



**THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED**



Leyland P76 .Anything But Average

JULY 1997

VOL 2 ISSUE 7

THE QUEENSLAND BULLETIN

GRAHAM'S TARGA



CLUB INFORMATION PAGE

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16

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GENERAL INFORMATION

THE QUEENSLAND P76 OWNERS CLUB INC
HOLDS ITS MONTHLY MEETINGS ON THE SECOND
FRIDAY OF EACH MONTH.

TIME: 7.30PM

VENUE: NORMAN PARK UNITING CHURCH,
CNR BENNETTS RD AND
MCLWRAITH AVE
NORMAN PARK.

"AT THE ROUND -A- BOUT"

1997 MEETING DATES

JANUARY THE 10TH
FEBRUARY THE 14TH
MARCH THE 14TH
APRIL THE 11TH
MAY THE 9TH
JUNE THE 13TH
JULY THE 11TH
AUGUST THE 8TH
SEPTEMBER THE 12TH
OCTOBER THE 10TH
NOVEMBER THE 14TH
NO MEETING IN DECEMBER

PLEASE SEND ALL MAIL TO:
THE QUEENSLAND P76
OWNERS CLUB INC.
P.O Box 343
CARINA 4152
QUEENSLAND

CLUB OUTINGS

VARIOUS ACTIVITIES ARE ORGANISED BY THE
CLUB MEMBERS AND ARE GENERALLY HELD ON
THE 4TH SUNDAY OF THE MONTH. THE VENUE
WILL BE ADVERTISED IN THE MONTHLY
NEWSLETTER. SEE PAGE 4

CLUB MEMBER OF THE YEAR.

POINTS ALLOCATED

ATTEND MEETING - 1 POINT
RAFFLE DONATION - 1 POINT
ORGANISE EVENT - 1 POINT
WIN EVENT - 1 POINT

OTHER "P76 OWNERS " CLUBS ARE WELCOME TO REPRODUCE THE ORIGINAL MATERIAL IN
THIS NEWSLETTER , AND MENTION OF THE QUEENSLAND P76 OWNERS CLUB INC WOULD BE AP-
PRECIATED AS THE SOURCE.

ANNUAL GENERAL MEETING JULY 1997

The President opened the meeting at 8.00pm.

Attendance as per attendance book.

Apologies - Adrian Spencer.

Minutes of the previous meeting were read by the Secretary and moved as correct by Joe Goodall and seconded by Stan Larter.

Treasurers Report. : Balance \$4,181.56

Incoming Magazines. : New Zealand , N.S.W , Victoria , Hunter Valley , W.A , S.A.

Incoming Mail. : Renewals were received from : George Thompson , David Cook
W.L & M.M Wegemund , T.E Holden , L. Clarke , Phil Swain
Hunter Mustchin , Paul O'Brian , E.M Lucht . J.M Wilson

- 1). Brooks Goodman Car Auctioneers 02 937 4888 asked if any members would like to be on their mailing list?.
- 2). A very interesting offer on hair Dye has been made to the club. Graham is going to handle all enquiries.

Outgoing Mail:

- 1). The Cloth Badge order has been confirmed and they will be available in September.

General Business:

- 1). Graham has ordered P76 stickers and they will be available soon.
- 2). The Monthly outing will be a Barbecue run to Toowoomba.
Date 27th July , pick up points 9.00am Shell Gales or 9.30am Caltex Blacksoil
- 3). Alan is to arrange a fresh supply of gaskets sets.
- 4). John will organise a box trailer for the club.

ELECTION RESULTS

President	Adrian Spencer
Vice President	Cedric Thompson
Secretary	John Joyce
Treasurer	Stan Larter
Editor	Garth Morris
Spare Parts	Graham Rodgerson
Assistant Spare Parts	John Joyce
Technical Advisor	Neville Humphries

Spare Parts:

Nothing new in spare parts , however , Garth & Adrain are working on a Tech Talk , probably about headlamp relays.

Meeting Closed at 9.30pm

PRESIDENTS REPORT

Due to this months A.G.M there is no Presidents report. Our new President "Adrain Spencer" will give his first report in next months newsletter. Congratulations to Adrian on his new appointment to the committee.

ROGO'S RAVE

Hi! , Rogo raving again.

Not much to rave about this month. We had a good turn out at my place last Sunday for the strip the body (not mine thank Goodness) This body has been on my trailer since Christmas and now it has finally gone to car heaven. Thanks to all those who came along and hepled. We also stripped and got rid of the PIG. This was the ca we were using for the Motokhanas. Now we have to find another car that we can bush bash. There are thoughts of using the Marina , but I feel if we are a P76 club we should be using a P76.

