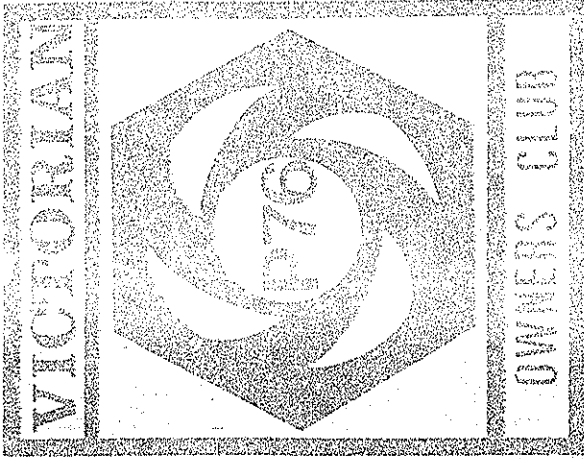


APRIL 1991

# MONTHLY

# NEWS

# LETTER



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*Mr. Mrs. R. Kelly  
2 Kaurara Place  
Clayton*

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SPECIAL THANKS.

To all who have contributed to these news letters.



Minutes of previous meeting.

Not Received.

Vice president,s report.

Not Received.

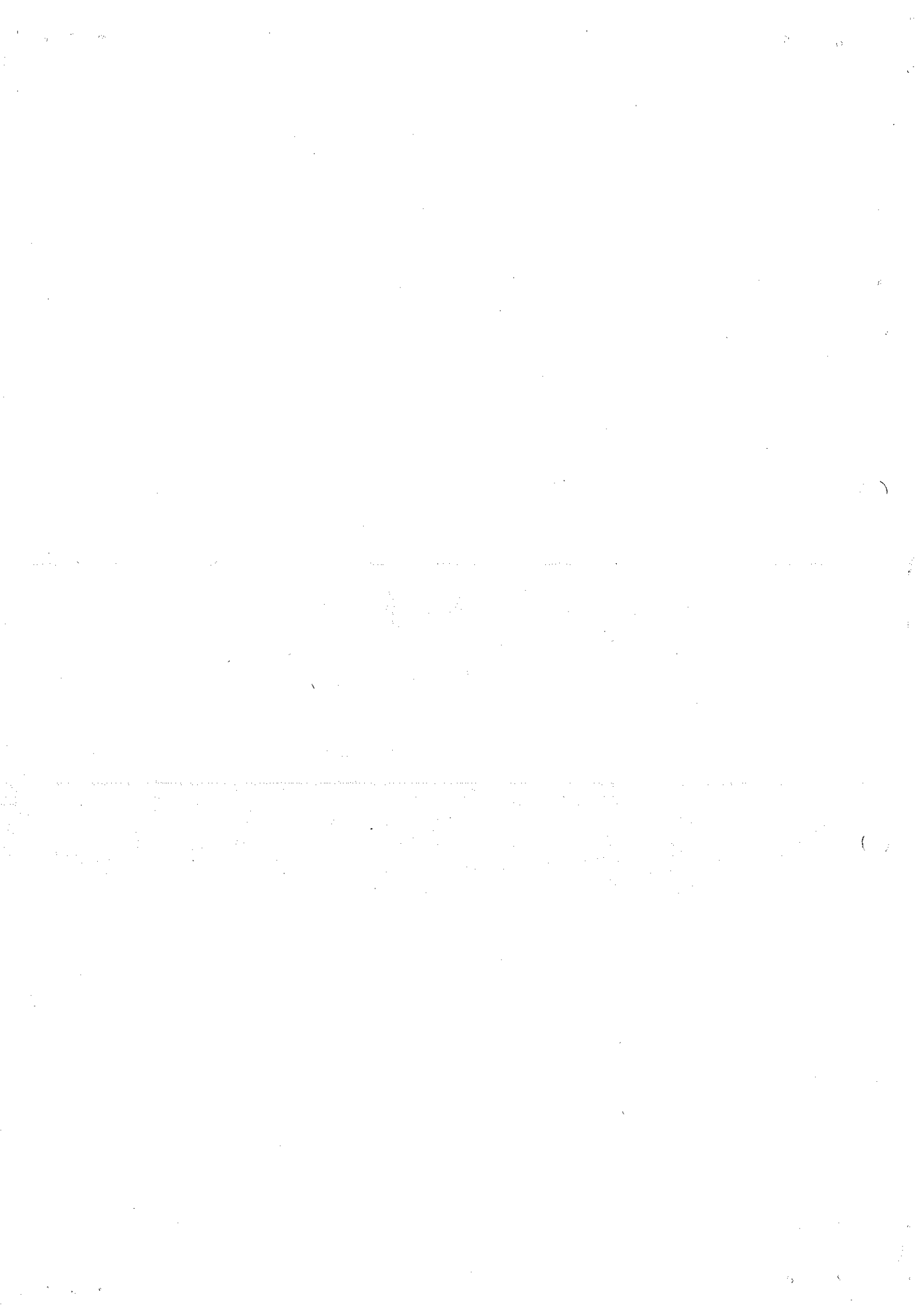
Treasure,s Report.

