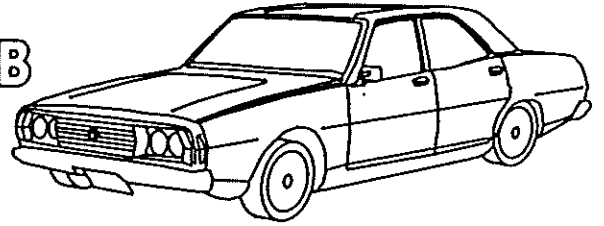


QUEENSLAND P76 OWNERS CLUB

P.O. BOX 343
CARINA 4152



June 1992

EDITORIAL

well very little to say about the P Olympics. Several Club members arrived at the designated time. Ray Ward held his own swap meet. He is selling his P 76 and heaps of parts, after everyone had gone through his boot it was time to light the Barbie. So of course after a hearty meal and a few drinks no one wanted to run around competing against each other. So we sat around chatting until 3.00 and then called it a day. It made a nice relaxing day. Especially as Gray and I had been to a 21st the night before and crawled into bed at 3.00am Sunday morning.

A.G.M.*** A.G.M. *** A.G.M. *** A.G.M. *** A.G.M.

Nominations were called for at the Wednesday meeting 10th June 1992 the positions nominated and accepted are:-

President	Haloun Probst
Vice President	Neil Lyons
Secretary	
Treasurer	Mark Erickson
Editor	Pat Rogerson
Spare Parts	Graham Rogerson

As you can see the position of secretary has not been filled. This is a major position to keep the club running smoothly. Hopefully one of you club members who weren't able to attend the last meeting will come along on July 8th and raise your hand when nominations for this position will once again be called. Please!!! Please !!!

MINUTES OF THE MEETING HELD ON 10TH JUNE, 1992

The President opened the meeting at 7.45pm.

APOLOGIES: Received from M & A Pickering, I. Ward, C & D Murray

The President read the minutes of the previous meeting - Moved G. Rogerson seconded Ray Ward.

BUSINESS ARISING: J. Emmerson contacted the lady from the Endeavour Foundation concerning Car Rally for June. As there wasn't enough interest from other Car Clubs, the Car Rally has been postponed until a later date.

Neil Lyons received a letter from the Fernvale State School advising the club about a Motor Spectacular being held on the 13th September. The Get Together for September will be brought forward to the 13th.

INCOMING CORRESPONDENCE: Magazines from the Vic and SA Clubs

TREASURER'S REPORT: As the Treasurer was unable to attend the meeting, the report will be tabled at the next meeting.

NOMINATIONS FOR THE NEW COMMITTEE ARE AS FOLLOWS:

SPARE PARTS - Nominated G. Rogerson Moved J. Emmerson Sec N. Lyons - Accepted

EDITOR- Nominated P. Rogerson Moved G. Rogerson Sec R. Ward Accepted.

TREASURER- Nominated M. Ericson Moved P. Rogerson Sec. G. Rogerson - Accepted

VICE PRESIDENT - Nominated N. Lyons Moved G. Rogerson Sec. P. Rogerson - Accepted

PRESIDENT - Nominated H. Probst Moved M. Ericson Sec. G. Rogerson - Accepted

SECRETARY- As there was no nominations for the position of Secretary, there will be a call for this position from the floor - If anyone wishes to be nominated, come to the next meeting or contact a committee member.

GENERAL BUSINESS:

Unfortunately, Ron Armstrong is retiring from the club and is selling his car. More info in Magazine.

H. Probst advised the meeting that EA Ford Sway Bars don't fit the Leyland V8's with power steering.

G. Rogerson talked about the eventful time he had at the drags.

H. Probst talked about the 2-door Leyland at Mt. Cotton.

R. Ward advised the meeting that he had various parts for sale.

As there was no further business, the President closed the meeting at 9.10 pm.

S O C I A L C A L E N D A R

June 28th

An observation run was to have been our adventure, This had been organised by the Endeavour foundation, But unfortunately they had to cancel because of lack of support.

however this does not stop The P 76 club from having a day out.

