

# **LEYLAND P76 CLASSIC CAR CLUB**

**INCORPORATED**



**NSW**

**MARCH 2002**



## **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.

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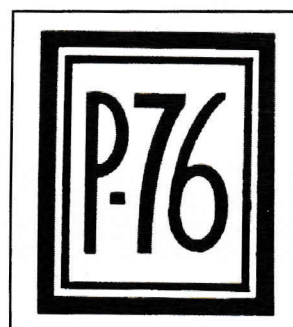
*Leyland P76 Classic Car Club Inc.*  
C/o 9 Apsley Place,  
TAREN POINT NSW 2229  
Phone: (02) 9522 6529  
Email: P76@zyworld.com

### **GENERAL MEETINGS**

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

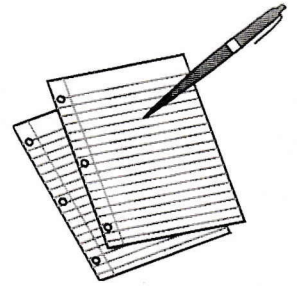
### **MEETING DATES**

February 20 <sup>th</sup>	August 21 <sup>st</sup>
March 20 <sup>th</sup>	September 18 <sup>th</sup>
April 17 <sup>th</sup>	October 16 <sup>th</sup>
May 15 <sup>th</sup>	November 19 <sup>th</sup>
June 19 <sup>th</sup>	December 11 <sup>th</sup>
July 17 <sup>th</sup>	



## EDITORIAL

Well Easter is Upon Us and it seems as if Christmas has just finished, anyhow, I would like to wish all of our members a safe and happy Easter Holiday break and if you are going away, make sure you take along the usual spare parts that we all know are a must when you go on a long trip.



I would like to wish any of our members who are going to Western Australia for the National Meeting a safe journey and we all wish the W.A. P76 Club a successful meeting. I am sure it will be terrific and well attended.

The recent outing our club attended was the C.M.C's President run to Botany Bay. This was a very successful event enjoyed by all. The overall attendance of various club cars was excellent (120 cars) and the day was OK even though it rained in the morning. Tony De Luca has just been on a four day rally with the C.M.C and I am sure that he would have had a great time. Maybe Tony will have some info about it and some photos next month?

There was a mistake in last months newsletter, the date of the March meeting should have been the 20<sup>th</sup> not the 15<sup>th</sup>, apologies, I hope no one has been inconvenienced. Well that's all for now and I hope to see a good roll up at our next meeting..

.....the Editor.

## FUTURE EVENTS

- ♦ **Easter Weekend 2002: W.A. National Meeting in Perth**
- ♦ **Sunday 21<sup>st</sup> July: Liverpool Super Swap Meet**
- ♦ **Sunday 18<sup>th</sup> August: C.M.C. Eastern Creek Day**

## Vale

Maurice Brockwell who suddenly passed away on Wednesday 20<sup>th</sup> February, 2002. Maurice was a very keen P76 owner and he was a member of the W.A. P76 Club and we would like to convey our sympathies to his wife and family and all of his fellow club members.



## Power Windows

Available from:  
Electronic Life Sydney  
2 / 90 Heathcote Road, Morebank, NSW, 2170  
Phone: (02) 9602 1811



**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci  
Literary Institute on Wednesday 20<sup>th</sup> February 2001**

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

**Apologies:** Madge Danvers, Trevor Michel, Kevin Ward, Ben O'Brien.

Joe welcomed Valda and Don Chappell back after Don's illness.

Minutes of the previous meeting were read and accepted. *Moved – Peter O'Brien. Seconded – Ron Frith.*

**Business arising from The Minutes:** Nil.

**Treasurers Report:**

Statement No. 94 dated 30/01/2001.	Cash At Bank:	\$1,774.73
<b><u>Income</u></b> for December 2001 & January 2002.	Membership Fees:	\$30:00
	Christmas Raffle:	\$60.00
<b><u>Outgoings</u></b> for Dec 2001 & January 2002.	Hall rent:	\$ 27:50
	Typing:	\$ 20.00
	C.M.C. Annual subs:	\$ 25.00
	Australia Post :	\$ 17.45
	Outgoings SubTotal:	(\$89.95)
	Total Available Funds:	\$1,774.73

*Acceptance of the Treasurers Report. Moved – Vince Rovere. Seconded – Alan Torrence.*

