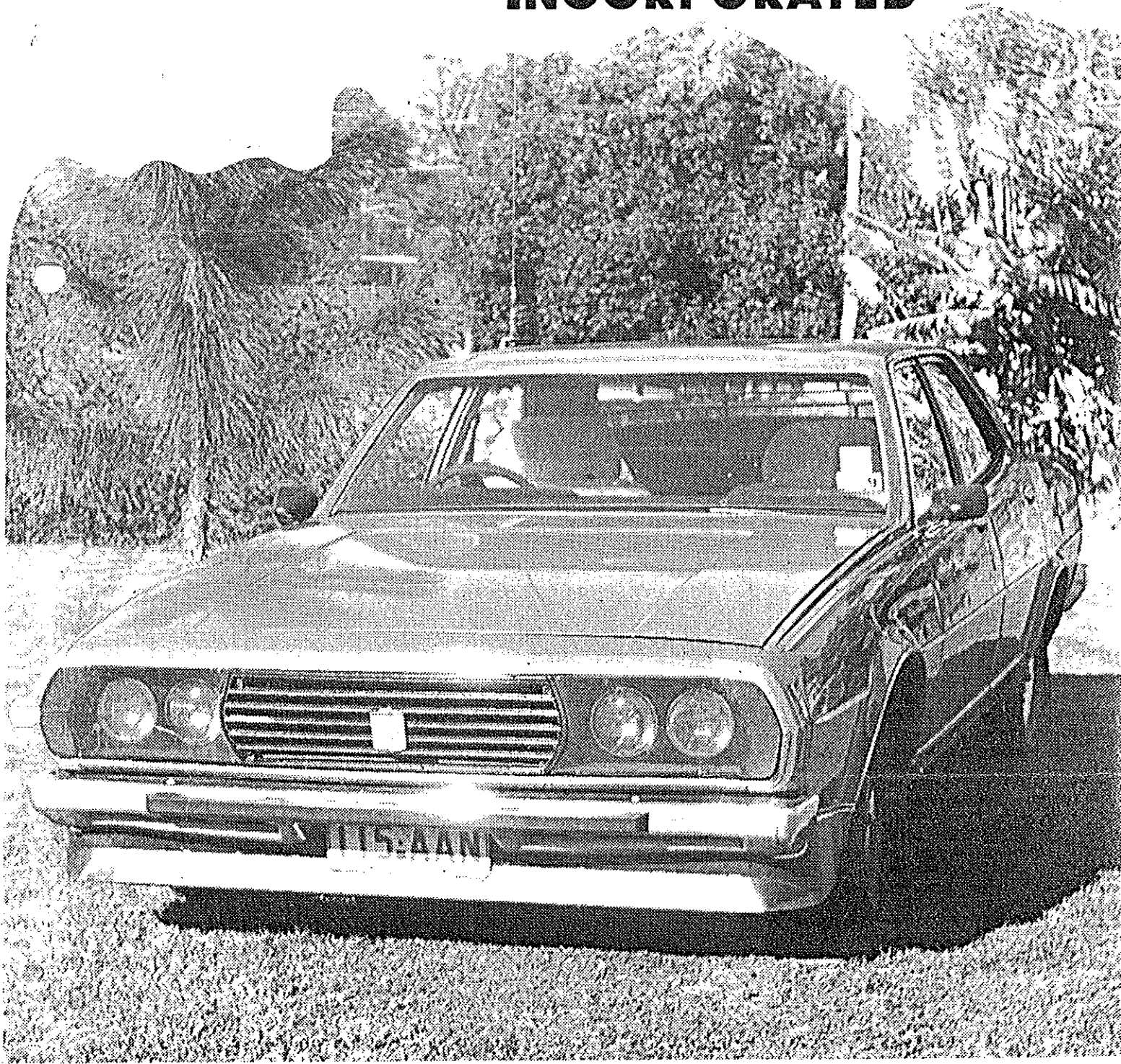
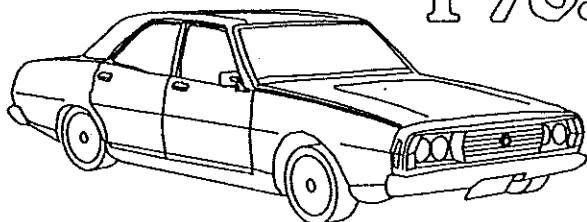


QUEENSLAND P76 OWNERS CLUB INCORPORATED



P76. Anything but average



APRIL 1991

CLUB INFORMATION PAGE

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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 notice.

GENERAL MEETINGS

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

TIME 7:30 pm

VENUE

Norman Park Uniting Church hall. Corner of Bennetts Rd and McIllwraith Av.

