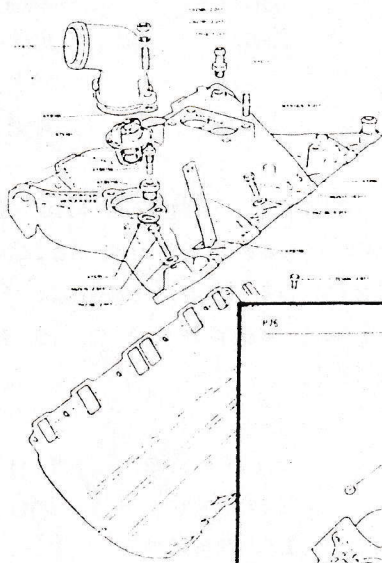


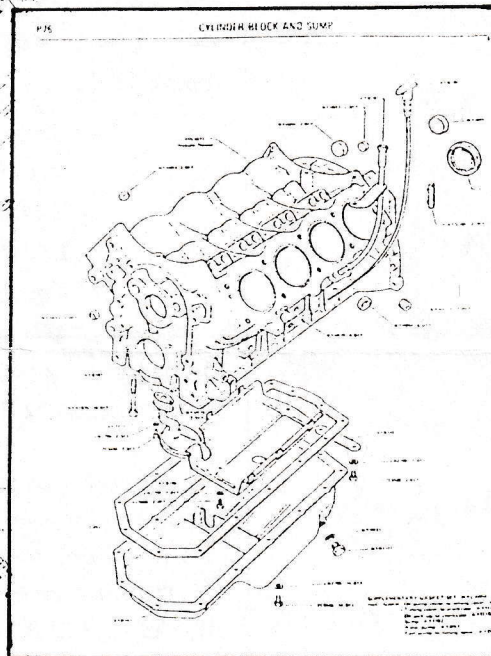
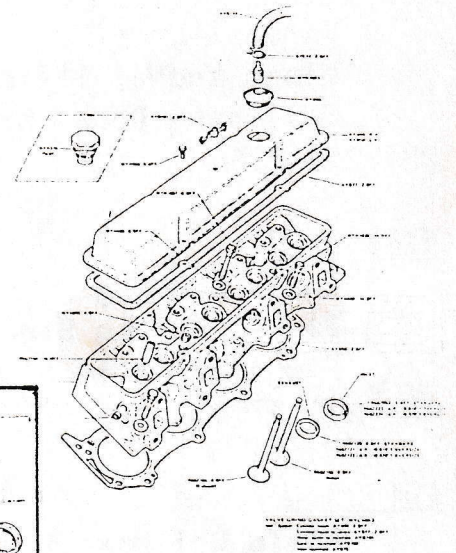
S.A. CLUB NEWS

P76

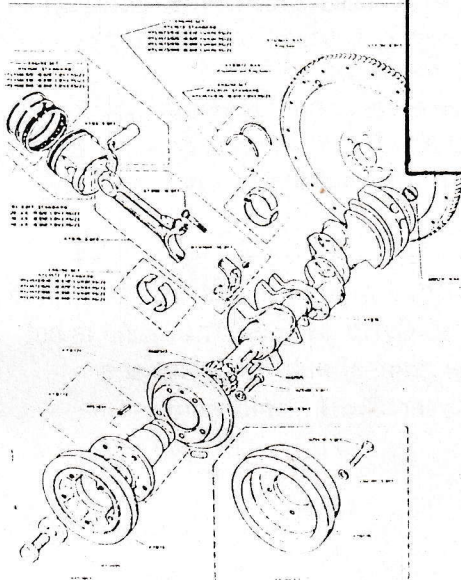
MANIFOLD INLET



CYLINDER HEAD



CRANKSHAFT, CON RODS AND PISTONS



AUGUST 1990



CLUB INFORMATION PAGE

COMMITTEE

PRESIDENT -

Nigel Bray
24 Elijah Street
Morphett Vale 5162

PH- 382 6512

VICE PRESIDENT -

Alan Baker
5 Tindara Avenue
Windsor Gardens 5087

PH- 261 1175

SECRETARY -

Gerry Stewart
Kings Lodge, 117 Kings Rd.
Salisbury Downs 5108

PH- 250 2264

TREASURER -

Chris Cutting
21 ST. Helena Street
Flagstaff Hill 5159

PH- 270 3799

EDITOR -

David Wallace
12 Kestel Road
One Tree Hill 5114

PH- 280 7276

PUBLICITY -

Dianne Bray
24 Elijah Street
Morphett Vale 5162

PH- 382 6512

NON-OFFICE BEARERS -

Geoff Cutting - 270 3799
Gordon Stewart - 250 2264
Val Baker, National Meeting
Co-ordinator - 261 1175
Steve Westmacott, S.M.A.S.A.
Club Delegate - 297 9891

MEETINGS

Club Meetings are held on the
1st Tuesday of each month
except January at the Goodwood
Scout Hall, Florence Street,
Goodwood.

Time: 7.30 p.m.

DATES-

1990

March	6th
April	3rd
May	1st
June	5th
July	3rd

August AGM - The Annual
General meeting is held in August
in lieu of the General Meeting
for that month on a date to be
decided.

September	4th
October	2nd
November	6th
December	4th

Meetings may change if and when the committee
feels necessary as appearing through this page.

The opinions expressed within this publication
are not necessarily those of the committee
except where indicated.

The committee accepts no responsibility for
any damage of any form which may occur as the
result of using information appearing in this
publication.

This is the official publication of the "**Leyland
P76 Owners' Club of S.A. Inc.**" and is not
for sale to the general public. Copies are
included in a years Full Membership.

COMING EVENTS

AUGUST

Saturday 18th

Observation Run &
Annual General Meeting.

Observation Run- Start from Goodwood Scout Hall, 1.30 p.m.

Meal- Lamb on spit. Please bring a plate of Salad or Sweet to share. \$2.00 or \$5.00 per family. At approx. 5.30 p.m.

A.G.M. - Start after meal completed. Approx. 7.30 p.m.

SEPTEMBER

Sunday 9th

Springtime Cruise

Held in conjunction with the Street Machine Association of S.A. (SMASA).

See below.

