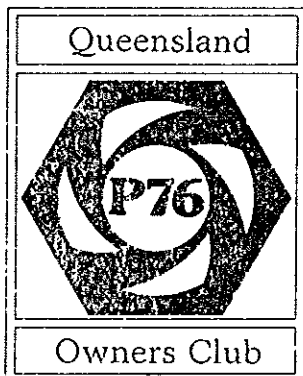


Queensland P76 Owners Club



October Newsletter



Anything But Average

CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT

Del Bonny
73 Waterview St.,
WYNNUM 4178
Ph. 396 1065

VICE PRESIDENT

Neil Lyons
31 Radford Rd.,
Manly West 4179
Ph. 893 1180

SECRETARY

Neil Lyons
31 Radford Rd.,
Manly West 4179
Ph. 893 1180

TREASURER

Brian Thomas
10 Dunstan St.,
Moorooka 4105
Ph. 892 4647

SPARE PARTS

Ron McKnoulty
14 Irwin Rd., Mt Tarampa
PO Box 25 Lowood 4311
Ph. 075 879330

EDITOR

Colin Taylor
5 Turana St.,
THE GAP 4061
Ph. 300 2186 P
891 6111 B

GENERAL MEETINGS

The Queensland P76 Owners Club holds its monthly meetings on the second Wednesday of each month.

TIME: 7.30 pm

VENUE:

Norman Park Uniting Church,
corner of Bennetts Rd. and
Mc Illwraith Ave.,
Norman Park.
(at round-a-bout)

DATES:

August	10th	'88
September	14th	'88
October	12th	'88
November	9th	'88
No Meeting		
January	11th	'89
February	8th	'89
March	8th	'89
April	12th	'89
May	10th	'89
June	7th	'89
A.G.M.		
July	12th	'89

CLUB OUTINGS:

Various activities are organised by the club's members and are generally on the fourth Sunday of each month.

The activity and venue will be advertised in the monthly newsletter.

This newsletter is the official publication of the
"QUEENSLAND P76 OWNERS CLUB"

All submissions are published and opinions expressed may not
necessary be those of the editor.

This publication is not for sale but is free to financial members.

THE EDITOR RAVES

With Christmas soon to be upon us, arrangements are now been made for our Christmas outings. Details are still to be finalised but it looks like a pretty full calendar, late November and early December.

Col Murray and I are relieved to get the British Car Club's Day over with (Col and I were on the committee) as there were about ten meetings and a lot of running around to get the day organised. Silly us, we've volunteered for next year but don't worry, we've had our turn at judging.

At the meeting on Wednesday night, Tom Knight from Mongoose Car Alarms gave us an interesting talk and a demonstration of the Mongoose AM2000 car alarm. It certainly had some impressive features with its remote control etc. - it retails for around \$564 fitted. Interested parties should call Tom, 892 2110 A/H.

We were happy to see our treasurer, Brian Thomas at our meeting as Brian is convelescening from a very painful knee operation. Brian tells me its kneely better but he'll be on crutches for a bit.

WELCOME NEW MEMBERS

David and Cynthia Dearing own a Spanish Olive P76, and are currently looking for another.

FOR THE RECORDS:

David Dearing 316 Priestdale Rd., Rochdale 4123 341 9758

OUR COVER

Ian Ward is the owner of this Bitter Apricot P76 six cylinder. Ian bought it from one of our members from Redcliff area. The photograph was taken at the cricket match with the Monaro Club.

