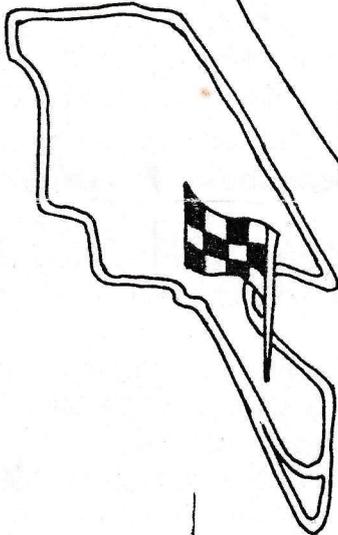
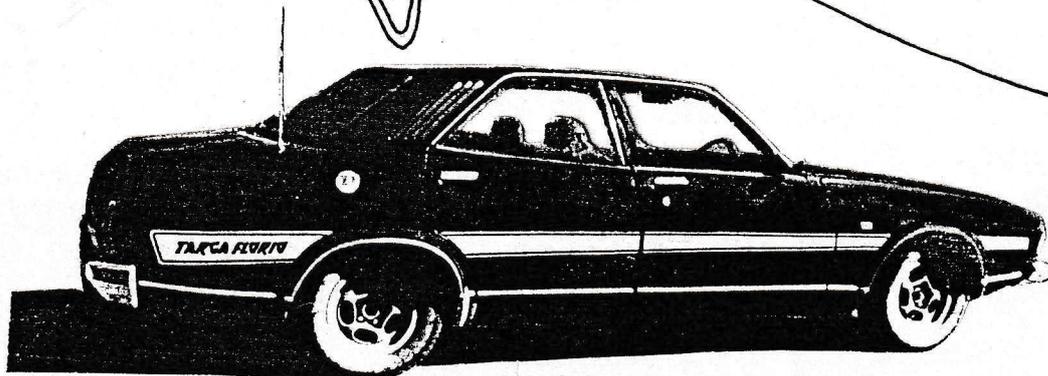


**S.A. P76
CLUB NEWS**



OCTOBER 1990



CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT -

Nigel Bray
24 Elijah Street
Morphett Vale 5162

PH- 382 6512

VICE PRESIDENT -

David Wallace
12 Kestel Road
One Tree Hill 5114

PH- 280 7276

SECRETARY -

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Kings Lodge, 117 Kings Rd.
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21 ST. Helena Street
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PH- (085) 324 967

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Alan Baker - 261 1175
John Armstrong - 337 5474
Richard Schlabowsky - 388 7350
Steve Westmacott, S.M.A.S.A.
Club Delegate - 297 9891

MEETINGS

Club Meetings are held on the **1st Tuesday** of each month except January at the Goodwood Scout Hall, Florence Street, Goodwood.

Time: 7.30 p.m.

DATES-

1991	
February	5th
March	5th
April	2nd
May	7th
June	4th
July	2nd

August AGM - The Annual General meeting is held in August in lieu of the General Meeting for that month on a date to be decided.

1990	
September	4th
October	2nd
November	6th
December	4th

Meetings may change if and when the committee feels necessary as appearing through this page.

The opinions expressed within this publication are not necessarily those of the committee except where indicated.

The committee accepts no responsibility for any damage of any form which may occur as the result of using information appearing in this publication.

This is the official publication of the "**Leyland P76 Owners' Club of S.A. Inc.**" and is not for sale to the general public. Copies are included in a years Full Membership.

COMING EVENTS

October 13th - Bowling Night Cross Road Bowls Meet 7pm
Lanes booked for 7.30pm

November 11th - Nell Lewis' near Swan Reach can camp over
Sat/Sun

December 15th - Christmas Dinner Dance Victor Harbor

January 20th - Concors'

FOR SALE

Deluxe 6 cylinder body and some parts for sale by the Club.
For more information Ring Gordon or Gerry A/H 2502264

Anybody interested in cars, parts for sale or are after
parts please register interest with Nigel 3826512 so he can
get sellers to contact you direct.

