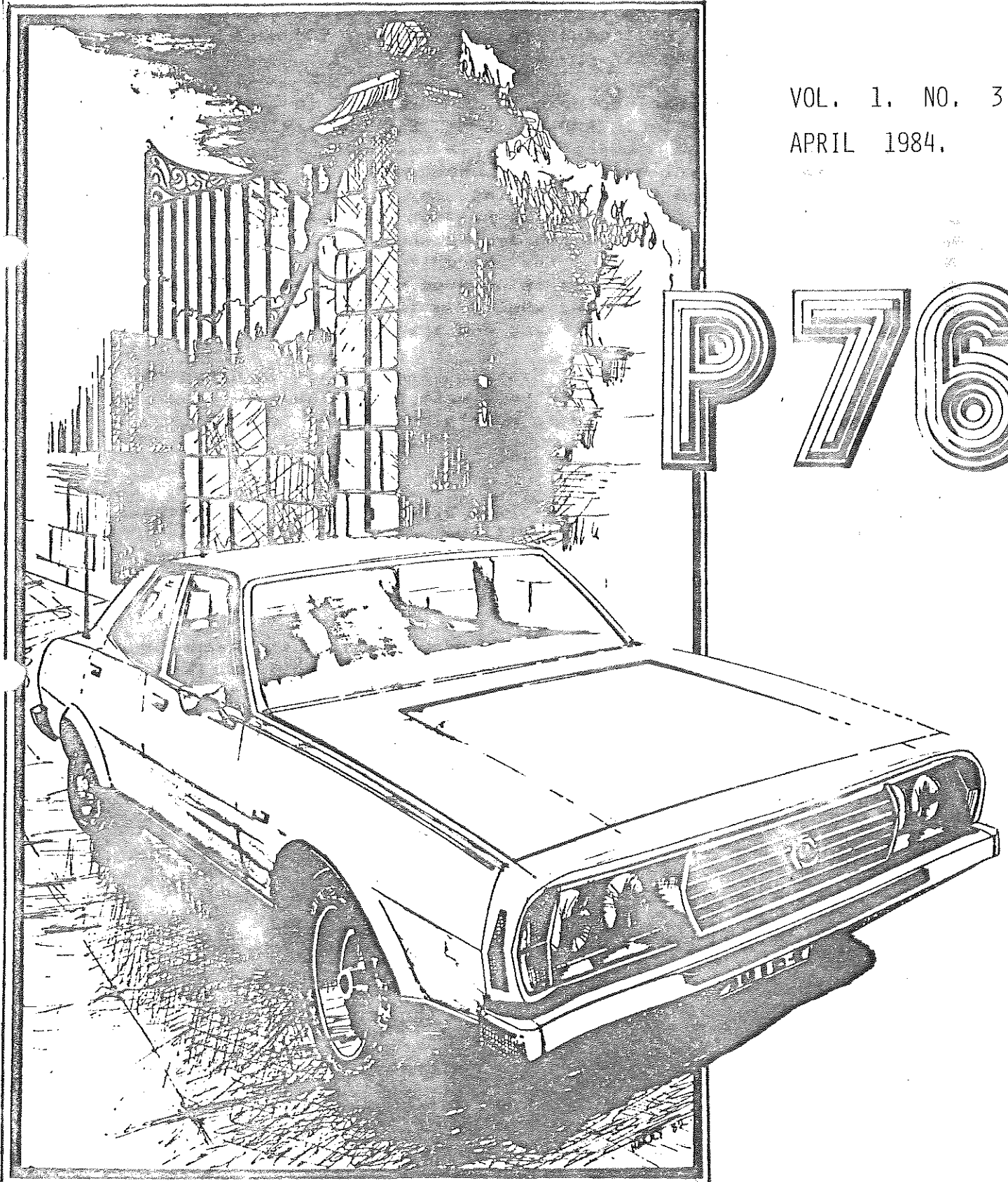


ANYTHING BUT AVERAGE

VOL. 1. NO. 3.

APRIL 1984.

P76



THE LEYLAND P76 OWNER'S CLUB - VICTORIAN NEWSLETTER

EDITORIAL

Elsewhere in this newsletter there are the final details for the National Meeting at Newcastle. I am sure that the whole of the Newcastle Club has been very busy planning and preparing for this event. The program looks very interesting, and I am sure that the P-talk will be endless. It is pleasing to see that the response from Victoria has jumped dramatically, with about 10 carloads heading north. If your not busy over Easter its not too late to make the trip. However you would need to ring Hal Maloney (049) 661 763, immediately or sooner, to make suitable arrangements.

