

LEYLAND P76

SOUTH AUSTRALIA



Modern Motor's opinion of the P76

SEPTEMBER 2007

CLUB INFORMATION PAGE

YOUR 2007/2008 COMMITTEE:

PRESIDENT: Wayne Filmer
Ph. (08) 8263 9654

VICE PRESIDENT: John Armstrong
Ph. (08) 8337 5474

SECRETARY: Darren Holt
Ph. 0415944639

TREASURER: Graham Gurr
Ph. (08) 8337 3209

EDITOR: Jilden Reichardt
Ph. (08) 8339 2921

PUBLICITY: Nigel Bray
Ph. (08) 8325 0512

SPARE PARTS: Geoff Cutting
Ph. (08) 8270 3799

NON OFFICE BEARERS:
David Newman
Ph. (08) 8284 3581

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 2nd of October 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.

CORRESPONDENCE:

The President
Mr. Wayne Filmer
LEYLAND P76 OWNERS CLUB of S.A. INC.
1 Leda Court
Modbury Heights SA 5092
filmer@picknowl.com.au

The Editor
Mr. Jilden Reichardt
LEYLAND P76 OWNERS CLUB of S.A. INC.
97 Charlick Rd.
Crafrers West SA 5152
jm76@bigpond.com



COMING EVENTS

(See also last meeting's minutes)

September 2007

Saturday 15th and Sunday 16th **Parts day** at the Club Shed: as Gordon and Gerry Stewart are thinking of moving, the Club will have to think about what to save, what to take home and what to scrap? 9.30 am onwards. Ph. Darren on **0415 944639** if you are coming.

October 2007

Tuesday 7th **Meeting** 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.

No rain,
no pain
no time
Just busy as usual

Jilden Reichardt

FOR SALE

Engine mounts NEW OLD STOCK, these are six cylinder ones but are easily modified to suit the V8, just cut the extra bracket off. \$30 each. Contact Jilden on 8339 2921

Members news area: (draw pictures here, send me something please...)

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA)
INC
HELD AT TRINITY GARDENS SDA CHURCH, 196-200 PORTRUSH ROAD
ON TUESDAY 7th of August 2007

OPENED: 8:16 pm
PRESENT: 14 as per register + 3 visitors
APOLOGIES: Alan Baker, Tom Cooper and Andrew Lee
PREVIOUS MINUTES: Read by Club President: Wayne Filmer; *adopted*

BUSINESS ARISING FROM PREVIOUS MINUTES:

- Rego given to Gerry and Gordon, re: Two Boot Trailer
- Our Club now has a copy of "The Carmakers" DVD

CORRESPONDENCE IN: FHMC Database update sheet
Letter from Russell C, re: 2nd hand trans
SDA Church letter / Receipt for venue hire
Various subs
Some junk mail

CORRESPONDENCE OUT: FMH Database Update sheet: Completed
Letter to Russell C, re: info on 2nd Hand Trans

TREASURER'S REPORT: \$3,336.35c

SPARE PARTS REPORT: \$8,719. in Parts and \$217.50c in Cash

COMING EVENTS:

- **Saturday & Sunday the 15th & 16th of September.** *Parts Day* at the Club *Parts Shed*. All members welcome. Take some, keep some, scrap some.
- 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:

- Any Outstanding Subs **now due**
- Discussed Gerry and Gordon's *possible* house move, and future of *Parts Shed*
- Geoff Fisher offered to **acquire** Club Shed if available. Will make a small donation to the Club's funds
- Discussed Cadillac Club of SA's National Meet. *Possibly* meet and greet them at Gummeracha and Birdwood Mill on Sunday 30th March 2008
- Geoff Fisher still making enquiries re: International Sidecar Show, November 23rd
- Darren H, borrowing Club DVD of "The Carmakers"

NEXT MEETING: Tuesday 4th September at Trinity Gardens
MEETING CLOSED: 9:00 pm, followed by our AGM

WE'RE BACKING THEM BETTER

Most car manufacturers give you a warranty document that needs a lawyer to explain.

It's full of "ifs" and "buts" and things it doesn't cover.

