

*Anything
But
Average*

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Official Publication of the P76 Owners Club of Victoria Inc.

ANYTHING BUT AVERAGE
IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS
CLUB OF VICTORIA (IAN-AO019822)

This publication is not for sale to the general public and is only available through membership.

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Cover: from Modern Motor Magazine, " P76 ROAD TEST" JULY 1973

Coming events!!!!

* **Classic Australian Car Show**, 22 JUL 2007 see add overleaf...not to be missed!!! Enter Flemington racecourse at main entrance, (the only one open) Epsom rd, if you are traveling north up Epsom rd the main entrance is past the roundabout. Travel down the driveway about 1km you will be directed to the P76 display. cost \$12 per car (two adults) . Mel 28 H12 . Get there early, I've been advised 9am is ok so that's when we will aim for.

We had a good turn out last year when this event was held at Sandown, lets make this a big one. All members please note the organisers of this event are rapt to have a great Aussie car like the Leyland P76 involved.

* **AGM...SIMPLY A MUST!!!!** SEE PREVIOUS NOTICES SAT. 28 JUL 2007 south oakleigh club Mel 78 D4

TIME: 11.00 AM sign in at the main entrance...ask for the phoenix room.

- * August - A Go Kart day is being planned. Date TBA.
- * September - An event in conjunction with another car club is being planned. Date TBA.
- * October - Presidents run to Antique stores and Airfield in Tyabb.
- * October - Annual Bathurst BBQ. Date TBA. * November-Annual Concourse
- * February 08 - Picnic @ Hanging Rock.

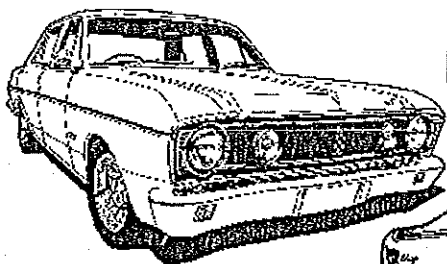
Editorial:

Hi folks I cant stress enough the importance of our upcoming AGM...lets do it once and do it right with all who can come being there. As always the club must have a quorum of 20 members or we have to do it all again, and this puts at risk the clubs survival.

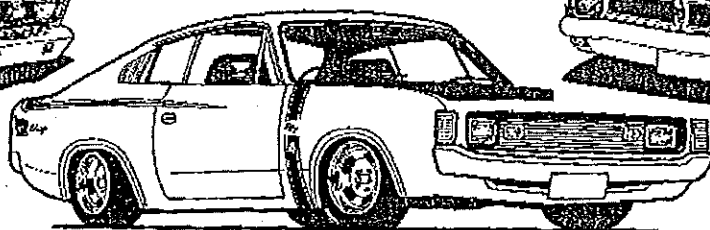
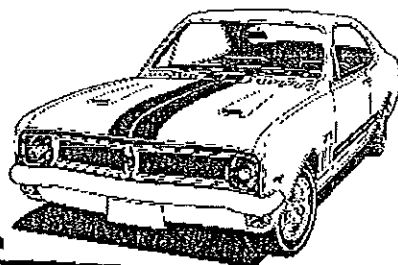
I have been unable to attend recent committee meetings due to family commitments but must praise the committee on their continued good work.

I dropped in to former registrar Ron Harris place the other day he has many interesting tales of the club from days gone by. He also showed me pictures of all the cars he restored to mint condition..fascinating stuff. Ron learnt the auto trades in the army where you have to learn everything from panel beating and spray painting to motor mechanics. They don't teach them like that these days! Ron donated to the club several t-shirts from different national meetings, well done Ron, we hope to see you at the nationals in 2008, enjoying the feast of P76'S.

I hope to see all members at our two big days in July, see you then, Mick.



SHANNONS



CLASSIC AUSTRALIAN CAR SHOW

Sunday 22nd July



Flemington Racecourse

Nursery car park

Larger venue - Better access

All the Great Australian Makes Will Be There
HOLDEN - FALCON - VALIANT
AND ALL OTHER AUSSIE MADE VEHICLES

Standard - Aussie Made
Muscle Cars - Modifieds

Custom - Race Cars
Specials - Commercial

CLUB DISPLAYS ARE ENCOURAGED

Trophies For
Outstanding Vehicles

Enquiries
tel 9890 0467



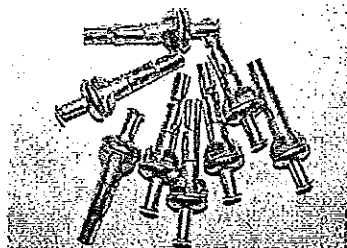
Put it n your diary NOW..

