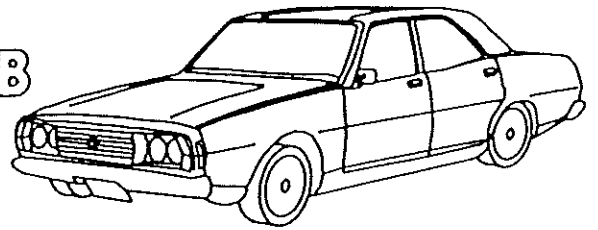


# QUEENSLAND P76 OWNERS CLUB

P.O. BOX 343  
CARINA 4152



## September 1992

### EDITORIAL

Another busy month has just ended. The All British Car Clubs day at The Woolsheds was well attended despite the inclement weather. We met at The Ferny Grove Tavern, then drove in convoy to the venue. Unfortunately we weren't able to display the cars properly until the weather cleared. But once the rain ceased, Bonnets were raised, Boots and Doors were opened.

The day turned out to be an enjoyable one after all. The Best Club Trophy went to the Austin Club, We had a terrific line up of vehicles including an Old Fire Engine.

At our last Wednesday meeting we had a talk by Mr Kevin Baker. On the setting up of a Spare Parts Store, and also on Lucas Electrics, including Starter Motors and Alternators. Kevs talk was very interesting. He was inundated with Questions. He is a wizz with Alternators etc and will be happy to help solve any problem he can.



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Last Sunday 13th September, was the Motor Spectacular at Fernvale State School. This is the first year we had been invited to attend. It was a very good day. We arrived at the School at 9 am and did the usual display, Bonnets raised etc, Fernvale School also incorporates a Country Markets, Lucky draws swap meet, and races for the kids. There was also a Tug of War between the members of the car clubs, which was won by the Subaru team. We are looking forward to next years Event.

MINUTES of the Meeting held on 9th September 1992

The President opened the Meeting at 7.57 pm and welcomed Mr Kevin Baker from the Rover Association of Qld. - our Guest Speaker.

APOLOGIES : Received from M&J Emerson, C. Thompson and N. Lyons.

MINUTES : Minutes of the previous Meeting were read by the Secretary and accepted - C. Murray and Seconded by P. Rogerson.

BUSINESS ARISING : Haroon mentioned that he is trying to update the Attendance Records as best as he can - Pat and Greyham will give some support as they had attended most meetings.

P. Rogerson discussed the requirements for the National Magazine as closing time draws near.

A. Schutz proposed a purchase of 10 Louvres by the club - seconded by K. Nicholson.

TREASURERS REPORT : the report was read by the Treasurer for the previous two months. - adopted by G. Rogerson and seconded by C. Murray.

INCOMING CORRESPONDENCE : Club magazines were received from Hunter Valley, Sydney, Victoria, Western Aust.

- A letter was received from the New Zealand Club informing us of the death of William Belt (the Treasurer) on the 23rd July 1992.

- K. Leach expressed an interest in Lower Control Arms - NOTED.
- Sydney Club re National Magazine - action being taken.

GUEST SPEAKER : Mr Kevin Baker gave a magnificent talk covering the operation of Spare Parts within the Rover Club and the Lucas electrical system in the P76. He described how they manage and price the Spare Parts covering many different Rover models including computer and manual recording. Each member is given a number and Financial Support up front, from individual members allows for a greater discount to these members when purchasing Spare Parts from the club. Parts cannot be sold outside of the club as this then becomes a Tax Liability. Kevin talked about the Lucas Alternator, Distributor and Starter Motor in particular and described the History and available parts and repairs to these items. - a very interesting talk enjoyed by all.

GENERAL BUSINESS : Mr R. McMulty has offered a large quantity of P76 parts to the club for a price of \$200. Discussion resulted that the club purchase these items and proceed to set up a Spare Parts Supply. moved by M. Ericson and seconded C. Murray.

