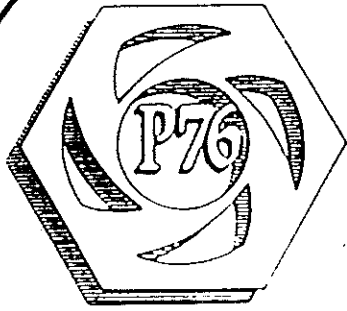
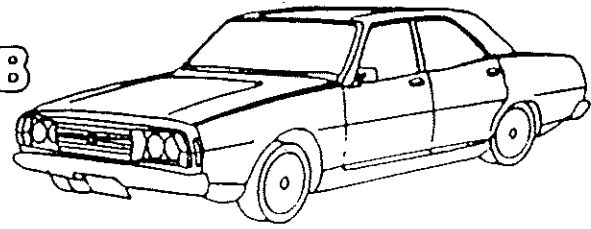


P.O. BOX 343
CARINA 4152



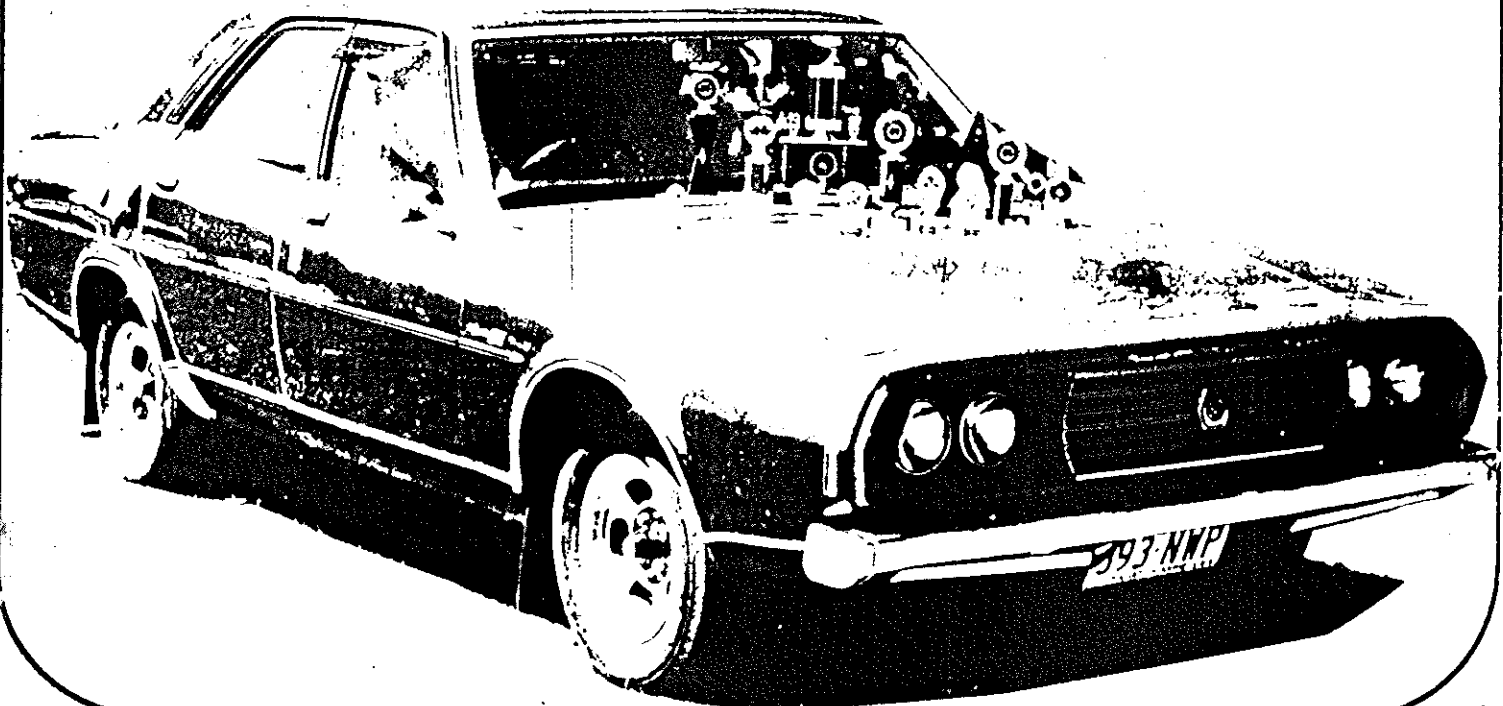
QUEENSLAND P76
OWNERS CLUB
INCORPORATED



February 1993

20TH

ANNIVERSARY



MINUTES of the Meeting held on 10th February 1993

The President opened the meeting at 8.12 pm.