TASMANIAN EASTER 1992

Bookings open from January 1991. Sea Cat - 4 hours
\$268 per car return + \$198 per person return
There are 4 bookings left. If you are going make sure you
get in early as you may have to arrange your own booking!
IF INTERESTED > RING HAL MALONEY - 661763

MINUTES

GENERAL MEETING - 4th September, 1990.

Held Goodwood Scout Hall.

MEETING OPENED 8.02p.m.

PRESENT: - 21 (as per Attendance Book) plus 1 visitor.

APOLOGIES:- 4 (as per Attendance Book)

MINUTES of previous meeting were read and accepted.

BUSINESS ARISING:- Oil Filters - all sold, Richard will purchase 2 doz., still priced at \$8.00 ea.

Slot Car Night - Nigel has not been able to contact them. May have closed down. Suggested that anyone who knows of a slot car circuit to make enquiries.

Dashmats - Kym brought a sample with him. He will be putting the order in this week, but they won't be available for 4 weeks. Said that we got a good deal on the mould. If there is enough interest we may do rear deck mats. The company will also repair the back of the rear seat.

TREASURER'S REPORT:- \$1,670.00 @ end of August.

CORRESPONDENCE:- IN - Newsletters 1/Qld. Aug.

OTHER - 1/Shirt & Cap Promotions, 2/Cutler Brands

OUT - 1/Canberra & District re louvre order, 2/Starter Kit, B. Rumbellow, 3/Starter Kit, A. King.

COMING EVENTS:- as per Magazine.

Sep 9th - Springtime Cruise

Oct 13th - Bowling night - venue and time to be advised.

Nov 11th - Nell Lewis' near Swan Reach, can camp over Sat/Sun

Dec 15th - Xmas Dinner Dance, Victor Harbor.

Jan 20th - Concours'

NATIONAL MEET:- Minutes of meeting held on 26th August, were read.

Both Pop-eyes are still to be booked and carparking for that night - Kym has sent letters.

Val has not been able to contact the MC possibly on holidays.

David checked with Birdwood, the Force is still on display but not the wooden dye, but will be made available on the day.

Concours' - David said a letter has been sent out to other clubs setting out the guidelines.

Nigel has arranged a Megaphone for the weekend.

Alan said we still need a sound system.

Playing cards for Easter may be available for Xmas, price approx. \$14.00.

NATIONAL MAG:- No further news.

GENERAL BUSINESS:- Ducting for vents - Auto Air said that the firm that made it has closed down so what they have is all that is available. BP Outbound at Darlington has some but no more available. EA Falcon uses similar.

Alan Foran asked about nylon refurbishing of lower central arm ball joint, it was suggested that he get a phone number from David or to contact Blair Howell.

Shane finally has got his gas conversion going by using a 4 barrel Holly.

John Beattie suggested that if anyone is looking for a paint job, Gil Oxley at Glenelg did a great job on his car.

David asked if anyone has Stuart Brown's phone number or address to contact him about the cap end badges. Shane has it, and says that Stuart Brown is going to make full caps and then going to make metal corner.

Nigel said that people find him re cars for sale or after parts. So if anyone is looking for things to get in contact and then he may be able to put you onto someone who has what you want.

MEETING CLOSED 9.01p.m.

NATIONAL MEETING 1991

CONCOURS' NEWS

This is a document to give a basic outline of the running of the Concours' event at the 1991 National Meeting of P76 Owners' Clubs in Adelaide.

A Concours' committee comprising of four South Australian club members was formed to organise this event.

The Concours' will take place at Birdwood and the National Motor Museum on the Saturday afternoon of the Meet.

The Concours' will be open to all P76 (or Force 7) bodied vehicles in attendance at the meet.