One of our members Jim Sear had to sell off his last P76 due to health reasons. He has owned a P for the last 18 years and he still intends to remain in the club as he enjoys reading the newsletters and knowing what is going on.

IN THE PARTS SHED

Nothing new , but we still have plenty of parts for sale. If you are in need of a part , give me a ring first. In some cases we have new parts instead of second hand ones. If I'm not home leave a message on the answering machine.

See you all at the next outing.

Rogo....

CLUB OUTING

This months outing is a run up to Toowoomba and meet up with all the Club members who live up in that area. The club will have its new BBQ on hand so Rogo can cook up a feed for the members and their families. The meeting places are the Shell Gales Service Station at 9.00 am or the Caltex Service Station at Blacksoil at 9.30 am. It should be a great day and gives us the chance to meet all of our "out west members" who we don't always get to see.

EDITORS REPORT

Well it looks like I'm back for a second term in the position of editor. I hope that future monthly magazine will be full the stuff that you want to read , so in other words let me know what it is that you want to see and read in your magazine. Also congratulations or commiseration's to Adrain Spencer on his appointment to the position of President and also to Stan Larter on taking the position of Treasurer. I'm sure that the both of them will make a great contribution to the club. And to Chris Brown and Patrick Peterson thank you on behalf of the Club for your support and time on the past committee.

This will be the last newsletter to any member who hasn't renewed their membership. So please fill in the attached sheet and send it with your cheque to the club P.O box.

Thanks to Peter Nicholson , Joe Goodall and any others that I've poached stories from.

The Editor.
Garth.

ELECTRICITY

THE SECRET IS OUT!!!

And now is revealed the well kept secret of Electricity. Forget all that nonsense about magnetic fields and the flow of electrons along a conductor , for it is just that , nonsense , a myth put out by auto electricians to support their lavish life style at our expense. The reality is ...SMOKE. When you think about it , it all becomes startling obvious. Smoke makes all electrical things function. For example , didn't the last starter motor you replaced start smoking before it stopped working? Of course!

The wiring loom in a motor car carries smoke from one device to another , pumped around the system by the alternator , and when the wire springs a leak it lets the smoke out and everything stops. The starter motor requires lots of smoke to work properly , so it has a very thick wire going to it.

The battery stores lots of smoke dissolved in battery acid , which is why they were once called accumulators , until it became apparent that mechanics would twig to the secret. Naturally , if you try to dissolve too much smoke in your battery , it will escape through the little holes in the top , which is why the batteries with sealed tops explode when they get too much smoke in them.

So to with Mr Joseph Lucas and unfavoured electrical products. Why are Lucas products more likely to stop or in most cases leak excessive smoke than say Bosch or Denso products?. Because Lucas is British and British things always leak. Jaguars vehicles have a "Controlled Oil Seepage System" , in other words they leak bloody oil and they just can't fix that problem. British hydrostatic units leak fluid oil , and British Governments leak secrets. So naturally , British electrical components leak smoke.

CLUB ROUND UP

THE LEYLAND POST. THE P76 OWNERS CLUB INC N.S.W
JUNE 1997

Great article by Peter Nicholson on Dave Nelson and himself winning "The Evan Green Memorial Rally". See page 7. Also good to see Phil Crowther taking his very nice Aspen Green Targa out to Mr John Laws farm for a documentary on Australian history. Look forward to seeing the video.

PENZED. THE NZ LEYLAND P76 OWNERS CLUB I.N.C
JULY 1997

Great magazine. It seems that a good day was had by all at the Wellington British Car Day. With 440+ British Cars including 6 P76's. Congratulations to the new President Philip Vallance. Some good stories by members on their P76's and how they've used and abused their cars. Revamped article on Fuelstar Fuel Conditioners.

SOUTH AUSTRALIAN P76 OWNERS CLUB INC.
JUNE 1997

Good magazine. A lot of discussion on Fuelstar Fuel Conditioners. Story by Andrew Lee on re-gearing a P76.

HUNTER VALLEY & NORTHERN RIVERS P76 OWNERS CLUB.
APRIL - JUNE 1997

Good magazine. Page 12 advertisement from "The Sun, Monday June 3 1974" on the P76 and the World Cup Rally. Starter Solenoids can be purchased new. They are after market but are exactly the same. See page 16

WESTWORDS. THE P76 OWNERS CLUB OF W.A
JULY 1997

Good magazine. Good article on how to replace your faulty heater tap by Geoff Cutting. See page 16. Also replacement clutches by Kon Kelk.