Our Buyer Protection Plan is a mere 88 words. And it means exactly what it says.

If Something Goes Wrong

We can only make cars as defect-free as man and machine can build them.

Some things can still go wrong. If they do, and it's our fault, we undertake to fix them. Free. Everything but tyres.

We pay for both parts and labour. You pay nothing. This undertaking is good for the first 12 months or 12,000 miles—which ever comes first.

Free Loaner Car

You've probably never heard the expression "free loaner car" before.

Nobody ever says it because nobody before has ever offered it.

It's this: If your dealer can't fix your car on the appointed day, he'll lend you one of his. Free. Until yours is fixed.

All we ask is that you contact him beforehand and make an appointment.

Repeat: If your new car can't be fixed on the appointed day, you'll get a loaner car overnight from your Leyland dealer.

Even if an emergency occurs, and you can't make an appointment, he'll do everything possible to help you.

Reverse Charge Hot line

If your problem still hasn't been resolved, we'd like to hear from you. You can call the hot line direct to the factory. Reverse the charge from anywhere in Australia.

Call Sydney 662 1022, weekdays between 8.30 a.m. and 5.30 p.m. (Sydney time). You'll get action, not excuses.

How can we do all this? The next page explains.

BUYER PROTECTION PLAN

1. When you buy a new car from a Leyland Australia dealer, Leyland Australia guarantees you it will pay for the repair or replacement of any part it supplies, except for tyres, defective in material or workmanship. This guarantee is made for 12 months from the date the car is first registered, or 12,000 miles, whichever comes first.
All we require is that the car be properly maintained and cared for under normal use in Australia, and these repairs or replacements be made by a Leyland Australia dealer.
2. A free loaner car from your Leyland Dealer if pre-arranged guarantee repairs take overnight.
3. A free reverse charge telephone call to Leyland Australia.

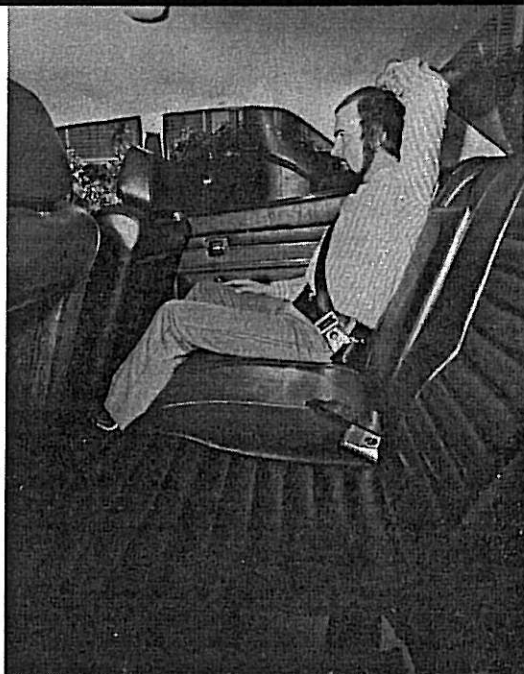
LEYLAND AUSTRALIA



P76

PEOPLE'S CAR

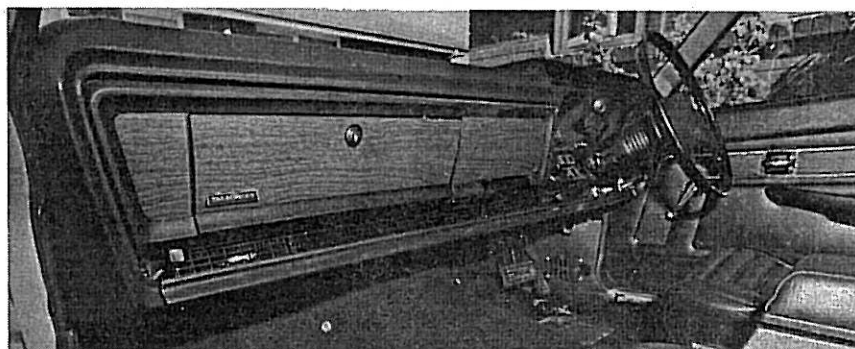
P76 . . . where P now stands for People's Car, not Prototype . . . and 76 is symbolic of design for the future, or perhaps the number of trombones in Leyland's introductory brass band?



