

LEYLAND P76

SOUTH AUSTRALIA



Deluxe delight at the Birdwood Mill

AUGUST 2007

CLUB INFORMATION PAGE

YOUR 2006/2007 COMMITTEE:

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David Newman
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George Calvert
Ph. (08) 8370 5625

NOTE NEW VENUE FOR MEETINGS:

General Meetings are held on the first Tuesday of every month, except January, at Trinity Gardens SDA Church, 196-200 Portrush Rd (parking off Albermarle St) Trinity Gardens at 7.30 p.m.

The next meeting is on Tuesday the 4th of September 2007 The committee may change meeting dates if required.

THE FINE PRINT:

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The opinions expressed in this magazine are not necessarily those of the committee, except where stated.

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COMING EVENTS

(See also last meeting's minutes)

September 2007

Tuesday 4th at our new club venue, Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

March 2008

Easter **National Meeting** held by the Victorian Club at **Riverglenn Holiday Park, Geelong**. Contact Ken Western on (03) 9873 5581 or 0417 364 894 for details. A deposit of \$50 is requested before the 25th March 2007 to ensure your booking at a popular Easter holiday spot. Details at <http://www.leylandp76.com/clubs/vic/easterinvite.html>

Editorial

Hi P nuts.

Another busy month goes by. News just in is that Andrew Lee has just got his limo project 1 step further. The car is back from the Minus Paint dipping process. It now needs suspension refitted to allow the body mods to be made on a rolling body. Now all he has to do is wait for the body man to be ready for the car...

Jilden Reichardt

BALANCE STATEMENT 2006 - 2007

OPENING BALANCE \$ 3,168.40

Receipts

Subs	\$ 1,190.00
Spare Parts	\$ 1,697.55
Misc	\$ 22.95
Clothing	-
	\$ 2,910.50

Expenses

Editors	\$ 134.75
Committee	\$ 867.30
Spare Parts	\$ 1,400.50
Photocopier	\$ 340.00
Misc	
	\$ 2,742.55

Balance as at 31 July 2007 \$ 3,336.35

SPARE PARTS re sale value	\$ 8,719.00	
CASH	\$ 217.50	\$ 8,936.50

From our esteemed treasurer, thanks Christine.

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC
HELD FOR THE LAST TIME AT ST ANDREWS UNITING CHURCH HALL, EDMUND
AVENUE, UNLEY
ON TUESDAY 3rd of July 2007

OPENED: 8:15 pm
PRESENT: 11 as per register + 1 visitor
APOLOGIES: Ben Flavel and Graham Gurr
PREVIOUS MINUTES: Read by Club President: Wayne Filmer; *adopted*

BUSINESS ARISING FROM PREVIOUS MINUTES:

- Turn signal cams (SM16). May have to be ordered from US. Club leaving for now
- Jilden to arrange BBQ Tech Day, to complete project. Waiting for better weather
- Club *has Purchased* a copy of "The Carmakers" DVD
- Darren Holt has secured a new Meetings Venue at Trinity Gardens. Details posted in July Magazine and inside cover of this Mag
- Trailer Rego obtained and to be attached to Trailer asap

CORRESPONDENCE IN: FHMC June 2007 minutes
Cadillac Escapade 2008 Flyer
Various Junk Mail

CORRESPONDENCE OUT: Letter sent to Jenny Hoult, SDA Church. Re: *thank you* for new Venue

TREASURER'S REPORT: \$3,211.70c

SPARE PARTS REPORT: \$8,931.50c in Parts

COMING EVENTS:

- **July Club Run.** 10 Pin Bowling at Ingle Farm Bowland! **Saturday 21st July 12 NOON**
- All Makes Swap Meet of S.A. **Sunday 29th July.** Phone 83652730 for details
- Strathalbyn Swap Meet **Sunday 14th October**
- **National Meet**, hosted by Victoria P76 Club **Monday 24th March 2008**
- Cadillac Escapade **March 2008** at Barossa Valley. Tel: Pat on 8337 2942 for details

GENERAL BUSINESS:

