

# ANYTHING BUT AVERAGE

VOL. 1. NO. 2.  
FEBRUARY 1984

# P76



THE LEYLAND P76 OWNER'S CLUB - VICTORIAN NEWSLETTER

## EDITORIAL

I hope you all received the last newsletter before the New Year. Originally 40 copies were produced, but when the mailing list arrived another 50 were printed. The first batch was sent out before Christmas, while the second lot was sent on Christmas Eve. I must particularly thank my daughter Cheryl, who typed several articles, and my wife, Noela who handled the mailing while I was away. It was particularly pleasing to receive several phone calls, letters and cards from people who received a copy, providing feedback about our efforts. Thank you very much.

Unfortunately it will not be possible to continue producing Newsletters of that quality without support from you - the members of the club. Somebody has to write the items that are printed, and so far the only items I have come from other States. Items could include tips on repairing and maintaining the P76, questions and queries you have (hopefully others will write in with the solutions), stories of trips or incidents which may be of interest to others, or details of your P76 and what you are doing to restore it. Also we will start a section where people can list items they would like to buy, sell or swap. There must be many bits around our workshops that may be of use to others, perhaps helping with the restoration of a car.

One of these new columns starts in this edition - "P TIPS & QUERIES". Many people will have little tips that can be passed on to other members, and will help them maintain or repair their car(s). Almost every owner will have some item which puzzles them, and surely some other owner will have a solution. This column is one where every one can participate, and its success will depend upon your support.

I am still looking for items that have already been published elsewhere. If you have anything of interest please send along a good clear copy, or send the original which I can copy and send back by return mail. If permission is needed to reprint the article, then I will arrange to obtain this. Service Bulletins, for example, were produced in quite large quantities by Leyland, and I am sure most owners would like to obtain a full set.

Plans for the National Meeting at Maitland are well under way. At present over 120 people are booked to attend including 4 from W.A., 15 from S.A., 16 from Queensland and 10 from Victoria. By the way, you will not need the C.A.M.S. Licence, as is stated in the Newcastle Bulletin No 3, to participate in the "Sprint" on the Nelson Plains Sprint Circuit.

Accommodation at Maitland is running out rapidly. I suggest you apply immediately if you plan to attend. I hope we can increase the Victorian contingent. Will I see you there?

Graeme Beck. Editor.

## PRESIDENTIAL PATTEN

Welcome to 1984, certainly a year that has always loomed as "ANYTHING BUT AVERAGE". With the National Meeting on at Easter this will be a good start.

As I write this piece, I have been talking to my neighbour who commented when I purchased my second P76, that if he had not put off a buying spree, Leyland Australia would have been saved.

I am sure we have all heard similar comments at times in the past!

When I pass by an exotic car with ease, when I put all my luggage in the boot, when my family and dog travel in comfort, and when my fuel bill is well below that of a Commodore 6, I just continue to smile.

I enjoy P76 driving. I am sure you do as well.

Regards,

Michael Brown.

## VICTORIAN COMMITTEE

Michael BROWN	President	(03) 561 3569	<i>W&amp;AK. 2853333</i>
Stan OZELIS	Secretary	(03) 762 5002	
Bob MASKIEL	Treasurer	10/5 Savige St., Ascot Vale. 3032	
Jack JEFFERYES		(03) 876 1874	
Eric WALLER		(03) 211 2707	
Geoff WHITE		(03) 725 8606	

WANTED --- A SOCIAL SECRETARY -- Contact Michael Brown if you could handle the job. PLEASE.

## TIE BAR RUBBERS

Where vehicles are operating continuously under adverse conditions, the tie bar rubbers may not achieve their anticipated life expectancy.

