

Anything
but
Average



Victorian P-76
Owner's Club

January 1995

Who's Responsible.....

| | | | |
|------------------|--------------------------------------------------------------------------------|-----------------------|------------------------------------------------------------------------|
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| | | | |
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| Central Gippsland | Ben Sykes 1 Retreat Road Traralgon 3844 Ph. 051 74 3047 | Wimmera | To be filled |
| | | Geelong | To be filled |
| | | South Western | To be filled |
| | | Mallee | To be filled |
| Melbourne | Laurie Hamilton 3 Neil Street Heathmont 3135 Ph. 03 9870 6672 | | |

WHAT'S ON, WHEN AND WHERE.

Club Activities:

11th February Picnic at Hanging Rock

5th - 8th April Easter 96 at Cockburn (pronounced coburn for some reason)
South Australia bookings must be made by 30 November.
Ring SA Club for more info. ring Andrew Lee 08 370 9217

Committee Meetings are held on every even numbered month on the 2nd Friday.

THE FINE PRINT.

This is the official magazine of the Leyland P76 Owners Club of Victoria, and is not for sale to the general public.

Contributions make this magazine so please send them to the Editor.

IN THE DRIVERS SEAT.

I hope you all had a pleasant Christmas and New Year Celebration and are ready for an exciting year. As you can see we now have a person willing to be responsible for being our Editor and while the first magazine was a bit late I feel the quality was excellent, thanks Will and Anne Marie.

There have been quite a few good cars put up for sale recently and I hope these are going to good homes. It is unfortunate but true that many of our more recent cars are actually attracting the same prices as good Leylands. A recent example is 1986 Magna, Commodores and XF Falcon sedans are now selling for as little as \$4,500 to \$6,000 in comparison the average restoration on a P76 would cost about \$6,000 on a car with a sound body shell and even more on one that needs only basic rust repair. This makes it very difficult to convince people (especially the younger people) that the P76 should be considered, given that one of these late model cars are quieter to drive so that the stereo sounds better!

Unfortunately after you have spent this money your P76 will still be worth a lot less than you have spent on it as there is simply not the market to sell a good car at its real value. We still have a very good Targa Florio for sale here in Drouin for \$6,500 but no one willing to buy it. I guess with the various agreed value insurance around we can at least get our money back if we crash.

Activities for the year.....

Each Region needs to get going and organise activities, the days of the main committee organising an event every month are over! This is for a number of reasons not the least of which was the very low number of people that attended events. Some of these required months of organisation. Regional Events are attracting more people and also bringing in new members, in fact, in the last twelve months we have attracted more new members in East Gippsland than any other part of the State.

To get started simply put your hand up and say Lets do....X Y or Z.. it can then be published in the magazine. The activities may be as simple as a BBQ lunch through to participation in a major event such as a car show. This year I see the role of the main committee being more concerned with the co-ordination of Parts repair and re-production as well as the co-ordination of Regional Activities. There are only a small number of events which will bring the whole Club together such as the Picnic at Hanging Rock, the Concourse, the Motor Sport Event, the Annual General Meeting and dinner, the Easter Gatherings other events in Regions could then be run which all members should feel free to participate in.

Please remember that at last years Annual General Meeting no social secretary or parts person was nominated and as such we as committee have had to set priorities these being magazine, parts and then activities.

by John Ernst, President.

F76 OWNERS CLUB
20/11/95 Through 22/ 1/96

P76QUICK-p76 Bank of Mel
22/ 1/96

Page 1

| Category Description | 20/11/95- 22/ 1/96 |
|----------------------|-----------------------|
| INFLOWS | |
| CONCOURSE INCOM | 300.00 |
| FEES | 235.00 |
| PARTS | 90.00 |
| TOTAL INFLOWS | 625.00 |
| OUTFLOWS | |
| ADVERTISING | 26.20 |
| ANYTHING BUT AVERAGE | -10.00 |
| PARTS EXPENCES | 360.00 |
| POSTAGE | 47.70 |
| TOTAL SELF STORAGE | 100.00 |
| TOTAL OUTFLOWS | 523.90 |
| OVERALL TOTAL | 101.10 |