- Subs ***now due***
- International Sidecar Show, November 23rd. *Geoff Fisher to look into*
- Chris Cutting to write to ST Andrews Uniting Church, to thank for use of facilities over past years and to return the Keys
- No plans for an August Club Run, at this time
- Darren and Wayne have now **peeled the Peel Me a Grape Super V8 Auto** purchased from Kidman Park. The Auto Trans is good and available to purchase, should anyone require one

NEXT MEETING: AGM, Tuesday 7th August at Trinity Gardens
MEETING CLOSED: 9:07 pm, followed by Tea, Coffee and Biscuits

THE PRESIDENT'S REPORT

As you all know, putting pen to paper is not one of my strong points nevertheless I shall make a few jottings for the Annual Meeting. Like many of you, I would much rather be out tinkering with the car, having a spanner in my hand and smearing grease rather than ink.

The Club this year has again been going along quietly with the main emphasis being our monthly meetings in St Andrews Uniting Church Hall, Unley. After quite a bit of discussion at our meetings regarding the difficulty with parking because of other events at the same venue we have moved location to Trinity Gardens SDA Church. St Andrews was an excellent hall for our purposes and I am sorry we have had to vacate. I also realise that for some it means a longer drive to get there, but where some lose out on this, others gain. Access will not be a problem as we can park right in the church grounds. No more hikes by Jilden and Geoff with large boxes of papers or parts. Our cars will also be handy to peruse and discuss when the desire arises.

This last year we have been trying to organise a club event each month and generally this has come off, although numbers have been small. Variety has been the essence as we have had café and picnic lunches, camping weekend, tech day building our BBQ for the "2 Boot" and this last month Ten Pin Bowling. My thanks to each of you who have taken responsibility for these events.

We were all saddened by the untimely death of John Arnold over this last year as well as the resignation of Bill O'Brien as he was finding the trip to Adelaide from Minlaton becoming too much for him. We miss him very much at our meetings.

The prime motivation for me writing this report is to thank all who have contributed their time and expertise to make the Club run. I still consider the biggest burden falls on Jilden as he scrounges, compiles and edits articles and then prints our magazine each month. I know it is not easy for him with the time constraints he has while also running his own business. It has been good to work with Darren as he took over as Secretary and has enthusiastically carried out the work required for that position. Ever since I joined the Club, Geoff has always had a leading role, and taking responsibility for the spare parts is no mean feat. They say that behind every good man is an even better woman, so I say thank you to Christine in her own right for the work she has done as Treasurer for a number of years. Christine has indicated her desire to step down from that position, so we are looking for someone to take up the challenge. In thinking about this, it seems to me that the willingness we have for a member to take on the vacant role will be a pretty good indication of the health of our Club. To the other committee members, I thank you also for your support in the club activities. The year flies past so quickly and I find I have not arranged the number of committee meetings I would have liked.

To those who have been able to attend the monthly meetings and events, as well as those who are unable to attend due to distance, work schedules or other reasons, my thanks to you all. The important thing is that which keeps us of one mind – the Leyland P76. A number of us don't have our Ps on the road very often, if at all, and yet the desire to promote our cars is important to all of us.

I am looking forward to a good year ahead as we each do our bit to promote Club and car.

Wayne.

The FX Holden was tagged 'Australia's Own Car' in 1948 but the P76 is arguably more deserving of that title.



LEYLAND P76 V8



If there was any car that truly deserved the title of 'Australia's Own Car' it was the Leyland P76. It was the first Australian family car designed and engineered by Australians to an Australian brief from a clean sheet of paper. It did not start from someone else's rejected prototype (Holden) nor did it start as a beefed-up disposable compact from the US (Falcon and Valiant). As AMC's expert historian JOE KENWRIGHT explains, the P76 V8 is the most 'Australian' Aussie muscle car ever conceived and introduced driveline and chassis advances in 1973 that rivals are only just matching three decades later.

A brilliant concept

In June 1973, Leyland PR man Will Hagon welcomed guests "to the world premiere of the first car to arise from Australian drawing boards and the work and ideas of an Australian design team."

