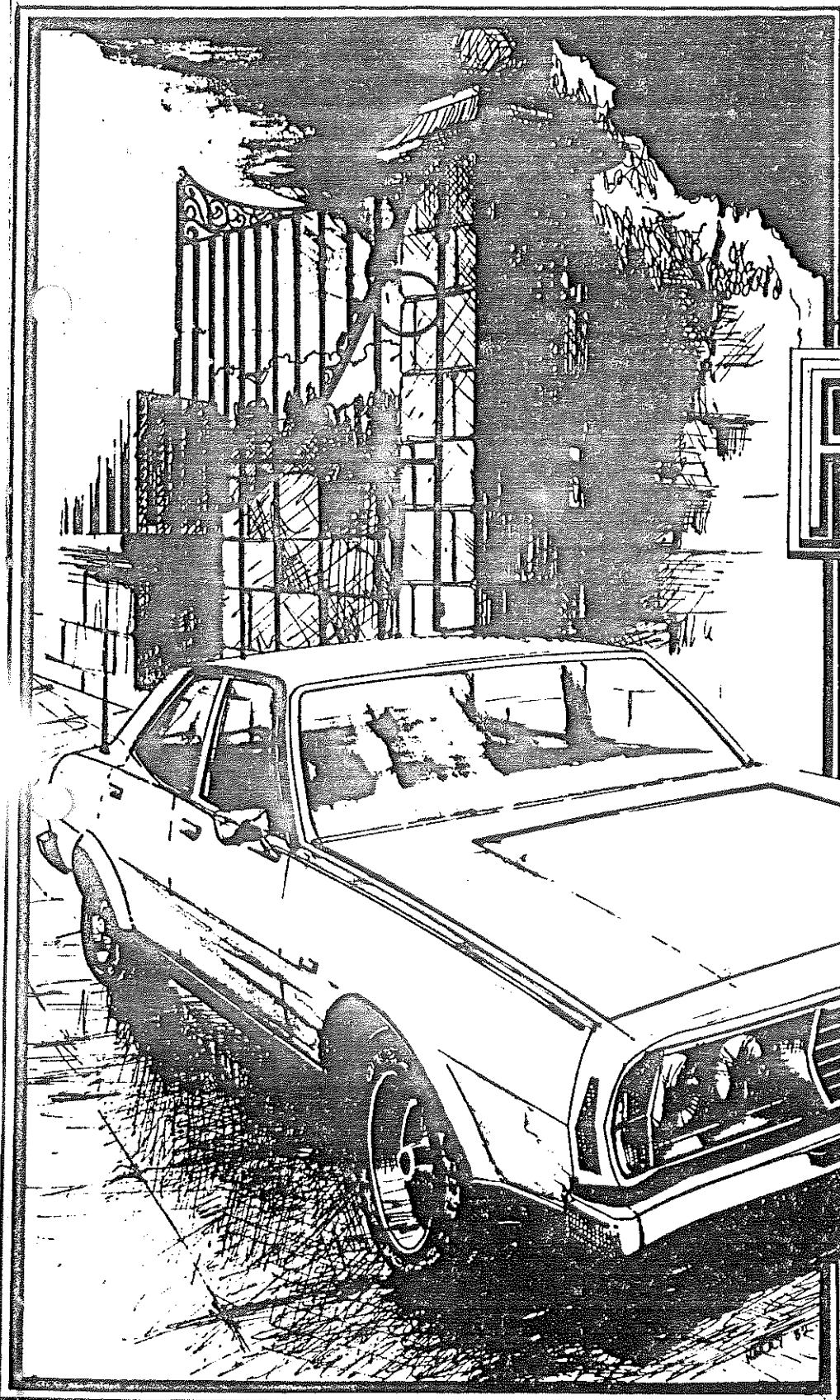


# ANYTHING BUT AVERAGE

VOL 1 NO 1  
DECEMBER 1983

# P76



MOORE '82

## EDITORIAL

Following the request from Michael Brown in the last newsheet for someone to produce a "News Letter" for the club, I have volunteered for the task. Although I live some distance from Melbourne, and will be unable to attend committee meetings I believe I can still do a reasonable job, providing committee members and members generally pass to me any information that will be of interest to others.

