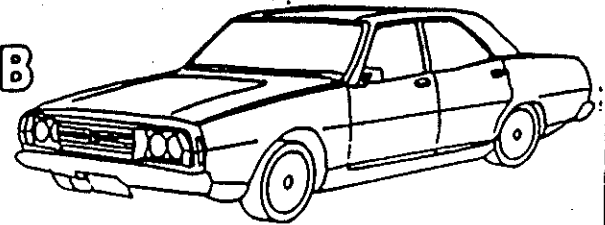


QUEENSLAND P76 OWNERS CLUB INCORPORATED

P.O. BOX 343
CARINA 4152



December 1992

Last Month we had a day out to Ipswich, organised by Allan Schutz and Mary-Anne

We met at The Shell Service Station at Gailes. When Gray and I arrived we were greeted by The Humphreys, who reckoned they had started out at the crack of dawn.

Shortly after Allan and Mary-Anne arrived, We followed them to the train museum at Redbank, Alas this was closed, as the trains are being relocated in Ipswich, but we were able to see most of the exhibits through the wire fence.

then on to Swanbank. The wrong weekend for a steam train ride. We stopped at the Picnic area for morning tea, and then on into Ipswich where we stopped to look at the unit Allan has for rent, After this we went to the highest point and climbed the water tower for a panoramic view of the surrounding area. Our next stop was Limestone Park for a Bar B Q Lunch. Gray and I had to leave after this, but Allan escorted the Humphreys back to his place, for a look at all his P-bodies etc.

Dec 5th

Christmas break up and Trophy Presentation at The Keg Kedron

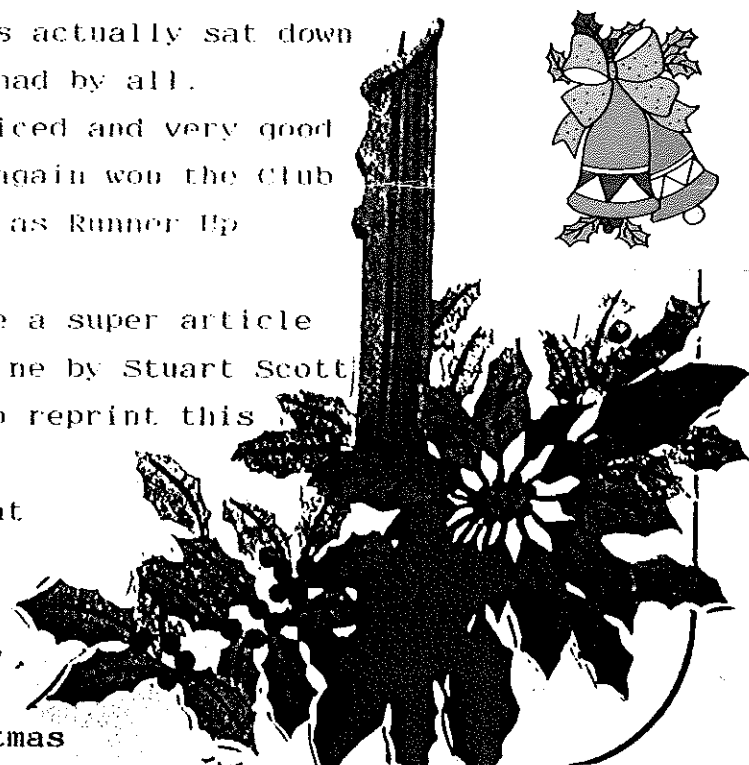
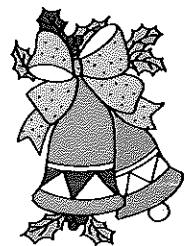
We started off in the bar at 8-15pm with 6 of us, Then the numbers kept growing. Fourteen members actually sat down to dinner, and a very good night was had by all.

The meal at The Keg was reasonably priced and very good value for money. Graham Rogerson once again won the Club Member of the year, with Allan Schutz as Runner Up. Congratulations fellas.

In this months magazine we have a super article written for the RACQ Road Ahead magazine by Stuart Scott. Many thanks to RACQ for allowing us to reprint this report.

I have just received word fro S.A. that Rear Louvres will be started in early February. So we will contact all interested parties when they are ready.

Wishing you all a Merry Christmas
and Happy New Year



MINUTES of the Meeting held on 11th November 1992

The Vice President opened the Meeting at 7.55 pm.

APOLOGIES : H Probst and M Erickson.

MINUTES : Minutes of the previous Meeting were read by the Vice President and accepted P. Rogerson seconded N. Lyons.

INCOMING CORRESPONDENCE : P76 club Magazines received from WA, VIC, Canberra Sydney, Hunter Valley and NZ.

- Assoc. of Motoring Club, minutes of meeting.
- 3 members renewal
- 1 new membership (D. Pearson from Nambour)
- letter from Vanguard Triumph Car Components Lilydale Vic. Owned by Mr Ros() Verslave, they have purchased Springvale Mini Bits.
- received application from L. Stone for Helensburgh. - to be forwarded on.

