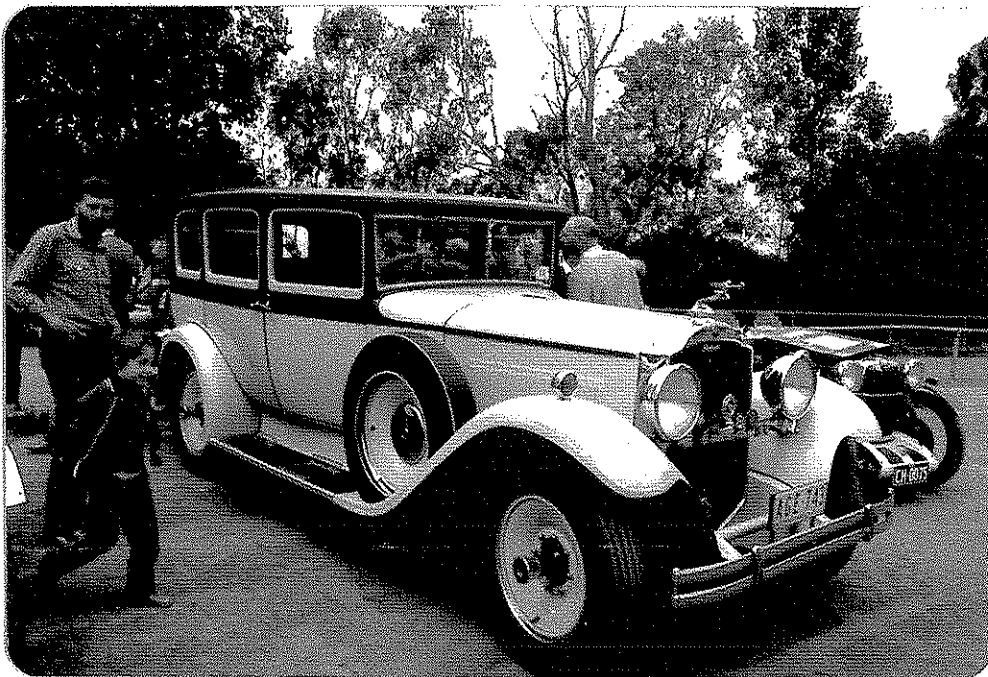


*ANYTHING
BUT
AVERAGE*

FEBRUARY 2001



LEYLAND DRIVING INTO THE FUTURE

**ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION FOR
THE LEYLAND P76 OWNERS CLUB OF VICTORIA
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THIS PUBLICATION.

Welcome to the New Year

With the response I have had over Christmas, it looks like I have thrown the cat amongst the pigeons with my last article.

To jog your memory I wrote an article on my and one of our members personal views on the value of gas conversions. And one of our member's personal solutions to rising fuel costs and the availability of leaded petrol.

Well it didn't take long for the phone calls to come in, some with curious questions about how we came to these conclusions, others wanting to know who, how and why a Ford engine conversion.

I even had the editor of an interstate club, (who makes a living doing gas conversions) plagiarise my article, by failing to seek my permission to reproduce the article and acknowledging I was the author.
Not to mention scribbling over it with his own criticisms.

So with all this controversy I suppose I will have to clarify some of my comments and answer your questions

The first question most people ask is who gave me the conversion price?

Well the truth of the matter is the price quoted was given to me from my friend in the industry.

But in order to be fair, before writing this article I rang a few gas conversion companies that I had never had dealings with.

The best price I received was from JOHN from LPGAS1 in LILYDALE
Price quoted \$1450 plus GST (\$1595)

This price was for a basic conversion (impco system) NO EXTRAS

I also discussed the pros and cons of using upper cylinder lubrication, a re-graft distributor and a cam with better suited duration and lift to suit this conversion with John and

As agreed upon, all these items would / could improve this type of conversion, but it all comes down to value for money.

