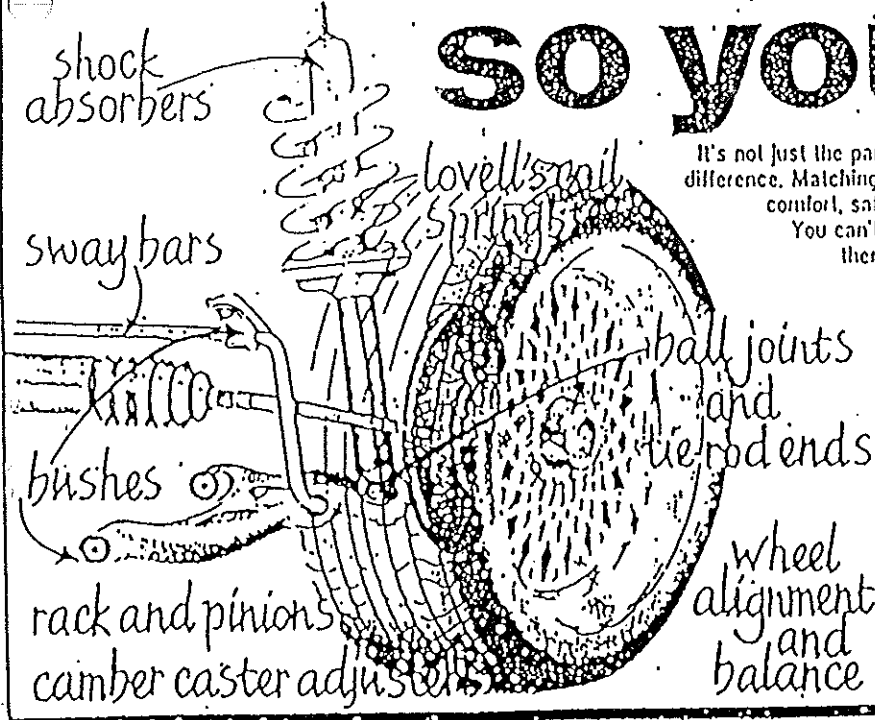
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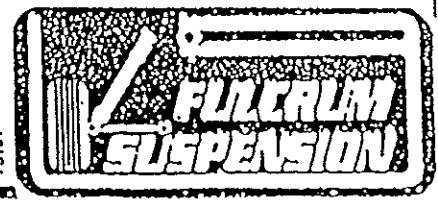
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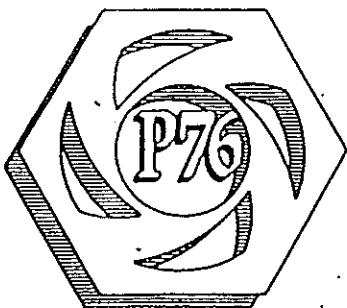
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