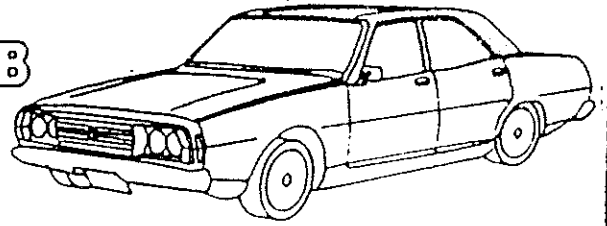


QUEENSLAND P76

P.O. BOX 343
CARINA 4152

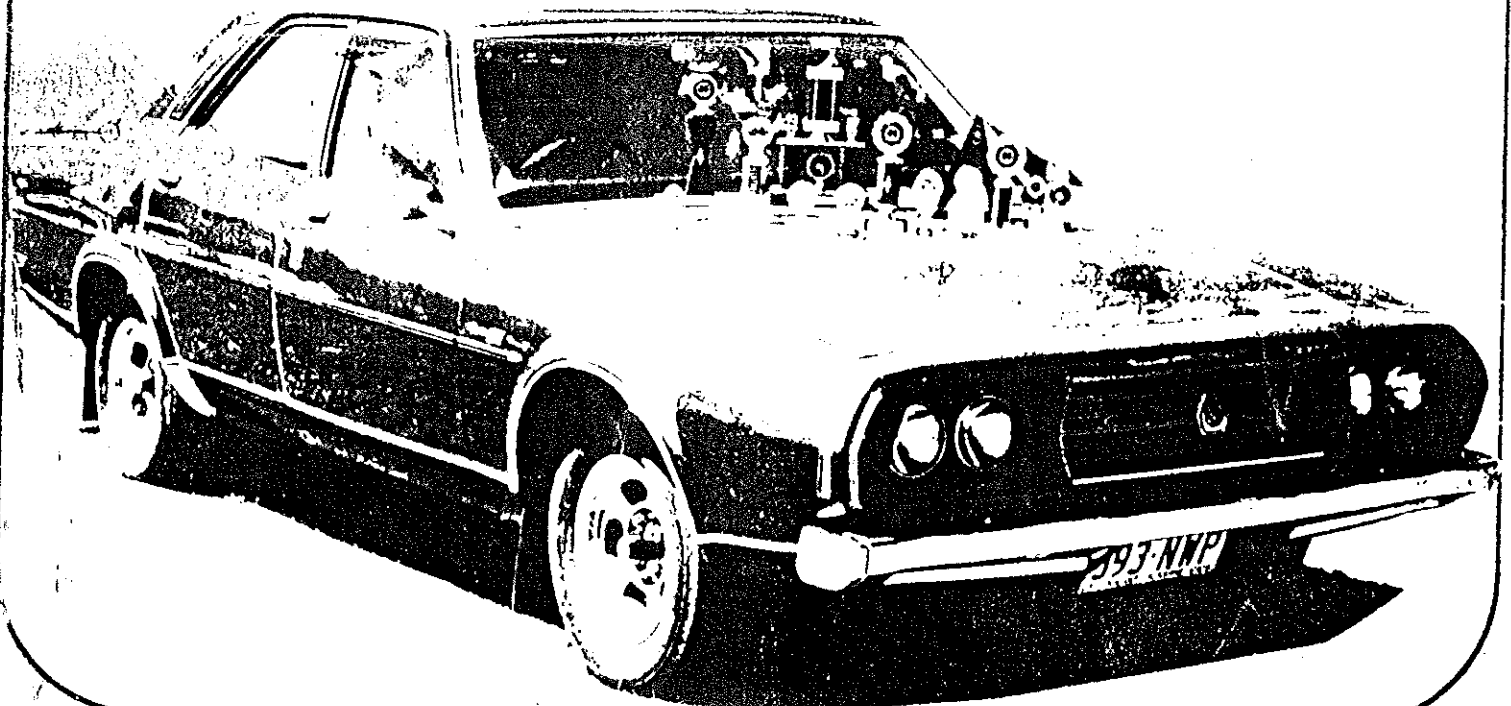
OWNERS CLUB
INCORPORATED



October 1993

20TH

ANNIVERSARY



EDITORIAL

Well another month has gone and christmas is getting closer. The biggest news for October. Graham and Pat Rogerson have just become Grandparents for the first time. We now have a Baby Boy in The family. Maybe he will drive The Targa when he's old enough.