- Haroon stressed that all spares purchased by the club including Louvres, should only be sold to club members and as previously mentioned, sale to non club members would become a Tax Liability - seconded G. Rogerson.
- Fernvale meet at 8.30 am 13SEP92 for display.
- Melaney drive 25OCT92 - see magazine.
- NOTE the Committee will meet at 6.30 pm on 14OCT92 to discuss individual responsibilities and update of records including signatures for authorisation to operate cheque book.

MEETING CLOSED : at 10.45 pm.

Social Calendar

Sunday 25th, October

Drive to Sunshine Coast Hinterland.

We will be meetings at the B.P. Service Station at Burpengary 9.am, We will then Drive north to Mary Cairncross Park at Maleney for Morning Tea, Thre we will be met by the Humphrey Family who have offered to take us on a scenic tour of the area finishing at a spot for our Lunch.

The usual applies B.Y.O. Bar B. Q.

Sunday November 22nd

nothing planned as yet, you are welcome to give us any ideas.

Saturday December 5th.

Christmas party at the Keg, Gympie Road Kedron.

a table has been booked for 30 people. The time is 9.pm we realise this is a little late, but by taking this time we won't be asked to leave so they can get others in for a meal.

The Keg is Licensed, and they need definite numbers by the end of November, The meal prices range from 20-00 to 30-00 per head, and once again the club will be subsidising you at \$10-00 each Book yourseat by ringing any one of the Committee.

\*\*\*\*\*

Items for Sale

Scientific Publication;- Leyland P 76 Manual \$15-00  
Front Deck mat Black \$30-00

Contact Bob Perkins 284 7791

Fibreglass bonnet for sale \$150-00  
or will consider exchange on Pair of Front Park Lights

Contact Graham Adair 075 46 0418

WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

Set of Oil Cooler pipes for Borg Warner Auto Gear Box

Contact John O'Sullivan 800 3638

\*\*\*\*\*

ITEMS FOR SALE

SUPER V8 1974

4 Speed Manual. Aircondition - centre consol, Engine - Beafy  
Excellant car to restore - some rust spots, Targa Mags.  
White in colour. Manuals and Spare parts.

Contact Peter Verstappen Gold Coast

W (075) 931377  
H (075) 326031

# ....Philthy Speaks....

WHEN WILL THEY EVER LEARN??

by Phil Crowther

Working in the motor trade, as Spring and I do, we often cop a bit of flak from self-appointed know-all experts who love to bag us and our P's. Not surprisingly, most of these experts have never driven, or even ridden in a P, and the few who have usually base their criticism on P's which are probably owned by Bodgie Bros, with budget maintenance plans, and these poor P's, which are usually in the terminal stages of mechanical menopause, obviously are not good examples for anyone to cite when attempting to prove to the great ignorant majority that the P is fundamentally a much better car than the equivalent vintage Holden/Falcon/Valiant.

So, just occasionally, Springy or I, faced with a case of overwhelming mechanical ignorance, will take some lobotomised lube-bay loophead for a run in our P's, just to show them that the P still manages to stack up pretty well when compared to some of its modern competition. "But wait", they say, "You've got modified motors, different gearboxes and diffs, and totally changed suspensions so how can you say that this P is a valid vehicle to use for comparisons against more modern cars?"

"Well, boobhead" we explain, being careful to use mainly words of only one or two syllables, "The fact is that although there are a number of substitute parts in these P's, they are still fundamentally very close to original specs, in all the ways which count. For example, we don't need to jam a monster V-8 into an engine bay designed for a straight four, nor do we need to move the engine six inches to the rear of the vehicle to achieve a decent weight balance, and we don't need to cut dozens of holes in the body panels to lighten the body enough to make it competitive, and we certainly don't need to spend mega-bucks to turn a four-door family hack into a decent country cruiser. In fact, if you looked at the C.A.M.S. definitions of what constitutes a street car and what makes a sports sedan you'd find that even P's like Springy's and mine are closer, by definition to being street sedans than sports sedans. You certainly couldn't say the same for those big bucks super mods you see in Street Machine, and yet we have most of the fun of running a Bruiser, while we're still operating on a Cruiser budget."