ANYTHING BUT AVERAGE. LEYLAND P76 OWNERS CLUB OF VICTORIA
JUNE 1997

Good magazine. Members attended The Leyland Motor Sports Day and seemed to have a good time even with the lack of brakes. Insurance warning to those insured by Shannons. See page 16. Also a new way on how to write a story for the magazine. Just write it about someone else, that way you can tell all the details and not be embarrassed about what is said. Good idea.

NOTE

Depending on the availability of the other club magazines at the time of printing this magazine, I will try to give a brief run down of the contents of the other P76 club magazines. Where possible I will try to reprint useful articles and stories for the Queensland Club members. This will allow all the Queensland Members to benefit from other club technical information.

THE EVAN GREEN MEMORIAL RALLY

Saturday , May 3 1997. It was a cold and foggy morning , so cold that even the sparrows were keeping their sphincters tight at the time we were getting organised to head for Gloucester for the start of the 1997 Evan Green Memorial Historic Rally. We , for those who bother to read this far , being Peter Nicholson and David Nelson , who for want of better things to do on a cold May Saturday had entered the trusty Car 76 in yet another round of the Australian Historic Rally Group's Southern Cross Historic Rally Series.

With fellow Camp Quality Caperites Kathy Reeves and Vance Lowe in Kathy's not so-trusty TE Cortina , we headed off just before 7 am for a run up the Putty Road to Maitland and Gloucester , but hadn't gone far past Wilberforce before the Cortina showed the first signs of what was to become a terminal death rattle in the motor. After topping up the Corty's oil (read , put in as much as we could) we pressed on in our usual never-say-die fashion , so the trip was pretty slow except for the last 70 k's where we had to leave the Corty behind and put the pedal to the metal to get to the start before all the officials left.

So , five hours later and with a full tank of juice , we pass scrutineering (lights work? OK you pass) and we're off on section 1. A 67.1 km stage from Gloucester to Rookhurst complete with 21 grids and a couple of gates. Now there's a bit of a trick to these historic rallies , because they use a median or average timing system , so the idea is not to go too fast or too slow , but just right . sort of like a breakfast cereal should be. And to make life interesting , they're held on public roads so you're supposed to obey speed limits , watch out for oncoming traffic etc etc . Reality is a little bit different , but who are we to argue?

The first 18kms are on bitumen , with some 60 and 80 zones , so we do the right thing and keep one eye on the speedo until we hit the gravel , and then its both eyes on the road and into rally mode. Dave's getting the hang of the Halda , which is out by about 9% , so we don't miss any of the route instructions as we make our way along the forest and shire roads at a reasonable pace. It takes us just over an hour to complete this stage , averaging 55.9 km/h which is right on the money , so we don't lose any points. You lose points for each minute you're faster or slower than the average time , and normally we lose heaps! But because its the Evan Green Rally , we want to put in a good showing in the old P76 . so far today we're taking it a bit easier.

Stage 2 is another 60.2 km with about 15k's of gravel and not too many turns or obstacles to confuse the navigators. This stage takes us 47 minutes , and we hit the average again at 76.9 km/h. It seems a lot of these guys like bitumen better than dirt , so come the meal break at Nowendoc , there's a P76 sharing the lead with a 1973 Galant A53 on zero points after 2 stages.

Lunch is at the Nowendoc General Store , which is also the control point for the rest of the days stages. Stage 3 takes us on a loop of 65.6 k's around the Nowendoc area over some excellent roads , including the Hell Hole Road. Now there's an interesting name. Pete has to restrain himself from going too fast , but after we caught up with a Porsche Carrera we thought we might be a bit quick so we settled for just

The Evan Green Rally Continue.....

chasing him through the forest (with the exception of a big power slide around one turn just to show the Porsche guys how it should be done). We come into control in 51 minutes , averaging 77.2 km/h , but we're one minute early and dropped a point to the Galant which had another clean stage.