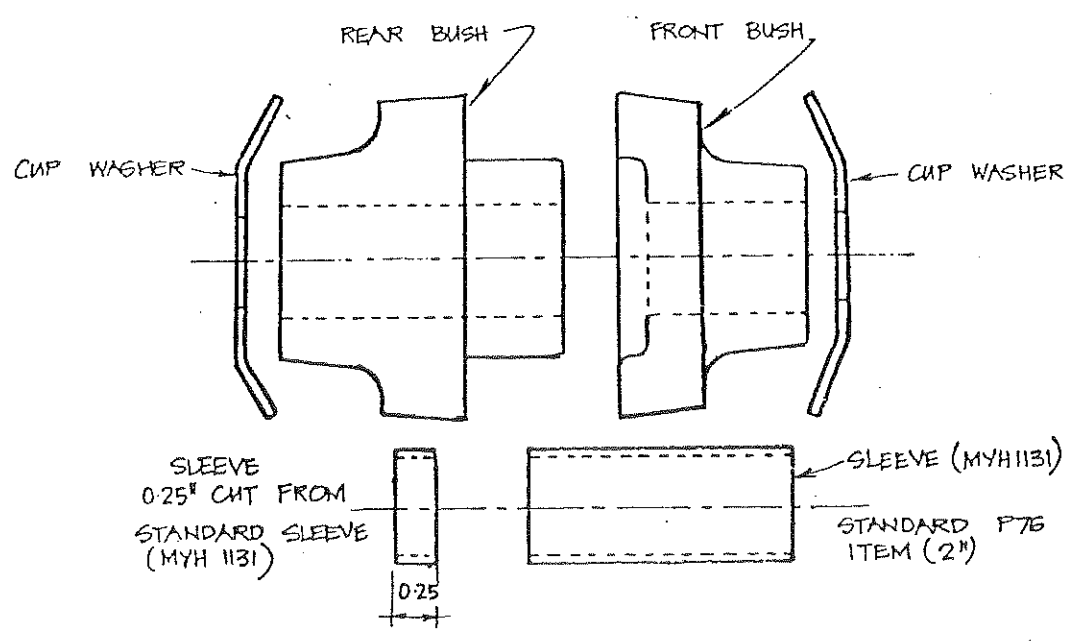
In this event, a heavy duty replacement package is available under Part No. HYL 5080.

These rubbers require an additional 6.3 mm (0.25 in) sleeve to be fitted to the rear bush on assembly. This sleeve can be cut from a standard MYH 1131 sleeve.

Assemble the components as shown in the sketch.

DO NOT use a lubricant on the bushes.

NOTE: The effective length of the tie bar is reduced to 276.2 mm (10-7/8 in) when using this package, and the twin-lock nut torque remains unchanged at 68-95 Nm (50-70 lb.f.ft).



Ford bushes and washers can be used as they are the same parts.

- 2 C60A 3A140D rear bushes
- 2 D4DW 3A225AA front bushes
- 4 C60A 3A142D washers

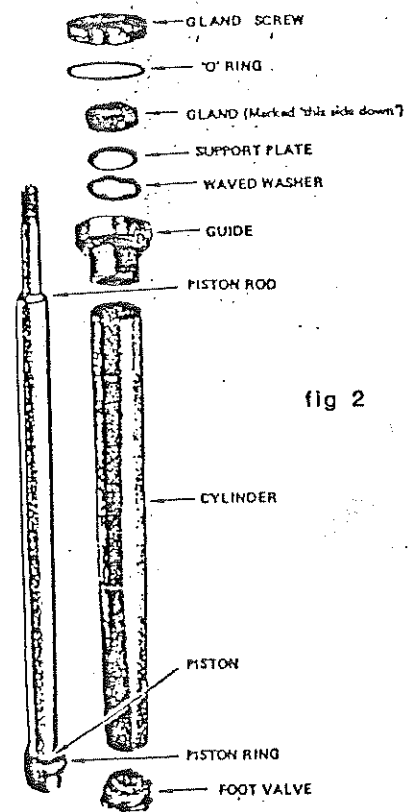
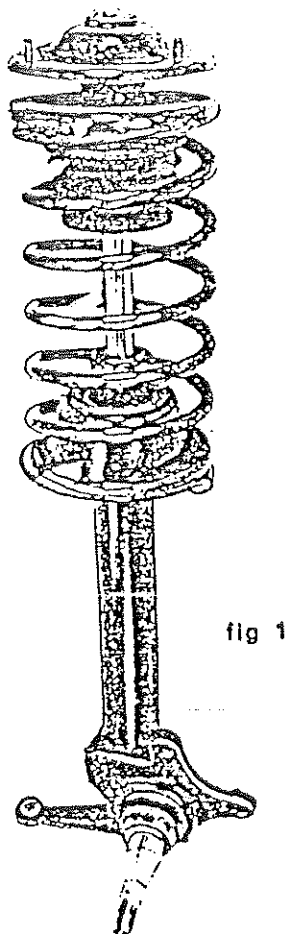
# TAKING THE CLUNK & ROLL OUT OF YOUR P76

Terry Johnson

This is the first in a three part series dealing with improving the handling and ride of your P76, and covers the sagging front end problem.

In the case of those owners who just wish to restore their struts to the original specifications you have two options open to you.

