



**THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED**

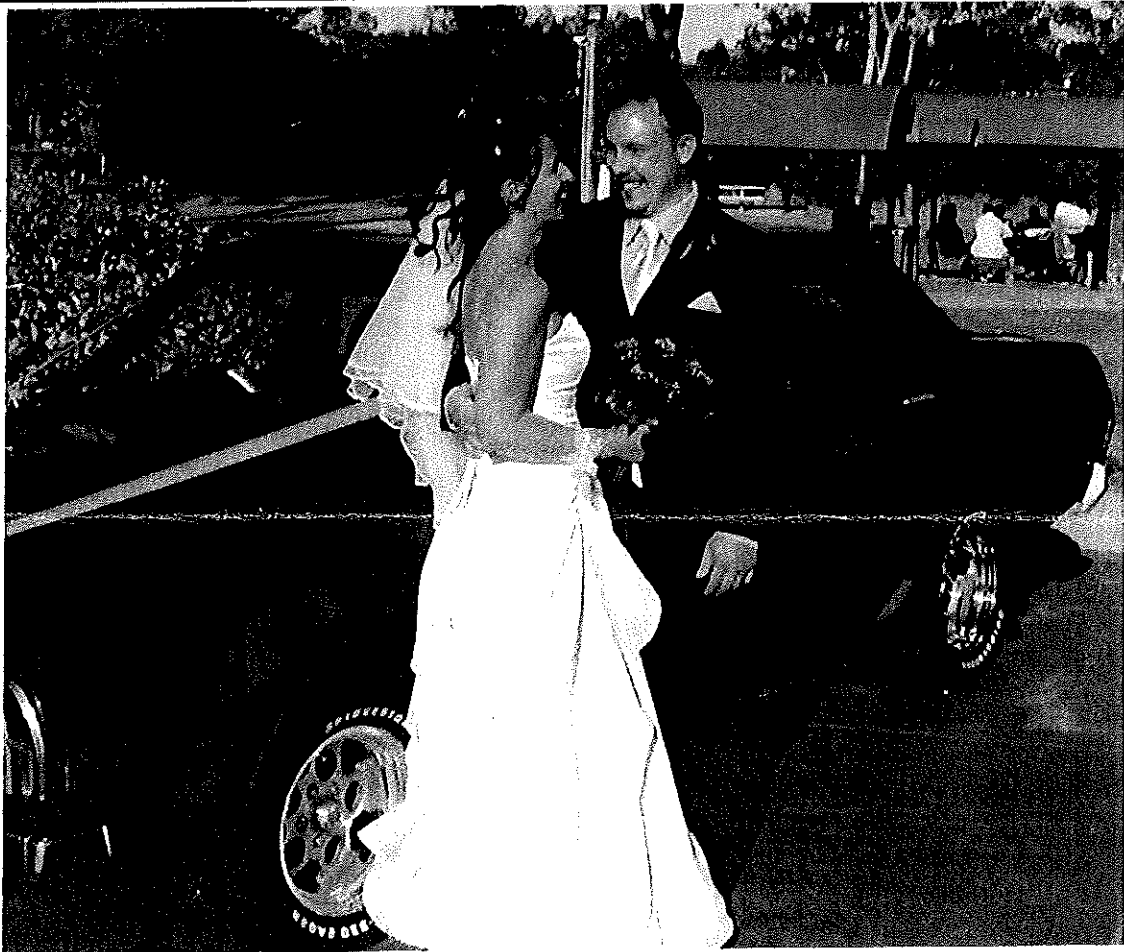


Leyland P76. Anything But Average

OCTOBER 2004

VOL 8 ISSUE 78

THE QUEENSLAND BULLETIN



Steve and Trish Trost tie the knot
(more pics on page 8)

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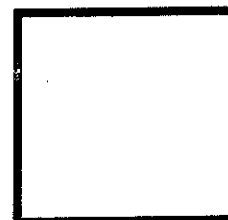
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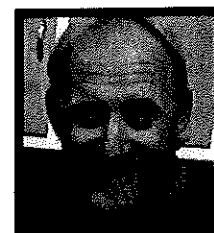
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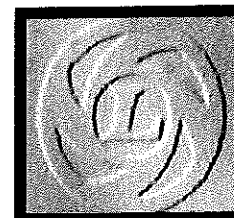
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CLUB MEMBER OF THE YEAR — POINTS ALLOCATED

Attend Meeting = 1 point : Raffle Donation = 1 point : Organize Event = 1 point : Win Event = 1 point

GENERAL INFORMATION

The Queensland P76 Owners Club Inc holds its monthly meetings on the 2nd Friday of each month at 7.30 PM
VENUE: Norman Park Uniting Church.
Cnr Bennetts Rd & Mellwraith Ave
NORMAN PARK.