NORMAN PARK.

(at the round-a-bout)

DATES

August	8th	'90
September	12th	'90
October	10th	'90
November	14th	'90
December	--NONE--	
January	9th	'91
February	13th	'91
March	13th	'91
April	10th	'91
May	8th	'91
June	12th	'91

- - -
Annual General Meeting
July 10th '91
- - -

CLUB OUTINGS

Various activities are organised by the club's 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 allocation

- attend meeting	1 point
- raffle donation	1 point
- organize event	4 points
- attend event	2 points
- win event	1 point

Editorial

Sorry guys, not too much to say this time as I had to spend a bit of time writing out two lots of minutes.

This month you will find two pages copied from the workshop manual covering chassis alignment as well a page on chassis/engine identification. The later has appeared a number of times before, but to the benifit of our newer members, I have included it again. Also a short article from the Sydney mag by Phil Crowther. Please make sure you can come along to the up-coming events. If your new to the club or we haven't seen you for a while, how about coming along so we can get to know you better, and maybe we can all swap some new ideas !

Happy reading and keep on P'ing on, you bunch of P-nuts.

Dates For Your Diary

Sunday 28th April. Mark and Julie have organised an observation run to the North Pine Country Markets, where our cars will be on public display. Last time we created a lot of interest. This time the display has been advertised in the local paper and also advertised at the markets. We would like a good showing of our cars so please make the trip and show up for a fun day with plenty to look at. The recently opened steam museum is fascinating. The weather lately has been fantastic so come along to a ripper outing and support your club. Meet at the Albany Creek Shopping centre (next to tavern) at 9:15am with the first car leaving on the obs run at 9:30 sharp. The observation run will lead us to a rendezvous point where we will regroup and travel into the markets in convoy. Please come and help make the day a success.

Wednesday 8th May. 6:30pm Meeting followed by the "Magical Mystery Tour". See big ad elsewhere in this edition.

Sunday 26th May. North Coast Tour. Neil Davidson has organised a great outing for us all to participate in. We will be meeting at the Aspley Hypermarket at 9:00am to leave no later than 9:10, then travelling to the Mobil servo at Forest Glen (5km beyond Ettomogah pub) and linking up with North Coasteners at 10:00am. From there we will travel via Buderim to the Mooloolabah Wharf where we will stop for about 1.5 hours and you may visit Underwater World if you like. We will then travel to Cotton Tree (arrive midday) where we can have a BBQ lunch (shops there as well) and Lindsay Stone has offered the use of his sailboard for people who want to have a go, in the calm waters of course. After that Neil intends taking us up to Noosa then home via Cooroy to complete the round trip. What a marvelous day it is shaping up to be.

Minutes of the Meeting held on the 13th March 1990
=====

Appologies : T. Swan, E. Ward

Mr. Jack Day, from Chapel Hill, was welcomed as a new member

K. Nicholson moved the minutes from the previous meeting (February) be taken as read from the Feb. magazine. Seconded Julie Elms.

Business arising : nil

Correspondance IN : Mags from SA,HV,Sydney & Canberra.

Treasurers Report : Books at accountant for Audit.

Accounts for payment : Trophies, Justice Dept., Postage, Direct Sings, Mag Wheel Crs, Police driver training day, PO Box. Moved accounts be payed by B. Shaw, seconded by M. Pickering.

General Business.

1. Canberra Club request of extra \$65 for louvres. Moved I. Ward, seconded K. Nicholson.
2. Membership stickers to new members are free, \$3 otherwise (i.e. extras)
3. R. Ward and M. Pickering gave a short report on the driver training day at the police complex at Mt. Cotton. Highly recommended.
4. K. Nicholson showed the polyurethane(?) mag wheel centres, Targa shape, available for \$4 each.
5. Port Labels - \$8
6. J. O'Sullivan reported that metal wheel centres could be made for \$58 each for ten, down to \$45 each for 30.
7. Radiator filters \$24 - Slacks Creek Radiators.
8. Car Bra - \$120
9. March outing - as per mag.
10. Adelaide nat. meet. Club authorised to spend \$500 on parts etc. Moved K. Nicholson, seconded B. Shaw.
11. Water pump reconditioning - see R. Armstrong.
12. Gasket sets \$85 (top & bottom)
13. Mark & Julie Elms organising outing to North Pine Country Markets. see mag.
14. Wanted - Targa Mags for P. Rose.

Minutes of the Meeting held on Wednesday 10th April 1991.

=====

Meeting opened by Vice President Ray Ward at 7:44pm, in the absence of President Col Murray. Mark Pickering (who can't even spell his own name and doesn't want to put liquid paper over the computer screen) to take Minutes in the absence of Del Murray.