FOR SALE

P76 1974 Spanish Olive

Auto V8 - Running well

Some Rust - Some rego

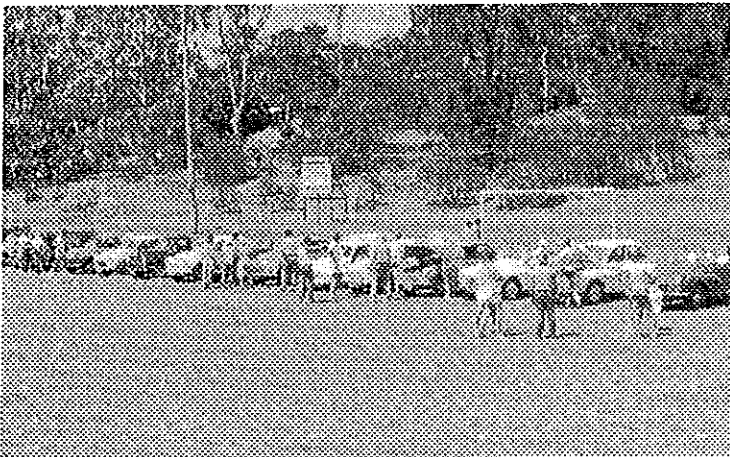
Non factory air \$800

John Dalton 284 1204

BRITISH CAR CLUB'S DAY



Attendance was particularly down in our club. Apparently some people had the ridiculous notion that just because members of our club were judging the day, we wouldn't have a chance of winning.



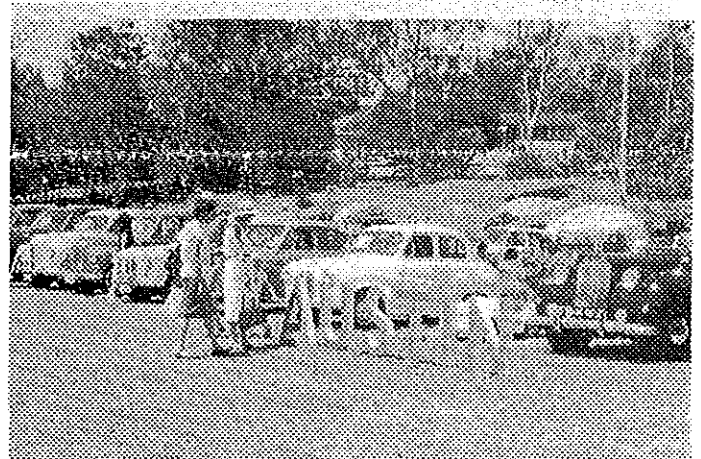
The Best Club Display went to the Austin car club who had every conceivable type of Austin along with a large "Austin" sign finishing off the spectacle. They also had the Lord Mayor's car and an Austin with its own baby pedal car.



In contrast to last year, the British Car Club's Day was held in beautiful weather, at the Taringa Soccer Club. Although the overall numbers were down there were still enough entrants in attendance to make it a highly successful day.



Of course this was not true, but the judges were certainly relieved to see quite an effort on the part of several other clubs. The Morris Minor club had a very impressive line up of Morris Minors, and they won a Certificate of Merit for their trouble.



Del had no trouble in picking the Best Period Costume and Car Combination. This was due to the fact that only one person dressed up. I suppose any P76 owner could win that by wearing bell bottom pants - 1974?

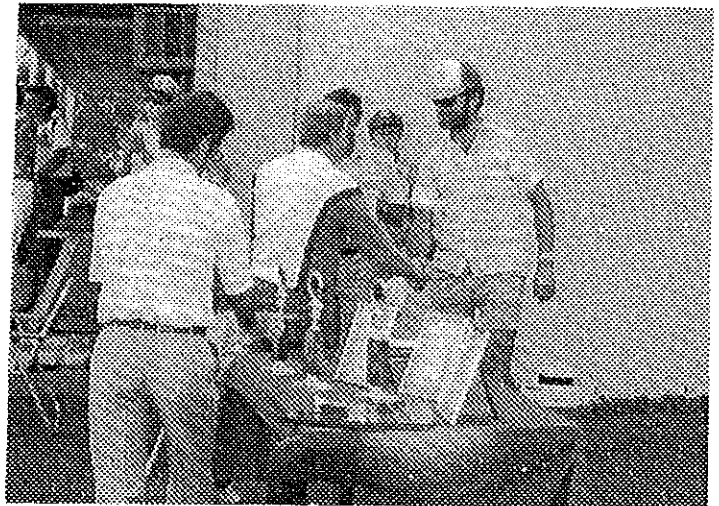
Col Murray had quite a task by judging the Best Year Model cars. Of course he just couldn't resist picking the best "late model" car ever built on the day. The P76 of Allan Schutz received a Cert. of Merit for post 1961. Allan had no idea at all, especially as he was a judge.