After hearing this, the high priests of motoring mindlessness usually sit back and sulk for a while, and then surface with something profound like "But how quick will it cover the standing quarter mile? - my mate has a hot E.H. which will pull low 13's on street treads...."

If we take the time to question our high priest a little further, we will find that said hot E.H. is running an X.U.1 motor, with a four speed box, and a shortened Salisbury diff, and yet it is still considered more standard than our mild P's. Is there any hope for these bone-heads?....

I was homeward bound at the end of my first inland trek in early November, 1987 and I picked up a hitch-hiker in Orange who was quite happy to give me a few bucks for petrol for taking him through to Sydney. Unfortunately, he was one of the great high priests of motoring lore, and he had an amazing collection of friends who had owned some awesome machinery, all of which was either faster, better performing, more economical, or otherwise superior to a P.

As we passed through Bathurst and began climbing the hills towards Lithgow, I began pushing Delex's nose into the corners a bit harder. I decided that



he must be an expert because he had originally identified Delex as a Valiant or Chrysler, and when he heard the V-8 grumble, he just had to ask whether I was running a 318 or a 360. When told the engine was only a 269, he then decided that it must be a Ford donk and then I explained that no, it was definitely a Leyland engine, which was developed from the old Rover/Buick design. He accepted that he was actually travelling in a Leyland, and then told me all about how his Father's Uncle's wife's neighbour once lived next door to a butcher whose daughter married a mechanic who worked for a garage at Bandiwooppot, and he had been told that Leylands were piles of pooh.... etc.... etc.... etc.

By the time we were through Lithgow I was wishing to hell that I'd never picked him up, but his money was in the tank, so I was stuck with him until I reached Sydney.

We passed the turn-off for Jenolan Caves and Little Hartley and caught the tail of a long line of Sydney-bound traffic, which began jostling for position as we reached the over-taking lane. I kept Delex in third, and waited until there was no-one between me and a slow fruit truck, then back to second and wind it right out, with an oil trail from the sad motor filling the cab with fumes. Grab third as we crest the hill and we've overtaken four slowpokes already, then we're past the Fruit stand with the plane on its roof, and we've got a stretch of fairly open road before we climb Victoria Pass.

Tally ho; there's a hot H.K. or H.G. pulling out to go round the line of traffic, and from the twin plumes of smoke he's laying, I judge he's running either a 253 or a 308. We scream past the turn-off for Cox's River, and take about six cars in one leap, then we tuck back into the left lane for the crest then we're out again and we jump two more spots, and now we're hot on the trail of Mr Rory, who's really cooking along, no doubt building up revs for the big hill, but that's a bit silly because there's a 40 to 50 k.m.p.h. corner right at the bottom of the hill and you need second to get round it.

We catch Rory as he wobbles onto a rather wide approach for the first left-hander, and he uses both lanes to get around, and it's fun to watch his rear tyres smoking on his rear wheel arches as he body-rolls into the next bend, a tightening righty. He chooses an outside lane and this leaves the inside lane open for me to push Delex's nose through in second, and then I grab third as we race uphill towards the two lane stone bridge across the saddle back. Rory is just behind us, but as we brake for the lefty onto the bridge, he comes up the inside and drifts onto the bridge, losing his tail in a big way, and then a plume of smoke from his left rear tyre shows he's not even wearing a slippery diff as he winds it back up for the final sharp curve before the run to the top. We're right on his tail as he takes an impossibly tight line for the sharp righty, and we're gaining slightly, so when he starts to lose it, and drifts wide left, we come up on him in the right lane and his momentum has carried him so far over, there's no way he can move right to close the gate and block us off, so we gain a few metres on him through the corner, and this time it's his right rear tyre sending smoke signals up into the roadside gum trees.