It is really up to the owner of the vehicle to decide whether it's economical or not to have these extras.

**UPPER CYLINDER LUBE KIT & FLUID \$70 TO \$100 DEPENDING
ON BRAND, FITTING NOT INC (AUTOBARN)
DISTRIBUTOR REGRAFT \$150 DEPENDING ON CONDITION
(SCORCHER IGNITIONS NUNAWADING)
SUITABLE CAM SHAFT \$ 180 TO \$260 (PERFORMANCE
WAREHOUSE NUNAWADING)
(Fitting is extra on all of the above)**

**NOW FOR THE RECORD I HAVE NOT GOT THE ABOVE EXTRAS
DONE TO MY CAR.
AND AFTER 150 000 KM OF RUNNING ON GAS, IT IS IN NEED OF A
FRESHEN UP/OR REBUILD
(IT WAS REBUILT BY A REPUTABLE COMPANY, JUST BEFORE THE
GAS INSTALLATION, I WASN'T THE OWNER AT THE TIME)**

**So as you can see by the prices quoted to myself on the telephone today, you
could quite easerly spend \$2000+ on a conversion depending on your own
requirements**

**NOW CONSUMPTION VERSES PRICE ECT
Yesterday my father Harold put petrol in his car; the price per litre was
82cents (Fact)**

This morning the price of gas was 49.9 cents per litre (fact)

**Now working on the theory expressed by people in the industry,
Usage of gas on average is 25% more than petrol (DEPENDING ON
TUNE); the facts are as follows**

49.9 cents per litre, plus 25% = 62.37cents

Therefore the saving in this instance is 19.63 cents per litre

**Working on the price on the conversion only (NO EXTRAS) and the average
city mileage of a Leyland being 22 mpg
After converting it to km per litre it would take about 82,000 km to pay your
conversion back**

(This is based on the petrol and gas price staying the same; *no one has a crystal ball*)

Most of our members wouldn't do this distance in five years, In fact I know of one of our members who only travels about 10000 km in a year, for this member it would take 8 plus years to recover the money it cost for a conversion before he started saving any money.

And if he owned a new car, and paid the recommended conversion price it would take you even longer to get his initial outlay back,

So as you can see, depending on the distances you travel and the length of time you are considering owning your car, you could easerly come to the same conclusion we came up with in our last issue

The other most common question posed about my last article was why wouldn't you use a more modern motor?

Well, the answer is simple cost

(If cost weren't an option, why would we bother about the price and the availability of unleaded fuel? What would be the point?)

The whole conversion cost of the Ford-injected motor with engineering certificate is less than \$2000 dollars. A lot less than a Commodore V6 motor

For example: a VN Commodore 3.6 v6 engine with gearbox and computer ranges in cost from \$2800-\$3000 depending on condition (local wrecker)

XF/ EA Falcon from \$1500- \$2000 for the whole car (Jupps auctions)

Now if you were to fit the v6 motor and box some of the things you would need to do are as follows

- a- remanufacture engine mounts
- b- remanufacture a gearbox mount
- c- have the tail shaft length changed to suit
- d- change diff ratios to suit (optional - advisable)
- e- have your Speedo drive & head unit altered to suit
- f- change your radiator (modified commodore)
- g- re manufacture your gearbox shift mechanism
- h- have the front springs reset (the v6 is heavier)
- i- have the car rewired to suit

- j- change fuel filler neck (for unleaded)
- k- exhaust system

In comparison, you only need to do a, l, j, k, for the Ford conversion
The Ford XF engine fits straight on to our existing transmission with only a
bell housing change.

This in turn cancels out the need to alter or change b, c, e, and g.
The radiator requires the fittings to be enlarged and the diff ratio should be
changed.