Minutes of the previous meeting. Neil Lyons moved an adjournment of the consideration of the minutes of the March meeting until the May Meeting, due to their unavailability. Seconded Mark Pickering.

Business arising from the previous Minutes. Neil Lyons moved an adjournment of the Business arising to the May meeting. Seconded Ray Ward.

Inward Correspondence. Ltr re White pages BOLD advertising.

Treasurer's Report. Treasurers books still with the Accountant for the Audit. Expenditure for the month \$1086.70. Revenue for the month \$192. Small items for sale that have been brought back from Adelaide. Moved B.Shaw, seconded J.Day.

Ray Ward moved a vote of thanks for all those members who turned up to the Driver Training day at Mt. Cotton.

General Business.

1. Mark Pickering appologised for the late arrival of the March Magazine.
2. Mark Pickering reported that at the last outing no one else turned up, so all he could do was to drive up the road and drool over a brand new \$63,000 Group A Commodore. (Cost a bit more than a P!!).
3. Outings as per Magazine.
4. Brett Shaw gave a very favourable report on the Easter National Meeting organised by South Oz Club. Sydney Club will be organising the next National Meet in 1993 (20th anniversary of the P76). Ian Ward gave a brief report on the committees' meeting.
5. Neil Lyons reminded everyone present of the Night run to held after the May meeting. - See Mag. 6:30 start for meeting !!
6. Items for sale/wanted as per the magazine.
7. Kon Klek reported on an article about Brake pads and how a local product had been tested to be far superior in all aspects. About \$107 for a 4 pair set (front & rear disks). Have been tested on police pursuit cars in Sydney and last 5-6 times longer. Agent is in Daisy Hill.
8. New member Lindsay Sone was welcomed to the meeting. Lindsay asked where he might be able to get vinyl upholstery to recover some seats. Members informed that you can get a pretty good match with current vinyls.
9. The usual debate about extractors and the virtues of 4-2-1 cf 4-1 once again took place.
10. Mark Pickering asked about putting a better clutch in as he believed the stock pressure plate not up to the task. Kon Klek told the meeting that a guy at Italia Spares (Buranda) will be able to fit up a good pressure plate, to take say 300hp, to your flywheel for around \$200 (use orig. clutch plate).
11. R. Ward asked who to contact regarding the use of the old Bris. Airport runway for events etc. The meeting was told that the Fed. Department of Admin Services may be a contact.
12. Lindsay Stone raised the question about producing a technical directory. This would be for mods etc, rather than a straight replacment parts listing. Lindsay offered to co-ordinate such an effort.
13. Neil Davidson breifly told the meeting how he had replaced the top universal joint in the intermediate steering shaft. Neil said you could use a crucifix from a holden shaft and fit this to the Leyland shaft.
14. On the subject of trailing arm bush replacements (urethane), Ray Ward told the meeting that Fulcrums were waiting for somebody who has had some fitted so they can check to see if the urethane was standing up to the task.
15. The Vice-President closed the meeting at 8:45pm.

For Sale

Green V8 exec with aftermarket air. Seats have been retrimmed. Little rust, goes well. \$2,500. Contact Neil Davidson (074) 46-7308.

Nutmeg V8 Exec. Newly repainted and engine reco. Goes well, drives nicely (dont they all ? ed.). Phone Peter Gill 350-2163.

Wanted

V8 Flywheel - contact Kon Kelk 824-2260

Integrated Air (factory type) set up, compressor, pully, fascia panel etc. Contact Mark Pickering 285-6186 (home) or 833-0798 (work).

Magical Mystery Tour !

NIGHT OBSERVATION RUN :-

**Immediately following the
Club Meeting on the evening
of Wednesday, 8th May, 1991,
commencing at approximately
7:30 p.m.**

**Please note that the May 8th Club Meeting
will commence at 6:30 p.m. rather than
7:30 p.m., at the usual place.**

**Bring a U.B.D., pen, paper, and a flashlight,
and have a ton of fun!**

**The run will last for approximately one to
one-and-a-half hours, and will end up at
an appropriate watering hole. This is a
Trophy Event, so if you haven't got one
of the ugly things gracing your mantel-
piece, have a go!**



