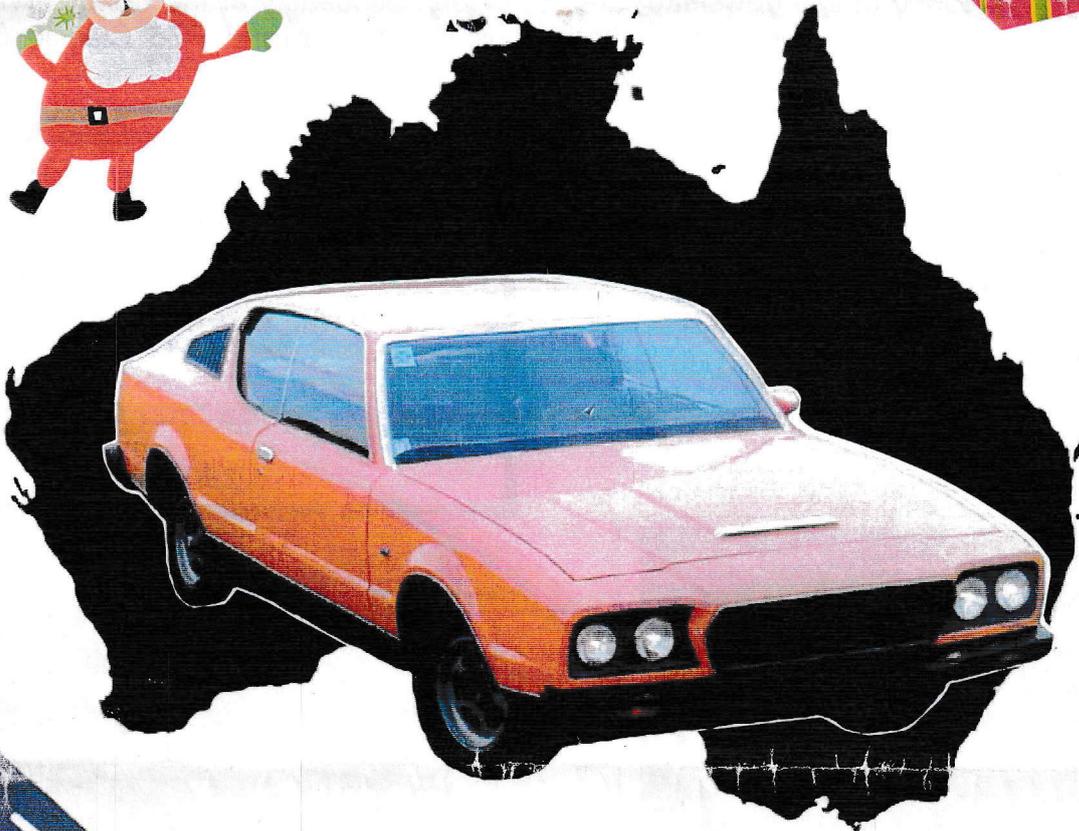




LEYLAND P76 CLASSIC CAR CLUB INCORPORATED



NSW

December 2001



LEYLAND P76 CLASSIC CAR CLUB INC. NSW



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If any member has either a vehicle or spare parts for sale, an interesting story about his or her car, whether it is about a rebuild, repair, or one of your trips away on holidays, please do not hesitate to contact the Editor and it will be gratefully received.

The opinions expressed in this newsletter are not those necessarily of the Editor. Where possible, articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc. accepts no responsibility for the accuracy of information.

Please send all mail to:

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TAREN POINT NSW 2229
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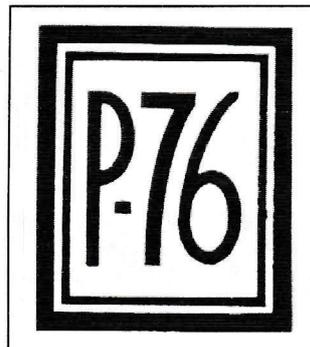


GENERAL MEETINGS

Venue: Sans Souci Literary Institute
Address: 107 Ramsgate Road, Ramsgate.
(cnr Campbell St)
Time: 8.00pm Wednesday Nights

MEETING DATES

December 19th





EDITORIAL



We were so lucky that the weather was reasonably fine for the Annual Christmas Picnic and Concourse Day at Carrs Cottage, Carrs Park on Sunday 9th December.

The attendance of members was good considering a few were not able to be there. It was pleasing to meet up with new members Todd and Allison Ford. Todd had a lovely piece of P76 memorabilia to exhibit and this was a beaut P76 table cloth in mint condition. It was one of the table cloths used at the official launch of the P76 in 1973 and it was given to him by his grandfather. It was also great the Denise Bryant and her son Greg were able to attend too.