1. You can replace those worn struts with bright shining new units at a cost of \$203.48 plus 20% sales tax each as shown in figure one.
2. A repair kit part No. HYL-4755 is available from Sydney parts priced at \$36.98 plus 20% sales tax each, and anyone with a small amount of mechanical skill following the instructions as laid down in the service manual should be able to repair the shock absorber section (Fig. 2) without a great deal of trouble.



Exploded View of Shock Absorber Components

NOW,

If you are really dinkum about stiffening up the old front end, make the P go round corners as if its on rails, and maybe do a bit of the boy racer thing, turn the page and read on.

To obtain the nearest thing to radial tuned suspension on a P76 the installation of the Monroe Wylie GTC 600 heavy duty trail blazer gas strut replacement cartridge, will go a long way in helping you to reach this goal.

These units are available from Coventry Motors and Girlock and priced at \$100.49 per pair including sales tax, are definately a much better, simpler and quicker method of repair for only \$6.00 per side more.

All those parts shown in figure 2 on the previous page are replaced by one simple replacement cartrige by following the procedure set out below.

Raise the front end and place safety stands under the chassis members. Check the rear wheels first. Remove the road wheels, disc brake caliper and the discs. Place a jack under the strut and compress the coil spring, when compressed install at least three clamps over the coils to keep them in a compressed position for later removal. Disconnect the stailizer from the control arms, disconnect the ball joint stud from the suspension strut. Now remove the three securing nuts that hold the unit in the tower. The strut can now be removed from the vehicle and taken to a bench or similar place to be worked on. Making sure that the spring is safely compressed, undo the nyloc nut and remove those parts as shown in figure 3.

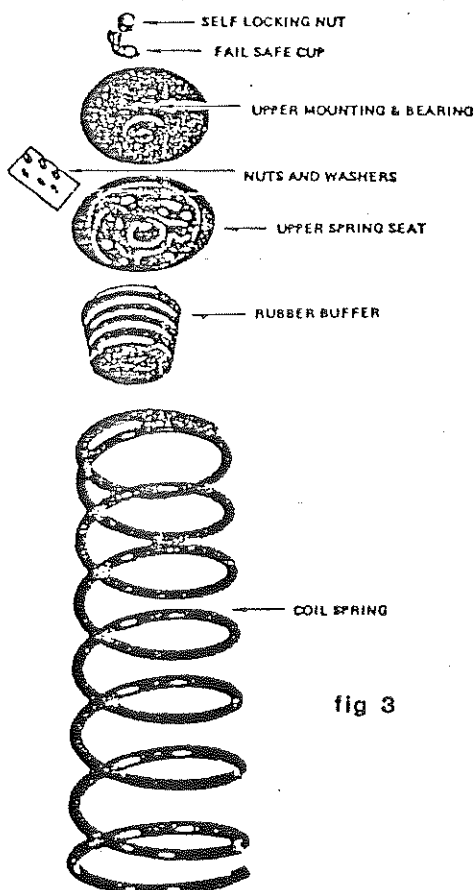


fig 3

Now remove all those items shown in figure 2 drip in the GTC 600 cartridge and tighten the lock nut securely. Reassemble and install back on the car in the reverse order of disassemble and removal. Consult your work manual for the basic removal and refit procedure if you are in any doubt.

This is a simple job but without care can be very dangerous, so remember you are the only person responsible for own safety, check the rear wheels, use safety stands and clamp that coil spring down if it flys off when you undo the nyloc nut it could take your head with it, so take care.

Next month, take the bounce out of your rear.