Just one year ago we met at Croydon to consider the formation of "THE LEYLAND P76 OWNER'S CLUB OF VICTORIA". With the support of Club Members from both New South Wales and South Australia, our enthusiasm was unbounded and we had great expectations of the Club fulfilling many of our needs. With the Annual General Meeting to be held on 23rd May, it is time to look back on the past year and decide whether those early hopes have been achieved, and if they haven't we must ensure that the next 12 months is better. It is no good sitting back and saying that someone else can and should do the work, and its no good saying you can and will do a job and then not getting it done.

There is no point in looking back, at pinpointing faults, or blaming others. I think most owners have sat back and waited for somebody else to do something, to create 'OUR CLUB'.

What must we do?

We must -

- attend the A.G.M. and contribute.
- elect a committee who can and will be active.
- support the new committee and become involved.
- contribute ideas to the committee.
- contribute to the Newsletter.

The next Newsletter is due to be produced during the second week of June. It should contain some news from the National Meeting, a report of the A.G.M., and I hope it will also contain some items supplied by Victorian Club Members. I leave it in your hands.

Graeme Beck.
Editor.

ANNUAL GENERAL MEETING

WEDNESDAY 23rd MAY 8 p.m.

STATE COLLEGE
221 BURWOOD HIGHWAY
BURWOOD

SPEAKER - to be announced

Further details will be supplied later.

PLEASE PUT THIS DATE IN YOUR DIARY

BE SURE TO COME ALONG

A GOOD ATTENDANCE IS ESSENTIAL IF OUR CLUB IS TO PROSPER

CAN YOU AFFORD TO LEAVE IT TO OTHERS

FOR SALE

LEYLAND P76 TARGA FLORIA (original)
1974 model, T-Bar Auto. Good Condition
\$2550 including cassette radio system worth \$600.

LEYLAND P76 AUTO
Yellow, immaculate, restored by owner.
Fully sprayed, anti-rusted, new carpets, new tyres, new battery,
new front end (steering and suspension) reconditioned gearbox.
Engine has done 95,000 km
Radio-cassette system worth \$600.
Price \$2,100

Contact Bryan Ferguson
2 Leith Crt.,
FRANKSTON. 3199.
Phone (059) 961 977 (work)
(03) 781 5592 (home)

P-TIPS & QUERIES

Front lower suspension arm ball joints.

Often the front lower suspension arm ball joint may be in good condition, however the rubber dust cover has split. The lower suspension arm, ball joint, and dust cover are supplied in one piece at a cost of approx. \$110.

Commodore dust covers can be used, but will need to be glued over the remains of the old cover.

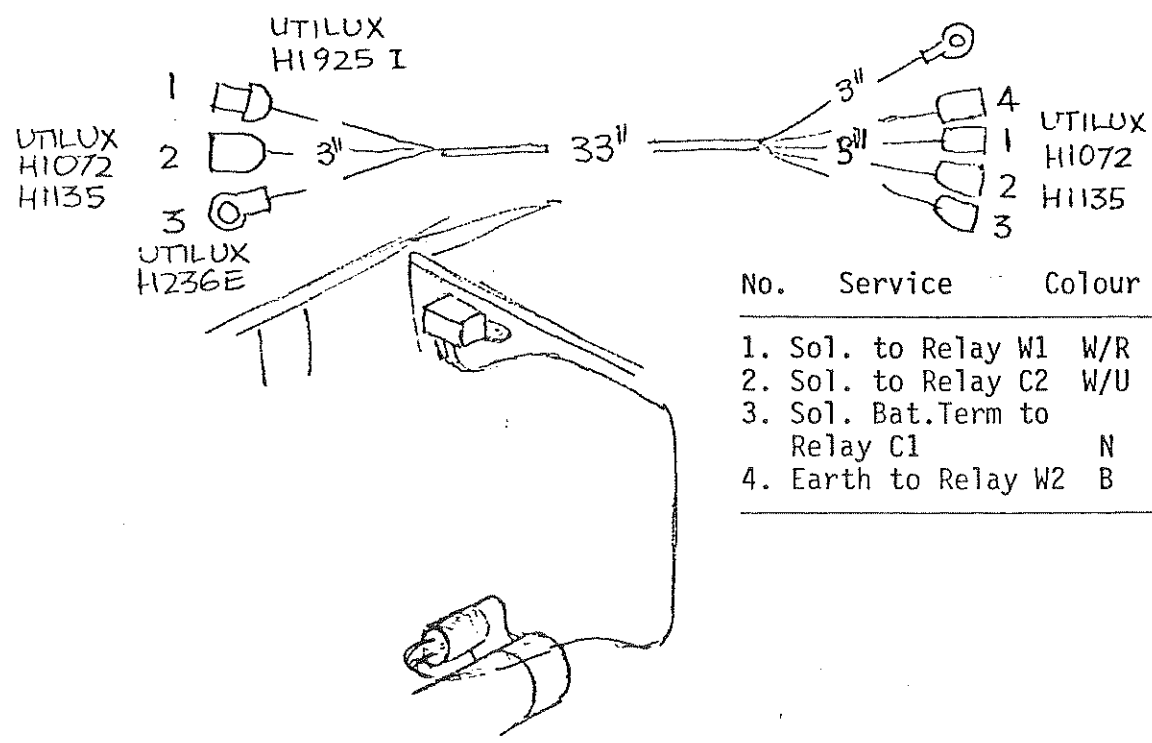
it. Please put pen to paper and pass on your information. You may think everyone else knows, but do they?