Troy Green brought along an example of a P76 door that had been converted to have remote electric windows. This has been developed by a Sydney company and will be available to club members in the new year in kit form. Anyone interested will be able to deal direct with the company, however, enquiries can be made now by contacting Troy on 02 9522 6529.

The Christmas Party night will be held at the club rooms on the 19th December and it would be appreciated if any members who will be attending, please bring along a plate of goodies and also if possible a gift for our annual Christmas Raffle.

Any members intending to compete in the Combined Motor Clubs Presidents Run on Sunday 24th Feb 2002, please fill in the entry form in this newsletter and send it on now. On a final note I would like to wish all of the members a very Merry Christmas and a Happy New Year and also Best Wishes to all of our Country and Interstate members and State Clubs. Well that's all for 2001 and see you all for the Christmas Party.



FUTURE EVENTS



.....the Editor.

- ◆ Saturday 16th February 2002: Berrima Rally and Show & Shine, Mittagong, 10am start.
- ◆ Sunday 24th February 2002: C.M.C. Presidents Run to Botany Bay.
- ◆ Easter Weekend 2002: W.A. National Meeting
- ◆ Sunday 24th Feb 2002: Super Swap at Hawkesbury Showground Claredon (Opposite Richmond RAAF base)

2002 NEWSLETTER

We will be taking a break in January and the next newsletter will be out in early February with a full list of the dates for Club meeting nights for 2002.

Get Well Message

To Don Chappell who has been on the sick list and we all wish him a speedy recovery and we wish Valda and Don a very Merry Christmas and a Happy New Year.



Thanks To:

Brian and Sally Twemlow for the beaut Christmas Card that they sent to the Club from England and we wish them a Merry Christmas and a Happy and Safe return to Australia in the New Year.



A special thanks to Vince and Sue for all of the hard work they have been putting into the newsletter over the past few months.

**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci
Literary Institute on Wednesday 21st November 2001**

Joe Green opened the meeting at 8.15pm. Members in attendance as per attendance book.

Apologies: Kevin Ward, Bev & Ian Lyons, Troy Green, Richard Green.

The minutes of the previous meeting were read and accepted.

Moved – Peter O'Brien. Seconded – Valda Chappell.

Business arising from The Minutes: Nil.

Treasurers Report:

Statement No. 91 dated 30/10/2001.	Cash At Bank:	\$1,943.43
<u>Income</u> for the month of October 2001.	Renewal Subscriptions:	\$150:00
<u>Outgoings</u> for the month of October 2001.	Hall rent:	\$ 27:50
	Postage & Envelopes:	\$ 45.00
	Outgoings SubTotal:	<u>(\$72.50)</u>
	Total Available Funds:	<u>\$1,943.43</u>

Acceptance of the Treasurers Report. Moved – Ron Naylor. Seconded – Don Chappell.

Correspondence In:

1. Letter from the Thredbo Alpine Village regarding Summer Touring and the facilities available.
2. Entry form for the Gnoo Blas Classic at Orange, 23rd & 24th February 2002.
3. Letter & entry form for the Rotary Expo for Yesteryear Vehicles at Gosford on 17th February 2002.
4. Queensland P76 Owners Club magazine, October 2001.
5. Drive Chatter magazine, September 2001.
6. Letter from Gary Mentiplay regarding his and James visit to Sydney.

Correspondence Out:

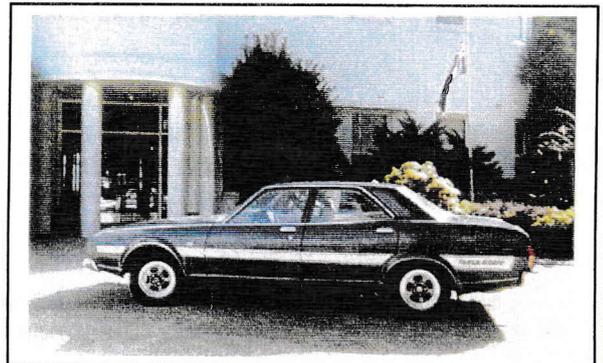
Nil

Acceptance of correspondence. Moved – Ron Frith. Seconded – Don Chappell.

General Business:

- Joe Green and Tony De Luca informed the meeting on Gary and James Mentiplays visit to Sydney a few weeks ago. It was great to see WA P76 friends from such a long way in Sydney.
- Joe Green informed on the new P76 model car to be produced by Trax.
- Joe Green and Tony De Luca spoke on the Concessional Registration which is to be introduced next year for vehicles over 30 years old.
- Joe Green informed the meeting on the availability of power windows for P76 vehicles.
- Ron Frith demonstrated to the meeting a modification for the P76 bonnet lock as a backup for cable breakage.

