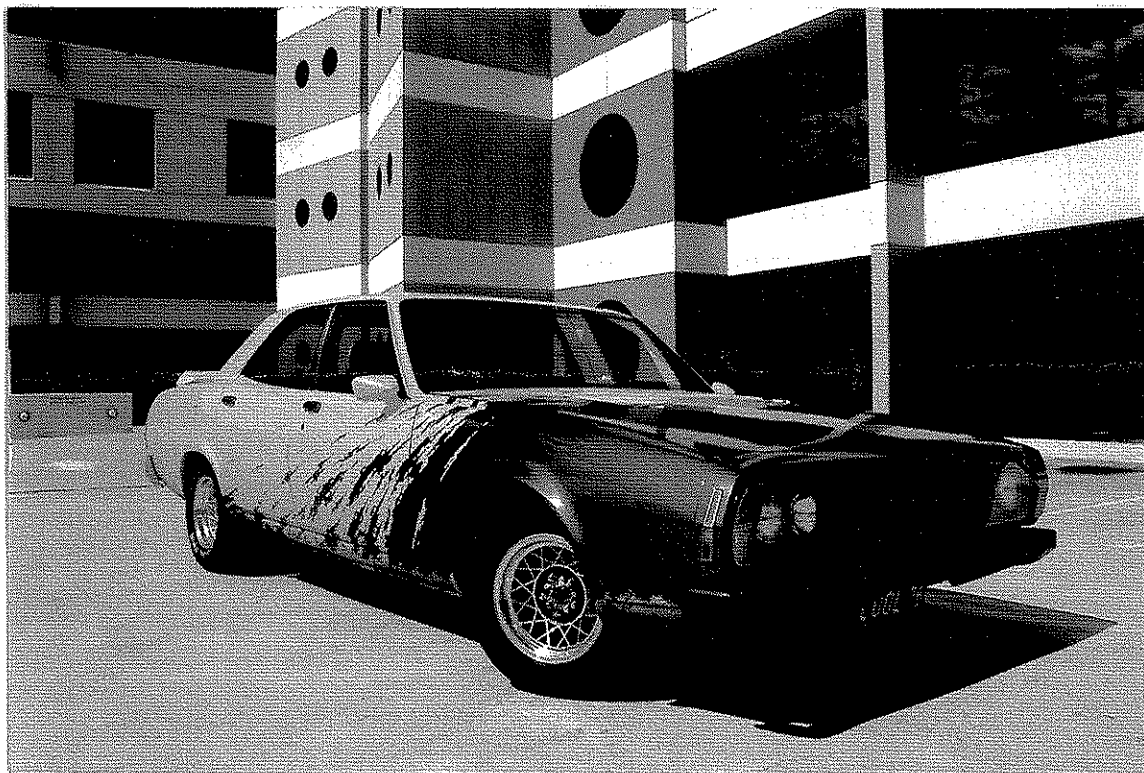


VICTORIAN P-76 OWNERS CLUB MAGAZINE

JUNE

1999



P-76 ANYTHING BUT AVERAGE

CLUB INFORMATION PAGE

PRESIDENT:

Laurie Hamilton
3 Neil St
Heathmont 3135
03 9870 66 72

VICE PRESIDENT:

Wayne Lyons
2 Old Aqueduct Rd
Diamond Creek 3089
03 9434 4312

SECRETARY/SOCIAL SECRETARY:

Brian Crocker
54 Hillcrest Rd
Frankston 3199
03 9776 5474

PARTS TECHNICAL :

Mark Whittaker
23 Western Way
Mooroolbark 3138
03 9727 2893
acbk@netspace.com.au

TREASURER/REGISTRAR:

Ann-Marie Hyland
3 Anne St
Berwick 3806
03 9707 1970

EDITOR:

Mark Moore
27 Harold St
Bulleen 3105
03 9850 6781

FRONT COVER

Stuart Brown's Car That Was Featured in Last Months Mag

A large Amount of customising has been under taken especially in the areas of trim and paint work.the idea for this vehicle has been to generate maximum visual impact and to show that the much maligned P-76 could be turned into something visually interesting and stunning. All the badges and much of the dress strips have been removed for a modern look.A wild custom paint job has been applied by Race Paint Mordialloc. Custom dash and instruments.A vibrant blue and yellow interior by Beach Side Trimming.Chrome trim and other accessories have been powder coated Gunmetal grey.Windows have been tinted all round for a modern look and protect the trim.Bumpers,grill,door handles and locks have been colour coded.Tail lights have been modified to increase intensity and tinted for effec.Electric sliding glass sunroof.

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.

Editorial:

The A.G.M is just around the corner, so it's time to decide if you could join the committee and put something back into what is your club.

