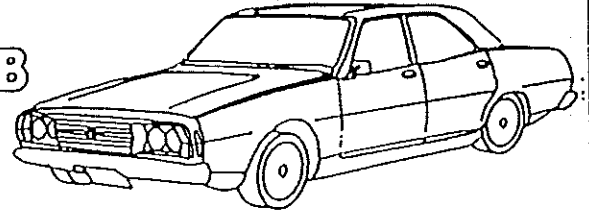


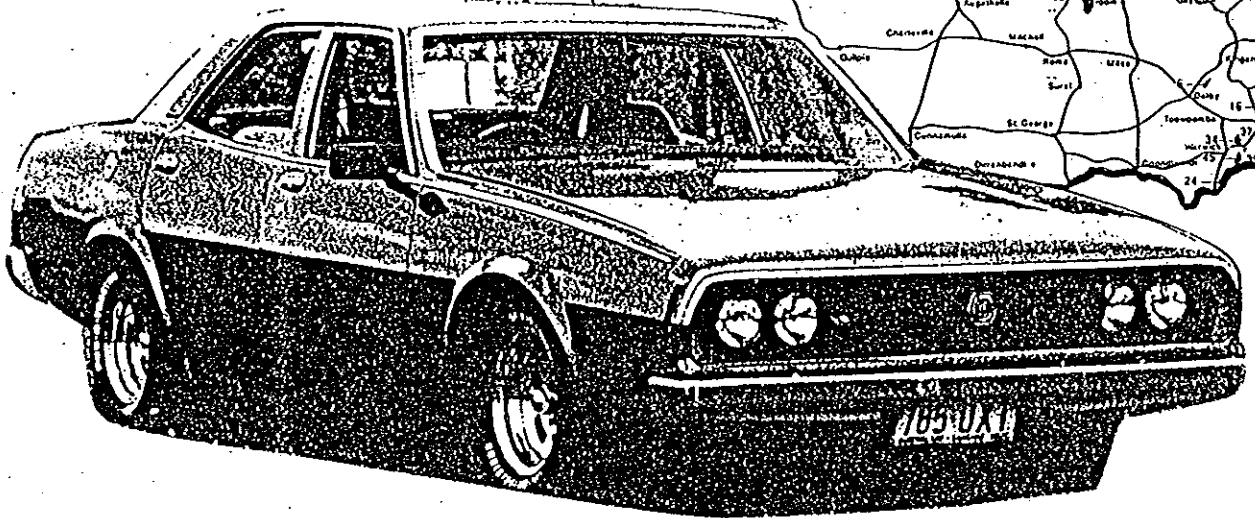
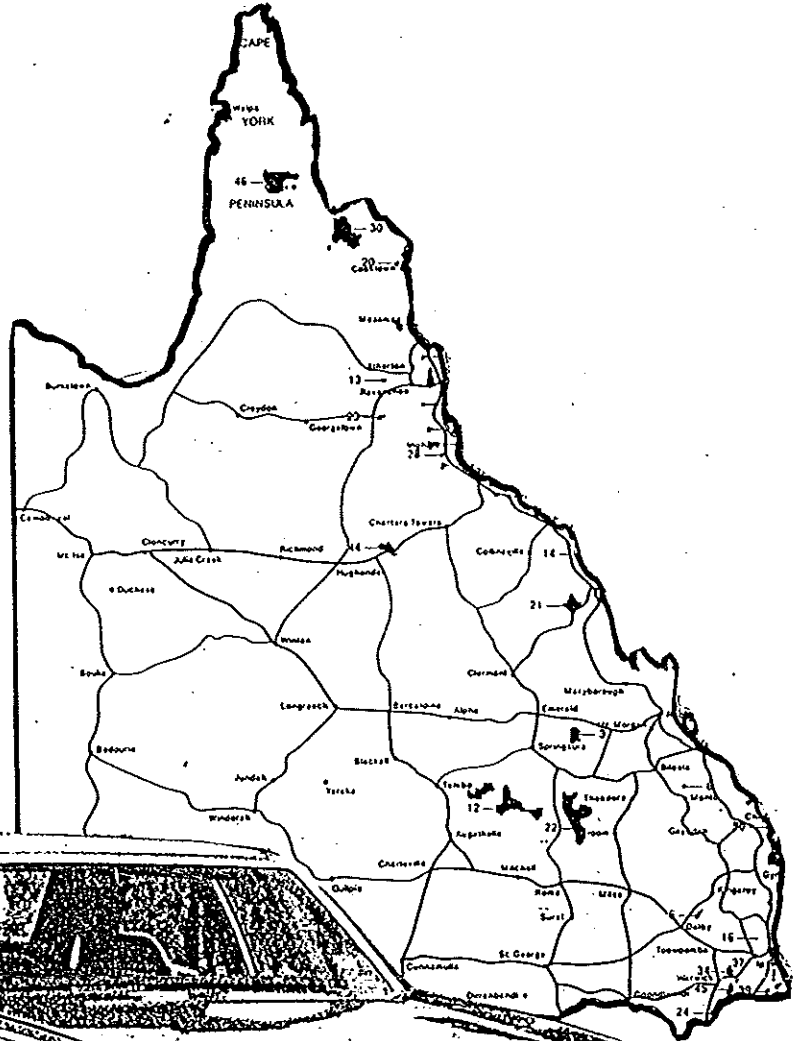
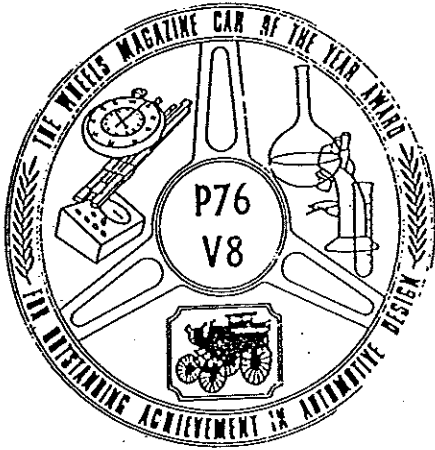
QUEENSLAND P76  
OWNERS CLUB  
INCORPORATED