I hope to produce an edition of this newsletter every 2 months. The next one should arrive some time in February. The quality and interest value of these newsletters will depend upon the information and items I receive for inclusion. This newsletter has been prepared in a very short space of time, and I must thank Alf Sheppard who provided me with newsheets from other clubs from which I obtained some items for this and further Newsletters. If you have any articles that would be of interest generally, I would appreciate a copy, or if you send the original I can copy that and return the original to you. Perhaps some of you would write articles for inclusion in the Newsletter. These could include tips on repairing and maintaining P76's, sources of spare parts, interesting modifications and improvements, trips undertaken in your P76 or perhaps race and rally experiences. This is your Newsletter where you can share your thoughts and experiences with the other members.

In this Newsletter are the details of the National Meeting to be held at Morpeth next Easter. I have been in contact with the Newcastle group and I know they have been very busy with their planning for this event. I expect there will be many P76's attending from N.S.W., South Australia is sure to be well represented, Queenslanders are coming, and I know that quite a few Victorians will be attending. Please think seriously about going. I am certain that it will be an interesting and enjoyable meeting.

Although I will be away from home at various times throughout the school holidays, I would welcome contact from members and interested people. My address is below.

At this time of the year may I wish all readers the compliments of the season and hope you have a happy and safe holiday season.

Graeme Beck.  
21 Wedge St.,  
BENALLA. 3672.  
Phone (057) 622676 (school)  
(057) 624093 (home)

# History of the P76

Tony DeLuca

From the mid to the late 1960's a decision was made by B.M.C. Australia to manufacture an all Australian passenger vehicle.

The local vehicle industry was surveyed, the popular cars being Holden, Falcon and Valiant. This sized vehicle was what the motoring public wanted at this time, so it was decided that at this sector of the market B.M.C. would spearhead their efforts. The concept was conceived to be a vehicle of this approximate size on a 111" wheelbase. Earlier experiments were conducted on a modified Austin 1800 using a V8 motor and front wheel drive. While being brilliant in design this proved to be too expensive to market. Therefore the normal front engine, rear wheel drive was considered to be the most suitable concept.

In search for the major mechanical components the design engineering department headed by Barry Anderson, a brilliant young engineer and ex. cadet of B.M.C. selected out of the range of Leyland engines the Rover 3.5 litre V8. This engine was altered and modified to the capacity of 4.4 litres. It may be noted that this alloy engine was originally designed and manufactured by Buick in America, and Rover England, bought the design and rights for their use.

The six cylinder engine already in production for the Kimberley and Tasman was altered to 2.6 litres. Borg Warner transmissions Automatic and manual and rear axles were chosen. This enabled the local content to be in the order of 95% and also allowed for the rationalisation of the local manufacturing industry in Australia to a degree never achieved before. This situation included, Repco, PBR Brake division for brakes, Russell manufacturing for engine, pistons, rings, bearings and associated parts, Armstrong Industries for shock absorbers and McPherson Struts, National Springs for the all coil spring suspension, TRW Cam gears for steering racks and components, Bishop Bendix for the advanced design of the power steering system.

The popular Australian vehicles were used as guinea pigs to help with the design of components and ideas, examples, the steering column and collapsible canister was used and supplied by Chrysler. The design of the door locks was Ford Falcon and supplied by Wilmont Breedon, Mr. David Beech, (designated as the father of the P76) was then faced with Body design and tooling. Approaches were made to Karmann Ghia in Germany, the parent Co. in England and finally to Michellotti in Italy. He designed the basic Wedge shape body from the dimensions and specifications as given by Mr. Beech.