The A.G.M will once again be held at the Mulgrave Country Club.

If you have never been to an A.G.M, then come along meet the outgoing committee and just talk P's or just come along for a meal.

Remember that the concours is not that far off, so now is the time to give your car a good going over.

Maybe you need to touchup the paintwork or repair the interior or whatever your car needs then you have a couple of months to get everything just right.

Once all the major repairs are done then it will be time to polish the wheel nuts, jack handle, dizzy or maybe just polish the paintwork and the windows.

I hope to see as many people as possible at both the A.G.M and the Concours, the more people we get to our outings the better.

Last but not least memberships are due , so it would be a good idea to send your payment in with your nomination form.

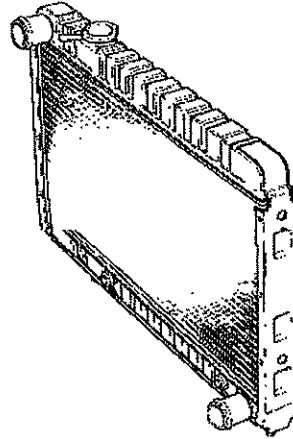
Mark

CLUB PARTS FOR SALE

EXCLUSIVE TO P76 OWNERS CLUB MEMBERS

6 CYL RADIATORS

\$70 EACH



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 – \$30 A PAIR
(FRONT AND REAR AVAILABLE)

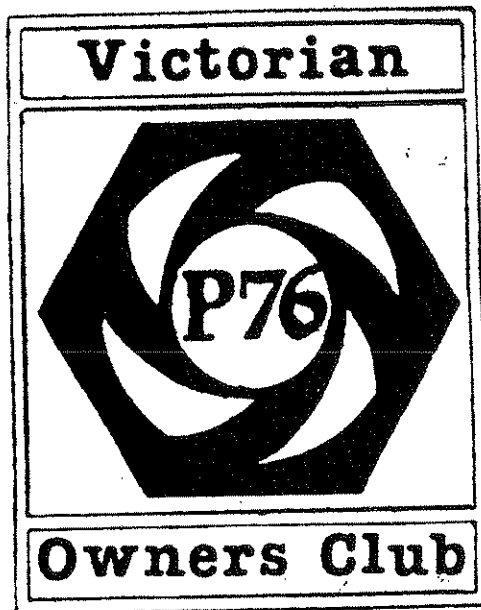
NUMBER PLATE FRAMES – \$12 PER PAIR

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

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

***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 **MARK WHITTAKER** FOR FURTHER INFORMATION



A G M

ANNUAL GENERAL MEETING
WILL BE HELD
ON SUNDAY
THE 18th OF JULY
AT
MULGRAVE COUNTRY CLUB
Cnr Jells Rd & Wellington Rd (Monash Hwy)
Mulgrave

LUNCH at 12.00pm
AGM at 1.00pm

Our Good Loser

A good car is squashed by bad-mouthing and rotten luck writes Joe Kenwright.

Have you seen the orange coupe in the new Hahn ad where the only taste is in the beer? The car is a rare Leyland Force 7, the stillborn coupe version of the Leyland P-76. The Force 7 never reached new car showrooms, but 10 pre-production coupes, along with an even rarer station wagon version, escaped the crusher when Leylands local operations were carved up and auctioned.

The Leyland p-76 collapsed under the sheer inertia of the self-destructive short-term Australian mindset in 1974.

First of all the p-76 was not a lemon. And even if it was, Aussies were to blame. When it was introduced in 1973 it had the highest Australian input of any locally built car, including Holden, and represented a \$21 million investment in Australia. To produce another P-76 today would cost a manufacturer the best part of a billion dollars.

Its future was not helped when those who should have known better, including political leaders, dropped buckets on the car.

Some people call it a lemon simply because of what some of our leaders said at the time. Holdens, Falcons and Valiants all had their origins in overseas factories, but P-76's more pure Australian heritage still drives the fierce loyalty of P-76 owners.

The P-76's short model life coincided with a crippling series of power industry strikes and a nasty industrial climate across the local vehicle industry.

Many times Leyland was forced to leave unfinished cars on grass waiting for vital local components to arrive – no better way to blow out costs and kill quality.

The Chrysler Valiant was dead in the water not long after, and then an insolvent Holden had to be bailed out by its GM parent to the tune of hundreds of millions of dollars.

The tariff walls of the 70's promoted inward corporate thinking, entrenched union interests, quota restrictions and an artificial dollar value that proved hopelessly overvalued. Australians had yet to learn the value of what the P-76 represented and lost it as quickly as it arrived.

It was a big loss. The P-76 was good enough to be named Car of the Year in 1973 and generated a five month waiting list.