The Presidents challenge, was a successful run. It has been called An Obserconomy Run. as it incorporated a few tricky Questions of the areas. Because of the economy factor, It was unwise to backtrack for missed Questions

| | |
|-------------------------------------|--------|
| The winner was Graham Rogerson with | 41 pts |
| 2nd Peter Rose | 36 pts |
| 3rd Allan Schutz | 29 pts |
| 4th Neville Humphries | 23 pts |

The interesting point is the fact that Graham actually used the most petrol 10 litres and we travelled 75.2 Kms

Neville Humphries who lead footed all the way only used 8.21 litres. But penalties were given for driving the course in less time than allotted. We finished off the day at Haroons place and availed ourselves of the use of his Bar B Q. Thanks for your hospitality.

As you will know there has been a lot of talk about cars and lead pollution. In our opinion this is a scam to make us buy newer cars. Because we love our P76, Why should we take it off the road just to please the big Car makers. Come along to South Bank on 31st October, where a rally has been organised. to discuss this current matter, and other future ideas the Government might have, to rid the roads of Australias Motoring Heritage.

Another day was spent on the 10th October, listing and pricing yet more parts, you will be pleased to know this is now finished, The next stage is to get this information onto the computer, and get price lists printed up for each of you.

| | |
|-----------------------------------|----------|
| New parts for sale:- Rear Louvres | \$ 98-00 |
| Weather shields | 30-00 |
| Top Gasket sets | 65-00 |
| Bottom Gasket sets | 25-00 |

All these are available to club members only

THE NEW SPRINGVALE LEYLAND

MINI-BITS

FOR ALL LEYLAND
PARTS & SERVICE

NEW & USED SPARES, REPAIRS, DELIVERY,
LEYLAND, P76, MARINA, AUSTIN, ROVER,
MG, MORRIS, MINI, MOKE, ALL MODEL TRIUMPHS.

7 BOOLOORA ROAD,
SPRINGVALE, 3171.

Triumph Parts

PH: 547 5055 791 6617

FAX: 546 2208

**ROVER
AUSTRALIA**

REGIONAL
DISTRIBUTOR

Minutes of the Meeting held on 13th October 1993

The President opened the Meeting at 8.00 pm and welcomed everyone.

APOLOGIES : N. Lyons

MINUTES : Minutes of the previous Meeting held 13th September 93 were read by the Secretary and accepted by M. Erickson and seconded by G. Rogerson.

TREASURERS REPORT : Balance of the previous report was (31AUG93) 1132.77
Balance as at 30SEP93 was 1557.52
Moved and accepted by A. Baker and seconded by H. Probst

BUSINESS ARISING : Presidents Challenge - Haroon apologised for not being able to attend however his troops organised the best and most enjoyable observation run ever held. - won by the Rogersons.
- Pricing of P76 parts was finalised on Sunday 10th October and now the computer records will be updated and the List of Spares prepared for issue to members.
- The P76 Club address in the Yellow Pages will remain with Peter Rose for another 12 months, any change to be notified by the end of June 1994.

INCOMING CORRESPONDENCE : P76 Mags received from (Sep93) SA, Sydney, NZ, WA, Hunter Valley and Vic (Oct 93).
- letter from K. Leitch enclosing subscription and expressing appreciation of club magazine and explaining that he is unable to attend the club outings.
- letter from Lee Jones notifying of change of address PO Box 226 Laidley. (ph. 074 65-3418)
- letter from the Finch's at Dalby enclosing subscription and explaining that they have just finished a complete strip and paint and will be meeting us at Toowoomba on the 24OCT93.
- letter from Tony and Jenny Masche, Maroochydore requesting membership - they have just purchased a Targa Florio.
- Associations Incorporation Act 1981. a letter from LUDGATES Chartered Accountants explaining requirements of the incorporated clubs management committee.
- The Armstrong Siddeley Car Club inviting our club to participate in their Ipswich Vintage and Classic Car Day 22MAY94.
- Jobsons Motor Trimmers and Upholsterers, advertising and offering advice on restoration of cars. (Railway Terrace Dutton Park)
- Australian Driver Development Centre advertising Theory and Practical instruction to interested parties, particularly children.
- Association of Motoring Clubs, monthly meeting report and important meeting at SouthBank, Brisbane, on 31OCT93 re uniting all vehicle owners to demonstrate to Fed. & State Governments our commitment to our vehicles.