Refreshments - Band - Kids Entertainment - Trade displays

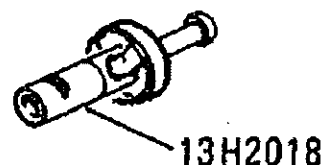
Gates Open 9.30 For Display Cars

Display Vehicles \$12.00 (Two Adults) Admission \$12.00

Website www.allmakeswapmeet.com.au



Reconditioned Switches now Available!!!



Reconditioned Interior light, Boot light, Bonnet light, Glove box light, Hand brake warning light switches factory fitted to the Leyland P76, Mini, Marina etc.

These switches are usually inoperative and are damaged due to years of corrosion & dirt build up and lack of maintenance

Previously these switches have been unavailable but recently a number of second hand switches have been obtained, disassembled, sandblasted and repaired and then cad plated. The look and operate like new!

They can now be purchased through the Victorian P76 Owners Club on a change over basis for only \$ 6.50 ea + P&P

The Deluxe P76 has 5 switches. The Super & Executive P76 contain a total of 8 switches. Contact David for more details.

W A N T E D

The Club needs a new Social Secretary!

Are you up for the job?

Can you think of new and exciting venues for club runs?

Would you like to be involved in the running of events?

Please contact any of the friendly committee members and we'll get you started!

THE CLUB NEEDS YOU !!!



For Sale...CARS

Bob Leonard is selling 3 cars: 6cyl Deluxe, Bench seat, 3 speed manual; plus two V8 Super 4 speeds Cars good condition no reg or RWC \$1000 each ono. Ring 03 94599285.

REDUCED PRICE!!!! Brian needs some room in his garage car must go!!

Six cylinder column auto deluxe bold as brass front deluxe black buckets one owner last 30 yrs no rust gas shocks 160,000 km ring Brian Kneebone \$1,500 03 9787 6097

1973 Deluxe White V8 3speed column shift, towbar, 2 spare tyres, All Tyres as new. 92,000miles. 2nd owner...last 5 years. Good sound straight body. Interior good. New clutch and fuel pump. \$2,675. Situated Albury/Wodonga Russell 02 6059 4824.

1974 country cream deluxe 4 on the floor V8, IBC933, engine number 44081146, after market air, super grill, fair imperial leather interior, fixed buckets, tow bar, LSD, George Hammond Baimsdale 03 51523953

1974 t-bar super six bold as brass p76076 E4S3A26 8-74 18065 excellent condition 109k since new outstanding example both inside and out, engine great, auto trans not so good \$7,000 ono ring norm southern suburbs Melbourne 03 9546 3127

1974 country cream super 4 speed six superb vehicle in every aspect nothing to spend multiple prize winner ring Joe Blitz 9379 4583 or 0407 823857 \$7,500

V8 Exec brown with parchment interior previous concours winner on gas RWC 1r1919 \$6,800 ring Howard on 03 9782 5777

For Sale...PARTS.. new old stock

Radiator mount bushes \$18 set, Handbrake cable (long) \$15 Petrol cap new \$25, six cyl fuel pump \$40 new, steering column lower bush new \$25 six cylinder distributor cap new \$20 steering rack tie rod arms \$60 pair, steering rack pinion new \$20
Ring Mick Clarke 03 97294005

New engine still in crate..V8..\$5000, also cars: blue targa exterior surface rust, bold as brass auto super V8 good nick Eric Johnson 03 97621248

NEW targa caps and badges, ring the S.A. club GEOFF CUTTING 08 82703799

Wanted : NV GREEN P76 Ring Nick Demopoulos 04104 64850

Imperial leather front reclining. Parchment front reclining any condition Mick 03 97294005

Roadgoing Leyland P76 V8 auto, very good condition with little to do, no rust or very little, roadworthy, ring Ian Cranney 03 54496977

NOS Parts list from Addisons, ring MARCUS to purchase..note: these are not club parts