OPENING BALANCE 20/11/95 \$4,419.40
CLOSING BALANCE 22/1/96 \$4,520.50

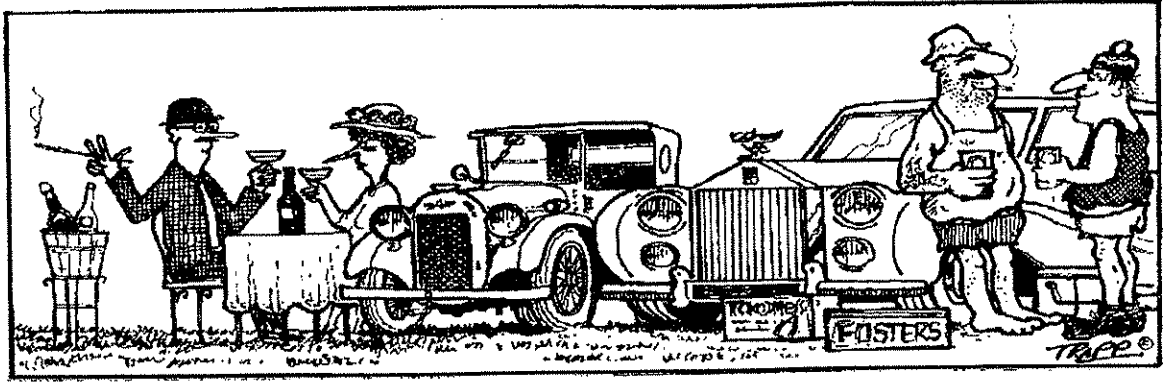
W. E. Smith

C O N V O Y F O R F E B 1 9 9 6

TIMES AND PLACES FOR A TRIP TO HANGING ROCK

8:30 am opposite the entrance to the MELBOURNE ZOO
9:30 am at WOODEND on the left hand side coming from
Melbourne.

These times are important as we shall need to be at The Rock early to get a good spot.
Any later and we stand a chance of the indignation of overheated P's in the long queue
We also must enter as a group, as we shall be asked to park as we come through the
gate.



**The Macedon Ranges and District Motor Club
is pleased to announce
the Ninth Annual**

Picnic at Hanging Rock

Sunday February 11th, 1996

Held on the second Sunday of February each year since 1988, Picnic at Hanging Rock has become one of the most popular events of its type in Australia.

All "special interest" vehicles are welcome, regardless of whether they are original or modified. Your car doesn't have to be a 'show winner' for you to take part. Don't let faded paint, worn upholstery or battle scars keep your car at home in the garage.

There will be lots to keep you amused on the day. We anticipate that at least 1500 vehicles will be on display at the picnic, ranging from shaky veterans to fire breathing muscle cars and everything in between. We'll also be conducting our annual rocker cover racing championships - all you need is a rocker cover with wheels and gravity does the rest. There'll be the inter-club spark plug changing contest, with teams of four people, two male and two female competing against each other and the clock! For the kids, there'll be the usual races with lots of prizes.

All these activities are presented free of charge. The usual entry fee to the Hanging Rock Reserve of \$5.00 per vehicles applies, as it does every other day of the year. We attempt to cover our costs by conducting a raffle, sales of souvenir badges and t-shirts, and especially thanks to the generosity of our sponsors.

Please note that display vehicles only will be admitted via the south (main) gate at Hanging Rock. Spectator vehicles (including any support vehicles) must enter via the north gate. Also, due to the amount of vehicles attending, **it is impossible to reserve spaces for any club or individual**. As each person arrives, they are directed to the next available space. If you wish to park as a group, it is essential that your entire group arrives together. It may be wise to meet in one of the nearby towns such as Woodend, Kyneton or Romsey, and head out to Hanging Rock when the whole group is together. **We cannot reserve spaces for anyone - no exceptions**. The gates to the Hanging Rock Reserve are open from 8.00am onwards.

If you have any queries, or would like further information, please write to:-

The Macedon Ranges and District Motor Club
C/- Post Office
Romsey, 3434

or phone (015 844 323)

We look forward to seeing you there!

