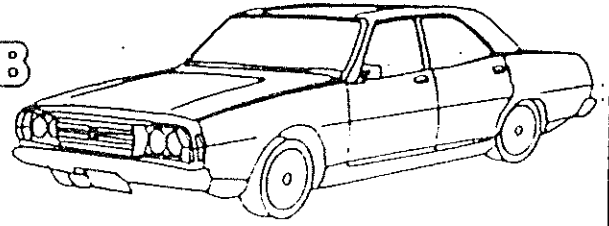


QUEENSLAND P76  
OWNERS CLUB  
INCORPORATED

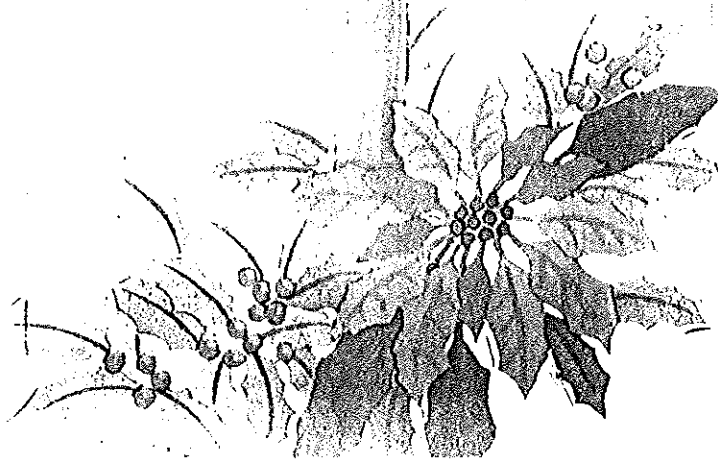
P.O. BOX 343  
CARINA 4152



**December 1993**

20<sup>TH</sup>

ANNIVERSARY



## EDITORIAL

Well, the silly season is upon us once again. There was no meeting this month hence the lack of minutes.

The Xmas break up was a lot of fun but a pity more people didn't turn up. We had gifts - games for the kids, etc but as the 2 kids were still babies, we weren't able to run the Treasure Hunt.

Thanks to Lone Pine Sanctuary who roped us off a BBQ area. This made parking & seating a lot easier than the first in best dressed system we have done in the past. Welcome to new member DAVID O'REILLY of Redbank Plains who found us at Lone Pine and joined on the spot. Other members who have joined this month are D. HALMAN of Karumba and Reg Jones of Buderim.

The trophies for Club Member of the Year this year went to G. Rogerson - 1st and runner up K. Schutz.

The club spares are selling well - don't forget the brand new front indicator sets at \$75-00 per pair. If your present lenses have lost their colour, you can be fined and asked to fix the problem straight away. We still have louvres at \$98 and weather shields - right and left at \$30 ea, gasket sets top \$65 bottom \$25.

Sorry I haven't been able to include Motoring in England Part 2 by Phil and Pamela as promised but with the 'Silly Season' upon us, I have not yet received the Sydney mag. for this month. Will catch up with this in January.

Our meeting in January will be Wednesday, 12th at 7.30 p.m. In previous years we have had a camping weekend in January for the long weekend. However, Australia Day falls on a Wednesday so no holiday. Any changes will be notified in next months magazine.

Have a Happy Christmas and all the best for the New Year.

Safe motoring if you are travelling over the Holiday Season.

Here is something to think about if you are contemplating drinking and driving.

*Reprinted from La Pilota published in Texas.*

Penalties around the world vary greatly for drink driving offences.

**MALAYA** - Driver is jailed, and if married his wife joins him in prison.

**SOUTH AFRICA** - 10 years in prison, or \$10 000 fine or both.

**TURKEY** - The drunk driver is taken 20 miles from town and forced to walk back under Police Escort.

**NORWAY** - Three weeks jail with hard labour, and one year loss of licence. A second offence within 5 years loses him his licence for good.