APCOLOGIES : N. Lyons

MINUTES : Minutes of the previous meeting were read by the Secretary and accepted by G. Rogerson and seconded by P. Rose.

INCOMING CORRESPONDENCE : P76 club magazines were received from WA, SA, Vic. , NZ. & Hunter Valley,
- Jan meeting of Association of Motoring Clubs.
- Phone calls from NZ & Dolby to G Rogerson and Katherine (Yvonne Gibson) to A. Schutz.

OUTGOING CORRESPONDENCE : Nil.

TREASURERS REPORT : October Balance \$3,769
less major purchases - \$950 (rear louvres)
 \$868 (spare parts)
January Balance \$2,260

accepted by P. Rose and seconded by G. Rogerson.

BUSINESS ARISING : P. Rose tried to contact R. McNulty without success with regards to the Spare Parts which keep evading us. Further effort will be carried out.
- Secretary to check with other State Clubs with reference to advertising costs to Vanguard Triumph Components to advertise in our magazine.

GUEST SPEAKER : Mr Geoff Bradford gave an interesting talk with the aid of a video, on a new technique of stripping paint from motor vehicles using a plastic substance. Geoff, was representing his business called "AIROSTRIP" located at Morningside. In preference to sand blasting, the plastic media is light and any excess particles deposited in hidden corners of the vehicle are easily vacuumed up but more interestingly, the surface which has been stripped to bare metal will not corrode like any other abrasive type stripping methods. This method is not a rust remover but will remove loose and flakes of rust particles. - the normal rust removal methods are still required.

Any member considering a complete restoration should also consider stripping the vehicle using this method.

The cost to strip the outside of a P76 is approx. \$600 and takes around 6 hours to carry out and all surfaces cost around \$8-900

GENERAL BUSINESS : - Discussed the List of Spares and Rotinry purchased for a total of \$700.

- further discussion on listing, itemising and pricing is to be followed up by a working bee (as in get together) at a date to be set.
- much discussion on how parts were to be housed with suggestions to a container, large shed, small shed, caravan etc.
- moved G. Rogerson and seconded H. Probst that up to \$600 be approved to purchase something suitable for storage of parts.
- M. Erickson and H. Probst discussed the Monthly meeting of THE Association of Motoring Clubs and volunteered to represent our club on the first Monday of every Month.
- Videos were shown of Joe Greens Leylands that were shown on the TV show Clive Roberts (very good) also H. Probst and A. Schutz. These three TV segments are being put on to one video tape for availability to interested members.

MEETING CLOSED at 10 pm.

Treasurers Report for October 1992

Balance as per previous report	3,769.35
Less: expenses	- nil -

	3,769.35
Add: receipts	- nil -

	3,769.35

Reconciliation to Cash at Bank
 (Statement no. 38 - 30/10/92)

Balance as per bank statement	3,769.35

	3,769.35

Treasurers Report for December 1992

Balance as per previous report	2,819.35
Less: expenses	- nil -

	2,819.35
Add: receipts	
Bank interest	29.00

	2,848.35

Reconciliation to Cash at Bank
 (Statement no. 40 - 30/12/92)

Balance as per bank statement	2,848.35

	2,848.35

Treasurers Report for November 1992

Balance as per previous report	3,769.35
Less: expenses	
Parts (rear louvres)	(950.00) (950.00)

	2,819.35
Add: receipts	- nil -

	2,819.35

Reconciliation to Cash at Bank
 (Statement no. 39 - 30/11/92)

Balance as per bank statement	3,769.35
Less: unrepresented cheques	(950.00)

	2,819.35

Treasurers Report for January 1993

Balance as per previous report	2,848.35
Less: expenses	
Parts	(868.00)
Postages	(110.85)
Newsletter	(100.00)
Functions	(80.00)
Trophies	(60.00)
Stationary	(8.25)

	1,621.25
Add: receipts	
Membership subscriptions	265.00
Sale of Head Gaskets	510.00
Sale of Parts	214.00
Misc.	10.00

	2,620.25

Reconciliation to Cash at Bank
 (Statement no. 41 - 01/02/93)

Balance as per bank statement	2,148.35
Less: unrepresented cheques	(258.10)
Add: deposits in transit	730.00

	2,620.25

**THE NEW
 SPRINGVALE LEYLAND**

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

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 SPRINGVALE, 3171.**

MINI-BITS
 FOR ALL LEYLAND
 PARTS & SERVICE



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**ROVER
 AUSTRALIA**

**REGIONAL
 DISTRIBUTOR**

THE QUEENSLAND COMBINED COUNCIL OF HISTORIC VEHICLE CLUBS INC.

