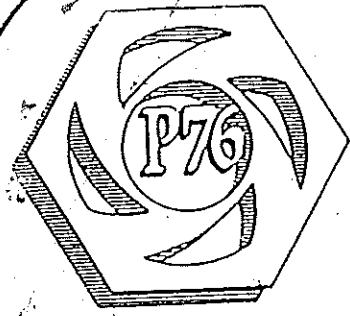
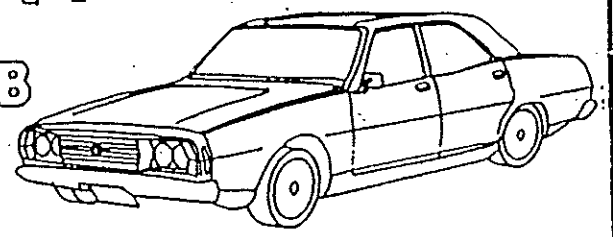


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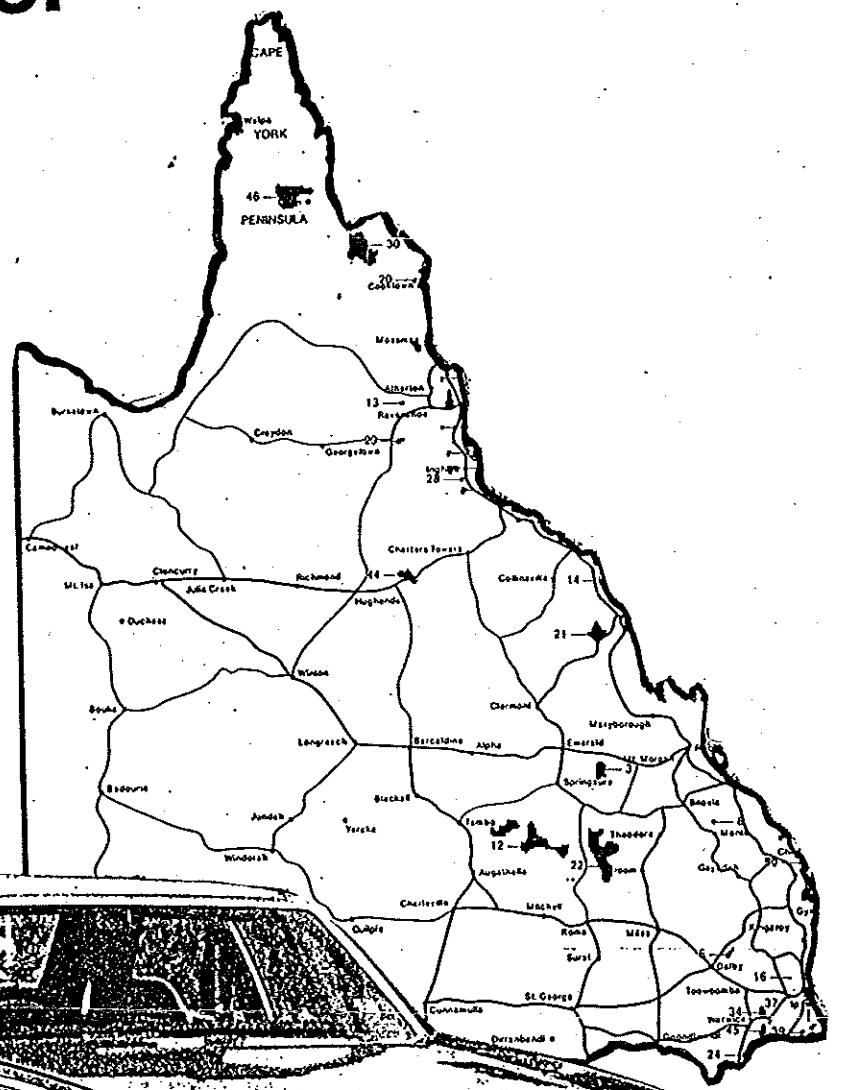
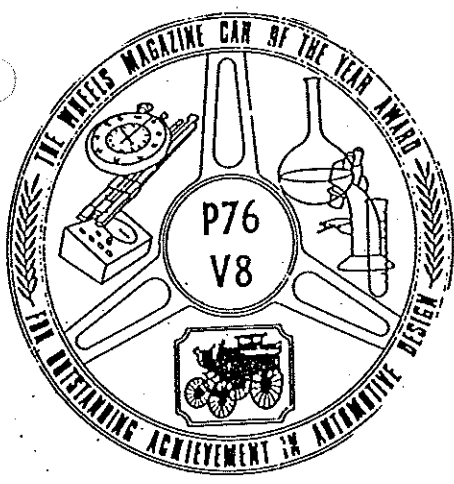