**FINLAND & SWEDEN** - Driver is automatically jailed for one year with hard labour.

**COSTA RICA** - Police remove offending drivers' plates from his car.

**RUSSIA** - Driver's licence is revoked for life.

**ENGLAND** - One year loss of licence, substantial fine and jailed for one year.

**FRANCE** - Three year loss of licence, one year jail and \$1000 fine.

**POLAND** - Jailed and forced to attend political lectures.

**BULGARIA** - For a second offence, the driver is executed.

**EL SALVADOR** - Each first offence is also the last offence, as the drink-driver is executed by firing squad.

There are two ways to avoid any penalties for drink-driving - one way is kill yourself in an accident - the second way is a lot easier. **DON'T DRINK DRIVE.** (cos it tastes awful)

# Invitation

Souvenirs

Things to do

Places to see

DONT MISS OUT

Games

WHEN

April 1994 - 1st 2nd 3rd-4th

WHERE

Caboolture old

VENUE


**CABOOLTURE CARAVAN PARK**

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

Your Hosts: Keith and Heather Bates

SUNDOWNER HOTEL


Aerodrome Drive  
Caboolture  
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Fax 074 95 7167



**CABOOLTURE  
MOTEL**

YOUR HOSTS  
Carol & Tony Street

4 LOWER KING STREET  
CABOOLTURE Q 4510

 (074) 95 2888

R.S.V.P

1st March 94

Pat - Graham Rogerson

Lot 3, Old Synpie Rd - Narangba  
old

Yes we will be coming.

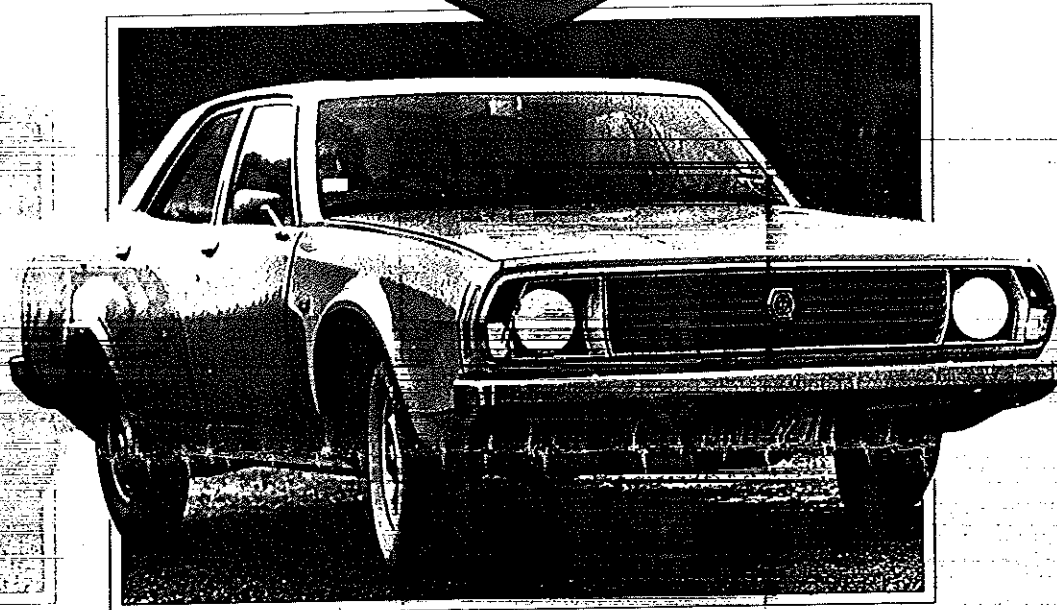
NO ADULTS

NO CHILDREN

we will be staying at.

NAME - ADDRESS

# RETROSPECTIVE



## SPIRIT OF 76

*It still takes a loyalist to love Leyland's Aussie family car*

TWENTY YEARS after its introduction, so little seems to have changed with the P76. To the believers, then and now, it's a great car. To the majority of Australians, then and now, the P76 was always recognisable, but never desirable.

That's the sad thing about the P76 - it was not so much a bad car, more a doomed one.

P76 loyalists emphasise the car's 90 per cent-plus local content, its largely local engineering and design, the sheer achievement of bringing it to market on a development budget of no more than \$20 million. Yet the reciprocals of all these virtues were the very problems which brought the project undone.

The brutal reality was that the P76 was a last-ditch attempt by once-dominant BMC - by then British Leyland and in even deeper trouble - to break into the highly competitive Australian family-car market, already the entrenched territory of Holden, Ford and Chrysler.

The limp track record of BMC's earlier attempts - the Freeway pushrod six in the early 1960s, then the stretched Austin 1800 which was the o/c Kimberley of the early 1970s - suggested that British-derived designs were not the way to go.

What seemed to be forgotten, however, was that British-derived designs were all the company had ever built.

To start from scratch to build a car to tackle the big three was

never going to be easy, this attempt, by the Australian outpost of a company in trouble all around the world, must have had the big three's analysts shaking their heads in disbelief.