Big engine compartment area for ease of maintenance spacious and comfortable passenger compartment for 5/6 people and a sizable boot for Australian conditions. It was not realised that this vehicle was so far ahead of its time it contributed to the hesitation of the buying public to accept the design.

Looking at the latest model vehicles it can be seen how the wedge shape is considered as the ideal for design, example New Mazda 929 also that space between the windscreen and bonnet, the latest Mercedes S has featured this concept.

During the development period the mechanical components were tested in Holden Hk and HT bodies. These were modified extensively to accept the P76 suspensions as well as the major driving components.

Experimental bodies were then hand made from some pressings and the then available parts. These vehicles were tested and observed so that any modifications could be incorporated in the initial production run.

The very first few vehicles to be manufactured suffered body Quality Control problems, examples, door fits and boot and bonnet fits. Also manufacturing problems example, the boot torsion bars were fitted before the body was painted. When the body passed through the paint drying ovens the heat affected the bars reducing the tension. Naturally when this was realised, the torsion bars were fitted after painting.

The latter production cars in 1974 were at least as good as Ford, Holden, and Chrysler if not better. These vehicles incorporated all the running modifications learned from the early production vehicles.

The earlier vehicles were modified by the dealers through various campaigns and service bulletins.

#### Examples

Front suspension tie bar rubbers - Ford type

Inlet manifold gaskets V8 engine

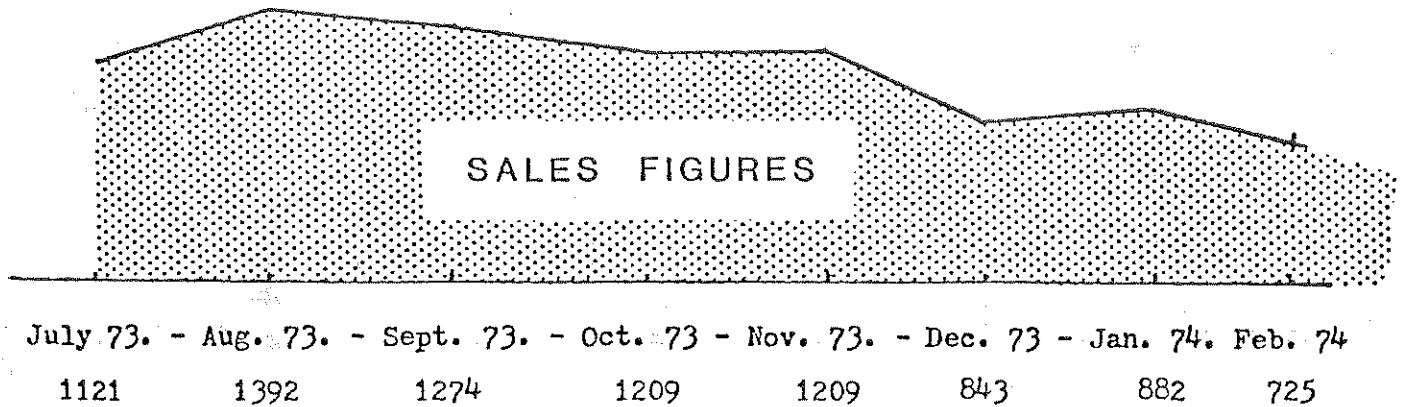
Modified door seals - Valiant

Different door inner kick plates - with centre ridge

Automatic dip stick tube and vent V8 }  
Brake caliper banjo bolts } campaigns.

All available information and service bulletins will be passed onto members via the magazine.

This vehicle caused controversy to the motoring fraternity when released.  
The initial sales figures were:-



Sales figures were falling due to enormous smear campaigns by the other vehicle manufacturers. This vehicle was a direct competitor to Holden Falcon Valiant and if it succeeded it would be at their expense, so it was in, boots and all.

Hence P38 half a car etc. A remark by Chrysler Aust. to Leyland.