MEMBERSHIP: REGISTRAR'S REPORT

The number of financial members at the end of December was 67. The break down of this figure shows:-

| | |
|----------------------|-----------|
| Renewed Memberships | 54 |
| New Memberships | 10 |
| Rejoined Memberships | <u>3</u> |
| Total | <u>67</u> |

From the records of the previous years Financial numbers, 26 members have not renewed their subscriptions. Three (3) of these have confirmed that they will not be continuing due to health problems or the disposal of their P76.

New Members 95 - 96

| | |
|-----------------|----------------|
| Dianne Harvey | Laurie Grogan |
| Stephen Lloyd | George Ambrosi |
| Owen Anderson | David Bayley |
| Laurie Hamilton | Robert Bygrave |
| Karen Drake | Micheal Clarke |

Knowles Gray
15 - 1 - 96

Editor's Report : Magazine Articles

It is great to learn that so many people are at last starting to realise the great contribution that the P-76 has made to the Australian Automotive Industry. With reports of so many on the road, it must then be comprehensible that there are some tales of adventure and misfortune. Considering there are twelve magazines a year with current membership that leaves one article per person every five years. This must be possible.

courtesy of
N.S.W.
Mag.

DISSOLVING RUST WITH MOLASSES

by Greg Gibson

I have been told that everyone has heard how molasses dissolves rust, so make a trip to the pet food and grain store and get your molasses.

The formula is two litres of molasses in seven litres of water. Put this mixture in a plastic bucket or container and partly cover to help stop evaporation. Leave for about three weeks, down by the back fence (it pongs a bit) until it ferments. It should now have a skin on top which should be peeled off. Now you can immerse your rusty parts in this solution. Leave for about two weeks before removing them, then all the rust should be dissolved. Use rubber gloves, long tongs, to tie pieces of wire to the parts before you start, as this mixture contains ACETIC ACID.

After removal, wash off brown muck straight away with a stiff brush or under hot water. As soon as the parts are dry, treat them with a rust converter and paint them as soon as possible, or if not painted, wire brush and oil them. This must be done immediately because surface rust will start to form as soon as the metal is dry, because it is so clean it has no protection.

Apparently the water and molasses mixture when left exposed to air, ferments and produces, amongst other things, acetic acid. This reacts with the oxygen in the rust and when iron oxide (rust) is all reduced the process stops, so steel or iron is not affected, but the surface of the metal is now virtually in original condition and subject to immediate attack by oxygen in the air and begins to rust, so must be protected.

The benefit of using molasses is that it dissolves that rock-hard rust that even wire brushes can't touch and carborundum cloth can't reach and by using arrangements of odd-shaped containers like old concrete troughs half filled with dirt and lined with heavy plastic sheet, it is possible to derust larger objects that would not stand sandblasting.

This mixture will still derust for quite some time, six months or even more.

November 1995 Puzzle Answers

| | | | |
|-----------------|-----------------|-------------------|-------------------|
| White | Crystal White | Cream | Country Cream |
| Yellow | Bold as Brass | Orange | Home on th Orange |
| Orange/Red | Bitter Apricot | Bright Red | Flame Red |
| Dark Red | Dry Red | Pink | Plum Loco |
| Metallic Purple | Peel me a Grape | Metallic Blue | Omega Navy |
| Bright Blue | Am Eye Blue | Blue/Green | Corinthian Blue |
| Olive Green | Spanish Olive | Bright Lime Green | Hairy Lime |
| Dull Lime Green | Nv Green | Metallic Green | Aspen Green |
| Metallic Brown | Nutmeg | Brown | Oh Fudge |

CARS AND PARTS FOR SALE

**Super V-8 4 speed, Concours People's Choice winner.
Bold as Brass, New clutch, Bathurst Globe Mags,
12 mths reg, always garaged. \$5,000 o.n.o**

Micheal Hare

no phone number supplied

P-76 Parts for sale.