Hopefully, there might have been some admiration too, because once the magnificent folly of the whole project was accepted the broad strategy of the P76 made a lot of sense.

It was a simple design with no engineering tricks, a unitary construction four door sedan with front engine, choice of six or V8, manual or auto, and drive by a live rear axle. Just like Holden, Ford or Chrysler.

Clutches, gearboxes and rear axles, in fact, were the same units Borg Warner supplied to Ford or Chrysler.

The steering column was essentially a Valiant item; door locks were Falcon; back brakes were very similar to the HQ Holden's.

The car's rack and pinion steering, though typically BMC, was one of its most Australian features, the design coming from the legendary Arthur Bishop. The British contribution to the P76, however, included major areas such as engine and styling, the latter derived from Michelotti ideas for Rover which

were never adopted. In the P76 the Michelotti line was modified in any case, notably to give a higher, blunter nose and to extend the boot to give the car its distinctive bulky tail.

The P76's V8 engine - still the only all-alloy V8 ever manufactured in Australia - was also derived from Rover and modified for Australian requirements.

The Rover engine had itself been derived from the Buick-Oldsmobile-Pontiac alloy V8 of the early 1960s.

But the P76 engine was a complete upscaling: there was virtually nothing interchangeable with the Rover V8.

Lighter than its rivals' cast-iron V8s by 50 kg at least, and with a claimed 144 kW, the P76's 4.4 litre was a high-risk move; after some early inlet manifold problems it proved one of the car's most successful features and gave 160 km/h-plus performance and the best fuel economy of any of the local V8s.

Even the six cylinder P76s, using a larger capacity north-south version of the Kimberley's overhead cam six, had very respectable performance, and better economy than the rival sixes. This was due in part to the car's remarkably low weight - not

something that might have been expected considering the P76's large overall dimensions.

It was wider (1910 mm) than any of the big three; wheelbase (2824 mm) was virtually the same as its rivals; its overall length (4877 mm) was exceeded only by the Valiant. Yet the six-cylinder P76 was the lightest of all the sixes, at 1282 kg (Kingswood 1341 kg), and the P76 V8 - very little heavier than the six - was far and away the lightest of the V8s.

Road testers praised the car's front bench seat, and whether or not that vast boot could actually hold the claimed 44 gallon (200 litre) drum, it had a far greater capacity than those of the big three.

So what went wrong? Some people (though not the P76 believers!) might say the car looked clumsy and unconvincing. Others could point to undeniable early quality-control problems and the slowness of initial deliveries.

The P76 never built up the momentum it had to achieve; only about 18,000 had been built when British Leyland decided in 1974 to bring the curtain down on all local manufacturing.

Yet of those 18,000 cars some 5000 are thought to survive, and P76 owners' clubs are thriving and cheerful. The car was good; as later events demonstrated, the parent company was the problem.

**GRAHAM HOWARD**

UNDERSTANDING THE P76 COMPLIANCE PLATE

A number of members have expressed interest in learning more about the detail on the compliance plate on their cars. The following should explain some basic points. For the uninitiated, the compliance plate is the aluminium plate (about the size of a playing card) riveted to the top of the left hand strut tower inside the engine bay.

ADR's: The numbers listed are the Australian Design Rules that the P76 complied with at the time of production. The example at right will be similar for all P76s made between May 1973 and March 1974.

For cars made in April 1974 and later, there were some changes to the ADR's.

These later models carried the following numbers:

- 1 - 2 - 3 - 4a-5a-6-7-8-10b
- 11-12-14-15-16-18-20-21-22
- 23-24-25-27-28

Rule 4a was an updated ADR on seat belts. Rule 26 (Engine Emissions) was replaced by new Rule 27: Vehicle Engine Emission Control, and Rule 28 was a new ADR concerning Vehicle Noise.

Australian Design Rules:

- 1 Reversing Signal Lamps (1972)
- 2 Door Latches & hinges (1972)
- 3 Seat Anchorages (1972)
- 4a Seat Belts (1973)
- 5a Seat Belt Anchorages Points (1973)
- 6 Direction Turn Signal Lamps (1973)
- 7 Hydraulic Brake Hoses (1970)
- 8 Safety Glass (1970)
- 10b Steering Columns (1971)
- 11 Internal Sunvisors (1972)
- 12 Glare Reduction in field of view (1972)
- 14 Rear Vision Mirrors (1972)
- 15 Demisting of Windcreens (1973)
- 16 Windscreen Wipers & Washers (1972)
- 18 Location and Visibility of Instruments (1973)
- 20 Safety Rims (1972)
- 21 Instrument Panels (1970)
- 22 Head Restraints (1972)
- 23 New Pneumatic Passenger Car Tyres (1973)
- 24 Tyre Selection (1973)
- 25 Anti-theft locks (1972)
- 27 Vehicle Engine Emission Control (1971)
- 28 Motor Vehicle Noise (1972)