2 x V8 water pumps \$400 ea

2 x Taillight assemblies (L & R With globes) 60.00each

2 x Taillight Lenses \$40.00 ea

2 x Front Flexible brake hoses \$60.00 2 x Super Fuel Guages \$25.00 ea

1 x rear flexible brake hose \$30.00 1 x frt Mudflap set \$25.00

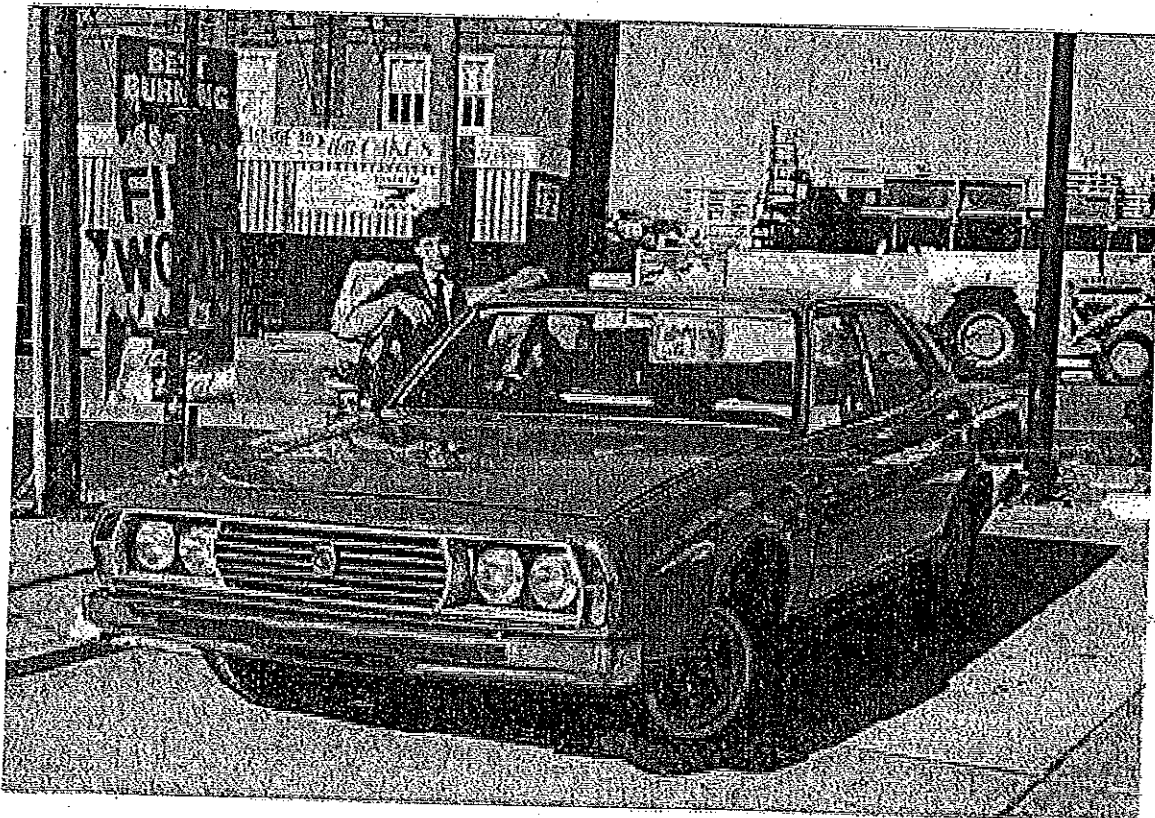
1 x Top Steer Column bush \$15.00 1 x Pair rear shocks \$80.00

1 x 6cyl Super MPH Speedo \$50.00 1 x Auto Pedal Rubber \$15.00

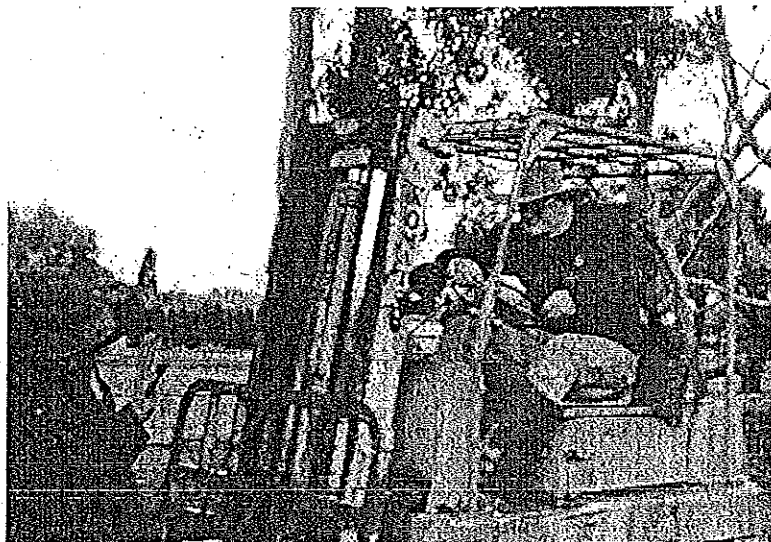
2 x V8 Deluxe Speedo's \$50.00 Ea

1 x Rear mudflap set \$25.00

The last off the line.....