We will meet at the Milton Park and ride at the usual time of 9.00am to leave at 9.30. Don't forget your Bar B Q.

we will take a leisurely drive to Redland bay and Victoria Point.

bring the fishing gear, maybe someone will catch more than just a cold. See you then.

July 26th

Kon Kelk has offered to organise a day, more information next month

August 30th

The ever popular All British Car Clubs Day.

venue The Australian Wool Shed at Ferny Grove.

Times etc at later date.

September 13th

A Motor Spectacular has been organised at The Fernvale State School. Fernvale. More info as it comes to hand.

mechanical repairs;

Ross James from Underwood

rates \$15-00 per hour

Ph 290 2998

Easter Get Together 1992

Graham and I left Brisbane on Wednesday morning 15th April we had an uneventful trip to Coonabarabran, apart from a speeding ticket, \$136-00 to the N S W benevolent fund. We stayed the night in an overnight van for \$21-00 Quite reasonable.

Then we continued on through West Wyalong to Tocamwal which is just on the N S W side of the border. Apparently this is the Mecca of tourism at Easter. as we had to pay \$48-00 for one night in a cabin.

This left us with 3 hours travel to Rutherford Park convention centre where we would spend the next three nights. One hour away at Castlemaine we stopped at a car wash. You can't turn up in a dirty Targa. Our petrol had ranged from 59.9¢ in Brisbane to 72.9¢ at Forbes and cost us \$168.80 to get there on Petrol

It was wonderful to meet all our buddies again after 12 months separation. And every year we get to make a few new friends as well. The room we were allocated had two sets of bunks, one Single and a double bed. We shared with Tom and Madge Danvers, Ian Ward and Marion. which left us the spare bunk to pile the Junk on. The rest of the Friday was left free to get reacquainted with everyone.

Saturday we drove in convoy to Daylesford for a ride on the Steam Train and also to look at a display of working Steam Engines after this we went in convoy to taste test one of the natural Springs of the area, which I found to be slightly metallic but not bad, I felt it tasted a little like flat Soda Water. We were then led to a community hall for a sausage sizzle lunch and toilets.

After this was a short drive to Peter Browns farm and the awaited Hill Climb. All the big boys had to have a go at this. From a watchers viewpoint the secret is not to over rev as all that happens is a lot of wheel spin and very little distance, Gray had a ride with Graeme Redhead he was rapt but still wouldn't take the beloved Targa for a burn. Peters property is littered with machinery of all sorts so those who weren't Hill Climbing enjoyed fossicking even the kids had a ball climbing all over the tractors etc.

Weary but elated we returned to Rutherford Park for a three course dinner followed later with the Easter Bonnet parade and Dancing The Victoria Club had hired a D.J. for the evening so we had a really good night The Easter Bonnets were Judged with Graham Rogerson winning the funniest. Joy Harris winning the prettiest and Nan Wallace recieved a commendation for being the most inventive.

Sunday after breakfast we lined up for a leisurely Convoy Drive through the hills around Daylesford and to have a look at the views from Mt Franklin. We then went on to the Winery at Bin Billa we had a Bar B Q lunch washed down with whatever, or Tea and Coffee. The rest of the afternoon was flexible with a Steam Train ride to Maldon optional Gray and I decided to go to Ballarat for a look around. Sovereign Hill was a bit expensive for a 2hr look so we checked out the Souvenir shop instead. On the way back to Rutherford Park we stopped at a couple of Antique shops

After a three course Dinner the evening was set aside for a trip down memory lane, We had taken our movies of previous meets with us and these were enjoyed by all

Monday morning everyone lingered over breakfast as we didn't want the weekend to be over, but return we must.

We left before lunch and stopped in Bendigo to look at the Holden museum and Pottery factory. then continued north hoping to stay at Nerrandara, but unfortunately everywhere was full as a Hot Rod convention had been held over the long weekend and people were still there. So we continued on to Ardlethan, a little one Pub Town with Motel. A nights accommodation was \$36-00

Tuesday morning we headed off once more. Gray spotted The Lachlan Valley Historical Village situated between Parkes and Forbes, so we decided we had made good time so it was worth stopping.