"We can achieve either a good riding or a good handling vehicle. You in the P76 have achieved both".

This smear campaign together with the Industries Assistance commission report to close one of the 4 local manufacturers and this report was directed towards Leyland, strikes parts supply and management problems, lack of government and parent Co. help caused the closure of the factory and the death of the P76.

The brilliance of this vehicle is still being realised today as the various vehicle manufacturers incorporate design features of the P76 in their vehicles, as previously stated this shows the ability we had in Australia to design and manufacture equal to any other country of the world. What would the updates and future models be like when all said and done this was the first model even Holden had its problems with the first manufactured 48 series Holden car.

The future products scraped.

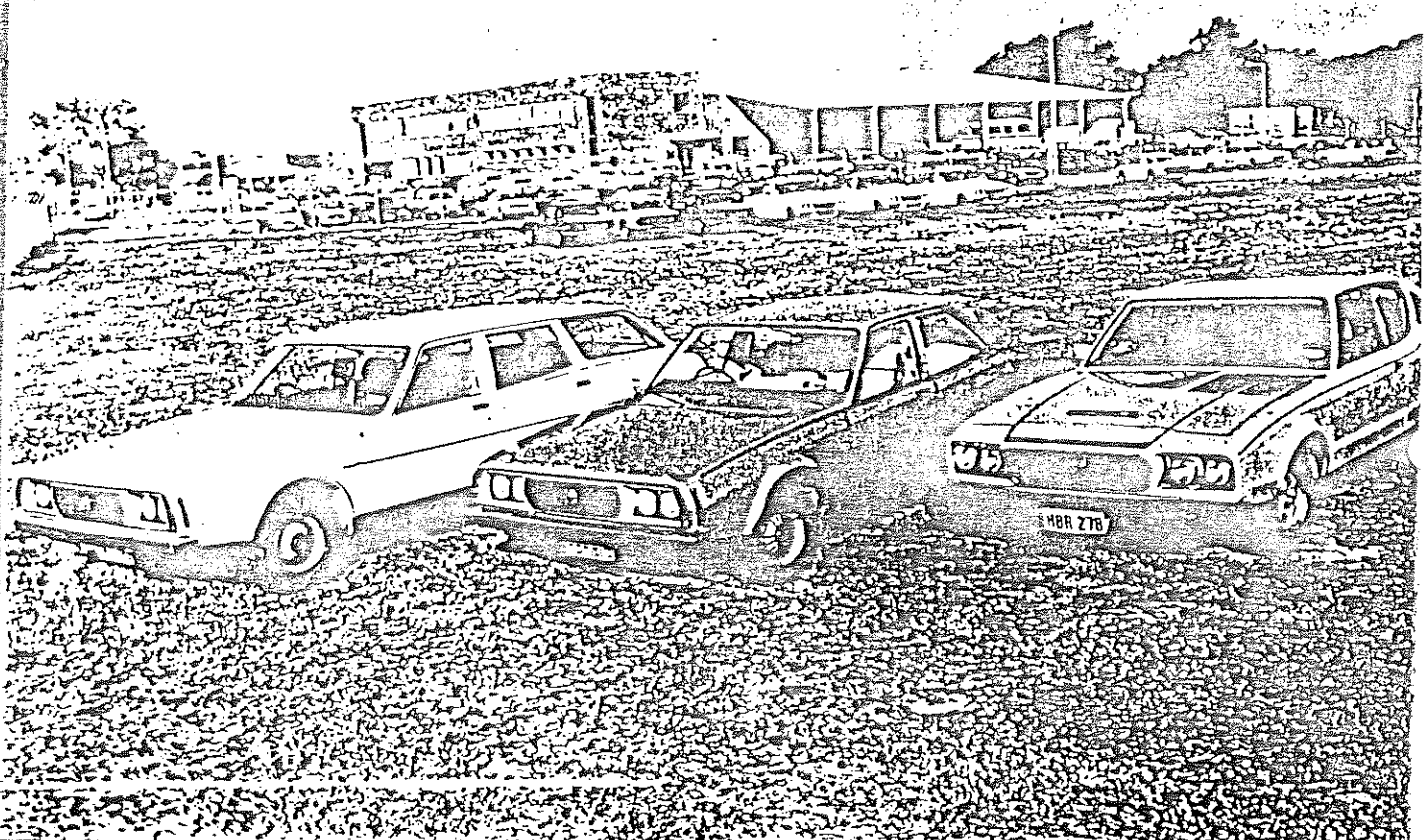
Force 7V - a brilliant 2 door coupe.