THE RULES OF BEDROOM GOLF

1. Each player shall furnish his own equipment for play - normally one club and two balls.
2. Play on a course must be approved by the owner of the hole.
3. Unlike outdoor golf, the object is to put the club in the hole and keep the balls out of the hole.
4. For most effective play, the club should have a firm shaft. Course owners are permitted to check shaft stiffness before play begins.
5. Course owners reserve the right to restrict club length to avoid damage to the hole.
6. The object of the game is to take as many strokes as necessary until the course owner is satisfied that the play is complete. Failure to do so may result in being denied permission to play the course again.
7. It is considered bad form to begin playing the hole immediately upon arrival at the course. The experienced player will normally take time to admire the entire course, with special attention to the well formed bunkers.
8. Players are cautioned not to mention other courses they have played, or are currently playing, to the owner of the course being played. Upset course owners have been known to damage player's equipment for this reason.
9. Players are encouraged to bring proper rain gear for their own protection.
10. Players should assure themselves that their match has been properly scheduled, particularly when a new course is being played for the first time. Previous players have been known to become irate if they discover someone else playing on what they consider to be a private course.
11. Players should not assume a course is in shape for play at all times. Some players may be embarrassed if they find the course to be temporarily under repair. Players are advised to be extremely tactful in this situation. More advanced players will find alternative means of play when this is the case.
12. The course owner is responsible for the manicuring and pruning of the bush around the hole to allow for improved viewing of, alignment with, and approach to the hole.
13. Players are advised to obtain the course owners permission before attempting to play the back nine.
14. Slow play is encouraged. However, players should be prepared to proceed at a quicker pace, at least temporarily, at the course owners request.
15. It is considered outstanding performance, time permitting, to play the same hole several times in one match.
16. The course owner will be the sole judge of who is the best player.