BITS N PIECES

FOR SALE

1 P76 Original Blue workshop manual. Good condition. \$60.00

1 P76 Original Blue workshop manual. Fair condition. \$40.00

1 P76 rear sway-bar. \$40.00

Contact Jilden Reichardt, Ph. 389-6844 (Home), 389-6700 (Work).

SUBS DUE...

As is usual policy, those whose membership fees are not paid by the Annual General Meeting will be removed from the membership list and therefore will not receive the next Club News.

For continuation you can pay your subs for the coming 1990/91 club year to the Treasurer to ensure membership.



5th ANNUAL SPRINGTIME CRUISE

STREET MACHINE
ASSOCIATION
OF SOUTH AUSTRALIA Inc.

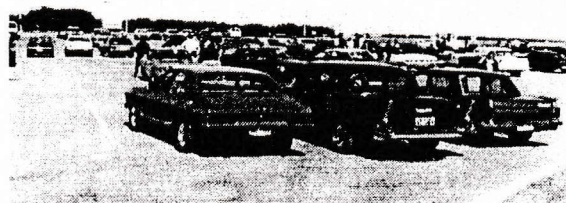


**Top Street
Machines to Shine**

9th SEPTEMBER, 1990

Cruise north through the Barossa Valley to the Tanunda Oval, where we have exclusive rights to the oval for the day.

All members, individual and club welcome.
Lots of parking available.



**Leaving LLOYDS CAR PARK
Gepps Cross
approx. 10.30 a.m.**

**B.Y.O. Food and Drink
Novelty Events and Prizes
Family day (leave your bad habits at home!)
Leave at your own leisure!**

MINUTES

General Meeting - 3rd July, 1990
Held Goodwood Scout Hall

MEETING OPENED 8.00 P.M.

PRESENT - 17 (as per Attendance Book).

APOLOGIES - 6 (as per Attendance Book).

MINUTES of previous meeting were read and accepted.

BUSINESS ARISING - ●Sway Bars-Ian took one to industrial springs who will make 21mm size for \$50 approx. which will give you 100% better stability from side to side. ●Targa Caps-Not proceeding at this point in time. ●Dashmats-Kym recieved phone call and letter from Qld.-ordering 12, still to recieve cheque. With original 9 orders he still is 15 orders short. ●AGM-Observation run 1.30 p.m., Meal 5.30 p.m., Meeting, 7.30 p.m. ●Louvres-The Secretary wrote requesting the order be cut to 3 only, no reply to date. ●1992 Tasmania-A catamaran will be making the run to Tas. by the end of the year. Price will probably be about the same but only takes 3-4 hours instead of overnight. Tas Bureau has just opened bookings for 1992, drive yourself packages about the same price as group bookings.

TREASURER'S REPORT - \$755.00 aa end of June.

CORRESPONDENCE - IN - ●Other clubs Newsletters ●Other-1/J & S Coghlan re newsletter-only membership and Easter deposit.

OUT - 1/Canberra and Districts club re louvres. 2/NSW club re postal address.

COMING EVENTS - as per newsletter.

July 15th - Run to Woodhouse.

August 18th - A.G.M. - Observation run.

September 9th - Springtime Cruise

NATIONAL MEET - Allan sent letter to Sydney, no reply. Also sent letter to Murray Bridge Car Club re use of their grounds for Motorkhana, no reply. Woodhouse meeting on the 12th was very

successful, they can feed 130, people can camp there but no caravans, everything discussed is to be confirmed by letter. Bed linen can be hired for \$2.50 per day, or can bring own linen or sleeping bags, but must not sleep between supplied blankets otherwise we will be charged for dry-cleaning. Booking in from 9.00 a.m. on Friday. We don't have to be out until 3.00 p.m. Monday. We will need another meeting after the letter from Woodhouse arrives so as to get final details worked out. Val has transferred \$250 from the special a/c to the general a/c. Concours' sub-committee Shane, David, Richard and Andrew Lee.

GENERAL BUSINESS - ●Alan asked if anyone has put in a windscreen using a thermal kit. Geoff has and gave instructions. ●Kym would like to thank everyone for their help at the Tech. day to put in his power steering. Asked about leaks in the boot. It was suggested he get a soft hammer and tap the rim to fit. ●Chris has a letter from Eric Johnson thanking Alan for information re Targa Stripes and congratulations on our newsletter. ●Alan advised us that there are two types of bailey channel used around the windows and three different door seals. ●Nigel mentioned that there is a workshop manual at a second hand shop at Christies for \$60 if anyone is interested. ●AGM nomination forms are available with the newsletters for committee positions. ●Subscriptions are now due. ●Richard still has five oil filters left, \$8 each. ●Steve suggested that we start organising an event for October. Nigel is going to look at a Slot Car night. ●John Beattie asked about steering seal kits, if they are still available. It was suggested that he ring David.

●For sale - Ian Durantee, 14 Homburg Drive, Murray Bridge, ph. 085-324143. V8 4 speed Super, Bold as Brass, bit of rust, 50% tyres. Possible price \$600-\$800.

●The engine stand to be auctioned at the AGM is on display.

MEETING CLOSED 8.49 P.M.

EDITORIAL

August. That means there is change on the way. My dictionary tells me change means "to make or become different; alter". And that is the idea of our club elections at each years Annual General Meeting. To enable a change of the committee, to alter it, to make it different. Why? So the committee can in turn make changes. Changes to the club by enabling it to move to where it needs to be. And this enabling comes about not so much with a pre-determined strategy, but by the inherent nature of change.

Change brings change. When something is altered it is no longer possible to view it in the same way, it is different, it works differently. You may compare it to things previous, but that is because change is relative. Unless there is something to change from there can be nothing to change to. So by going through change, something new is automatically created when it is compared to what was. And when something is new it is fresh.

So, what's the point? This is the point. To enable, allow, the club to change according to what it dictates, the committee must be new, fresh, to see the needs as they arise. If the committee doesn't alter, it won't enable the club to alter because it won't be able to see a new perspective from its vantage point. A new committee means a new vantage point and a new perspective.

While the above points to the committee in general, I will now point to myself in particular.

As was indicated in my June Editorial, I would like to see someone new in the Editor's seat. Don't all look over your shoulder, you could be the one. Don't think you need any remarkable ability to fathom the english language, or a great knowledge of the P76. In fact, if you want

to know more about the car and club then this is the place to get it! You don't need any great fandangled equipment, I only use it because I can't do anything else.

