

# Victorian P76 Owners Club Magazine

## JANUARY/FEBRUARY

### 1998



Leyland P76 Super

Confidential, not to be published before 26th July 1973

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NEGATIVE  
NUMBER  
238395

## P76 Anything but average.

## Cars / Parts 4 Sale

Am Eye Blue, Super V8  
Concourse Winner  
Fully Restored  
Contact Chris Bain  
03) 5446 7122

Super Column Auto V8  
62,000 kms gen, P/S  
A/C, 2/98 Qld Reg  
Contact Daryl  
03) 9717 338

6 Cylinder \$100  
Auto \$250  
Michael  
03) 9729 4005

Country Cream, Deluxe  
V8 Auto, V.G.C. orig  
Must see, Good Car  
Contact Laurie \$1500  
03) 9870 6672

Bold as Brass Super  
Dual Fuel 2yr old  
V8 Auto, Very clean  
Contact George \$3500  
03) 9384 1306

V8 Exec, excellent  
interior, Body average  
Best Offer  
Contact John Swirgoski  
9596 0907

Super V8 Auto  
Engine just rebuilt  
Genuine Reason  
for sale \$1800  
Contact Joanne  
9227 3282

4spd b/box G.C.  
Bellhousing no  
levers, HD tailshaft  
6cyl drive plate  
\$450 John Brett  
03)9459 9531

Various parts inc 4spd  
Engine & other drive line  
parts. Nigel Dawson  
03) 5985 4434 P.O.A.

Rear Sway Bar  
brand new \$60  
Jason 9857 4485

Deluxe Grill  
Good Condition  
Contact Steve  
03) 5133 0324

73 V8 Exec Omega Blue  
P/S, A/C, t-bar auto  
Body Average \$1800  
Contact 9380 5016

Spanish Olive V8 4spd, Good Solid Car, Plenty of Spares, Have been told to shift it or lose it. Contact Adam Swift ph03)52488263.

V8 4 Speed, no rust  
Deluxe, 12mths reg  
Spares + V8 ceased  
motor, 6cylinder +  
auto g.c.c. \$1500  
Contact Steven Lloyd  
03) 5634 6306

73' Deluxe  
Contact  
5581 1695

Super V8 Auto  
Deluxe 3spd man, no motor  
\$700 Contact George 03) 5349 2573

Deluxe, V8, twin headlights  
Bucket seats, Spanish Olive,  
A/C, Column, mod body  
Best offer Contact Hugh  
9735 4196

2 Cars for Sale  
Am i Blue deluxe on gas  
but tank expired, V8 auto  
plus spare car  
two spare engines. Best Offer  
no's are 4404/2690  
4400/4967  
4417/2507

Contact Gavin on 585590428  
or 0417584038

Both are good for spares.

4 Cars for Sale

1 Aspen Green Targa Complete but needs body  
work. new w/screen, brakes, rubbers all round  
with zenco cruise control, good interior, steering  
wheel not 4 sale. DryRed deluxe less engine rare  
ID is076B4S2M44/ 1003, this is repairable but  
beyond me skills. Plus complete car  
less engine