P.O. BOX 343  
CARINA 4152



July

1994



P76. Anything but average

MINUTES OF MEETING 13/7/1994

Meeting opened @ 8.05 pm  
Apologies A.Schutz

H.Probst. M. Schutz.

Minutes were read by P. Rogerson. Passed P.Rose 2nd J. Joyce  
As the new committee was nominated at last months meeting, and there being no further nominations the Presidents chair was taken over by Graham Rogerson.

Treasurers Report:- Unavailable

Incoming Correspondance:- Club Magazines:- Vic. Canberra. Sydney. W.A. Hunter Valley. New Zealand. Copy of liability policy from Shannons

Forms for Change of committee etc from Consumer Affairs.

Ads for cars for sale. Notice of Swap Meet @ Beenleigh Tavern 24/7/94

Charity Quest Car Rally \$25-00 per car. 28/8/94

All British Car Clubs Day @ Australian Woolshed 28/8/94

Membership Renewals 16 People

Outgoing Correspondence Nil

Business arising from Minutes

Lenses:- No further action at this time

Gaskets:- No Gaskets in stock at present. will let us know when available.

General Business

Stephen McCoy from The Dept of Transport.

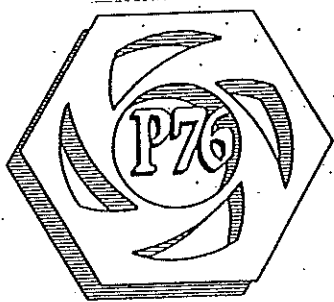
Gave us a talk on personalised plates costs etc.

The dept is making available Registration plates with the club logo on and also club motto up to 30 characters.

These will be available at \$250-00 per set, you will be allowed 2nos and 3 letters of your choice providing they are available. to make this possible we need to have 15 orders . If you are interested or would like more information let one of the committee know.

General discussion followed

Meeting closed 9.55 pm



MYP 76

Anything but average

SUGGESTION ONLY

FOR SALE

Tee shirts \$20-00

Tee Spoons \$ 5-00

National Magazines \$ 5-00

Anniversary Number plate frames \$10-00 per pair.

Badges \$6-00

Key Rings \$5-00

Anniversary Postcards \$ 1-00

ROGO RAVES ON

Hello, ROGO Here your new President, Well it's good to be back at the wheel again. It's been about 8 years since I was in the Presidents chair, and we have had a lot of changes since then.