So, what do you need? Well firstly you need to like the P76 or the people who surround it. Give me enthusiasm over ability anyday. You need to be able to read, write and push buttons.

And I can't even do all those three things always. And you need a bit of time, no not heaps, bits here and there will do. What will you get out of it? At the risk of sounding like a resounding gong, what you put into it. However whatever you put into it, as I said above, you will quickly get a wide knowledge of the car and club. And this brings a lot of satisfaction. You will also get all the help you want from me, and probably some you don't want. You can decide how you would like the finished product to look, try your own ideas, and add your own flair - or not if you prefer.

So there you are. Opportunity knocks, don't delay - open the door.

Regards,

Ed.

OUT 'N' ABOUT

Run to Woodhouse

Sunday, JULY 15th

This day saw about 6 P76s and a couple of others in lesser makes converge on the Woodhouse complex for a rummage around the site of the Easter Meet next year.

There weren't too many starters at our take-off point, Frewville Shopping Centre, and this delayed the planned get away time, eventually the few of us heading off regardless.

We were joined by a couple others along the

OUT 'N' ABOUT

way and found still a couple more at the destination.

After peering through windows we managed to procure a key and have a look at the accommodation. All seemed to be happy and we took a stroll down the track to look at another of the buildings and generally enjoy the surroundings while partaking of the usual conversation at such gatherings.

The party then moved out and on to the Reichardt's at Lobethal. A few followed Jilden, others went some different way, although I doubt it was a planned route, more like a mystery tour I suspect, while still others never arrived at Lobethal. We presumed they headed home.

At Lobethal Jilden had the barbeque set up and gas heaters in every corner you looked to ward off the cold air as the afternoon drew to a close. Most people dispersed to wherever they had to go while a small bunch were left to attempt to devour copious quantities of food. Margaret and friend had prepared soup and some absolutely delightful sweets such as apple cake and cheesecake etc etc. And the kettle was kept extremely busy on the stove. When things got dark the kids had some fun with sparklers which Jilden had kindly provided.

After eating we packed up and headed home fully satisfied. My thanks to Jilden and Margaret for their efforts and company.

David.

**"Boy, they really
drove that one into
the ground...."**

(A Chrysler Royal near
PT. Victoria.
Used so visitors can
find the land-owner's
property.)

MORE BITS

FOR SALE

Various P76 Parts -

Front and rear indicators and headlights. All in tact. \$120 lot or \$30 piece.

Steering rack (manual) with new tie rod ends; Left and right hand front suspension lower control arms, good cond., new boots. \$120 the lot.

V8 Starter motor, new bushes. \$90.

4 V8 Oil filters, Z86, new. \$8 each.

Contact Brian Barkla, Ph. 255 0224.

THIS MONTH

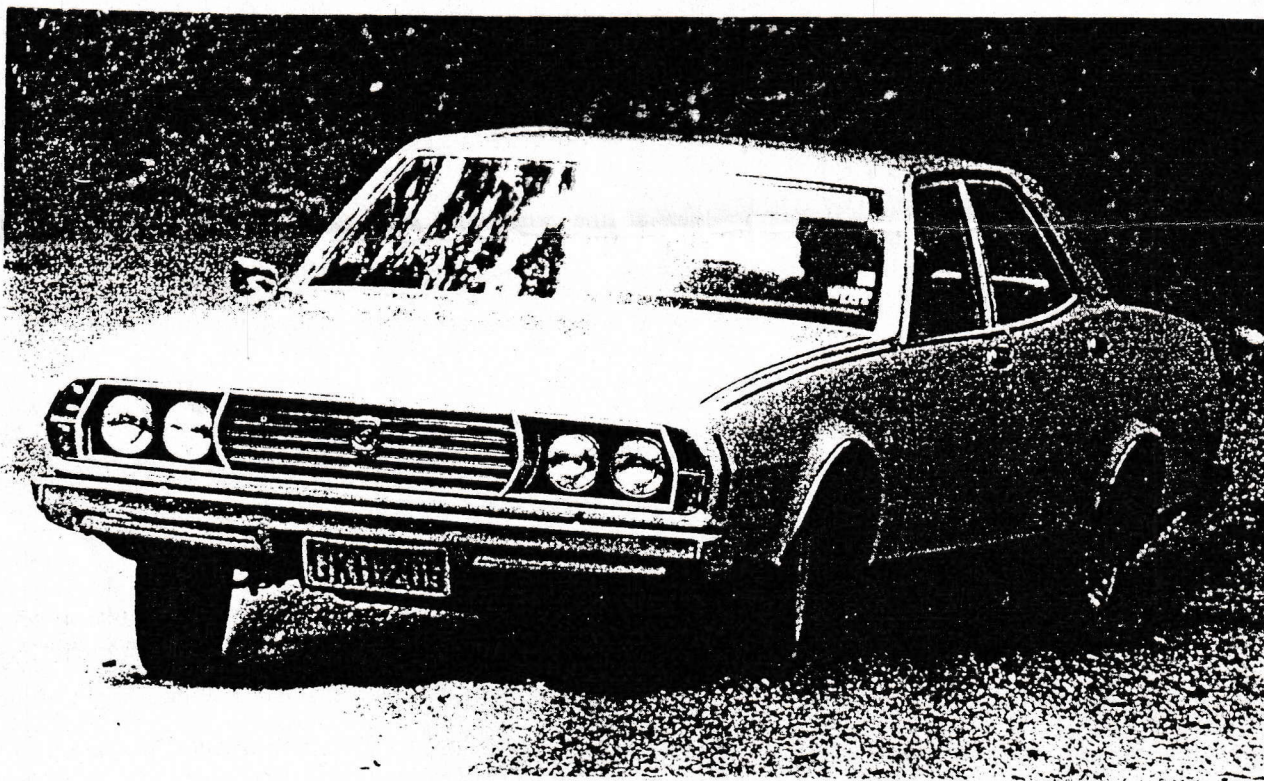
An article from Autosafe magazine testing the P76. Thanks go to Geoff Cutting for submitting this article.

A report on last months run to Woodhouse.