V-8 radiators, single exhaust system

dual exhaust system brake boosters

Deluxe headlight surrounds Super hub caps

Rear tail lights and surrounds

Original front and rear screens

Auto transmission

Make an offer

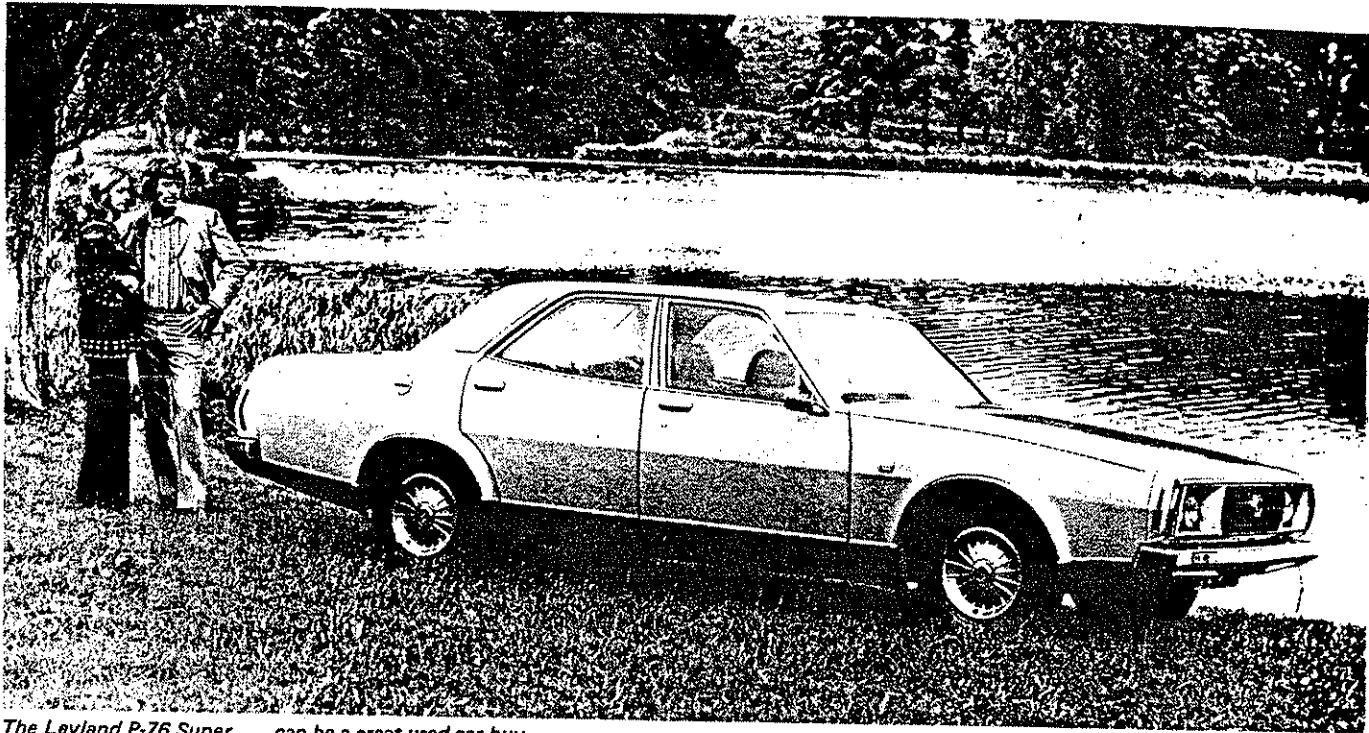
Bill Ross

Mobile 0418 348 947

**THERE ARE SO MANY CARS FOR SALE
INTERSTATE AT THE MOMENT, THAT, THE
BEST THING TO SAY IS THAT IF ANY ONE IS
AFTER A ROLLING SHELL OR RESTOATION
JOB. CONTACT THE EDITOR FOR NAMES AND
NUMBERS.**

LEYLAND P-76

From 1973-1975



The Leyland P-76 Super . . . can be a great used car buy.

. . . cheap motoring

THE POOR OLD Leyland P-76 has become a bit of a joke in Australia. Even people who know absolutely nothing about cars know — or think they know — that the P-76 is not much of a car.