OUTGOING CORRESPONDENCE : letter to Mr Bruce Barton re advertising his P76 in our Club Magazine.

GENERAL BUSINESS : P76 Challenge by Dave White. Results over a 76 Km course:
G. Rogerson 10.1 H. Rose 8.95 A. Schutz 9.44 N. Humphreys 8.2 (Litre of petrol)
(V8 Auto) (V8 Auto) (6 cyl Man) (V8 Man)

STICKERS - to be manufactured with the Logo "LEYLAND P76 OWNERS CLUB INC"
(CAR) moved P. Rogerson and seconded A. Schutz.
31OCT93 rally at SouthBank, as many people as possible to attend to gather support against the governments pressure to remove older vehicles from the road.
Blinker Lenses ; G. Rogerson moved to purchase 15 sets from Vic. seconded A. Schutz
24OCT93 run to Toowoomba to meet with club members, suggest an economy run.
Easter Meet (National Get-together) 1994; different ideas were suggested.
- Vehicle Identification ; Dave White gave an interesting talk and Demonstration with a Video on how to apply Stencils and Bar Codes to our vehicles so as to deter professional car thieves. Available for approx \$100.00.

MEETING CLOSED at 10.30 pm.

SOCIAL CALENDAR

Sunday October 24th

Trip to Toowoomba. to get together with members in that area.
First meeting point. Shell roadhouse at Gailles.
9.00 am.
Second meeting point. Blue Star Garage to pick up members from Ipswich.
Third meeting point. Mobil Garage at top of range, to meet up with local members. we should be there about 11.30 am. Come along, The more the merrier.
We will be filling up with petrol at Blue Star, and again at top of range to see which car is the most economical going uphill. and will repeat the process on the return journey.
B. Y. O. Bar B Q. Lunch.

Sunday October 31st

Southbank. South Brisbane. The Association of Motoring clubs are organising a rally to unite all Hobbyists. We would like as many members as possible to attend. see further information in this magazine.

Sunday November 28th

Christmas break up party, A lunch time get together is being organised with the club providing the food. We are still looking for suggestions for a park in a central location, preferably not too crowded.

Easter Get Together 1994

Venue; Caboolture caravan park

Plenty of powered and unpowered sites. No Overnight vans

Cabins available. \$30-00 for one person plus \$5-00 each extra person. will accommodate 6 people.

Venue; Sundowner Hotel;

\$40-00 per single room. \$47-00 per double. \$60-00 per triple room.

Family rooms \$75-00

Venue; Caboolture motel

\$49-00 per double room

Self contained family units for 3-4 People \$89-00.

The rates given are current but will be a little higher next Easter.

If you wish to make bookings you can do it direct. Or ring me and I will organise this.

Pat Rogerson 07 888 1345



**CABOOLTURE
MOTEL**

YOUR HOSTS
Carol & Tony Street

4 LOWER KING STREET
CABOOLTURE Q 4510



(074) 95 2888

CABOOLTURE CARAVAN PARK

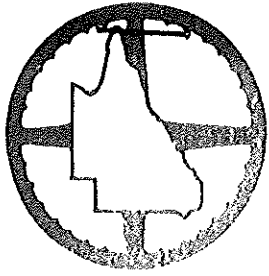
BRUCE HIGHWAY, CABOOLTURE, QLD 4510. TEL: (074) 95 1041

Your Hosts: Kelth and Heather Bates

SUNDOWNER HOTEL

Aerodrome Drive
Caboolture
Ph 074 95 8666
Fax 074 95 7163

WARNING! THERE ARE ONLY 2 CABINS LEFT AT C'UAN PARK.



ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG 4066
FAX No. (07) 471 7050

STOP PRESS

We have just been informed by the President of the F.H.V.C.A. that after his attendance of the "Lead Roundtable" held by Roz Kelly on 29th July 1993, the outcome of this meeting looks bleak for those enthusiasts who use Super leaded petrol.

It is Roz Kelly's intention, as you have no doubt read in the newspapers, to phase out leaded petrol by instigating a price increase in leaded fuel to make it less affordable.

The more important outcome was that it is the intention of this Roundtable to reduce the octane rating of Super petrol so that those vehicles running higher than 9:1 compression ratio will be in trouble. Furthermore, it is intended to introduce these measures into Queensland by 1st January 1994 and other States by 31st December 1994.