OUTGOING CORRESPONDENCE : nil

TREASURERS REPORT : not available at meeting.

BUSINESS ARISING : the purchase of the Leyland Spares was not to be, the cheque for \$200 has been returned to the President. Secretary to follow up to see if spares are still available.

- G. Rogerson advised that other spares are available for purchase - to follow up.
- Shed for Spares, 10 x 19 feet at \$524 from The Big Shed - Victa/Treco Stockist (02) 789-0222. It was resolved that the purchase of the Shed will not proceed at this time as no spares have been procured.
- Louvres, the Secretary phoned the SA Club to confirm our order of ten, however only orders for Qty. 36 had been received and further orders will be sought. Awaiting notification if manufacture will proceed. ()

GENERAL BUSINESS : future outings were resolved see mag. note that the 2 door P76 will be participating in the hill climb on 5th December.

- Trophies, Pat has resolved Trophies to be issued.
- Photocopy of Magazines, as our current facilities have ceased it was resolved that \$25 per month be paid to P. Rogerson to print the Monthly Magazines. moved N. Lyons and seconded A. Schutz.
- Secretary, it was approved that the Secretary be paid \$50 to be used for administration costs and for which receipts are to be recorded.
- General Discussion on Auto and Manual Gearboxes including electric o/drive A. Schutz Auto Gearbox has had its day 200,000 Kms.
- Model P76, A Schutz and N Humphries have purchased a model from a local supplier at \$120 each.

MEETING CLOSED : at 9.40 pm.

Blind faith

Haroon Probst is a young Queensland mechanic who is a car enthusiast with a difference.

For starters, he loves the Leyland P-76, that colossal failure of the seventies car scene.

Then there's the fact that he's been blind since birth.

So he's never actually seen a car, though his fingertips and the palms of his hands let him "see" every line, to gauge the contours and the quality of the finish, to identify what's what beneath the bonnet.

"It shocks a lot of people at first, to hear that someone who's blind is a mechanic," he says with a grin.

Leyland P-76 Club of Queensland vice-president Neil Lyons said: "Haroon is simply a remarkable individual. It's amazing to watch him working on a car — I don't know how he can do it."

But Haroon, armed with a healthy sense of humour as well as his passion for cars, says there's nothing to it.

"I believe that things become a handicap only if you let them be a handicap," he said.

My father was a mechanic, and I idolised him and was fascinated by his work. He encouraged me, and let me fiddle with things in the workshop from a very early age.

"A lot of people who bring in a car will ask if they can watch — I suppose they're not sure of me, and you can't blame them. But after a few minutes they see I can handle the job, so they say: 'I'll leave you to it,' and they wander off."

Now 28 and the newly-elected Leyland P-76 Club president, Haroon has had his own workshop at Loganlea south of Brisbane since 1989.

As he points out, the underside of most cars is covered with so much dirt and grease that being able to see wouldn't make much difference. Then there are all those intricate jobs in out-of-sight nooks.

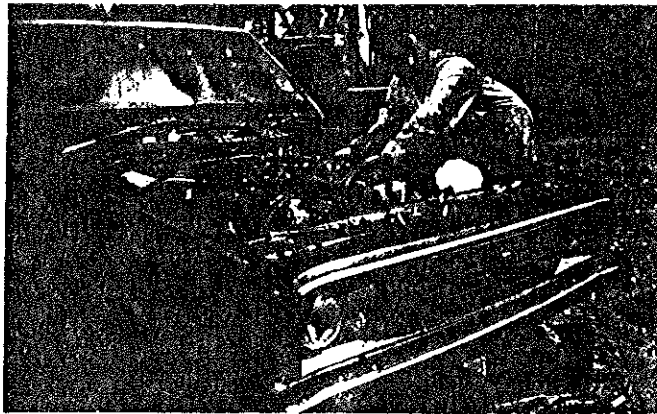
"It's amazing how much work on a

car is done by feel anyway," he said.

"Obviously there are times when I strike a problem and have to shout out for someone to come and have a look at something for me. But often it seems a job is harder when you have to look at it.

"I have a theory that it's only sighted people who lose things. When you're blind, you become very careful where you put everything — all the parts go in containers, everything from each car goes in its boot."

When not covered in grease and



A feel for his work... Haroon Probst knows his way around a P-76 like nobody else.

Photo: Tony Bee

struggling with some bolt which won't quit, Haroon is busy with the P-76 Club, which he joined almost 10 years ago.

And this is an exciting time for "P" fans — next year is the 20th anniversary of the car's birth. A national get-together in Sydney is planned for April.

Not that they'll have to wait long to mark its death. The P-76 lasted just 18 months, production ending in late 1974, killed off by falling sales and rising losses, poor quality and a swing to smaller cars.