It's a very interesting place. They have original settlers cottages plus a good number of replicas, dating back from the days of the Gold Rush. On again after lunch.

That night we stayed at Narrabri at a Tourist Village and booked a terrific cabin for \$22-00 which really was the best value of our 4 nights accommodation. We arrived back in Brisbane Wednesday afternoon Our Total petrol was \$345-00 and we used 3/4 of a tank running around, we travelled 3650Klms and used 497 litres, So the Old Girl isn't too bad on fuel after all. We are certainly looking forward to next years meeting, and hope many more Queenslanders can make it too.

C L U T C H E S

Some 4 years ago when I rebuilt my P 76 I went through the Drive Train and rebuilt the works

The engine was worked over and has been running strongly on straight L.P.Gas for that period of time.

The gearbox received a major kit as well as syncro rings and is still trucking along.

But the achilles tendon has been, be it only recently; The Clutch One month ago the 4 year old 70,000 Klm clutch suffered a cracked diaphragm spring which resulted in a badly slipping clutch.

After installing a second hand diaphragm as a temporary stop gap I set out to find a more satisfactory clutch set up.

The clutch I originally used was a heavy duty replacement clutch as used in the 6 Cyl Falcons etc

This in reality, is the diaphragm used in 6 cyl Valiants with the spring re-tempered to increase clamp pressure using a 9½" clutch disc This assembly is only just suitable for a V8 Engine.

So I have found 4 different combinations that can be used in our vehicles.

1: Is the standard clutch found at your local clutch replacement shop

It bolts straight on, But I have always installed 3 extra bolts to eliminate any diaphragm housing distortion. This set up works fairly well but in my case fails when you least expect it to.

Specs: 9½" diameter clamp pressure 1400 to 1800 lbs

Cost \$130-00 to \$150-00 Kit plus installation.

2: Chevy Clutch - Ram pressure plate which needs to have the fly wheel redrilled. This set up will only fit the V8 flywheel

The clutch disc is a 23 spline 11" Chevy with 3/16" machined off the outer edge of the disc.

The standard throw out bearing is used, This is a diaphragm type clutch

Specs: 10½" Diameter. Clamp pressure 1800-2300-3000 lbs

Cost Pressure plate \$150-00 plus redrilling

clutch plate \$130-00 plus machining \$30-00

Total :-\$300-00 to \$350-00

Used in high performance vehicles this could handle anything our engine could produce.

3; Ford Clutch- Spring type. Clutch used in X W VS Falcons

Needs V8 flywheel to be redrilled, Clutch plate can be made up or the plate as used in the Chevy set up

Specs:- 10½" Diameter, Clamp pressure 1800-2400 lbs
 Cost: Pressure plate plus redrilling 150-00
 Clutch plate \$20-00 plus \$30-00
 throwout bearing \$ 20-00
 Total \$350-00 to \$400-00

As with Chevy this set up would handle any amount of hard driving;

4; Borg and Beck, 9½" diaphragm clutch
 this clutch is a heavy duty item for Rover and Jaguar. it will bolt on, in place of the standard pressure plate. Extra bolts can be used to fit this assembly as it is pre-drilled for six bolts instead of three. The diaphragm is of the highest quality, It is used in group A Commodores. Standard or heavy duty clutch plates are available, the standard throw out bearing is used.

Specs:- 9½" diameter. Clamp pressure 1800 - 2400 lbs
 N.B Pedal pressure is light due to the construction of the diaphragm.

