

*Anything
But
Average*

DECEMBER '01



Official publication of the Leyland P76 Owners Club of Victoria Inc.

CLUBS ADS. PARTS OR CARS FOR SALE

Bumper bars from \$20 sunscreens, mesh metal \$30 contact Jim 9857 7782

P76 SUPER aspen green no rego. Good, complete targa mags, force 7 steering wheel, scorcher electronic ignition new clutch and water pump 70,000 km since motor rebuild contact Rober Zsidai 9390 5221

P76 deluxe was 6 cylinder now V8 dual fuel T-bar auto bucket seats good interior tyres 3 months old straight body engine done 31,111, auto re-built 3 years ago limited k's 4 months reg no RWC gas tank tested nov. 2000 force 7 steering wheel unfinished project \$600 contact Kevin 57923510

Leyland super parts, Reco manual steering rack under warranty \$60, re upholstered black interior, KMAC variable rate springs lowered 1.5 inches 4 of \$120, exhaust system 2.25 inches new turbo muffler \$30, all panels, **black inertia reel seatbelts, front \$45 pair** contact Michael 9729 4005

NON MEMBERS MAY ADVERTISE IN THE MAGAZINE THEY WILL BE CHARGED \$10 FOR 3 MONTHS, AND GET A COMPLIMENTARY COPY EACH MONTH

IGNORAMUS!

Last week I kicked off the new competition and boy did the answers come thick and fast, let me remind you of the question:

The leyland v8 has hardened valve seats, and needs no upper cylinder lubricant to run gas, if this is so, why can't we run optimax high octane unleaded petrol in our cars with no problems????
Some members expressed their opinions as follows:

- 1) Dont' run shell optimax unless you want to change your fuel filter a dozen times, it has a cleaning agent which cleans up all the crud in your fuel lines and tank and deposits it in the filter.
- 2) One person has run premium unleaded quite succesfully in their car, the only problem being it gives off harmful carcinogenic substances which would normaly be caught by a hot catalytic converter.
- 3) standard unleaded does not have a high enough octane rating to run in the P.
- 4) aussie fuels are generally poor compared to world standards (and we pay a lot more for it compared to the yanks...ed.)

The above comments are not to be taken as advice, please see disclaimer, consult your local mechanic or fuel supplier for conclusive information or advice.

No winner this month as committee are ineligible.....keep your questions coming.

SPACE REPORT

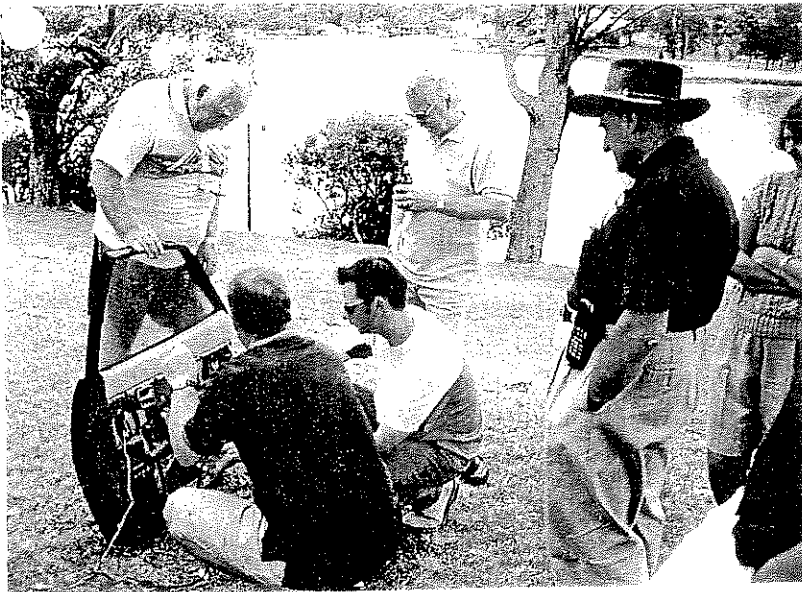
Welcome back loyal readers, I'd like to reprimand the "editor" for his patronising remarks in the last edition and remind him I was publishing articles when he was in short pants, AND I also remind him I have a cast iron contract to do 200 editions of "anything but average" in case he has designs to get rid of me. (too bad S.R. You've just broken the confidentiality clause....E.D.)