At 2 O'clock the presentation of awards was made. The trophies and certificates were quite impressive, and there were twenty awards in all. No sooner were the awards presented, than everybody seemed to disappear.



It was good to see Pedro and Judy come down from Toowoomba for the day, and Ron and Helen from the Gold Coast. Next year we'll have to get that Lismore croud up for the weekend. With the venue already set for next year at Taringa, let's line em up and win back "our" trophy.



For lunch, several of us retired to the soccer clubhouse for an excellent smorgasborg. This was a chance for the judges to collaberate and finalize their results. After that there was a chance for them to see the show as an entrant and not a judge.



With Expo and all of the other bicentennial things happening, most people seem to have several things to go to every weekend. I guess we can now look forward to next year when we can really show them what a display looks like



LEYLAND P76 FAVORABLY ACCEPTED

Leyland's long - awaited new car, the P76 was released to the motoring public this week and from all accounts has been favourably accepted.

From a first appearance the car looks big and it is really - 16 feet long and 6.3 feet wide. However this is not much longer than any of the "big three", and perhaps the light colour of the car we inspected tended to over emphasise its dimensions. In spite of this first impression of size from the footpath, it required no more than a mile or so to feel comfortable with the P76. It is that kind of car. Other factors also adding to the large impression are that the bonnet extends almost to the outer edge of the fenders, the wheel arches are flared and the boot is extremely large.

The overall wedge - shaped design, however, is good looking and Leyland will no doubt sell as many as it can manufacture. The feel of the P76 is superb, with the fairly even weight distribution making the car easy to drive over most surfaces. It is a remarkably good car for a first up production. Braking was quite adequate in the Super vee-eight powered automatic made available for our road test by Tony Moor Motors of Albany. The rack and pinion steering allows the car to be pointed very accurately through a corner or to weave in and out of traffic or around potholes. Even when pushed hard through a corner, from a bad line, the car was easily controllable and showed no worrying traits. Little effort is required to turn or park the car.

Forward vision is good, but the left hand front fender is out of sight of the average height driver. Also, it is not possible to see the rear fender when backing, but these are only minor criticisms and they are to be found with most current model cars. The steering wheel is far enough away from the driver to allow for a relaxed position to be taken up in the well designed seating. Some of the standard features on all P76 models include hidden windscreen wipers, power assisted ventilated disc brakes, flow through ventilation with both face and foot level vents, and collapsible dash. Side impact bars fitted in all four doors is one of a number of safety features in the new car.

Another innovation that should eliminate the annoying water leaks found around the dash of some cars is the way the windscreen is fitted. The actual glass extends well below the dash bulkhead and is cemented in place. Water running down the glass is collected in a well and drains away through an outlet. A little feature perhaps, but important to an owner who may have experienced sopping floor mats and rusted floor pans.

The P76 has three basic model derivatives - the Deluxe (\$3250), Super (\$3750) and the Executive (\$4525). The overall standard of finish is good. Considerable thought has been given to the comfort of driver and passenger, but I believe the P76's most noteworthy features are the steering and handling.

The P76's entry into the medium size car field in Australia has come at the right time for Leyland to take advantage of the strife Ford is having and GMH's recent price rise. Leyland's problem, of course, may well be that that demand exceeds delivery.

Keith Butler

THANKS TO WESTERN AUSTRALIA CLUB FOR THIS ARTICLE

APPLICATION FOR MEMBERSHIP
QUEENSLAND P76 OWNER'S CLUB INC.

I _____ apply for full membership of
THE QUEENSLAND P76 OWNER'S CLUB INC.

NAME: _____

ADDRESS: _____

DATE: _____

SIGNED: _____

Car Service and Maintenance.

INSTALLATION OF WIPER DELAY UNIT

For all of you P76 owners who have wanted to have the added facility of a wiper delay unit like the more recent cars - well now you can, for a very affordable price and without any major dramas as far as installation goes.