There will be a total of ****12**** trophies to be contested. These will be awarded in the following way-

- The three Best cars of each model level- Deluxe, Super and Executive.
- The overall Best Original car.
- The overall Best Non-Original car.
- The car people choose as their favourite. ie- Peoples Choice.

Distinction between model level will be as per the compliance plate of each car regardless of any other criteria.

One person from each club in attendance at the National Meeting will be selected by the Concours' organising committee as a judge representing their club. Each car will be judged by each representative to determine the results.

The People's Choice will be a general ballott by everyone in attendance.

Any further enquiries regarding the Concours' can be directed to the organising committee via the National Meeting Co-ordinator, at the address below, before the event.

Concours' Committee,
C/- 5 Tindara Ave.,
Windsor Gardens, 5087.

Concours' Committee,
1991 National Meeting.

A GeM

Have I ever made the odd comment about what a great little club we have? Well here I go again.

Our Annual General Meeting (AGeM) began well. Saturday dawned a bright and clear sunny day after weeks of pouring rain. I got the lawns mowed, some scrubs trimmed and actually washed Marsha. After lunch Christopher and I cruised over to the Club Hall to see the guys off on their traditional AGeM Observation Run. Standing out front of the hall, the sun a'shinin', the birds a'twitterin', dem P's a'gleamin', it didn't take much to be talked into going on the run.

(Remember last year - It absolutely p...ed down. And I went on a push bike!)

Anyway, Christopher and I got our instructions, belted up and Marsha was soon on her way. For a twenty three month old, Christopher did a top job. He always points out the parks, usually accompanied by the scream of "slip-dip, slip-dip", and as half the parks in Adelaide needed to be reconnoitered, he had the time of his life.

I was alittle worried about having to check out that Islamic church but was careful to hide my copy of the Satanic Verses before we cruised by. I'm also thinking about writing a book on the bridges of Adelaide, I know so much about them all now. Oh, and by the way Alan and Val, it's just as well I already knew the answer about the Zoo or I would NEVER have got Christopher to keep going.

The run turned out to be completely different from usual and Alan and Val did a great job of organizing this. It'll be interesting to see how Nigel and/or Geoff go about next years, although the rumor is we might all have to swap spouses. Someone said something about throwing keys into the middle of the room??? (Leave it!!! Not in a family Mag.)

Moving on.

The run complete, we all gathered for tea. The lamb on a spit was cooked to perfection, cooked too well probably 'cause I had heaps of that delicious cooked skin. (Ouch, think of the colestorol) The salads were great and the sweets, well, my serve or three (or four) says it all.

Trophy presentation was good too.

Nigel/Geoff, and Richard/David/Bruce, tied for first place. Then Christopher and I, plus Jilden and Margaret tied for second place. Christopher was so delighted with his brake fluid I lost track of what happened after that, so appologies to third place etc.

When the meeting proper started we really did prove, once again, what a great little club of tight knit enthusiasts we are. Each position, (except President and SMASA Delegate - Hmmmm, wonder what that means?) was virtually fought over. Every position had three, four or more people nominate for it, necessitating a vote to be carried out on each of those positions. Fantastic stuff guys!! As a result we have a significantly rearranged Committee and this has to be a move for the better. Not that there was the slightest thing wrong with the old one, but as David has tried to stress in his last few Editorials, change wards off staleness and brings new blood and ideas. A great night all round and here's looking forward to an even bigger and brighter future with the Nat. Meet. being the jewel in our club year crown.

Steve, Hoto and Marsha.

SPRINGTIME CRUISE

Prior to the cruise a few of us members attended a pleasant evening at Mark and Tracey's Place to celebrate Val's 50th and Tracey's 25th birthdays (sorry Tracey age before beauty) I feel we all had a good time and I hope the Birthday Gals enjoyed themselves. As usual when we all do something together we end up discussing you- know -what and the subject of the Springtime Cruise came up, to find out who was going. Some were undecided and as the weather situation was promising it did not take much to persuade them.