They may even know that it was the last of a long line of motoring disasters which began with the Austin Freeway and continued through the Nomad, Tasman and Kimberley to become the biggest loser of them all.

Cruel jokes were made about the P-76. "Anything but average" proclaimed the Leyland advertising men. "We know" smirked the cynics as they twisted the phrase around.

P-38 they called it — because it was only half a car — and, after production came to a screeching halt in 1974 even that insulting name was halved yet again to P-19.

Comparisons were drawn between the P-76 and the F111 jet at a time when both machines were going through spells of the dreaded Bits Falling Off disease which often strikes mechanical appliances when they are prematurely released to their buyers before all the problems are eliminated.

But is the Leyland P-76 really as bad as it is made out to be?

No — definitely not. Although it is far from

being the best car in the country it is certainly not as bad as most people think. And certainly not as bad as its ridiculously-low used-car value would suggest.

Compared to the P-76 even used Valiants look expensive — and that's saying something.

Where else could you buy a top-of-the-range 1975 model car complete with all the high-priced extras such as air conditioning for under \$2000? That's the sort of money you would be asked to pay for a Corona of twice the age — and no doubt with twice as much wear and tear.

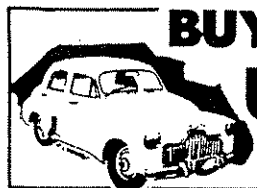
And the 1975 P-76 (production ceased late in 1974 but many cars did not leave the new car showrooms until the next year) is a much better car than the early 1973 models because quality control standards improved markedly towards the end of the production run.

Indeed the last of the P-76s were every bit as well built as the Fords and Holdens of the same period. Not that that's such a big deal, of course, but to listen to some of the P-76's detractors you would think that the cars were perpetually being followed by garbage trucks to pick up the pieces as they came adrift.

The P-76 is a completely conventional design by Australian standards, with six or eight-cylinder engines mounted north-south and driving the rear wheels through a choice of column or floor-mounted transmissions to a simple rear suspension.

Because of this conventional design, the P-76 is easy to work on as there is a stack of room under the bonnet. Spare parts are moderately priced and, as yet, there is little trouble in getting hold of most bits for the car — although that situation is obviously not going to last forever.

For a big car, the Leyland P-76 is surprisingly easy to drive. It appears to be much smaller from the driver's seat than from outside. A tight turning circle and reasonably-light steering (which does become a bit too heavy at parking speeds) means that most drivers find the P-76 no more difficult to handle than a mid-sized car such as a Torana or Cortina.



**BUYING A
USED
CAR**

Ride and handling are better than average for a mass production car of the mid-1970s and, even in today's radial-tuned world, a well cared for P-76 would not be disgraced.

The only real problem with the P-76's suspension is that it does not cope too well with very rough roads — the ride is uncomfortable and the tail tends to hop around.

A lot of attention was paid to making the best possible use of the interior space. For example, the dashboard is squeezed as far forward as possible with specially designed instruments being made which fit into a very short space.

The rear seat backrest is mounted as far back as possible and the end result is a roomy passenger cabin in keeping with the often castigated, but immensely practical, big car predecessor of the P-76, the Austin 1800.

And that brings us to the roomiest area of all in the P-76 — the boot. Open the lid at the back end of the big Leyland and you uncover an enormous gaping hole which is capable of swallowing an amazing amount of luggage or — as the Leyland people never tired of telling us — a 44 gallon drum.

And yet the big boot, which should have been one of the major selling points of the P-76, may have been the biggest contributing factor to the unpopularity of the car. Certainly, the rear end styling looked bulky and ugly and was the cars most criticised aspect.

The Leyland stylists did appear to be on the right road when they decided to make the overall design of the body a wedge shape but the minor details in body design left a lot to be desired. In any case a wedge-shaped big car is never as good looking as a small car with the same profile.

Fuel consumption of the P-76 is about the same as that of the equivalent model in the Big Three range, say about 14 litres per 100 km around town and 12 litres per 100 km on a trip for the six-cylinder engine. The 4.4-litre V8 is a little thirstier at about 16 litres per 100 km for town and 13 litres for country use.