The meeting closed at 9:20pm followed by supper.





Council of Motor Clubs Inc.

(Formerly known as Council of Veteran, Vintage & Thoroughbred Motor Clubs Inc.)

GPO Box 3954 Sydney NSW 2001 Australia

ABN: 33 064 218 215

2002 PRESIDENT'S RUN

SPONSORED BY NRMA CLASSIC INSURANCE

No Entry Fee Applicable

THE START Brays Bay Reserve Concord Road, Rhodes. – UBD 213 E10.

THE TIME 8 A.M. to 10 A.M. on Sunday 24th February 2002.

THE ROUTE It's a secret but it will take in a new tunnel and it will be easy on vehicles and those in or on them. A few observation questions to sort out a winner, and median timed so the fast ones will not necessarily win, it will suit those who take it steady and get the answers correct. Motorcycles will not have questions and separate prizes.

THE FINISH An exclusive parking area under our control at Cook Park, Dolls Point on Historic Botany Bay. Hard surface parking, plenty of shaded picnic spots under the trees, a safe bay beach for all the family to swim. Take away food and restaurants are not far away. Bring everything for a picnic or simply buy what you need.

THE END Presentations at 2 P.M. Gates close at 4 P.M.

This year it will be necessary for individuals to enter their vehicles directly, and only those entrants will take part.

Fax or Post this form to 97582644 or P.O. Box 118 Arncliffe 2205.

NAME-----

CLUB-----

VEHICLE-----REGO OR CLUB PLATE-----

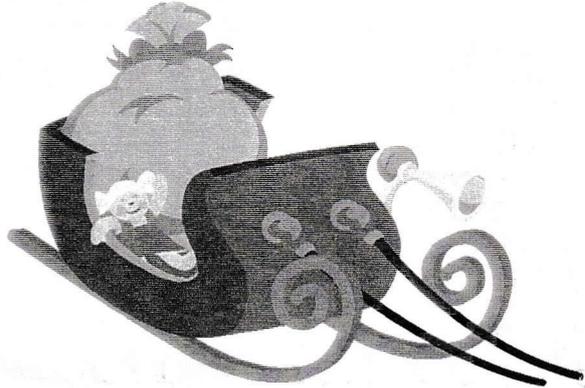
Telephone-----Fax-----

We understand that,

- A) The start time is 8AM to 10AM SHARP!!
- B) All road rules must be obeyed.
- C) All vehicles must be on club plates or registered.
- D) This event must be on our Club calendar.
- E) The parking area must be vacated by 4 PM or vehicles may be locked in.

SIGNED-----DATE-----

**The First Installment
in a series of articles to come
on the relative merits of Octane Boosters**



Booster Shots

(Reprinted from the Fast WRXs No 2)

Octane boosters are popular in the performance scene because they often regain power lost through detonation. Sold for around \$25.00 in a handy bottle, they're a convenient fuel additive and horsepower helper. But with so many brands on the market, you may be fooled into thinking they are all as effective as each other. Which they are not! Differing chemical compounds, additives and even volumes, mixed in with a good percentage of advertising 'independent' testing and testimonials a;; conspire to confuse the consumer away from the single most important point: does it improve the octane rating? Let's see what's worth it in octane boosters.

Do I need an Octane Booster?

The boys at 'The Macquarie Library' describe detonation as: "Excessively, rapid burning of the fuel mixture, often caused by auto-ignition due to excessive temperatures in the combustion chamber, incorrect ignition timing, lean mixtures, too high a compression ratio or unsuitable fuel," – as in too-low an octane rating. Heard as a faint, metallic rattle, detonation is accompanied by the loss of power and can cause serious damage to the piston crowns.

The significance of detonation is such that many companies produce fuel additives designed to increase the inherent octane rating for a given fuel. The proliferation of octane boosters has in part come about in recent times thanks to low quality Australian fuels. While out 'super' leaded fuel has been reduced for 98 to 95-96 octane, Premium Unleaded has also dropped to a minimum of 95 octane. And this presents a problem for high performance cars designed to run on higher octane European or 100 octane Japanese fuel. Japanese import performance cars, Subaru's Sti WRX for example, runs an ECU program for 100 octane but sometimes detonates on our Australian PULP.

All engines are different though and with Honda's S2000 2.0Litre engine running a high 11.0:1 compression ration, it relies on advanced engine management as much as quality fuel. But it *can* sustain it's power on PULP.

And of course any turbo owner who has experimented with boost will know if you run too much, it *will* detonate, so improving the octane is vial for maximum performance.

We must state that unless an engine is detonating through low RON fuel, octane boosters have little use. However, in a turbo or high compression application, the inclusion of a better grade of fuel allows the engine management system to optimise ignition timing and fuelling.