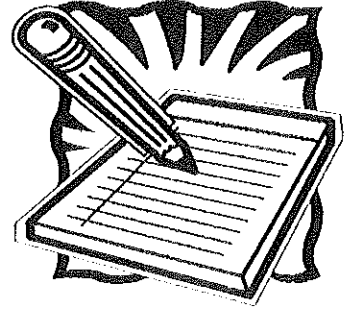
Various activities are organized by Club Members and are generally held on the last Sunday of the month. All venue details are confirmed at the General Meeting and are recorded in the Minutes on the next page.

WWW.LEYLANDP76.COM

MEETING DATES 2004/2005

Sep 10th / Oct 8th
Nov 12th / Jan 14th
Feb 11th / Mar 11th
Apr 8th / May 13th
Jun 10th / Jul 8th

OCTOBER 2004 GENERAL MEETING MINUTES



The President opened the meeting at 8.00 pm.

Attendance as per Attendance Book.

Apologies: Graham & Pat Rogerson.

Treasurer's Report: Balance \$3205.18

Incoming Magazines: South Australia September, Westwords June-October,
Victoria September, N.S.W September, Classic September.

Incoming Mail:

1. Letter from Insurance (Centrepnt).
2. One membership renewal.

Outgoing mail:

Nil.

Minutes:

The minutes of the previous meeting were read by the Secretary and moved as correct by Geoff and seconded by John.

Business arising from the Minutes:

1. Christmas party discussed. Venue is Monika's Continental restaurant, Esk, 28th Nov.
2. Allan has the new Club Badge inserts. Will be sent out with the next magazine.

Spare parts:

1. The new parts that were purchased in Sydney are now available. Some at meeting.
2. Windscreens are now available - \$140 each.

General Business:

1. Steve Mar talked to Adrian about purchasing a car.
2. Adrian spoke about the Web Chat.
3. Geoff spoke on possible race/fun days.
4. Gaskets have been ordered V8 only. No 6 cylinder ones available.

Outings:

1. Saturday 6th November – Go Karting at Kingston Park Raceway.
All members are invited.
2. President's Economy Run up to Noosaville to watch Geoff race his P76 in the Hill Climb.
3. **Christmas Party is Sunday 28th November at Esk – Monika's Continental Restaurant, 566 Biarra Street, Esk. Phone 07 5424 1154. We will be going to Sunday Markets before-hand.**

The meeting was closed at 9.05pm.

PRESIDENTS REPORT

Yet another month has past and we are almost at Christmas again. We have booked a little restaurant up near Esk for this year's Christmas Party. It's \$12.50 per head and there are a choice of 4 meats and 6 vegetables. The Club will be paying part of the cost for the meal. We will be leaving from Esk at about 11.45 am after meeting up at the Local Markets.

It was good to see some new faces at the Friday night Meeting. We had to share the hall with the voting booths, but still found some space to put out some of the new parts that we purchased in Sydney. Graham has a full list of what parts are still available as we have sold a lot of the new parts. Another little point on the Spare Parts is that we have ordered 10 sets of V8 gasket kits. Unfortunately we can no longer get the 6 Cylinder gasket kits. The two 6 cylinder kits that we bought down in Sydney have been snatched up and it looks like there will be no others for a while. If there is enough call for them, the Club may be able to get them reproduced elsewhere.

We will be having a President's Economy Run this year on Sunday the 14th of November. This year's run will be slightly different to all the others. We were going to make it a lead-foot run in which the P76 that uses the most amount of fuel wins, but after Geoff threatened to drive all the way up there in 1st gear and thus would use two tanks of fuel and would take 4 hours to get there, we abandoned that idea. This year we will give everyone a starting point, a check-in point & a finishing point, and then it's up to you on how you get there. The P76 which uses the least amount of fuel still wins. So if you know any short cuts, then use them. You will need to bring a street directory for Brisbane and also for the Noosaville area. The run will leave Meadowlands Picnic Ground at Carindale at 9.00am. You will be given instructions at the picnic Ground which include the location of the petrol station for refuelling. From there you will then follow the instruction to your next venue and then off to Noosaville. How you get from point A to point B and C is up to you. The meeting point will be on the back page of this magazine. Hope to see you all there.