**Correspondence In:**

1. Letter and brochure from Flashlube regarding their products.
2. Application form for the Cronulla Classic Car Show.
3. Minutes of the Association of British Car Clubs held on 29<sup>th</sup> October 2001.
4. Letter from member Ian Monk regarding a Targa he used to own & now wanting to buy another P76.
5. Letter and brochures from Campbelltown TAFE regarding vehicle restorers courses.
6. Letter and brochures from Mudgee Motor Inn regarding their facilities.
7. Letter from Carters Law Firm regarding a workers compensation claim for a Leyland Employee.
8. Letter and brochures from the Chrysler Restorers Club of Australia regarding the Liverpool Super Swap on Sunday 21<sup>st</sup> July 2002 at Fairfield City Showground.
9. Letter and brochures from All Metal Bumpers regarding their electroplating service.
10. Leyland P76 Owners Club New Zealand Magazine, Penzed, Nov 2001 and Jan 2002.
11. Leyland P76 Owners Club Victoria Magazine Nov 2001 and Dec 2001.
12. Leyland P76 Owners Club West Australian Magazine, Westwords, Nov 2001, Jan 2002 & Feb 2002.
13. Leyland P76 Owners Club South Australian Magazine, Nov 2001, Jan 2002 & Feb 2002.
14. Leyland P76 Owners Club Magazine, Leyland Post, Dec 2001 and Jan 2002.
15. Leyland P76 Owners Club Queensland Bulletin, Feb 2002.
16. Drive Chatter magazine, December 2001.

**Correspondence Out:** Nil.

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

**General Business:**

1. Bill Peacock at Walget has a Targa for sale. Engine and diff restored, body needs restoration.  
Ph: 6828 1517 or 6828 1028
2. The C.M.C. Presidents Run to Botany Bay is on 24<sup>th</sup> February 2002.
3. Trevor Michel has some spare parts for free.
4. The Trax Model P76 is going well.
5. Thanks to Vince Rovere for his donation of a bottle of vintage port.
6. Ron Frith is having problems with the lower control arm boots. Repco TE3 is a suitable alternative.

**The meeting closed at 9:15pm followed by supper.**

**Contd....From December Newsletter ...The second installment of 'Booster Shots'  
.....our journey through the world of Octane Boosters:**

(Reprinted from the 'Fast WRX's' No. 2)

### **Octane Points**

It's very easy to confuse octane ratings as there are a number of separate international standards. MON (Motor Octane Number) is the number derived from a fuel when it's applied to a test engine run at 3000rpm rather than 600rpm and higher inlet temps and ignition advance. The Australian importer of 104+, Andrew Holdsworth, suggested MON is seen as a more real-world test.

Though none of the fuel companies promote the MON figure which is normally between seven and ten numbers less than the RON (Research Octane Number), Intertek's Graeme Marks believes the RON provides the general public with an idea of which additive works more effectively. And being the most commonly used reference, we've used RON for all out tests.

### **The Results (Baseline Octane 96.8)**

#### **Number 11**

##### **PowerFuel Super Street Nitro Based**

*946ml treats 35Litres*

*RRP \$35.00*

Right from the start we were told PowerFuel's additives weren't necessarily octane boosters, but horsepower helpers. We kept this in mind when testing both the products, but of the two only the Super Street claimed it was specifically designed to increase the octane rating of PULP. With a 20percent nitro mix, Super Street Nitro-Based still improved octane ever so slightly (0.2RON) but the real test for these two would come on the dyno runs.

**Octane Improvement 97.0 (+0.2 RON)**

#### **Number 10**

##### **PowerFuel Max Race Nitro Based**

*946ml treats 35Litres*

*RRP \$45.00*

Contains another 15percent more nitromethane than the SuperStreet formula, MaxRace doesn't claim to increase octane, but the verbal recommendation was the same, ie: its main characteristic is to boost horsepower, not octane. For a fair comparison of these two additives you need to look at the power they produce. As for octane, it proved very similar to the SuperStreet formula bumping up the octane ever so slightly.

**Octane improvement 97.0 (+0.2 RON)**

#### **Number 9**

##### **STP Octane Booster**

*350ml treats 57Litres*

*RRP \$10.95*

One of the cheapest in the group, the STP was also one of the hardest to find. Auto stores either didn't stock it, or had simply run out! Claiming to increase the octane 2-5 points, in a well-designed-for-pouring bottle, the STP – used in the ratio determined by the label – improved the octane marginally by just over half a point. A little disappointing unless you interpret STP's claim to actually mean 0.2 – 0.5 points. Then it's a good result.