Haroon, however, regards the big sedan as a machine that was ahead of its time.

His car, appropriately called Blind Fury II, is his 15th P-76. The others have been restored and re-sold; he's had this one for six years, and plans to keep it.

In fact he did sell it last year... and after a miserable week without it, bought it back. "I was literally in tears,

I missed the car so much. It seems to have its own personality," he admits.

The club has 65 financial members in Queensland, many of them with more than one P-76.

"They're mostly conservative people, middle aged or older, though they're mainly people who consider the P-76 to be almost a religion, and I'm guilty of the same thing.

"I idolise the ground those wheels roll on."

Not that he minds people making jokes at the poor P-76's expense. "At least they don't ignore it. Every time someone makes fun of the P, they're keeping people aware of it."

Haroon is driven around in his car by friends and other club members, though occasionally takes the wheel himself in his backyard acreage at Waterford West, between Brisbane and Beenleigh.

"In terms of driving comfort, there's nothing like it in the price range. The HQ Holden that was around at the time is very ordinary, not inspiring."

He admires the way the P-76 is strong, light, powerful and roomy, with a compact turning circle. But, he admits, it was far from perfect when launched in 1973.

"They turned out cars with bolts missing, one with no shock absorbers, trim not fastened properly, some minus power steering.

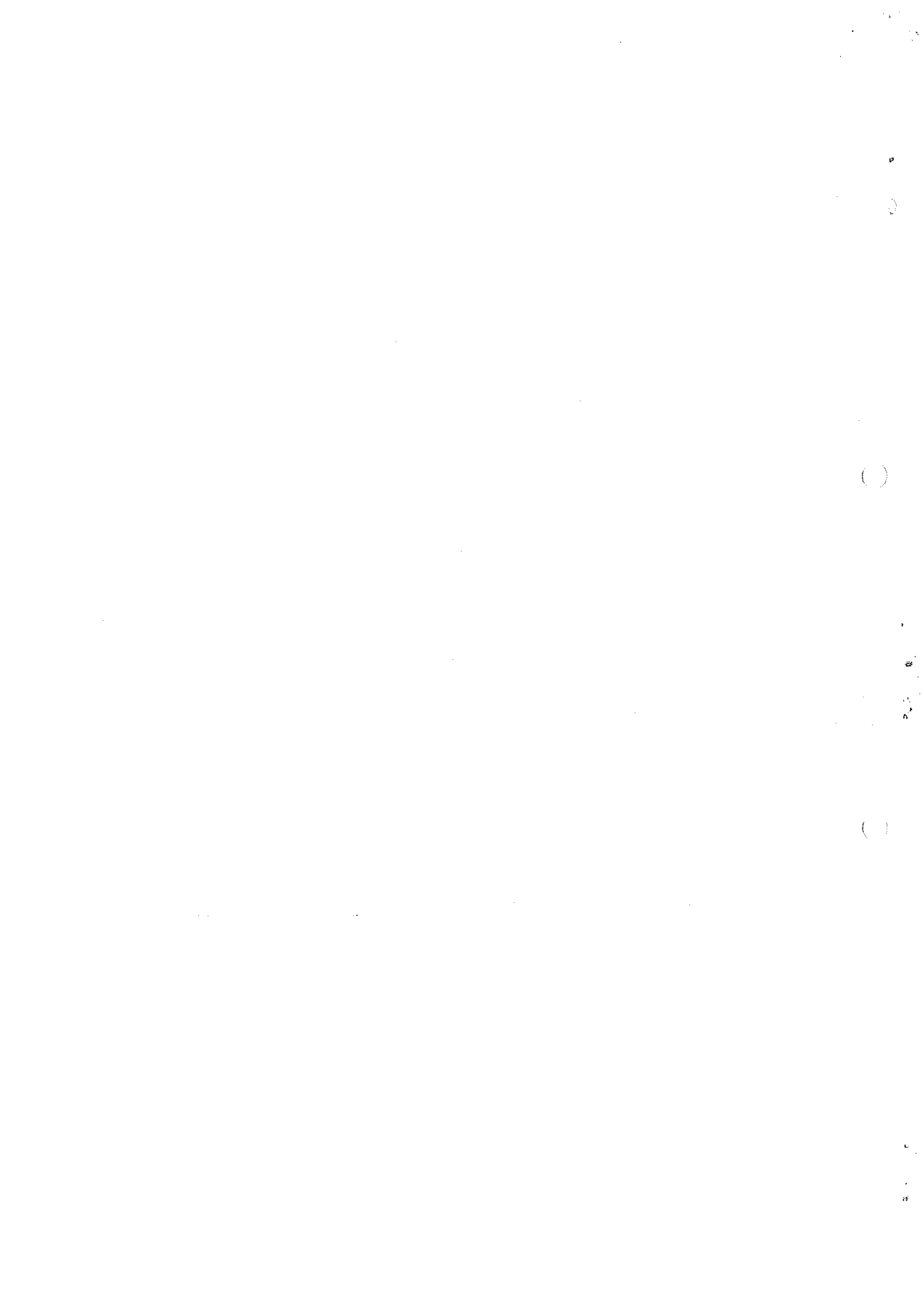
"It wasn't the car's fault. By the time they got production right, it was crippled."