1990 Easter meet recollections. And Photo's From Nan Wallace.



Autotest: Leyland P76 V8 Automatic



'Average is as average does'

WE venture to say that Leyland's long-awaited, much-vaunted P76 has had more media mileage than any other car in the history of the Australian motor industry.

The Australian temperament being what it is, there's a widely felt sympathy for the underdog and Australians see the P76 as the underdog — Leyland's big chance to reverse recent trends and to "stick one up against the Big Three's duck-house".

Actually, Leyland's fortunes — on the wane in the late sixties have stabilised in the early seventies with the advent of the Marina and the inclusion of the company's luxury models — Rover and Jaguar principally — in the company's overall marketing structure.

The P76 gives the company a

much more complete armoury with which to do battle against American-owned GMH, Ford, and Chrysler.

There's a good deal of divided opinion on the subject of P76's timeliness — or otherwise. While it will almost certainly achieve a good deal towards improving the British company's Australian fortunes, it still leaves them without a car of the Cortina Six/Torana Six type — the category that will shortly take over market dominance in Australia.

The P76 follows the popular trend of being available in a wide variety of configurations, none of which is directly comparable to cars in the Holden, Ford or Chrysler range. The road test vehicle was fairly heavily optioned, featuring V8 engine/t-bar automatic drive train, individual

front seats, push-button radio, wide rims and radial-ply tyres. The all-up bill for the car, which bore the tag "super deluxe" was \$4280 — as closely as we could calculate.

That puts it squarely in Holden Premier/Falcon Fairmont territory, and against that sort of company it needs to make no apology.

In terms of mechanical layout, the P76 is perfectly conventional — with front engine driving the rear wheels. Braking is by front disc/rear drum combination, and suspension is coil springs all round with a live rear axle located by a four-link system.

The motor is aluminium, based on the original all-aluminium Rover V8, which was in turn based on the Oldsmobile aluminium V8. (It's basically the engine with which Jack Brabham cars won two F1 world

championships.

In the P76 it is a lively and willing performer — producing 192bhp at 4250rpm and 285 lb.ft. of torque at 2500rpm.

OBJECTIVE ASSESSMENT

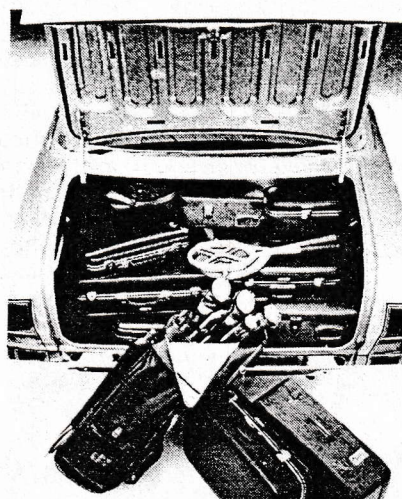
PERFORMANCE: Like we said, the P76 V8 is a lively and willing performer. With perfectly square dimensions of 88.9 by 88.9, the P76 has a capacity of 4416cc, or 269.3 cu in, and runs on a compression ratio of 9 to 1 — which is a modest figure for an all aluminium engine. The carburettor used is a double throat Stromberg downdraught, with automatic choke.

TRANSMISSION: The road test vehicle was fitted with optional three speed Borg Warner automatic, with the additional option of centre console T-bar shifter, all of which added somewhat to the price. But such is the facility of such an arrangement that it is money well spent. The transmission is Borg Warner's ubiquitous 35, which is used on innumerable motor cars — with varying success. In all fairness to Leyland engineers, we must concede that the 35's mating to the P76 V8 is a particularly happy one, with the sole exception that the test car exhibited a pronounced tendency to hang on in second gear rather than change into top. Obviously, some kind of internal adjustment was needed to rectify this minor problem. Ratios of the BW35 are universal — 2.39, 1.45, and 1.00, and with P76's final drive ratio of 2.92 to 1, the theoretical maximum speeds in each of the ranges are 55, 85, and 105mph.

BODY: The P76 at this early stage of its career is available only as a four-door sedan. But Leyland are already indicating that station wagon and coupe versions will be offered in the not too distant future. It has the capacity to take six adults more comfortably than either Holden or Falcon, thanks to somewhat more favourable internal dimensions, and more generously constructed bench seats. The test car however, was fitted with front bucket seats, which automatically made it a five-seater. The doors open wide, and the sills over which passengers step are modest in height and width. The doors tend to swing shut when the car is parked on steepish inclines, and the boot lid exhibits the same inclination — only more so. It swung shut with a vicious thud at the least

provocation, and in its present form is decidedly dangerous. Obvious the strength of the self-support needs to be increased. The usual body openings — bonnet, boot, and doors — are generous the overall result being that general accessibility is good. There is no way a driver could get the idea the P76 is anything but a big car. Although it shares a 111 in. wheelbase in common with Holden and Falcon, it gives the impression from behind the wheel of being bigger than both. Apart from that, visibility is good. There are large glass areas, and forward vision is greatly aided by a deep windscreen and wipers which tuck away out of sight under the trailing edge of the front-hinged bonnet.

RESTRAINT SYSTEM: This is generally not up to the standard



BOOT is enormously capacious, and regularity of shape ensures that it accommodates rectangular suitcases.

we've come to expect from Leyland. The front seat belt geometry is spoiled by the inboard buckle stalk, which comes up too high and thus raised the lap belt above the pelvis. Leyland are by no means alone in their willingness to make use of seat belts kits designed to fit a wide range of cars and the result is that although they "fit" the car, their effectiveness as a means of restraint is reduced, because of inferior geometry. Because the P76 buckle lifts the sash higher on the chest, it touches the neck of many drivers. Secondary effect of the badly located buckle is that the lap strap is lifted from the "correct" lap area of the wearer to the softer abdominal section where excessive loading of the stomach seems likely in the event of a crash. The geometry improves when the

seat is moved progressively forward, but for drivers of average build it is far from satisfactory. The method of adjustment — typical of many Australian cars — is also unsatisfactory. In both front and rear, because the buckle straps are of a fixed length, the only adjustment available to the wearer is on the common outboard lap/sash strap. In the front seats, this is on the floor section and is reasonably accessible, although when the seat is moved rearward and is occupied by a thinnish body, there is a huge excess of webbing left flapping about in the front compartment. In the rear, the adjustment is transferred to the shoulder position, where it is very inaccessible and most unsatisfactory. Abrasion of the very soft fabric was already apparent after 2700 miles, due to the need to pull webbing through the tongue every time it is "parked" or "unparked". Head restraints are adjustable and have one big advantage over other adjustable types we've seen in that they provide a degree of protection even when in the fully-down position — thanks to the above average height of the seat backrest.

