

VICTORIAN P-76 OWNERS CLUB MAGAZINE

AUGUST

1999



P-76 ANYTHING BUT AVERAGE

CLUB INFORMATION PAGE

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EDITOR:

Mark Moore

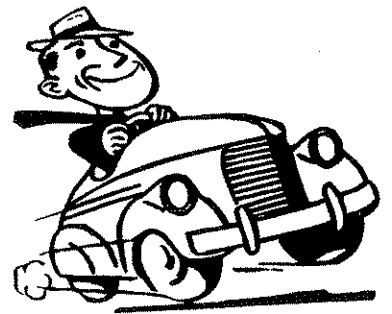
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FRONT COVER

Mark Whittaker's Corinthian Blue

If you have any photos of your P that you think should go on the front cover, please send a copy and a short description or story to the editor. If you want your photo returned please enclose a stamped self addressed envelope.

IN THE DRIVERS SEAT



NOT A LOT HAS HAPPENED OVER THE LAST MONTH WITH MYSELF ROLLING OVER MY FIAT RACE CAR ON TO ITS ROOF AT MALLALA RACE WAY IN SOUTH AUSTRALIA, AND THEN JUST AS I WAS RECOVERING FROM THAT, I WAS ADMITTED IN TO HOSPITAL WITH APPENDICITIS.

JIM WALLACE HAS BEEN RECOVERING FROM ILLNESS AS WELL. (HOPE YOU GET WELL SOON JIM) THEREFORE THIS HAS SLOWED THE COMMITTEE'S PROGRESS ON A NUMBER OF PRESSING ISSUES.

ONE BEING THE CONCOURSE, THE PLANS SO FAR ARE TO HOLD THE EVENT AT JELLS PARK, THE DATE HAS NOT BEEN FINALISED AS WE STILL NEED TO MEET WITH THE SHIRE TO BOOK A SUITABLE TIME/DATE. THIS YEAR THERE ARE SASHES BEING PRESENTED TO FIRST IN CLASS, SECOND IN CLASS AS WELL AS THIRD IN CLASS. FOR THOSE WHO ARE INTERESTED A COMMEMORATIVE SASHES WILL ALSO BE AVAILABLE FOR SALE ON THE DAY.

I HOPE EVERYONE LIKED OUR WANTED ALIVE STORY TO INTRODUCE YOU TO OUR NEW COMMITTEE. AS YOU MAY HAVE READ IN THE EDITORS REPORT WE NOW HAVE A SECRETARY AND ON BEHALF OF THE COMMITTEE I WOULD LIKE TO WELCOME EILEEN ISAAC TO THE TEAM.

EILEENS WEAPON OF CHOICE IS A BOLD AS BRASS SUPER V8 AUTOMATIC.

THIS MONTH WE HAVE REVISED THE PRICE OF SOME OF OUR SPARE PARTS THERE ARE SOME BARGAINS

TILL NEXT TIME TAKE CARE MARK WHITTAKER

**PLEASE NOTE ALL MEMBERSHIP
SUBSCRIPTIONS
ARE NOW DUE**

EDITORIAL:

One of our members Joe Blitz has come up with a very good idea, He suggested that we have more club meetings.

These meetings could be B.B.Qs discussions on club matters, or just friendly get togethers.

If we could put aside one Sunday each three months or so then maybe we could get an idea on what the members really want to do.

I think that getting everyone together and discussing cars ,problems or anything and everything , then maybe as a club we can really start to go forward and ensure that we are viable well into the new Millenium and not worrying about whether the club will survive another year.

One problem that I've noticed is that everyone wants the club to do more but there also needs to be more participation.

If we can get this idea up and running then we would only need to get twenty to thirty members to each meeting it would be a great success , that means that we only need about 25% of members at each meeting , so if everyone went to just one a year then it would be a great success.

If anyone has any other ideas of what the club could do then come forward and let some one on the committee know.

Mark



WITH SUMMER ON ITS WAY, SOME OF OUR MEMBERS ARE GOING TO FIND THEIR COOLING SYSTEMS INADEQUATE. SO WHAT DO WE DO ABOUT IT? WELL THERE ARE MANY SOLUTIONS TO THIS PROBLEM DEPENDING ON YOUR BUDGET,

ONE OF THE SOLUTIONS IS TO CHANGE THE RADIATOR FOR A BIGGER ONE OUT OF A LATE MODEL CAR. BUT NOT EVERYONE IS ABLE TO FABRICATE THE NECESSARY PARTS TO FIT A LATE MODEL RADIATOR.

ONE OF THE EASIEST SOLUTIONS IS TO GO TO YOUR RADIATOR SPECIALIST AND HAVE YOUR RADIATOR CLEANED OUT AND REFILLED WITH INHIBITOR.

BUT YOU HAVE THIS DONE AND YOU ARE STILL NOT SATISFIED WITH THE RESULTS.

WELL ANOTHER WAY IS TO UPGRADE YOUR COOLING SYSTEM IS TO REPLACE YOUR STANDARD FOUR-BLADE ENGINE FAN WITH AN AFTER MARKET ITEM.