History

THE BEGINNINGS of the Leyland P-76 can be traced back to as long ago as 1968 when, of all things, a much-modified Austin 1800 body-shell was fitted with an enlarged V8 Rover engine.

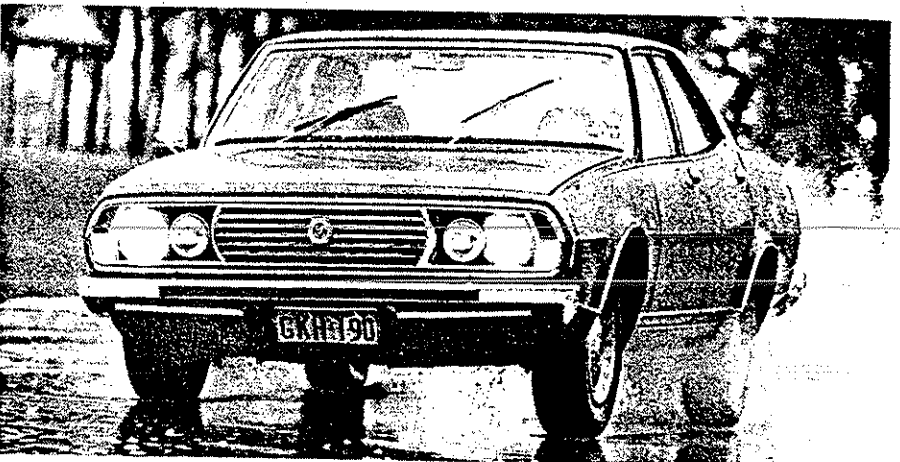
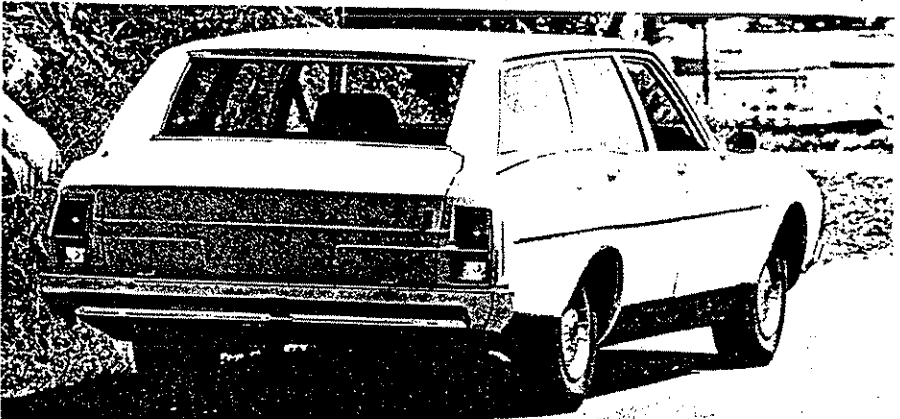
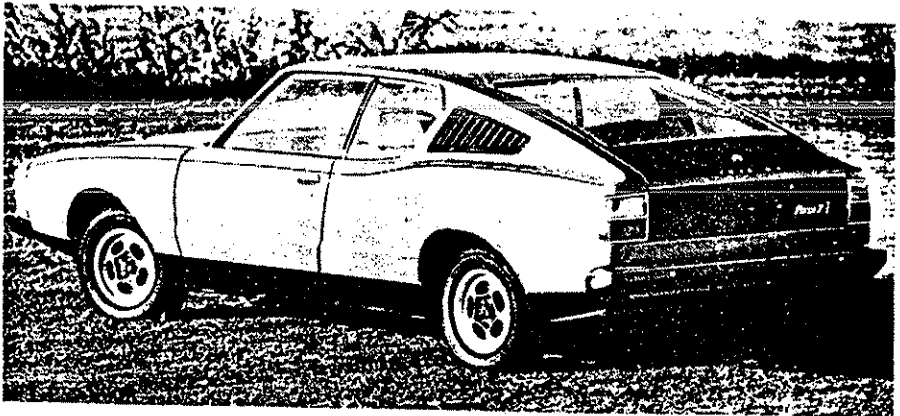
This prototype had *front-wheel drive* through an automatic transmission and must have been a pig as, not surprisingly, it suffered from strong understeer and heavy steering especially.