Prices now range from a couple of hundred dollars for tired examples to many thousands for cars in top condition.

"They're easy to sell among enthusiasts, and they've skyrocketed in value since being branded 'collectible' a few years back," Haroon said.

He tells of buying a fully-equipped Executive V8 in good condition for \$500 five years ago — and today it would fetch more than \$5000.

— STUART SCOTT



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BY ANY OTHER NAME

Mark Erickson

The story goes that the P76 name is a derivation of ADO76, meaning Austin Drawing Office Design No. 76. When the design was further developed, it became *Prototype 76*, forerunner of the name that stuck.

Now let me say that I do not actually own a P76 myself. I have a P76 V8 engine in one of my Rovers and I am a club member for this reason. This allows me to consider impartially the P76 name, and whether or not a better name might perhaps have been conceived. Devoted owners might think this a sacrilege.

Some months ago I had an opportunity to dwell upon this notion with club president Haroon Probst. He was in the process of replacing the clutch plate in his *Executive* and I was there to help him replace the gearbox. Together we considered dozens of alternative names.

ME: "Haroon, what was the P76 actually going to be called?"

HP: "Could you pass me the half-inch socket? What do you mean?"

ME: "Well, was it ever planned to give it a *real* name?"

HP: "That's a five-eighths. It has a real name... the *Leyland P76!* What's wrong with that?"

ME: Look, P76 could be a fly-spray for all I know. It could mean *anything!*"

HP: Well there's the *Deluxe*, the *Super*, the *Executive*, and the *Targa-Florio*. Those are names!"

ME: "Yes, but those are all model types! I'm talking about the actual name of the model *itself!*"

Haroon explained to me the origin of the name as I have related it above.

ME: "Well *surely* they had a real name for it though? I mean my Rovers are both P6Bs in *Rover-talk*. But the actual name is *Three Thousand Five or Thirty-five Hundred*. Like a VL is a particular model of *Commodore*."

Here, at his prompting, I explained to Haroon the Rover terminology. A Rover P6 meant Post-War Project No. 6. There exists a distinction between the pre and post Second World War models. During the war Rover was largely involved in the

development and production of military vehicles such as four-wheel drives (forerunners of the Landrover). The P6 was the Rover 2000, a two litre in-line four cylinder saloon which first rolled off the production line in 1963. In 1967 a new line of P6s were fitted with a three point five litre alloy Buick V8 (basis of the P76 V8). Similar to the 2000 in almost all other regards, this V8 version, the 3500, was known as the P6B. I started to describe other models in further detail, but Haroon was only half-listening.

HP: "Where are the other bolts?"

ME: "Behind you. I'll get them."

HP: "No I'm right. So you mean a name like *Falcon* or *Commodore*, or something like that?"

ME: "Yes."

HP: "Yuck!"

ME: "Well surely those are better than P76!"

HP: "I don't think so. *Where* behind me?"

ME: "Next to the old pressure plate. I'll get them."

HP: "Thanks. Well, no name like that could possibly be up to the P!"

ME: "How about *Four Thousand Four* or *Forty-Four Hundred*... like my P6Bs are called?"

HP: "Mmmmm no... doesn't sound right. Where's the next bolt?"

ME: "They could use a 'fast'-sounding name... like the *Leyland Dart* perhaps?"

HP: "Next bolt please. There was a *Dart*, it was a Jaguar I think."

ME: "A Daimler actually. But no, I mean a name *like* that... how about the *Leyland Spear?*"

HP: "Next bolt. No, *Spear* doesn't sound right."

Well at least he was to *consider* alternative names.

ME: "The *Leyland Javelin?*"

HP: "There was a car called a *Jowell Javelin* I think, but I haven't a clue what it was. Anyway you want a name that denotes *immense power* and not just speed. Something *unstoppable*. Well, not unstoppable, but some-thing *forceful, unswerveable.*"

ME: "How about the *Leyland Loose Cannon?*"

HP: "I don't associate with loose cannons."

ME: "The *Leyland Plummeting Anvil?*"

HP: "Not quite, but something *like* that. A name like *meteor!* But *that* was a *Laser* with a boot."

Lasers, meteors... all very Flash Gordon I thought.

ME: "Why not the *Leyland Death Ray*... Or the *Leyland Dalek* maybe?"

HP: "Mmmm no... I don't think so."

ME: "The *Leyland Enterprise?*"

HP: "No. Another bolt, if you may."

I decided to try to keep the discussion on a serious tangent.

ME: "There you go. Hmmm... the *Leyland Comet?*"

HP: "I'm sure that's been used. There was a Ford by that name I think."