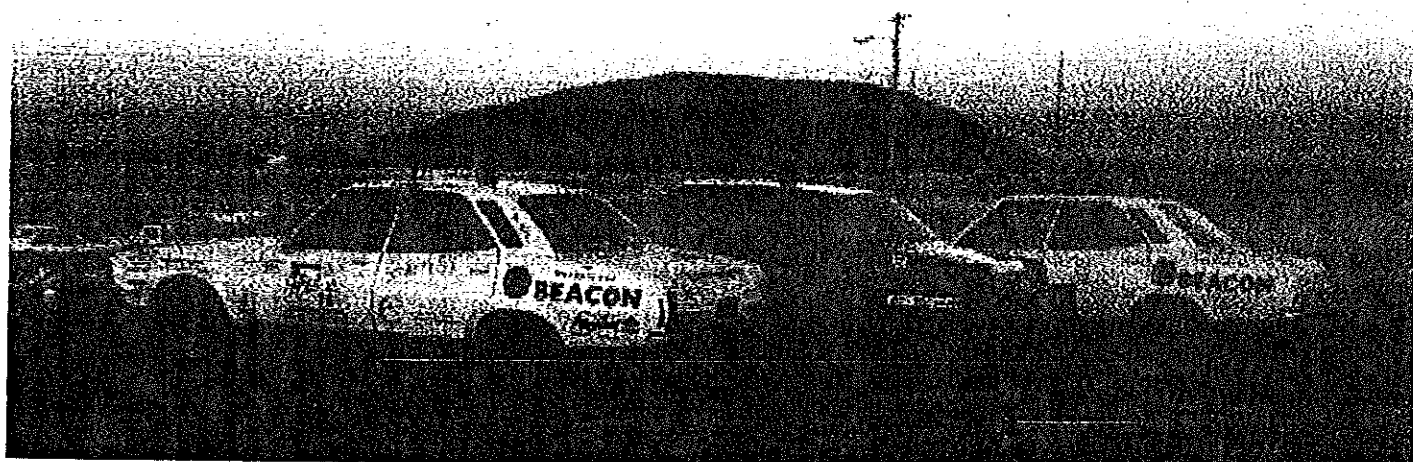
And then its off on the final stage. A 43.9 km section which is mostly gravel with some disused forestry tracks , a few grids and a couple of gates. Showing incredible skill as a navigator , Dave manages to find the tricky left turn off the main road at the 28 km mark , but either has trouble counting to 30 or has a warped sense of adventure , and sends us on a wild ride through a paddock at 29 kms. Just our luck that there was a track there , but it wasn't the one were supposed to be on. So after driving around in a couple of circles looking for the dam we were supposed to go around , Pete figured we still had a kilometre to go before the right turn. At least we could go a bit faster to try and make up the time we lost. Back on the right track , we have some fun in a couple of muddy spots , trouble looking into the sun at one point , and then we come to the most God-awful downhill stretch you'll ever find. When we say downhill , we mea STRAIGHT downhill , on a really rocky paddock track at about 10 degrees off vertical! Hal Moloney certainly knows haw to pick a rally road.

On the home stretch , we almost miss the turn at the last gate (looking into the bloody sun again) , and head into the final control back at Nowendoc for a coffee and a wait for the results to be tallied. We've done the last stage in 44 minutes , averaging 59.9 km/h including our little detour , and are 2 minutes later than the average. But luck's a fortune , the Galant in 3 minutes early and we've tied for first place on 3 points each. Another Southern Cross win for the Leyland Rally Team!!!!

After the usual round of goodbyes , we "Escort" the Cortina (get it!) to Gloucester for a refuel , then stagger on down the highway at about 80km/h while its rattle becomes a knock and eventually in typical Ford fashion , it expires on the F3. Vance uses all his NRMA expertise to coax it back to life and at around 10pm we finally leave it at Thornleigh at one of Kathy's sponsors workshop , pile everyone into Car 76 and head for home. Just a normal rally day really. The next round is the Souther Highlands Rally on July 5 and were looking forward to flying the Leyland flag again , but maybe a bit faster.

Leyland P76 Owners Club Inc. N.S.W

Peter Nicholson.



Office of the Minister for Health and Family Services



Ms P.L. Hanson MP
Member for Oxley
P.O Box 428
IPSWICH QLD 4305

Dear Ms Hanson

Thank you for your representations of 18 February 1997 to the Minister for Health and Family Services , the Hon Dr Michael Wooldridge on behalf of Mr Goodall concerning potential hazards of unleaded petrol. Dr Wooldridge has considered this issue carefully and has asked me to reply on his behalf. I apologise for the delay in responding.

The article in question is the opinion of one person , Dr D Warren , and contains serious factual errors and appears alarmist regarding the hazards of unleaded petroleum fuels.

Whilst lead in the air derived from combustion of leaded petroleum is only one source of lead contributing to the total intake of lead in man from his environment (water , food , degraded lead paint) , it is the major source in inner city urban areas. Leaded petrol accounts for more than 90% of lead released in the environment in most States and Territories (Australian Bureau of Statistics 1992 , Australia's Environment: Issues and Facts , AGPS , Canberra).

A report "Reducing Lead Exposure in Australia , An Assessment of Impacts" prepared by the Royal Melbourne Institute of Technology for the National Health and Medical Research Council cited studies conducted in the United States of America which showed a clear correlation between the level of lead in people's blood and the level of lead in fuel.