Last but not least is the spare parts. We have been very busy these last few weeks with spare parts. We have tried to obtain as many new parts as possible for our members. Unfortunately we can only obtain certain parts in limited quantities. So if you want a part and find that it has already been sold, please don't take it out on our spare parts lady (Pat). Pat & graham only sell the parts and they can only sell what we obtain. As Pat & Graham have said in the past, "It's first in, first served". If you do require a certain part, please advise Pat or Graham and we will see what we can do to obtain that part for you.

Garth....

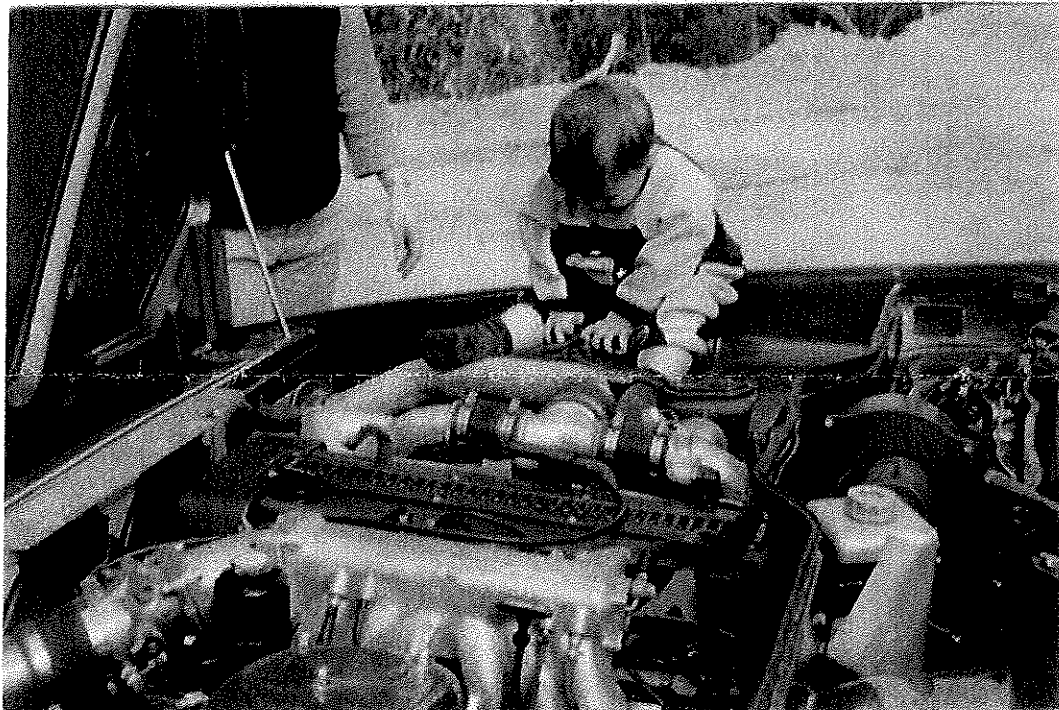
Some classic Laws of Nature:

BEIFELD'S PRINCIPLE:

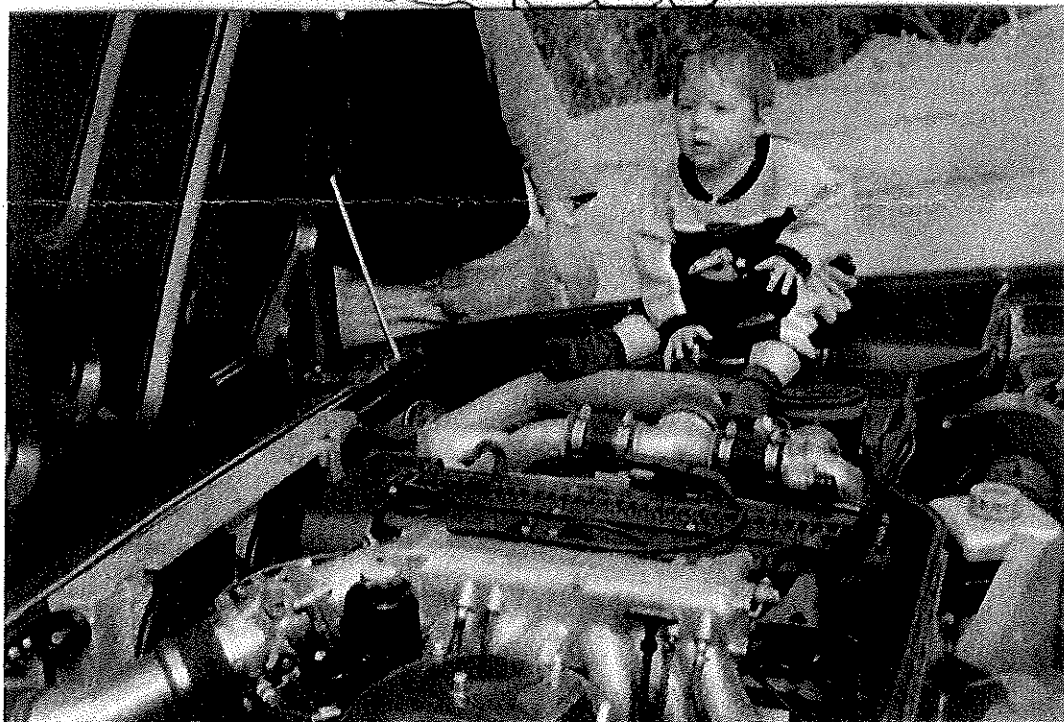
The probability of a young man meeting a desirable and receptive young female increases by an exponential progression when he is already in the company of
1) a date, 2) his wife, 3) a better-looking and more wealthy male friend.

Guess Whose Son This Is?