Back to business, the **Classic Car Club of NSW** has a newsbreak on TRAX models of the P (re-printed overleaf, many thanks).

They combined their concourse and christmas party on 9dec01, at Carr's Cottage

Stop press!

The December edition has just turned up, thanks very much, some great photo's of their scenic spot for a christmas party and on the tech side Troy Green did a demonstration of remote electric windows in a P76 door. Apparently a Sydney company is doing a kit for the P for 4 doors, more enquiries to Troy on 02 9522 6529. The company hopes to have the kit available to members (vic too I hope) in the new year.



(FROM N.S.W. MAG.)

Seen here at left is the demonstration held at the picnic day of the soon to be released electric window kit for front and back doors of P76's. Everyone looks suitably impressed so if you have any enquiries, call Troy Green on 02 9522 6529 and he will put you in touch with the manufacturer.

The **S.A. Club** have their 20th anniversary run on 12jan02 and are drumming up support. A reprint of an article from "classic and sports car" sep. 2001, an interview with 87yo lord stokes, head of british leyland during their decline and it is a graphic illustration of some of the problems he faced with a ramshackle and divided company.

Planet **West Australia**.....organisation proceeding for the national meeting 2002, see update in this edition. Report on BMC/Leyland day at Spearwood 28oct2001, 97 cars including 18 P76's, concourse results for the W.A. Club included.

An article on Mick Glasson's experiences running a leyland dealership in W.A. In the early 70'S which illustrates the main problem Leyland had with the P was demand outstripped supply, it wasn't the cars fault!

Up in the constellation of **Queensland** they mention a new member joining, they have had a BBQ christmas gathering, and enjoyed what they call a "pig day out", the club owns a car called PIG2 (I dont know what happened to PIG1) they trailer this unreg. Leyland to a paddock and practice driving round cones, spinning wheels and everything else and generally hooning around....sorry undertaking advanced driver training. Sounds like a lot of fun.

A very merry inter galactic christmas to all my loyal readers,

GO FORTH AND PROSPER!

Space Reporter



Eric Wallers Targa.....the stripes work well don't they.


The Trax Model of the Leyland P76

I am very pleased to inform our membership that the model company Trax has at last commenced to manufacture our beloved P76. The artist who has made a base model of the car visited us and obtained all of the measurements and fine details off one of Troy's cars.

The model will be made in 1/43rd scale. This company has a good reputation for top quality and fine detailed workmanship and their models are much sort after. Producing a model car is a very time consuming process and this model will not be finished until some time in 2002. However, our club will have a reasonable quantity of models available for sale and if any members would like to purchase one through our club they will be able to do so. I will have more details about this exciting new model in future newsletters.

.....by Joe Green.

P76 Model article as it appeared recently in the Trax Club Journal



Birth of a Legend

LEYLAND P76

Underway

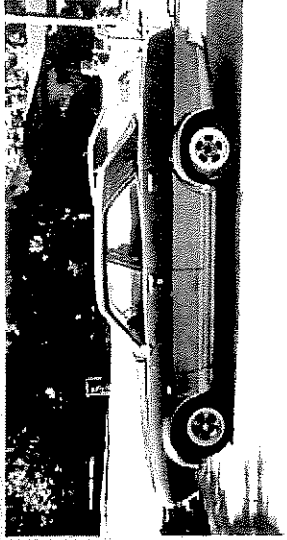
In accessing one of Joe's cars, we were able to complete over 300 individual body measurements and shoot approximately 350 photographs as the starting point for our engineering brief.

All the P76 jokes soon came flooding back when our photographer attempted a wide shot of the driver's instrument cluster. In turning the seat back, or should we say articulating, he was actually taken to a fairly rough piece of metal on the seat track, so much so that a couple of chips were chipped and traffic crumpled.

Most of us have a reasonable knowledge of vintage cars, but carless Leyland P76s

one is a Leyland P76 enthusiast, one point that stands out so early in this project is that the sheet metal and curves on the P76 really are, most unusual. This is not a criticism, just a reminder to us that we really have to be on guard at each stage of this model's development, to ensure that the P76 is perfectly sculptured at 1:43 scale.