He's really getting up it, but I've already run Delex out in second, and third gear now lifts us up the final stretch, while my passenger casts a worried look over his shoulder and we pull away from the clown in the Rory until just before the crest, as we pass the entrance to the lookout, a west-bound car flashes his lights at us, so I back off because Delex's showing about 110 k.p.h. and I've already spent so much for oil I don't feel inclined to subsidise the Police Force's holidays.

Rory howls past with a cheery blast of his air horns and as I come down to a steady 80 to 90 k.p.h. cruise, my passenger says that it's a pity that the H.G. driver was only a young bloke, otherwise he might have given me a run for my money....



Dear Committee People,

I have the honour of being elected as the editor for the 1993 edition of ABA, and having sampled the variety of articles, both fact and fiction, presented in previous editions of ABA, I am anxious to solicit articles of at least equal quality for the '93 edition.

To this end, I am asking that each Owners' Club committee supply me with the following information, in approximately the following quantities.

NUMBER OF PAGES	TYPE OF ARTICLE, ETC.
1 page	Title page (headed "State" supplement)
1 page	Current Committee, names and photos
1 - 2 pages	Membership list, with addresses
2 x 2 pages = 4 pages	2 x P stories with at least 1 1/2 pages of script and 2 or 3 photos
2 pages minimum	Reports on recent club activity.
2 pages	Club photos of members, activities, P's.
2 pages	Homegrown Tech-mods or ideas.
2 pages	Historical stuff or reprints.

As you can see, ideally this format would provide me with about 15 pages of material per club, and this size of contribution would give each club its fair share of exposure, and I would like to give notice that the final absolute deadline for all contributions will be last mail, C.O.B. Friday 27th November, 1992.

If in a years time, all the present Owners' Clubs are going strong, then the '93 Nats at Stanwell Tops near Sydney should be the best yet, and our editorial committee intends to make the '93 ABA a complete and fitting memoir of that occasion. With your support, it shall be.

I thank you in advance for your enthusiasm in devoting your time to help us in this regard.

Our postal address remains P.O. Box 76, Kenthurst 2156 and my home phone number is (02) 428-4146 (between 7 and 8pm E.S.T. please).

We look forward to hearing from you in the near future.

I remain,

Yours truly,

 14/3/92

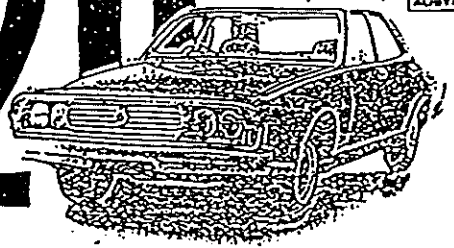
PHIL CROWTHER

# 20

YEARS OF



# LEYLAND P76.



ANNIVERSARY MEETING  
HELENSBURGH, N-S-W  
8 - 12 APRIL, 1993

**\* INTERCLUB DISTRIBUTION \***

\*\*\*\*\* P76 20TH ANNIVERSARY - EASTER 1993 \*\*\*\*\*  
NEWSLETTER NUMBER 2  
\*\*\*\*\*

Hello again P-Nutz, it's time to give you all an update on the Anniversary meeting. Firstly, yours truly made a huge goof in the Registration Form sent with the last newsletter. Please note that the deposit of \$30 should be \$30 PER ADULT, leaving a balance of \$100 per adult to be paid before the event. Also, please ensure that you give Tom the details (names and ages) of any kids you are bringing along to enable us to provide the Centre with booking details. Cheques should be made payable to the Leyland P76 Owners Club Inc. so that Tom doesn't have to bank them to his own account - we don't want him to lose the pension now do we?

Now that you know all of that, on to more important things.

Everything is proceeding according to plan, and it looks like this meeting will be the biggest thing to happen since the launch of the immortal P. Support has been fantastic so far and as accommodation at the venue is limited you should get your registration in early to avoid any problems later on. We are still obtaining details of extra accommodation in the area which should be available for the next newsletter, but why miss out on being where it all happens! The timetable of events will be finalised within the next month so we can give you all the juicy bits then.