"Back to the drawing board" was the decision after a short period of testing.

A completely conventional car was decided upon for the next attempt. And what better way to design an utterly conventional car than to start with an HK Holden. Leyland Australia bought several Holdens to act as the basis for engineering prototypes.

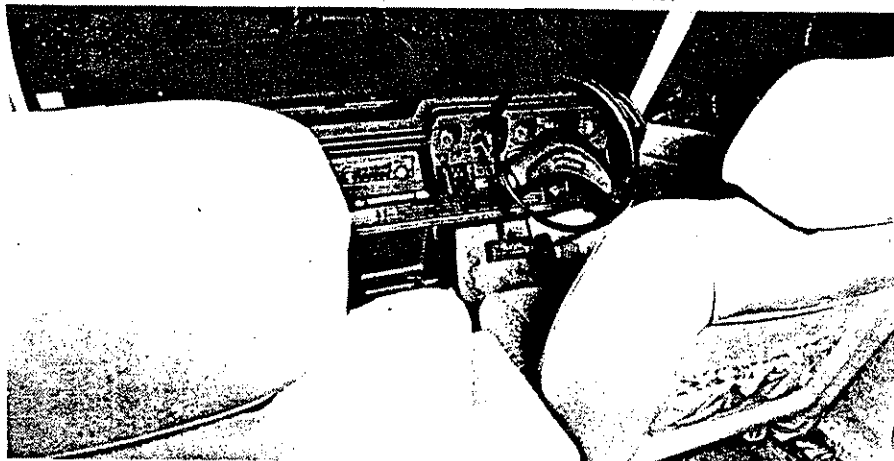
The first Holden remained almost original at first, with a Leyland (Rover) V8 engine being the only non-standard fitting. Then as the months and years went by more and more Leyland designed parts were added to the first HK Holden and then to later HT and HG series Holdens and gradually the P-76 started to appear.

Incidentally, it is interesting to note that all the early design work was done around the V8 engine as this, and not the six cylinder unit,



Top to bottom: The still-born Force 7 coupe was based on the P-76; a wagon version of the P-76 was planned but didn't reach production; front-end styling was acceptable but the bulky tail treatment was constantly criticised; beyond the rear-end ugliness was a practical and spacious boot.

Up-market Executive P-76 model ran to cloth-covered seats and a radio.



was intended to be the big seller in the P-76 range.

This was a wise move in the fuel-rich world of the late 1960s and the alloy 4.4-litre V8 engine (which incidentally weighed no more than the iron six) is the best part of the big Leyland car. A lot of clever Australian talent went into modifying the already good Rover engine.

And then, in June 1973, preceded by an immense amount of free press publicity by way of speculation about the new car, the P-76 appeared.

Leyland Australia made a mess of things from the moment the car was released.

Despite the excellent pre-release coverage just mentioned it became almost impossible for motoring journalists (including those from Motor) to get hold of road test cars. And when the cars did arrive weeks later they were usually shockingly prepared.

Perhaps Leyland Australia was just being honest in presenting the motoring press with representative cars as the public were being sold cars which should never have been allowed out of the factory.

Initially, quality control was very bad and although it improved rapidly the damage had been done. The P-76 was aimed at the section of the car market populated by conservative buyers who demanded reliability above all else and it is hardly surprising that sales slumped.

The last P-76 was built in November 1974 and the car has now passed into history to join other famous motoring disasters as the Ford Edsel, Chevrolet Corvair and the mighty Lightburn Zeta.

Model Range

IN PREPARATION for a full scale assault on the Australian family car market, Leyland produced a full array of P-76 models.

Deluxe is the basic car for the general market (although a stripped taxi fleet version was also sold). The car has single circular headlights in a plain grille. Bench seats are used front and rear (buckets were optional), the floor is covered in rubber mats and no radio was fitted.