First I would like to thank Haroon Probst for the job he has done over the last two years. and I would also like to thank the outgoing committee. And welcome the new committee to their new positions. I am sure we will do a good job, of course we need the help of you The members we want to know what you want from the club. We want you to come to meetings and outings and let us know what we as the committee can do to make things better.

Last year we started a pretty good spare parts supply which has been going along just fine. We will try and get a price list out for you as soon as possible. For our first outing we will be doing a stocktake of our spares and pricing those that are not already listed. Included will be a sausage Sizzle lunch supplied by the club. this will be held at my place on 31 July wich is this next Sunday. Hope to see a lot of you come along.

The P76 Club for me is a chance once a month to get out and have a look at the countryside, and meet people. And what better way to do it than in the best car there is. THE P. Since Pat ad I have been involved with the club we have been to so many different places. I think the most memorable of these are the national meetings. The one that comes to mind was our trip to Perth. What a great place that is and what a great time we had, and met such lovely people. Thats another think THE PEOPLE. All over Australia we feel we can travel anywhere and drop in on someone we know. with a P76 Owner They are like family. I realise that not everybody can get away at Easter or Can't afford it, but those that can I urge you to do it. Or maybe you're afraid your P won't make it, Of course it will. And if it does break down, just think of the fun you'll have fixing it just bring along the spares.

We also want to hear from any of you with a story about your P 76. If you have rebuilt it or had it from new. Where you have been in it. or any interesting modifications you may have done to it. We would like these stories to put in the magazine.

Well thats about all for me for this month. Lets see as many of you as possible at the next meeting and keep on P'ing

ROGO

SOCIAL CALENDAR

JULY 31 st 9-30 AM

At 635 Old Gympie Road  
Narangba.

We have to do a stocktake for the end of the financial year so all are welcome to come along and help us out in this; We will be stock checking all the parts we have for sale and also pricing new parts we picked up in the last month. A sausage sizzle Bar B Q will be provided by the club. so just bring along your booze and soft drinks.

August 28th

All British Car Clubs Day

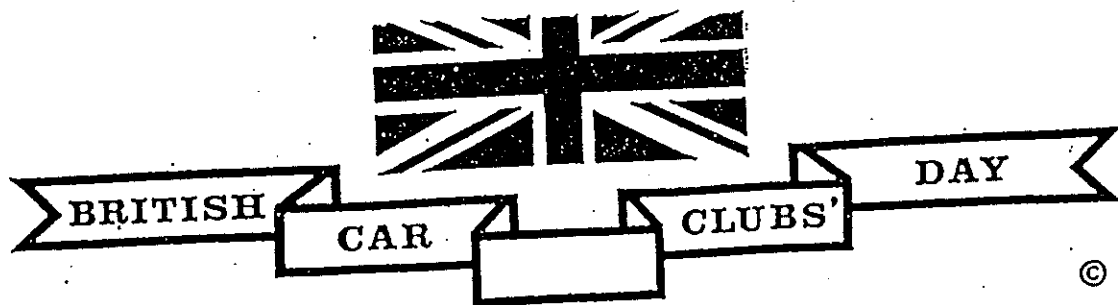
Australian Woolshed 148, Samford Rd Ferny Hills

As we are the proud owners of the Club Trophy for this event we want you to come along and help us to defend our honour. More info next month.

EASTER 1995

National meeting to be hosted by the Victorian club

More details as they come to hand.



MAY, 1994

Dear Club Secretary

The British Car Clubs' Day Committee extends an invitation to the members of your Club to join them at the static display of motor vehicles of British origin for 1994.

Exciting Venue: The Australian Woolshed  
148 Samford Road  
Ferry Hills

Participants and their family and guests again will be able to use the complete facilities of the Australian Woolshed ..... Water slides, Mini Golf, visit to the Craft Shop; and view the Ram Show. This will ideally be a true family day with fun and entertainment for everyone.

Date: 28th August, 1994

Time: Start 8.00 am, conclude 2.30pm

Wet Weather Arrangements: In the event of inclement weather on the day please phone Neale Webb on 07-263-2101 or Mobile 018 191 720 for details on weather conditions at the grounds. Should the function be cancelled because of the weather, it will be held on the following Sunday. All other arrangements will remain the same.