INTERIOR: The interior of the P76 is spacious, and provides adults with ample room to stretch out. Only when the individual front seats are fully-back will rear seat passengers feel any restriction, and that is across the insteps of the feet. Otherwise, head, leg, and elbow room are quite adequate. The car in optioned road test guise looks comfortable and inviting, and this impression is borne out by practical experience. Instrumentation is quite complete in the test car although cheaper versions have only the bare essentials. Included in the wood pannelled dash are speedo calibrated in both mph and kph (and colour-calibrated as well so that the driver can tell by a glance at the coloured segment on which the needle rests, approximately how fast he is going), a clock of equal size, and supplementary gauges for fuel, temperature, and battery.

SUBJECTIVE ASSESSMENT

STYLING: The P76 started life with good credentials — the task of designing it being entrusted to none other than Michelotti, head of a well-known Italian design studio which has already produced some

Continued on page 31

passably good designs for the British industry, principal among them being the Triumph 2000. Michelotti's original design was subsequently modified in Australia — principally, we believe, to provide a bigger boot — with the result that the overall appearance is not as happy as we would have expected from a studio of such high standing. We've not heard what Michelotti himself said about the final result, but we'd be very surprised if he was happy with it. Be that as it may, the P76 is a fair-to-middling looker from some angles — and from the front in particular bears a resemblance to the Triumph 2.5, an updated version of Michelotti's original Triumph 2000 design. Ironically, it is the rear, or "Australian end" of the car which is least attractive. But the car does have a big boot.

PAINT AND TRIM: It's perhaps unfair to judge a whole new range of motor cars from the odd sample, particularly when that sample is one of the first off the assembly line. It's an accepted fact of automotive industry life that quality improves as assembly line workers grow more familiar with their routine — so that later P76's should show a marked improvement in paint and trim quality. Not that the test car was particularly bad. But it was not as good as Leyland's regular quality, and — we hope — can only improve. The phony wood veneer on the dash for instance showed signs of bubbling, the paint although generally good showed a few flaws and the doors did not fit too snugly. Apart from the peeling veneer, interior finish was good. The carpet — an optional extra on this car — fitted neatly and added to the cabin's snugness. The trim material was black in colour, lacked perforations or pronounced texture, and was as a result fairly non-breathing and sticky. Dash moulding is a complex one piece affair, complete with phony saddle stitching, and a number of ridges and convolutions along its leading edge. The overall effect is rather fussy.

BONNET AND BOOT: P76 designers have obviously gone to great lengths to ensure that accessibility was one of the strong points of their brainchild. The bonnet is forward hinged, which means that access is not inhibited by an overhanging body panel. Such is the size of the engine bay, and the overall compactness of the V8 that

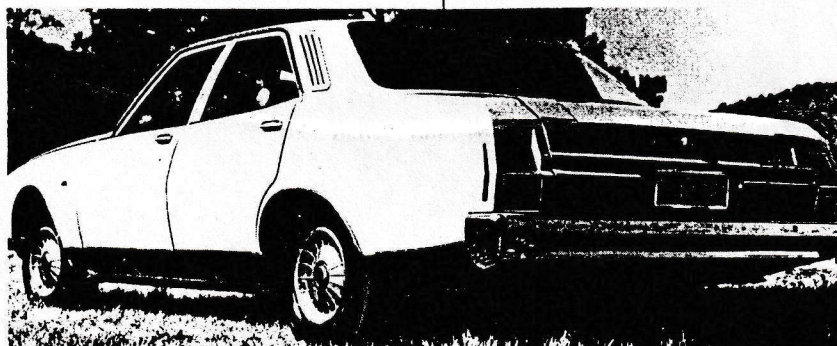
accessibility to all the ancillaries including the spark plugs is very good. Accessible spark plugs in a V8 are really something! The bonnet release procedure we found to be something of a bore. The release lever is located under the dash on the driver's side. But we found it impossible to lift the bonnet without fiddling with an under-bonnet catch located on the near-side of the car. Obviously it was something amiss with the test car, but whatever, it was a nuisance. As we've already pointed out, the boot received some local attention to increase its usefulness. In that aspect at least Leyland have succeeded, because the boot is really huge — and every cubic inch of it usable, with the spare wheel stowed to one side. Our one adverse comment about the boot relates to that lid, which comes whistling down like a guillotine at the least provocation. That will HAVE to be fixed before Leyland find themselves with a headless customer! The boot is lined with a robust rubber mat that should provide a modicum of protection for luggage. Both boot and engine bay have powerful lights to provide adequate night-time illumination.

INTERIOR: In a word, comfortable. In a couple of words, ergonomically good. The general layout of controls is above average, and provides a high degree of "livability". Switch controls are rockers which are neatly integrated into the lower edge of the dash. They are clearly labelled and function precisely, their one drawback being a certain difficulty of location. We were unhappy to see that Leyland has forsaken the steering-column — the stalk-operated high beam/headlight control in favour of a button on the floor. Just because Holden, Falcon and Valiant use them.

doesn't make them desirable. They offer nowhere near the facility of the European and Japanese-favoured column control. Heater demister controls on the P76 should be a lesson to other manufacturers. They are easy to operate, logical in function, and because of this, easy to memorise. The heater is also very efficient, and dispels chill from the cabin with commendable efficiency. Horn control is the boomerang-shaped steering wheel boss/spokes, requiring sensibly firm pressure. The broad spokes — a safety measure to be sure — interfere fairly comprehensively with instrument visibility in all positions except straight ahead. The window winders in the test car were light, and direct, an ideal combination, but we've driven other examples which while equally direct, were far from light to operate. The T-bar automatic control lacked the facility provided



TAIL-LIGHT cluster is neat, angular arrangement integrated nicely with boxy rear end.