In July 1993 the then Minister for the Environment , the Hon Ros Kelly MP , convened a Round table Conference on a national approach to lead pollution. This was in response to a revision of the recommended goal on blood lead level to less than 10 micrograms per decilitre issued by the National Health and Medical Council. The meeting agreed that there were compelling health reasons to reduce lead in petrol.

The introduction of unleaded fuel in 1985 has already resulted in significant reductions in air lead values in major metropolitan centres. Recent studies in Australia have shown

-in central Perth ambient air lead concentrations have fallen by approximately 35%

Continue from page 9

since the beginning of 1991

- in Adelaide , ambient air lead concentrations have declined by approximately 26% since 1985

Aromatic compounds contribute significantly to the octane rating of petrol. All petrol contains a variety of aromatic hydrocarbons , and some of these compounds are known or suspected carcinogens. Best known of these is benzene which is a recognised carcinogen. The composition of 96 octane leaded petrol in Australia is approximately the same as 92 octane unleaded petrol apart from the addition of small amount of lead to refined unleaded petrol to raise the octane level to 96. The Australian Institute of Petroleum has reported that average benzene levels in unleaded and leaded petrol in 1992 were 2.8% and 2.2% respectively , significantly below the Australian standard specified for petrol of 5% maximum.

The assertion that lowering the lead content of petrol or use of unleaded petrol in cars without catalytic converters will lead to increased emissions of benzene , and a consequent rise in the incidence of some cancers is without foundations.

Benzene is emitted in small quantities from the exhausts of all cars but more so from pre-1986 cars using leaded petrol without catalytic converters. Exhaust catalytic converters following start up remove over 80% of benzene and other organic compounds emitted in vehicle exhausts. Currently , 99% of locally made and imported cars manufactured after February 1986 use 92 octane unleaded petrol and are fitted with exhaust catalytic converters.

If older cars without exhaust catalysts use Australian unleaded petrol , they will not produce any greater amounts of benzene than if using leaded petrol. However , a reduction in performance from using 92 octane unleaded petrol may result.

Total benzene emissions in Australia are falling as more new cars are replacing older ones without exhaust catalysts. The risk of cancer due to benzene from car exhaust emissions is therefore not expected to increase.

The situation regarding unleaded petrol in the U.K and Europe is different to that in Australia. There the unleaded petrol is 95 octane and higher , and contains more aromatic substances that are added to boost the octane rating. The fitting of catalytic converters is a recent requirement in the U.K and Europe.

The health risks associated with exposure to lead have been extensively examined in Australia and overseas. The following initiatives have been undertaken in Australia to review the adverse health effects of lead.

Federal and state health and environmental agencies jointly sponsored the

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"International Meeting on Non-Occupational Exposure to Lead" in Melbourne , October 1992. Major outcomes of this meeting were the findings that lead can decrease the neurobehavioral development of children , leading to a decrease of IQ. Lead can effect a number of enzyme systems and biochemical parameters and is also associated with development of high blood pressure.

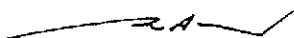
The Department of Human Services and Health provided input into the World Health Organisation , International Labour Organisation and United Nations Environment Programme jointly cosponsored International Programme on Chemical Safety's (IPCS) assessment of the health effects lead in Brisbane February 1993.

Major adverse health effects of lead documented at the meeting included neurobehavioural developmental effects especially in children , peripheral neuropathy , decreases in haemoglobin in red blood cells with associated anaemia , impairment of kidney function , effects on a number of biochemical enzyme systems and elevations in blood pressure.

In June and November 1993 , the National Health and Medical Research Council (NHMRC) re-iterated its position that there are no benefits of human exposure to lead and that all demonstrated effects of such exposure are adverse. The NHMRC recommended a goal for all Australians to ultimately achieve a blood level of less than 10 micrograms per decilitre , with 15 micrograms per decilitre to be achieved by 1998. Strategies put in place to meet that goal should be sufficient to achieve a blood level of 10 micrograms per decilitre in 90% of children , aged 0-4 years , by 1998.

Thank you again for taking time to raise this issue with Dr Wooldridge.

Yours sincerely



KEN A. SMITH
Chief of Staff.

Thanks to Joe for finally getting a reply to a three year old question.

And who said Governments weren't fast

TECH TIP

A method for fixing "Sinking side windows"

This procedure I use to cure P76 sinking side windows syndrome. It is a reliable fix ; to date no further problems have occurred with any repaired window. This article describes a repair to a drivers window , and since the drivers window gets the most frequent use , this is the window which often sinks.