Representing all Enthusiasts in Queensland and Northern New South Wales

1993 MOTORING HERITAGE DAY

The Queensland Combined Council of Historic Vehicle Clubs Incorporated is conducting a charity day for the **LEUKAEMIA FOUNDATION OF QUEENSLAND** on March the 14th, 1993, at the Queensland Government Driver Training Centre at Mt Cotton. A.O.M.C. are working with the Combined Council to ensure the success of the event.

This event promises to be an exciting day for enthusiasts and the general public and all proceeds will be donated to the Leukaemia Foundation of Queensland.

The event is open to the owners of all types of historic vehicles and equipment as from veterans to modified and street machines. An entry fee of five dollars will be charged and will be collected at Mt Cotton.

The day will begin with a rally from the City Centre (location to be advised) to the Mt Cotton Centre at the Redland Bay road end of Mt Cotton road.

Mt Cotton has in excess of three kilometres of bitumen surfaced roads and you are invited to donate the use of your vehicle for either a static display, gymkhana event or a 'Ride Drive' where you will give rides to the public for a fee of one dollar per person per lap. For those who use their vehicles in the ride drive we are attempting to have fuel donated to ease the costs.

Special displays will be a feature of the day and will include 180 degree skid turns with semi trailers and Police precision motor cycle riding. Raffles, food stalls, roving minstrels and child amusement stalls will be featured.

The day will be attended by leading political figures and Indy race drivers. All vehicles will be judged in their separate classes with a trophy for the winners.

This is our chance to show Queensland and our law makers the strength of the old (and not so old) vehicle movement and so protect our hobby from registration bans to enable us to continue to enjoy the fruit of our labours.

If you are interested in participating in this day please let me know, as we have to nominate how many car spaces we will require for the static display. Phone 888 1345, I have copies of the registration forms and these have to be in by the end of the month.

THE GREAT NORTHERN

Super Swap

GATES OPEN EARLY

MARCH 13 - 14 1993

VENUE: CARRARA SPORTS GROUNDS
NERANG - BROADBEACH RD. CARRARA

NEAR NERANG ON THE

Gold Coast.

OVER 2000 SITES AVAILABLE

BOOK EARLY FOR THE BEST EXPOSURE

TELEPHONES & FOOD ON SITE

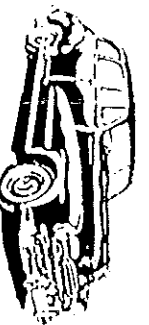
MOTELS NEARBY

EXCELLENT ON SITE FACILITIES

CALL NOW TO BOOK YOUR SITE

ALL ENQUIRIES PH: 075 961240

P.O. BOX 2733 NERANG EAST. Q. 4211



The Queensland Combined Council of Historic Vehicle Clubs Inc. presents

The 1993

Motoring Heritage Day

at the Mt Cotton Driver Training Centre, Mt Cotton Road

March 14

10 am - 4 pm

Motoring for Leukaemia

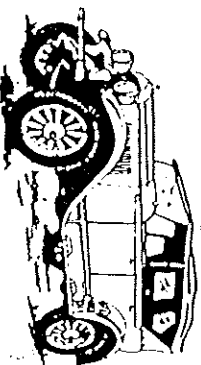
- ★ Meet car racing Champion Allan Grice
- ★ Only \$2 to enter
- ★ Thousands of dollars in prizes to win
- ★ Plenty of kids' activities to do including carnival rides, vintage car rides, 4WD treks and many more
- ★ Over 400 heritage vehicles on display from bikes to fire engines
- ★ Thrill to the skills of the police precision driving team and gymkhana riders

Want to know more?

Just phone the Leukaemia Foundation of Queensland during office hours on (07) 221 0633