**Octane Improvement 97.4 (+0.6 RON)**



**Number 8****Wynns Octane 10+ Power Booster***325ml treats 60 Litres**RRP \$10.00*

The Wynns was the cheapest of the lot and claimed an increase between two and five points, again not actually listing what a 'point' related to. Strangely though the 10+ could indicate 1RON and if this is the case, going by our tests it almost lived up to it's name. It didn't quite live up to it's claims however, increasing the octane rating by 0.8RON.

**Octane Improvement 97.5 (+0.8 RON)****Number 7****Super 104+ Octane Booster***473ml treats 83 litres**RRP \$25.95*

The acknowledged winner of all previous testing in this country, Super 104+'s bottle stated that we should expect an increase of between four and seven points. With a new formula introduced about 12 months ago, identified by an 'Eagle' logo on the back of the bottle, the Super 104+ seems to have lost it's edge with a marginal gain of just less than 1.0RON

**Octane Improvement 97.6 (+0.9 RON)****Number 6****VP C5 Fuel Additive***355ml treats 75 litres**RRP \$19.95*

VP has a strong reputation with fuels and it's high octane formulas are very popular (VP?) with drag racers. VP Racing's C5 Fuel Additive lacks any indication of contents nor claims, but the C5 additive still provides a reasonable increase of 1.3RON

**Octane Improvement: 98.1 (+1.3RON)****Number 5****NOS Octane Booster Racing Formula***355ml treats 60 litres RRP\$28.00*

NOS, a relatively new octane booster comes in '1/10<sup>th</sup>' scale bottles designed to emulate the actual nitrous bottles of it's successful NOS systems. The Racing Formula is the strongest of three concentrations and contains Hydrotreated Aliphatics and Methylcyclopentadienyl Magnesium Tricarbonyl (try saying that ten times in a row) (try typing it! JE), it contains a lead replacement which NOS claims increases the octane rating by as much as seven points. Obviously not recommended for street use, it also includes a handy pouring spout. In testing, it proved a good result, improving the octane rating by almost 2.0RON

**Octane Improvement: 98.6 (+1.8RON) as much as 7 points!****Number 4****ELF HTX 330 Racing Fuel Stabiliser***1000ml treats 50 litres**RRP\$45.00*

'If you spill it on the paintwork, don't rub it off – rinse it with water' were our words of warning. We were also told to 'pre-mix' the ELF before adding it to the fuel tank (which with this test we were doing anyway) as the ELF had a tendency to settle to the bottom of fuel if it's either not mixed properly or left to sit. This was made somewhat more difficult by the design of the bottle which tend to drip when pouring. With some nasty stuff known as Aniline, the ELF doesn't claim any numbers, and provided a decent 1.8RON point improvement.

**Octane Improvement: 98.6 (+1.8RON)**

### Number 3

#### Amsoil Series 2000 Octane Boost

354ml treats 57 litres

RRP \$23.00

'Recommend for off-road and racing use', the Amsoil Series 2000 claimed to increase the octane rating by up to seven points. It came up a little short, but still proved surprisingly good with a full 2.0RON improvement. And good enough for the bronze medal in our Octane Booster Olympics.

**Octane Improvement: 98.8 (+2.0RON)**

### Number 2

#### Toluene

2000ml treats 10Litres

RRP \$48.00

Since toluene (pronounced toll-you-eeen – also known as methylbenzene) isn't a commercially advertised octane booster, we were unsure of exactly what ratio to mix the clear toluene to the fuel, with recommendations between 10 and 30 percent. From personal experience, we have seen high percentages increase octane even further, though 20 percent is considered the maximum. Available only from various fuel distributors (it is a special order through service stations), under advice we ran a 20 percent mix (quite a lot more than the others) and saw an impressive improvement of 2.5RON, for the silver medal.

**Octane Improvement: 99.3 (+2.5RON)**

### Tied Number 1

#### NF Octane Booster Racing Formula

250ml treats 80litres

RRP \$29.95

Time for an Aussie made product. From Perth, the NF Octane Booster Racing Formula was the smallest bottle in the field, but looking at the mixing ratio, also the strongest. NF relies on an incredibly small dose – a mere 3 percent! Claiming to increase octane as much as 6.0RON, NF took the gold medal in a surprising tie. If it were a split decision based on concentration though, it would be a clear winner.