All Clubs affected by these measures need to write to:

Molly Robson
Minister for Environment and Heritage
Parliament House
George Street
BRISBANE QLD 4000

or

David Hamill
Minister of Transport
Parliament House
George Street
BRISBANE QLD 4000

in haste to voice our concern, as we have been informed it is up to each State to implement these measures.

The motoring enthusiast should be seeking an assurance from these two Ministers that they will not be unduly inconvenienced or suffer financially from the proposed changes to leaded fuel.

WE NEED TO TAKE ACTION NOW!

From our talks with the executive of the F.H.V.C.A. most vehicles will be okay to run off lower lead levels, but decreasing the Octane rating will have disastrous effects on many higher compression engines.

Kelly did not give the executive of the F.H.V.C.A. a fair hearing at this meeting as she has obviously made up her mind on these issues.

It is up to all enthusiasts to send our State Government the message and to show a united front.

**ASSOCIATION OF MOTOKING CLUBS
OF QUEENSLAND**

PO BOX 1512
TOOWONG 4066
FAX No. (07) 371 705F

**1993
MOTORISTS**

APPRECIATION DAY

**1st OCT
9am** SOUTHBANK SOUTH BRISBANE

**ARE YOU INTERESTED IN THE FUTURE OF COLLECTABLE CARS?
IF YOUR ANSWER IS YES THEN WE INVITE YOU TO ATTEND.**

THE MOTORISTS APPRECIATION DAY
Is open to all cars of collectability be they
**VINTAGE, VETERAN, CLASSIC, HOT ROD,
STREET MACHINE, OR SPORTS CARS.**
**THIS DAY HAS BEEN DESIGNED TO UNITE ALL
VEHICLE OWNERS IN A COMMON CAUSE AND
TO DEMONSTRATE TO THE FEDERAL & STATE
GOVERNMENTS OUR COMMITMENT TO OUR
VEHICLES AND OUR NUMBERS.**

**GUEST SPEAKERS WILL BE THERE TO INFORM
YOU OF IMPENDING AND FUTURE LEGISLATIONS.
EVERYBODY WHO IS INTERESTED IN
THIS REWARDING HOBBY SHOULD BE THERE !!!!**

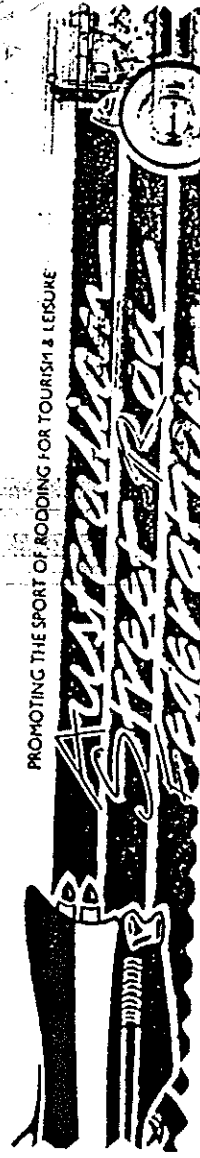
The Motorist Association Day will become our National Day throughout Australia for car enthusiasts.

This year, we are raising awareness of the leaded fuel tax which has resulted in the following issues:

1. In December 1992, the Federal Government assured those Australians who used leaded petrol they would not be disadvantaged with price increases to make it less affordable.
2. The Federal Government has broken this assurance.
3. State and Federal Governments are going to reduce the lead content in petrol.
4. Reduced lead means reduced octane rating.
5. Octane is required to reduce detonation (pinging)
6. Detonation causes severe engine damage.
7. Expensive modifications will be required to enable pre 1986 vehicles to run on lower octane petrol.
8. Lowering lead levels reduces octane to 95 octane.
9. Most pre 1986 vehicles are designed to run on 98 octane.
10. Unleaded petrol has a 91 octane rating.
11. Write or visit your local State M.P. and voice your concern unless you want to be forced into purchasing a new unleaded car.

CONTACT: John Frost - 366 6233
Ray Wills - 209 9770
Jim Hawarth - 378 7370
Mark Bourbon - 209 8807

SUPPORTED BY VGL CLASSIC CAR INSURANCE (07) 341 8211



The WATERWAYS in the block and heads need to be kept as clear as possible, as the development of scale or corrosion will prevent heat being transferred to the coolant. The use of inhibitor or anti-freeze is essential if the engine is to be protected against corrosion, or layers of scale will develop and eventually break loose and flow to the radiator where it will gradually block the tubes. The resultant blocked/partially blocked radiator will not have a hope of cooling efficiently as intended, which also leads to a very hot engine.