QUEENSLAND P76
OWNERS CLUB
INCORPORATED



September

1994



P76. Anything but average

THE PRESIDENT OPENED THE MEETING AT 8.15 pm.

ATTENDANCE PER ATTENDANCE BOOK

APOLOGIES: ALAN SCHULTZ.

MINUTES OF PREVIOUS MEETING READ BY THE SECRETARY. MOVED AS CORRECT BY PETER ROSE, SECONDED BY BRET SHAW.

TREASURERS REPORT: NO TREASURERS REPORT AVAILABLE.

INCOMING CORRESPONDENCE:

MAGAZINES WERE RECIEVED FROM NEW ZEALAND, WEST AUSTRALIA, SYDNEY.

- 1) A LETTER FROM DAVE COOK IN BLI BLI CONCERNING THE BREAKDOWN SERVICE FOR CLUB MEMBERS.
- 2) AN INVITATION HAS BEEN RECIEVED FROM THE FORD PERFORMANCE CLUB ABOUT A NAVIGATION RUN ON THE 8th OCTOBER.
- 3) THE VETERAN CAR CLUB OF AUSTRALIA HAS SENT US DETAILS OF THEIR CLUB ROOMS.
- 4) INTERNATIONAL HOUSE SENT US DETAILS OF THEIR MEETING ROOMS WHICH MAY BE SUITABLE FOR CAR CLUBS.

OUTGOING CORRESPONDENCE: NIL GENERAL BUSINESS.

- 1) GRAHAM HAS ORDERED THE NEW RADIATORS AND THEY SHOULD SELL FOR \$60.00
- 2) DISCUSSION ON REAR LOUVRES.
- 3) GRAHAM GAVE US THE LATEST DETAILS ON THE EASTER MEET IN VICTORIA.
- 4) V8 GASKET SETS ARE NOW AVAILABLE FOR \$100.00.
- 5) DISCUSSION ON BRINGING LEYLAND MARINA'S INTO THE CLUB.

MEETING CLOSED AT 10.00pm.

Dear *club*

The Victorian P76 owners club would like to request articles suitable for including in the national magazine to be produced as part of the 1995 national meeting to be held by the Victorian club. Suitable articles include any stories or technical tips, and we would also like to include a brief history of each club including information such as how long the club has been running, number of members and anything of interest about your club, I would appreciate it if you could send to me the relevant information by the 30th of NOVEMBER. As yet the venue for the national meeting is undecided and you will be advised of details for the location cost etc as soon as our committee has confirmed the details. Articles to be sent to

Andrew Stapley
Secretary P76
Owners club
Victoria.
11 High st
LAVERTON
3020 VIC

EDITORIAL

A few people have asked for a copy of the joining form to give to a friend or acquaintance so I have reprinted one on the inside cover at the back. This will also give information on who to contact and when and where to meet.

Ford performance club are holding a navigation run on Sat 8th October. As this is not our normal outing weekend it has not been included in the social calendar. However some members may wish to participate so I have included the entry form for you to complete. The day starts at the B.P. Cnr Progress and Boundary Roads Wacol at 12-00 pm. The navigation run commences at 1-00pm and the destination is the Willowbank Raceway. Where you may enter your car for a fee and see how it fares on the drag strip. Wednesday evening 12th October we have arranged for Paul Jones of Metal Strip and Preparation to come along and show us just what his company does. If any of you are about to start to restore your Beloved P 76.this evening will be well worth attending.