Even though the P76 V8 engine was only 4.4 litres, its power figures almost matched Ford's 289ci/4.7 litre V8 with superior torque. Through clever design, including six and V8 engines that weighed almost the same, the P76 package weighed in at around 1250 kg which was up to 200 kg lighter than its rivals yet it was at least as big. The P76 was built on a 111.24 inch 2825 mm wheelbase, close enough to the Kingswood and Falcon of the time, while length and carrying capacity was closer to the Fairlane and Statesman.

Thanks largely to its lighter weight, standing 402m and 0-100 km/h times for the P76 V8 were comparable to rivals with bigger V8 engines, but with a substantial fuel saving. Even the 2.6 litre six in the P76 produced a similar

power output to rival 3.3 sixes and matched them on performance with a significant gain in economy.

Its fastest time in near standard trim over the Isle of Sicily stage of the 1974 World Cup Rally, which included a section of the famous Targa Florio route,

was one of the few international rally successes enjoyed by a full-sized Australian family car. Although the XT Falcon GT's team prize in the 1988 London to Sydney Marathon was the most noteworthy global success up to that point, the P76 triumph was achieved in a standard V8 model with little more than a straight-through exhaust to improve performance.

Targa Florio stage winner Evan Green said so many people would have given their 'right arms' to go with him on the 1974 World Cup Rally, he could have filled the P76's boot with them - hence the intriguing title of his book about the event.

A BOOT FULL OF RIGHT ARMS



Story: Joe Kenwright Pics: Warwick Kent

WARRANTY



Dear Club Members, Movers, Shakers and Hangers-on

WE HAVE MOVED !!!

Due to popular demand, we are happy to inform you that
our **Monthly Meeting Venue** has *changed*

As from **Tuesday the 7th of August 2007** our Monthly
Meetings will be held at:

**Trinity Gardens SDA Church, 196 – 200 Portrush
Road, Trinity Gardens**

There is ample private parking on the church grounds to
the rear of the church, just off **Albermarle Avenue**

Hope to see you there

TECHNICAL HINTS by Norm Wells

FUEL STARVATION:

Most P76s have a nylon filter element on the fuel pickup/sender unit in the fuel tank. They are all 12 to 13 years old now and are becoming soft. This means they can be sucked inward by fuel pump suction and block the pickup tube long enough to starve and stop the motor. In all cases this can be rectified by removing the pickup/sender unit from the fuel tank and cutting the nylon element off with a sharp knife. The unit is refitted and a disposable fuel filter is fitted on the fuel line just before the carburettor.

BROKEN WINDSCREENS:

An easy, safe and tidy way of removing a shattered, zone toughened windscreen from your car is to cover it on the inside with "Contact", lay your bootmat across your bonnet and push the screen out onto the mat. Then you can carry the mat away and dispose of the glass without cutting your hands or scratching your bonnet.