plus spare car and shell plus two boots full of  
parts \$1500 the lot take away

contact Will 97071970

## AFTER 14 YEARS SHE HAS FINALLY WON

### FOR SALE

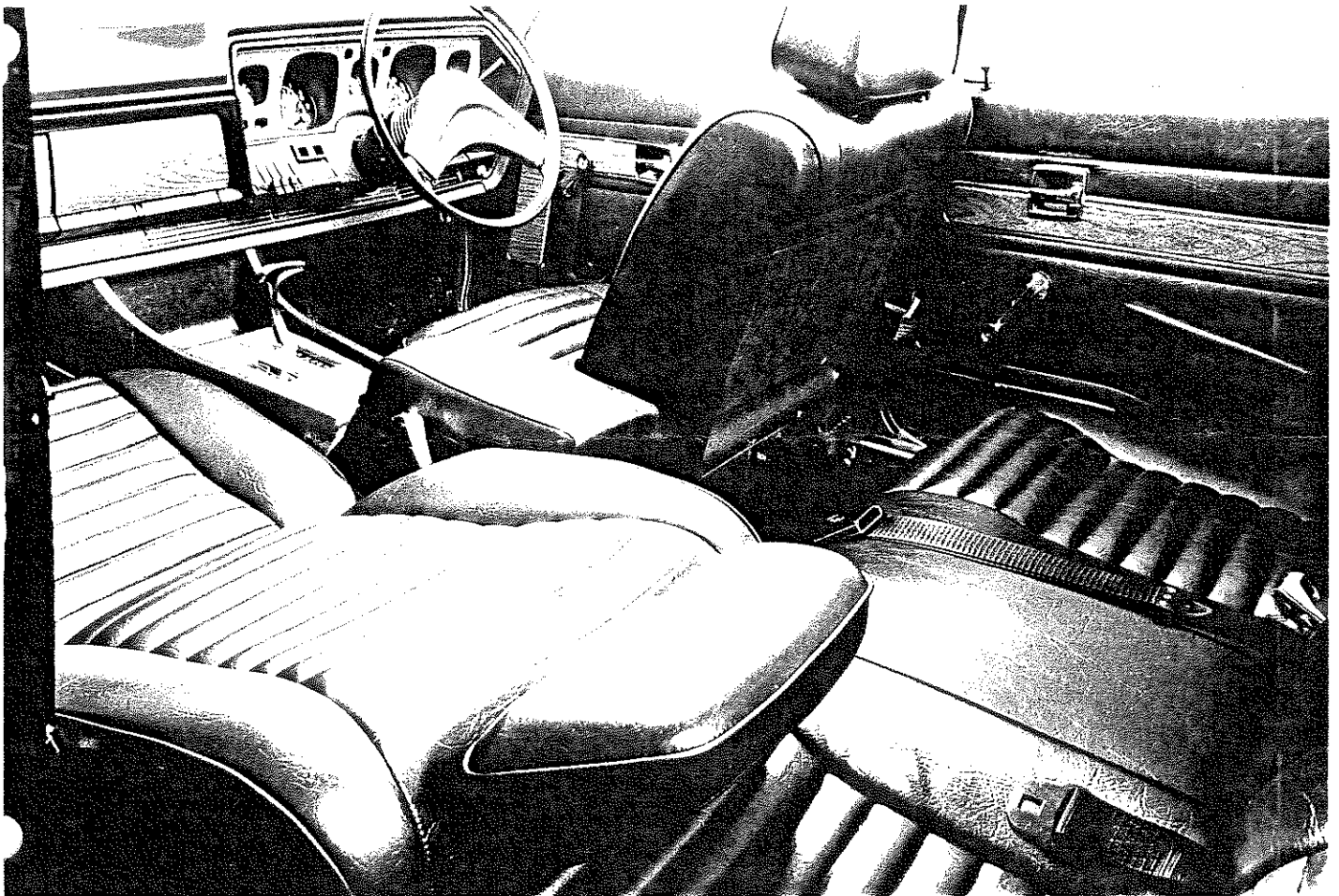
V 8, T-BAR, L.P.G., HEAVY DUTY SUSPENSION, POWER STEERING, LIM SLIP  
DIFF, ENGINE THREE YEARS OLD GOOD CONDITION, BODY NOT BAD,  
LOUVRE AND WEATHER SHIELD ( WITH VENT ) NO REG \$2000  
TARGA BODY WITH ENGINE , AUTO, INTEGRATED AIR SUIT RESTO \$500  
2X REAR QUARTER PANELS AND 2X ENGINE BLOCKS \$100 EACH

MAKE ME AN OFFER FOR THE FOLLOWING;