Station Waggon version.

V6 engine 2 cylinders lopped off the V8.

We as a country were on the verge of nationalisation of the motor industry with at least 4 manufacturers using the same brand components. The motoring scene today is a different ball game. With the onslaught of the Japanese car industry, rationalisation has gone by the board. The complexity and number of mistakes and models makes the repair industry a nightmare especially when it comes to spare parts.

Long live the P76 a car anything but average.



## ENGINE OIL CAPACITIES

SERVICE BULLETIN

Field reports have been received indicating discrepancies in Engine oil capacities, refill quantities and dipstick graduations.

The following dipstick graduation dimensions and capacity figures are correct.

Dipsticks should not be remarked unless they vary from the dimensions shown.

### '442' - V8

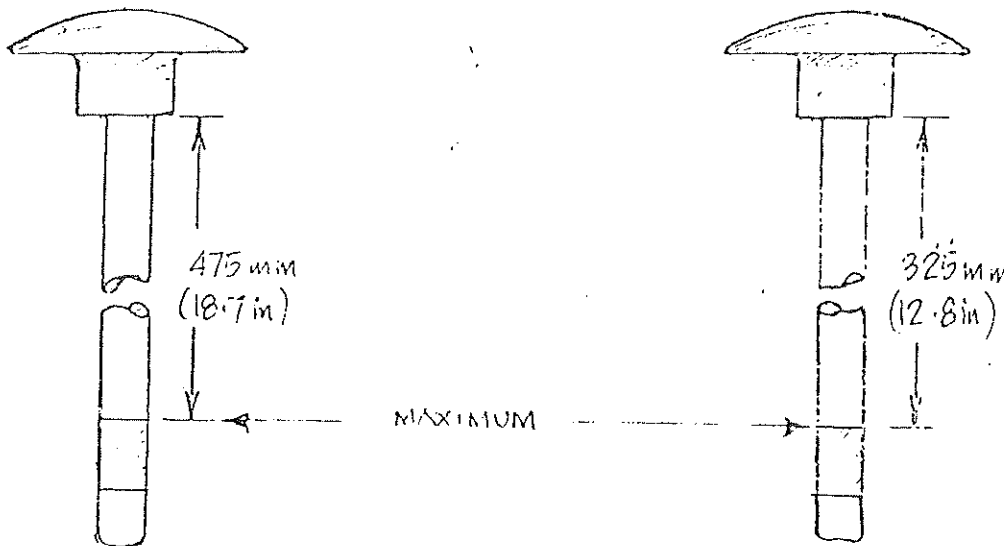
Underside of knob to 'Max' mark.

475 mm (18.7 in.)

### '262' - E6

Underside of knob to 'Max' mark.

325 mm (12.8 in.)



### Capacities - '442'

Drain and Refill	-	3.0 litres	(5.25 pints)
Oil Filter	-	0.74 litres	(1.30 pints)
Remaining in Reservoir	-	0.57 litres	(1.00 pint)
Remaining in Galleries	-	0.57 litres	(1.00 pint)