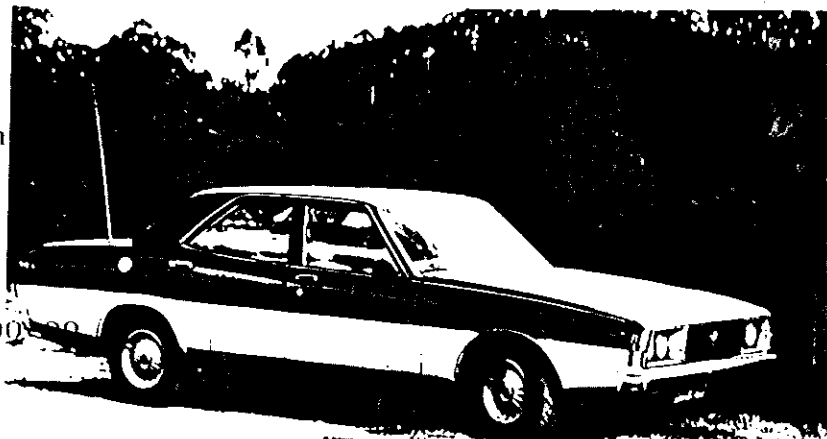


QUEENSLAND
TRANSPORT

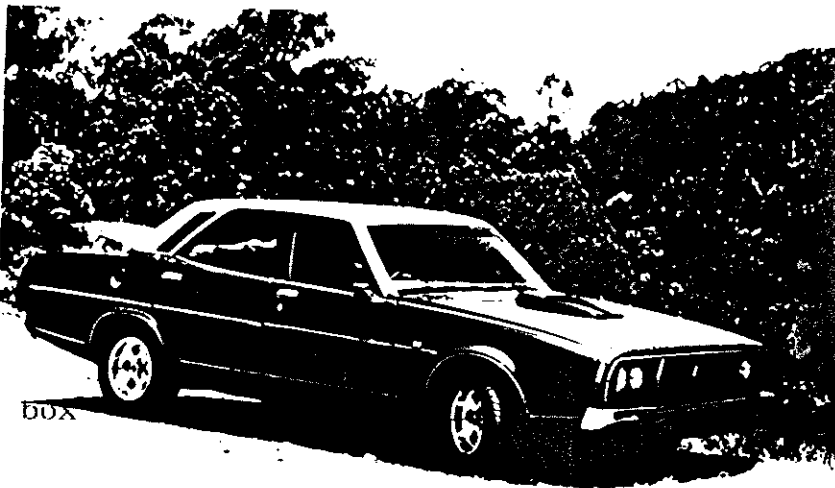


All proceeds will directly benefit leukaemia patients and their families

Leyland P 76 Executive V8
 4 speed manual
 Heavy Duty rear springs
 New brake pads
 White & Blue with red pinstriping
 New carpets & Door seals
 Tri Y Extractors
 Twin Exhaust system
 Registered for 12 months \$2500-00
 Neville Humphries 074 94 4427



Leyland P76 Executive V 6 Auto
 Nutmeg with factory vinyl
 roof
 Air/Con (needs Gas)
 Power steering
 Pioneer 4 Speaker Stereo
 New 14x7 mags. 2 New Tyres
 Heavy Duty rear springs
 New Gas shocks & Strut inserts
 Brock bonnet scoop into cold air box
 Tinted windows. Twin Exhaust
 Reg till 10/93 \$3500-00
 Neville Humphries 074 94 4427



V8 DeLuxe
 Column Auto
 Air Conditioned
 New Radiator
 Heads done
 Little rust
 Good straight car
 Owned by mechanic
 Contact Darryl Apps
 C/- Nanango Service Station
 071 63 1636 (h) 071 63 1608 (w)

Leyland P76 Targa Florio
 Auto Air conditioned
 \$1600-00 spent on it
 Mechanically good.
 Minor Rust
 Needs tyres
 Not registered
 Best offer over \$1500-00
 Graham Adair 075 46 0418



What you get...

NEW ENGINE SETS THE PACE

Four models—including a totally equipped luxury version with V8, power steering and automatic transmission as standard—two engines plus a body that is longer, lower and wider make P76 fully competitive with the opposition. And a station wagon and hatchback coupe are yet to come.

THE BASIC specifications of the Leyland P76 suggests just another blandly conventional front-engine rear-drive car from the same mould as the Holden, Falcon and Valiant.

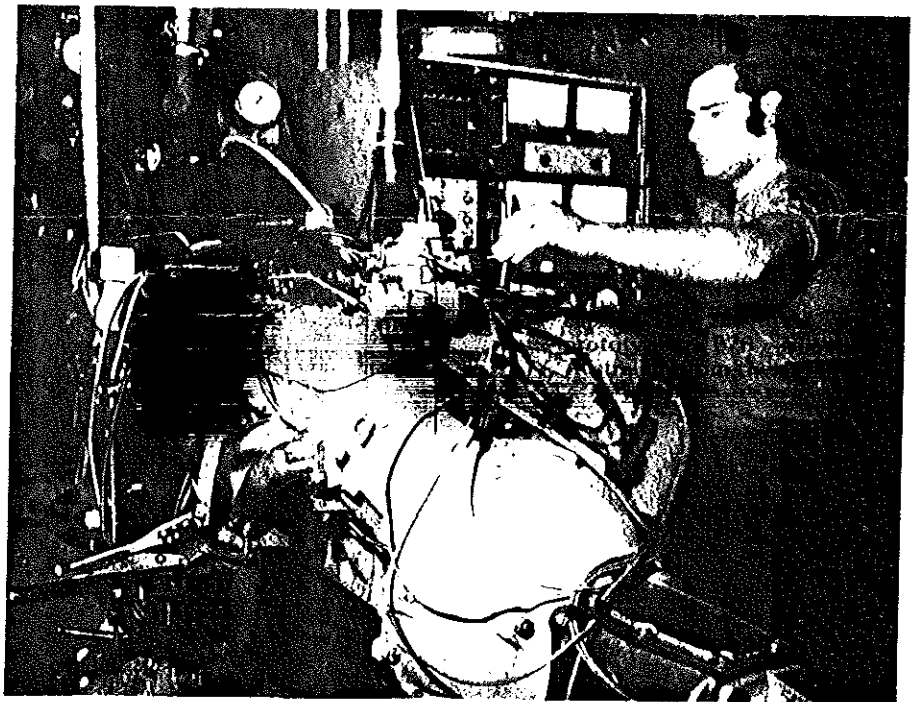
But while P76 is right in the middle of mainstream design, it differs from others in many important respects which stand the Leyland apart.