BONNET, FUEL TANK, DELUXE / SUPER FRONT AND REAR BUMPERS, EXEC  
REAR BUMPER, DOOR WINDOWS FR X2, FL X4, RR X1, RL X3, ZONE  
TOUGHENED WINDSCREENS X3, WHEELS 5 INCH X5, 6 INCH X 2 SUPER EXEC  
GRILL AND H/LIGHT SURROUNDS, V8 RADIATOR AND SHROUD 2 CORE GOOD  
CON, 1 PAIR STRUTS COMPLETE, ASSORTED SEATS F&R

PAM HAS FINALLY ENDED MY FOURTEEN YEAR LOVE AFFAIR WITH DRIVING  
A P-76 AND SO UNFORTUNATELY I MUST GET RID OF THE ABOVE☹

☎ JOHN BRETT ( 03 ) 94599531



Leyland P76 Super, interior with floor mounted automatic change

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**The 1998 Easter National Meeting**  
**10th to 13th April**  
**Conference Centre Kurri Kurri TAFE**

Motel Accommodation- linen provided

VIP Suite with Ensuite      \$75 per night Double  
Single Room                      \$40 per night per person  
Twin Share                        \$28 per night per person

If you have children you could accommodate on the floor in your sleeping bag at no extra charge.

**REGISTRATIONS FRIDAY 10TH APRIL FROM 1PM**

Meals

Breakfast x 3                      Dinner Friday Night              Lunch Saturday  
B.B.Q. dinner Sunday          Entry into train & mine museum  
Cost \$ 75

Itinerary

**Saturday**

Train & mine Museum  
Steam train included  
Dinner Kurri Motor Inn at own cost

**Sunday**

Trip to Vineyard, Wine Tasting  
Playground for children, Golf  
Lunch at own cost at Kiosk or Restaurant

**Monday**

Breakfast & Farewell

There is a Swimming Pool at centre and Vineyard on site

PLEASE FORWARD A \$20 DEPOSIT PER PERSON BEFORE 16 / 1 / 98  
STATING ACCOMMODATION & MEAL REQUIREMENTS...

Return to :                      Pauline Farmer  
31 George Street  
Barnsley N.S.W. 2278  
02) 4953 2129

**ALTERNATE ACCOMMODATION**

Southwood Park Village      Sites - \$13 for 2 people + \$5 per extra person  
101 Cars Rd                      Cabins - \$50 for 2 people  
NEATH N.S.W.                      - \$60 for 3 - 4 people  
ph 02) 4930 4565                      **BOOKINGS EARLY JANUARY**

\*\*\*\*The Hunter Valley Club is compiling a 25th Anniversary Edition of a National Magazine. They are therefore looking for historical information and photos of our clubs heritage. If you have any contributions to make could you please forward those to Pauline Farmer with your name and address on the back of any photos you wish returned. Also let the Committee know so that we do not double up on things that are being sent.



# Press Release

## **British Leyland Motor Corporation Limited**

Public Relations Dept., Berkeley Square House, Berkeley Square, London W1X 6DL Tel: 01-499 6050 Telex: 22498

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### LEYLAND P76

#### THE CAR - FEATURE BY FEATURE

Under the purposeful and aerodynamic exterior of the Leyland P76 there are more features and more complete mechanical specifications than are offered by any of its competitors in the same price-range sector of the large-car market. There are three main versions of the car, P76 Deluxe, P76 Super and P76 Executive. With a choice of V8 or straight six engines, manual or automatic transmissions, a great variety of paint and trim options, as well as a wide selection of other options, there is enormous scope for the purchaser to tailor his car to his own personality.

#### WHAT IT OFFERS

The light but rigid monocoque body has a front opening bonnet and reinforcing bars in the doors to protect the occupants in side impacts, the bonnet and boot both have torsion bar counterbalancing.

Notable body features are the easily replaceable front and rear wings. With the three-piece bumpers, these features reduce repair costs. There is a full-width interior demisting system and a 36 cu ft boot with a low sill for ease of loading. The spare wheel is stowed vertically at the left, the tools at the right, giving easy availability even when the boot is loaded. A through-flow ventilation system has both face and foot level vents and eliminates the need for door quarter lights. Air extractors are in the rear quarters.