To avoid this, the cooling system needs to be flushed, preferably backflushed, once a year or more. If anybody acquires a car, the cooling system of which has been neglected, it is advisable to put a cleaner through it of the chelator type, as flushing will not be adequate for thoroughly cleaning heavy scale off the metal faces. Annual cleaning of the radiator core is a good idea, just to ensure maximum cooling potential and to stop any collected scale forming a hard deposit and blocking the tubes.

The inhibitor or anti-freeze needs to be changed at least once a year because the additives that protect the metal surfaces wear out, or become used-up. This is not caused so much by long mileage as by the number of times that the coolant is reheated. So a car that is used mainly for short journeys will need the coolant changing more frequently than a car used on longer journeys.

IDLE SPEEDS. Traditionally, with V8 motors, we all like the sound and feel of an even, slow idling motor. This does not help an engine when the car is stuck in a long line of traffic on a very hot day. Idling for long periods on a very hot day is the second most severe test to which a cooling system can be subjected.

Quicker idle speeds means quicker/better flow of the coolant, and better airflow through the radiator because of increased fan speed. The engine produces slightly more heat at higher idle speeds, but temperature control is better. Complete absence of some heat build-up is unlikely.

I use 800-850 r.p.m. for my "manual", and I find that the engine is generally much sweeter in traffic. For "automatics", I suggest setting the idle speed with the transmission in 'D' at 500 r.p.m. with the motor at normal running temperature. If the car has air conditioning, that can also be turned on.

It is not good to always put an automatic transmission into 'N' in normal traffic manoeuvres, but if the idle speed is set this way, a fast idle speed is assured if 'N' is selected on very hot days while stationary. This has the effect of removing a heat source by removing torque from the engine and allowing quicker coolant circulation and encouraging more airflow. There could be a big jerk when engaging 'D' again from a fast idle, so a compromise idle speed may be needed if that is your practice on hot days. Also, brakes will need to be in good condition.

FANS. Airflow is the last medium involved in the removal of heat from the engine, in that it takes heat from the coolant that is in the radiator as it passes the fins and tubes of the radiator.

The ram effect of air at the front of the radiator is sufficient to cool the radiator of a moving car. Therefore, a fan is only needed to create airflow through the radiator when the car is stationary, or when the coolant temperature exceeds a pre-determined level.

Thermally controlled electric fans fulfil this requirement best of all. They do not take any horsepower from the engine, or place any load on the water-pump bearing. They give maximum airflow while the engine is at low r.p.m. Their drawback is that they depend on a very good cooling system: e.g. a car with electric fans is in trouble if the alternator de-functs while the car is moving in slow/stationary traffic. However, electrical systems being as reliable as they are, this is not so much a serious disadvantage as a possible occasional serious inconvenience.

Electric fans can be used on their own, or to supplement a mechanical fan. If used on their

own. I prefer the fan to be mounted behind the radiator, as air will pass through the radiator and be drawn into a depression behind it. This will give it a better chance of drawing air through. Also, if the fans are behind there is less impediment to airflow while the car is moving.

When used to supplement a mechanical fan, they must be mounted in front of the radiator. This is usually done to help to cool engines which are driving air-conditioning.

Mechanical fans are standard with the P76. They work all the time that the engine works, and absorb a portion of the horsepower produced by the engine. The bigger the fan, it requires more horsepower to drive it. The quicker the fan is turned, its horsepower requirement increases. This puts considerable strain on the fan-belt and pulleys. As the fan is only necessary when the coolant temperature rises above a certain point, this is rather wasteful. The only advantage gained in having a mechanical fan is that it creates a depression behind the radiator at all times, thus promoting airflow even when the car is moving.

The two types of mechanical fan that I'm aware were standard equipment on the P76 V8 and used with the shroud are: a) the four blade yellow fan; and b) the thirteen blade plastic fan used with a viscous coupler on air-conditioned models.

Of these two, I prefer the air-conditioning type because of its copious airflow at idle speeds (necessary because of the 40% impediment to airflow that the condenser presents at the front of the radiator) and because the viscous coupler prevents the fanspeed increasing beyond a specified r.p.m., saving horsepower for the engine.

I use a four blade yellow fan because I do not have a plastic fan. Apart from that, it is lighter than a six blade Terrier fan, not so demanding on horsepower at higher r.p.m., not so severe on water-pump bearings, less strain on the fan-belt, and it appears to have adequate airflow induction when used with the shroud.