LOW aspect view of P76 is one of most flattering. From other angles the car's styling is less happy. Early response has been favourable

LEYLAND P76

— Continued from page 31

by Ford and GMH for instance, in that manual manipulations of the lever required sideways as well as back-and-forth movements. The transmission however was exceptionally smooth under normal conditions, and inclined to jerk only when induced to change down with the throttle foot. Seating is comfortable in terms of space provided, but not so marvellous when judged by the degree of support — both lumbar and lateral — provided. Their very size mitigates against them with people of slight stature who tend to slide about more than bigger people might. Other minor minuses present in the P76 cabin are a radio on-off switch that invariably disturbs volume every time it is used, a brake pedal which is a trifle too high in relation to the accelerator, a reflection in the windscreen from the temperature gauge, awkward to adjust internal rear view mirror, (which has a

dipping glare-out of auto-darkening changes the mirror's focus when it is used) and an unlabelled hazard warning control.

RIDE AND HANDLING: The P76 is rather firmly suspended, but this doesn't become evident until the car is taken off the beaten track. It is commendably free of body roll even on winding roads, and this most assuredly contributes to its ability to make good time over difficult terrain. Although its suspension is no more sophisticated than either Falcon or Holden, we venture to say that the P76 possesses marginally better road-holding and handling characteristics, and — on good surfaces — ride. On broken surfaces, the firmness of the suspension makes itself felt, and the test car developed a number of persistent scuttle rattles when driven any distance over unmade surfaces. We've driven P76s on both radial and cross ply tyres, and they behave well on both. The radial tyres suit the car well and give it heightened adhesion, but even in wet weather, the crossply shod P76 sticks well.

STEERING: All the Leylands we've so far driven have been

pinion steering, indirect (with more than five turns lock to lock) provides really sensitive directional control. It is possible, once the driver establishes in his own mind the extremities of the P76, to place the car with great precision. The steering exhibits none of the vagueness we've come to associate with recirculating ball and such-like systems used on other popular family cars. There's a degree of feedback on rough surfaces, and the steering tends to be heavy when the P76 is being parked, but once the car is on the move, steering effort is light.

BRAKES: Servo assisted disc/drum combination — once restricted to expensive imports — is just about standard equipment on everything these days. The P76 is no exception, and provides very adequate stopping as a result. We tried the usual tests — throwing the car into neutral at 60 and then stamping on the pedal — and the car completed them without any untoward behaviour, thanks no doubt to its inherent good balance, and the presence of a brake

(Continued overleaf)



ABOVE: Frontal aspect of P76 is one of its most pleasing. We think car shows strong resemblance from this angle to another Michelotti creation — the Triumph 2000/2500 series. Other angles are not so happy.

proportioning valve, which prevents the rear wheels from locking up.

TRANSMISSION: Borg Warner 35s are used by the industry world-wide, but we've not sampled one that performed its function better than the P76 transmission. With the exception of its reluctance to change into top while running along on a constant throttle opening — after accelerating away from standstill — it was as smooth and self-effacing as an automatic 'box could be. We aren't too enamoured about the manual over-ride arrangement — the quadrant is a little old-fashioned in operation — and the change-down occasioned by the throttle being opened suddenly was inclined to be a little rough.

PARKING: The P76 is no shopping special, having a between-walls turning circle of 40 ft. visibility is very good, thanks to the

generous glass areas, low sills, and screen wipers that tuck down out of sight behind the bonnet opening. Nevertheless, rearward vision leaves something to be desired, due to the high boot line, the tall seats, and the smallish rearview mirrors. Steering at parking speeds is heavy, which leads us to believe that a P76 bought for a lot of city use would be better equipped with the optional power steering. This would be the case with both six cylinder and V8, there being very little difference in weight between the two.

MISCELLANEOUS: Our initial acquaintance with the P76 was spoiled somewhat by its ability to consume fuel at an inordinate rate. About 14mpg was the figure our early fuel checks returned, and when we spoke to Leyland Australia, they asked for the car back, so that they could make adjustments to the

power valve in the carburettor. The figure subsequently improved, but not much, and we ended up returning average fuel consumption of about 17 mpg. It is obvious that a good deal of thought has gone into the P76 — both in overall concept and in detail considerations so that in many respects it is superior to the other medium-sized family cars on the market. Its one big drawback we feel is in styling. It is not a handsome car by any stretch of the imagination — but there again, "beauty is in the eye of the beholder", and there are uglier cars on the road achieving commercial success without the aid of good looks.

SPECIFICATIONS

Engine: Water-cooled, eight cylinder in V formation, pushrod ohv, 4416cc, bore 88.9mm, stroke 88.9mm, compression ratio 9 to 1. Maximum power 192bhp at 4250rpm, maximum torque 285 lb ft at 2500 rpm.

Transmission: Three-speed torque converter automatic (Borg-Warner 35), with T-bar floor shift. Ratios 2.39, 1.45, and 1.00 to 1. Final drive ratio 2.92 to 1.

Running gear: Front suspension independent by MacPherson strut with coil springs; rear suspension four link system, with coil springs, live axle.

Steering: Rack and pinion, with 4.92 turns lock to lock; turning circle between walls 40ft., between kerbs 36ft.

Brakes: 10 $\frac{3}{4}$ in front disc, 9in rear drum, dual circuit, servo-assisted. Total swept area, 291 sq. in.

Dimensions: Wheelbase 111in. front track 59.5in., rear track 59.7in., overall length 192in., overall width 75.2in., overall height 54.1in., ground clearance 6.75in., kerb weight 2900lb.

PERFORMANCE

Maximum speeds in gears: 1st 55, 2nd 85, top 105.

Fuel consumption: Accurate tank-fill to tank-fill over a series of journeys encompassing both city and country running suggest an overall figure of 18mpg as being average for the P76 V8.

Certification: The certification plate affixed to the P76 in accordance with regulations listed compliance with Australian Design Rules for Safety numbers 1, 2, 3, 4, 5A, 7, 8, 10A, 11, 14, 15, 20, 22, 25, 26.

"Interior of car is comfortable, inviting. Test car was equipped with centre console and T-bar shifter. P76 has most commodious interior, better seating than protagonists."