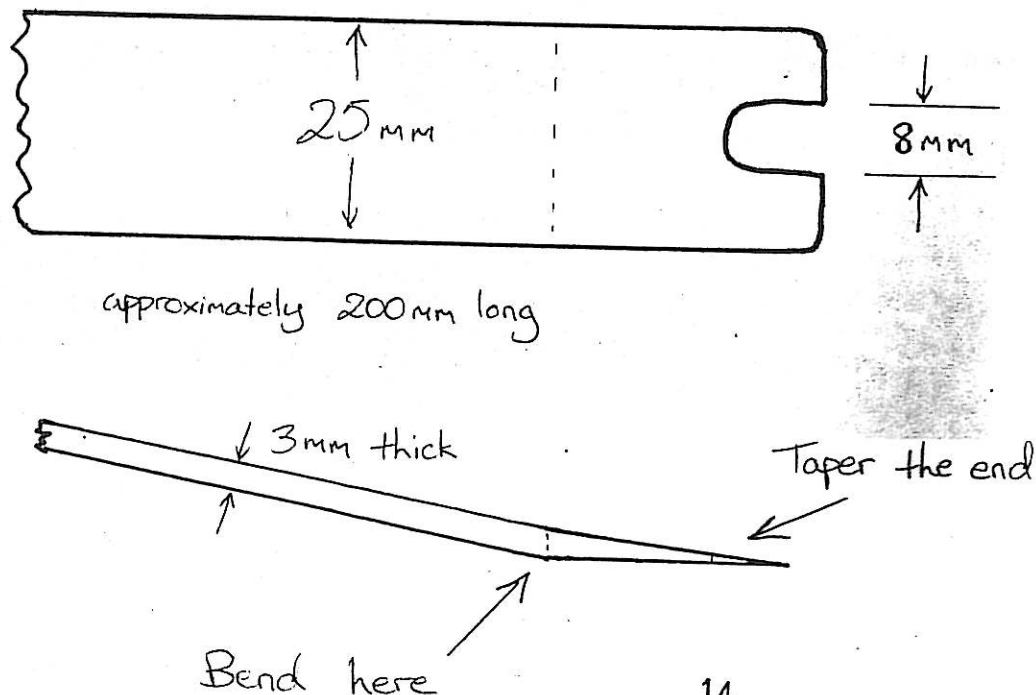
Your local hardware man will gladly sell you enough odd remnants of "Contact" to cover a windscreen for only a couple of dollars. They can be stored out of sight under the mat in your boot and in the event of a broken screen, can save you a lot of effort in removing fragments of glass from demister vents, carpet, etc.

DOOR TRIM CLIPS:

These things can be hard to get along with if you don't treat them properly. It's possible to remove a door trim without damaging it if you carefully pry out each individual clip with a flat blade screwdriver but a much safer way is to make a tool like the one in the following diagram. When refitting the door trim, the little black circular inser has to be in the door - not on the clip. It can be removed from the clip by cutting it with a Stanley knife.

P76 DOOR TRIM CLIP

REMOVING TOOL



LEYLAND P76 S.A.

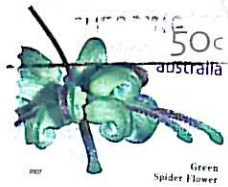
SPARES LIST 7/8/07

V8 Engine	
V8 throttle link ball joints	\$1.00
V8 throttle link bushes	0.20
V8 PCV rubber hose	\$10.00
V8 plug leads stainless steel Bosch	\$60.00
V8 spark plugs	\$1.50
V8 rotor button	\$8.00
V8 distributor cap	\$35.00
V8 distributor shaft	\$30.00
V8 distributor HEI Bosch converted	\$300.00
V8 radiator hose, top	\$15.00
V8 radiator hose, bottom	\$20.00
V8 long heater hose (VT Commodore LPG)	\$35.00
V8 short heater hose	\$10.00
V8 thermostat housing	\$36.00
V8 & 6 engine mount new	\$30.00
Z86 oil filter	\$13.00
V8 front seal, CR 19777	\$30.00
6 & V8 rear seal, PR 4978	\$20.00
V8 head gaskets	\$34.00
V8 rocker gaskets (cork)	\$12.00
V8 rocker gaskets (rubber)	\$11.00
V8 sump & timing gasket set	\$36.00
Fuel pump gasket	\$2.00
V8 fuel pump kit	\$12.00
V8 carb. Jet	\$5.00
Genuine fan belt, V8	\$5.00
Genuine P. Steer Belt	\$5.00
Power steering pulley	\$10.00
Air conditioner belt	\$5.00
V8 reco water pump changeover	\$100.00
V8 Water pump gaskets	\$2.50
V8 oil pressure relief valve	\$2.00
V8 extractor gaskets, set	\$15.00
V8 exhaust pipe rings (non-asbestos)	\$5.00
GL27V (V8) points	\$15.00
V8 oil pressure switches	\$8.00
V8 crankshaft thrust washers, Pair	\$10.00
Suspension/Steering	
Power steering rack c/o incl. deposit	\$750.00
Rack boots, p/steer and R.H. manual	\$25.00
Rack boots, L.H. manual rack,	\$30.00
Power steer control valve spacer bush	\$5.00
Urethane tie bar rubbers, set of 4	\$30.00
Front strut inserts (Pedders) per pair	\$200.00
Front strut top (rebushed) changeover	\$40.00
Power steer pinion adjusting shims	
PS control valve seals (pair)	\$12.50
TARGA MAG WHEELCAPS each	\$20.00
.....Per set of 5	\$80.00