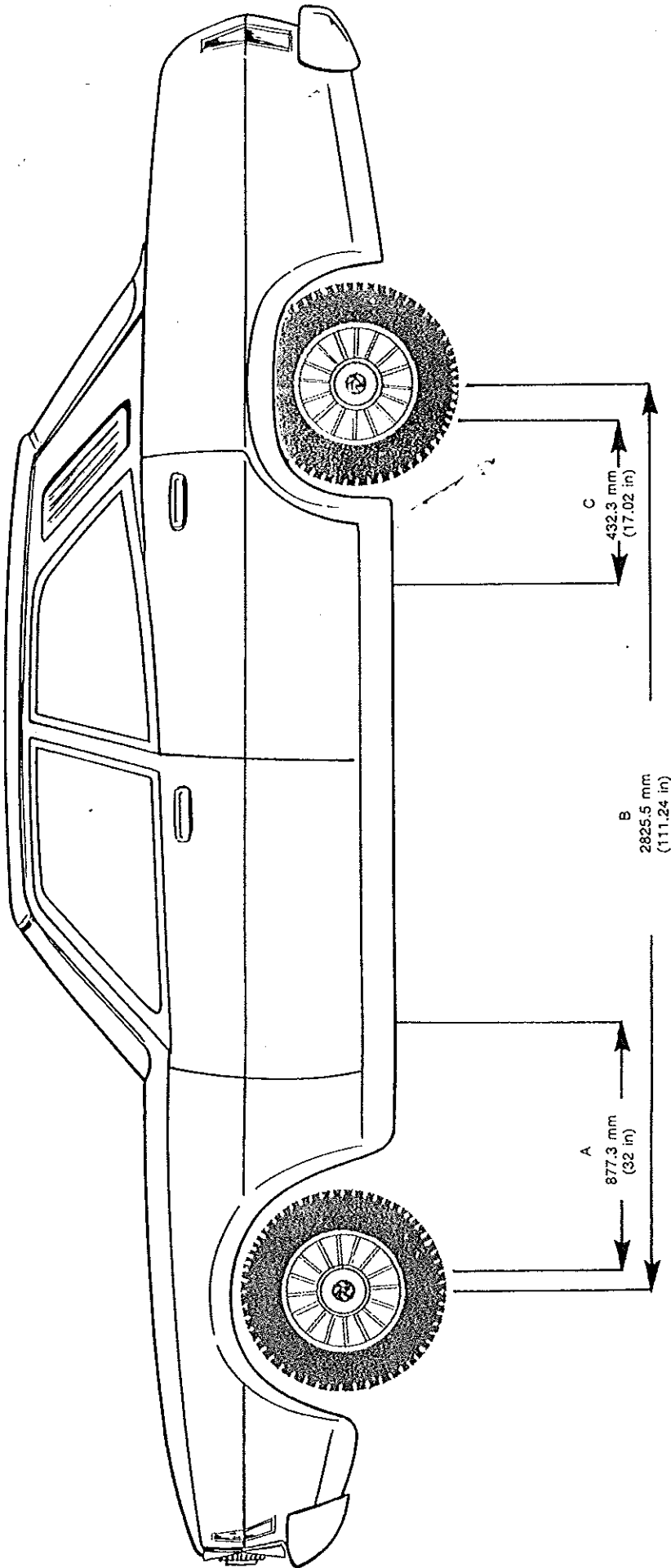
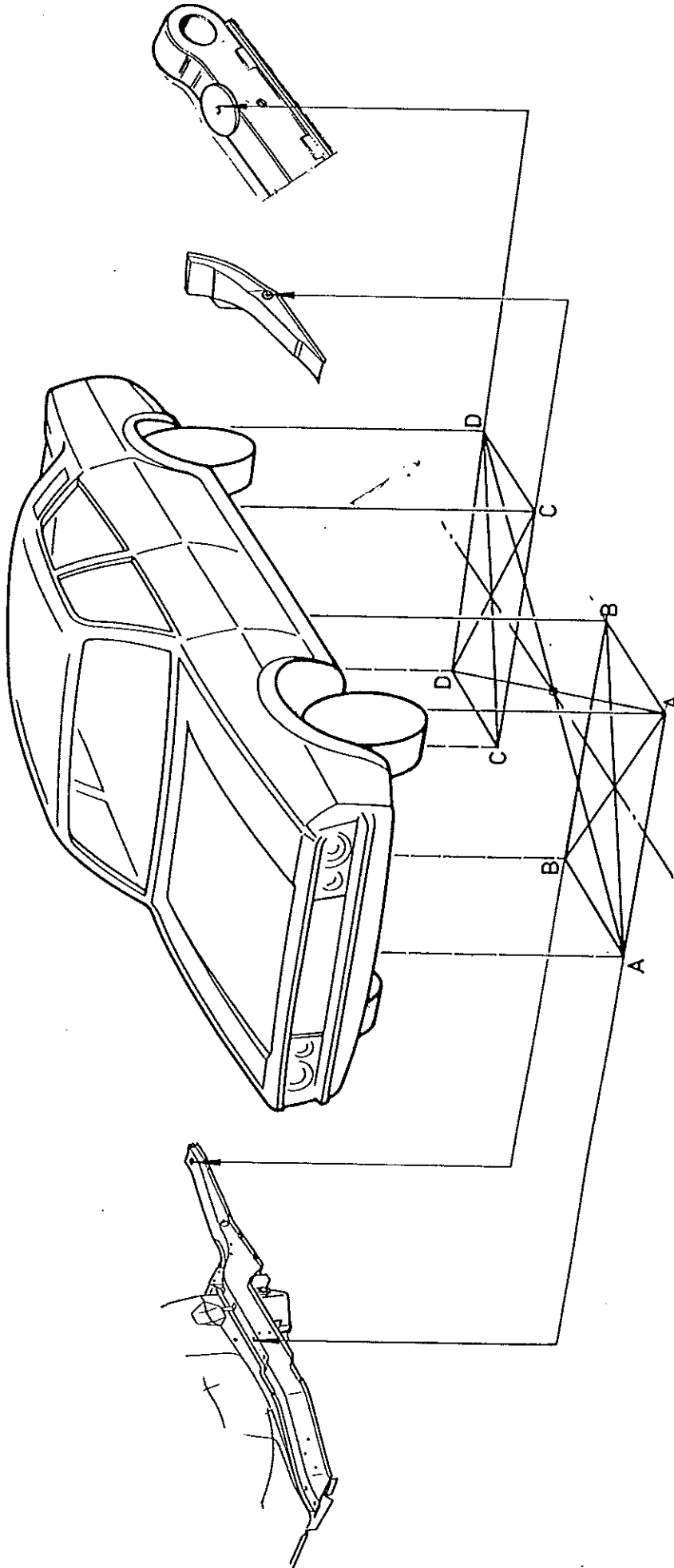


Fig. U-27

VERTICAL ALIGNMENT

BODY ALIGNMENT DIMENSIONS



A-A
Bottom face of valance
and cross member — rear
hole 812.8 mm (32.00 in)

B-B
Reinforcing longitudinal
member — outside of
metal 590.3 mm (23.24 in)

C-C
Lower suspension link
support — inside of
metal 843.3 mm (33.20 in)

D-D
Rear spring
seat platform
1096.26 mm (43.16 in)