ME: "Don't you mean the *Ford Consul?*"

HP: "Possibly... but I'm sure there was a *Comet* of some kind or another."

Fords had made me think of the *Falcon* again. Well a falcon is a bird of prey....

ME: "How about the *Leyland Hawk?*"

HP: "No, there was a *Hummer Hawk*. Good car. Have you got the last... thanks."

ME: "Ok then, falcons, hawks... did anybody have a *Condor?*"

HP: "Not that I'm aware of, but probably. I think there was even a car called a *Sparrow*. You've heard of *Thunderbirds* I suppose, and there was probably an *Eagle* for all I know."

ME: "The *Leyland Vulture?*"

HP: "No."

ME: "The *Buzzard?*"

HP: "No! Can you get me the big ratchet?"

Perhaps not birds then.

ME: "The *Leyland Vampire?*"

HP: "That sounds good."

ME: "Ok not birds then. But there are *other* creatures...."

I started considering various animal names. Now I've always thought of the P as a poor man's *Jaguar*.

ME: "Ok, how about the *Leyland Lynx*... or the *Leopard* maybe?"

HP: "They sound like cartoon

characters! Like Leo the Lion."

ME: "Leo means lion. Its Latin"

HP: "Leo the Lion meets Leyland the Leopard..."

ME: "Alright, no need to get catty about it. I can't find the big ratchet. There's a torque-wrench here..."

HP: "That'll do perfectly."

ME: "Here. Well alright, how about the Leyland Panther?"

HP: "That sounds promising. Too promising come to think of it, the Panther was a Leyland bus!"

ME: "Really?"

This was discouraging.

ME: "The Leyland Cougar?"

HP: "Sounds too American. There was a Leyland truck called the Tiger as well. You can't have a Tiger and a Cougar."

ME: "Why not?"

HP: "It just doesn't seem right. They're not the right sort of name for a four-door family sedan anyway."

ME: "I suppose you're right... Jaguar is alright because it has a distinguished sort of sound too it. How tight are those supposed to be?"

HP: "Bloody tight! Right, where's the gearbox?"

ME: "On the other side of the car. I'll push it towards you. Ok, so an animal perhaps that's a little more tame and docile..."

HP: "Maybe."

I pondered this. The only docile beast that sprang to mind was a cow.

ME: "How about the Leyland Jersey?"

HP: "Like a Morris Oxford? What's so special about Jersey?"

ME: "Actually I was thinking of cows."

HP: "Oh for God's sakes!"

A pause.

ME: "The Leyland Clarabelle?"

No response.

ME: "I can't fit the bell-housing under the side of the car... how did you get it out?"

HP: "Oh, take it to the front and push it to me down one side of the engine. There's just enough clearance that way."

ME: "Right. Ok, let's see... the Leyland Buttercup?"

More silence. Maybe not the bovine species. Perhaps equine then. Well Mustangs are out. And Chargers, whether they're an actual breed of horse or not. Even

Brumbies for that matter....

ME: "How about the Leyland Clydesdale?"

HP: "Powerful enough, yes. A little lacking in speed and refinement though... no. There was another Leyland truck called the Terrler by the way. So you can give dogs a miss."

So much for the Leyland Lassie then. And a car called the Leyland Rover somehow seemed in particularly poor taste. So then, powerful but fast. Well bulls are powerful and fast. So maybe the bovine species once more, but a different gender.

ME: "How about the Leyland Taurus?"

HP: "Hmmm... maybe, maybe not."

No felines, equines, bovines or canines it would seem. I could try the porcine species and suggest the Leyland Constable, but would sound too much like the Consul. Perhaps best to leave that species well alone. Still, maybe the bull theme might be on the right track.

ME: "Grab the back of the gearbox. It's right beside you there. How about the Leyland Matador?"

HP: "That was a Rambler. It's too much like Commodore anyway. Am I under the flywheel?"

ME: "Yes. Aren't you thinking of the Rambler Ambassador?"

HP: "There was an Ambassador as well. I'm touching the diff with my foot aren't I?"

ME: "I should hope it's your foot."

HP: "So I'm underneath where the drive shaft should be?"

ME: "Yes. Rover owners call them propeller shafts, by the way."

HP: "Oh do they now? Well the owners of real cars call them drive shafts! Ok, can you lift the gearbox up onto my chest?"

ME: "A bit heavy, isn't it?"

HP: "No, it's right."

ME: "Ok. Well, how about the Leyland Conquistador?"

HP: "Not that way. I want it to lie on top of me length-wise."

ME: "I'm not sure that's legal in Queensland. Is Conquistador alright?"

HP: "No, that's too much like Commodore as well. Where's the..."

ME: "Right above you. Up a bit and about two inches to the left... no sorry, to your right."

HP: "Anyway, the P shouldn't have a foreign-sounding name."

ME: "I see. It has to be a proper English name like Targa-Florio."