Cost;- Pressure plate \$100-00 plus \$35-00 redrilling
 Clutch Plate \$46-00 new
 or \$42-00 relined new material
 Total \$180-00 to \$200-00

These are the clutch assemblies which use off the shelf components
 With some other set ups, components are manufactured therefore
 increasing costs

The clutches listed are available at these suppliers

1;	Thompsons Spares. Capalaba	Ph245-4222
2;	John White Auto. Buranda	Ph391-7533
3;	Parts & Service Co Woolloongabba	Ph391-5644
4;	Direct Clutch Service Grange	Ph356-4551

Kon Kelk

F O R S A L E

1974 Super. Green. Good body. Interior Fair.
No Motor \$350-00
Machined crankshaft \$390-00 (cost)
Contact;- Neil Cathro Kenilworth 074-46 0422

1974 Super. VS Auto. White. with Blue Interior in good condition
No Rust. Mechanically good. Holly Carburettor. Tow Bar.
Contact; Robert O'Brien 366 3786

Spanish Olive. 4 Speed manual V8
One Owner, 85000 genuine miles on clock. Black Upholstery.
this car is in very good condition and Ron tells us it has never
been driven by his wife, I don't know if that means anything.
2 months rego left but will supply with Roadworthy certificate.
Car still has original number plates. \$2000-00
Original work shop manual \$50-00
reconditioned water pump \$160-00
Contact;- Ron Armstrong 277 2213
12" Radiator cooling fans \$100-00 for pair or \$60-00 each
thermostat for same \$30-00

Country Cream. VS Auto. Stainless Steel Exhaust. Air shocks
One Owner. car has been constantly garaged. No Rust. Currently Registered
Contact:- Troy Barbie 824 4324 \$2400-00

Country Cream De Luxe. 6 Cyl Auto. New Rubber. Minor Rust.
Reg till August 88000 Kms \$3000-00
Contact;- Hugh Latimer 341 1611

Brand New Windscreen. never been on car
Ms Gleeson 075-31 4386 \$50-00



Organised by BARMERA PTY LIMITED (ACN 000 675 347)
for CAMP QUALITY LIMITED (NSW Regd Charity No 26302)

DRIVING FOR FUN AND PROFIT...
ON THE "CAMP QUALITY CAPER"

ENTRIES are now being accepted for the inaugural "CAMP QUALITY CAPER" - a classic car Fun-Drive that aims to raise funds and brighten the lives of children with cancer.

Open to anyone with a car made before 1980, the eight-day event will cover 2800 scenic, adventure-filled kilometres through Victoria, South Australia and southern NSW from the 17th to 24th October.

According to the organisers, Max Stahl and Cliff Chambers, the Caper will concentrate on "fund-raising, fun and frivolity" while presenting participants with the opportunity to "relive the "Golden Age" of Australian rallying.

In addition to providing a wide variety of driving conditions, the Caper will combine social evenings and sporting contests with the opportunity to raise funds for a most worthy national charity.

Camp Quality operates in every State of Australia and in seven other countries overseas. The aim of the organisation is to bring some added quality to the lives of children who are suffering the effects of cancer.

Contrasting with events that offer sandhills, rocky river crossings and long cold nights in the outback, the Caper takes place in somewhat more comfortable conditions in the hospitable South-East corner of our continent.

"The course runs through some of Australia's most famous rally terrain," Cliff Chambers said, "incorporating roads that have been part of National and State Championship events, plus the London-Sydney Marathon."

While it is not a speed event - in fact, the fastest car cannot win - the Caper requires teams to maintain a constant pace under testing conditions, to conserve their cars, and to navigate with precision.

Following colourful publicity starts in Sydney, Canberra, Melbourne and Adelaide on Friday, October 16, the CAMP QUALITY CAPER will commence in BENDIGO the following day, October 17.

Entries and Technical: CHRISTINE ROSS, PO Box 91, Umina Beach NSW 2257
Tel: (61) 043 43 1164 Fax: (61) 043 43 2995
Publicity, Fund-Raising: CLIFF CHAMBERS - (61) 063 742 006 (Tel & Fax)

It will then take the field over 2800 kilometres through South-west Victoria, the South Australian Riverland and the Snowy Mountains before finishing at Bright in the foothills of the Victorian Alps on October 24.

"Caper" Funds Will Brighten Lives

Every year, hundreds of children from all over Australia enjoy the very special experience of a week with Camp Quality. Among the many activities are bushwalking, ski trips, steam train excursions and sailing.

Camp Quality also caters for the parents of the children, with special Family Days, Dinner Dances and Mothers' Mornings.