The unit used for this installation was a "WIPER DELAY CONTROL" made by Ever Young Industries Co. Ltd of Taipei, Taiwan. This particular unit was purchased from a local Target store for a very modest price of \$11.99.

The only items required to carry out the installation of this unit are as follows:

- 1) A pair of pliers and/or wire cutters
- 2) A screwdriver
- 3) A drill - needed to drill 2 small holes in order to mount the control unit under the dash.

The unit comes complete with written instructions for a variety of vehicles. However, for a P76 the only diagram you need to look at is figure 6. Referring to this diagram the wire to cut on the P76 is the red wire with a green stripe. Cut this wire far enough away from the actual wiper motor in order to give yourself enough wire on both sides of the cut to enable you to work with.

Now before connecting any of the wires it will be necessary to feed the wires through from the control unit inside the car to reach the wiper motor. We actually fed the wires up through the same hole that the wiring harness for the wiper motor comes through, this probably means that it will be necessary to reseal this opening with silicon or something equivalent.

Using the wire connectors supplied, connect the new white and green wires as shown on the diagram. Using another wire connector connect the new blue wire to the brown wire with a green stripe on the wiper motor, this is the "park" connection.

Connect the red and black wires as shown and complete the job by mounting the control unit in your selected location, ours was installed under the dash next to the centre console.

To operate the unit it is necessary to first turn on the wipers, either on low or high speed it makes no difference, then simply turn the wiper delay unit on to the desired delay setting.

The wipers operate as normal until the wiper delay unit is turned on, which will then take over with the delay action selected. If you select the minimum delay (2secs), then you may find that due to the "park" action of the wipers, the wipers may still operate as if merely on low speed, we found that operating the wiper delay unit with the wipers on high speed achieved the best result.

Good wiping. Neil Johnson

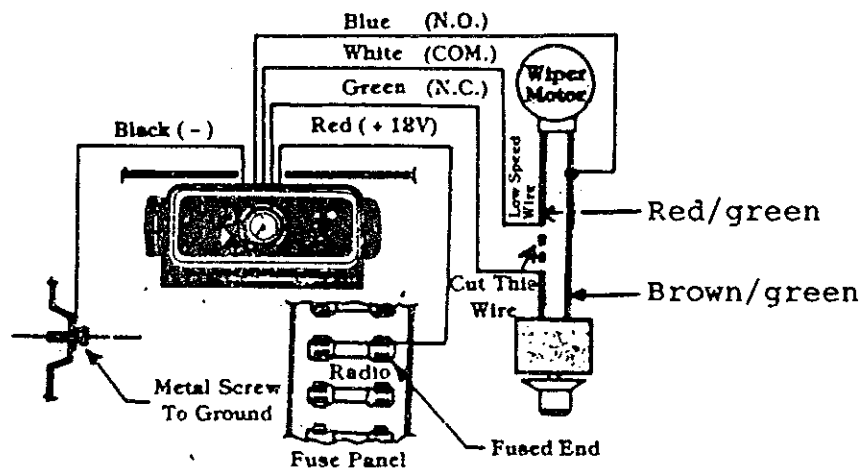


Figure 6

DRIVE LEYLAND'S P76 and you feel proud. Proud that the car is all Australian. It's that good. Our first impressions of the P76, in both six and V8 forms, are mostly favorable, indeed we came back from our secret pre-release runs comparing the car not with Holden/Falcon/Valiant, but with Volvos and Peugeots.

Leyland claims the P76 is not designed to compete head-on with the "Big Three" but the public will take plenty of convincing that its role in life is anything else. Even Leyland's official press material compares P76 models with the equivalent Holdens and Falcons.

Leyland's point, of course, is that the P76 is superior to the competition in terms of equipment and on-road sophistication. Proof, or otherwise, of that will have to wait for comparative tests but our short impressions drive certainly showed that Leyland has, at last, a car which is fully competitive.

If you have never seen the car before your first thoughts on it depend very much on the angle at which you approach it. Come up from a three-quarter front position and it looks low, clean and very wedge shaped but see one from behind and it looks clumsy, heavy with excessive rear overhang and surprisingly similar to an HK-HT Holden.