The Australian Motor Vehicle Certification Board (Department of Transport) is the authority for issuing compliance approvals for all vehicles in Australia. Manufacturers have to prove to the Board that their new vehicles fully meet all relevant criteria. Once the Board is satisfied, approval is granted for that particular model to be licenced for Australian roads. An important point here, which will be explained in greater detail later, is that the model must meet separate criteria for manual and automatic transmission cars. Therefore, two different submissions must be made for the same type of model if it is marketed with manual and auto transmissions.

THIS VEHICLE WAS MANUFACTURED BY  
LEYLAND MOTOR CORPORATION OF AUSTRALIA LTD  
TO COMPLY WITH AUSTRALIAN DESIGN RULE Nos.

1-2-3-4-5a-6-7-8-9  
10b-11-12-14-15-16-18  
20-21-22-24-25-26

P76 076 B4S3 A44 1656

9/73 Seating Cap 5

THIS PLATE IS AFFIXED WITH THE APPROVAL OF THE  
AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD

COMPLIANCE PLATE (continued)

Chassis/Serial Numbers: This is the number that is also stamped into the metal on the top of the left hand strut tower in the vicinity of the actual compliance plate. This is the number that identifies each individual P76.

The example at right will be similar, but not identical for P76s made between May 1973 and February 1974. As from 1st March 74, Leyland changed their serial number system to five digits, the cars then numbered consecutively as they came off the production lines regardless of model categories. Prior to March 74 the cars carried four digit serial numbers, and were marked in each particular model category, serial numbers of 1001, the second cars in each model category being marked 1002, regardless of how the total number of cars was coming off the assembly lines. For this reason, it is ultra-important to note/quote the full chassis number, not just the serial number on every car. No two P76s carried the same full chassis number.

Breakup of Chassis Number:

Model Designation: Identifies the car as a P76

Model Certification:  
A: Manual Transmission  
B: Automatic Transmission

The A & B symbols were used from May 73 until March 1974, when the P76 was again certified for 1974/75. From April 1974, the following symbols were used:

D: Manual Transmission  
E: Automatic Transmission

Body Type: Identifies it as a 4 door Saloon

Model Category:  
1 Leyland (Fleet)  
2 Deluxe  
3 Super  
4 Executive

Transmission Type:  
A: Floor Shift Automatic  
C: Column Shift Automatic  
N: Column Shift Manual  
M: Floor Shift Manual

Engine:  
26: 2.6 litre 6 cylinder  
44: 4.4 litre V8

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TO COMPLY WITH AUSTRALIAN DESIGN RULE Nos.

1-2-3-4-5a-6-7-8-9  
10b-11-12-14-15-16-18  
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9/73 Seating Cap 5

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P76 076 B4S3 A44 1656

P76 076 B 44 1656

P76 076 B 4S 3 A44 1656

P76 076 B4S 3 A44 1656

P76 076 B4S3 A 44 1656

P76 076 B4S3 A 44 1656

RE-PRINT FROM LEYLAND MOTOR CORPORATION

COMPLIANCE PLATE (continued)

Serial Number:

P76 076 B4S3 A44 1656

As explained earlier, up until 1st March 1974, all cars were stamped with a four digit serial number, which indicated how many of that particular type had been made (e.g. the above number was the 656th V8 Floor Shift Auto Super made).

With effect 1st March 1974, the system changed to a five digit serial number, stamped on the cars as they left the assembly lines, regardless of model category.

Date Stamp: This shows the month and year of production. The example at right was unchanged until April 1974, when the actual production week was included (e.g. 4/74 14 9/74 37)

The inclusion of this data means we can tell in what week the car was actually produced:

The following table shows the 1974 production weeks:

Week	Dates
13	28 Mar - 3 Apr
14	4 - 10 Apr
15	11 - 17 Apr
16	18 - 24 Apr
17	25 Apr - 1 May
18	2 - 8 May
19	9 - 15 May
20	16 - 22 May
21	23 - 29 May
22	30 May - 5 Jun
23	6 - 12 Jun
24	13 - 19 Jun
25	20 - 26 Jun
26	27 Jun - 3 Jul
27	4 - 10 Jul
28	11 - 17 Jul

Seating Capacity:

This will be either five or six, depending on whether the car is fitted with a front bucket seat.