Not Received.

Mayer. Maurice

Suddenly Easter To family and friends our  
deepest sympathy.

P76 car club of Victoria.



PRESIDENTS REPORT.

.....

Well here we are again with nothing to report!

Well not exactly nothing to report as there is always something happening. We have just returned from a couple of weeks off and it is hard to get going again, but let's face it we all need a rest from the daily routine. We have just done a 1500 kilometre trip across to Mount Gambier and back, which we all enjoyed. There are so many things to see and do between here and there that it makes you wonder how big this country really is. We fell in love with Port Fairy as life appears so slow that it was hard to imagine that people actually work there. After "life's like that" the car behaved itself and never missed a beat. Enough from me for now but don't forget about the AGM and annual dinner is coming up soon, also we have a few interesting things planned for you to enjoy.....

UPCOMING EVENT OF THE 91'S DON'T MISS THIS ONE!!!!!!!!!!!!!!!!!!!!!!!!!!!!

SUNDAY MAY 26th.....

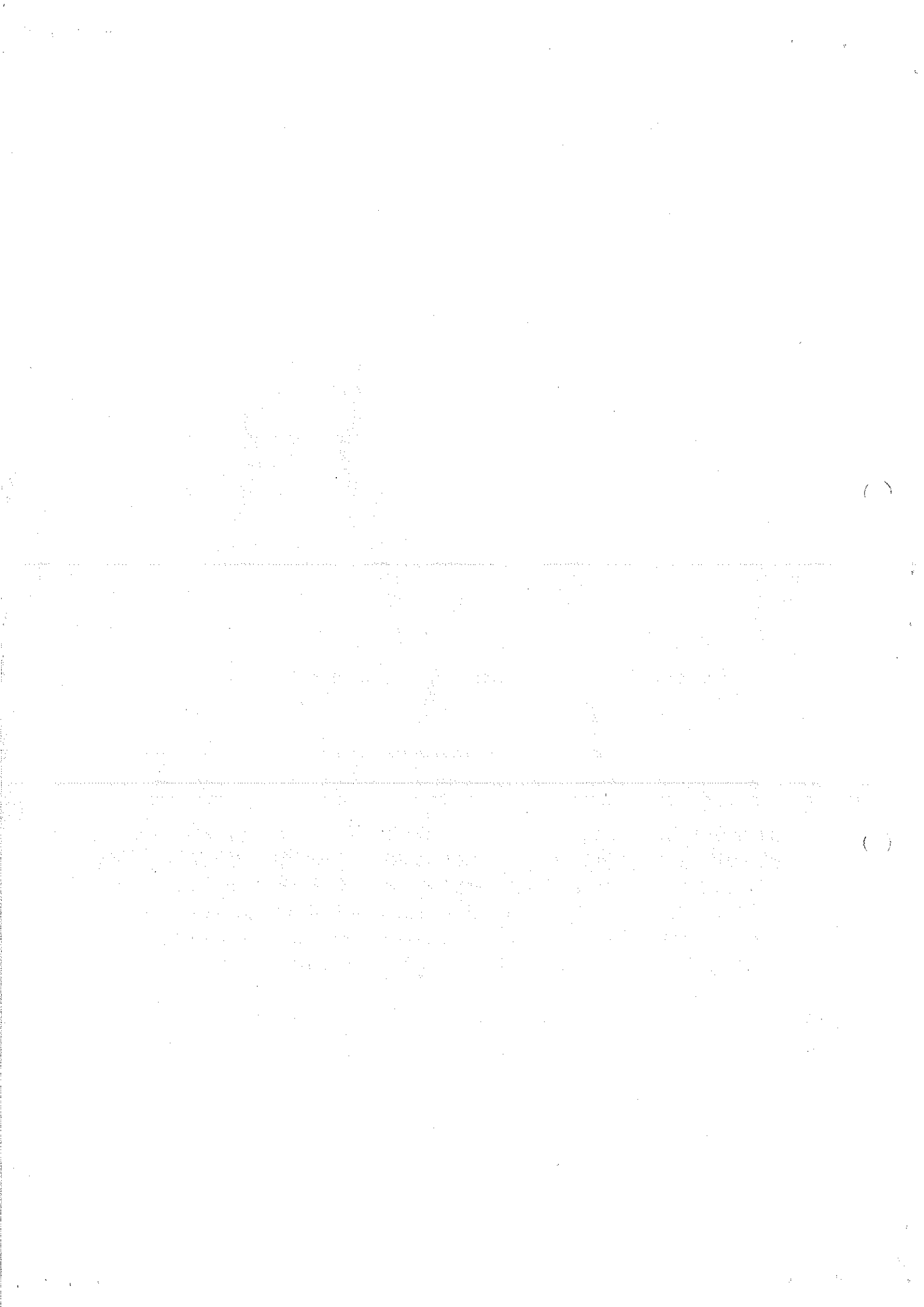
THIS IS ONE THAT YOU WILL BE SORRY IF YOU MISS IT!!!!!!!!!!!!!!!!!!!!!!!!!!!!