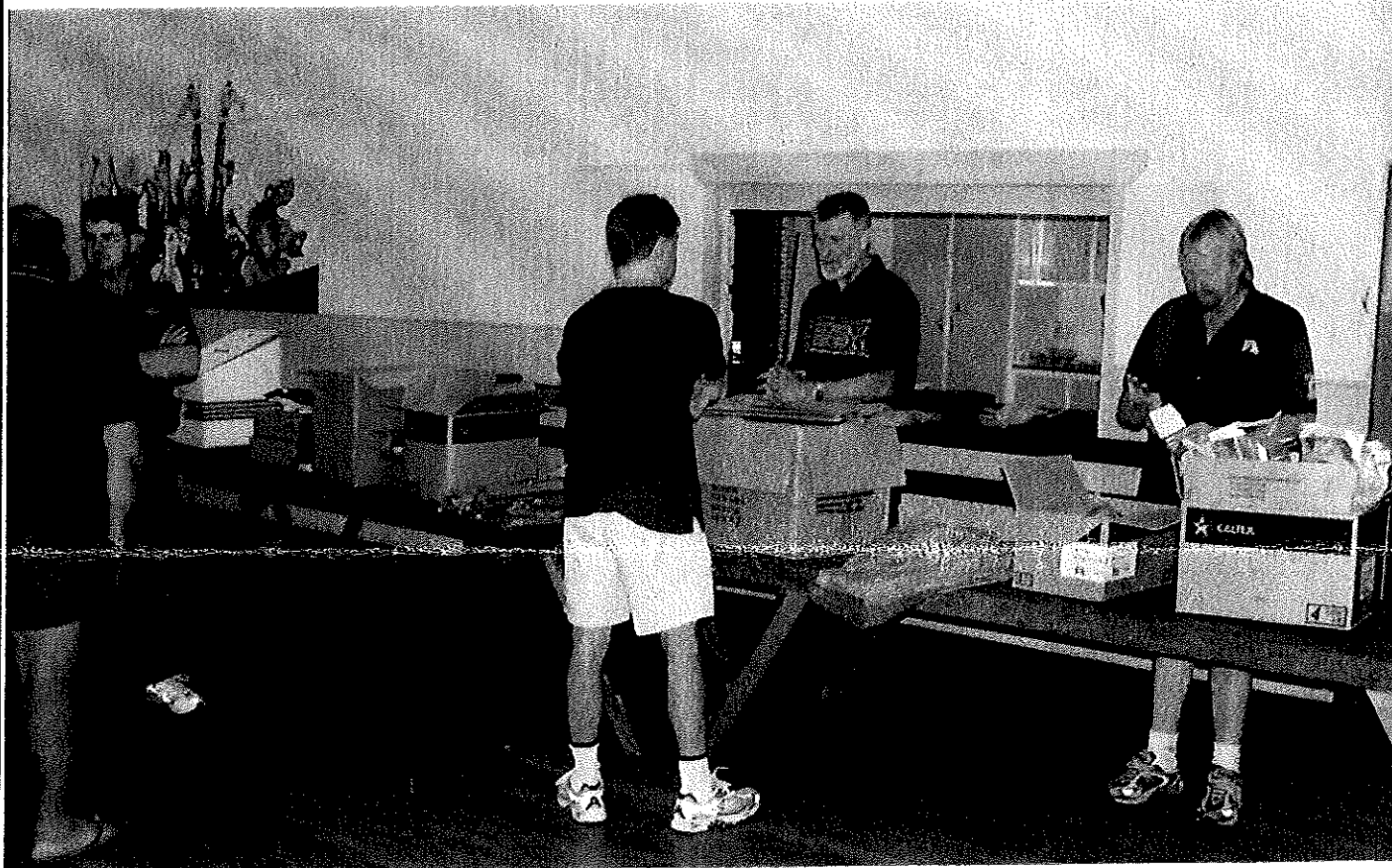
OH! OH!
I found
the
problem



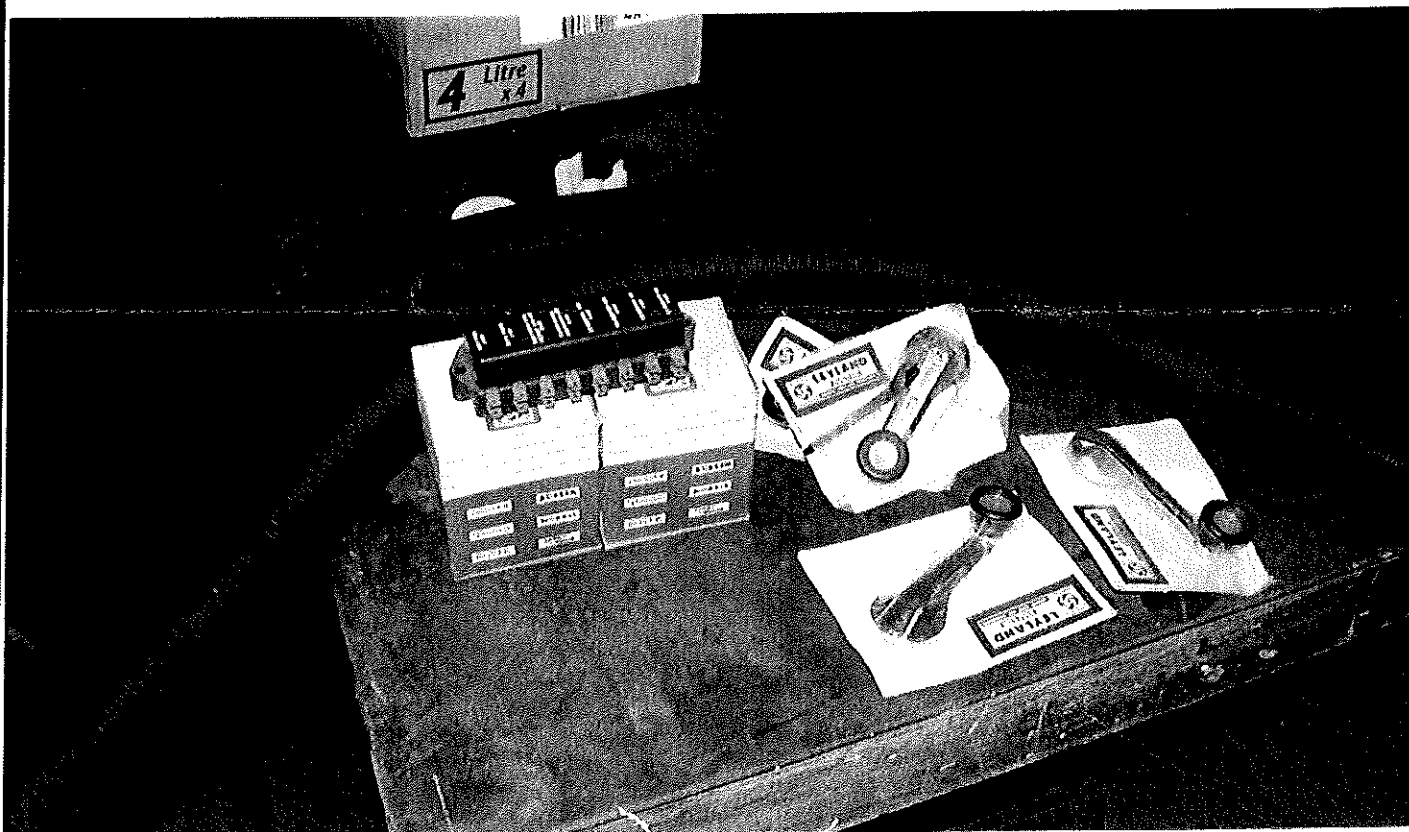
Hey Dad!
could you
Please get me
the 7/16 socket?