Plate Anomalies: It would appear that several omissions/errors occurred on some plates.

A May 73 Super B6 has the 076 missing from the chassis number, and I have seen at least one plate with a seating capacity of 3.

No doubt like most things in life, the gremlins struck occasionally.

COMPLIANCE PLATE (continued)

If you have any further queries regarding the Compliance Plate, or related items, I will gladly answer them, if possible.

In the near future, I will write a separate article about the Force 7 Compliance Plate.

Now, just to close this article, I will elaborate on another Number stamped onto the car, that has no direct relationship with the Chassis/Serial Numbers.

Those that have removed the compliance plate during wrecking will have noticed another series of numbers stamped onto the metal of the top of the left hand strut tower, directly below the compliance plate. These numbers are hidden when the compliance plate is in place.

I will call these Sheet Metal Body Numbers (I am not aware of their real designations). These numbers were stamped onto the cars as they took shape in the Sheet Metal Division. An example is as follows:

I43  
76-1  
3732

The I43 identifies it as a Leyland 4 door Saloon, whilst the 76-4 designates the Model Category; e.g. 76-1 Leyland (Fleet) 76-2 Deluxe 76-3 Super 76-4 Executive

The four digit number is the Body Number of that particular car. To explain further, IAD 76-2 4870 was the 4,870th Deluxe P76 to come down the lines (there were six different Deluxe categories, remember). Likewise IAD 76-3 3567 was the 3,567th Super P76 to be made (there were also six different Super categories).

The factory production records would have recorded each Body Number and its equivalent, the chassis/serial number. No doubt this information would have been guarded against the swapping of compliance plates from vehicle to vehicle. Those records would have shown that IAD 76-3 2944 had the chassis/serial number of P76 076 A4S3 M44 1219. However, all those records were destroyed a long time ago.

Gary Meatiplay

RE-PAINTED FROM  
WEST WOODS  
OCT 93

THIS VEHICLE WAS MANUFACTURED BY  
LEYLAND MOTOR CORPORATION OF AUSTRALIA LTD  
TO COMPLY WITH AUSTRALIAN DESIGN RULE Nos.  
I-2-3-4-5a-6-7-8-9  
10b-11-12-14-15-16-18  
20-21-22-24-25-26

P76 076 B4S3 A44 1656  
Seating Cap 5

THIS PLATE IS APPLIED WITH THE APPROVAL OF THE  
AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD

Week	Dates
29	18 - 24 Jul
30	25 - 31 Jul
31	1 - 7 Aug
32	8 - 14 Aug
33	15 - 21 Aug
34	22 - 28 Aug
35	29 Aug - 4 Sep
36	5 - 11 Sep
37	12 - 18 Sep
38	19 - 25 Sep
39	26 Sep - 2 Oct
40	3 - 9 Oct
41	10 - 16 Oct
42	17 - 23 Oct
43	24 - 30 Oct

THIS VEHICLE WAS MANUFACTURED BY  
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I-2-3-4-5a-6-7-8-9  
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20-21-22-24-25-26

P76 076 B4S3 A44 1656  
Seating Cap 5

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FOR SALE

P76 V8 Auto Super - Brown - Power Steering - Air Conditioning - 4 Mags.

Body Fair - Interior fair - Mechanically fair - Some Parts - No Rego.

PRICE - \$800 - Contact Richard Wright 805 1424

-0-

6 Cylinder Motor - 70,000 miles approx. - complete to the flex plate

PLUS Thermostat Housing, 6 cylinder hoses and rear bumper bar.

All offers considered - CONTACT BOB WRIGHT on 273-7856

-0-

Fully worked V8 Motor - cost \$5,000 to rebuild - sell \$4,000 - includes

2 1/2" s/steel twin exhaust and extractors and electronic ignition, etc, etc.