A GUARANTEED FUN FILLED DAY .... A MYSTERY CAR RALLY THAT WILL KEEP YOU ON THE EDGE OF YOUR SEATS..... QUESTIONS AND ANSWERS AND A FUN TIME TO BE HAD BY ALL IT'S SO SECRET THAT EVEN WE DON'T KNOW WHERE WE ARE GOING!!!! EVEN THOSE THAT DON'T WANT TO PARTICIPATE IN THE ACTUAL RALLY WILL HAVE FUN FUN FUN .COST WILL BE \$10.00 PER CAR, PRIZES WILL BE WON, BBQ'S WILL BE PROVIDED AT OUR FINAL DESTINATION AND PANIC ENVELOPES WILL BE SUPPLIED.

MEET AT DANDENONG SALEYARDS CHELTENHAM RD. 9.30.A.M. SHARP.....

I GUARANTEE THAT YOU WILL HAVE A PHEASANT DAY SEE YOU THERE OR BE SQUARE.

REGARDS GEORGE KANICKY.





SOCIAL SECRETARY, S REPORT.

Well folks we are home again from the National P76 meeting in Adelaide. Being our first time to a Nat meeting we found it to be quite an eye opener, to see 50 plus P76 in one gathering.

I would think that the standard of our own Victorian cars, is well up with the other states on average, there did not seem to be any time to spare, as the weekend was so well organised. Friday being used to get there, and register in, Saturday travelling to Birdwood for the Concours, and B,B,Q, lunch.

Stopping for photos of the line up along the way, it was difficult to find a long enough stretch of road to get them all in.

Much time can be spent at the Birdwood museum, viewing the many motoring relics of days gone by,

Many of the visitors to the Birdwood mill received quite a surprise.