**Octane Improvement: 99.6 (+2.8RON)**

### Tied Number 1

#### Nulon Pro Strength Octane Booster

500ml treats 60 litres

RRP \$20.

Note: Also available in four-litre containers for \$110.00

The Australian made Nulon Pro Strength Octane Booster is the top of the range Nulon fuel product, claiming to boost octane by 'up to seven numbers'. The Pro Strength gained a test-winning, gold-medal-gaining and NF-equaling 2.8RON increase! And at \$21.00 it's good value too!

**Octane Improvement: 99.6 (+2.8RON)**

### Just for the Halibut

#### VP Motorsport 103 Unleaded Racing Fuel

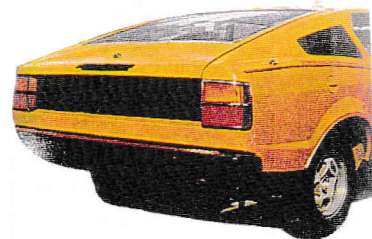
Used straight Fuel (20litre minimum)

RRP \$70.00

Purely for interest, we decided to also test a straight racing fuel. While there are a number available (such as ELF) for no particular reason, we chose VP. The highest octane VP fuel which was still totally street legal was the Motorsport 103. Working out at \$3.50 per litre and 'designed for maximum power and throttle response', the VP was very impressive with an octane rating of 107RON – more than 10RON points more than PULP. Obviously more expensive than the boosters, if octane is a problem, racing fuel like VP may be the answer.

**Octane Improvement: 107.0 (+10.2RON)**





## TAILPIECE

**An interesting insight into the way octane boosters are tested and .....where are all those articles & stories that are locked away in the memories of our members??.....**

### *Knock Knock....*

As the name suggests, a knock engine is designed to test the detonation or anti-knock rating of fuels and fuel additives. It's a slow revving engine capable of running most fossil fuels through an adjustable compression ratio. As the comp ratio increases, it accurately measures the intensity of the knock and determines the fuel's octane rating. The world standard is a one-cylinder two-valve four-stroke engine with exposed valve gear. Archaic in appearance, a carby is fed from any one of three fuel bowls to allow three different fuels to be run back to back. The mixture is actually controlled via gravity feed and by raising or lowering the float level of each bowl!

Run under load via a belt-drive linking the flywheel and load system, it ensures a real world situation and ensuring minimal variation between tests, oil temperature, intake air density and air temperature are all monitored and controlled.

The engine is somewhat agricultural, however it's unique ability to vary the compression ratio while running between 5.0:1 and 15.0:1 is quite amazing. The operator simply winds a handle and the entire head and cylinder moves up and down relative to the crankshaft.

A knock sensor measures both the frequency and intensity of the pig (as displayed on a knock metre). Figures are then cross-referenced on a chart using the information provided by the knock meter, plus the height of the head and barrel.

Finally, knock intensity is figured in and the fuel's octane rating is determined.

Taking two hours to warm, this \$200,000.00 engine is super robust and rarely needs rebuilding. Individual tests can then be proceed at approximately \$120.00 per test sample.

Being subjected to so much detonation, you can only imagine how much maintenance an engine of this nature must need. Interestingly, this isn't the case as the piston and rod assembly are rejects from a monstrous ship's engine (just kidding)! They're frigging [sic] huge with the incredibly thick piston crown contributing to a combined gudgeon pin and piston weight of 1794grams! Likewise, the rod weighs an astonishing 1929 grams. The bottom line is these engines which have a replacement value of over \$200,000.00 and almost never need rebuilding.

*(Reprinted from the 'Fast WRX's' No. 2)*

### **WE WANT YOU !**

**We have been overwhelmed by the lack of contributions from members for the magazine over the last 6 months. There must be lots of stories, trip diaries, strange and funny encounters, restorations and characters who just want to tell us about their pride and joy.**

**So.....come on and send in something...anything...and any colour photos you may have. The more contributions we get, however small or large, will allow us to print more colour pages in the magazine. It doesn't have to be a long story....you can just send us a paragraph and a photo .....it really is that simple!**

... Vince Rovere