FAR LEFT: The seats in the P76 are basically Tasman/X6 variety, but have been modified and are far more comfortable. Ample adjustment allows for maximum driver comfort.

LEFT: In the rear seat even a six-footer is able to put his hand between the top of his head and the head lining. Headroom is excellent.

BELOW: A neat panel which runs the full width of the dash houses all heater and fresh air ducting, and in luxury models will house all carrier gear for the air-conditioner.



THERE'S more hanging on the introduction of the Leyland P76 than probably any car that has ever been produced anywhere in the world in recent years... Leyland seem bent on turning the event into an anti-climax.

They set the introductory build-up scene with the announcement of their new buyer protection plan — then failed to back it up properly in the field.

They produced a marvellous aura of mystique around the product by leaking the code-name and building to a crescendo of speculation on its final market terminology — then retained the undramatic code-name, P76.

And they watched the product develop in the public mind as a genuine Holden/Falcon/Valiant challenger — then demolished that image by announcing in pre-release press conferences that P76 was *definitely not a challenger to the Big Three*.

The public could be excused for retreating, confused, to the comfort of their lounge-rooms to see what "the other guy" will do. They could well stay away from the showrooms in their thousands.

Despite the most agitated claims of Leyland's top brass, the P76 is a genuine Holden/Falcon/Valiant challenger.

Despite their most ardent claims, the car is not more European than the local product, and it is doubtful if it is much more individual.

Furthermore — its sole chance in the marketplace depends on the company's capacity to prove it is better than the cars from which J. Fred Average is currently making his choice. If they haven't got the guts to stand up and fight the opposition — and it really is opposition — then they should never have offered to enter the ring in the first place.

I scored only a brief pre-release drive in the car — about 80 miles of varied motoring in which I was fortunate to

cover a little city work, a little country bitumen and a little dirt. I was unfortunate enough to experience a water leak in the block on the first photographic attempt when a Leyland staffmember was driving the car, and a near-amputation at mid-torso in the second attempt when the boot crashed from full height onto my spine.

I can forgive Leyland for these faults which are similar to the early-model experience I have previously had with products from GM, Ford, Chrysler and other manufacturers. But I find it more difficult to forgive the company's lack of preparation and planning for such a vital release. We had asked for road test cars in advance of release date for more than six months, and there was no significant physical reason why they couldn't have been supplied.

These impressions are therefore superficial. If they are not representative of the car, and are subsequently contradicted by a full road test over a representative period with a representative car, then I make no apologies — Leyland had the power to avert that situation.

By reference to dimensions and specifications, the P76 does not come up as a totally new European-originated concept of an Australian car.

The wheelbase and track widths are similar to the leading "rivals" —

whether Leyland likes that term or not. So are the overall length, width and height. A quick check with the tape measure revealed that the interior legroom, front and rear was generally less than Holden/Falcon/Valiant although balanced against that, the length of the seat cushions was longer in every case.

The front seat headroom is similar to Holden and less than Valiant but more than Falcon. The rear seat headroom is considerably *more* than all three rivals.

The body overhangs, front and rear are less than Valiant, more than Holden and close to Falcon. The boot compartment is roughly equivalent to, but probably *vastly more usable* than all three.

The car will basically absorb the same garage space, the same width in that traffic lane, and require the same space to park. In the absence of explicit measurement which wasn't permitted in the brief test period, I would also venture that the turning circles, both between kerbs and walls are not significantly less than any of the Big Three.

Glass area appears to be larger than all three rivals, but that is pure guesswork. In any case, visibility is roughly on a par with the Holden, and superior to the Falcon and Valiant. There's still a blind spot from the rear three-quarter panel and you still can't see the boot to park.



ABOVE: The dash treatment is clean and functional. Full instrumentation is provided and is easily read from behind the "boomerang" type steering wheel.

RIGHT: The heater controls are neat and easy to use. All protruding switchgear has crushable knobs, and other switches are recessed rockers.