.....to be continued

## P-TIPS & QUERIES

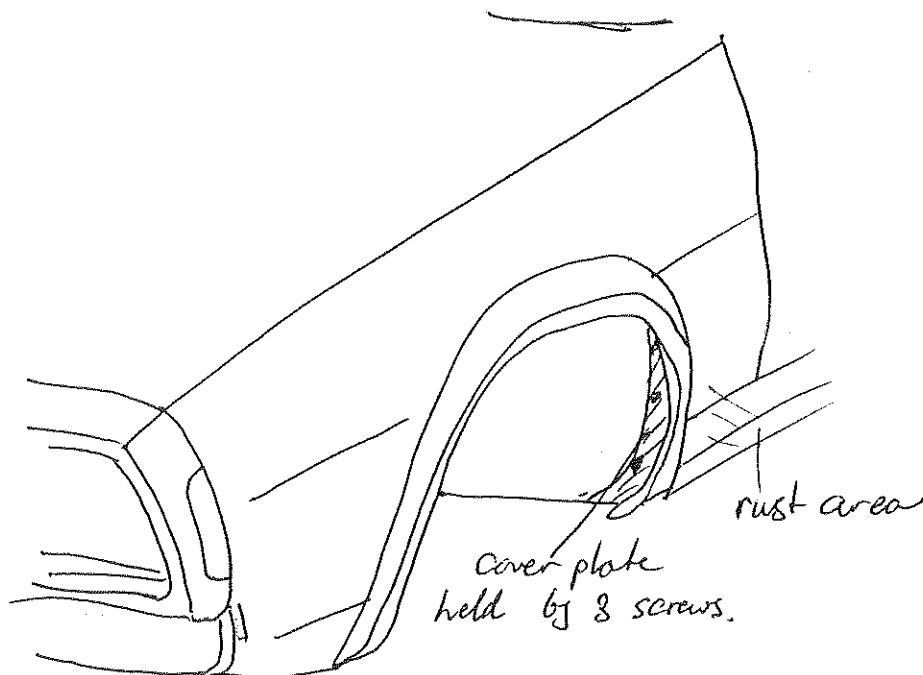
### Front Guards.

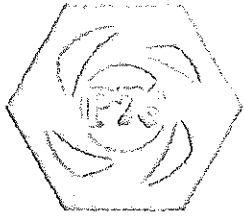
Rusting is very prevalent in the rear section of each front guard. Although there is a drain slot, mud and gravel tend to build up between the inner and outer panels. This is difficult to clear and eventually the outer panel (and no doubt the inner one as well) rust through. This area can easily be hosed clean if a small cover plate attached by three self tapping screws is removed. See diagram below.

Three methods of repairing the resulting damage are used - replace the entire guard with a new one, fill the hole with "bog", or fabricate a piece of metal to fit the rusted area. The first appears wasteful of new guards which may soon be needed for major repairs, the second is not ideal, while the third needs considerable skill. I wonder about the possibility of having bottom sections made up (perhaps up to the trim line), which could then replace the old section. Such a repair should be simple and economical. Any other ideas?

### Power Steering.

While the power steering is ideal around the parking lot I find it oversensitive on the highway. Not having owned the car since new I don't know whether this is a general fault or indicates a problem due to wear etc. Particularly on a gentle corner the steering wheel tends to flutter back and forward in your hands. Does anyone have a solution?





LEYLAND P76 OWNERS CLUB OF AUSTRALIA

NEWCASTLE BRANCH

Bulletin No. 3, January, 1984.

Dear GRAEME

We are receiving plenty of response to our Easter 1984 Meeting at Morpeth.

We are getting closer and closer to the date and we have now organised a couple of extra events to fit into our Itinerary. In addition to our Regularity Run to Dungog on Saturday, we have now organised a Sprint which will be held at Nelson Plains Sprint Circuit. This Event will be strictly controlled and if you feel like having a bit of a go in this Event, you MUST hold a C.A.M.S. Licence. This is obtainable from the P76 Sporting Car Club Secretary - Jane Redhead, 39 Kallaroo Rd., Lane Cove. 2066 (phone 02-4275232). REMEMBER You don't have to compete in The Sprint, just being a spectator of those competing, you will certainly see how some Leyland P76's spend their quiet times. Trophies will be awarded for the Sprint and Regularity Drive, N.B. If you aren't going to compete in the Sprint and are interested in being a Flag Marshall, could you drop Hal a line as any help will be gratefully appreciated.

For our Cruise on the Wangi Queen on the Sunday afternoon, we will have to charge a Fee of approximately \$3.00 per adult, children free (will let you know more on this later).

We have now found out the Bunkhouse Accommodation is unavailable. Any Bookings we received for the Bunkhouse, we have put into the Level Two Accommodation. We (The Committee) have been over to check on the Level Two Accommodation and The Lodge within the last two weeks and they are both really great. The prices of the Accommodation has risen on the 1st January, 1984 to \$14.50 per night (adult) \$10.00 per night (child) in THE LODGE, \$5.50 per night (adult) (will check on childrens rates). Linen is available at \$2.40 per bed for the duration of the Easter period. CHILD - 11 and under.

For those travelling via Sydney, the new F3 Freeway, bypassing Wyong and Gosford, is now open thus taking 30 minutes off the Sydney to Newcastle run.

Another Item: The Wednesday after Easter is Anzac Day. If anyone wishes to stay on at the Conference Centre for an extended time there are no problems in this regard.

The response from Sydney is ever increasing and will soon head the list.

ALL STATES PLEASE NOTE: Would all States please notify Hal of the name of the delegate nominated to attend the short Conference on the Easter Monday morning.