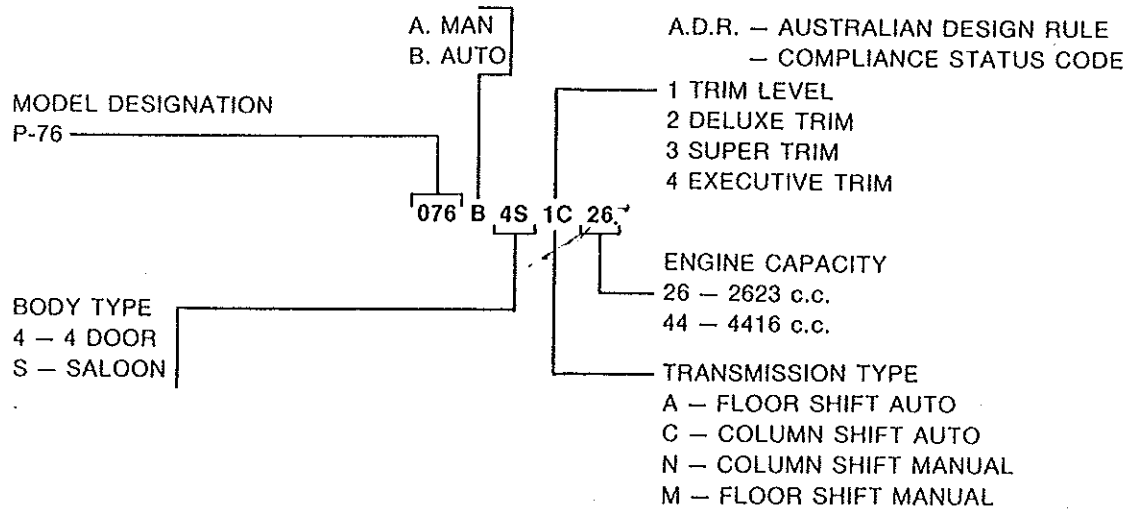
Fig. U-26

HORIZONTAL ALIGNMENT

VEHICLE CODE

BODY CODE NUMBERING SYSTEM

The first three digits will designate the model the fourth digit is compliance status code. The fifth and sixth digits denote the body type — the number of doors and style, digit number seven indicates the quality level, the eighth digit the transmission type, and the last two indicate the engine capacity.



6 CYLINDER ENGINE — CAPACITY 2.623 LITRES

VERSION	NAME	TYPE	BODY OR CAR SERIAL NUMBER	ENGINE NUMBER	
				PREFIX	SERIAL No.
Column Shift Automatic	Leyland	076X4S1C26	1001	2600	1001
Column Shift Manual	Leyland	076X4S1N26	1001	2601	1001
Column Shift Automatic	Deluxe	076X4S2C26	1001	2600	1001
Floor Shift Manual — 4 Speed	Deluxe	076X4S2M26	1001	2603	1001
Column Shift Manual	Deluxe	076X4S2N26	1001	2601	1001
Floor Shift Automatic	Super	076X4S3A26	1001	2600	1001
Column Shift Automatic	Super	076X4S3C26	1001	2600	1001
Floor Shift Manual — 4 Speed	Super	076X4S3M26	1001	2603	1001

8 CYLINDER ENGINE — CAPACITY 4.416 LITRES

VERSION	NAME	TYPE	BODY OR CAR SERIAL NUMBER	ENGINE NUMBER				
				PREFIX STANDARD	PREFIX WITH P.S.	PREFIX WITH A.C.	PREFIX WITH P.S. & A.C.	SERIAL No.
Column Shift Automatic	Deluxe	076X4S2C44	1001	4400	4404	4408	4412	1001
Floor Shift Manual — 4 Speed	Deluxe	076X4S2M44	1001	4401	4406	4409	4413	1001
Column Shift Manual	Deluxe	076X4S2N44	1001	4402	4407	4410	4414	1001
Floor Shift Automatic	Super	076X4S3A44	1001	4400	4404	4408	4412	1001
Column Shift Automatic	Super	076X4S3C44	1001	4400	4404	4408	4412	1001
Floor Shift Manual — 4 Speed	Super	076X4S3M44	1001	4401	4406	4409	4413	1001
Floor Shift Automatic	Executive	076X4S4A44	1001	—	4404	—	4412	1001

ABBREVIATIONS P.S. — POWER STEERING; A.C. — AIR CONDITIONING

A few years ago I was touring the Myall Lakes area in my V8 P, when I noticed that the engine seemed to be getting a bit hot. I thought that was a bit strange, because I knew the hoses were all in good condition and the car had recently been fitted with a new radiator core, because the previous owner had never bothered to use Glycol in the cooling system and that had clogged up the old radiator.

Stopping by the roadside, I carefully removed the radiator cap and shock and horror, there's no water in the radiator! I always carry a few spare litres in the boot, so I slowly pour in my reserve supply and I'm not amused to see the water splashing on the ground under the sump. Further investigation shows that the engine is missing a welsh plug, so it looks like we may be stuck here, and it's about twelve miles to the next garage. Typically, where I'm stopped is an unsealed back road and we've waited an hour without luck for a car to come past.