Test tune/wreckathon, Rover Centre Skye.



Above; a nasty incident where the president attacked the secretary with a forklift in a viscous dispute over a p76 part. Typical of the day. Below: Amore peaceful interlude.... Martyn and Trevor Van Der Heyden trying to work out which bits to salvage. Les Kobylinski and Ken look on in wonderment.



Dismembering the white column shift manual six donated to the club...



A great day was had by all, despite the rain..some good bits were salvaged. Also in attendance Was Richard Clark, new member and multiple P76 owner good on you Richard. Below, the camp with the club "pergola" sheltering the club barby.



Presidents Run to Ballarat

I met up with Rick and David on the ring road and we cruised to Ballarat meeting Trevor and Martyn on the way. Below we gathered at sovereign hill car park and met up with Brenda Davis in her country cream exec.



Then we sojourned to a pub for lunch.....see above. Below Brenda's exec. Very nice....



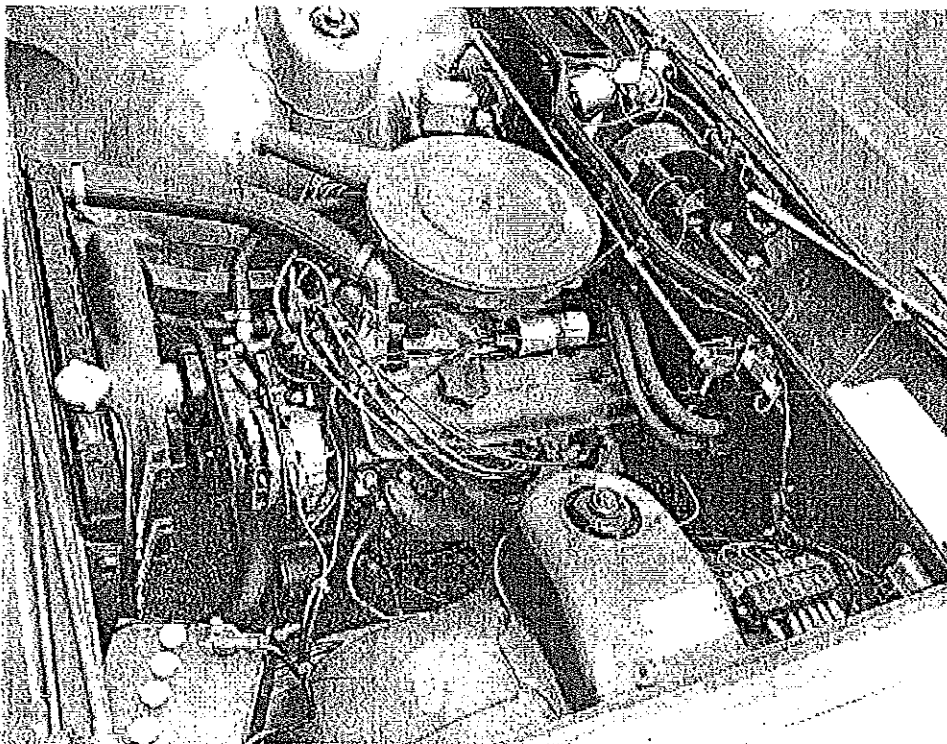
After the pub we went for a drive to Brenda's place because Dave needed a part for his six, which surprisingly had been playing up on the way up!!! Brenda had a spare engine and we trucked off. Brenda showed off her other cars and we had a delightful arvo tea, talking about old times in the club when Brenda was secretary. Thanks Brenda.



Above, Brenda with her 4 speed deluxe six, and L to R, Trev, Mick, David, Rachael, Martyn and Brenda. P.S Stand up Brenda!!!!

***** ITEM OF INTEREST *****

Below..a trial pre production engine layout note position of coil and ballast resistor. Very clean I wonder why they didn't go with that....note: I took this off ebay someone paid for the hard copy...mine is for free!!



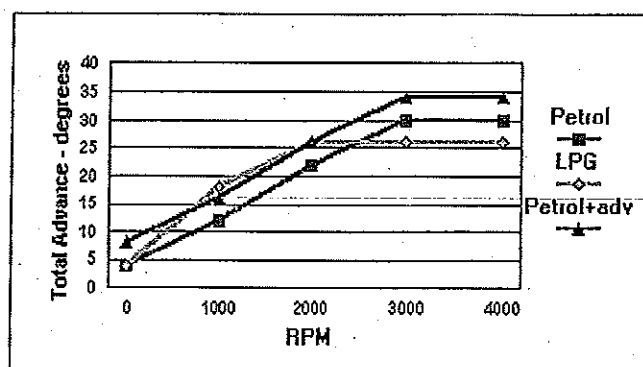
General Information

905 - Ignition timing for engines converted to run on LPG

It is important to remember that the burning rate of LPG differs from that of petrol. At low RPM the burning rate is slower and more advance is needed. At high speeds the burning rate is faster, consequently less advance is needed.