The main comment being, I didn't realise there were so many Levland left

That night a cruise on the Torrens river, on the Popeye boat.

Friday, Observation run to a spot near Murry River. "TAS" said the better with a gymkana after lunch. Only one broken diff, not bad considering the punishment.

Sunday night Presentation complete with speeches, raffles and floor show a great night out.

Our Victorian club being well represented with (9) cars,

Howard & Kerrie Marie Atkinson.

Francis Neoh.

Eric Brown & family.

John Christie.

Chris & Barbera Bain.

John Ernst & family.

Trevor & Lyn Brown.

Peter & Judy Brown.

Ron & Joy Harris.

A special thanks to the S.A. club for such a fantastic easter weekend.

I look forward to seeing you at our next function.

Reter Brown.

Social Secretary.



NOTES FOR A.B.A.

by Athol Ham

For the past 14 years I have used my 4 speed V8 for skiing trips during the winter & for many summer journeys to the Alps - our nearest Alp is Mt. Buller which is a mere 90 minutes from home . Last winter was really great & in the last week of September we set off to explore the new resort in the Snowy Mountains of N.S.W. - Mount Blue Cow which is a destination resort accessed via a rack railway which runs in a tube through the mountain for a distance of about 8 Km. We took a tent & pitched in an excellent caravan park at the sub-alpine town of Jindabyne . A most successful excursion which I recommend for a long weekend - its about 530 Km. from Melbourne . The point of this story is the extraordinary economy of running on LPG which at the time was  $\frac{1}{2}$  the price of petrol - from the "right" supplier in Wangaratta - the equivalent of 45 mpg from the V8 . However , be warned gas is harder to fire than petrol & under sub-zero conditions it has been found impossible to start a cold engine on gas - the trick is to have some petrol in the tank & to revert to petrol before parking . My usual destination is the Benalla Ski Club on Mt Buller which is situated a short distance below the road . On one memorable occasion I changed gear at the top of the drive , reversed down the drive , adjusted my position a little at the bottom of the drive & then decided to engage reverse gear as a further precaution against further progress towards the snow gums -- surprise surprise - a whole boxfull of nothing . The nylon ball had shattered . Later that evening my son telephoned from Melbourne to say that he would be delayed in his arrival at Mt. Buller as the ball in his gear change mechanism had collapsed . He was able to buy a new one from the dealer in Boronia nearby & arrived on the Mountain the following day .It was the last in that dealers stock so I had to fabricate one from whatever materials were available in the Lodge - some pieces of sheet plastic & a piece of hosepipe & I was able to drive home. As there is no Leyland dealer in Benalla I enquired from the Ford agent & was told that Ford only supply the complete gear lever at a cost of over \$100 or so . That idea did not appeal so I purchased a piece of alloy rod from the local junk yard , fabricated a spherical turning attachment for the lathe & turned out a satisfactory ball . If ever the factory supply dries up I may be able to produce these items for members . However at the present time supply does not seem to be a problem & how fortunate we are to drive a vehicle made by a company which looks after the product 17 years on .

The Benalla Ski Club has 40 beds in 12 rooms all with ensuite but no service - you have to take your own linen - & the cost is liable to be \$10 per person per day for a group booking in summer . Perhaps this would be a suitable venue for an outing . The Mercedes Benz Club use it every year . We might give it a try so think about it .



NOTES FOR A.B.A.

by Athol Ham

Recently I changed the engine of my 4 speed V8 , & decided that the simplest thing was to split at the bell-housing leaving the gearbox in place . Because I am not possessed of a travelling hoist & I wished to move the car it was necessary to fabricate a temporary cross-member to support the front of the gearbox . Having done this & taken the weight of the engine on my hoist, as I was removing the bolts which secure the bell-housing to the engine , an idea came as to how I could comply with the instruction which is in every workshop manual to avoid putting any strain on the clutch plate as the engine is separated . It is very simple to screw a stud in place of 2 or more bolts as the latter are removed . The stud is to be 5/16 inch U N C . The cylinder head stud from the Austin 1800 comes readily to mind . These are 110 mm in length - just a little too long for easy removal of the engine but probably satisfactory for removal of the gearbox. For the return journey I used 4 studs with a taper each of a different length from 80 to 90 mm. . This gave me the easiest reassembly job of my career in motoring repairs . I attribute this idea to Divine inspiration . Really it is so simple you would expect to see it outlined in every set of instructions.