### Capacities - '262'

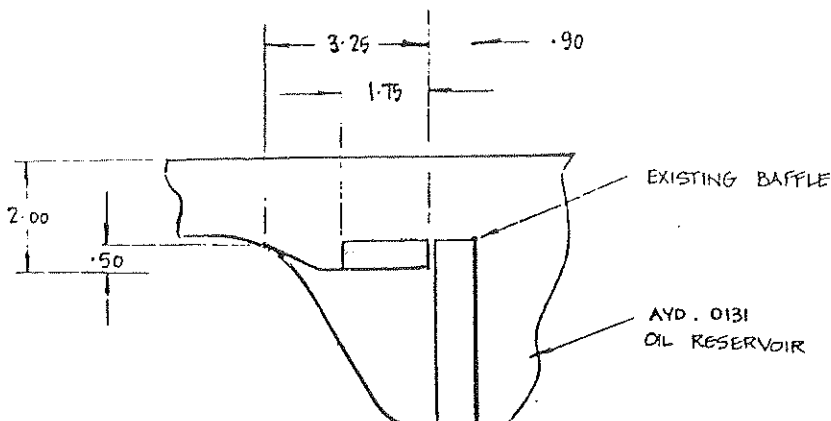
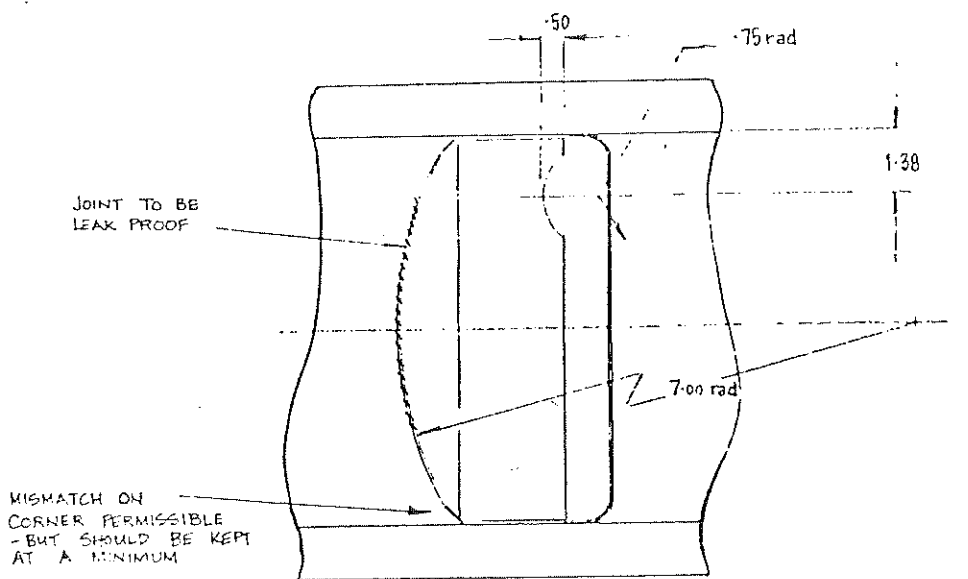
Drain and Refill	-	3.4 litres	(6 pints)
Oil Filter	-	0.67 litres	(1.36 pints)
Remaining in Reservoir	-	0.57 litres	(1.00 pint)

OIL STARVATION V8

Oil starvation under heavy braking has been encountered in a small number of vehicles.

This problem can be rectified by manufacture and fitting of a reservoir baffle as shown in the attached drawing. In addition, vehicles having engines prior to the numbers listed below, should be fitted with oil pickup assembly Part No. AYD 0253.

- |           |                |
|-----------|----------------|
| 4400-2905 | 4406-1003      |
| 4401-1178 | 4408-1023      |
| 4402-1440 | 4412-1049      |
| 4404-1592 | Others 1001 ON |



MATERIAL 20 BG TO 16 BG. STEEL



## NATIONAL MEETING - EASTER 1984, MORPETH

This information below is provided by the Newcastle branch of the P76 Club.