SERVICE BULLETIN

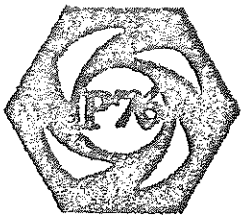
Intermittent Starter Solenoid Operation

Should test indicate considerable voltage drip in the ignition switch to solenoid circuit, the following method offers an alternative solution.

1. Fit Lucas relay Part No. 33213 to the plenum chamber wall on the RH side.
2. Manufacture wiring harness as shown in drawing.
3. Route cable over brake servo and follow main harness to starter solenoid.
4. Remove white/red cable from the starter solenoid and connect to male terminal on harness.
5. Connect white/blue cable to starter solenoid terminal.
6. Connect brown cable to battery terminal on starter solenoid.
7. Connect harness to relay as shown.
8. Fit earth cable under relay fixing screw.



No.	Service	Colour	Size
1.	Sol. to Relay W1	W/R	14/.012
2.	Sol. to Relay C2	W/U	28/.012
3.	Sol. Bat.Term to Relay C1	N	28/.012
4.	Earth to Relay W2	B	14/.012



NATIONAL MEETING - EASTER 1984, MORPETH

LEYLAND P76 OWNERS CLUB OF AUSTRALIA

NEWCASTLE BRANCH

Bulletin No. 4, March, 1984.

Time marches on with only 4 weeks remaining before the National Meeting at Morpeth.

Planning is almost finalised and enthusiasm is running high particularly with our distant Clubs. The surprise of the last month is the Victorian Club has booked in with numbers far exceeding all other Clubs and subsequently our Accommodation is all but booked out.

It is hoped the venue for the next National Meeting will be discussed and finalised at the Delegates Meeting to be held on the Monday Morning.

Our planned Itinerary is as follows:

REGISTRATION: Friday 20th April

Venue. Morpeth Conference Centre

Time. All Day.

REGALIA: Special National Meeting Enamel Badges and "T" Shirts will be available in P76 Office at Centre, (limited numbers of both only).

CONCOURS: Will be held on grounds of Conference Centre, Judgement will be for best Original and best Modified Cars. Chief Judge - Stephen Hollings.

OFFICIAL OPENING: 5.00p.m. followed by Free B.B.Que, donated by Organising Club.

REGULARITY RUN: Saturday 21st April

Time. 8.00a.m. Start

Route. Morpeth to Dungog via Bingleburra.

SPRINT: Saturday 21st April

Venue. Nelson Plains Circuit

Time. 1.00p.m. The Sprint will be held at the Circuit owned by the M.G. Car Club. We will be the first cars to use this Track after major rebuild.

PRESENTATION DANCE: Saturday 21st April

Venue. Dance Hall at Conference Centre. Trophies will be presented for Sprint and Regularity Run and Concours, by Special Guest.

LAKE CRUISE: Sunday 22nd April

Time. 2.00p.m. from Morpeth. A convoy of Leylands will proceed to Toronto to board Wangi Queen for 4 hour cruise.

Cost. \$5.00 per adult (children Free).

We will return to Conference Centre for Dinner.

FAREWELL BREAKFAST: Monday 23rd April

Time. 8.00a.m.