So with the engineering brief now complete and the handover of the body Slippy, Mould to our vapourers, the first stage of the project is reaching conclusion. Let's hope that the pattern of the P76 is ready in time for the next issue of Keeping Trax



The all important Body Shape Model

Joe Green has a passion for P76

Leyland P76 helpful members file

Please add or delete details and return to S.A. Editor, Jilden Reichardt.

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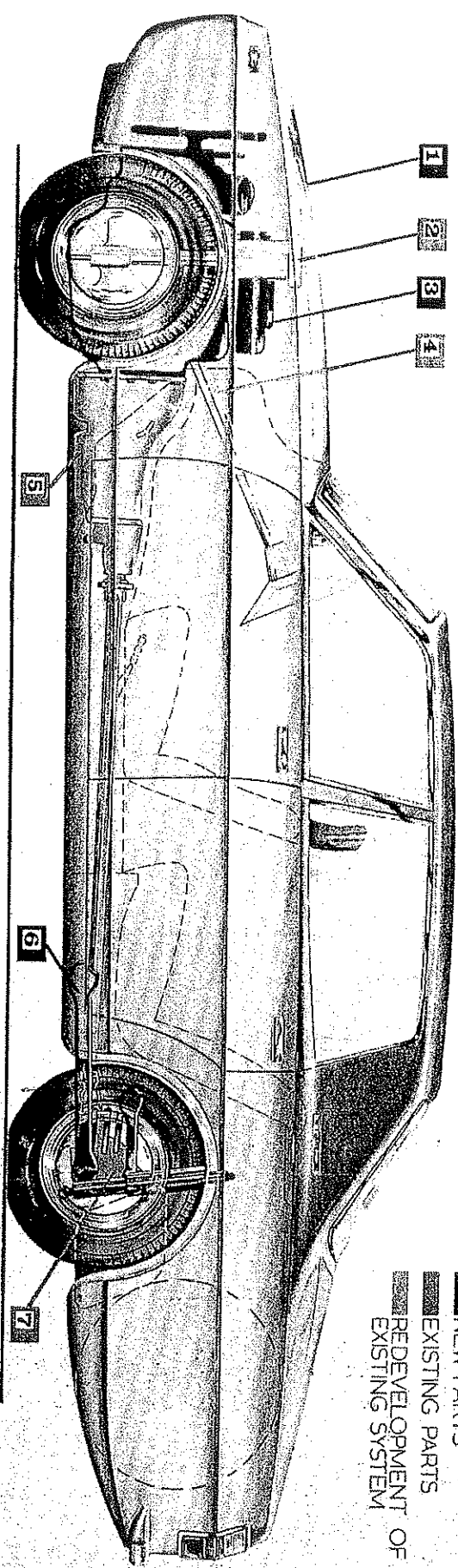
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Last updated 4/12/2001

PICTORIAL SPECIFICATION OF MODEL 'B' - 4 DOOR SALOON



COLOR CODE

- NEW PARTS
- ▨ EXISTING PARTS
- ▩ REDEVELOPMENT OF EXISTING SYSTEM

MAJOR ASSEMBLY	SECTION
1 BODY	I
2 FRONT SUSPENSION	II
3 ENGINE	III
4 STEERING SYSTEM	IV
5 GEARBOX	V
6 REAR SUSPENSION	VI
7 REAR AXLE	VII

PRINCIPAL STATISTICS - MODEL 'B'

OVERALL LENGTH INCL. BUMPERS	188.00"
OVERALL WIDTH AT CENTRE PILLARS	74.00"
OVERALL HEIGHT (DESIGN LADEND)	54.00"
OVERALL WIDTH (MAX)	75.00"
WHEELBASE	110.00"
TRACK	58.50"
TYRE SIZE	6.95 x 14
LUGGAGE VOLUME (USABLE CU. FEET)	28.50
MIN. GROUND CLEARANCE	6.75"
TURNING CIRCLE (FEET)	36.00
V8 ENGINE CAPACITY (CU. IN.)	258.00
KERB WEIGHT (LBS.)	2750.00

Barry Anderson's original schematic for the P76 (above) was altered when the parent company insisted on increased length.