Entry: Please enter via the special gateway off Samford Road to the special area of the grounds set aside for our cars. No other cars will be allowed near this area.

Entrance: A charge of \$5.00 per car will apply to help offset costs of the day. Please help our attendants by having the correct change ready.

Club Arrival: As vehicles will be parked in order as they arrive, it is advisable for Clubs to arrive as a group to be parked together.

Parking: Please advise your members to drive very slowly when moving onto the field and again when leaving. Police may control the departure of cars from the grounds.

This is a static display and members must not attempt to drive around the grounds during the day.

Each Club will be held responsible for its Club Members' actions.

Lunch: Ample food and beverage arrangements are available. Steak sandwiches are available. A sit-down camp oven meal of corned meat, fresh vegetables, damper, tea or coffee will be available in the Drover's Camp and full Restaurant facilities will be available in the Restaurant. Soft drinks, beer and wine will be available from the Canteen (available between 12.00 and 2.00pm).

Awards: As in past years, there will be an impressive line-up of trophies for presentation. Trophies will be available for individual cars.

Vehicles will be presented with a special memento of the day. As in past years, this is certain to become a sought-after production. Only 400 are being produced and will be presented to the first 400 cars entering the grounds.

Important Notice: The British Car Clubs' Day Committee does not accept responsibility or liability for any injury, damage or loss incurred.

Any vehicle attending that is not covered by current registration MUST HAVE adequate motor vehicle insurance.

We look forward to having your Club Members present with us on 28th August, 1994.

Kind Regards.

BRITISH CAR CLUBS' DAY COMMITTEE



FOR SALE

Owners Manual  
Offers Keith Negus  
273 1091  
.....

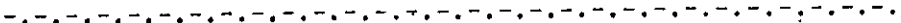
1973 V8 De Luxe  
Column Auto  
Reg Vic to 7/95  
Body Excellent  
Interior Good, Seats need repairs  
Best Offer  
Bernie Taylor  
Minyama 074 447 880

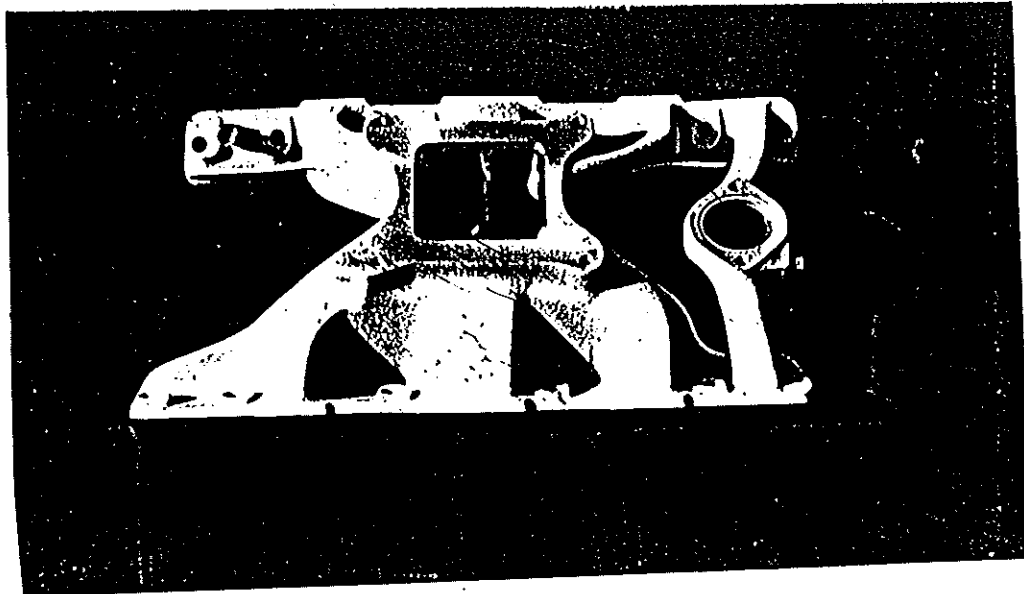
Super V8 T.Bar Auto  
Targa Mags- Reclining Seats  
as new condition  
Genuine 21,000 miles on clock  
White with brown trim  
Never been out of Bundaberg, and has  
original plates

\$5000-00  
Ron Hallard 071 513 851  
Mobile No 018 796 971

.....  
WANTED

Targa Mag wheel nuts.  
contact Ray Trost  
076 967 364





P76 MANIFOLD NO SIDE PLATES REQ.