Concourses, concourses, concourses. Every P-owners dream (or is that nightmare?) must be to have his P in a nice shiny condition for the judges to drool over while giving it a perfect score. The Stanwell Tops Centre includes a huge auditorium in which we can park as many P's as we like so why not plan to give your beast that extra bit of spit and polish for the Saturday concourse. To make things easier for the travellers, we will be providing buckets, sponges etc for those who want to put the finishing touch to their cars on the day. Just to add some interest, there will also be a P-on-the-spit and a couple of Force 7's hanging around, as well as a display of memorabilia, trade parts and maybe, just maybe, someone might have a few bits you might like to buy (or sell).

Got to go now - the boss wants his computer back!

Helensburgh, Easter 1993 - Where else would you wanna be!

## HOW TO INSTALL DISTRIBUTORS AND SET TIMING.

Many P-nutz are intimidated by the prospect of having to work on their distributors when the work involves removal of the distributor from the engine, but there really is no need to be concerned about refitting a distributor to a P-76 V-8, as it is quite a simple operation, provided you follow the proper sequence.

Assume that the engine has been rotated after removal of the distributor, and you have no idea which cylinder should be next to fire. The first step is to manually rotate the engine in its normal direction of rotation until the number one cylinder is approaching top dead centre (TDC) on its compression stroke. To determine the compression stroke remove the oil cap from the left rocker cover and get a helper to watch the action of the rocker and valve spring for number one cylinder's inlet valve, which is the second valve from the front of the head. You should rotate the crankshaft either by using a 15/16" socket on the crankshaft front pulley bolt or by repeated short uses of the starter. Watch the action of the number one cylinder's inlet valve spring. When the spring is compressed it means the number one piston is travelling down the bore on its induction stroke, and when the spring starts to rise it means the piston is already on its compression stroke. At this point start looking for the timing marks on the front pulley. Obviously, you should be standing by the left guard for a clear view of the pulley and the timing pointer on the water pump. Continue rotating the crankshaft slowly until the first short mark on the pulley lines up with the tip of the timing pointer. This will indicate that the crankshaft is now at 10 degrees before TDC.

For the purpose of keeping this article simple, we will assume that you are refitting a standard, non-modified distributor to the engine. You will have already fitted a new set of points and condensor to the distributor, and set the points gap to 12-15 thou. Naturally, you will have already checked the operation of the vacuum advance unit, and the centrifugal advance weights will be operating smoothly without any stiffness. To ensure that the distributor fits into the timing case without any problems, make sure the stem of the distributor body is clean and free from dirt and grease. A light spray with WD will make installation easier.

Before attempting to re-fit the distributor, use a long flat bladed screw driver to turn the oil pump drive shaft until the slot is at right angles to the crankshaft ie. the slot is in the six o'clock/twelve o'clock position. It may help to think of the positioning of the distributor body in terms of a clock-face with the nine o'clock position towards the front of the vehicle, which would be to your left, and the twelve o'clock position towards the right side of the vehicle.



Present the distributor to the engine in such a manner that the vacuum advance unit's pipe is at 90 degrees to the line of the crankshaft i.e. pointing to the right side of the vehicle, and while holding the distributor body in that attitude, turn the spindle so that the slot in the spindle is pointing to the screw which holds the condensor to the points base-plate. As the distributor slides into the timing case, the driven gear will mesh with the driving gear on the camshaft, and this will cause the spindle to rotate a few degrees clockwise.