FAR RIGHT: The speedo is clearly marked in mph and km/h. The instrument light switch includes a revolving rheostat control for brightness.



However, the windscreen, by virtue of its clear, logical design and stow-away wipers offers the best visibility in the business. The bonnet line is not obtrusive, and swoops gently away, but it doesn't offer significantly more forward view than any of its rivals except the Valiant.

The picture doesn't change in terms of driveability. The McPherson strut front-end and coil-sprung, trailing arm rear-end gives a smooth-road ride quality about equal to the Falcon with similar noise levels. On rough bitumen surfaces, the ride doesn't appear to deteriorate seriously, but the noise level rises sharply.

On severely chopped bitumen or dirt surfaces, the tail is prone to shifting off-line, but choice of tyres and tyre pressures would have to be weighed-into any final evaluation of that point.

Despite "European type" suspension, there is little suggestion of European-type handling or steering. The car certainly rolls noticeably like most European cars employing this type of suspension. And it is basically a gentle understeerer with a very slow and predictable transition to oversteer and no vicious understeer-plough traits.

Furthermore, the steering is pleasantly light to use — but a ratio employing five turns lock to lock isn't

consistent with the claims of low front-end loadings. In fairness to Leyland, the steering offers excellent control, a progressive, positive feel and an absence of "lost motion". It has a vaguely European feel that is not entirely supported by the choice of gearing.

The throttle loadings on the six-cylinder automatic I drove were certainly not typically European — they were, if anything typically British. However the rest of the car is not.

Perhaps the major claim to European design descendency is the seating standard, which is reminiscent of European standards. It is arguable whether it is superior to the Falcon seating standards, especially on the basis of a short driving impression in a single car without knowledge of how Leyland's trim "level" system compares with the Big Three trim options.

The car is basically good from the viewpoint of an initial reaction, and has a fresh feeling. It is quite different in terms of dashboard layout and instrumentation (which is excellent).

General finish was quite good on this early production car and assembly standard could be very high on regular production models — there were a few rough edges on this one.

The seatbelt system was good; the

ventilation, like all other local products, quite poor. The window winders were unnecessarily low-geared at 2 1/4 turns (front), and stiffish on this first car — perhaps they'll loosen with use.

There was ample evidence of vibration in the test car — from a variety of areas including driveline and suspension, and Leyland's most important investment would probably be a good NVH man (to sort noise, vibration, harshness).

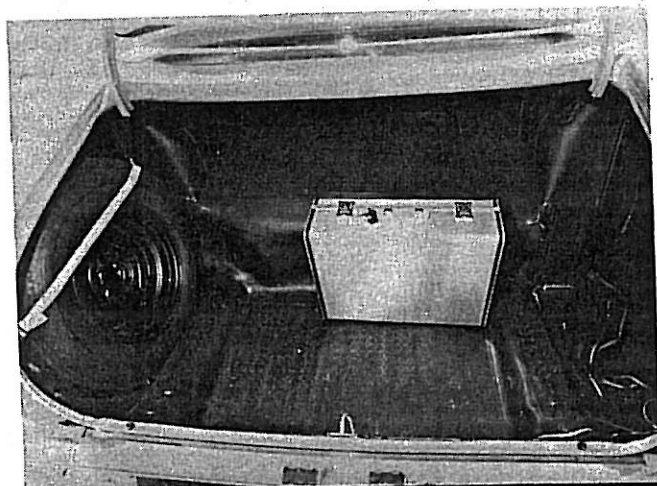
There are some obviously European touches such as the two-key system that isolates the boot when parking, the headrests, the alloy dress trim (rather than chrome) the bonnet-opening system and multiple bonnet locks, the well-indexed and well laid-out under-bonnet area, the usable boot, the sensible odd-bits bins in the cockpit, the flared guards, the big vents in the stone tray for added brake cooling, the practical rear parcels shelf, the childproof rear doorlocks, the sensible wheeltrims and so on.

For a car this is marketed as an innovator, I wasn't impressed with the floor dipswitch, the body design (as opposed to body styling) which is dimensionally Australian, not dimensionally European, the protruding skid-header panel with recessed sunvisors (which is done less obtrusively on the current Holden, and the lack of insulation against wind, suspension and driveline noise (as opposed to engine noise which appears to be very well controlled).