- 1/ SUITABLE HOLES SQUARE BORE.
- 2/ SUITABLE AFIS CARTER (NO ADAPTOR REQ)
- 3/ SUITABLE L.P.G. CONVERSIONS

ALL MANIFOLDS ARE FINISHED WITH A CARNET SAND BLAST. HEIGHT OF MANIFOLD ABOUT  $\frac{3}{16}$  INCH HIGHER THAN STANDARD.

AFL HEATER AND BOOSTER AND TEMPERATURE ARE DRILLED FOR STANDARD FITTINGS

PRICE \$350.00 PLUS FREIGHT.

**WILLPOWER PERFORMANCE**  
CHRYSLER V8 & HEMI 6 ROVER V8  
10 JAFFA RD DURAL  
TEL: (02) 651 3550

THANK YOU.

W T LANEY

W J Scammy

## TECH TIPS: OVERHAULING BRAKE MASTER CYLINDERS

By Phil Crowther

A brake pedal which sinks slowly to the floor when firm pressure is applied, indicates a fluid leak and/or defective seals. If you have a sinking pedal, but there is no sign of brake fluid leakage, and the level of fluid in the master cylinder reservoir is not diminishing, then the chances are that the seals in the master cylinder are defective. Servicing a faulty brake master cylinder is a fairly straight-forward job, but a working knowledge of the principles involved is useful.

When a brake master cylinder is known to be faulty, there are three options for the owner of the vehicle to follow. 1) Have a new cylinder fitted, by (hopefully) competent mechanics. 2) Have your old master cylinder, or a spare one, stripped, cleaned and re-sleeved. Some engineering places will fit a new sleeve to a master cylinder for as little as \$50. 3) Simply strip the master cylinder yourself, and hone it, using a fine grade abrasive stone, and thoroughly flush it afterwards to remove all grit and dirt. Both options 2 and 3 require the purchase and fitting of a master cylinder seals kit, which will cost about \$40 to \$50.

If you're in a big hurry to get the car mobile again, option 1 makes the most sense, although a new master cylinder can cost up to \$150, plus the cost of the mechanic's time to fit it. With option 2, a re-sleeved cylinder, fitted with new seals and carefully re-assembled, should be just as reliable as a new cylinder, since the new sleeve restores the bore of the cylinder to a perfect circle. Re-sleeving, plus the cost of a set of new seals, should work out cheaper than the cost of having a new cylinder supplied and fitted, as long as you're prepared to strip the cylinder, clean all the internals thoroughly, fit the new seals, and put it all back together yourself. Option three is really the poverty pack option, and is only recommended as a temporary measure, as a honed cylinder may never be truly cylindrical, and braking performance may therefore be compromised to some degree.

Before removing the cylinder from the vehicle, use a spanner or socket to loosen the 11/16" plug at the front of the cylinder. Removal of this plug will allow access to the brake pressure failure piston seals and spring, which are located in the small bore behind this plug, parallel to the main cylinder bore. With the cylinder removed from the vehicle, remove the top cover and drain the old fluid, taking care not to let any fluid get on the vehicle's paintwork, as brake fluid can damage paintwork.

Clamp the cylinder body firmly in a vise, and remove the brake pressure failure switch, which threads into the right side of the cylinder between the two brake pipes. Use a socket (usually 10mm) to loosen the primary brake piston stop bolt, which is threaded into the cylinder inside the larger (rear) reservoir. Use a drift to slightly depress the primary brake piston about 5 to 6mm into the cylinder, and remove the piston stop bolt while keeping the piston depressed.

There are two piston assemblies in the main cylinder bore. The primary piston assembly, which is at the rear of the master cylinder, closest to the vehicle's firewall, moves the fluid to operate the vehicle's front brakes, while the secondary piston assembly, in the front of the cylinder, operates the rear brakes, via the pressure limiting and retaining valves fitted to the rear brake line.

Most seals kits come with a pamphlet which shows the positions of the seals on the two pistons, and the positions of the seals on the brake pressure failure piston, in the small bore. It is vitally important that all seals are correctly fitted. As the old seals are removed from the pistons, they should be placed, in order of removal, on a clean workbench for inspection and comparison to the seals in the new kit. Particular attention must be paid to the direction the flared edges of the seal's face, i.e. towards either the front or the rear of the cylinder.