Question time: I don't want to sit here all day, so how do I get the car mobile again? Answer: Take one piece of old hacksaw blade lying in the boot and locate one young pine tree growing beside the lake. Using hacksaw, saw tree down and then cut a six inch length from the thickest part of the trunk. Use the hacksaw blade to strip the bark off the "dowel", then cut a 2" slice from the length and using a Mr Juicy plastic bottle top found on the roadside as a circular template, cut and trim the 2" slice until it looks like a tapered plug. Using a lump of local rock as a hammer, knock a self tapper screw into the centre of the plug and tie a bit of scrap wire to it, as a safety line. Then, using the same bit of local rock, and another piece of the tree trunk as a drive, place the plug against the block and drive it home. Using old pliers I tighten the self tapper and it seems to expand the plug as it screws in.

Next, make about twenty trips down to the lake with the empty spare water container, and thus, slowly we refill the cooling system. I start the motor and let it idle for a few minutes, topping up as the bubbles come through, and then I pack away the tools, (rusty pliers, broken hacksaw blade and lump of local rock) and head off to the nearest service station where they don't have any 1½" welsh plugs, so the Bodgie Bros welsh plug gets me home.

This may sound like a silly story, but it happened to me back in 1980. Ask yourself how would you have got mobile again if it had been you?

I mentioned the eccentric sometimes takes on an unusual value. If you had been a punter at the time it might have been smart to have purchased half a dozen or so Leyland P76s, the car which got everyone laughing in this country and which caused one of our respectable manufacturers to collapse. I guess some models, the Targa for instance, were not all that God awful and a respectable one today would be interesting. If it didn't appreciate in value it would at least give some reasonable motoring.



This is a snippet from an article that appeared in "Australian Investment" (February 1990)

AUSSIE CARS

Often thought of as 'Australia's Edsel', the boldly conceived P76 was a monumental failure.

It was launched to boost the ailing Leyland Motor Corporation of Australia (formerly BMC Australia and British Leyland Motor Corporation of Australia Ltd) but instead hastened the demise of the company's local manufacturing operations.

The P76 (named after its original drawing board number) was a completely new sedan designed as a 'European flavoured' competitor for Holden, Falcon and Valiant.

Styled by Michelotti in Italy and designed by Leyland engineers in Sydney, the P76 was conventionally engineered. The standard model had a six-cylinder engine of 2.6 litres but an optional 4.4-litre V-8 was available. Based on the Rover 3.5 unit, the locally made V-8 developed 144 kW, making the P76 one of the most powerful family cars of its day.

The car's unusual wedge-shaped body incorporated a luggage compartment so large it could take a 200 litre oil drum. The P76 had an overall length of 4.88 metres and a weight exceeding 1200 kg. Rack-and-pinion steering and front-wheel disc brakes were fitted.

Launched in June 1973, after dozens of false starts and hiccups, the P76 quickly gained a reputation for poor quality control. Furthermore it was launched at a time when smaller cars were becoming fashionable.

By late 1974 Leyland found itself in desperate financial trouble and was forced to withdraw from local manufacturing. The company sold its vast Zetland plant to the Australian Government but carried on some car assembly work (mainly Minis, Mokes and Land Rovers) at Enfield.

A coupe version of the P76, called Force 7, was ready for production when Leyland's local manufacturing operations collapsed (see '1974 Leyland Force 7' entry). A P76 station wagon, designed earlier, had been shelved. □

Leyland's Force 7 nearly became the first locally designed hatchback on the Australian market.

But by the time the first models were coming off the production line, Leyland Australia was in terrible financial trouble.

Many people believed the new two-door Leyland had the potential for success but the company closed its Australian manufacturing operations before a single Force 7 was sold.

The Force 7 was based on the Leyland P76 and shared the same wheelbase, floor plan and mechanical components. The overall length however, was chopped by 23 cm without reducing the interior room. The rear seat folded to reveal an area big enough for two adults to sleep.

Initially the Force 7 was to be sold only with the P76 4.4-litre alloy V-8, but the P76's 'six' would probably have been available later as an option.

An upmarket 'Tour de Force' version was to be offered with air-conditioning, stereo sound, power steering and automatic transmission.

Though the styling of the Force 7 was in some ways similar to the P76, they shared no common body panels.

When Leyland was forced to shut down its manufacturing operations late in 1974, many partially built Force 7s were destroyed. Nine complete cars survived and were auctioned.

After 1974, Leyland Australia concentrated on importing a range of luxury cars, mainly Jaguar, Rover and Triumph and later Range Rover. In March 1983 Leyland Australia changed its name to JRA Limited. By 1986 JRA was one of Australia's most financially successful car companies. □

5th April 91.

P76 Owners Outraged !!!!!!!!!!!

Car slams fence after police chase

By SANDRA GODWIN

A HIGH-SPEED police chase ended abruptly last night when a sedan ploughed into the front yard of a Walker Street home after its driver lost control.