"Compact all-alloy V8 has advantage of not weighing any more than sohc six-cylinder alternative. This means that handling and weight distribution between two doesn't vary appreciably. V8 produces useful 192 bhp."



BALLINA 1990

For the Easter 1990 Run
We're off to Ballina for some fun,
Where Leyland Clubs they get together
No matter what may be the weather.

The Baker and the Wallace lot
Left early and we didn't stop,
Till Hay and guess who we met there
Ron and Joy, another Leyland pair.
Now two white Leylands and a green
A better group has never been,
From Hay to Dubbo, then Moree,
What lovely country did we see.

The Dubbo zoo's a mighty place,
I met an elephant face to face.
Then David's chair decided to scoff,
A small front wheel just fell off;
They fixed it fast with a word or two,
Lots of helpers and a hit with a shoe.

While at Moree what did Nan and Val do,
Yes, went in a hot spring or two,
And oh what heaven a nice warm bath,
In natural water, what a laugh.

Then once again we're on our way,
To Noosa for a couple days;
While there we just drove around,
The Glasshouse mountains did abound;
Brought souvenirs and postcards 'till
We saw a windmill for One Tree Hill.

All too quickly Good Friday's here,
It's such a shame the day's not clear.
Now for the weekend we have planned,
With Leyland folk, it will be grand.

Well thirty cars turned up this time,
And all the plans just all went fine;
A trip around Byron Bay
And to a farm for a day,
Past meetings Rogo showed us at night,
We laughed and talked, it was delight.

Sunday's motorkhana was the best,
It was a mini grand prix test,
The men turned into little boys
And a couple ladies drove the toys;
Then David with his helmet on,
Drove the circuit in his chair, and won
The slowest time on the track,
At least his batteries did not go flat.

Then Monday came and time to leave,
The team they could then have reprieve;
Not one thing was left undone
By them so we could have good fun.

We headed off to Sydney town,
The JC Machine came bounding down.
The rain I thought would never stop,
Never mind, we still went to shop.
Thanks to Barry and Liz for a couple nights,
We had some fun and saw the sights.



After Bakes changed a
pump for the heat,
The Leylands never
missed a beat.
We headed home before
the flood,
Still had to go through
plenty mud.

In a couple years we'll
head off again,
We hope next time it
just won't rain!!

Nan Wallace

PICKLES, PIES & PASTRIES

TAKE A CAN OF

Potatoes

HERBED POTATO MINCE BAKE



HERBED POTATO MINCE BAKE

We used Edgell Tiny Taters and Leggo's Bolognese Sauce for this recipe. Recipe can be made a day ahead.

1 tablespoon oil	20g butter, melted
500g minced beef	¼ cup grated fresh
370g jar bolognaise sauce	parmesan cheese
2 teaspoons dried oregano leaves	½ cup grated tasty cheese
2 x 440g cans new potatoes, drained, sliced	

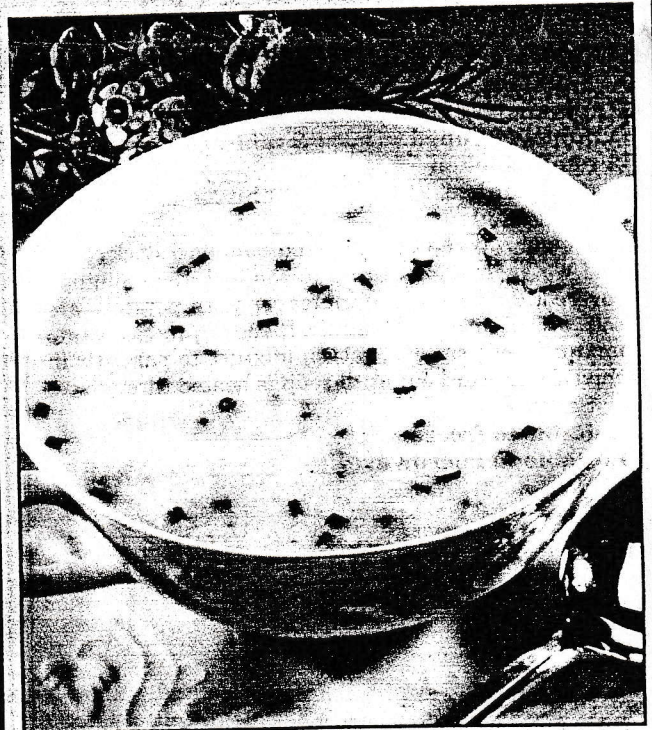
Heat oil in a pan, stir in mince, stir over heat until mince is browned all over. Stir in sauce and oregano, bring to the boil, then simmer, uncovered, for about 5 minutes, or until sauce has thickened. Spoon mince mixture into a shallow 4-cup capacity ovenproof dish, arrange potatoes over mince. Brush potatoes with butter, sprinkle with combined cheeses. Bake in moderate oven for about 20 minutes, or until potatoes are lightly browned and crisp.

Serves 4.

Not suitable to freeze.

Not suitable to microwave.

POTATO AND CORN SOUP



POTATO AND CORN SOUP

Recipe can be made several hours ahead.

440g can new potatoes, drained, chopped	3 cups water
1 onion, chopped	310g can corn kernels, drained
2 small chicken stock cubes, crumbled	2 tablespoons chopped fresh chives