The closer you get the bigger it looks. Then you begin to notice the lack of quarter vents both front and rear, and the thin windscreen pillars with the windscreen wipers hidden beneath the huge forward opening bonnet.

The doors open wide and shut with an impressively solid clunk. The large glass areas give the interior a light and airy feeling that adds to the general impression of roominess. And that bonnet looks short and gives a very good view of the road ahead.

Slide in behind the steering wheel with its padded boomerang shaped spoke and the Leyland badge is immediately apparent. Both the steering wheel and the dashboard are close to the windscreen so the controls are within easy reach.

Layout of the dash is unique to P76. There is a large recessed area in front of the driver for the instruments and controls while a flat panel continues across the car and takes in a huge glovebox. Level 1 and 2 cars get two large circular dials for speedometer and fuel and temperature gauges, while the Level 3 and 4 luxury models have three additional small dials for battery con-

Dash layout is comprehensive on this Level 3 car. Heater controls on left of steering column are too close together and might cause broken finger nails. Vents across bottom of dash are for fresh air and optional air conditioning.

Car sits flat even in hard cornering. Understeer is slight and steering light and accurate. The whole car has an impressively tight and stable, well balanced feel.

THE FULL STORY LEYLAND P76

dition, temperature and fuel. A clock is included in one of the large dials and a trip-meter comes as standard.

Running full length under the dashboard is a long series of ventilation outlets together with dummy grilles which are obviously intended for the optional air conditioning.

Bucket seats — standard on the Level 3 cars which we drove — have non-adjustable squabs and the angle is just a little too upright for most drivers. However the seat does go back far enough for a comfortable driving position.

The steering wheel is a combination of good and bad. Good is the recessed area on the inside of the wheel which is clearly intended as a position to rest the thumbs, bad is the too sharp edge of the wheel which causes sore fingers and hands, even after a short while behind the wheel.

The ignition key slides into an easily reached and seen position just to the right of the steering column on the dashboard. Both V8 and six-cylinder engines start easily.

There is plenty of power in both cars. The V8, of course, feels especially strong but it was the six which really surprised us. It gets along easily and has very little of the time-lag which seems to affect most cars with relatively small engines when they are tied to an automatic transmission. Response is immediate and continues right through to over 80 mph.

Changes are very smooth, up and down, and the kickdown works superbly engaging a lower gear quickly and providing instantaneous acceleration. Change-up points are high, particularly on the V8, which feels relaxed and very smooth.

After looking at the specs we imagined the manual steering, with almost five turns lock to lock, would be unnecessarily low geared. But it is accurate and sharp enough for quick driving on twisty roads. The steering must be well damped for there is no road shock passed up through the steering column, rather unusual for a rack and pinion steering gear. When cornering hard the steering does go dead, another indication that it is fitted with a damper. At low speeds it is light and easy to park the car and tall drivers can see the tail to within two inches of the rear of the car.

Right from the first few yards it is a car which inspires the driver with confidence. He is initially aware of the wide track and the lack of body roll and then begins to realise the P76 has a ride which is remarkably good. With its long suspension travel it soaks up bumps and glides across all but the worst roads. Once we caught out the back suspension on a long series of ripples, when it hopped sideways a couple of inches, but certainly P76 seems to have achieved its design objectives in the suspension department.

The ride becomes even more impressive when the driver starts pushing the car along — it sits flat and feels incredibly stable. There is some understeer but nothing like the variety you find in the HQ Holden. In the V8 it can be completely eliminated by proper use of the accelerator. Response to back-off on the accelerator is good although, as if to prove the car's inherent stability, it hardly changes cornering attitude at all. So it is a safe handling car.

Braking, too, is excellent. The pedal has plenty of feel and pulls the car up straight without locking up any wheels. Pedal travel is short and the pedal is located at just the right height to be used in conjunction with the accelerator if you really want to have a go.

Wind noise is remarkably low — we had the cars up to 85 mph and there was only a slight hum from one of the rear windows to indicate that there was any impression of speed at all.