Firstly , determine the reason for the window sinking. Remove the window winder , door grab handle , and door trim , and check to see if the guide block or blocks have separated from the glass. Also check that the vertical guide rail has not fallen out of place , as the positioning of the guide rail has a very critical effect on the smooth operation of the window glass.

In some cases , a loose guide rail will allow the glass to fall forwards into the door. In these situations , the three lifting rollers must be simultaneously re-inserted into their respective channels and the vertical guide rail must be re-matched with the guide blocks , so that the window glass will be properly supported at all times , whether being raised or lowered.

If a check of the glass shows that one or two guide blocks are missing , then check along the inside of the bottom of the door for the missing guide blocks.

In the front doors , the counter balance arms front roller is meant to be inside the upper of the two guide blocks. If this block comes off the glass it usually causes a sinking window!!.

To remove the glass for repairs , remove the trim top cap and the two rubber weather seals (one either side of the glass). To make removal of the seals easier , try to jiggle the glass so it sits right at the bottom of the door.

Next unscrew and remove the vertical guide rail , the winding mechanism and the short roller rail , which is located inside the doors inner skin , just below the rear screw clip for the grab handle. Confused? Go look at the drawing!!!.

Carefully remove the glass from the door. Retrieve the missing guide blocks from inside the door. Check that the plastic tongues are not damaged and that they are still held securely in the metal body of each guide block.

Clean the metal back of the guide block with medium abrasive paper. Clean the outside face of the window glass , and use a thick marking pen to outline the position of the displaced guide block , and then clean away the old glue from the inside of the glass.

Roughen the area where the guide block is to be fitted with medium abrasive paper and mix enough Super Strength Araldite to cover the back of the guide block evenly. Place the glass on a flat surface and press the guide block into the glass using a firm twisting motion.

Use the pen marks on the outer face of the glass as a guide when positioning the guide block. While holding it in position , run two streams of candle wax across the guide block to hold it against the glass. After the wax has cooled check that the guide block is still in place. Go and do something else for the next 12 hours.

Good morning!

Refit the glass to the door , allowing it to sit right down at the bottom of the door.

Sinking window continued....

Refit the weather strips. It is a good idea to compress the metal clips on each strip so they clip firmly into place in the slots at the top of the door panel. Position the rear edge of the glass so it is resting in the rear guide channel. Refit the vertical guide rail using the top screw only. Leave the screw finger tight only, as we will return to this later.

This is the tricky bit - a third hand is always handy!. Refitting the winding mechanism to the door is simple except that you need to line up three things at once!!. If you're not equipped with three hands, try this. Firstly, insert the winding mechanism into the door through the big hole at the rear of the inner panel. Fit the roller at the end of the lifting arm into the channel attached to the bottom of the glass.

Carefully move the winding mechanism up and forwards until the splined shaft for the winding handle pokes through the proper hole. Fit the winding handle and carefully wind the handle until you can fit the four retaining screws to hold the mechanism to the inner door panel.

Now gently move the lower end of the vertical guide rail towards the rear of the door. As the lower end lines up with the bolt hole, fit the roller on the front end of the compensating arm (the "cross-arm" on the lifting arm) into place in the UPPER guide block (which should still be firmly glued to the glass!). Also gently jiggle the lower end of the vertical guide rail so that the plastic blocks in the guides fit onto the guide rail.

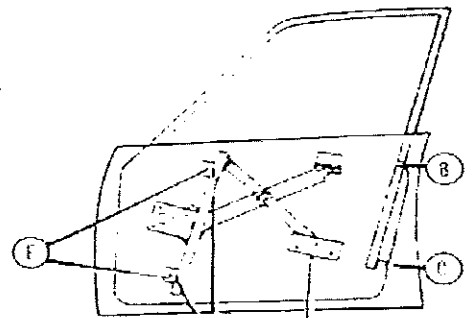
Check to make sure that:

1. The lifting arm roller is still in the channel at the bottom of the glass.
2. The roller at the front of the compensating arm is in the upper guide block.
3. The vertical guide rail is lined up properly with the slots in the two plastic guide blocks

If all three items check O.K, apply pressure to push the vertical guide rail towards the rear of the door and tighten the top and bottom screws. Now locate the roller at the rear end of the compensating arm and slide the short channel section vertically up beside the inner door panel to engage the roller. Tip the channel section over towards a nearly horizontal position and apply some gentle pressure to the (hidden) channel section until the two retaining screws are in place.

NOTE. This channel section's screws MUST be fitted with one flat washer each to make adjustments easier. Likewise, the vertical guide rail screws must also have a flat washer fitted under their heads.