4 speed gearbox	
4 speed gear lever retainer nut	\$18.00
4 speed g/box gasket set	\$12.00
4 speed g/box shifter saddles	\$5.00
3/4 speed g/box reversing light switch	\$10.00
6 Cyl	
6 cyl choke cable	\$5.00
6 & V8 engine mount new	\$30.00
6 cyl engine breathers	\$2.00
6 cyl fuel pump kit	\$12.00
Electrical	
Lucas starter motor bushes, per pair	\$10.00
Headlamp suit super	\$5.00
Headlamp dip switches	\$15.00
Wiper delay relays, Ford.	\$10.00
Wiper switches	\$30.00
Indicator switch assembly recon	\$40.00
General mechanical	
Master Cylinder kit	\$32.00
Front disc pads (standard) CDP 1045	\$24.00
Radiator recovery system cap 13psi	\$4.00
Long handbrake cable	\$10.00
Interior	
Horn rim rubber grommets	\$3.50
Boot mats	\$155.00
Deluxe window winder handles	\$5.00
T-bar selector handles	\$5.00
Rear parcel tray clips only brown pkt of 10	\$10.00
Door lock knobs	\$2.00
Console lid cover Imperial leather	\$10
Boot/Bonnet bump stops set 2	\$11.00
Exterior	
Front indicator lenses, painted, pr	\$60
Front indicator lens, painted, single RHS	\$30.00
R.H.F. zinc corner, no chrome	\$20
Ford number plate lenses, pair	\$15
Tinted Laminated Windscreens	\$130
Windscreen trim clips set (33)	\$6.00
Window scraper rubbers, repro, each	\$25.00
Bonnet insulation hangers, set	\$10
Badge Clips	\$1.00
Chrome mould clips, set 10 (pink)	\$3.00
Chrome mould clips, set 10 (green)	\$3.00
Grill Mould clips set 10	\$1.00
General	
A3 Posters ex Vic Club	\$10.00
Auto Quarterly magazines	\$40.00

For all spares contact Geoff Cutting on
 (08) 8270 3799 or
gcutting@picknowl.com.au

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CARINA QLD 4152



Leyland P76. Anything but average.



Need friendly advice about Australia's own car - the **Leyland P76?**

Maybe you're one of the elite group of people that actually own one of these fine motor vehicles, or would like to own one, or just plain interested in this great Aussie car.

South Australia has a very strong and active club which promotes these vehicles, but just as important, a social calendar which caters for the needs of every member and age group. We also have our own parts shed which is full of new and used parts, which are available to club members for a fraction of the cost of parts available elsewhere.

For member information, phone – **Wayne Filmer on (08) 8263 9654**



AGM results

The only major change for the 2007/8 committee is that Christine Cutting has resigned from the position of Treasurer. **Graham Gurr** has taken over and can be contacted on **(08) 8337 3209** or at **15 Chapman St Rostrevor SA 5073**.

Thanks to all past and present committee members for their efforts!

Coming Event:

Saturday 15th September 2007

Gordon and Gerry Stewart have indicated that their property at 117 Kings Road will be put onto the market in the near future. That means that the club shed will have to be emptied/moved/removed sometime in the future. To make a start, the club is organizing a day to come and assess the goodies there. Feel free to turn up with a trailer and take home some of it. Some of the stuff will be assessed for scrap metal value! Please ring Darren on 0415 944 639 or Gordon or Gerry on 8285 7489 if you are coming.

Last magazine time

If a star is marked here >>>>>>>>>>

then this is your last magazine unless you send your membership to our Treasurer **Graham Gurr** (address as at the top of this page) by the next meeting.

Historic Vehicle Registration.

Every year members have to be reminded that a condition of their Historic Registration is that every year the currency of their membership and vehicle registration has to be checked by the treasurer and marked in the logbook.