At left is a reproduction of the label from the box which contained a set of pistons for the V8 engine. At the time I rebuilt an engine - early in 1989 there were no supply difficulties , it was just a question of finding the right Repco shop to get a fair price - about \$330 is about right . My son got a set from an engine reconditioning firm which was suggested in A.B.A. for April 1988 ie. B.M. Engineers Braeside . I have seen no problems in two engines fitted with these , whereas I have heard of one unhappy case where Rover pistons were used . In any case we should support local manufacture



# Hawke is my shepherd

I shall not want  
He leadeth me beside still factories and  
abandoned farms

He restoreth my doubts in the Labor  
Party

He annointeth my wage with tax and  
inflation, so my expenses runneth  
over my income

Surely poverty and hard living shall  
follow the rest of my days

And I shall pray for the dole

And live in a rented house forever

Five thousand years ago, Moses said:

Pick up your shovel

move your ass

and I shall lead you to the promised  
land.

Five thousand years later, Gough

Whitlam said:

Lay down your shovel

get off your camel

sit on your ass

this is the promised land.

This year:

Hawke will take your shovel

sell your camel

kick your ass

and tell you he sold the promised  
land.

I'm glad I'm an Aussie!

I'm glad I'm free!

I wish I was a dog, and Hawke a tree.

AUTHOR UNKNOWN





## Clutch Judder.

Clutch judder is excessive vibration which occurs during engagement of the clutch. The workshop manual lists the following causes.

- (A) Oil or grease on the clutch disc facing.
- (B) Pressure plate engagement uneven due to faulty diaphragm.
- (C) Weak clutch damper springs.
- (D) Worn splines in the clutch hub and/or transmission input shaft.

Additional causes outside the clutch itself are listed as loose/worn engine mounts, worn universals joints, excessive play in diff gears and worn rear suspension control arm bushes and bolts.

I would like to add a few more causes, some greater, some lesser.

- (1) Inaccurate machining of the flywheel.
- (2) Incorrect replacement of the flywheel, putting the engine out of balance.
- (3) Worn clevis pin and gearshift linkages, making the clutch very heavy to operate, and engagement control more difficult.

To many it is obvious that engine condition and operation are also helpful in averting clutch judder? I suggest that anything /everything relating to combustion is checked. Any weaknesses in engine performance can affect clutch engagement. I have had experience with what follows.

- (1) Leaking inlet manifold at either/both cylinder head flangers underneath the carby.
- (2) Inadequate ignition, check timing and quality. Too much ignition advance will not help, causing the motor to stutter and the clutch, perhaps to appear to judder.
- (3) Check the operation of carby idle systems, same symptoms as (2)
- (4) Be sure that the alternator is functioning correctly, especially at low revs. This can affect ignition quality, especially at the revs being used at clutch engagement especially if electronic ign is in use.

Most of these causes I have listed are outside the clutch. I suggest that these are checked first, because they may cure your problem without having to dismantle the clutch at all; or you may dismantle and reassemble at great expense, without curing the problem. But even if attention to these is given your car will go better anyway.

Mike.

## SPECIAL THANKS.

To Jim and Lottie Wallace for the magnificent banner you made and displayed at the hot rpd show, it looked great and was greatly appreciated by these who were there.

R. Berry  
Publisher.



Special Welcome to our friends from

51 Henderson St  
Indented Heads  
Vic., 3223

Tas

Nick Kounelis      Andrew McMaster  
2 Risely Crt.      11 Stephen St.  
Lenah Valley      New Norfolk  
Tas. 7008          Tas. 7140

Dear Ron,

Please find enclosed our cheque (thanks mum!) for our subscription to the Victorian Owners Club. Andrew and I have on two occasions tried to form a club in Tassie. We have approached many people in our own time and most seem interested, even enthusiastic, but, as I told you on the phone, seven people at our first get-together and four at our next.