When an engine is converted to run on LPG as a single fuel engine the ignition timing should be revised to give more ignition advance than the petrol engine at low speeds, and less than the petrol engine at higher speeds. This means that conventional distributors must have adjustments made to the mechanical advance mechanism to reduce the rate that advance increases with speed. Merely altering the static timing is not correct.

In the case of a dual fuel conversion the matter is complicated because the ignition timing needed for optimum performance on petrol will give too much advance at high speeds when LPG is used. The difference could be as much as 10 degrees, see graph below. This graph shows typical timing for a petrol engine tuned for petrol only, a correctly calibrated LPG setting and compares these with incorrect timing for LPG achieved when the distributor has been advanced with no adjustment for rate, "Petrol+adv".



These ignition advance curves are notional only and not specific to any engine type. They include static advance and mechanical advance (which is speed dependent) but do not include any part throttle advance as this is manifold vacuum dependent.

These graphs show the following;

- An engine tuned for optimum performance on petrol and running on LPG will have too little advance at low RPM and too much at high RPM. It could therefore encounter detonation at higher RPM.
- An engine tuned for optimum performance on petrol and running on LPG with the distributor advanced but not recalibrated with a different rate will have excessive advance at high RPM, and a higher probability of encountering detonation.
- An engine tuned for optimum performance on LPG and running on petrol will have excessive advance at low RPM and therefore a possible detonation problem.
- Incorrect ignition timing on any engine will lead to problems. Detonation is not always audible. The nature of the problems encountered will vary with the engine type, the octane rating of the fuel (petrol or LPG), engine speed, and in the case of LPG the installation and type of conversion and the source of the LPG.

Here is a list of some typical and some less common effects observed on dual fuel engines operating in Australia:

- Piston land or crown erosion
- Ring land breakage
- Groove wear
- Skirt scuffing (usually on the thrust side only) or breakage
- Top ring scuffing or breakage or molybdenum flaking out
- Spalling of the chromium on oil ring rails

Unfortunately it is not possible to optimise the ignition advance rates for petrol and LPG with the one setting on a distributor so a compromise setting will usually be obtained. From a performance point of view this may represent little problem since the engine is most likely to run on petrol only occasionally, i.e. when the gas tank is empty. Later engines with engine management systems and the more sophisticated LPG conversions can have the advance rate and initial spark timing settings optimised for both fuels.

Ignition Switching Devices

The best way to be sure that the ignition is optimised for both fuels is to install an ignition switching device, known also as "Dual Curves". These units are wired into the ignition system and switch automatically to the LPG or petrol setting when the fuel switch is activated. They will give more initial advance than the petrol setting when

the engine is running on LPG, and as speed increases they will give less advance than the petrol setting. Although these are usually pre-calibrated for a range of applications (i.e. not necessarily calibrated for a particular engine) they will give a much better approximation to the ignition requirements for engines being converted than the incorrect practice of merely altering the static timing.

Small Engines In Commercial Applications

It can be seen from the graph "LPG" that there is less advance needed at higher operating speeds for any engine running on LPG. For larger more powerful vehicles operating in city areas the engine is seldom operating at maximum power so is possibly going to be less liable to damage as a result of incorrect ignition calibration.

However smaller engines fitted to delivery vans operating in city areas will usually be operating at higher loads and frequently at maximum throttle. These applications are typically Mazda FE and MA engines in light commercial applications and they work much harder due to the weight of the vehicle and even the way in which these vehicles are driven. If they are merely given some additional static advance (as often seems to be the case) the error is exaggerated at higher speeds because there was already too much advance at high speed when the ignition was set as standard. Referring to the graph again, note the error that would occur if the LPG engine is operated on the petrol calibration at high speed. That is bad enough, but now if the static timing is advanced as per curve "Petrol+Adv" (i.e. by merely advancing the distributor) then the error is doubled!

For this reason it is even more critical that any dual fuel LPG conversion in such an application includes a dual curve ignition switching device. (There is one made by AEB and available from major LPG conversion companies).

Nevertheless it is the responsibility of the customer to ensure that the engine is not damaged by continued operation with ignition settings not optimised for the fuel being used.