P76 is probably the most Australian car yet produced here in terms of local design content. From earliest conception to the final pre-production prototypes, P76 is almost wholly Australian from the ground up.

The design team drew on overseas knowledge and expertise in some areas (from Rover for the aluminium V8, and from Michelotti for the styling, for example) but in every instance it was Leyland Australia that established the parameters and kept the car within them.

P76's most obvious departure from

Leyland's alloy V8, on the test bed. Its lightweight construction means it has performance equivalent to all but the biggest V8s offered by the opposition.





What you get...

usual Australian practice is that the cylinder block and heads of its optional V8 engine are aluminium alloy instead of iron. This lightweight engine has played integral and importantly influential role in the car's design from the very beginning of the project.

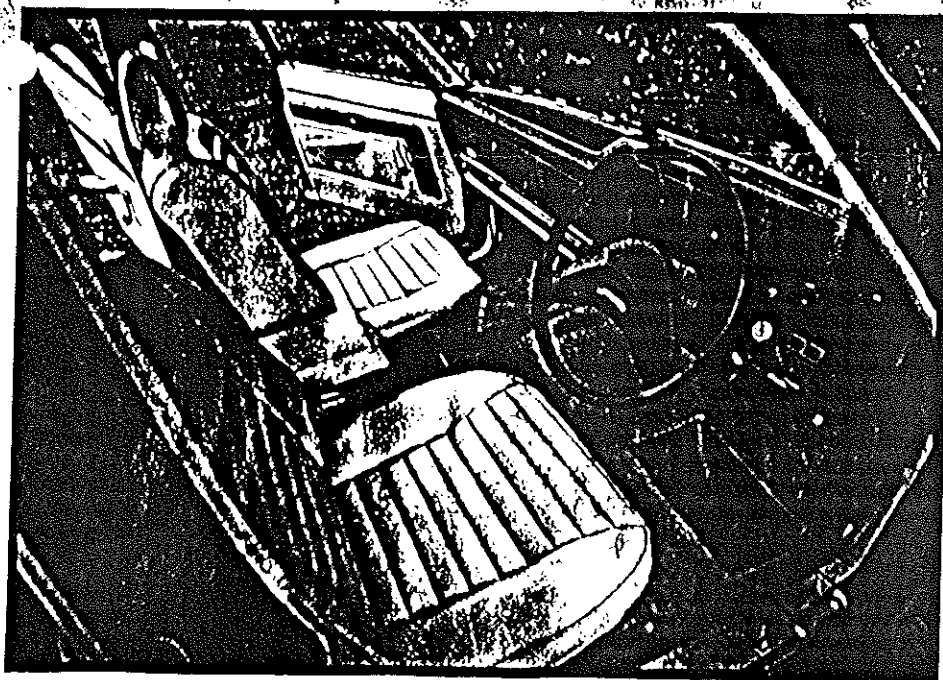
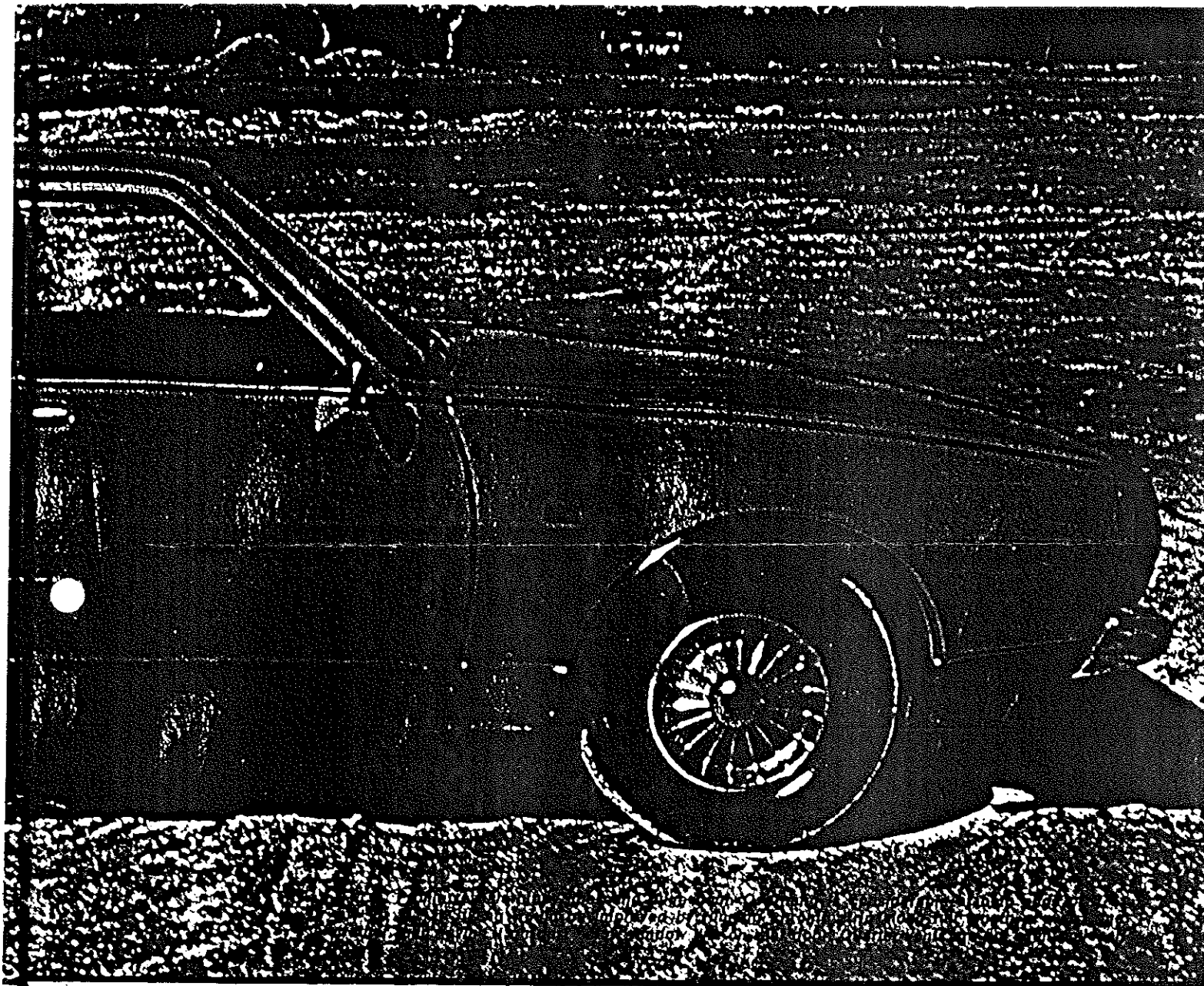
Others in the class offer V8s which are substantially heavier than their standard sixes, and the differences in weight have far-reaching effects on the design of the body-chassis and running gear.

Because the car must be constructed to cope with the heaviest engine in the range, the structure will be inefficiently heavier than necessary for the lightest engine.

Engines of considerable different weight also mean corresponding variations in the suspension springs, dampers, tyres, brakes and steering. Such parts



Rear of Super is exceptionally roomy. But wide deep cushion is mounted too flat, however, there is plenty of head room and leg room is excellent.



can't be common to both engines because — correctly engineered for the heaviest — they will be over-engineered and overweight for the lightest.

For optimum chassis efficiency and performance, with maximum "commonisation" of running gear parts, engines of very similar weight are the most satisfactory answer; though not necessarily the easiest to achieve.

But with an appreciation of the potential advantages, the Leyland design team committed itself to the similar-weight situation. It already had a reasonably light 2.6 litre six (borrowed and enlarged from the Tasman/Kimberley) which weighs about 420 pounds complete and wet. Clearly there was no way of making a four-plus litre V8 this light with an iron block and heads. So it had to be an aluminium alloy unit.

Interior of Super is comfortable and very well finished. Bucket seats lack squab adjustment. Dashboard and steering wheel are close to windscreen.

The basis of such an engine existed in the ex-General Motors 3.5-litre V8 which had been bought by Rover in 1964. Adopted and developed by Leyland Australia to meet P76 requirements, the thrice-reborn engine has emerged with 4.4 litre capacity. It weighs about 10 pounds more or less than the 2.6 six depending on whether they are rigged for manual or automatic transmissions!