Hopefully, by joining your club, we can gain experience and ideas to make another attempt in the future. We thought a phone call might be in order and a friendly letter with the subscription fees.

A friend of mine from Blackmans Bay, Kerry Quinn, who coincidentally owns about 15 Jumbos, bragged to me that there was a P76 about 5 minutes from my home. This had me wondering for a while, so I borrowed a copy of the 1986 rego list of leylands. We narrowed the search down to 4 nearby suburbs. I found the address of a 2600 auto red vehicle in Glenorchy. So, Andrew and I approached the unlikely looking house.

"Sorry chaps, I sold that car 2 years ago!", he exclaimed.

"Shit!", we thought.

"But, my son-in-law still has the car, I think", he told us. After getting directions, we found the car in his back-yard.

"All she needs is a battery, folks!" Peter told us



We wanted to buy it there and then, but there was only one small problem. My father told me that if I purchased another P, I would be living in them out in the street. So, my trusty side-kick purchased it instead. A big step up from the EJ Holden and the XL Falcon ute. (or is it a step down!)

The car had been driven over from Western Aust. In 1976 it was sold to the old bloke in Glenorchy, then to his son-in-law and finally Andrew! The vehicle in question is a 6 cyl, dry red, t-bar auto, Super. It has a black interior, a radio and a rear venetian which has saved the back seat. It also has silver factory targa-like stripes. The car had travelled 107,000 k's. Andrew was happy with his new pride and paid a mere \$1350. The car was not registered, but this is not a problem in Tassie.

The car did not 'just need a battery', but that is another story. Yesterday he proved that a lack of power does not necessarily mean that you are at a big disadvantage. He was 3 seconds behind me in a Mini Motokahna. Not bad considering I had a V8 auto with power-steering.

My everyday grand tourer, with its 125,00 ml V8 began to consume vast quantities of oil. Mmmm, time for a transplant. The local Leyland guru down here, one John Charles Lobban, helped me out with a trade. One dog motor and one O.K motor for one (supposedly) reconditioned. I accepted this agreement as the motor in question had not been rebuilt by him. (he hasn't got a good success rate with reconditioning) To this motor we added a performance cam, a high-volume oil pump, and a new timing chain - all for about \$340.

One Friday afternoon I loaded the new motor in the boot and headed for Andrews house. We ripped the dog motor out of its place



painted the engine bay Crystal White, and re-planted the new donk. Its sounds easy but is, in fact, a lot of work to do in one weekend. So much, in fact, that my other V8 auto came out of its garage and made many trips to Andrews house before we were up and rolling (literally).

Never, and I mean never, judge a book by its cover. We had new-looking parts that failed on us, one after the other. So, we put the old ancillaries off the old motor onto the newey. What we finally replaced was :-

- \* reconditioned water pump \$100
- \* flushed radiator \$ 60
- \* fuel pump kit \$ 20
- \* thermostat \$ 8
- \* top and bottom radiator hoses \$ 40
- \* miscellaneous (ie petrol, beer) \$ 50

As you can, by working at Repco, I only stock quality spare parts.

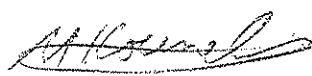
Two months down the track, after about 3000 kms, the engine is running well, not using any oil BUT sounds like this type-writer when you start it up.

NEWS FLASH !!!

As I write this I have ordered a new set of engine bearings, as the problem has become terminal.

Is your club interested in knowing compliance details? Dave Wallace, from the S.A Club, was compiling a register when we last saw him. Please notify us if you require this information. Also, we would love to see any back issues of your magazine. We would be more than willing to pay for these. Please enclose this with our subscription and details on the National meeting.

Yours sincerely,

  
Andrew McMaster