While the fun-filled overnight stops are at small, out-of-the-way places, the eight-day Camp Quality Caper will visit many large towns, where cars will go on parade and crews will make a fund-raising "Dash for Cash" among the onlookers, adding to the thousands of dollars raised in the months leading up to the rally.

Halfway through the journey crews will enjoy a relaxing Lay-day at Barmera, on beautiful Lake Bonney - where the "Fifties Rock'n'Roll Dance" will bring back lots of memories!

Apart from the satisfaction and enjoyment that comes from simply going on such an event, outstanding performances in the competition part of the Caper will earn special awards in many categories and classes.

To the crew that turns in the best performance in the "Caper Chases" (the Competition Sections) will go the coveted "Gelignite Jack Murray Memorial" Trophy.

The Overall Winners - the Caper Champions - will be the crew that scores well in all departments: the Caper Chases, Fund-raising, Caper activities and Sportsmanship.

Other trophies and prizes will be awarded in vehicle age classes, best crews from each State, best husband-and-wife crew, and lots more - plus a very special prize for the Highest Fund-Raisers, open to those who raise \$3000 or more.

The basic Entry Donation to take part in the Camp Quality Caper is just \$2000, plus \$330 per person which provides all meals, including a pre-Start Function and the post-event Prizegiving Dinner.

Upon lodging their \$250 Entry Deposits, entrants will receive the "Caper Compendium": everything necessary to get started - tips on vehicle selection and preparation, a "Fund-Raising Made Easy" guide, publicity material, and two complimentary Caper T-Shirts and caps.

Further details of the Camp Quality Caper are available from the "Caper Counsellor", Christine Ross, on 043 43 1164 (after hours), or write to PO Box 91, Umina Beach NSW 2257 - or call the Camp Quality office nearest to you: Sydney (02 872 5055), Canberra (06 288 4554), Melbourne (03 459 4437), Adelaide (08 370 3355).

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

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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)

1992 MEETING DATES

January	8th	'92
February	12th	'92
March	11th	'92
April	8th	'92
May	13th	'92
June	10th	'92
* AGM->July	8th	'92
August	12th	'92
September	9th	'92
October	14th	'92
November	11th	'92

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

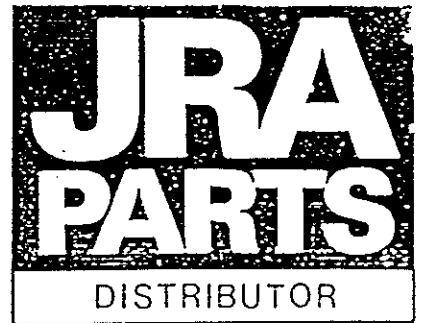
SPRINGVALE LEYLAND

INCORPORATING MINI-BITS



121 WESTALL RD.,
SPRINGVALE 3171

Telephone:
031 547 5055
Telex:
443055(ME2662)



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7 BOOLOORA ROAD SPRINGVALE 3171.

Contrary to popular belief, we at Springvale Leyland are still dedicated to the preservation of your P76. Although we have taken a back-stage situation of late, it is only because we have had several ventures in the pipeline.

Due to recent demand, we have organised to have new lower control arms re-manufactured.

These come complete with inner and outer bushes, new ballpins in actual fact, they are a complete, brand NEW arm, not reconditioned, but BRAND NEW.

To be able to have them available at a realistic price, we have to supply an order of a minimum of 300 pairs, i.e. 300 left and 300 right to meet manufacturers requirements. If this does not eventuate, they will not produce a single unit.

Every P76 on the road must be suffering from front end wear, either ballpin or bushes, so get behind an AUSSIE venture and keep your Jumbo in roadworthy condition. We need confirmation of demand, and if you want them, we'll make them!!!!

PRICES WILL BE.

1 pair, sold as pair not singularly:

1 pair \$220.00

2 pair or more \$200.00.

Any orders will require a deposit, and if demand is not there, we will not go ahead with remanufacturing these components.

YOURS FROM SPRINGVALE LEYLAND.

GEORGE KANICKY.