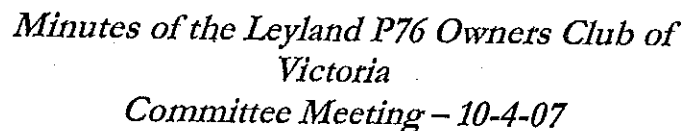
LPG Fuels

LPG fuels vary far more from state to state, area to area, and from time to time than petrol. The variation is often due to the proportion of propylene in the fuel which is based mainly on propane and butane. Propylene depresses the octane number. The octane value of LPG is usually regarded to be 100 to 105 RON. However it is understood that octane levels in some cities are often as low as 96 which is the same as super grade leaded petrol. Consequently there can be abnormal combustion problems (i.e. detonation) in LPG fuelled engines where the compression ratio has

been raised to take advantage of the supposedly higher octane number of LPG. Also there could be problems in these engines where the compression ratio is standard, (or slightly increased as a result of reconditioning) where the ignition has been incorrectly advanced at static only. Remember that for every degree of mechanical advance you add the initial static advance to it. In other words if the distributor mechanical advance is providing 4 degrees at 600 RPM and the static timing is 6 degrees BTDC the total advance that the engine sees at 1,200 RPM is 14 degrees. Also if the compression ratio of an engine is raised for any reason the amount of ignition advance that is needed to achieve best performance usually decreases and failure to take account of this can lead to detonation occurring.

Summary and Recommendations

- Ignition requirements for LPG are not the same as for petrol operation
- The octane rating of LPG (i.e. its knock resistance) cannot be assumed to be the same in all areas of Australia and at all times.
- Advancing the static ignition setting without also modifying the advance curve to reduce the rate of advance is incorrect and will promote abnormal combustion.
- Detonation problems are likely to be encountered if the ignition is not optimised for the fuel being used at the time.
- Switching devices which automatically alter the ignition advance and static settings are available and their use is strongly recommended.
- Compression ratio should not be increased for LPG unless the octane number of the fuel to be used is known to be 100 or greater, and maintained at that level.
- Small engines doing a big job (i.e. in light commercial applications) are more prone to detonation induced problems due to their duty cycle being mostly at high loads and speeds.
- It is not the responsibility of a product supplier, nor the engine reconditioner, to ensure that an engine is properly tuned since neither can be fully aware of the operating circumstances and the degree of modification which has taken place since the engine was originally designed (to run on petrol) and manufactured.
- Ultimately it is the responsibility of the owner of the vehicle to ensure that the appropriate measures have been taken to avoid abnormal combustion in any vehicle converted to LPG.



- Club website still being updated.
- Purchased two photocopiers for possible magazine production

Vice President:

- PDF program purchased and installed onto Editors computer for magazine production

Treasurer:

- Silvia provided a detailed treasurers report.

Editor

- Electronic magazine production going well

Parts & Tech

- David & Marcus are working on a NOS parts purchase. Most of the existing NOS parts held in club stocks have now been sold.
- Good selection of second hand P76 parts still available

Registrar

- Martyn provided a detailed Registrars report.

Secretary

- Still looking for a suitable marquee for the club
- Still working on producing new club stickers
- Looking for suitable venue for the AGM

6. General Business

- Ken donated \$50 to the club. Thank you Ken!
- As the magazine is now being produced electronically, the magazine will be sent to members via email as a trial. Feedback from members requested
- A minimum of 20 members – one third of club membership – is required to attend the AGM. Food & drink will be provided at a venue TBA.
- Club rules to be changed at the AGM to allow the committee to change membership fees.
- A letter will be produced and sent to members to advise of the new fees and the changes will be ratified at the AGM.
- Marcus's wife Kaye will provide the catering for the AGM

7. Future Events

- April 29 – Wreck-a-thon/Test & Tune Day, 460 Ballarto Rd, Skye, 10am onwards.
- May 6 – Inaugural Keilor Rotary Car Show, Keilor Hotel, 670 Old Calder Hwy, Keilor, From 8am
- May 20 – Presidents Run to Ballarat, details TBA
- July 22 – Car Show @ Flemington Racecourse
- Future Presidents Runs to Geelong & Mornington Peninsula

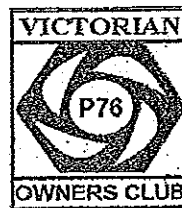
8. 2008 Nationals

- Camp ground booked 34 cabins & 7 powered sites. No more reservations can be made through the club, late-comers will need to organise their own accommodation.
- Function venues to be organised
- Observation run is being planned
- Geelong City Council helping with preparations
- Ford factory & Discovery Centre activities being planned

7. Close of Business

The Meeting was closed at 9.50pm

The next committee meeting will be held at Martyn & Silvia's house on the 7th May starting at 7.00pm.