Though derived from the Rover, the P76 V8 is virtually a new engine. It has a different (deeper and stronger) block, and the stroke is extended from 2.8 to 3.5 inches, making it equal to the cylinder bore.

Other changes include greater capacity for the oil and water pumps, larger main bearings, and a Bendix Stromberg two-barrel carburettor instead of twin SUs. Also, where the Rover version pivots its rocker arms on full-length shafts, the Leyland mounts each pair of valves on stirrup type pivots — similar to those on current GMH engines.

For the time being, the raw block and head castings are imported from Britain, but contracts have been signed with an Australian company and the castings should be produced locally within a year.

Adoption of the aluminium engine meant the installation of a whole new production line in Leyland's engine machining department which, incidentally, is the only one in Australia producing four, six and eight-cylinder engines.

The manufacture of the V8 differs considerably in some respects from that of iron engines. For example, much more importance is attached to the removal of all swarf (off-cuts) from the water jackets and other passages in the block and heads. This is assured by manually or mechanically breaking the swarf into small chips to avoid the formation of stringy bundles which are extremely difficult to remove.

The V8 machining line has the capacity to produce 10 engines an hour, or 160 per two-shift day.

Higher material, machining and labor costs mean the alloy V8 is much more expensive to manufacture than equivalent iron engines.

But the relatively high engine-cost is offset to a large extent because the whole P76 package is designed to take advantage of the light and near-identical engine weights.

Substantial economies are achieved in the suspension springs, dampers, brakes and steering since these are exactly the same whichever engine is fitted.

The result is that the Level 2 model with six-cylinder engine and three-speed manual gearbox weighs just over 2700 pounds — about 250, 300 and 400 pounds less than the equivalent Holden Kingswood, Falcon 500 and Valiant

Ranger models. A further 200 or so pounds (at least) is added to the differences when the respective V8 engines are fitted.

Everything else being equal, lighter weight translates into improved performance, reduced fuel consumption, better handling and an easier life for the engine, suspension, brakes and tyres.

Not the least interesting facet of P76

is the body-chassis unit. Basically a conventional unitary-construction chassis, it nevertheless contains a lot of very careful and efficient design. One of the objectives was to produce a chassis of as few panels as possible; to a body designer every part from brackets up is a panel.

(Continued on page 72)

NEW ENGINE SETS THE PACE

Continued from page 17

Fewer panels mean fewer joints, less welding, greater strength, better quality control, quicker production, lighter weight and lower unit cost. By way of comparison, the Austin 1800 has 350 panels, the Morris 1100 has 280, the Mini has 210, and P76 has just 215. We don't know if this is a record for a car of this size, but it's certainly commendable and further emphasises the planning that has gone into P76.

All four models (or Levels as Leyland designates them) share the same running gear, except that the Level 1 version (the base model for fleet or taxi buyers) lacks the front anti-roll bar fitted to the others. Front suspension is by vertical struts with coil springs. Coils are also fitted, with telescopic dampers, to the rear axle which is located by a four-link system.

Leyland has put a lot of development into the suspension geometry, and the springing, damping and suspension-bushing rates in the interests of securing optimum ride, handling, roadholding and stability. Testing of these aspects was conducted at the MIRA proving ground using the latest computerised analysis of the settings, modifications and net results.

Suspension travel is generous — 8.2 in. front and 8.6 in. rear between the extremes of bump and rebound.

P76 also differs from the usual for its class in having rack and pinion steering. Power is available only on V8s.

All models feature power brakes as standard — 10.75 in. ventilated discs up front and 9 x 1.5 in. drums at the rear.

The 111 in. wheelbase is the same as on the Holden, Falcon and Valiant, while the 16 ft overall length is the same as Valiant and about six inches longer than Holden and Falcon. At 59.5 and 59.7 in. the front and rear track widths come between the others; but P76 is an inch wider and lower.

Standard specification for the Level 2 model (known as the Deluxe and equivalent to the Holden Kingswood/Falcon 500) includes six-cylinder engine, three-speed manual gearbox and bench front seat. Like the other models it has a self-cancelling hazard switch, water temperature gauge, handbrake and brake failure warning lights, and illumination of the switches, heater controls and ignition switch when the parking lights are on.

Level 3 (the Super and ranged against the Holden Premier/Ford Fairmont) adds a padded header rail with recessed sun visors (above the windscreen), trip meter, battery condition gauge, clock, four-speed manual gearbox, half tunnel console, fixed bucket seats, quad headlights, and courtesy lights in the front ashtray, boot and glovebox. There's also an under-bonnet lamp which can be removed from its mounting as an engine compartment trouble light.