If a star is marked here >>>>>>>>>>

then you are in breach of the requirements for Historic Registration and will be driving what is legally an unregistered car as from next month! For your own sake please contact Graham or Christine urgently.

Next Meeting

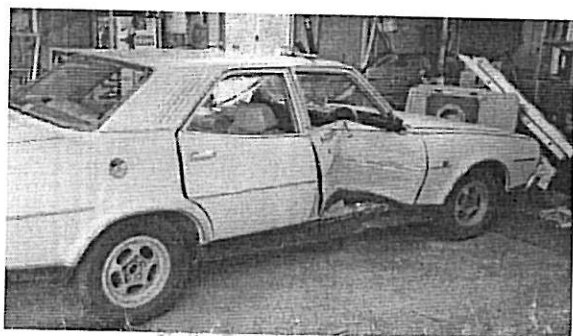
Thanks Darren for organizing the new meeting place. I think members will agree that the facilities are great there. Until we see a need to change again, see you there on the meeting night!

Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens

This interesting article is by Alex Shoobridge from LEYLINES 11/01 (Canberra Club)...

Are you Domed or Flat ?....

These are photos of a P76, which was hit in the driver's door by a Mitsubishi Magna that was travelling at 60km/h. The Magna was also a total write off.



With the P76 the majority of the impact was taken by the driver's door, which entered the cabin enough to touch the steering wheel. The sill was also damaged, and bent inwards approximately 75mm. Miraculously the driver of the P received only minor bruising to his foot. The driver of the Magna was taken from the scene in an ambulance, but fortunately only sustained minor whiplash injuries. The front of the Magna deformed about 400mm as it was designed to.

As you all know the P76 was the first Australian made car to feature anti intrusion bars in the doors. In fact the engineers at Leyland seemed to take the reinforcing to extremes. Especially in comparison to the anti intrusion bars in modern cars, sometimes only 2mm wall thickness 30mm dia tubing is used in 1998 Pajeros.

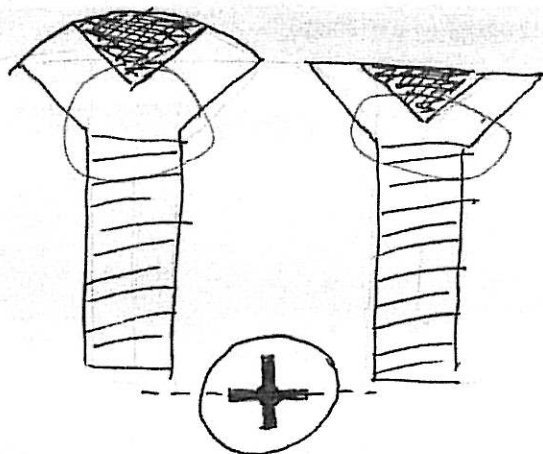
I have actually laid a P76 drivers door on the ground and driven over it with an F100 and only the window frame deformed, they are very strong!!

The alarming part of this was that the two countersunk Phillips head bolts holding the door striker plate in place sheared right off. Causing the striker plate to come away from the B pillar and the door to intrude into the cabin far further than it should have.



Following is a (rough) cross sectional drawing of two types of screws I have found fitted to my P76's the 'flat' type on the **right** was fitted to the car above, which was an 11 73 Super.

The one on the **left** is a 'raised' or 'domed' head screw and is on most of the other P76's I have checked. As you can see the 'flat' one has far less metal bonding the screw head to the shaft once the indentation for the Phillips head drive is made. In the area circled in red.



I believe the 'domed' type screw is far superior to the 'flat' type. Originally I thought the previous owner changed the screws for whatever reason. However I recently found the same screws fitted to another P76 a mid 74 Executive. So it would seem there were at least two different types used during manufacture.

I recommend you check your cars and replace the screw if necessary, just in case.

You never know when someone is coming straight for you whilst looking the other way.

Alex Shoobridge

Advanced design features

Although it has become the sport of Amorons to lampoon the P76, it was the first Australian car to feature the 'wedge' styling that is the starting point for all of today's family cars. The standard wheel arch flares were also ahead of their time and all but the most basic P76 model came with quad headlights.