HP: "That was special."

ME: "Alright not Conquistador then... how about Conqueror?"

HP: "Too military. This doesn't feel right."

ME: "It's not. Look, can you lift the output shaft of the box with your knees? You'll get the bell housing flush with the engine block that way."

HP: "Can you see the shaft?"

ME: "Yes."

HP: "The input shaft I mean, not the output shaft."

ME: "Oh. Not very well from this angle. Just a sec...."

So not Conquistador or Conqueror then, but maybe something dominating like that.

ME: "The bell housing isn't parallel to the block... raise the tai... the output shaft end. There. It should be round about there somewhere. How about the Leyland Imperial?"

HP: "Yeeow! You poxy son-of-a-#%\$@! Dammit! How about the Leyland &){#&% \$##%@B*%{&@}?"

I considered this. Now the cars are wide enough to accommodate name badges of that size. But I decided not to mention this.

ME: "Do you want me to try? I should be able to see the input shaft better through that space at the bottom."

HP: "Alright. Am I bleeding?"

ME: "No. That's just grease. You have scraped the skin a bit."

HP: "Ok. Can you take the gearbox off me?"

ME: "Ok. The Leyland Imperial is alright isn't it?"

HP: "No! Sounds like coffee."

ME: "Better than a flyspray."

HP: "Imperial is too stuck-up."

ME: "Ok, give me the gearbox."

HP: "Are you sure it's not too much for you dear? I wouldn't want you to hurt yourself."

ME: "Give me the damn thing!"

HP: "We mustn't bruise those smooth accountants hands, you know."

ME: "Gimme it!"

With me occupied, Haroon decided to come up with some suggestions of his own.

HP: "You need a name more in the P's class. How about the Leyland Royale?"

ME: "That's too pretentious. Anyway there was a Chrysler Royale. I've seen one, it was a hearse."

HP: "No, that would have been a Chrysler Royal."

ME: "Can you get me a rag? There's oil and muck on the bottom of this bellhousing."

HP: "Can you see one?"

ME: "Yes. Next to the front driver's side wheel. How about the Leyland *Regal*?"

HP: "That name's been used. Here."

ME: "Thanks."

I thought of other things regal.

ME: "How about the Leyland *Viceroy*?"

HP: No. P76s are second to nothing."

ME: "This rags filthier than the box! The Leyland *Prince*?"

HP: "Too nerdy. And there was an Austin *Princess*."

ME: "Who had the *Regal*?"

HP: "That was a *Vallant*."

ME: "Oh yeah. The Leyland *Pauper* perhaps? The Leyland *Vassal*?"

HP: "Perhaps a little too common. Is that lining up?"

ME: "It seems to be. Give me some bolts, I think it'll tighten on."

HP: "Let me feel the box first."

ME: "Well it doesn't have to be the royal family. Just an official. How about the Leyland *Admiral*?"

HP: "There was an *Admiral*. And a *Captain*."

ME: "Really? What were they?"

HP: "I'm not sure. They were German I think. Rock the gearbox a little... yes that seems alright."

ME: "Where are the bolts?"

HP: "Here. You do that side. Don't tighten them."

The next rank down from an Admiral is a Commodore. I decided not to suggest this. Were there any ranks higher?"

ME "The Leyland *First Sea Lord*?"

This drew no response.

ME: "The Leyland *Joint Chief of Staff*?"

Again no response to perfectly reasonable suggestion.

ME: "Ok they're done. Pass me the socket and ratchet."

HP: "No, I'll tighten them.."

ME: "So, no military or naval ranks."

HP: "No... how about the Leyland *Pilot*?"

ME: "Ah! There was a pre-war Rover by *that* name."

I know my Rovers.

HP: "Oh. The Leyland *Wing Commander*? Or the Leyland *Air*

Marshall?"

This last one sounded a little too junta-ish.

ME: "How about the Leyland *Fuhrer*?"

HP: "Suits me."

ME: "Or the Leyland *Adolf* "

HP: "Yes. A bit like the Nissan *Cedric*."

ME: "The *what*?"

HP: "Never mind. Now, where's the drive shaft?"

ME: "You mean the *propeller* shaft?"

HP: "Take your propeller shaft and S2!<X!2 %# %@! #\$\$%!"

ME: "Which end first?"

HP: "Whichever hurts the most!"

ME: "Anyway, weren't you going to replace the uni-joints?"

HP: "I have."

ME: "Oh. Here you go. So it's either the Leyland *Panther* or the *Taurus* so far."

HP: "No, we couldn't have the *Taurus*. And I don't like *Taurus* much. Is it overcast? That sounded like thunder."

ME: "Must have been. It certainly wasn't me. You've got that the wrong way round."

HP: "I knew that. I was just seeing if you're watching."

ME: "You were *seeing* if I was watching?"

HP: "Yes. Can you grab me the bolts in that container by the wheel?"

ME: "Here. How about the *Thunder*, or the Leyland *Lightning* maybe?"