- President - Rick Perceval
Vice President - Ken Western
Registrar - Martyn Hayes
Parts & Tech - Marcus Kneebone
Treasurer - Silvia Hayes
Secretary - David Walker
Club members - Bob Hutcheon
Apologies - Michael Clarke

Parts & Tec

- Still working on various sources of NOS purchases.
- Good selection of S/H parts obtained at wreckathon.
- Thanks to Russell Renfrey for the donation of S/H parts to the club.

Registrar

- Martyn provided a detailed Registrars report.
- One new member from the NT.

Secretary

- Two stubby holders sold.
- Stubby holders \$10.00 and Caps \$15.00 +P&P still available but in limited stocks. Be quick!
- Still looking for a suitable Marquee.
- 2 venues suitable for the AGM have been found and contacted.
- Club stickers have been designed and were presented to the committee for final selection. Two designs were voted for and now can be produced.
- Had a great time at the Wreckathon, we wrecked 3 P76s and obtained lots of valuable spares for the club, members should attend these events as there are plenty of good parts available really cheap that you can use to improve your P76. Or you can just come and watch and learn.
- I obtained a number of interior light switches at the wreckathon. I have reconditioned & re-plated these and can now make them available on a change over basis through the club. See the ad in the magazine for details.

6. General Business

- David presented 2 venues suitable to use for the AGM. A motion to use the South Oakleigh Club (located in East Bentleigh) was put forward by Ken and seconded by Marcus. All in favor.
- A suitable date was discussed and decided for the AGM, Saturday 28th July.
- A notice outlining the Agenda and details of the AGM will be sent to members one month before the meeting.
- A combined May/June club magazine will be produced. Deadline for submissions to magazine will be the 1st June.
- Name badges to be designed and made available to members. David to design & produce.

7. Future Events

- 20th May - Presidents run to Ballarat. Details in last mag.
- 22nd July - Car show @ Flemington Racecourse Details TBA
- 28th July - AGM. To be held at the new venue "The South Oakleigh Club" Details to be sent to members, Attendance Required!
- Future Presidents runs to Gellong and the Mornington Peninsula being planned.

8. 2008 Nationals

- Details are being formulized with the Geelong city council.
- Enquiries regarding accommodation to contact Riverglens directly.

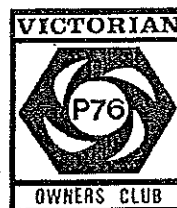
9. Close of Business

The Meeting was closed at 9.35pm.

The next committee meeting will be held at the South Oakleigh Club on the 4th June starting at 7.00pm.



*Minutes of the Leyland P76 Owners Club of
Victoria
Committee Meeting - 4-6-07*



The President declared the meeting open at 7.00 pm.

1. Present

President - Rick Percival
Vice President - Ken Weston
Registrar - Martyn Hayes
Parts & Tech - Marcus Kneebone
Secretary - David Walker
Club members - None

Apologies – Silvia Hayes & Michael Clarke

2. Previous Minutes

The minutes of the last committee meeting dated 07-05-06 were tabled, and were accepted as a true record.

Proposed: Ken

Seconded: Rick

3. Business arising

- There was no business arising from the previous meeting.

4. Correspondence In / Out

IN:

- Thank you letter received from Darren Holt (SA club) Re: Parts Purchase.
- Invite to the Automotive Aftermarket Trade Show.
- Statement from the Life planning association.
- Info pack from the Tasmanian Tourist Centre.

OUT:

- Club magazine sent to members.
- Application forms sent to the Gellong Council.

5. Reports

President:

- Rick has typed up the clubs new Constitution and now admits to no longer wanting to own a computer!

Vice President:

- Ken had nothing to report.

Treasurer:

- Silvia was unable to attend the meeting but provided a detailed treasurers report.

Editor

- In the absence of the Editor no report was submitted.

Parts & Tec

- Marcus also had nothing to report.

Registrar

- Martyn provided a detailed Registrars report.
- One new member.

Secretary

- Two stubby holders sold.
- Thank you to Brenda Davis for the loan of an oil filler cap on the recent Presidents run.
- Interior light switches now available, see ad in magazine for details.

6. General Business

- Marcus asked permission to spend up to One thousand dollars on a possible N.O.S purchase, the motion was proposed by Ken and seconded by Rick, all in favor.

7. Constitution 2007

- Rick tabled the 3rd version of the new Constitution. The committee discussed and made amendments and the final copy will now be printed and sent out to members before the AGM.