2001 Christmas Picnic Day



A plethora of P76's in front of Carrs Cottage....



Don't wipe your hands on the tablecloth !



Checking out the electric window



Relaxing on the verandah of Carrs Cottage

The Contestants

For this test we tracked down nine different makes and models of octane boosters, two fuel 'additives', a straight race fuel and a drum of Toluene. Where there were several different 'levels' of octane boosters, we chose the strongest version.

The biggest claims the bottles have is the amount of 'points' they clam to increase. This is ambiguous as a 'point' can relate to either 1.0 RON (Research Octane Number) octane points, or 0.1 RON octane points.

The list of entrants in our Octane Olympics included:

- STP Octane Booster
- Wynns Octane 10+ Power Booster
- Amsoil Series 2000 Octane Boost
- Super 104+ Octane Booster
- VP C5 Fuel Additive
- ELF HTX 330 Racing Fuel Stabiliser
- Nulon Pro Strength Octane Booster
- PowerFuel Super Street Nitro Based
- PowerFuel Max Race Nitro Based
- NF Octane Booster Racing Formula
- NOS Octane Booster Racing Formula
- Toluene
- VP Motorsport 103 Unleaded Racing Fuel



The Test

To conduct these tests we contacted independent laboratory Intertek Testing Services, who would test our products on a knock engine.

We had to also find a base fuel to add our boosters to, so we went to the closest public petrol station, a Shell on the outward-bound side of the Westgate Bridge in Melbourne.

Being a performance-based test, we chose premium unleaded fuel as this represents the most common high performance fuel (ie: if you start with regular unleaded, you're wasting your money!) We should add that 'some' boosters would have improved the octane rating of regular unleaded proportionately more than out tests with PULP.

With a RON rating at a minimum of 95, we first established the exact octane rating of the PULP. The biggest surprise was our randomly selected Shell resulted in a quite high 96.8 RON.

We precisely measured and mixed each additive to the PULP, according to each manufacturer's recommendations and specs and poured each into the knock engine's tank. The compression ration was then slowly increased until it started to knock, gaining a threshold of detonation and subsequently a maximum RON rating. Of less importance but still worth mentioning is the design of the bottles: since most people will be pouring it straight into a tank, the design of a bottle is important to prevent any spillage on paint work causing damage.

Contd....Next Newsletter (Feb)

TAILPIECE



In a recent issue of the Sydney Morning Herald – 'Drive' section there was a whole two pages devoted to the annual P76 awards...for outstanding mediocrity. Following are a couple of choice pieces selected from the article for your 'enjoyment'.....



The main prize

In Drive's unique event where only losers win, we are presenting more silver P76s than ever before (count them: 15!) as well as the supreme accolade, our superb trophy finished in a gold plating so unconvincing it is almost certainly what the P76 designers themselves would have chosen.

And Ford manages to collect the Gold P76 for a year it would probably rather forget..



To err is Leyland

It's now more than a quarter of a century since the demise of the Australian-built P76, a car which changed people's perceptions about the number of faults which could be added on to a fundamentally sound package.

The fact that this frankly horrible car was an adventurous failure rather than a boring also-ran (and won the Wheels Car of The Year – which says a lot about something) increases our pride to be associated with it for these awards.

Gold P76 award



During 2001, one company racked up such an extensive litany of stuff-ups that its blooper reel could fill a whole month's prime-time programming. That company is none other than – OK, you're way ahead of us. Yes, who else could it be but Ford? Just a few of the lowlights have included:

- ★ The axing of the axe-man, Jac Nasser.
- ★ The exploding Explorer tyre debacle in the States, which could yet cost Ford and Firestone billions.
- ★ The transformation of Australia's long-standing Commodore-versus-Falcon sales battle into Commodore-versus-Helio Is Anybody There?

Falcon sales this year tumbled compared with last year, and last year was a disappointment. Adding to Ford's woes, Commodore's sales this year have increased and the overall Holden-to-Ford ratio is accelerating towards two to one.

- ★ The insertion of the overweight, aging and irrelevant Mustang into an Australian line-up screaming for such trim and taut Euro models as Mondeo, Focus and Fiesta.
- ★ A third attempt to resuscitate the moribund Falcon, with Ford doing what it said it wouldn't – giving us an AU Series III. And more rampant discounting



Seen here at left is the demonstration held at the picnic day of the soon to be released electric window kit for front and back doors of P76's. Everyone looks suitably impressed so if you have any enquiries, call Troy Green on 02 9522 6529 and he will put you in touch with the manufacturer.

... by Vince Rovere

Source material with thanks: 'SMH Dec 7, 2001 – Drive' by Tony Davis