New — yes. Fresh — just a little. Significantly different — no.

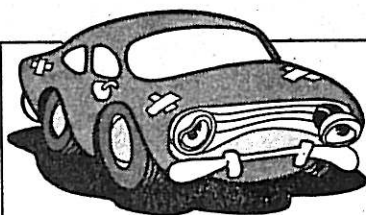
The car seems basically well-conceived and will probably be well assembled. It uses quality materials, and it has many standard features not currently offered on our Big Three. It offers some innovations, and a degree of individuality. But final evaluation of the product can only be proffered after a proper in-depth test.

And with due reference to the pricing structure!



LEFT: The boot in the P76 — although not that much bigger than its competitors — is probably far more useable. The spare is stored in the side and leaves the main floor area unobstructed.

The average Australian car is full of little mistakes & errors.



Every year, around a quarter of a million average Australian cars roll off the assembly lines.

They're just like big cookie factories that stamp out the same thing again and again. Thump, bang. One every 26 seconds.

When you're producing cars at that kind of speed, obviously quantity comes first. Some mistakes, even a few disasters, will sneak through unseen.

It might simply be a door handle that doesn't operate. Or a windscreen wiper that doesn't wipe. It could be something even more important — like steering or brakes.

We believe the remedy is quite simple: Produce fewer cars, build them better, and check them more thoroughly.

Our new car, code name P76, will be such a car.

It's the same exterior size as the average Australian car, and around the same price. And like the average Australian car, it has an engine in front and rear wheel drive.

Yet Project P76 is anything but average.

Quality not Quantity

We've geared P76 production to quality rather than quantity.

Maybe we'll be embarrassed by short supplies. But that's our problem. At least you won't be embarrassed by a car that lets you down.

P76 has been designed and engineered in Australia by Australians. Completely. And, unlike the boys in the "Big League" we're not getting all excited about a new car that isn't new.

P76 is totally new, not a face lift of last year's model. It has taken us four years to build P76. Starting with a clean sheet of paper and a completely fresh approach.

A lot of that time was spent in testing, proving, and working out how to build it better.

Testing. One, Two, Three

Basically, we tested P76 in three huge separate operations over four years.

Overseas at an independent research authority. In the Australian outback. And in a simulated city environment.

The first prototype P76 was shipped over to Europe and taken to the proving grounds of the

Motor Industry Research Authority.

Over there, they are really tough on new cars. Their whole idea is to try and make things fall apart.

They thrash over a course that has creek crossings; spoon drains, dust tunnels and a horrifying surface called Belgian Pavé.

Pavé is rectangular blocks of hard stone, and what it doesn't do to suspension, steering and body structure is hardly worth mentioning.

They estimate that 1,000 miles over this course is equivalent to 100,000 miles of normal motoring.

The MIRA proving ground separates the men from the boys. Very few cars pass the torture without confessing to significant structural failure.

Two cars didn't give in. Porsche 911. And Project P76.

We drank champagne that day.

Building Cars Better

After the testing was completed, we knew we had a rather remarkable car on our hands.

Now to build it. And build it better.

We started on that in the initial design. Then we looked hard at our production methods. We introduced new and better methods and applied strict quality control standards right along the line itself. Just like everyone else is now claiming.

But we've gone one big step further.

We've introduced a Pre Shipment Inspection System. It's a completely separate operation, in a completely separate and fully equipped building of its own.

Like all Leyland cars, every P76 faces the scrutiny of a highly trained crew who literally check each and every car all over again.

Inside, outside, underneath. Not one car will be released until it has passed all checks, and has been test driven around a specially designed test circuit.

Most car manufacturers only drive a random selection. Too bad if yours wasn't one.

Once the car has passed every test, it's on its way to the dealer by truck. It isn't driven there by some bloke who took the scenic route, or worse still, the drag strip. We apologise for one thing. The speedo of your new P76 has not been run in.