The top of the line Level 4 model (the Executive — competition for Statesman and Fairlane) comes with Level 3 equipment plus V8 engine with automatic transmission, power steering, radial ply tyres, textile trim, centre rear armrest, full tunnel console, reclining buckets, power antenna, radio, door ajar warning light, two rear reading lights, and kerbside illumination lights in the front and rear doors. Here the only option available (or needed?) is air conditioning; this being applicable to any model with the V8 engine fitted.

The average Australian car should have better road manners.

This is the story about road-holding and suspension systems, and weight distribution.

Not many people know what makes a car handle well, and why. Frankly, it can get a little technical. But there are things you should know before you spend a lot of money on a car.

So, we'll tell you all. No holds barred.

The Suspense Story Rear.

The average Australian car has a pretty average rear suspension system. Generally leaf springs.

For light cars the system is very good. For larger cars — not so. And no self respecting high performance car would even give it a moment's consideration.

Leaf springs have their problems. For example, in the wet the whole suspension characteristics change dramatically.

Water lubricates the leaf springs which reduces their effectiveness, and in turn produces a heart stopping sloppy "feel".

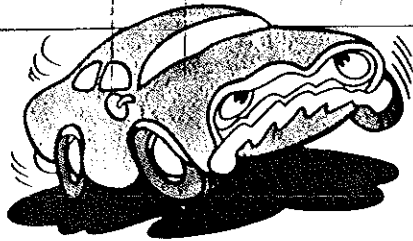
That's disturbing enough in itself, but when you consider that leaf springs are also asked to carry and "locate" the rear axle, the problems become even more complex.

The whole idea of a suspension system is to let the wheels and axle travel up and down, and to keep the car itself stable. Sure, leaf springs do this. But they also allow the wheels and axle to travel backwards and forwards as well.

In fact the entire wheelbase of the car can change up to two or three inches, and this produces the disturbing effect of the rear wheels actually steering the car.

That's the bad news. Now the good.

Project P76 has four link coil springs and a live rear axle in back. It's the same system as used by Alfa Romeo and Volvo.



The wheels and axle move freely up and down — but not backwards and forwards. They can't. Because four rigid rods keep the axle firmly in place, or "located", in engineers' jargon.

The P76 system substantially reduces unsprung weight, and produces a car that holds the road better, and rides more comfortably, especially on poor road surfaces.

And we've got plenty of those in this country.

The Suspense Story Front.

Project P76 has a front suspension system that's unique for an Australian car.

It combines coil springs, an anti sway bar, and a system called the MacPherson strut.

The fact that the system is excellent is undisputed. Lotus and BMW, long regarded as two of the best handling cars in the world, use it.

But the average Australian car has ignored this excellent system for the sake of a pretty face. The MacPherson strut system requires more space, and so style has overruled engineering.

When you see Project P76, you'll see no compromise in style. And yet we use MacPherson struts.

That sounds impossible. How do we get the best of both worlds?

The answer is simple.

Reduce engine weight in front so you can use a more compact MacPherson strut system.

And the only way to do that without losing performance is to build a V8 engine from aluminium. That's what we've done.

BUYER PROTECTION PLAN

1. When you buy a new car from a Leyland Australia Dealer, Leyland Australia guarantees you it will pay for the repair or replacement of any part it supplies, except for tyres, defective in material or workmanship. This guarantee is made for 12 months from the date the car is first registered, or 12,000 miles, whichever comes first. All we require is that the car be properly maintained and cared for under normal use in Australia, and these repairs or replacements be made by a Leyland Australia dealer.
2. A free loaner car from your Leyland dealer if pre-arranged guarantee repairs take overnight.
3. A free reverse charge telephone call to Leyland Australia.

LEYLAND AUSTRALIA

Buyer Protection Plan.

As we've gone to so much trouble to build cars better, it naturally follows that we can back them better.

We re-wrote our warranty and took out all the legal jargon. It's now 88 words. And each word speaks volumes. We think it's about time someone did some straight talking.

Here's how it works:

If anything goes wrong with your new P76 and it's our fault, we'll fix it free. We pay for both parts and labour. You pay nothing.

If your car can't be fixed on the appointed day, you'll get a loaner car overnight from your Leyland Australia dealer.

If after this you still have a problem, we'd like to hear from you. You can ring the hot line direct to the factory. Reverse the charges from anywhere in Australia. You'll get action, not excuses.

The Buyer Protection Plan is a bold step. It's a step we can't afford to take lightly, because only when we build cars better in the first place, can we back them better in the end.

One without the other isn't worth the paper it's printed on.



Leyland.
The new driving force.

C L U B I N F O R M A T I O N P A G E

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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 attention.

GENERAL MEETINGS

The Old 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