Taking the BOUNCE out of your rear

Terry Johnson

WITH ADDITIONS BY GEOFF JAGOE (**)

Hi! This is Terry here with Part II of improving your car's handling and ride. If there are any P76 owners out there who are like me and find the need occasionally to fill the boot with such things as a motor and gearbox or six tyres and rims or a motor bike and trailer or just a boot full of junk (not Right Arms) and your car tends to bottom out, then it's about time you updated your rear shockies!

There are five ways of doing this:

- 1) Original Equipment or equivalent \$15 to \$50 per pair
- 2) Heavy Duty hydraulics \$35 to \$120 " "
- 3) Air Uplift \$70 to \$85 " "
- 4) Adjustable/rebuildable about \$110 " "
- 5) Gas-filled \$130 upwards, per pair

The first choice is probably the best for those of you who would fill your boot up once in a Blue Moon and the rest of the time keep it empty. (**Beware of buying poor quality stuff, just because it's cheap. It can be bloody dangerous, or totally uneconomic in the long term, due to much shorter lifetime and increased tyre wear.**)

The second choice is a good all-rounder and probably the best of the lot. They maintain a good ride, especially when loaded, but depending on personal preference may be a bit harsh when the boot is empty. (**They differ from standard shocks by having different valving for bump and rebound, and/or different piston diameter. e.g. standard shocks are usually around 1.0625 inches, while H/D units range up to 1.625 inches, and probably larger. The valving determines the stiffness of the shock, while the piston bore (and hence quantity of oil) governs the shock's resistance to fading when used hard.**)

The third choice would be best suited to those who carry heavy objects around on weekends, towing trailers etc. or (like my dad used when he owned one of my P76's) use the boot as a storage place for all the junk you can't fit in the garage! There are two main types of air shockies; the 90 lb'ers and the 150 lb'ers. You can go up into the 200 lb'ers and above, but they don't tell you where to pump them up, as most service stations can't deliver 200 psi. Depending on how much heavy stuff you are going to carry around, you can choose either size of shock. The trouble with air shockies is that they are sometimes a bit harsh and the tail a bit skitterish, especially when fully pumped up and the boot empty. It is recommended to let them down to 25 psi when unladen. (**Another problem is caused by the extra load being carried on the lower shock mount, rather than the spring pan on the suspension arm. A few months of constant 100 psi fractured both mounts. Also the heat from the exhaust pipe melted the plastic

(**Another problem is caused by the extra load being carried on the lower shock mount, rather than the spring pan on the suspension arm. A few months of constant 100 psi fractured both mounts. Also the heat from the exhaust pipe melted the plastic connection pipe and caused an explosive drop in pressure, ie; the back end dropped 3" instantly! And while I'm moaning about air shocks: even with the spacer fitted, the spring chafed through the bag on my Monroe Wylie's. I wasn't very impressed!**)

I haven't had much to do with the fourth choice, but I have heard they are good because of the wide range of tasks they can perform. I have also heard that they wear a bit faster than the rest, although they can be repaired instead of replaced. (**The cost of a repair can be more than a brand-new set of H/D shocks, so the economics of rebuildable shock absorbers is dubious. The main advantage is their adjustability. They can be changed to suit driving style, or uprated to compensate for wear in the shockie itself. This way they may outlast up to 2 or 3 sets of standard shock absorbers.**)

(**The fifth choice is recognised as being the ultimate for performance motoring. The pressurised gas (usually nitrogen) within the shock absorber stops the oil from frothing and helps dissipate heat. But they are expensive, and only people with a dedicated interest in their car's handling will find the cost justified. On top of this, unless you are really pushing your car to its limits, you may be buying a greater margin of safety than you really need: a lower quality shock may have sufficient performance for your driving style.**)

(**The list below shows some of the brands that are available (Perth March '83 and prices and part numbers where known.

Note: Almost any Holden rear shock (except Commodore) will fit, the length is almost identical. BUT, don't buy standard sedan shocks, because they are too soft. If you're going for choice number one, then buy Holden Station Wagon equipment.

Note also: Volume 1 # 1 of ABA shows where to cut the holes to make the replacement job so much easier!

- 1) Unbranded cheapies for \$14.99 per pair.
Leyland originals, about \$50, I think?
- 2) Monroe Wylie GT 130-4034, \$35 pair.
" " Magnum 180-1588, \$120 pair
Pedder's Sportsryders SR 1034, \$56 pair
Gabriel Striders
- 3) Gabriel Hijackers, \$85 pair
Monroe Wylie, \$71 pair
- 4) Koni Special D, \$109 pair
- 5) Bilstein
Boge
Tokico