BUYER PROTECTION PLAN

1. When you buy a new car from a Leyland Australia Dealer, Leyland Australia guarantees you it will pay for the repair or replacement of any part it supplies, except for tyres, defective in material or workmanship. This guarantee is made for 12 months from the date the car is first registered, or 12,000 miles, whichever comes first. All we require is that the car be properly maintained and cared for under normal use in Australia, and these repairs or replacements be made by a Leyland Australia dealer.

2. A free loaner car from your Leyland dealer if pre-arranged guarantee repairs take overnight.

3. A free reverse charge telephone call to Leyland Australia.

LEYLAND AUSTRALIA

Buyer Protection Plan

Our Quality Control System is unique. As is the P76. As is our Buyer Protection Plan.

We were the first to introduce a comprehensive protection plan for new car buyers. Other manufacturers have subsequently rushed out, or said they intend to rush out, their own plans.

As yet, none of these have come anywhere near providing the new car buyer with the protection ours provides.

The Leyland Australia Buyer Protection Plan is 88 words short, yet each word speaks volumes.

If anything should go wrong with your new P76 in the first 12,000 miles or 12 months, whichever comes first, we fix it. Free. Anything at all, except tyres.

If your dealer has to keep your car overnight, he'll loan you one of his until yours is fixed. Also free.

All he asks is that you phone him first and make an appointment.

And if you still have a problem after all this, you can phone the hot line, reverse charge, direct to the factory.

The Buyer Protection Plan is a bold step. It's a step we can't afford to take lightly, because we can only back cars better when we build them better in the first place.

One without the other isn't worth the paper it's printed on.

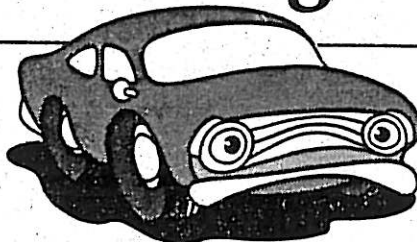


Leyland.
The new driving force.

LA 6938

The trouble with the average Australian car is just that.

It's average.



There are around a quarter of a million medium sized cars built every year in Australia.

That's around one every 26 seconds. They all look, perform, and cost much the same.

This year sees a new Australian car. Code name: Project P76.

It's the same exterior size as the average Australian car, and around the same price. It even has the engine up front, and rear wheel drive.

Yet project P76 is anything but average.

It's a totally new car.

It has been completely designed and engineered in Australia by Australians.

It will not be manufactured anywhere else in the world.

Project P76 began four years ago. Now, 25 million dollars later, we've built a car that has the advantages of Australian cars, without the disadvantages.

The advantages of European cars, without the disadvantages.

The average Australian car has developed weight problems.

As engines have become bigger, they've become heavier.

The problem is that weight must be distributed evenly for a car to handle well.

About 50/50 front and rear is ideal.

Nowadays, most cars are built to carry a heavy iron V8, or a less heavy Six.

With a heavy V8 up front, you're forced to add even more weight up front just to carry the heaviest engine.

Nothing is gained. A lot is lost. The power-to-weight ratio, for one. The front and rear weight balance for another.

When you're forced to build a car to the heavier V8 specification, and then drop in a less heavy Six, not only is the weight balance all up the spout, but you're asking the Six to pull that unnecessary weight.

That's the problem. Now the solution.

Project P76 has an aluminium V8 engine. Like Rolls-Royce and Rover. Or an overhead camshaft Six. Like Mercedes Benz.

Because aluminium is lighter than iron, the P76 V8 unit weighs around 200 lbs less than the biggest selling Australian iron V8.

Both P76 engines, V8 and Six, weigh the same. Within a few pounds.

So we can build one car to take either engine. And achieve correct weight balance for both.

Saving weight could save your life.

Having saved unnecessary weight up front, we were able to put some of it elsewhere.

Like in bigger tyres and wider wheels.

Most important of all, we invested what we saved in protection.

The P76 has a "side safety barrier" built into the doors.

Just like the Armco steel fences you see on expressways.

It's 7½" deep, and runs from the front of the front door to the rear of the rear.

It won't stop everything. But it's a whole lot better than having nothing there.

The average Australian car is full of little mistakes and errors.