CONTACT STEVEN FIECHNER on 273-6927

-0-

**THE NEW  
SPRINGVALE LEYLAND**

**MINI-BITS**

FOR ALL LEYLAND  
PARTS & SERVICE

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



**7 BOOLOORA ROAD,  
SPRINGVALE, 3171.**

**PH: 547 5055 791 6617**

**FAX: 546 2208**



**ROVER  
AUSTRALIA**  
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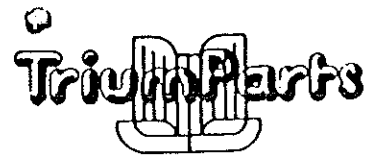


**MINI-BITS**



# SPRINGVALE LEYLAND

7 BOOLOORA ROAD  
SPRINGVALE, 3171  
P.O. BOX 43 SPRINGVALE, 3171  
PH: 547 5055 or 791 6617  
FAX: 546 2208.



DEAR MEMBERS,

WE ARE DELIGHTED TO ANNOUNCE OUR COMPANIES ACQUISITION OF THE  
LONG ESTABLISHED BUSINESS - SPRINGVALE LEYLAND.

NOW UNDER NEW MANAGEMENT, MANY CHANGES HAVE BEEN IMPLEMENTED  
INCLUDING NEW STAFF, HUGE INPUT OF NEW STOCK AND RESTRUCTURING  
OF THE WORKSHOP.

AS AN INTRODUCTORY OFFER THE NEW SPRINGVALE LEYLAND OFFERS P76  
CAR CLUB MEMBERS AN EXCLUSIVE 10% DISCOUNT ON ALL PARTS AND  
WORKSHOP REPAIRS.

IN CONJUNCTION THE FOLLOWING SPECIALS LISTING IS PROVIDED FOR  
ALL MEMBERS PERSUAL. WE HAVE A COMMITMENT TO REMAIN THE LARGEST  
SUPPLIER OF P76 PARTS IN VICTORIA AND ACTIVELY SUPPORT THE  
LEYLAND MARQUE THROUGHOUT AUSTRALIA.

V8	P76	C/O WATER PUMPS	\$130.00	RECO
	P76	R/H FRONT INDICATOR LENS	\$ 40.00	NEW
V8	P76	20th PISTON SET	\$350.00	NEW
	P76	MUDFLAP SET	\$ 10.00	NEW
V8	P76	VRS GASKET SET	\$ 95.00	NEW
V8	P76	CONV. GASKET SET	\$ 45.00	NEW
	P76	GLOVE BOX LOCK	\$ 5.00	NEW
V8	P76	VALLEY COVER GASKETS	\$ 40.00	NEW
V8	P76	VALLEY COVER END SEALS	\$ 15.00	NEW
	P76	WHEEL ARCH MOULDS	\$ 5.00	NEW
	P76	RH & LH BAR ENDS	\$15.00	NEW
V8	P76	4 SPEED GEAR BOX	\$400.00	RECO
V8	P76	ENGINE COMPLETE RUNNING	\$500.00	S/H
V8	P76	CHOKE CABLE	\$ 15.00	NEW
	P76	PETROL CAPS	\$ 10.00	NEW
V8	P76	CLUTCH CABLE	\$ 30.00	NEW
V8	P76	AIR CLEANER ELEMENTS	\$ 15.00	NEW
	P76	REAR TAIL LIGHT CLUSTERS	\$ 45.00	NEW
	P76	FRONT BAR RUBBER	\$ 60.00	NEW
V8	P76	NEW HEATER CORE	\$ 80.00	NEW
	P76	D/S WEATHER SHIELD	\$ 40.00	NEW
V8	P76	STD RING SET	\$ 50.00	NEW
	P76	BIG END BEARINGS 6 CYL	\$ 20.00	NEW

WE LOOK FORWARD TO A CONTINUING ASSOCIATION WITH YOUR MEMBERS.  
PLEASE CALL DOWN AND SEE US AT NEW SPRINGVALE LEYLAND.

YOURS IN MOTORING.  
SPRINGVALE LEYLAND



CLUB INFORMATION PAGE

YOUR COMMITTEE

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58 Mark Lane  
WATERLORD WEST  
Ph 805 1997 (w) 805 3759 (ah)

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15, Hall Road  
SPRINGWOOD  
Ph 808 4629

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Ph 202 1053

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\*\*\*\*\*

This Newsletter is the Official publication of the Queensland F76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our attention.

GENERAL MEETINGS

The Old F76 owners club Inc holds its monthly meetings on the second wednesday of each month.

TIME 7:30pm

VENUE

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

\*\*\*\*\*

1994 MEETING DATES

January	12th 94
February	9th 94
March	9th 94
April	13th 94
May	11th 94
June	8th 94
July	13th 94 A,G,M.
August	10th 94
September	14th 94
October	12th 94
November	9th 94

\*\*\*\*\*

CLUB OUTINGS

Various activities are organised by the club 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 even	4 points
attend event	2 points
win event	1 point