A short ride in the rear suggests the back seat ride might be even better than in the front. There was a greater impression of isolation from the road. There is plenty of room for three adults across the back seat and the bloke in the middle will find the cushion is well padded over the transmission tunnel although the pull down armrest in the squab is overly firm.

Only problem is that the cushion, which is very deep, is mounted too low and too flat to take full advantage of its size. If it were higher, especially at the front to provide more thigh support there would be very little to complain about.

The test cars were fitted with radial ply tyres and these probably contributed to the car's overall excellence on the road but they did introduce some road noise. The only other complaint we had about the car concerns the induction roar and exhaust noise on the V8 under hard acceleration. It might not be typical but it is harsh and noisy enough to detract from the overall quietness and refinement of the rest of the car.

Overall though, P76 seems to be a car with a great future. It seems sad that the tail is so ugly and out of character with the rest of the car.

Now it is up to the dealers, and Leyland, to make sure the car is sold and serviced adequately. On first acquaintance the product seems to be right.

Next month we hope to have a full road test of six and V8 versions to confirm these impressions. *

COMING EVENTS

- OCTOBER 30 LISMORE CAR SHOW
Four or five of our members will be showing their cars at the show. Feel like a Sunday drive? I hope one of them takes some pictures and writes a bit of a story!!!
- NOVEMBER 12 MORRIS MINOR CLUB - POKER RUN
Remember there will be no further newsletter before this event. Meeting at C.W.A. hall, Gregory Tce. at 8:30am. The day will end with a B-B-Q at Petrie so bring your gear.
- NOVEMBER 27 OBSERVATION RUN
Pat and Graham Rogerson are organising the event which will also end with a B-B-Q. Details later but the Barbie will be at Greenglades.
- DECEMBER 3 KIDS CHRISTMAS PARTY
As per last year, Wynnum Beach is the go. Details next newsletter.
- DECEMBER 9 ADULTS CHRISTMAS PARTY
To be confirmed, at this stage the Flying Nun is the venue at Spring Hill. We will require a deposit of \$5 (each) by our next meeting (Nov 9) so we can book numbers. Should be a top night with Italian Food. Cost to members will be \$8 per head plus drinks. Drinks will be on a dry till so we will be putting money in or charging something per head? Get in early as we must limit this night to the first fifty.

WANTED TO BUY

NEW RIGHT AND LEFT HAND FRONT DOOR RUBBERS

NEW BOOT LID RUBBER

Contact Ray Ward (07) 287 1728

URGENT!!

ALL MEMBERS MUST SEND IN THEIR APPLICATIONS TO BE A MEMBER OF
"THE QUEENSLAND P76 OWNER'S CLUB INC."

DO IT!!!



Attention Service Manager

SERVICE BULLETIN

TECHNICAL

C 40/73

EXP. 32

P.S. -

F.O. 37

11.12.1973.

Sighted by

DOOR GLASS GUIDE REFITTING AND USE OF APPROVED ADHESIVES P76 SALOON

METHOD :

1. Remove the residual adhesive from the glass and stainless steel guide (if refitting original) by scraping with a chisel and then swabbing finally with a cloth moistened with (non-oily) acetone or methylated spirits.
2. Abrade surface (which is to be bonded) of stainless steel guide with 320 grit silicon carbide paper to produce a flat surface with a "keyed" finish and minimum gap between guide and glass.
3. Thoroughly degrease the glass and guide with methylated spirits or non oily acetone.
4. Accurately mark the position of the guide on the glass with crayon. See sketch.
5. Apply the approved adhesive (refer "APPROVED ADHESIVES" below) in accordance with the manufacturers instructions to the guide and place the guide on the glass in the correct position. Lightly clamp to hold the parts together while the adhesive cures for a minimum of 24 hours for epoxy type adhesive and 2 hours for polyester anaerobic adhesives.

NOTE: Although maximum strength is not developed until several days after bonding, drop glasses may be carefully reassembled to the vehicle after minimum curing time.

APPROVED ADHESIVES.