At the speed the average Australian car is turned out every day, it stands to reason that little mistakes sneak through unseen. And some big ones.

Like all manufacturers, we've made our share of mistakes in the past. But unlike any other, we've done something about fixing them.

We've geared P76 production to quality, not quantity.

This way, we can concentrate on building them better, and applying stricter quality control standards.

We've already spent over \$1,000,000 to make sure we build cars better.

We've applied hundreds of quality control checks on the production line itself. Just like everyone else is claiming.

But we've gone one big step further.

We've introduced a Pre Shipment Inspection System.

It's a completely separate operation, in a fully equipped building of its own.

Every P76 will face the scrutiny of a highly trained crew who literally check the car all over again.

Not one car will be released until it has passed all checks, and has been test driven around a specially designed test circuit.

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One without the other isn't worth the paper it's printed on.



Leyland.
The new driving force.

LA 6911

The average Australian car should have better road manners.

This is the story about road-holding and suspension systems, and weight distribution.

Not many people know what makes a car handle well, and why. Frankly, it can get a little technical. But there are things you should know before you spend a lot of money on a new car.

So, we'll tell you all. No holds barred.

The Suspense Story. Rear.

The average Australian car has a pretty average rear suspension system. Generally leaf springs.

For light cars the system is very good. For larger cars — not so. And no self respecting high performance car would even give it a moment's consideration.

Leaf springs have their problems. For example, in the wet the whole suspension characteristics change dramatically.

Water lubricates the leaf springs which reduces their effectiveness, and in turn produces a heart stopping sloppy "feel".

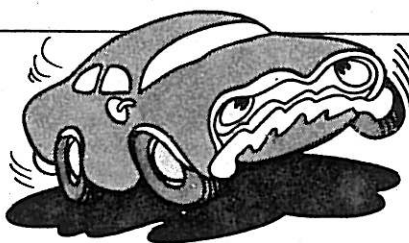
That's disturbing enough in itself, but when you consider that leaf springs are also asked to carry and "locate" the rear axle, the problems become even more complex.

The whole idea of a suspension system is to let the wheels and axle travel up and down, and to keep the car itself stable. Sure, leaf springs do this. But they also allow the wheels and axle to travel backwards and forwards as well.

In fact the entire wheelbase of the car can change up to two or three inches, and this produces the disturbing effect of the rear wheels actually steering the car.

That's the bad news. Now the good.

Project P76 has four link coil springs and a live rear axle in back. It's the same system as used by Alfa Romeo and Volvo.



The wheels and axle move freely up and down — but not backwards and forwards. They can't. Because four rigid rods keep the axle firmly in place, or "located", in engineers' jargon.

The P76 system substantially reduces unsprung weight, and produces a car that holds the road better, and rides more comfortably, especially on poor road surfaces.

And we've got plenty of those in this country.

The Suspense Story. Front.

Project P76 has a front suspension system that's unique for an Australian car.

It combines coil springs, an anti sway bar, and a system called the MacPherson strut.

The fact that the system is excellent is undisputed. Lotus and BMW, long regarded as two of the best handling cars in the world, use it.

But the average Australian car has ignored this excellent system for the sake of a pretty face. The MacPherson strut system requires more space, and so style has over-ruled engineering.

When you see Project P76, you'll see no compromise in style. And yet we use MacPherson struts.

That sounds impossible. How do we get the best of both worlds?

The answer is simple.

Reduce engine weight in front so you can use a more compact MacPherson strut system.

And the only way to do that without losing performance is to build a V8 engine from aluminium. That's what we've done.

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1. When you buy a new car from a Leyland Australia Dealer, Leyland Australia guarantees you it will pay for the repair or replacement of any part it supplies, except for tyres, defective in material or workmanship. This guarantee is made for 12 months from the date the car is first registered, or 12,000 miles, whichever comes first.

All we require is that the car be properly maintained and cared for under normal use in Australia, and these repairs or replacements be made by a Leyland Australia dealer.

2. A free loaner car from your Leyland dealer if pre-arranged guarantee repairs take overnight.

3. A free reverse charge telephone call to Leyland Australia.

LEYLAND AUSTRALIA

Buyer Protection Plan.