So as you can see the engineering involved to fit a Commodore v6 is more
complex than the Ford motor and with the exception of the engine mounts,
fitting the Ford engine is just a bolt up, connect a to b conversion

I also must point out, that our member has done more than most in relation
to whether fitting a Ford engine would be a good idea or not, you see one of
the biggest problems in putting a different motor than factory is if you are
away (on holiday for example) and something mechanical goes wrong where
do you take it?

Well in this case the whole driveline is the same/similar as what is fitted to a
ford and any ford service center can sort out any mechanical problem you
may have. Where as with a v6 conversion it is a lot more difficult for
example Holden don't fit a borg warner transmissions similar to ours,
Most places wouldn't want to know

I hope this clears up any questions you have on this subject

Till next time
Mark Whittaker

WINDSCREENS

NOW AVAILABLE TO VICTORIAN MEMBERS

DO YOU NEED A WINDSCREEN ?

WE HAVE A LIMITED NUMBER OF
LAMINATED WINDSCREENS ON SALE FOR
\$130 EACH
CONTACT YOUR PARTS AND TECH OFFICER FOR MORE
INFORMATION

FINANCIAL REPORT FOR DECEMBER 2000 - JANUARY 2001

OPENING BALANCE DECEMBER 1 2000	\$5492.06
DEPOSITS FOR DECEMBER 2000	\$ 40.52
DEPOSITS FOR JANUARY 2001	<u>\$ 132.29</u>
DEPOSITS PLUS BALANCE	<u>\$5664.87</u>
WITHDRAWALS FOR DECEMBER	\$ 0.00
WITHDRAWALS FOR JANUARY	<u>\$1283.02</u>
TOTAL OF WITHDRAWALS	<u>\$1283.02</u>
DEPOSITS PLUS BALANCE	\$5664.87
MINUS WITHDRAWALS	<u>\$1283.02</u>
BALANCE JANUARY 31 2001	<u>\$4381.85</u> AS PER BANK STATEMENT
CASH IN HAND	
OPENING BALANCE NOVEMBER 30 2000	\$ 269.55
MINUS WITHDRAWALS NOV.MAG.	<u>\$ 127.50</u>
	\$ 142.05
PLUS TAKINGS -2 WINDSCREENS-	<u>\$ 260.00</u>
CASH IN HAND JANUARY 31 2001	<u>\$ 402.05</u>

THE BOOKS CAN BE INSPECTED BY ANY MEMBER ANY TIME

Editorial:

Front cover , someone's old Packard I don't know who's but as I was looking for a photo for the front and all the P photo's that I posses have been on the front (some more than once) before , I thought that If I put something different on the cover then somebody would send his or her car in to go on the cover.

I hope that I'm inundated with photos, which would be a nice change.

In the three years that I have been editor only a hand full of people sent in photos and less have sent articles about their cars or trips or anything else.

If all or members sent a photo or a story once every two or three years then the magazine would be a lot thicker and it would be a breeze to put together.

Anyhow enough of my whining we're into a New Year and I hope all your P's are running well.

Don't forget that Easter is to be held at Bathurst this year , enclosed is flyer and attendance form and I hope that someone from Victoria can make it this year .

Calender:

10-11 March Ozkosh Downunder Ballarat Airfield
Cars Bikes Hovercrafts Show & Shine Burnout Comp
Hot Air Balloons Joyflights ect
Details and Free Brochure Terry Lowrie 9587 9704

11 March Street Meet Heathcote
Gates Open 9.30 AM Test and Tune From 11 AM-4PM
\$35 To Race \$11 To Spectate
Russell or Joanne 0416 072 478

16-17 March Wangaratta State Title For Super Sedans
Friday Heats Super Sedans
Details 30 57 21 3066

CLUB PARTS FOR SALE

EXCLUSIVE TO P76 OWNERS CLUB MEMBERS

FRONT INDICATORS - CLEAR \$35 A PAIR
- PAINTED \$50 A PAIR

LOWER FRONT RUST PANELS - \$70 A PAIR

T-SHIRTS - \$15 S/M/L (NEW DESIGNS SOON AVAIABLE)