A) Polyester Anaerobic Type

Loctite 317 or 312 is available in 250 cc containers from Bearing Service Company. or their agents.

A primer is necessary and parts must be controlled to achieve a minimum clearance between guide and glass.

Max gap for Loctite 312 is 0.003"

Max gap for Loctite 317 is 0.015"

N.B. Follow manufactureres instructions.

B) Epoxy Two Part Adhesives

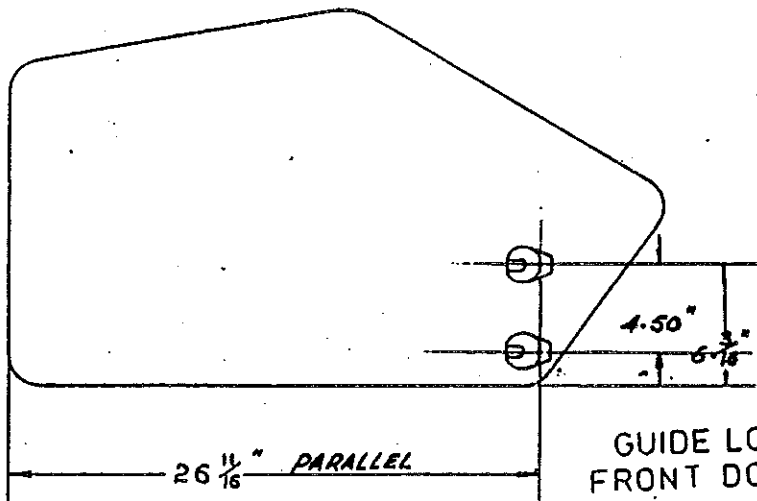
Araldite in fluid ounce packs at Sellys Handyman Bars.

Note that the faster curing epoxy adhesives are not approved.

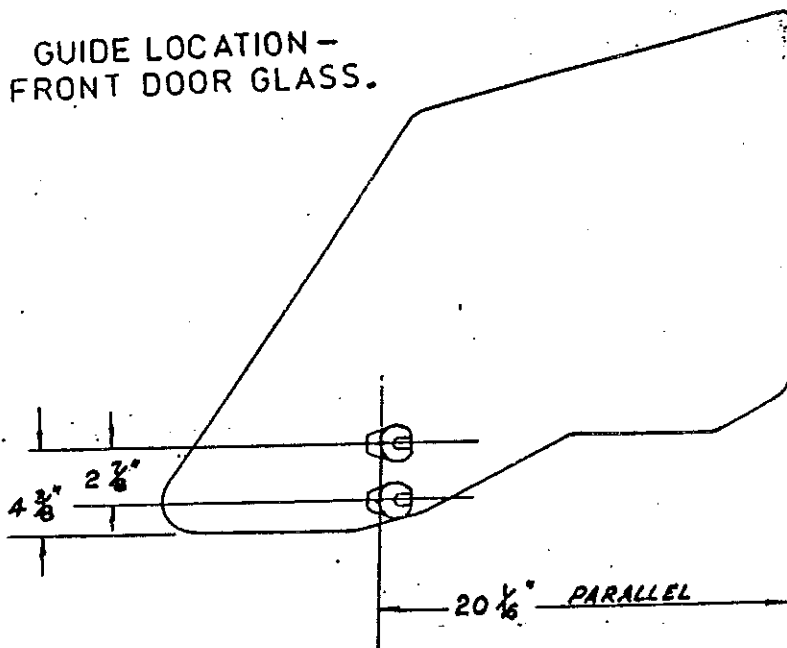
Max gap for required bond strength is 0.020".

N.B. Follow manufacturers instructions.