As we've gone to so much trouble to build cars better, it naturally follows that we can back them better.

We re-wrote our warranty and took out all the legal jargon. It's now 88 words. And each word speaks volumes. We think it's about time someone did some straight talking.

Here's how it works:

If anything goes wrong with your new P76 and it's our fault, we'll fix it free. We pay for both parts and labour. You pay nothing.

If your car can't be fixed on the appointed day, you'll get a loaner car overnight from your Leyland Australia dealer.

If after this you still have a problem, we'd like to hear from you. You can ring the hot line direct to the factory. Reverse the charges from anywhere in Australia. You'll get action, not excuses.

The Buyer Protection Plan is a bold step. It's a step we can't afford to take lightly, because only when we build cars better in the first place, can we back them better in the end.

One without the other isn't worth the paper it's printed on.



Leyland.
The new driving force.

LA6946

WE'RE BUILDING THEM BETTER

Like all car manufacturers, we've had our share of quality control problems.

They are as frustrating for us as they are for you.

It's an industry problem, and it's a problem we're taking big steps to overcome.

We can't fix everything overnight. But we are trying very hard.

Quality Control

We're taking more quality control steps. We're adding and training more people. And introducing more quality control techniques.

Imagine you're following one car through manufacture from beginning to end.

Here's what happens:

First, you'll see every single car on the line go through a multitude of quality control checkpoints.

There are 133 men employed full time as quality control checkers in this department alone.

And that's only on the production line.

Pre-Shipment Inspection

Once your car rolls off the line, you'll follow it to a separate building where it will be put through a rigorous pre-shipment inspection.

Here you'll see a highly trained

crew put each and every car through 112 different steps.

First, up on a ramp for inspection of the underside. Suspension, steering, brakes—everything.

Then outside and inside. Paint, finish, seating, trim, instruments—the works.

You'll see every car test driven. Not just "around the block" but around a specially constructed test track.

Most car manufacturers only drive a random selection.

If your car passes all steps, it gets an Inspection Certificate.

It verifies that your car has passed every quality control check. You'll find details of these checks in the service book in the glovebox.

If your car should fail just one of the 112 steps, it will get fixed first, and is then checked again.

No exceptions.

Your car will then be passed for shipment to your dealer.

Pre-Delivery Inspection

When your car arrives at your dealer, you'll find it being checked again. Another 106 operations.

Once your car passes everything, it then becomes yours.

And to prove it passed every

test, you'll find your service book personally signed by your dealer. It will prove that he has done everything—including test drive your car yet again.

His signature is your guarantee that your dealer has full confidence in your new car.

Dealer Support Team

Most car manufacturers leave dealers to fend for themselves once the car has been delivered.

We support our dealers two ways

One: We pay the dealer for everything that needs to be fixed under the Buyer Protection Plan. Even those frustrating little things.

Two: If a dealer runs into a problem that's difficult to solve quickly, he phones the factory and we despatch a Dealer Support Van directly to him.

The van is manned by a trained technician, and equipped with the latest diagnostic equipment and special tools.

The problem is rectified. For both you, and the dealer.

The Leyland Australia Buyer Protection Plan is unique for Australia. It's a bold step.

We can only take that step when we accept the responsibility of building cars better.

And that's exactly what we're doing.

The Leyland Australia Buyer Protection Plan covers Daimler, Jaguar and Rover cars, Leyland Mini, Marina, Kimberley, Tasman and Moke and includes cars already on the road under warranty.



Leyland.
The new driving force.

LA6749R

LEYLAND P76 S.A. SPARES LIST 4/9/07

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	\$70.00
V8 spark plugs	\$1.50
V8 rotor button	\$11.00
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	\$54.00
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
P.S. control valve seals, pair	\$12.00
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

If undelivered, return to:

The Editor, Mr. Jilden Reichardt,
LEYLAND P76 OWNERS CLUB of S.A. INC.
97 Charlick Rd.
Crafrers West S.A. 5152



Queensland
Leyland P76 Owners Club
P.O. Box 343
CARINA QLD 4152

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**