The distributor body should be an easy slide fit right into the timing case, but may stop about 6 mm above the lip if the tang in the bottom of the distributor shaft does not slip into the slot in the top of the oil pump driving gear's shaft. If this happens, it may help to fit the rotor button to the spindle, and twist the spindle backwards and forwards while gently tapping the body of the distributor with a small drift or hammer. The distributor should drop into the timing case with only a few taps. If repeated attempts to fully seat the distributor are unsuccessful, it may be quicker to remove the oil filter and the oil pump body, and drop the oil pump driving gear out of the housing, then fit the distributor clamp to the timing cover, and tighten it enough to stop the distributor body from turning. Then refit the oil pump driving gear to the housing, and apply a gentle turning motion to the gear until it engages fully with the driving tang on the distributor shaft, at which point it will slide up into the housing, and sit flush with the bottom edge of the housing. You can then apply a few smears of grease to the oil pump gears, and then carefully refit the oil pump body and gasket. Tighten all bolts evenly, and then refit the oil filter.

Moving to the distributor clamp, loosen the clamp bolt until you can turn the distributor body. Turn the distributor body clockwise until the heel of the points is on a flat of the octagonal spindle. The vacuum advance unit's pipe should still be approximately at the twelve o'clock position. Now slowly turn the distributor body anti-clockwise until you can see the points begin to open. This is the point at which the spark would be produced if the ignition was on. Gently re-tighten the distributor clamp. Now take note of the position of the rotor button's alignment; it should be pointing to about the seven-thirty position. Temporarily refit the distributor cap, and check that the rotor button aligns with one of the contacts in the cap. That contact will be the position for the number one cylinder's spark plug lead. If another cylinder's lead is in that position, simply remove the wrong lead, and fit the correct length lead. Remember, the firing order is 1-8-4-3-6-5-7-2.

PHIL CROWTHER

# ...Getting Technical..

## P.76 MECHANICAL FUEL PUMPS.

A few members recently have experienced fuel pump problems with their P.76's. Mechanical fuel pumps gave problems early in the life of the vehicle with both 6 cylinder & V8 engines. The construction of the diaphragm in the pump was found to be the cause of the problem. The problems experienced were and are occasionally still occurring.

### 1. The 6 Cylinder.

- (a) The engine stalling or cutting out after reaching normal operating temperature.
- (b) The engine oil level in the sump increasing.

### 2. The V8.

- (a) The engine oil in the sump increasing.
- (b) Evidence of engine oil in the carburettor.
- (c) Engine running rough.

Two diaphragms are available.

- (i) The multi layer diaphragm - it can be identified as having 4 thin layers of material that are stapled through the top.
- (ii) The single layer diaphragm which can be identified as having a woven material visible at the circumference edge & is moulded in its construction.

The diaphragm only to use is the single layer type and it supersedes the multi layer type, however, I have still seen multi layer diaphragms supplied in new o/haul kits.

The multi layer diaphragm perforates through each layer, and with

- (a) the 6 cylinder engine allows petrol to pass through the perforation into the rocker cover and then into the sump, increasing the level & diluting the oil.

It can cause accelerated wear to the engine due to improper lubrication.

- (b) The V8 engine suffers a similar fate to the 6 cylinder engine. Petrol passing through the diaphragm and into the sump, increasing the level & diluting the oil.

In some cases, oil has passed through the diaphragm mixed with the fuel, & has been deposited into the carburettor.

So if any of the symptoms appear check the fuel pump, it may have a faulty diaphragm.

The Goss fuel pump o/haul kits that are readily available are:-

6 cyl.	947 KT	
V8	948 KT	and cost about \$10.