Dear Member,

Our Committee has put together this Itinerary so you can see what we have in mind for the Easter National Meeting at Morpeth. Planning is well advanced and we are going to Morpeth every couple of weeks to check on different types of activities and places to go and see. We feel this Itinerary shows off at least three different aspects of our Area. We have organised a drive that will end at Dungog for lunch and looking around the Area there. All of the different activities we are contemplating are both Car and family orientated so we can all get together and see and hear about all aspects of our P76 motoring and generally have a long weekend of talking about and seeing other peoples varieties of Leyland P76's.

### ITINERARY

Friday a.m.	Host members available all day to welcome guests and hand out literature.
Afternoon	Historic walk around Morpeth on the hour with host guide.
Evening	Fish B.B.Q (Good Friday) at campfire then into HALL for Introduction Night (Talk by Joe Torony on Club History).
Saturday a.m.	Drive-Economy & Regularity Run, Lunch at Dungog Golf Club (Children Most Welcome).
p.m.	Tea at Centre then Dance and Presentation of Trophies.
Sunday a.m.	Open Morning - Sleeping in, Church, Selling Spare Parts, display of all cars.
Afternoon	Cruise of Lake Macquarie aboard Wangi Queen 3.00p.m. to 7.00p.m. Back to Centre for 8.00p.m. Tea. Leisure night.
Monday a.m.	Farwell Breakfast then Meeting of Delegates to discuss further Meetings and offer positive criticism on Weekends activities and events.

We have found out the prices of Accommodation at Morpeth Conference Centre for those who attend:

1. New Motel Style Accommodation (2 single beds per unit only in this block) \$13.00 per person per night.
2. Level Two Motel Style Accommodation (family units ranging from 2 single beds to 5 single beds) \$5.00 per person per night.
3. Tents are permitted on the grounds for a few dollars per night.

There are B.B.Q's on the grounds that we can use. Linen is available for \$2.20 per person for the whole weekend. The Dining Room will be open all weekend for those who wish to buy their meals.

Also if anyone wants to stay for an extended period there will be no problems regarding this. Just let us know when you return your Booking Form and Deposit and we will forward your Receipt and try to answer any questions you may have.

As this is the first National Meeting of the Leyland P76 Owners Club and we are all amateurs, we have yet to try our feet, so those who already have criticisms of our efforts - there is only one way to air your opinions and that is to turn up at the Easter Meeting at Morpeth in 1984. We can all talk about everyone's ideas on all aspects of National Meetings in the future. Don't forget, before babies walk they are given different instructions from all sides with hands outstretched. So how else are we going to find out different peoples' ideas and feelings but to have the first National Meetings and then we can take the rest from there. Isn't this how the Leyland P76 Club started up in the first place?

So as you can see we are trying to put all we have into this Meeting at Morpeth and are hoping all who attend will say they have had a good time, will go home with fond memories of our attempts and can say they have had a WEEKEND TO REMEMBER.

We have so far had a good response from most States, so if you intend to come to our Easter Do, get your Booking Form completed and send away to one of the Committee as soon as possible.

Yours in P76 Motoring,  
The Committee, National Meeting 1984  
Newcastle Branch.

Bookings can be make by contacting -

Mrs Jessie Wells  
12 Pamela Street  
BERESFIELD 2322  
(049) 66 4194

.....  
BOOKING FORM: NATIONAL MEETING - EASTER 1984.

NAME .....

ADDRESS .....

PHONE NO .....

NO. PEOPLE      ADULTS .....      CHILDREN .....

TYPE OF ACCOMMODATION .....

STAYING              FROM .....              TO .....

I enclose a \$20.00 depoist.

Signed .....

CLUB INFORMATION

President:            Michael Brown,  
221 Burwood Highway,  
BURWOOD 3125.  
(03) 285 0444

Secretary:           Stan Ozelis,  
4 Aubrey Grove,  
BORONIA 3155.  
(03) 762 5002

NEXT MEETING.      Date to be anounced- February 1984.  
Speaker- Evan Green.

I hope to produce the next newsletter during the second week of February, and this will include details of this meeting.