ONE OF MY CHOICES WOULD BE AN ELECTRICALLY DRIVEN, THEMATICALLY CONTROLLED FAN THAT SUPPLIES YOUR RADIATOR WITH MORE FRESH AIR WHEN IT'S NEEDED.

BUT REMEMBER ELECTRIC FANS CAN BE USED IN CONJUNCTION WITH AN ENGINE FAN OR ON THEIR OWN, AND ARE MOST COMMONLY FITTED IN PAIRS.

SO WHERE DO I GET ONE OF THESE FANS FROM? DAVIES CRAIG THEMATIC FANS ARE THE MARKET LEADERS IN THIS TYPE OF PRODUCT AND ARE AVAILABLE FROM MOST AUTO ACCESSORY SHOPS

THE DCSL 16 THEMATIC FAN IS DESIGNED TO KEEP LARGE V8 ENGINES COOL AND WOULD BE BEST SUITED TO OUR REQUIREMENTS.

AN ADDED BONUS IS THAT DAVIES CRAIG FANS COME WITH ALL THE HARDWARE AND DETAILED INSTRUCTIONS FOR THE HOME MECHANIC TO FOLLOW.

MARK WHITTAKER

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 new 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".

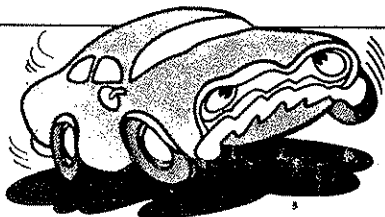
That's disturbing enough in itself, but when you consider that leaf springs are also asked to carry and "locate" the rear axle, the problems become even more complex.

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 over-ruled 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.
2. A free loaner car from your Leyland dealer if pre-arranged guaranteed 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.

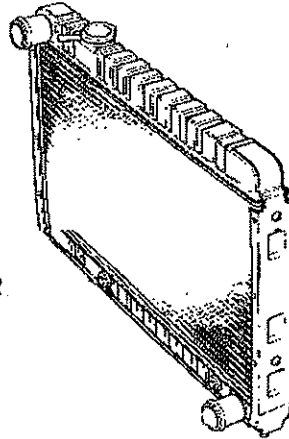
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CLUB PARTS FOR SALE

EXCLUSIVE TO P76 OWNERS CLUB MEMBERS

6 CYL RADIATORS

\$60 EACH REDUCED TO CLEAR



FRONT INDICATORS -- CLEAR \$35 A PAIR
-- PAINTED \$50 A PAIR

LOWER FRONT RUST REPAIR PANELS -- \$70 A PAIR

T-SHIRTS -- \$15 S / M / L

JUMPERS -- \$20

SPARK PLUGS -- 8 FOR \$8

ORIGINAL MUD FLAPS -- \$10 A PAIR
(FRONT AND REAR AVAILABLE)

NUMBER PLATE FRAMES -- \$12 PER PAIR

FRONT INDICATOR SURROUNDS -- \$40 PER SET
(FIBREGLASS)

INTERMEDIATE STEERING SHAFT -- \$85
(CHANGE OVER REQUIRED)

RADIATOR COOLANT RMI-25 -- \$12 PER BOTTLE

***WE NOW HAVE A SUPPLIER FOR
TARGA STRIPES
BUT AT THIS STAGE WE ARE NOT SURE OF THE DEMAND
SO WE HAVE DECIDED NOT TO STOCK THEM.
THEY ARE AVAILABLE WITH ANY LEYLAND MODEL TEXT YOU REQUIRE.***

CONTACT JIM WALLACE FOR FURTHER INFORMATION

CARS/PARTS FOR SALE

1974 Targa Florio
92000 KI Intergrated
Air-Condition Tow Bar
Vacuum Brakes For
Towing Air Shocks
Holly 2 Barrel Carby
Basically One Owner
P/S Ok Motor Runs Well
Transmission Ok
Tyres 70% Body Needs
Some Paint not Dented
a Little Rust All Chrome Ok
\$5000 Offers Welcome
Contact Joe
03 502 12671

Targa Wheels With New Tyres \$400
Bumper Bars From \$15

Snow Chains Suit P-76 \$30
Plus Lots More Parts

1 Set Executive Seats \$100 ono
Plus spare material

Contact Jim Wallace 9857 7782

Auto Trans & Torque
Converter Recon
\$400 O.N.O
Contact Markus
9899 4272
0411 852478

Front & Rear Doors
Bonnet & boot V/Good
Cond 2 Rear Bumpers
6 Cylinder Motor &
Contact Michael
9729 4005

Bonnet \$50
4 Doors \$40 Each
Boot \$50
Contact Steve
9878 6484

1 Asper Green Targa Complete But Needs Body
Work New W/Screen Brakes Rubbers All Round
With Zenco Cruise Control Good Interior Steering
Wheel Not For Sale \$1000 The Lot Take Away
Contact Will 9707 1970

Yellow Deluxe V8 4 Speed Bucket Seats New Carpet Dual Fuel and Large Radiator
Heavy Duty Shocks 7 Inch 5 Slot Mags Body Good Original Cond Some Spares
\$2500 R.W.C