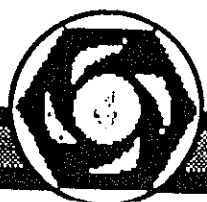
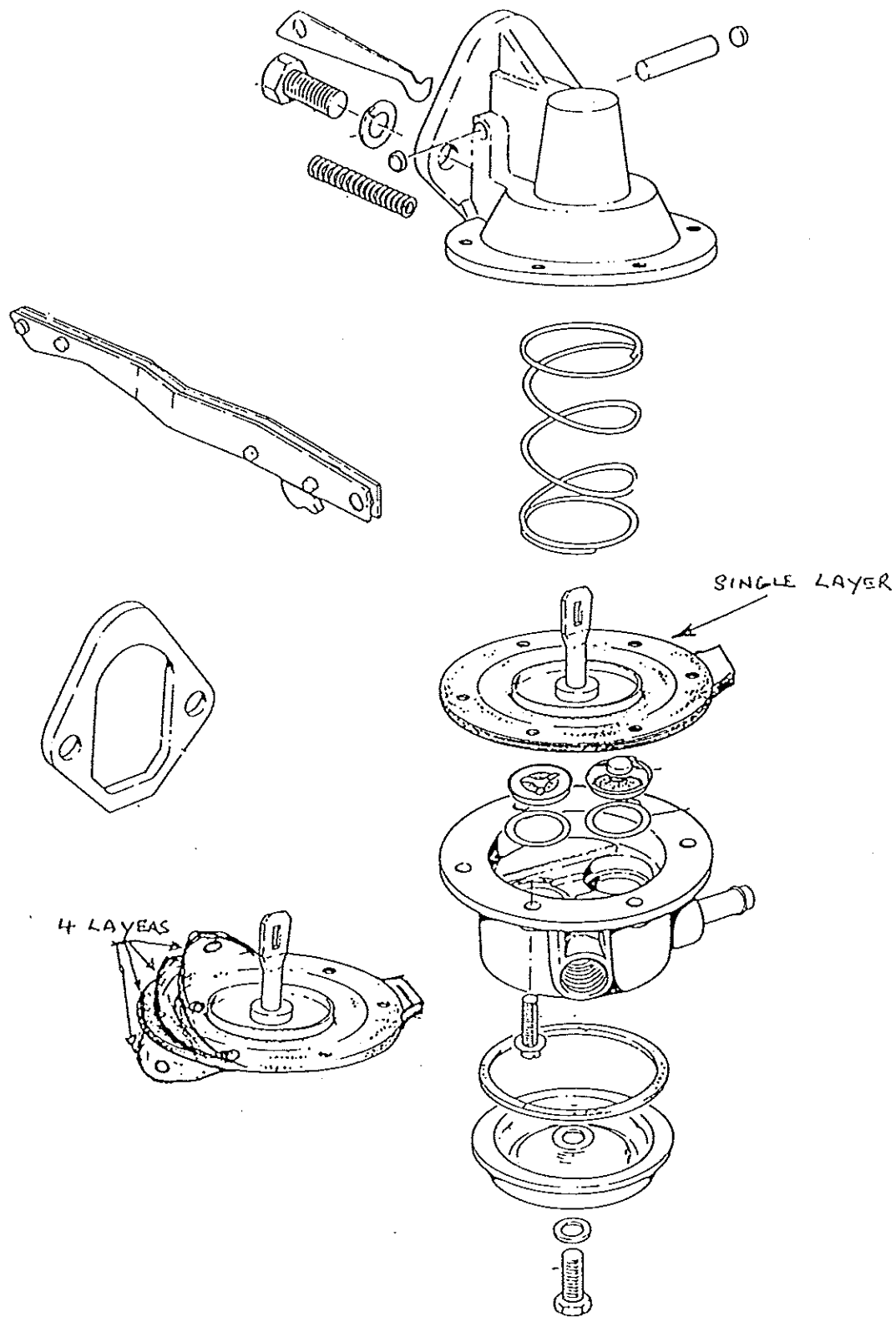
It is a good policy to overhaul the fuel pump every so often to ensure it is operating correctly and gives peak performance. Of course as many P.76 owners have done as an alternative, fit an electric fuel pump.

The electric fuel pump can be a total replacement or fitted in conjunction with the mechanical pump.

HAPPY MOTORING

TONY DE LUCA





# CLUB INFORMATION PAGE

## YOUR COMMITTEE

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Ph 888 1345

### SPARE PARTS

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NARANGBA 4504  
Ph 888 1345

## 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

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.

## 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