HP: "Maybe."

ME: "Or the Leyland *Storm*."

HP: "No. I don't like *Thunder*, but *Lightning* sounds promising."

ME: "There was a Lockheed *Lightning*."

HP: "They weren't as fast as a *P*."

ME: "Yeah sure...."

HP: "Yeah, that's why Lockheed only called them a *P38*."

ME: "The Leyland *Tempest*?"

HP: "Too Olde English. There should be some nuts in there as well."

ME: "Here. I think *Tempest* sounds good."

HP: "I don't."

A good Elizabethan name. I thought of the production problems the car suffered and the Leyland *Comedy of Errors* sprang to mind. But the P76 story was a tragedy. By any other name then

ME: "The Leyland *Tornado*?"

HP: "No. I don't like those Spanish-sounding names like *Conquistador*, *Matador* and so on."

ME: "Oh. Yes I suppose *tornado*

is a Spanish word. Or Portuguese. How about the Leyland *Cyclone*?"

HP: "No. Makes it sound like it has chronic oversteer."

I laughed.

ME: "The Leyland *Typhoon* doesn't sound right. There's a Suzuki *Vortex* isn't there?"

HP: "No, a Subaru."

ME: "Oh."

And then it struck me. The ideal name! I could hardly speak. It was *perfect!*

ME: "Yes, yes... I've got it!"

HP: "You've got *what*?"

I leapt to my feet in excitement.

HP: "What have you got? Herpes?"

ME: "No! The perfect name... the *only* name!"

HP: "What?"

I cleared my throat. This had to be *just* right.

ME: "Ahem... Ladies and Gentlemen, the Leyland *Hurricane*."

HP: "Ahh... the *Hurricane*... hmm."

ME: "If only I had been there to tell them. Sales would have *sky-rocketed!* 'Announcing the all-new Leyland *Hurricane* a revolution in motoring refinement."

HP: "The *Hurricane*. Yes that fits."

ME: "The Queensland *Hurricane* Owners' Club, Mr H Probst Esq., President."

That was what we decided.. You decide for yourself. There was the chance that it had been used or Haroon might reconsider. But he evidently mulled on it. Some days later I helped him carry a washing machine to a friend's place.

HP: "What do you think Mark, shall we take the *Hurricane*?"

ME: "Why not?"

And then, ambling along with a full size *washing machine* in the boot:

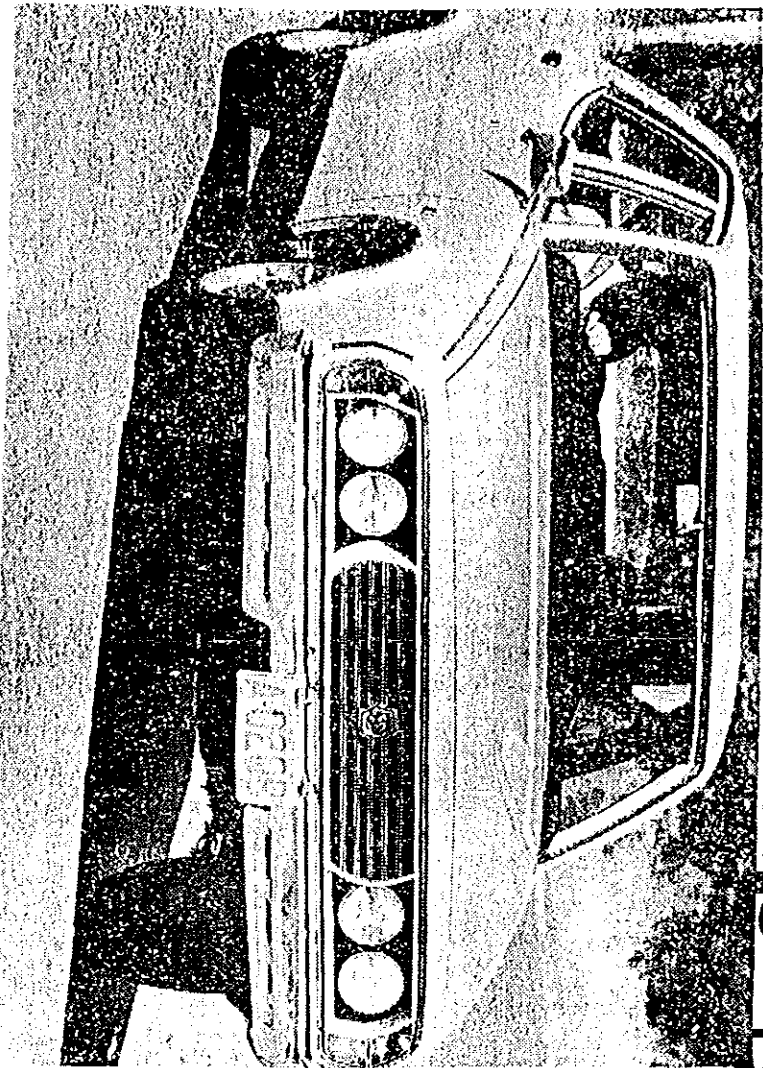
HP: "The Leyland *Whirlpool*...."