JUMPERS - \$20

SPARK PLUGS V8 - 8 FOR \$8

ORIGINAL MUD FLAPS - \$10 A PAIR

CUSTOM NUMBER PLATE FRAMES - \$12

FRONT INDICATOR SURROUNDS (FIBERGLASS) \$40 A PAIR

INTERMEDIATE STEERING SHAFT - \$85 (CHANGE OVER REQUIRED)

TARGA STRIPES - \$120 PER SET

V8 OIL FILTERS - \$15 EACH

MORE COMING SOON

CARS /PARTS FOR SALE

Leyland P76 Deluxe Auto V8 IAN 454 Well Mainained Very Good Mechanically Some bodt rust
Would Restore Very Well Air Con (Sanden Non Factory) Regassed Works Well Good Tyres
11 Months Rego Two Owners Dual Fuel (Inco) \$1200
Contact Ken Kinson 9560 0396

For Sale Aspen Green V8 Super Brown Interior second in Class at This Years Concours \$2000 Firm
Without RWC or Reg Contact Harold 9762 4987

Wrecking Dry Red Executive V8 With Holly Carbie Factory Air Cream Interior Most Parts
Contact Mark 9727 2893

Leyland P-76 Executive V8 1974 Model Genuine 1 Owner Genuine 168000 K's Mech Very Good
Some Rust Good Interior Nutmeg Colour Can Be Inspected At Warragul \$3000 ONO
Contact Mr Martin 03 56 23 6711

6 Cyl Auto Trans \$60 O.N.O Contact Michael 9729 4005

P-76 V8 Diff Drum To Drum Brand New \$450
Contact Trevor 03 53 5568

P-76 Deluxe Vinyl Rear Seat Good Cond \$20 3 Speed Man Gearbox Shifter & Linkages
\$100 4 & by 14 Inch Peanut Mags With 2 Tyres 235 By 60 Roadworthy Cond \$250 2
Left Single Head Light Surrounds Good Cond & 1 Right \$20 1 Radiator Fan & Guard
\$10 Front Half Center Console Free 2 Deluxe Grills 1 Needs Cleanup 1 With 1 Crack
\$5 Each 1 Leyland towbar Needs Painting \$20 Prices Negotiable Contact Morgan
Barnes 56 74 2830 Mobile 0409802432

Wrecking Spanish Olive P all parts except motor
Contact Joe Blitz 9379-4583

P-76 Deluxe Was 6 Cyl Now V8 Dual Fuel T-Bar Auto Bucket Seats Good Interior Tyres
3 Months Old Straight Body V8 Done 31111 Auto Rebuilt 3 Years Ago Limited K's 4
Months Reg No R. W.C Gas Tank Tested Nov 2000 Force 7 Steering Wheel Unfinished
Project \$600 Contact Kevin 57 92 3510

PLEASE NOTIFY EDITOR ON 98506781 IF YOU HAVE SOLD CARS OR PARTS ADVERTISED IN
THIS MAGAZINE

NON MEMBERS WILL BE CHARGED \$10 FOR THREE
MONTHS WHEN THEY ADVERTISE ON THIS PAGE THEY
WILL BE SENT A COPY OF THIS MAGAZINE FOR THE
THREE MONTHS

You are cordially invited to attend the

EASTER 2001

GET TOGETHER

at:

ROSSMORE PARK
[Farmstay Holiday Centre of Australia]
Limekilns Road, Kelso [near Bathurst]

from:

Friday, 13/4/01 to Monday, 16/4/01

cost:

Adults: \$225.00 - Children: \$188.00
Includes: Accomodation and all meals

Attractions:

*Animals performing on stage; *Horse riding; *Golf driving range;
*Sheep shearing; *Animal Nursery; *Hay rides; *Lamb feeding; *Sheep dog trials;
*Country Kitchen food bar; *Souvenirs

5 powered caravan sites are available and have been booked by the club. There is also camping sites available as well as non powered caravan sites. A cost of \$15.00 per person is charged for the powered or non powered caravan sites as well as camping. This cost includes a full cooked breakfast.