Temporarily fit the winding handle to the shaft and try winding the window "up". If the top edge of the glass rises parallel to the edge of the door frame, you've got it pretty close to right. Some light lubrication on the vertical guide rail and in the rear guide channel will mean less effort is required to operate the window. If the glass rises / falls at a slight angle, try see-sawing the position of the 2 mounting screws for the rear "hidden" channel section.



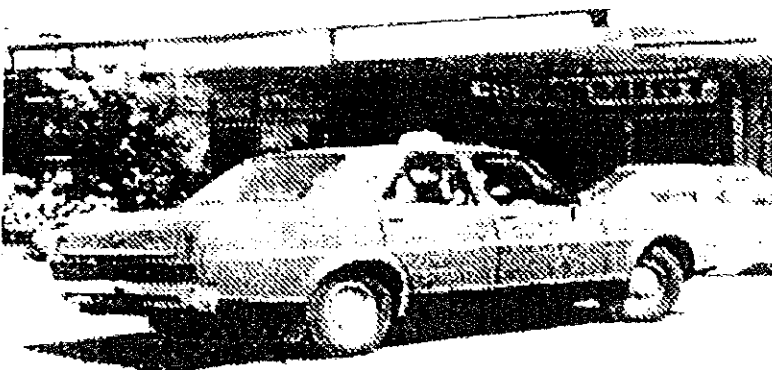
Hidden Channel

Article from April/May N.S.W P76 Owners Club.

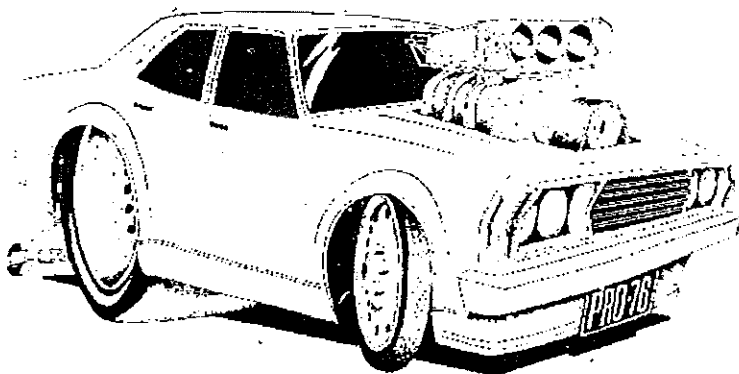
Story by Phil Crowther.

PHOTO SHOOT

Here's something you don't see everyday. Here is a Leyland P76 Taxi - why not? They had a huge boot. This one in Rotorua , and like all cabs extra well kept.(Ever ridden in an American Taxi?)



The way that all cars should look. Big fat tyres and a blower hanging out the bonnet. Something to do the shopping in or really tick the policeman off.



Lasts months adventure at Graham and Pat's place. It was a perfect day with great weather and great fun. We had a great turn out for the wreck-a-thon/ fix PIG day.



First on the agenda was to dismantle the Home on the Orange P76 sitting on Grahams trailer. Prop it up on its side and pull everything off that is bolted on



HOW TO ADD BI-TRON TO YOUR VEHICLE

- 1 Steering box Add 2 ounces (60mls) Bi-Tron 2-4-6 Metal Treatment
- 2 Differential Add 4 ounces (120mls) Bi-Tron 2-4-6 Metal Treatment
- 3 Transmission Add 6 ounces (180mls) Bi-Tron 2-4-6 Metal Treatment
- 4 Crankcase Initial Engine Treatment

Add a 16 ounce (473ml) bottle of Bi-Tron Engine Formulation to your vehicle's Crankcase to treat all metal surfaces and dislodge any sludge or foreign material.... Do Not Overfill. At the next regular oil change - change the filter and add an 8 ounce (236ml) of Bi-Tron engine formulation to the new oil to maintain proper protection and dramatically extend the life span of your engine oil and engine. Thereafter:- Add an 8 ounce (236ml) bottle of Bi-Tron Engine Formulation every 10,000 miles (16,000 kilometres).

- 5 Fuel Tank Bi-Tron Gasoline Conditioner
 Improves mileage and performance
 Maximises power and compression
 Improves cold starting
 Keeps fuel tank and lines "Water Free"
 Cleanses and lubricates carburettor/injection system and engine top end

For first Bottle Add 2 ounces (60mls) for every 10 gallons (40 litres) of gas
 Then clean or replace gas filter.

Thereafter Add 1 ounce (30mls) for each 10 gallons (40 litre) fill up.
 Compatible with both leaded and unleaded gasoline's as well as water cooled and air cooled engines.