We are getting a lot of enquiries re Water pumps. reconditioning etc. I recieved a brochure from The Rover Club with regards to this.

Also have reprinted a brochure on Lead versus Unleaded.Well worth reading.

SOCIAL CALENDAR

Sunday September 25th

Where? Meet at Gailles Roadhouse SHELL

Pick Up;- Blue Star Caravan park/Garage.

Meet;- Mobil Top Of Range, Toowoomba.

We will check out some of the best gardens in Toowoomba. and head for the Showgrounds for a display of some of the most collectable cars in Australia.

Easter 1995

National Meeting in Victoria. Venue Camp Bridgewater. Portland. More details as they come to hand.

Sunday 2nd October

BATHURST

No we are not driving to Mt Panorama. But those who would like to watch it in company of other keen enthusiasts may like to take a drive to Connondale. The Humpherys have kindly offered the use of their Bar-B-Q facilities to anyone who wishes to join them on this day.

If you're interested phone Graham on 8881345 who will lead a convoy to their place. B Y O of course. Food drinks etc.

.....

ROVER WATER PUMPS

EXCHANGE SERVICE

Why buy new? You can exchange your failed pump for a fully rebuilt pump, complete with new shaft, bearing and seal - and also pressure tested.

New pumps from a Rover franchised dealer in Brisbane cost: P6 \$322; P6B non-viscous \$232; SD1 \$229; SD1 SE \$234; Range Rover \$133 to \$325; all plus 17% sales tax.

ROAQ member Herbert Rolfe can supply the following on an exchange basis:

P6.....	\$150
P6B viscous and non-viscous.....	\$130
SD1.....	\$150
SD1 SE, Range Rover, P76 V8,.....	\$140

These prices do not include forward freight. A one-day fitting service is available if required, at additional cost (not garage prices).

Herbert Rolfe
43 Braidwood St
Everton Park 4053

Telephone (07) 355 4729

FOR SALE.

Brand new parts.

1 Passengers side front bumper bar end.	\$20
1 Set factory air conditioning hoses.	\$60
1 Boot lid rubber.	\$25
1 Carburettor rebuild kit for WW2	\$10
2 Rear beige Super door trims.	\$50
2 Front brake hoses.	\$40

Secondhand parts.

1 V8 auto radiator.	\$40
1 Very good left hand front indicator.	\$25
2 V8 heads.	\$50pr
1 Steering wheel with no cracks.	\$40

FOR SALE..

V8 automatic Deluxe. Corinthian Blue.

135000 klms Drive away \$500.

Phone (07) 849 1884.

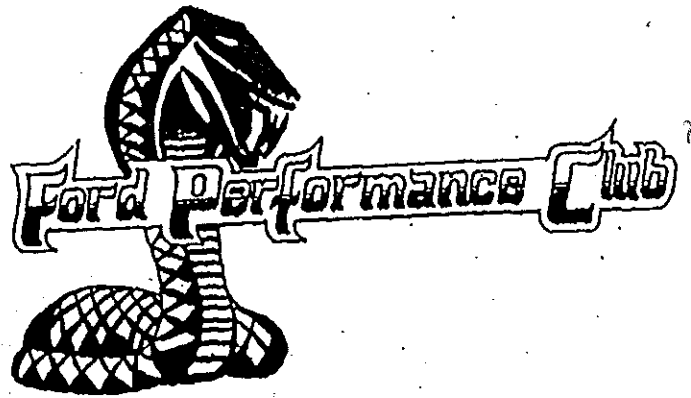
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P 76 Super V8
Column Auto. Reg Oct 1994
Mechanically:- Recon Gearbox
Brakes need attention
Body:- Ding in Drivers Door
Slight rust in rear window
Mag Wheels
Interior:- Bench front seat
Fair throughout
\$1000-00
Contact Barry Raffin 269 8972

P 76 Executive V8
T Bar Auto Reg 8th month 1995
Dry Red
Mechanically Fair
Body Excellent
Interior Excellent
Log Books and spares
\$4000-00
Contact Mark Bryant 075 28 2573

Genuine Presentation Ashtray
Only limited numbers made
Genuine offers only considered
Barry Wilks 202 6912

Ford Performance Club of Brisbane
183 Redbank Plains Rd,
Redbank Plains. 4301
Ph 07 814 3581



Good evening President, Committee and Members !