Yet there is more to this than merely selecting a fan with more blades for more airflow. The design of the radiator/shroud/fan combination for maximum airflow is an exacting science in aerodynamics. More blades do not necessarily induce greater airflow. In fact, more blades can present so many new problems that airflow may be depleted: e.g. the Terrier 6 blade fan is located on the crankshaft, and is driven at crankshaft speed. On the P76, the fan speed on the water-pump pulley is greater than crankshaft speed. If the 6 blade fan is used on the water-pump pulley within the shroud, airflow becomes a dubious quantity. The increased speed of the fan with more blades positioned within the shroud may create aerodynamic chaos. My own experience with the 6 blade fan is that it does not seem to create any more airflow than the 4 blade fan.

Also, the position of the fan in the end of the shroud is critical. There should be approximately 2/3 blade width inside the shroud, and 1/3 protruding outside. This has all been worked out in practice in windtunnel experiments, and is best left alone unless improvement is ascertained in like fashion.

RADIATOR tubes should be clear, the fins in good condition, and no leaks, for the radiator to cool efficiently. This helps maximum cooling, especially on very hot days. Another thing that helps efficiency at the radiator is sufficient heat that has already been discussed. A good covering of matt-black paint will ensure maximum radiation. Make sure that all dead insects are removed from the front, from time to time.

The water level needs to be kept up, or the temperature will begin to rise sooner than it normally would. An overflow bottle, preferably of the pressurised BMC/Leyland type, will make this easy to maintain, but only if the whole cooling system is properly sealed. If it is not sealed, the coolant in the overflow bottle will just get drawn through to the radiator and be lost through the leak.

To those intending to install a bigger radiator, I have it on good authority that, so far as the blocks were concerned, overheating was never a problem with the P76. The comments under "Temperature Gauge" allude to what is meant by this. Yet, many of us have been very worried by high temperatures shown in the "red" of the temperature gauge, not realising that the system was still under control, and nowhere near overheating.

If a bigger radiator is to be used, it is not only capacity that matters, but its ability to allow airflow. A thicker radiator (with an extra row of tubes) will not permit airflow as readily as a two-row unit will. A two-row horizontal flow radiator is better than a three-row vertical flow unit because it allows greater airflow and longer cooling time by virtue of the longer tubes. Unfortunately, that involves more work and expense, and without a shroud some of its value has to be lost. NATRA now make a three-row core (vertical) that fits the P76 radiator tanks, and allows the use of the shroud and the standard fan. The three rows of tubes are staggered. I do not suggest doing anything more than that, though I know that some owners are proud of their horizontal-flow radiators which work well for them.

AIRFLOW. Just as it is important to consider airflow through the radiator, it is prudent, but not necessary, to arrange disposal of heated air. It is helpful to release the bonnet catch if stuck in a long traffic queue on a hot day, just to release the hot air.

In the same vein, some people have removed the firewall altogether, and claim that their excessive heating problems have ceased altogether. However, ventilation may be a little hot, as the heater fan will draw hot air from under bonnet into the car. Others have fitted vents in the bonnet, but I have not heard of the degree of success claimed.

These seem to me to be steps in the right direction, as hot air will always rise easier than escaping underneath the car. If you have a fear of an under-bonnet fire, then it is best to ignore these modifications.

PRESSURISATION raises the boiling point of the coolant, for the P76, to about 120C. (Once the coolant boils, it cannot accept any more heat, and the engine will ultimately seize up as the lubricant breaks down.) Pressurisation makes it possible to move more heat to the radiator without boiling, and makes the cooling system much more capable of managing very hot days without the engine sustaining damage. Any reduction in the specified pressure will reduce the capacity of the cooling system to operate at its planned efficiency.

Achieving the 13p.s.i. may present problems. Adequate sealing begins with the installation of the cylinder heads, to ensure a pressure-tight seal between the heads and the block. During later production, cylinder head gaskets were treated with a latex substance around the water ways to stop seepage and pressure loss. When production ceased, it seems that that practice also ceased. Consequently, many instances of seepage between head and block have occurred when cylinder head gaskets have been changed, in spite of the use of different sealants. Though it is more expensive, I have achieved 100% success using Loctite 510 sealant in conjunction with Loctite 'N' Primer. It is very easy to use because it is an anaerobic product which only cures when oxygen is excluded. The only problem may occur when it is necessary to move the heads, but I have yet to do that!