Note:- Bi-Tron Diesel fuel Conditioner is also available.

6 Results Drastically reduces exhaust pollutants and improves air quality.

7 Tire Safety Solution

Seals punctures up to 1/4" in diameter instantly.

Prevents blow-outs.

Follow directions regarding installation described on each bottle.

Bi-Tron is a 100% petroleum based lubricant which has been modified at the molecular level causing your vehicle to run cooler and smoother , with greater fuel economy and lower hydrocarbon emissions.

Initial Engine Treatment	(473ml)	\$38.00	Subsequent Treatments 236ml
Gearbox,diff,steering etc	(354ml)	\$31.00	after 16,000kms \$19.00
Fuel Conditioner	(354ml)	\$21.00	Full treatment Kits
Penetrating Lubricant Spray (200gr)		\$17.00	One of each Product.
Tyre Puncture Proofing	(473ml)	\$53.00	With 473ml tyre safety \$150.00
	(593ml)	\$64.00	With 593ml tyre safety \$160.00

Contact ALAN WILDMAN 5 Seventh Ave., Kedron Q.L.D 4031. PH (07) 3357 9696

INSURANCE WARNING TO THOSE INSURED BY SHANNONS

Shannons have just rewarded those good young drivers who have been waiting for their 25th Birthday to be eligible for the normal \$200 excess by upping the age to 29. This policy change will mean that a \$600 excess will apply to all drivers under 29 rather than the previous 25. I believe that the club members should support our younger members by writing to the insurer and asking them to change the policy back to 25, it is my understanding that there are now a number of companies offering a comparable insurance product to Shannons and if Shannons don't change their product they may be left behind.

THANKS TO THE LEYLAND P76 OWNERS CLUB OF VICTORIA.

SOLINIOD REPAIRS

Ingrams Australia make a replacement soliniod for the Lucas item. It is exactly the same except for the name. The Part # is 841127 and are readily available from just about any Auto Electrician. Be warned, the product is pricey at around \$83.00. Through the club it may be able to be obtained a little cheaper.

THANKS TO HUNTER VALLEY & NORTHERN RIVERS P76 OWNERS CLUB.

HEATER TAP PROBLEMS

There is a replacement heater tap available for your Leyland. The Tap is off an XW Ford and the part number is CF 18495A. According to Geoff these are readily available and are the same as the original Leyland one.

THANKS TO WESTWORD JULY 1997

GEOFF CUTTING

FOR SALE

P76 V8 Powered -4WD Twin Cab Hilux - Fair Condition currently registered, but to be sold unregistered. Fair offers considered Phone Tony Wildman 015 626 407

FOR SALE

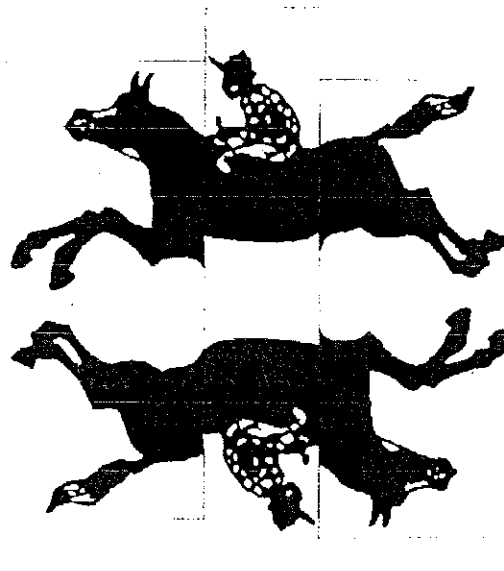
P76 Long motor, 3 speed manual gearbox currently in Packard. Can hear running. Best offers Rob Richardson 3367 3414

FOR SALE

1973 Leyland Marina 4 cylinder 4 door Suitable for spare parts. Ph Jan Blanch 07 5496 7464 (ah) or 07 3368 2877 (bh)

FOR SALE

P76 V8 T-Bar Auto. Original Owner. Reg 10/97 Exterior good - no rust - Interior needs work Cream, light tan vinyl roof - Top Motor and Transmission. \$2700.00 Phone 076 922-108 Jondoryan - 1/2 hr west of Toowoomba.



SOLUTION
TO
LAST
MONTHS'
PUZZLE

YOU CAN GIVE YOUR BRAINS A REST
THERE IS NO BRAIN STRAIN THIS MO-
-NTH. BUT NEXT MONTHS ONE WILL
!!!!!!!!!!!!!!!!!!!!!!!!!!!! HURT !!!!!!!!!!!!!!!!!!!!!!!