The pistons must be absolutely spotless before re-assembly takes place. Fine grade abrasive paper may be used to remove dirt and gum, but all pistons and springs, etc, must be thoroughly washed and air-dried before the new seals are fitted. To make re-assembly easier, a light smear of vaseline may be applied to the pistons before fitting the new seals. When all seals, washers and circlips have been fitted, the piston assemblies and springs, etc, may be refitted to the cylinder. Again, the primary piston should be held depressed in the bore about 5 to 6mm while the stop bolt is hand-threaded into the cylinder. Proper installation of the stop bolt will prevent the primary piston from popping out of the master cylinder.

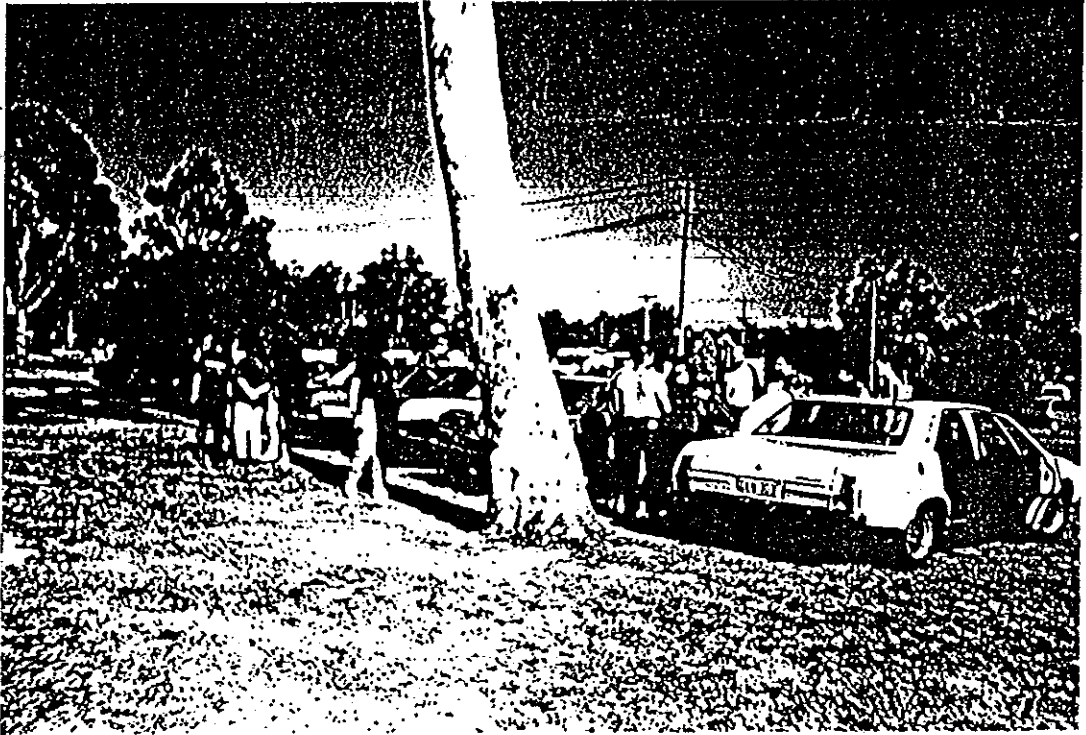
The pressure failure piston may be sometimes difficult to remove from its bore. Striking the end of the master cylinder sharply on a piece of hard-wood should help the piston break free from the seals. The pressure failure piston may be cleaned using fine grade abrasive paper. There must be no burrs or rough edges on any piston refitted to a serviced master cylinder. Once again, a light application of vaseline will make re-assembly and refitting easier.

Refitting of the assembled cylinder to the vehicle is a fairly simple procedure. Fit the master cylinder to the studs on the master-vac unit, but do not tighten the 9/16" nuts until all brake pipes have been correctly threaded into the master cylinder. When all brake pipes have been threaded properly, tighten each union down with light spanner pressure and refill the master cylinder's reservoirs.