Attention to hose connections, water pump seals and gasket may all be necessary when the full 13p.s.i. is first applied to elderly parts. It is also worth checking the seat of the radiator filler neck to ensure that there is no reason for pressure leak when the radiator cap is fitted. A bit of grinding paste on the end of a suitable #601 will rectify this.

OTHER PHENOMENA can affect the heat build-up in an engine which are not a part of the cooling system, but can affect the amount of heat that the cooling system must disperse. None of these are likely to be the main reason for excessive heat build-up, but they could be contributing a

little more than a void like. These steps could help any motor, particularly a well used one, to run better and stay cooler, enough to put off that engine rebuild a bit longer.

The Lubricant is a vital factor maintaining workable temperatures in metal parts, without which there would be seizure. The lubricant:

- a) reduces friction and wear, therefore heat also;
- b) absorbs shock at bearings and other parts;
- c) keeps moving parts clean, removing foreign particles;
- d) helps in the formation of a seal between the pistons, rings, and cylinder walls.

d) This function of lubricant keeps the combustion process within the combustion chamber. Leakage past the pistons is 'blow-by' and it carries a lot of heat to the lower block. Most of this heat will need to be absorbed by the coolant.

While it is impossible to eliminate blow-by altogether, it can be kept as low as possible. The Leyland engine seems to prefer a slightly heavier oil, which is helpful in reducing blow-by. Another way is to add an oil stabiliser, such as TRU-BLU, or MOREY'S. Oil stabilisers are petroleum based, and can also be used in a new engine very successfully. It is excellent for running in. Used in conjunction with upper cylinder lubricant (UCL) with L.P.G., I'm very happy with it in my motor. It is not one of those products that puts a thin layer of some magical formula over all the engine parts.

Detonation/Pre-Ignition will break down the thermal boundaries around the combustion chamber, causing the metal of the cylinder heads and block to take a lot more heat. This phenomenon is not always audible with aluminium engines, as they can detonate silently. Apart from unsuitable camshafts being used, ignition being too far advanced, compression ratio being too high, this is mainly caused by carbon build-up which will become hot enough to ignite the charge before ignition should occur.

It might be possible to remove this carbon without cylinder head removal by giving each cylinder an egg-cupful of Redex UCL to soak overnight. There will be a lot of white smoke from the exhaust when starting up, but if you're lucky the carbon will disappear. Adding Redex UCL to the petrol will help to prevent the situation recurring, and keep the carburettor in better condition.

Exhaust Valve Leaks cause the heads to become hotter, because the combustion flame is able to go past the valve seat. The previously described Redex treatment does not improve things, the only cure is a valve seating job on the heads. Again UCL will help to prolong valve life.

Ignition has two major considerations: quality and timing. Both these factors should be checked when tuning for performance and fuel economy. They also affect engine temperature adversely if there is any malfunction.

- 1) Quality of ignition is affected by the make and break system (points or electronic), the wiring/voltage supply, distributor cap and rotor arm, H.T. leads, spark plugs, and by proper earthing of a suitable coil.
- 2) Timing is affected by the centrifugal advance and vacuum advance mechanisms in the distributor, the make and break mechanism, the effectiveness of the distributor clamp, and accurate static timing.

To be sure that all is well, the distributor should be thoroughly checked, and overhauled if necessary. A centrifugal advance mechanism that malfunctions can give too much advance too quickly, and a vacuum advance canister that does not function will retard the ignition. The effect of both these faults is that they create circumstances in which more fuel is burned for less power

produced, exposing the cylinder wall to more heat. Apart from their influence on engine temperature, they can do a lot of damage too.

CONCLUSION. I have not tried every fan that I mentioned, or done every modification I suggest with this car. I wanted to keep my car as basic and original as possible so that most P76 users would not finish reading this article with the idea that they have to spend big money to manage their car's tendency to run at high temperature on hot days.

My goal was to gain control with standard equipment. I used a quicker idle speed, painted the (new) radiator core matt-black, paid careful attention to fan-belt and pulleys, made sure that there is no escape of coolant pressure between heads and block, etc. I reasoned that if the manufacturer had sold these cars to the public, then he would have done so after ascertaining that the cooling equipment was adequate if used correctly.

Yet, for me it began as an enquiry into why my engine, along with many others, heats up significantly (according to the temperature gauge) when the ambient temperature rises above a certain level (usually the mid 20sC.) when everything is in proper working order.