A Bundaberg police spokesman said the driver of the green Leyland sedan lost control at the roundabout at the Walker-Branyan streets intersection about 5.45pm.

Police had pursued the sedan at high speeds along Elliott Heads Road, F E Walker Street and Walker Street before it crashed into the concrete fence.

House owner Mrs June Jacobsen's grand-daughter Miss Rachelle Pashley had been watching television when she heard the sound of approaching sirens.

"I started to walk out the front to see what it was and I heard a loud bang," she said.

"I was just near the front door and I saw glass and bricks flying through the air. A brick hit the side wall and knocked a piece out of it."

Miss Pashley said the smash had given her "a bit of a fright".

Amazed bystanders estimated the speed of the vehicle at 160kmh as it darted along Walker Street.

Mrs Jacobsen's next door neighbours breathed a sigh of relief because "a young bloke" ran his car through their fence about three months ago, and they had just finished erecting their new brick wall.

The driver was taken by ambulance to the Bundaberg Base Hospital with whiplash and suspected head injuries.

A hospital spokesman said the man had been admitted to hospital for observation overnight and was in a stable condition.

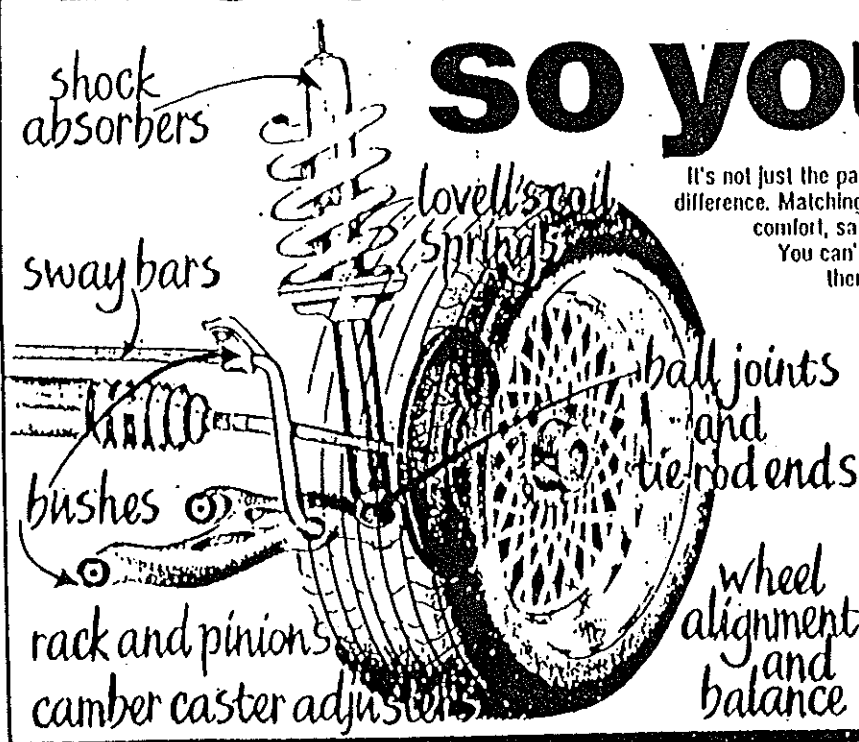
Police expected to question him today.



A FIRE brigade officer inspects a vehicle for fuel danger as ambulance and police officers attend the injured driver after a police chase yesterday evening ended when the car rammed a concrete fence, sending blocks flying for several metres. Picture by Senior Constable Steve Lancaster

Thanks to Pam Morton for sending me this snippet.

We can handle it so you can.

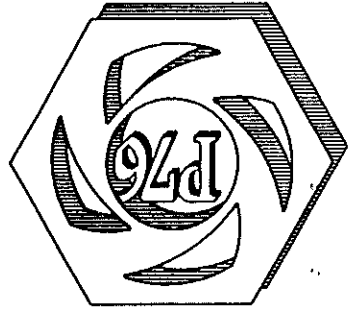


It's not just the parts, it's the Fulcrum experience that makes the real difference. Matching the perfect components to maximise performance, comfort, safety, reliability... that's the real appeal of Fulcrum. You can't afford to take risks, because after the suspension, there's nothing else left to keep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

SALES, SERVICE AND WAREHOUSE
8 Evesham Street, Moorooka. 4105
Ph (07) 892 2647

Also at: 23 Nurdah Street, Nurdah. 4012
Ph (07) 266 6788
and 70 Ingham Road, Townsville. 4810
Ph (077) 72 6144





Old P76 Owners Club
(Incorporated) Newsletter

SENDER:

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