In one section of the gruelling World Cup Rally an almost stock P-76 set the fastest time against some heady world opposition and led to the P-76 Targa Florio limited edition.

The P-76's efficient overhead-camshaft six-cylinder engine was a first. Holden buyers had to wait until 1986 for the Nissan engine, and Ford buyers waited until 1988.

The P-76 was also the first to offer a light and efficient all-alloy V8, something Holden won't get until June this year. Fords V8 remains a development of an old 1960's design. Manual gearboxes of local cars in 1973 were still substandard, but Leyland offered an exceptionally strong four-speed manual behind its V8 engine.

The P-76's huge front disc brakes, standard on all models when rivals offered feeble drums, are still sought for light commercial use and heavy-duty applications.

The P-76 was the first local car with a modern wedge shape, despite its clumsy detailing. It offered modern crash protection and side-impact barriers.

Its bonded windscreen was a source of early problems , but was more than a decade ahead of local rivals.

Its suspension was also a major advance , with a properly located coil-spring rear axle matched only by the HQ Holden.

Unlike the HQ, the Leyland P-76 steered and handled properly with the first rack and pinion steering in a big local car.

Passenger comfort was exceptional and the famous boot that could swallow a 44-gallon drum was not a gimmick.

Baby-boomer families needed luggage space and the P-76 was a big advance over the cluttered boots of its rivals.

But so much of the P-76 budget went into making the car a winner in these areas that there was no money left to widen the assembly track last setup for the Mini, Morris 1100 and the Austin 1800.

The doors of the much bigger P-76 were constantly damaged on this narrow track during manufacture.

Leyland counted on the huge early demand to fund the immediate widening of the track but , when the company couldn't get the parts to finish each car. the end came quickly.

Inside sources noted that gross factory profit on a new \$3600 P-76 Deluxe was \$40, and \$200 on a \$4500 P-76 Executive.

A door repair could soon exceed the \$40 profit margin on each car , leaving nothing to ride out the routine strikes or power disruptions which cost an average of \$20,000 a day.

Australia lost an estimated 5000 jobs as Leyland closed its doors.

The Force 7 coupe a stylish rival to the Monaro with a class leading liftback and the huge wagon were immediate casualties.

Most P-76s that are left have been whisked off the road to be treasured by owners who always understood the car.

From the Melbourne Herald Sun April 30 1999 Page 52

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

4 Speed Man G/Box All Fittings \$300
Intergrated Air Con \$150
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

P-76 Executive
Body Good Tyres Ok
Motor Good Uses 1 litre
Oil Per 300 Kms
Brakes Ok Trans Good
Spare Front end
\$2400 Contact
L Nicholson 03 54 801 730

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 1973 Auto 6 Clyinder Coupe Aqua Black Interior. Looks Great and Runs O.K
Registered Until Sept 1999 \$700 ONO Contact Neil 93882932

Artic White V8 4 Spd Power Steering Gas Mags No Reg Shed Full Parts
\$2000 Contact Quenton Between 5 -9 P.M 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

LEYLAND P-76 OWNERS CLUB OF VICTORIA INC
MEMBERSHIP APPLICATION FORM
1999-2000

SURNAME.....

GIVEN NAMES.....

ADDRESS.....

.....

.....

POSTCODE.....

THE ANNUAL SUBSCRIPTION FOR THIS FINANCIAL YEAR IS \$35.00
PAYMENT : PLEASE INCLOSE A CHEQUE OR MONEY ORDER TO LEYLAND
P-76 OWNERS CAR CLUB OF VICTORIA.
IF YOU WISH TO JOIN OR CONTINUE YOUR MEMBERSHIP PLEASE
COMPLETE AND SIGN THE APPLICATION FORM

I..... AGREE TO ABIDE BY THE RULES OF THE
LEYLAND P-76 OWNERS CLUB OF VICTORIA INC AND WORK TOWARDS THE
FULLFILMENT OF THE OBJECTIVES OF THE CLUB

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

PLEASE SEND ALL CORRESPONDENCE TO:
THE REGISTRAR
3 ANN ST
BERWICK
3806

.....
NOMINATION FORM FOR COMMITTEE OF THE P-76 OWNERS CLUB OF
VICTORIA INC. 1999-2000

POSITION:.....

NOMINEE:..... SIGNATURE:.....

NOMINATED BY:..... SIGNATURE:.....

PLEASE SEND THE COMPLETED FORM TO :
LEYLAND P-76 OWNERS CLUB
3 ANN ST
BERWICK 3806

THIS MUST BE RECEIVED NO LATER THAN 14 DAYS PRIOR TO THE A.G.M

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: wbmarket@sub.net.au

BOTH CARS ON GAS (IMCO)