On Sunday (Cruise Day) we and other SMASA members gathered at LLOYD's car park Gepps Cross. Boy! the place was packed with excellent cars. Thommo was starting to panic cause Steve had not as yet shown up with the keys, I believe, belonging to the Tanunda Oval. Gee it sounds like everybody was waiting for Steve as it seemed coincidental that when he did arrive the cars started heading for the Barossa.

Our members regrouped outside Parafield Aerodrome and we filtered in, in one group, with the other cars heading to Tanunda, where all cars parked round the Oval. It was great to see our Club was well represented with 8 P76s and 2 other non descript cars with no intentions to offend those owners as I have done it myself.

A funny thing about P76s is that if the bonnets are not up, the boot lids seem to do it in reverse, any way with all food, drinks, chairs, tables etc removed from our rear ends (cars that is) we sat, drank, ate and chatted. The afternoon led into the novelty event in which at least one member from each car club had to push a car approx. the length of a cricket pitch, remove a jerry of petrol from the boot and carry back to the starting point, dress up in a nightie and hat, eat a cold pie (the poor victim at this stage was gasping for breath and gagging on the pie). When the pie was finished or partly in some cases a cylinder head was carried back to the car and thrown in the boot an esky was taken back to the start where a can of drink was consumed the dress and hat removed before returning to the car to push it back to the start.

Our most devoted member and proficient Iron Man Richard was coerced into this event and managed 2nd place for which he received a most deserved Smasa windcheater.

Well done Richard.

Geoff



GROUP
SHOT



STEVE
&
THOMMO



RICHARD
(GRUNTING)

CLUTCH SHUDDER DIAGNOSIS ...

By Jilden Reichardt

Most P76 clutch shudder can be attributed to misalignment of the clutch cross shaft, (between the chassis and the bell housing). This can arise from various causes :-

[1] Broken, cracked and/or re-welded bracket on chassis; this allows the cross shaft to lift up. It can be reinforced by fixing two metal strips to the bracket bolts and screwing or welding them to the chassis. (see Fig. 1).

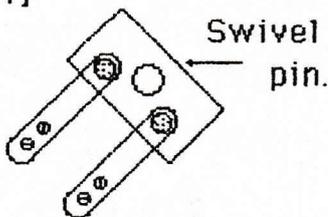
[2] Too long clutch cable : if the clutch has run out of adjustment, try and fit a 6mm long ferrule between each end of the cable and its U-shaped clip. I made some out of old steel fuel line, split with a saw. (see Fig. 2).

[3] Swivel pin out of line : This arises from a bent chassis bracket, or collapsed engine mounts. It can be fixed by removing the pin, and bending it in a vice. Alternatively, the pin can be cut off and be welded on lower down. (see Fig. 3).

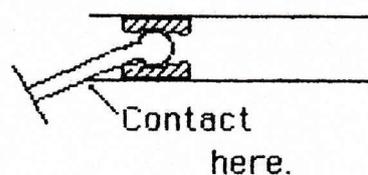
[4] Swivel points and cable attach points not in line : The vertical cable must line up with the end of the swivel ball, otherwise any rotation of the engine results in changing shaft rotation and severe shudder. Small amounts can be corrected by bending the levers on the cross shaft, but more than say 5mm must be done by moving the rear engine mount side-ways, or cutting and rewelding the shaft or swivel pin. (see Fig. 4).

[5] Distorted engine mount limit plates : Rough drivers may find the top plate of the R H engine mount to be bent up. A firm application of a large hammer on the end of a 1m bar will readjust this, to limit undue engine rocking. ●

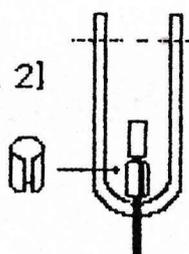
[Fig. 1]



[Fig. 3]



[Fig. 2]



[Fig. 4]