OCTOBER GENERAL MEETING



Some of the Spare parts available to the members at the Meeting.



USEFUL TIPS FROM THE CLUB WEBSITE

HEATER TAP CONVERSIONS – from Jilden Reichardt, Sth Aust P76 Club

Many P76's have missing or seized heater taps, compounded by the wearing out of the mixing flap seals in the heater. The result of this is a leakage of heat into the car during summer that can overwhelm the best air conditioning.

- On my car with factory air-con, I used a Falcon XB manual heater tap, which lasted about eight years before jamming in the open position. Unfortunately, it operates with the dash control upside down, which fools other drivers of my car.
- On the wagon, which has an under-dash air-conditioner, the trip to Sydney a few Easters ago sure showed me the problem. While gas-converting various Falcons over the years, I have replaced many vacuum operated heater taps, which cost surprisingly little from Repco (Part no. HA5217). So, I fitted one to the Wagon with an arrangement of tee pieces to allow the LPG to get water. To operate the tap, I fitted a vacuum valve off an XD or XE Falcon heater system. On the Falcon, the valve is fitted behind the glove box, sending vacuum to the heater tap to turn it off when the control is put to "cold".
- This works well on the wagon, so that when the control is moved just off cold, some heat comes out. I fitted the vacuum valve to the right hand side of the heater box under the dash, just under the mixer flap lever.
- More recently, I found that EB falcon V8's use a four port vacuum operated heater tap. This type of tap lets water circulate through when the heater is turned off. On my wife's P76 I fitted one of these, costing only \$40 or so from Repco. The tap fits neatly against the firewall where the hoses come out, allowing the LPG converter hoses to be connected in series, making the job neat and simple. The vacuum valve is screwed to the side of the heater, and a one-way valve in the vacuum line to the manifold lets the tap stay off under acceleration.
- A note on plumbing LPG converters is relevant here. When fitters use the bypass hose on the front of the inlet manifold, the water flowing through the bypass is greatly reduced. This causes various parts of the engine to heat up unevenly, until the thermostat opens and lets a rush of cooler water in. I traced quite a number of head gasket failures to this type of connection. The flow through the bypass is what keeps the engine temperature even when the thermostat is closed.
- On my two sedans, I have fitted a six-cylinder type thermostat, with a bypass plate on the bottom. When the inlet manifold was off, I drilled and tapped a hole directly underneath the thermostat and connected the bypass hose there with a special fitting I made. This means that the bypass works as intended when the engine is only warm, and is blocked off when the engine is hot, giving better cooling.

When fitting new heater hoses, sleeve up the heater connections to 5/8 inch using thin rubber hose; the bit of 1/2 inch hose between the petrol tank and filler pipe from a wrecked P76 is ideal for this. Use a VC commodore heater hose on the back of the engine; it has a flared right angle end and looks very neat.

WHAT IS THE CAPACITY OF A P76 FUEL TANK?

According to the Workshop Manual and all technical references, the standard tank in the "P" held 16 imperial gallons, which is 72.7 litres. Nobody seems too sure if that included the filler tube.

SPEEDO CABLE TIPS — from Barry

The KPH speedos were very clearly labelled as such, and so there can be no confusion between the two types.

From memory, they started installing these in place of the MPH ones as of January 1974.