8. Nationals

- An area on Geelong's Eastern Beach has been booked for the Nationals Concourse.
- The sub-committee will be traveling to Geelong to continue preparations for the event.

9. Coming events

- July - 22nd Car show @ Flemington Racecourse.
- July - 28th Annual General Meeting. Attendance Required!
- August - A Go Kart day is being planned. Date TBA.
- September - An event in conjunction with another car club is being planned. Date TBA.
- October - Presidents run to Antique stores and Airfield in Tyabb.
- October - Annual Bathurst BBQ. Date TBA.
- February 08 - Picnic @ Hanging Rock.

9. Close of Business

The Meeting was closed at 9.50pm

The next committee meeting will be held at the South Oakleigh Club on the 2nd July starting at 6.00pm for dinner & 7.00pm for the meeting.

Committee meetings new venue

The committee would like to invite members to join them at our new meeting venue,

The South Oakleigh Club, No 1 Victor rd, Bentleigh East (Mel ref 78D4)

Arrive early for dinner and drinks or just come and attend the meeting, see how the clubs committee operates and have your say on the running of the club.

All members most welcome!

Armstrong Rear Shock

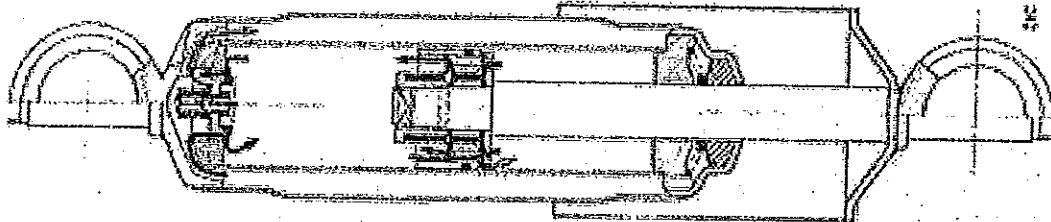


Fig. 18. The flow pattern through a hydraulic shock absorber. The fluid is forced into the cylinder during compression and is forced out during rebound.

REBOUND FLOW
COMPRESSION FLOW
REBOUND FLOW
COMPRESSION FLOW

Problem from the forum:

Adam <green_targa@> wrote:

Hi All,

My White super has a problem. The indicators dont seem to work, yet they decided to tease me and work for about 2 minutes. The hazzards work, and I've tried other indicator relays and plugged in other indicator switches to no avail. I've looked at earths etc, and still, nothing. Everything else seems to work great on the car, like the interior light, glove box light, ash tray light ect, but its only the indicators at the moment thats stopping me from driving it. Any Ideas?

Adam

* Adam - I wasn't sure if the indicators were working on my car too so I asked a friend to stand in front and tell me - he answered "yes, no, yes, no, yes, no, yes, no," Does this help? Martin Perry.

* G'day Adam, Have you checked for voltage at the relevant places? Possibly a silly question, but have you check the globes and the fuse? Scott.

* Fuses are all fine, connections are good now that i scuffed them up, and all bulbs are ok. They did seem to work for several flashes on each side, but now dont work at all! Adam

* The switch in the column. Could have frayed/disconnected wire or whatever. Has the elec guru from queensland Garth got any clues??? Mick the happy Vic. (don't forget easter 2008!)

* Have plugged other switches in and tried, but still no joy, Adam

* Try the hazard lighs. if they flash with those on?? then its the flasher unit. Replace the flasher unit under drivers side dash. they dont last forever. i had this problem 3 months ago. spent two hours doing the is it flashing thing with my wife.. then i replaced it and it has been fine ever since. Damien Pearce.

* Fixed it. The switch in the column didnt work, which I already knew. It turned out that one of the push in pins in the plug on the wiring loom was plugged into the wrong plug hole. That got the righto hand side to flash, but the left to just come on without flashing. That turned to be the two green wires on the tail light connected wrong way round. Adam

Editors note: a good example of how the internet forum of P76 owners from all around Australia can work to share ideas and overcome problems!

Keilor Car Show

A great day was had by those who attended, myself with the Spanish olive super, Joe Blitz with the country cream six, Ken Western with big bird. Some great cars there and we pushed the club and the mighty P!





Leyland P76



"Henry Ford's model T has been voted car of the century. Yet the standout candidate did not even rate a mention.

Organisers trotted out plausible justification for their choice: its assembly line production and affordability for the masses.

But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland's
P76"

The Australian - date unknown.

Join the Leyland P76 Owners Club of Victoria; we will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips; parts and social get togethers to celebrate this great Australian historical car. Call Michael on 97294005 for more information.