..INVITATION...INVITATION...INVITATION...INVITATION...INVITATION...

On behalf of the members of the Ford Performance Club of Brisbane, I would like to invite your Club members, family and friends to participate in NAVIGATION '94.

So, when is the big day you ask!?!

8 OCTOBER 1994

NAVIGATION '94 will begin at 12pm with a 'Static Car Show' - held at the BP servo, Cnr Progress and Boundary Rd, Wacol.

The actual Navigation commences at around 1 - 1:30pm, and just quietly, incase you get lost or find yourself going around in circles, it finishes up at **Willowbank Raceway**.

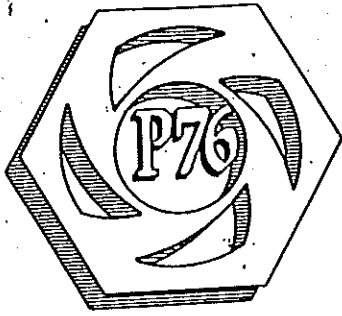
ENTRY FEE -: \$5.00/CAR BARGAIN!!!

Racing at Willowbank is extra & is payable at the track.

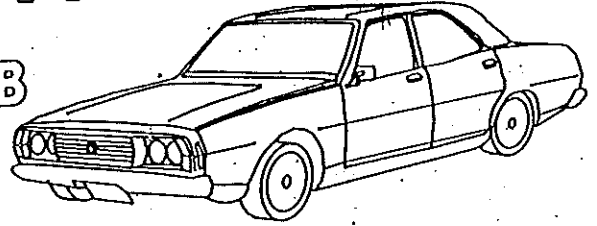
TROPHIES & PRIZES include -:

- Top car : Static show
- Most noticed car : Club judged
- 1st driver and navigator
- 2nd driver and navigator

P.O. BOX 343
CARINA 4152



QUEENSLAND P76 OWNERS CLUB INCORPORATED



Application for Membership

I, hereby apply for full membership to the
LEYLAND P76 OWNERS CLUB INC. I agree to abide by the rules of the Club and work
towards the furtherance of the objects of the Club.

Enclosed with this application form is my subscription fee of \$30-00 and my once
only joining fee of \$10-00.

My address is
.....
..... Postcode.....

Date of Birth Occupation
Marital Status Phone No. Home
Work

VEHICLE DETAILS

	1	2	3
MODEL
V8 OR 6 CYL
COMPLIANCE PLATE
REG. NO.
GEARBOX
COLOUR
MODIFICATIONS

Colour Photo enclosed

SIGNED..... DATE.....

FOR OFFICE USE ONLY
Recommended that this Application be accepted.

YOUR COMMITTEE

PRESIDENT

Graham Rogerson
635 Old Gympie Rd
Narangba
Ph 888 1345

VICE PRESIDENT

Neville Humpherys
Upper Cedar Creek Rd
Connondale
Ph 074 944 427

Secretary

John Joyce
45 Ranald Avenue
Ningi
Ph 074 975 389

Treasurer

Allan Schutz
10. Cooinda st
Eastern Heights
Ph 202 1054

Editor

Pat Rogerson
635 Old Gympie Rd
Narangba
Ph 888 1345

Spare Parts

Graham Rogerson
635 Old Gympie Rd
Narangba
Ph 888 1345

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 attention.

GENERAL MEETINGS

The Qld 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

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

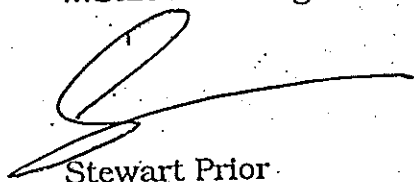
This event is not a race and will not be based on time taken or mileage but there will be a generous cut off time allowed. The winner will be determined by the correct number of questions answered (judges decision is final) And should there be a tie for any placing we will look to the poker hand to determine a winner.