Super is the most common version. It has non-reclining bucket seats, colour-keyed carpets, woodgrain door trim panels and carpeted kick-plates, but still no radio — no wonder the Japanese cars were starting to dominate the Australian market.

Executive boasts dual headlights (as does the Super), reclining cloth-covered bucket seat, push-button radio (at long last), and it comes

with a power-operated radio aerial, and extra interior lights makes the car more liveable. Power steering is standard as is the V8 engine and automatic transmission.

Targa Florio. Unlike the other models in the P-76 range which were all released at the time of the initial June 1973 launch, this sportier version was not introduced until August 1974, only a few months before the ultimate demise of the car. The Florio has fancy body striping, mag wheels, a limited-slip differential and a laminated windscreen.

Body Types

ALTHOUGH DESIGN work was fairly advanced for a wagon and for a two-door coupe version, neither model reached the production line. Only four-door sedans were produced and sold through the showrooms.

Several completed prototypes coupes, codenamed the Force 7, were auctioned off by Leyland Australia when local operations closed down and these cars are now in private hands and are sometimes advertised for very high prices — but whether anyone has actually paid top money we do not know.

Mechanical

ONLY TWO engines were ever used in the P-76 — a six and V8.

The six-cylinder overhead cam, cast-iron engine is virtually one-and-a-half Marina four-cylinder engines and, although it only has a capacity of 2.6 litres, it does power the P-76 reasonably well because of the light weight of the car.

The other engine is a 4.4-litre light-alloy V8 based on the Rover 3.5-litre engine. The 4.4 version was designed and built in Australia and was probably the most successful feature

of the car as it gives exceptionally smooth performance.

The six-cylinder engine is only available on the Deluxe and Super versions, whereas the V8 is standard on the Executive and Targa Florio and optional on the rest of the range.

A three-speed column change manual transmission is standard on the Deluxe but is not available on the other cars, the Super has four-speed floor change as standard.

A three-speed automatic with a console mounted change lever is the only transmission on the Executive and Targa Florio and it is optional on the Super. The automatic transmission on the Deluxe is only sold as a column change.

Problem Areas

DREADFUL QUALITY control at the production line in the early months was the main factor in the P-76 earning such a bad reputation. So the later the build date the better chance you've got of picking up a good used example.

Early cars are likely to suffer from water leaks around the front windscreen and to have poorly-fitted body panels and interior trim. Bits and pieces such as door handles and trim strips are liable to come adrift from time to time although there is a good chance that one of the car's previous owners will have got stuck into it with a tube of Araldite and finished off the factory's work.

Failure to start or hesitation under hard acceleration may be the result of fuel-flow problems at the fuel pump.

Do yourself a favour by having an engineer from your motoring association look over the car for you.

Insurance

ALL MODELS, including the semi-sports Targa Florio, are moderately priced for insurance and in any case the value of the car is so low that you are unlikely to have to pay much in premiums.

Summing up

LEYLAND AUSTRALIA should hang its corporate head in shame over the mess it made of the P-76.

More attention to design detail and better organisation in the factory could have produced a worthy competitor for the big family car market in Australia but, instead, so much money was lost that local production of Leyland cars ceased forever.

The only real winners are the people who buy P-76s as used cars because the exceptionally low prices make them a real bargain.

Next month: Toyota Mk11 and Cressida

WHAT YOUR MONEY WILL BUY

| | Deluxe 6 manual | Super 6 auto | Executive 8 auto | Targa Florio 8 auto |
|-------------|--------------------|-----------------|---------------------|------------------------|
| \$750-1000 | 1973 | — | — | — |
| \$1000-1250 | 1974 | 1973 | — | — |
| \$1250-1500 | 1975 | 1974 | 1973 | 1973 |
| \$1500-2000 | — | 1975 | 1974 | 1974 |
| \$2000-2500 | — | — | 1975 | 1975 |

These are approximate prices which will be asked by dealers; private sales will be about 10 to 15 percent lower. The V8 engine will cost about \$100 to \$200 more than the six-cylinder, depending on age and model. Automatic transmission will cost about \$50 to \$200 more than manual.