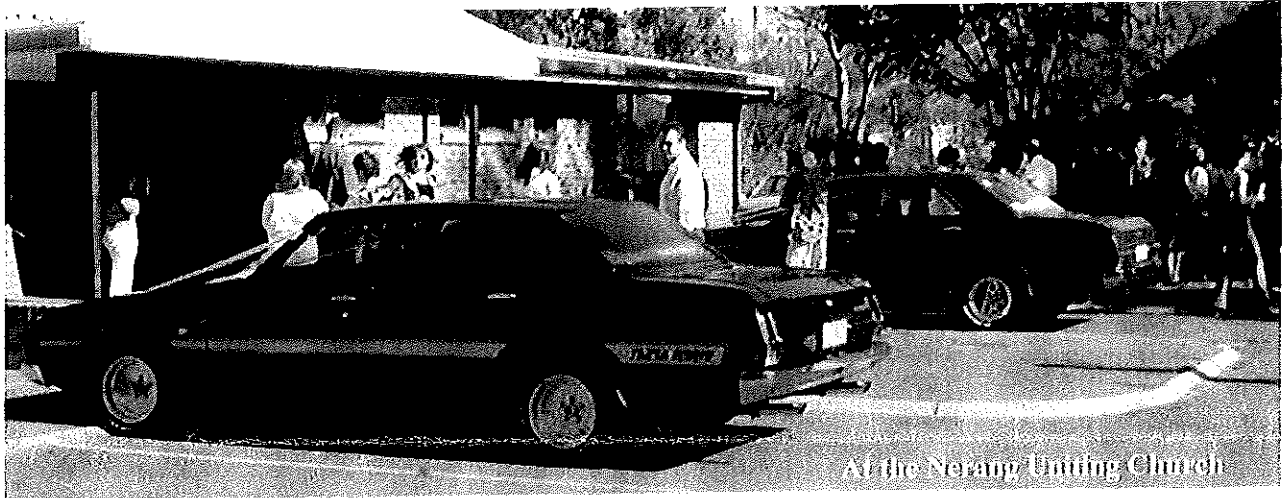
The cable is the trap, because they both (ie the one for the MPH speedo & the one for the KPH speedo) look the same, with the same orange fibre wormwheel on the end.

However, the number of teeth is the secret, because I fell for that one some years ago, and found that if you don't change the cable as well as the unit, you get the strangest speed indications, believe me.

Bumper Stickers for Women:

- SO MANY MEN, SO FEW WHO CAN AFFORD ME.
- COFFEE, CHOCOLATE, MEN. . . SOME THINGS ARE JUST BETTER RICH.
- IF YOU WANT BREAKFAST IN BED, SLEEP IN THE KITCHEN.

Leyland P76 Wedding Cars for
Steve and Trish Trost's Wedding Day, Sunday 12th September 2004
(Report by Andrew Gibbon)



I received an emergency SOS call from Steve Trost late on the eve of his wedding day. Steve told me that his father's "P" was over-heating and that he was contemplating using a Hyundai in the wedding procession.

I decided something had to be done as this was obviously a full scale emergency!!

So after a quick wash and vacuum of the Targa, I set off to Nerang to meet Ray Trost (Steve's father) and pick up the wedding party.

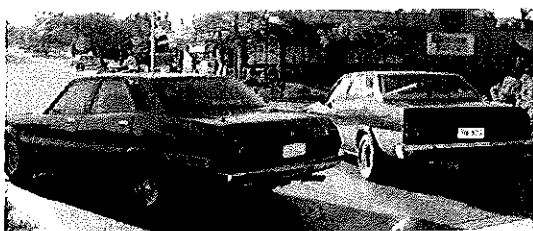
The weather was perfect and the service and photo session went off without a hitch.

The wedding party was transported in style using Steve Trost's and Andrew Gibbon's P76s.

The cars attracted quite a lot of attention from the public as they passed by and there was not a Hyundai in sight!



**Photos taken at the Boat Park at
Nerang**





Editor's Chat Corner

Gidday all -

Another too-busy month has gone by - must thank Garth for quickly sending out a September Bulletin while I was still in the depths of too many late nights at work. This one is back to me. Quite a few interesting things have come up this month.. those on e-mail would have seen the messages about a certain ignorant motoring writer who keeps parading his stupidity in public by brainlessly criticising the "P" for being the cause of every plague and pestilence known to mankind. The guy needs a session with a psych.