NAVIGATION '94 is open to everyone - regardless of age, sex or preference of vehicle. This is a terrific day for Club interaction on a fun level. We would love to see you attend this event once again.

If you should have any further enquiries with regard to NAVIGATION '94 please do not hesitate to contact me on 814 3581. I look forward to seeing you on the day!

Until then enjoy...

...Safe motoring.



Stewart Prior
Secretary

Ford Performance Club of Brisbane

NAVIGATION '94

PRE-ENTRY FORM

Paid pre-entry to this event prior to last mail on October 1 will place you in the draw for a mystery prize. A receipt will be forwarded by return mail for presentation on the day as proof of paid pre-entry.

ENTRANT NAME _____

POSTAL ADDRESS _____

TELEPHONE _____

PAYMENT ENCLOSED \$5.00/CAR _____

Please ensure to bring your receipt with you on the day.

Please forward to -:

Ford Performance Club of Brisbane
183 Redbank Plains Rd,
Redbank Plains Qld 4301

(THIS ARTICLE IS FROM THE QLD CLUB'S NEWSLETTER)

LEADED VERSUS UN-LEADED

I have been asked by a few members of our club about the situation with unleaded petrol and our cars. With the pre alloy headed car the octane is low enough so the only modification needed would be to have hardened valve seats fitted to your iron head and away you go. HOWEVER, and this applies to all pre unleaded cars, because you have not had a dry catalytic converter fitted to your car the exhaust gases from your car will be unbelievably poisonous. Let me explain.

Firstly lead in petrol. Lead is there to enable higher octane petrol so that we can have more efficient engines. Lead when burnt in the engine is subjected to 2000 to 3000 degrees and is actually baked like a house brick and when the particles are emitted from the exhaust falls to the ground within ten to twelve feet (heavier than air). The baked particles have been tested with various acids and particularly stomach acid has no dissolving effects on the baked lead. Also, it cannot be absorbed into the lungs unlike lead dust. Lead dust does not come from car exhausts. I cannot find blood lead levels earlier than 1933 but the graphs from then till 1985 show a steady decline yet lead began to be added to petrol in 1925 and peaked in 1970. You would have thought that lead levels in blood would have risen in proportion but they did not even hiccup on the graph. When Germany reduced lead in their petrol again there was no reaction in the lead level in blood samples taken. Tests done on a little island off the coast of Scotland, without a single combustion engine, show a much higher lead level in the population than in tests taken in the centre of London. Much the same results were found when New Guinea Highlanders were compared to people in Melbourne. The actual decreases in lead levels have been traced to the reduced use of pewter (a lead based alloy), the gradual reduction of lead solder in our cans of processed food and the replacement of lead water pipes that contain our drinking water. By the way Asian source canned food still use lead solder in a number their products and there are still plenty of lead pipes around. Where are the greenies?

Lead was removed from petrol for one reason and one reason only and that was that dry catalytic converters became clogged very quickly with lead particles and stopped working. Unfortunately the Green Movement that then was badly informed, enthusiastically latched on to the lead removal and ignoring the real reason for its removal mounted a false emotional campaign for which we are still suffering as more members join and do not investigate what they are screaming for.

Un-leaded petrol is a different kettle of fish and is much more dangerous as I will proceed to prove.

More than half of a litre of unleaded is not petrol. It is actually a brew of aromatics and if witches had brewed this cauldron it could not be more evil. The aromatics that replace lead are Dimethylbenzene, Mesitylene, Toluene, Xylene and

Benzene. All of them are declared carcinogens and will cause leukaemia and other cancer related illnesses.

Note that I have said will not might. I will quote from one authority Dr. Warren who was the adviser to the Government at the time and warned against unleaded and was ignored.

"In fact this stuff appears to be so dangerous, potentially lethal, that I urge you not to use it any car not fitted with a catalytic converter, don't use it in your mower, chainsaw, whipper snipper, or outboard motor and don't wash parts in it and if any gets on your skin wash it off immediately. Avoid the fumes when refuelling and don't allow anyone near the exhaust, particularly when the exhaust system is cold. Remember that catalytic converters don't work until they reach some 400 degrees."