About twenty pumps of the brake pedal are normally required to fully bleed the master cylinder and purge all air out of its bores. Remember when bleeding the master cylinder to check the fluid level after every 5 or 6 bleeding operations. Each brake pipe should be bled at the master cylinder at least twice, in turn, and then each brake line should be bled at its respective wheel until new, clean brake fluid comes through the bleeder nipple. After bleeding the system at the master cylinder and at each road wheel, all spilled fluid should be hosed away, and the master cylinder reservoirs should be topped up, and the vehicle carefully road-tested.



Please note.....When bleeding has been completed, there should be NO sponginess in the feel of the brake pedal. Any softness or "give" may be a sign that there is still some air remaining in the system. If the pedal feels firm, carefully road-test the vehicle, checking to see that it pulls up in a straight line without any tendency to swerve left or right. After the road-test, carefully check all brake lines at the master cylinder for any sign of fluid leakage, and check all road wheels, too. It is a good practice, after any work on a vehicle's braking system, to daily check the fluid level, and also to daily check around the master cylinder and road wheels for any sign of fluid leakage. As in all matters of car maintenance and/or repair, if you are ever in any doubt, consult a trained, licensed mechanic.



*Vice-President's Economy Run*

## DEFERRED MAINTENANCE OR HOW TO GET YOUR FINGERS BURNT

By Phil Crowther

I can only plead that what with doing weird hours on night-shift, learning to drive this computer to write the club mag, getting all my trash and treasures sorted and stored away, and a hundred other little jobs which I never quite find the time for, well it had to happen. Friday afternoon, Victoria Road, Ryde, in early peak-hour traffic, waiting at the Devlin street lights, and suddenly, Mongrel just dies....Kaput. No lights, no gauges, no horn, no nothing...Oh, gosh, I might have said.

Hit the hazards, to let everybody know to go around me, and guess what? Yep, no power to the hazard lights, and with power steering, and a box trailer behind me, I have a fun time rolling Mongrel down-hill away from the lights, against the traffic and into the mouth of a near-by side street, where I pop the bonnet and start looking for the reason for the lack of power.

Mongrel's wiring has been slightly altered, with two six millimetre cables taking power from the battery, through twin fuses, to the fuse box and relays for lights, fans, horn, etc, and the problem in this case is a bad case of corrosion of the fuses terminals on the battery side of the twin fuses. Since I can't find the spare fuses I just by-pass the fuse-box, and clamp the two major power wires together. Great! Now I've got power back in the system, close the bonnet, start her up, and off we go at a great rate of knots, making a mental note to do some serious maintenance on the wiring very soon (maybe before Christmas, if I'm lucky).

Sunday night, out at Cabramatta, try to start Mongrel, and everything goes very dim. Hmm..., dirty connections again? Lift the bonnet, and have a quick look. Naturally the torch battery is fading fast...Nothing seems too sad about the wiring around the fuse boxes, so thump the battery terminals a few times, and give the key another go. Tommy Abbott is standing next to the left guard, watching. The ignition lights come on, but go real dull, real quick, when the key is turned to "start". And one of the main supply wires, the one which feeds power to the starter relay, amongst other things, starts glowing like a little electric radiator. "Fire" cries Tommy. "Who's he shooting at?" I wonder, until I see the smoke, and leap out of the seat, planning to do a quick removal of the main earth wire from the battery.

However, Tommy's much closer, so I yell at him to pull the negative lead off the battery. Unfortunately, he grabs a live one, which sizzles the end of his fingers quite severely. Then, with the starter relay totally fritzed, the fire goes out.

We spend an enjoyable hour or so picking charcoaled plastic out of the engine bay, and then with some spare wiring from my tray of spares in the boot, I reconnect the power supplies for headlights, ignition and other functions.

A few days later, using two fuse boxes from old Marina harnesses, I rewire the power supplies, through parallel 30 amp fuses, so that every function in Mongrel's electrical system, except for the heavy cable to the starter motor, is fuse-protected, and now, Mongrel's headlights are brighter at night, he starts much easier, and even the dashboard lights are bright enough to allow the dials to be read easily at night.

Hopefully, one day in the near future, one of our club's electrical geniuses can provide us with an easily-read wiring diagram, so we can all make our P 76 wiring barbecue and fool proof.