Contact Rodger 03 51 482 185 Work 03 51 482 348

Leyland Marina Coupe 1974 Registered And On Road To March 2000 Very Good Motor
No Smoke. \$800 O.N.O
Contact Deane 03 59 66 5218

Artic White V8 4Spd Power Steering No Reg Shed Full Of Parts
\$1500 Contact Quenton Between 5-9 Pm 04 1839 3461

Executive 1974 Very Little Rust Motor 350 Chev Bored 60 Th High Comp Pistons Big Cam Heads
Wade 259 A Cam Extractors Hei Ignition Motor Done 10,000 Miles Trans Turbo 350 Auto With Shift
R.O.H 14" Mags 4 Good tyres Brakes Completly Done Air Con All there Except Condencer
On Gas Painted Classic White About 5 Years Ago \$2500
Contact Tony 9410 9039

PLEASE NOTIFY EDITOR ON 9850 6781 WHEN YOU HAVE SOLD PARTS
OR CARS ADVERTISED IN THIS MAGAZINE

NON MEMBERS WILL BE CHARGED \$10 FOR THREE MONTHS
WHEN THEY ADVERTISE ON THIS PAGE THEY WILL BE SENT
A COPY OF THIS MAGAZINE FOR THE THREE MONTHS

EASTER 2000

TO BE HELD 21ST-24TH APRIL

AT

ROSEWORTHY CAMPUS

ROSEWORTHY S.A.

40 MINS. NORTH OF ADELAIDE.

PRICES

FRI - MON. - \$220.00 per head - ADULTS
 - \$140.00 per head - CHILDREN

THUR - MON - \$35.00 extra (incl. Accommodation & B/fast) - ADULTS
 - \$22.00 extra " " " " - CHILDREN

PRICES ARE ALL INCLUSIVE

**A DEPOSIT OF \$50.00 PER PERSON IS TO BE PAID BY
31ST JANUARY, 2000**

INSTALMENTS ARE WELCOME

WATCH THIS SPACE FOR FURTHER INFORMATION

LEYLAND P 76 SPARE PARTS

Leyland rear vents / Hoses / Steering wheel, Leyland Front Kick Panels / Leyland V8 Headlight Surrounds /

Heater / Internal Door Trims / Master Cylinder & Booster

Switches ; headlight ; wiper / Wiring Looms
Brake Pedal / Accelerator Pedal / Fuse Box, Internal Leyland Door Fittings

Rear Tail Light Surrounds / Leyland V8 Front Light Surrounds

Rear Trail Arms / Front Engine Mounts / Front V8 Engine Cover
Auto Gear Box Tail Housing / Harmonic Balances & Pulleys

Front & Rear Mud Flaps / Wiper Motor / Rear Hand Brake Cables / Power Steering rubber boots /
Front Seat Winders

Glove Box / V8 Instrument Panels/ dash pads.

Boot lids, Bonnets, Doors, Door Trims, Various chrome trims, V8 diff, Complete front end, Door Glass, Quarter Panels, various other new items, V8 Grille, Wiper and Headlight Switch, Various body clips, Automatic Transmission.

CAR No 1. Green V8 Leyland, registered till February 2000. T Bar Auto, Force 7 Steering wheel, Power steering, Targo Mag wheels, nearly new tires, Sunvisor

Car No 2. Brown V8 Leyland registered till January 2000, T bar auto, mag wheels, new transmission fitted, nearly new tires.

PRICE \$6,000.00. for the lot. The Owner has genuine reasons for selling.

Ph. (03) 9434 4312

Mobile 0418 336 092

Fax (03) 9434 4904

Email: wmarket@sub.net.au

BOTH CARS ON GAS (IMCO)

1999/2000 MEMBERSHIP SUBSCRIPTION FORM
APPLICATIONS AND RENEWALS
LEYLAND P-76 OWNERS CLUB OF VICTORIA INC.
8 KENNY ST NORTH BALWYN 3104

PLEASE NOTE ALL SUBSCRIPTIONS EXPIRE ON THE 30th OF JUNE EACH YEAR

SURNAME		GIVEN NAMES
1		
2		
ADDRESS		
POSTCODE	TELEPHONE: AH:	BH:
1ST CAR	YOURSELF	PARTNER
Make / model		
Year		
Capacity		
Reg. Number		
Engine number		
Chassis number		
OTHER CAR	YOURSELF	PARTNER
Make / model		
Year		
Capacity		
Reg. Number		
Engine number		
Chassis number		

PLEASE NOTE : A ONE OFF JOINING FEE IS PAYABLE FOR ALL NEW MEMBERS

Full Membership	\$35.00
Joining Fee if Applicable	\$10.00

Total Payable.

**WITH THE COMPLETION OF THIS FORM, I AGREE TO ABIDE BY THE RULES
OF THE LEYLAND P-76 OWNERS CLUB OF VICTORIA INC AND WORK
TOWARDS THE FULFILMENT OF THE OBJECTIVE OF THE CLUB**

SIGNED..... DATE.....