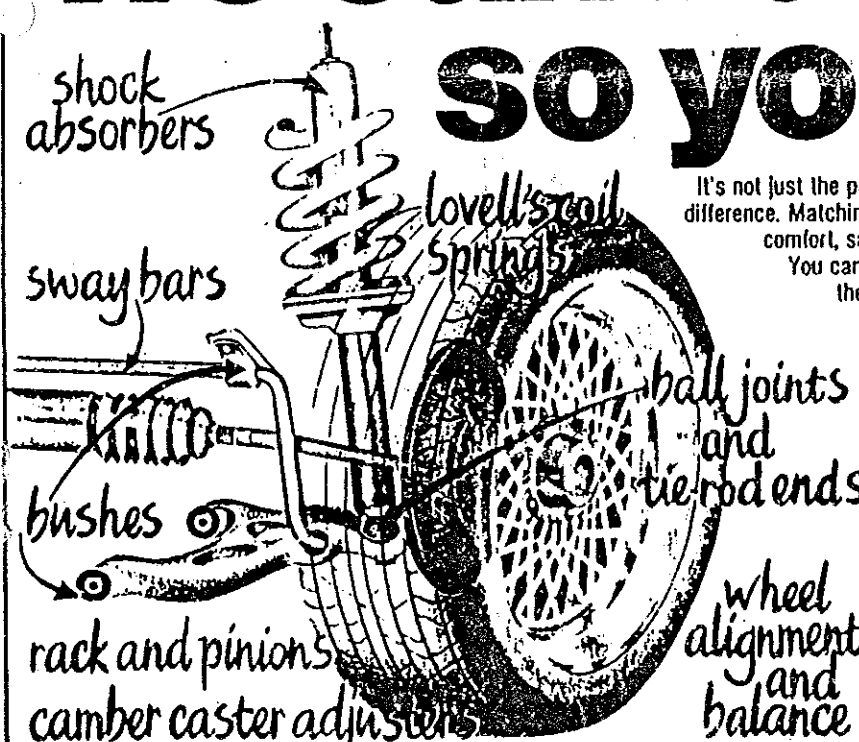
GUIDE LOCATION -
REAR DOOR GLASS.



GUIDE LOCATION -
FRONT DOOR GLASS.



We can handle it so you can.



It's not just the parts, it's the Fulcrum experience that makes the real difference. Matching the perfect components to maximise performance, comfort, safety, reliability... that's the real appeal of Fulcrum. You can't afford to take risks; because after the suspension, there's nothing else left to keep you safely on the road.

SALES, SERVICE AND WAREHOUSE
8 Evesham Street, Moorooka. 4105

Ph (07) 892 2647

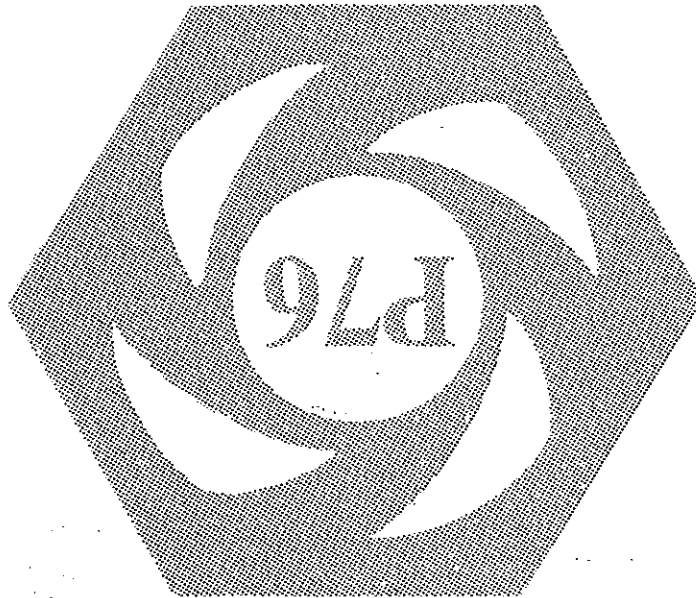
Also at: 23 Nundah Street, Nundah. 4012

Ph (07) 268 6788

and 70 Ingham Road, Townsville. 4810

Ph (077) 72 6144





Sender 5 Turana St., The Gap 4061

Queensland

Queensland P76 Owners Club
Newsletter



Owners Club



PAVE ON POSTAGE

STAND
ENV



Sue Green
9 Apsley Place,
Taren Point
N.S.W. 2229