COURTESY SYDNEY MAG

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

(c) 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:-

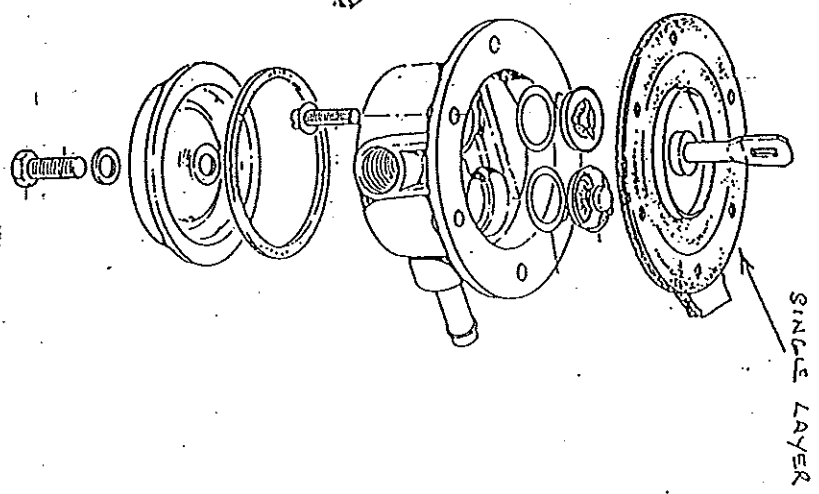
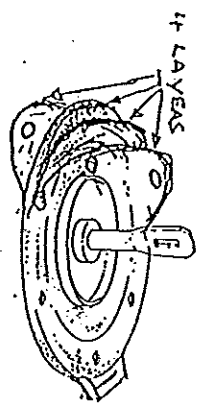
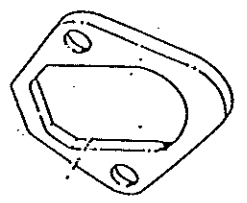
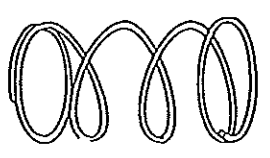
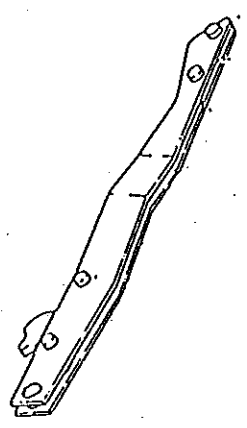
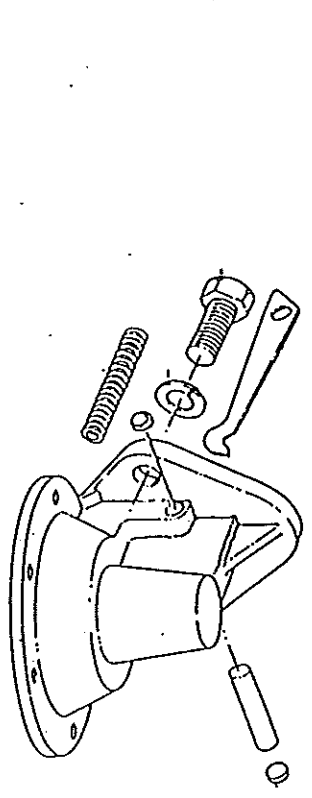
6 cyl.	947 KT	
V8	911 KT	and cost about \$10.

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.



Editor's Note:  
The Technical articles on Pages 21, 22, and 23 were originally printed in the Mar and Apr 91 issues of the NSW P76 Club magazine. They are reprinted here by kind permission of the author and the NSW Club.

YOUR COMMITTEE

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GENERAL MEETINGS

The Old P76 owners club Inc holds its monthly meetings on the second wednesday of each month.

TIME 7:30pm

VENUE

Norman Park Uniting Church  
Cnr of Bennetts rd and  
McIlwraith Avenue  
Norman Park  
(At the Round a bout)

\*\*\*\*\*

1994 MEETING DATES

January	12th 94
February	9th 94
March	9th 94
April	13th 94
May	11th 94
June	8th 94
July	13th 94 A,G,M.
August	10th 94
September	14th 94
October	12th 94
November	9th 94

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CLUB OUTINGS

Various activities are organised by the clubs 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 allocated	
Attend meeting	1 point
raffle donation	1 point
organise event	4 points
attend event	2 points
win event	1 point