Washing and drying facilities are also available.

An extra night is available at a cost of \$44.00 adults; and \$38.00 children [includes breakfast]

It is probably a good idea to bring a doona or a sleeping bag if you feel the cold as the Central Tablelands can be cool around Easter. All other linen is provided, but a towel is needed.

PLEASE CONTACT THE SECRETARY - MAREA JULIAN AT:
P.O. BOX E296, ORANGE, N.S.W., 2800
[02] 6365255 [A.H.]

DEPOSITS OF \$50.00 PER PERSON ARE REQUIRED BY JANUARY 31, 2001

**NOTIFICATION OF ATTENDANCE TO
EASTER GET TOGETHER
BATHURST NSW 2001**

NIGHTS ATTENDING (TICK APPROPRIATE LINES)

THURSDAY.....FRIDAY.....
SATURDAY.....SUNDAY.....

NUMBER OF ADULTS.....
NUMBER OF CHILDREN.....

DEPOSIT ENCLOSED (\$50.00) PER PERSON.....
FULL PAYMENT OF (\$225.00 ADULTS/\$188.00 FOR CHILDREN).....
THIS IS FOR FRIDAY TO MONDAY, AN EXTRA NIGHT IS AVAILABLE FOR A COST OF
(\$44.00 FOR ADULTS and \$38.50 FOR CHILDREN)
ACCOMMODATION AND ALL MEALS ARE INCLUDED IN THIS PRICE, STAYING IN
SHARED ACCOMMODATION, SOME BUNK BEDS IN ROOMS.

DAY VISITORS WILL BE CHARGED \$10.00 PER HEAD PER DAY. NO DEPOSIT IS
REQUIRED, BUT WILL NEED TO BE PAID ON AN ATTENDANCE BASIS. PLEASE ADVISE IF
MEALS ARE REQUIRED SO I CAN NOTIFY THE CATERING STAFF.

DAYS ATTENDING
FRIDAY.....SATURDAY.....SUNDAY.....

MEALS REQUIRED (LUNCHESES \$11.00/DINNERS \$22.00)
LUNCH FRIDAY.....DINNER FRIDAY.....
LUNCH SATURDAY.....DINNER SATURDAY.....
LUNCH SUNDAY.....DINNER SUNDAY.....

NUMBER OF ADULTS.....NUMBER OF CHILDREN.....

VISITORS STAYING IN CARAVANS/CAMPING (A DEPOSIT OF \$20.00 PER PERSON IS
REQUIRED) COST IS \$ 15.00 PER PERSON PER DAY, WHETHER POWERED, UNPOWERED
OR CAMPING. THIS INCLUDES A FULL COOKED BREAKFAST. PLEASE INDICATE HOW
MANY SITES ARE REQUIRED.

POWERED SITES.....UNPOWERED SITES.....
(only 5 available) (unlimited)
CAMPING SITES ARE ALSO AVAILABLE.....

NUMBER OF PEOPLE CAMPING/IN CARAVAN.....

NIGHTS STAYING
THURSDAY.....FRIDAY.....SATURDAY.....SUNDAY.....

MEALS REQUIRED (LUNCHESES \$11.00/DINNERS \$22.00)
LUNCH FRIDAY.....DINNER FRIDAY.....
LUNCH SATURDAY.....DINNER SATURDAY.....
LUNCH SUNDAY.....DINNER SUNDAY.....

AMOUNT ENCLOSED FOR CAMPING/CARAVANS.....

PLEASE REMIT TO NSW P76 OWNERS CLUB INC
ATTENTION- MRS. MAREA JULIAN
P.O. BOX E296, ORANGE NSW 2800