ME: "The Leyland *Twin-tub*...."

But somehow nothing else seems right.

16/4/82

Power and room in the classic P76 and cheap



THE Leyland P76... parts should not be a problem
By BRUCE McMAHON, Motoring Writer

THE Leyland P76, which was in production for only 18 months, could be seen as the classic of the used car market.

It's star shone brightly and briefly before the Australian-designed and conceived sedan was forced from production in 1974 a victim of timing when thoughts were already turning to more compact family sedans. On release in June 1973, the three-model P76 range was widely hailed for its European looks, its performance and its handling; even the dourst critics were forced to concede Leyland had built a "better mousetrap" than the other three local manufacturers had to offer.

Today, it could provide a reasonable second-hand mount, especially if the optional 4.4 litre V8, or the

And it's this V8-engined model which could be still a useful machine. For while few testers scored much better than 15 litres per 100km for the light and powerful powerplant under heavy conditions, all were unanimous in their praise for its strength. The engine was based on the successful Buick-cum-Rover alloy V8 engine.

It's a robust engine and owners report few problems apart from the power-steering hose connections which can rub against the engine sump and, in some cases, wear through the metal allowing engine oil to weep out when the car is parked downhill.

The other thing to watch is the oil level. While the V8 is not notorious for oil usage, there can be problems if the level drops below the recommended level and with the oil pump mounted low at the front, there can be problems with priming the system again to rid it of air pockets.

The P76 body has no real problems with rust though naturally an unloved example forced to contend with salt water or mud left on the body could be a worry. There were initially some build quality problems, interior and exterior fittings were prone to falling off, but generally the car is strong and even today suited to hard work.

The car rode well and handled competently. But watch for front wheel alignment — the McPherson strut suspension means wheel alignment and balance is important for shimmy-free wheels.

Spare parts should not be a major concern. Leyland's spare parts division recorded one of Australia's biggest all-time buys of parts from the manufacturing division when the P76 was born. Besides, there are a variety of second-hand machines around and a quick look through the weekend classifieds will usually show up one or two \$200 to \$500 examples as is.

So if you've paid out say \$1,600 for a car with one or two pieces missing or in need of repair, another buy could net enough parts for one vehicle in very good order. Prices in Brisbane vary from the \$2200 specials to \$25,500 for a V8 Executive in good condition with 12 month warranty from a used car yard. Privately expect to pay up to \$2000 for a well kept Executive.

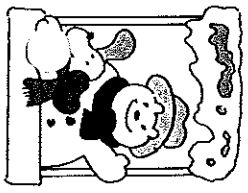
And if you've any doubts, have the car checked by the RACQ, keeping in mind that, as with all used cars, the vehicle should be given the benefit of its years when it comes to minor problems.

motorist looking for cheap room and power to spare for towing.

Styled by the Italian designer Michelotti, the big sedans were a little drier than their rivals in 1973

the Deluxe, with 2.6 litre six and three-speed, column-mounted transmission change at \$3,250; the Super with the same engine, four-speed, floor-mounted gear change and a lift in equipment levels at \$3,750 and the Executive, with V8 and automatic transmission at \$4,525.

The V8 model and the Wheels Car of The Year Award in 1974. C 26,000 produced, 18,000 were V8 models.



Hewson PM

slur revs up
8 MAR 1982
Leyland
lovers

JOHN Hewson drove away thousands of voters last week when he claimed Paul Keating's economic statement was a lemon — just like the Leyland P76 car.

Dr Hewson described the P76 as "a one-day wonder" and dwelt at length on its shortcomings in the marketplace. It was, he said in his address to the National Press Club, "a big car — big boot, big interior, big engine, glossy". But also a complete failure.

No one told Dr Hewson that the P76 has its devotees. Thousands of them. And they are about to celebrate the 20th anniversary of the Leyland P76 Owners Club of Australia.

"He's just lost my bloody vote," said former Queensland president Mr Col Murray, detailing plans among the 3000 members for a major P76 rally next year.

"I've been driving them since they were two years old. I've got three of them."

Outraged by this slight against his beloved vehicle, Mr Murray said Dr Hewson had lost 3000 votes "just like that".

"Providing you do one or two things to them they're a very good car," he said.

"I've driven them around Australia twice and never even had to lift the bonnet."

YOUR COMMITTEE

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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
Cnr of Bennetts rd and
McIlwraith Avenue
Norman Park
(At the Round a bout)

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

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apologised for, and a suitable
retraction will be inserted in the
next edition, once the matter is
drawn to our attention.

Best Wishes

FOR EVERY HAPPINESS
NOW AND THROUGH THE NEW YEAR