Professor Maltoni and Morando Soffritti of the Institute of Oncology at Bologna found that exposure to certain fuel additives such as Benzene, Toluene and Xylene caused cancerous tumours when ingested or inhaled. Benzene, in particular, was named a powerful carcinogen that acts on many tissues and organs. The data leaves no room for doubt that additives are thoroughgoing highly potent carcinogens.

Roger Perry, a professor of environmental control at London's Imperial College, has conducted tests that show that unleaded petrol used in cars without catalytic converters produce a great quantity of volatile organic compounds that can be directly linked to cancer. Recently in Britain the National Society for Clean Air has removed all support for ULP.

It now turns out in information from America that the average car fitted with antipollution gear (Both American and imports) is only clean for approx. a year. After that the gear deteriorates rapidly unless completely renewed. Even a single backfire while a mechanic is tuning the car will destroy the catalytic converter. The average lifespan of a cat. is about 50,000 kilometres. After that it needs replacing. A Holden cat. is close to a thousand dollars and a Ford costs about two hundred and fifty dollars.

ULP actually costs more to make so the cost to the country is greater and it uses more oil and creates more pollution because they have to make the aromatics as well. Now another area of pollution is acid rain. It comes from two different sources. One is sulfur dioxide (FROM COAL POWER STATIONS) and the other is hydrogen sulfide. Hydrogen sulfide is that rotten egg gas smell you get from (yes you guessed it) ULP vehicles. Even when you cannot smell it it is still there. They had acid rain in Germany for a long time but since the coming of ULP it has reached the stage of the top half of the famous Black Forest now being a dead brown.

Believe me the Authorities will use every trick in the book

and last year was a good example when two graphs were overlaid and used as evidence in the Lead Roundtable. The lead level in blood graph that has been in steady decline since the thirties unaffected by the increase of lead in petrol was carefully doctored to show a four year period from 1976 to 1980. So naturally it shows a decline and when the lead usage in petrol was laid over the graph it looked like the reduction in lead in petrol was the reason for the decline. That is really a dirty use of figures.

I cannot understand the authorities. The relevant Federal Minister last year who pushed for banning lead has children and the members of parliament who voted for it must have children and grandchildren. They themselves are breathing the same air as the rest of us. Don't they care or don't they know? Think of a pump attendant (not many of them these days I know) but all day they are breathing the vapours. What about the petrol tanker driver who fills the underground tanks? He must cop a hell of a dose. He could make a big compensation claim but it is not worth the pain and suffering. I have just today read that in Sweden they have found unexpectedly high levels of leukaemia in petrol station workers. And us, we are being told yes, yes, yes you can put it in your pre 1986 car. It won't hurt your car. The lack of lead will cause your bores to wear out quicker and unless you have hardened valve seats your valves will slowly settle into your head. Oh by the way the valve seats in your you beaut modern tin box are not always of the hardened variety either. But it does not matter with them because you have a use by date stamped on your modern tin box. You won't find it. It is carefully hidden, but it is there, about four years after you bought it.

What do we do? First fill your own two stroke container with leaded petrol and add the oil. Service stations have been caught using unleaded in their take-a-way two stroke containers. When you fill your outboard tank, fourstroke mower or anything else you have that has not got a cat. make sure it is with leaded fuel. It is a hell of a lot safer. When filling your car, try to be in such a position that the breeze is blowing away from you and that includes someone else filling beside you. Don't let any get on your skin. The aromatics will absorb into your body through the pores of your skin. Don't drive a ULP car on short journeys????? Not much choice really. Pester your Federal MP and Senator with the facts and ask him what happens if he or his children or his grandchildren get cancer and the blame can be laid on something we did not need but was forced on us.

DARCY MADDOCK

Reference sources:

Roger Perry. London Imperial College.
Prof. Maltoni. Institute of Oncology Bologna
Dr. Warren. Warren Report & Adviser to Vic. Gov. 1983
Prof. Lowthur. Uni. of London
Barry Carbon Dir. of Commonwealth EPA
National Energy Advisory Committee
Dr. Bell Director of Health NSW.
Restored Cars Issue 104
Restored Cars Issue 105
Hillmanews No 10