Some very interesting websites about as well. If you want to see some amazingly thorough work of restoring and enhancing "P"s, check Darryl Packham's website www.p76leyland.com - his preparation is just breath-taking. Darryl also has a Parts Manual online, complete with exploded diagrams - very useful indeed. I had to print the one showing how the brackets fitted to a power steering pump - my mechanic couldn't figure it out ! (stop laughing.. Rogo..) Darryl has a number of links to other amazing sites - check the 4.4 V8 in the Cortina.

Something important I wanted to say.. For quite some time, I've realised that our clubs around the country are our lifeline for keeping these magnificent cars operating. For example, I'm way up in North Qld with bugger-all parts available locally, and even less expert knowledge around. Without Garth and the guys who drive great distances to find and buy parts, and without Rogo and Pat to manage and distribute them, I'd be up the well-known creek without paddles or anything else. On top of that, there is a widespread attitude of sharing among all the owners around the country. I've had some terrific help from guys in Sth Aust like Anton Frank and Andrew Kloot, and there are many more who are happy to help our their fellow "P" owners. This is the great strength that comes from getting together in clubs like ours.

One last idea for this time.. I know that there are a lot of photos of members' cars around, especially on our website but have we ever tried to organise a collection of good pics from every member? How about it? If you are on the internet, send it digitally. If you aren't, pick a couple of good photos to send me and I'll scan them and send them back to you. Let's do that and then think about maybe publishing a booklet for members each year or two.

All the best from me until next newsletter -

Lisha Kayrooz

Classy Docket from the Far West

Well, if you thought you were doing the right thing drinking light beer, here's what they think of it in some parts.. →

More Laws of Nature:

ETTORRE'S OBSERVATION:

The other queue always moves faster. This applies to all queues - if you change queues, then the other one (which you just left) will move faster.

| | |
|----------------------|------------|
| ROYAL MAIL | |
| HOTEL | |
| MEEKATHARRA W.A. | |
| PHONE * 089 981-1148 | |
| REG 14-10-02 18:00 | |
| C01 | 0103 63328 |
| 1 | |
| DISTRO DINN OPEN | |
| | \$ 15.50 |
| FOOFER DRINK | \$ 3.00 |
| CANS SUPER | \$ 4.00 |
| TAXABLE | \$ 20.45 |
| GST | \$ 2.05 |
| CASH | \$ 22.50 |

GO-KARTING NIGHT 6th NOVEMBER

To all those that are interested, a few members will be going Go-Karting at Kingston Park Raceway on Saturday the 6th of November. We will be meeting up at 7.00 pm at the raceway and hopefully having a few hot laps around the circuit. Take the first exit off the Logan motorway and you can't miss it. Hope to see you there.

Garth.....

PRESIDENT'S ECONOMY RUN 14th NOVEMBER

The meeting place is Meadowland Picnic Area. To get there, take the Old Cleveland Rd exit off the Gateway heading west towards the city. At the first set of Traffic lights, do a U-Turn and head back towards the Gateway. Stay in the left hand lane and turn left into Wright St before the Gateway. Follow Wright St up to the end and turn left again onto Meadowland Rd. About 150 metres, turn right into the Car park of Meadowlands Picnic Area. The first car will be leaving there at 9.00 am for the run up to Noosaville.

See you all there.

Garth....

REMINDER — SPARE PARTS

Just a reminder that the club has spare parts available for members, as listed in the September Bulletin (minus the ones sold recently). Still two new wind-screens available at \$140.

Call Pat or Rogo on 07 3888 1345 for the latest list.

More Useful Tips from the Club Website

The ignition switch located on the rear of the key lock (the electrical part of the unit) is now very old and starting to fail. I have gone through 3 in 4 weeks.

Research has tracked down the original which came from a CH Chrysler/Valiant and Ranger Station Wagon (1970 - 72). Small supplies of this rare item are still available from Mitsubishi Dealers but when existing stocks are used up, that's that.

The part number is MI-3711445 at a list price of \$131.76 (no, the cents figure is not a joke). Modification is required but it is small and simple.

There are two differences between the Leyland part and the Chrysler part.

1. Large blue wire on Leyland part is light blue - Chrysler is Dark blue.
2. Leyland plug is round terminals in moulded rubber plug - Chrysler part uses spade terminals in square plastic plug. Cut off old plug and re solder to new wires. Easy!!

It is advisable to also roll the metal edges of the switch case over the plastic end and coat edges with Araldite' to prevent the plug coming apart. They have a bad habit of doing this.

Article supplied by Barry Levarde, N.T. P76 Owners Club, Darwin.