If you have any queries regarding anything at all about the Easter weekend, just drop one of the Committee members a line and we will try to inform you as best we can.

See you at Easter.

Yours in P76 Motoring,

The Committee, *Allen*  
National Meeting Morpeth 1984,  
Newcastle Branch.



NATIONAL MEETING - NEWCASTLE

For details of the National Meeting see the December Newsletter, the Editorial, and the letter from the Newcastle Branch.

Your booking can be made 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 deposit.

Signed .....

HAVE YOU JOINED THE P76 CLUB YET?

Membership of the P76 Owner's Club of Victoria is now due. Please fill in the form below and return with \$30 to the treasurer.

We are presently sending out 90 Newsletters each edition at a cost to the club of approx. \$50. Very soon we will have to limit mailing to those who are financial members.

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LEYLAND P76 OWNER'S CLUB OF VICTORIA

Application for Membership.

Name.....  
Address.....  
.....P/C.....  
Phone Number.....

I enclose \$30 being \$10 joining fee and \$20 annual subscription.

signed.....

send to -  
Mr. Bob MASKIEL,  
Treasurer,  
Leyland P76 Owner's Club of Victoria,  
10/5 Savige St.,  
ASCOT VALE. 3032.

PROGRAM 1984

FEBRUARY -- MARCH

Meeting. Evan Green to speak.

This meeting will be arranged as soon as Evan Green returns from overseas.

EASTER 1984

National Meeting -- Newcastle.

FURTHER PROGRAMS

To be announced.

Have you any ideas for future meetings?

Please contact a Committee member and pass on your suggestions.

Also let them know - WHAT WHEN WHERE HOW and WHY so that they can plan future events.

A good club is the result of active participation by all its members.

LET'S ALL WORK TOGETHER TO MAKE THE CLUB WE WANT

## THE ALUMINIUM V8 - WHY!

You might ask why the P76 was produced with an Aluminium V8. The use of Aluminium is not new, as the Jowett Javelins 1947-1953 had an Aluminium Cylinder block and cars used it well before that.

To go right back to the beginning of the 3.5 litre V8 takes us to the year 1950, when Buick started to work on the Alloy V8. By 1952 the engine was running on the test bench. The engine was developed during the fifties and finally pushed into production with the advent of the compact cars i.e. Falcon Convair etc.

The idea to push the Alloy engine came about because the thin wall casting had not been developed at that time.

The engine was introduced into the Buick Special, Oldsmobile F85 and Pontiac Tempest in 3.5 litre form and ran in production from 1960 to 1963, by which time thin wall casting had taken over and the Alloy motor discontinued. 750,000 Alloy motors were built by G.M. Shortly after this the Chief Executive of Rover, William Martin-Hurst, was in North America to sell Land Rover Diesels to Mercury Marine. When he spotted an Alloy V8, which had been removed from a Buick Skylark, a quick look showed it was only 25mm. longer than a Rover four and 6kg. lighter.

In the following months, Rover obtained a Licence from General Motors Overseas Operations to build the Alloy V8.

A motor was then shipped to the U.K. and placed into a Rover 2000 and given to the Chairman, Spencer Wilks, to drive. Spencer Wilks, of course, had no knowledge that a V8 had been grafted into the Rover 2000. Spencer Wilks drove the car and was astonished, exclaiming "This is the first Rover I have driven that isn't underpowered".

The Licence to build the V8 was gained by Rover in January, 1965 and came off Rovers assembly line in September 1967.

During the period to 1967, it is interesting to note the following - Jack Brabham used a single overhead camshaft version of the engine to win his World Championships. G.M. North America were using 4.4 litre versions of the engine, but not in production. Dan Gurne placed a Buick Alloy Special on the Third Row of the Grid for the 1962 Indianapolis 500. The car retired whilst lying 10th through no fault of the Motor.

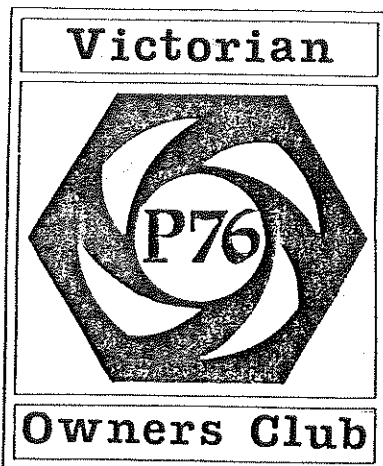
TO BE CONTINUED.

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Mr. L. Kobylinski,