(b)

There are concealed windscreen wipers, power assisted front disc brakes, front anti-roll bar, six inch wheels with low profile high-speed tyres, locking glovebox, hazard warning lights with automatic cancelling, water temperature gauge, sewn seat trim with full foam padding and Pirelli webbing, underbody protection, collapsible simulated woodgrain facia, tool tray and a 16.4 gallon fuel tank.

#### SUSPENSION AND STEERING

Front suspension is by Macpherson struts with coil springs, forged lower arms and a rearward facing tiebar. There is a separate anti-roll bar with short connecting links. A light Borg-Warner semi-floating rear axle has four-link location with coil springs and separate dampers.

Rack and pinion steering, mounted ahead of the front wheel centre line, has a jointed column and a collapsible energy absorbing hub for the steering wheel. to minimise driver injury in frontal impacts. Optional power-assisted steering uses a Bendix rotary control valve, TRW pump driven by the engine and a power cylinder integral with a rack housing.

#### BRAKES

There is a self-adjusting dual hydraulic footbrake, one circuit controlling the ventilated disc front brakes, the other the drum rear. Total brake swept area is 206.5 sq ins at the front, 84.5 sq ins at the rear. Power braking is standard and a pressure proportioning valve is in the rear circuit. The lever for the cable operated handbrake is to the right of the driver's seat and features a folding handle to simplify extry and exit.

#### THE ENGINES

The overhead camshaft six cylinder engine is developed from that fitted in the transverse-engined Kimberley Tasman range in Australia and seen in similar form in the United Kingdom in the Wolseley 2200. A four cylinder version is fitted to the British Leyland 1500 and 1750 Maxi and Allegro models.

In P76 the stroke has been lengthened to produce the '262' engine of 2623 cc. Other changes have been made to enable the unit to be fitted in the conventional 'north-south' position. In this form the 262 offers excellent hp per lb weight and per litre of capacity. It produces 121 bhp at 4500 rpm and 165 lb ft of torque at 2000 rpm, on 9:1 compression ratio.

The all-aluminium V8 is developed from the successful lightweight Rover unit seen in the 3500, 3500S and Range-Rover. It has shrunk-in liners for the aluminium block and light alloy cylinder heads. The most important development is that the bore has been extended to make a square engine with both bore and stroke of 3.5 inches. Capacity is 4416 cc and the engine delivers 192 bhp at 4250 rpm, with 285 lb ft at 2500 rpm. Compression ratio is also 9:1.

All variants are fitted with a vertical flow radiator. A four-bladed fan is driven directly from the engine except in the case of air-conditioned models, when a plastic fan is engine-driven through a viscous coupling.

For automatic transmissions, a transmission oil cooler is incorporated in the radiator bottom tank.

#### THE FUEL SYSTEM

Located underneath the boot and over the rear axle, the fuel tank is completely isolated from the passenger compartment to minimise fire risk in the event of a rupture in a rear end impact. The fuel filler is at the right rear and features a flush fitting, exposed cap. An engine driven diaphragm fuel pump is mounted at the left of the front cover on the V8, and to the right of the camshaft on the six cylinder version.

The six uses a semi downdraught SU with manual choke, while there is a twin-choke downdraught Stromberg for the V8. The fuel filter is incorporated in the fuel tank gauge unit and a dry, replaceable paper element air cleaner is used on both engines.

### TRANSMISSION AND CLUTCH

Both engines are available with a three speed gearbox with column change or with a four speed gearbox with floor change. Drive is through a 9.5 inch diameter single plate diaphragm spring clutch with mechanical actuation.

The automatic box available for both engines is equipped with column or floor mounted change to choice.

### ELECTRICAL EQUIPMENT

All versions are fitted with alternators to meet the demands of the comprehensive equipment fitted to the P76. Output varies from the 35 amps of the six cylinder's alternator to the 40 amps of that on the V8 without air conditioning. With air conditioning, a large capacity 55 amp alternator is fitted to the V8s, and there is a 12 volt 61 amp-hour battery to replace the 48 amp-hour one fitted to the others in the range.