It finishes with me believing that with a 82C. thermostat fitted and the ambient temperature approx. 25C. or more, there is too much heat in the engine to allow the thermostat to close, and insufficient heat differential and cooling time at the radiator to dissipate enough heat when idling for long periods in traffic. (This does not necessarily apply to all P76 V8 engines.)

I fitted a hotter thermostat to gain better control because: 1) the thermostat, remaining closed to a higher temperature, slows the coolant flow through the radiator and gives more time for the coolant in the radiator to receive airflow.
2) the heat differential at the radiator is increased, and so is cooling efficiency, meaning that more heat can be dissipated at a higher ambient temperature.

It was a successful move, and... I have subsequently been informed that fitting a hotter thermostat is common practice when dealing with heat problems! Where have I been all these years, in trying to go cool?

I'm amazed at the heat that builds up in the radiator on a warm/hot day, even though the temperature gauge shows little increase and never enters the "red," even when stuck in traffic.

The "N" reading on the temperature gauge becomes "obsolete," in summer, of course, because the stabilising temperature is higher. In winter, the temperature gauge reading remains on or slightly below the "N." "N" represents the normal operating temperature with a 82C. thermostat. Temperature control is definitely better, as it is recorded on the temperature gauge, during days with higher ambient temperatures. It's as if the hotter thermostat makes the radiator look bigger to the ambient air.

I maintain that it is most important to keep the temperature up to the engine's optimum operating level, rather than taking every measure to keep it down to, or below, that magical "N"; magical in that it pacifies us! Temperature control is the game, not making the engine run as cool as possible.

Good luck in "keeping your cool."

P76 NUTS

We are gathered here this evening, P Nuts one and all To have a little party, not too big and not too small; To talk about our Leylands; how to care for and to fix There's not a one amongst us, would part with his P76

I'd like to wish you welcome, you've come from near and far To help me show the Reef-ton-ites a really decent car!

Most stories that we have heard make us really savage So we're all out to show them these cars are "anything but average".

It makes us members really mad to hear the critics say

"Those cars are no damn good - throw the thing away;

For the boot lid won't stay open and the bonnet won't stay shut

The visors will fall down, just when you want them up;

The oil pump drive is bound to break and the valley gaskets blow"

There's not a one has owned one, so tell me how they know.

Well I've had mine for 14 years and I didn't buy it new

None of these things has happened and it's still in good nick too;

So next time someone says to me "Don't tow or it'll break in half"

I'll just give a grin and try hard not to laugh;

For I'm well pleased with what I've got - and members they are too

We just wish that we had all bought one when they were new.

So next time you go out driving, don't look straight, at the ground

Keep your eyes wide open and have a look around

For somewhere out there in a shed, or maybe in the sticks

You may find a really good Leyland P76.



by Frank Waghorn

RE-PAINTED FROM "PENZED"

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

Haroun Probst
58 Mark Lane
WATERFORD WEST
Ph 805 1997 (w) 805 3759 (ah)

VICE PRESIDENT

Neil Lyons
15, Hall Road
SPRINGWOOD
Ph 808 4629

SECRETARY

Maryanne Schultz
10, Cooinda St
EASTERN HEIGHTS
Ph 202 1054

TREASURER

Allan Shute
10, Cooinda St
EASTERN HEIGHTS
Ph 202 1054

EDITOR

Pat Rogerson
lot 3 Old Gympie rd
NARANGBA
Ph 888 1345

SPARE PARTS

Graham Rogerson
lot 3 Old Gympie Rd
NARANGBA
Ph 888 1345

This Newsletter is the Official publication of the Queensland P76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our attention.

GENERAL MEETINGS

The Qld P76 owners club Inc holds its monthly meetings on the second wednesday of each month.

TIME 7:30pm

VENUE

Norman Park Uniting Church
Chr of Bennetts rd and
McIlwraith Avenue
Norman Park
(At the Round about)

1993 MEETING DATES

January 13th 93
February 10th 93
March 10th 93
April 14th 93
May 12th 93
June 9th 93
July 14th 93 A.G.M.
August 11th 93
September 8th 93
October 13th 93
November 10th 93

CLUB OUTINGS

Various activities are organised by the clubs members and are generally held on the fourth Sunday of the month. The activity and venue will be advertised in the monthly newsletter.

CLUB MEMBER OF THE YEAR

points allocated
Attend meeting 1 point
raffle donation 1 point
organise event 4 points
attend event 2 points
win event 1 point