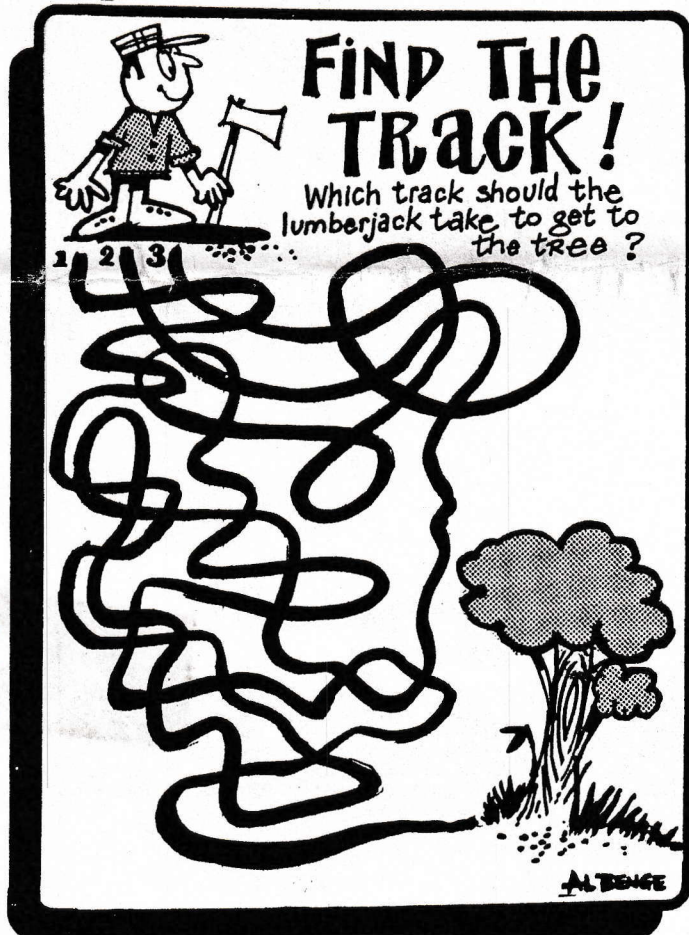
Combine potatoes, onion and combined stock cubes and water in a pan, bring to the boil, then simmer, covered, for about 10 minutes, or until potatoes are soft. Stir in corn, cool slightly. Blend or process potato mixture until smooth, return mixture to pan, stir in chives, stir over heat until soup is heated through.

Serves 4.

Suitable to freeze.

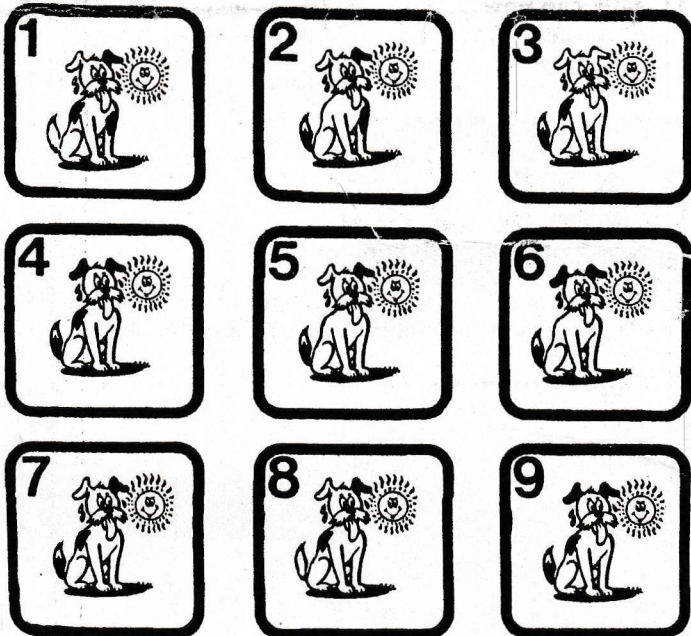
Suitable to microwave.

FOR THE YOUNGER P76 GENERATION



Answer - Number 3.

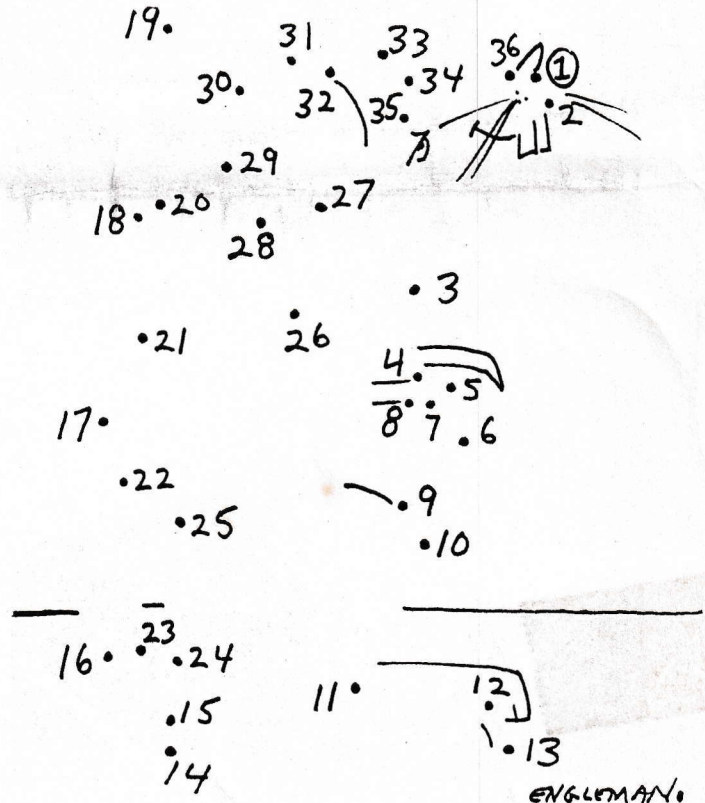
Which two are EXACTLY ALIKE



Answer - Dogs 4 and 9.

ALBENGE

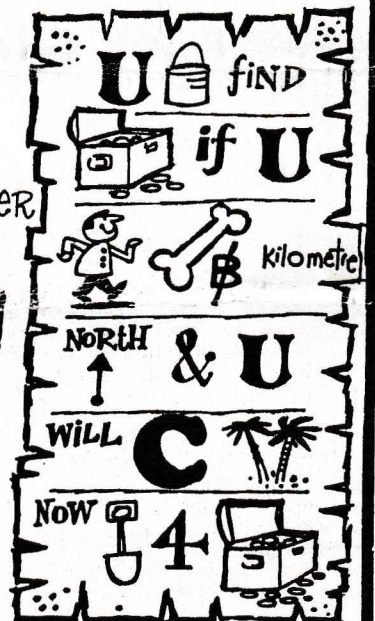
What can you see when you join the dots?



Answer - A Mouse.

Can you read this MYSTERY MESSAGE?

Can You follow this OLD PIRATE MAP AND FIND OUT WHERE CAPTAIN HORNBLOWER HAS HIDDEN the PIRATE'S TREASURE?



Answer - You can find treasure if you walk one kilometre north and you will see two palm trees. Now dig for treasure.

GUNALADH. 2480

INCOME



[M] J. & S. Coghlan
88 Fours Road