It was also one of the first to feature flush bonded windscreens - a universal feature today yet it took until 1986 to first appear on a Holden. The concealed wipers, which were also anti-lift wire-framed on the basic models, and second firewall are only just starting to appear on today's models and are still seen as a premium feature.

There was proper flow-through ventilation, a facility that was only just starting to appear on rivals. The large exhaust vents on the C-pillars ensured that the volumes were high enough for the front quarter vents to be eliminated, even if the inlet vents on non-air-conditioned models were disappointing.

The P76 was the first full-sized local family car to feature rack and pinion steering. Although the smaller Commodore featured rack and pinion steering in 1976, this superior steering system didn't reach full-sized family cars until the 1986 arrival of the EA Falcon.

and VN Commodore. Its four-link coil spring rear suspension was only just beaten to the showrooms by the Holden HQ's similar coil spring rear end, but it was no match for the P76 on the road.

The P76 front disc brakes, which are legendary in hot-rod circles, were standard on all models and were so far in front of the standard drums on rivals, it didn't matter. The large rotors were ventilated when most were still solid and compared favourably with the rubbish that featured on Holdens until recently. Tyres were also superior, with 185HR14 radials on most models.

While the P76 boot's capacity (which was designed to hold a 44-gallon drum) will still generate a laugh today, it did allow the spare wheel to be stored vertically inside the rear quarter panel. From there it could be removed without emptying the boot or interfering with its capacity. The spare wheels scattered across Kingswood and Valiant boot floors were a joke and the XA Falcon's intrusive fuel inlet pipe and spare wheel buried in the fuel tank left a boot so

P76 had concealed windscreen wipers three decades before the EA Falcon.

shallow that it was of limited use.

In 1973, these were critical issues when so many baby boomer families had at least three children entering their teens. Before big families had access to today's big four wheel drive wagons, the P76 was the best chance for a typical Australian family to get away on holidays together without having to skimp on luggage. It also had enough grunt left to tow a boat or caravan, something that the struggling VW Kombi alternative could not do when fully loaded.

Against the wasted space in the poorly designed interiors and boots of Falcon, Valiant and Holden rivals, the P76 was a genuine advance and the only one considered by *Wheels* magazine at the time to be a genuine three seater in the rear.

Power to the people

It was under the bonnet where the P76 really stopped ahead. The 2.6-litre in line six, already featured in the front wheel drive X6 Tasman/Kimberley, was the first and only Aussie overhead cam six until the EA Falcon arrived in 1985. If you must include the VL Commodore's overhead cam six in 1986, remember it was an imported fish in the pan

from Nissan and was soon dropped in favour of the antiquated and harsh Buick V6.

The P76 V8 was derived from the Rover V8, which in turn was derived from an earlier Buick-Oldsmobile-Pontiac engine (B-O-P). It featured all-aluminium construction for a weight that was within one or two kilos of the six, depending on transmission. It was the only V8 of this type in a local family car until the Gen III arrived in 1999 Commodores. Its light weight made it the ideal starting point for hot-rod transplants in Range Rovers,

Triumph Slugs, MGB, TR7 and many others.

The P76 V8 was virtually a new engine unique to Australia, with a stronger and taller block that accommodated a much longer stroke for a square configuration of 3.5 inch/88.9 mm bore and stroke for a 4.4 litre capacity, compared to the Rover's 3.5 which shared the same bore.

Bearings and ancillaries, including oil pump and valve actuation, were all changed for the P76 application. A single twin-throat downdraught Stromberg replaced the twin side draught carburetors in the Rover 3.5.

There was nothing special about the P76's standard three speed manual or optional three speed auto from Borg Warner but the four speed manual was a gem. Related to the Borg Warner four speed manuals found in six cylinder Cortinas and Falcons, it was a far more substantial gearbox and had more in common with the beefed-up transmissions in powerful Chrysler Centura and Charger models.

Final drive gearing was tall, too tall for many, but against the backdrop of the energy crisis of the times, it was soon as an advantage for low cost high speed cruising.

