

Anything But Average



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ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA

This publication is not for sale to the general public and is only available through membership.

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Front Cover -

Greg Varveris blue meanie. As Greg says, "If you need to do a lot of deliveries, do it fast and do it in style."*Couldn't agree more.*

LEYLAND P76 CLUB OF VICTORIA AND TASMANIA, PRESIDENTS REPORT

Hello to all Members and their Families,

Welcome to this edition of your ABA club magazine. As your newly elected President this is my first communication to you all. I would like to thank those who have considered that I may be worthy of this privilege and I trust that I will live up to this honor. I welcome those fellow committee members to their posts and congratulate them on their election, and I look forward to a harmonious, hard-working relationship.

The minutes of the recent AGM meeting are included together with the names and contact details of the new Committee members elected at the AGM.

I wish to sincerely thank all past Committee members who stepped down at the AGM and who were in the main long time committee members most of whom held various positions throughout their term(s) serving the members of our club over the past years, some more than others, but none the less with total and unswerving commitment. Their assistance in the transition to members of the new committee will be asked for and will be much appreciated.

We are still short of a Treasurer and a stand in Registrar to complete the club committee listing. I would ask that anyone with experience in these fields to step forward and help us to deliver to the members the full benefits that a club should deliver to all of us. Please feel free if you are able to assist or suggest who may be approachable in these fields.

Last year I brought up the need to increase our membership and to draw that from all interested parties no matter what their age groups, having a membership fee structure that would encourage that. Some potential members may only wish to have social and meeting access as well as receive the club magazine, this can be accommodated under a reduced membership fee with some full membership privileges not included.... such as voting and no parts discounted pricing etc. I wish to state from the outset, that this club will endeavour to increase our membership from the ranks of the interested public regardless of their age. Those showing an increasing interest in the P76 in recent years especially people who have never heard of the P76 or had anything much to do with what is the last of the truly designed and built Australian cars. This is also a possible targeted group. This will be assisted by members attending outside public functions which will be arranged over time by Ryan Ford our social Secretary who is no stranger to organizing these events. Having club functions, a good proportion of which are in the public domain are one of the best ways to keep the P76 in front of the public, as well as current members having their friends join up with them in the membership structure of this club.

I would like to see a more direct contact with our Tasmanian cousins, as well as a long weekend meeting with our immediate South Australian P76 club. I am sure these are a couple of items that Ryan will look at and arrange in the upcoming year, together with the 'Coffee and Cake' weekend drives that Scott and Rob pioneered earlier on. These social events will be encouraged to be well attended hence the reason why they are held at various rural locations so that as many as possible of our scattered membership are able to have the chance to come and meet and socialize with fellow P76 enthusiasts. Of course, all this depends on how the CV19 position is handled and controlled, this will determine the outcome of many clubs' social activities, not just ours.

I would like to encourage all members to contact any committee member with ideas that may promote the club, increasing membership ideas, suggestions as to what you would like to see your committee adopt that will generate fun, enjoyment and involvement in this club. The Committee is here for you, so make sure it works for you.

Don't hesitate to use the excellent Club magazine that we have to talk to your fellow members with articles of your P76, home modifications that you have found work for you and saved a few dollars in the maintenance of your P76, Morris Marina or other BMC affiliated vehicle that you may have in your 'Den'. Andy would welcome any good worthwhile stories that you may be sitting on.

Myself and the committee look forward to seeing as many of you as possible on a social basis ...covid permitting.
Kind regards to you all,

Foot Note from your President.

For those members who were not able to attend the zoom AGM and who are as yet not aware of how that went, I would like to advise you that the positions of Treasurer and Registrar were not filled. Post AGM we do have a candidate for the position of Registrar who is most likely able to take up that position, all things considered, but not until the early months of next year, in the meantime I will caretake that position and with the assistance of the committee will undertake the re-vamping of the Database together with the input from that interested member.

The position of Treasurer is the one position that can terminate the existence of ANY club/organization, if there is no elected Treasurer then there is no-one to either receive or pay for the financial needs and existence of the club, hence termination follows. It is not feasible for an organization like ours, or similar to ours, to have to pay for the services of any club executive member, all rolls of this nature are voluntary and are undertaken by those who step forward and wish to do their part and contribute to the running of the club and who feel, and who are aware, that the club of which they are a member requires volunteers to support the services that all clubs have to offer their members.

There are members out there, both male and female, who have the administrative skills to help their fellow members in this endeavor, who have the spare time to come forward and who as yet have not been in any voluntary position within this club, but have enjoyed everything that the club has been able to offer in the past from those members who have repeatedly stepped up to carry their share of the load, some of whom have had to resign over time due to being 'burnt out' because some of their fellow members are quite prepared to leave the running of the club to those few.

This is a dangerous situation for the democratic existence for any club/organization to be in as the potential then exists for the club to be 'run by the few for the few' and can easily become a dictatorial club. If this situation then creeps into any club this promotes a great deal of ill feeling and dis-harmony within. Those who feel most affected by this, instead of standing up and doing something positive to rectify the situation....just leave.. this then signals the potential demise of any club thus effected. These good and valuable members then go elsewhere, and take their good mates and friends with them to a club of their choice that they feel will accommodate their needs, worst of all they take their skills and talents with them and give them freely to strangers which they were somewhat hesitant to commit to with their home club.

All clubs need a healthy turnover of club democratically elected Officials who are prepared to contribute to the well being of their club not only for themselves to continue enjoyment of what club life can give, but to have new ideas, new involved members and a variance of benefits and services contributed by, and enjoyed by, ALL members. Are you prepared to step forward and join us on committee in order to serve us as our Treasurer, and so keep the club in an operating position. ??

Philip McCumisky
President.
Leyland P76 Club Vic/Tas.

If any member has the COVID blues or knows someone that does, get in touch with the club. After all, we are like family. A conversation with a fellow club member might just be the ticket to relieve a bit of stress from someone's current situation.

Editorial



....Andy Frith

Fellow Pnuts

Hello members and welcome to issue number five for 2021, and yes, I'm back in the seat for another year.

As I hope you all know, our club had its AGM on the 1st of August, just a few weeks back. I would like to thank all out going members of the executive for the enormous contribution they have made to the club whilst holding their respective positions. Also, a big welcome to the new committee and a special welcome to Jeremy Brand who has taken up the position of secretary of our club. Also, welcome back Ryan Ford who takes over from Scott Reynolds as social secretary for Victoria. As per usual the line-up of your clubs committee can be viewed on page two of the ABA.

So, moving right along, how about an update from the editorial in the previous edition of ABA. Yes, folks I'm talking dash lights again. Ho hum I hear you say, so let me illuminate you, a quick recap. I'm not sure about your dash lights, but mine were like reading the gauges of my P76 at night, using a candle..... on the back seat. I had to do something. Even though I don't drive my P76 much at night, it's nice to have things that work well. If you read the last issue you would realise I purchased some LED globes to replace the original items. Well, bugga me, its like someone took the cover off my dash lights. Seriously, what a magnificent improvement.

Let me enlighten you with pictures.



Believe it or not. The picture on the left is pretty close to what my dash lights were like with new filament (normal) globes and the dash brightness turned right up. Yes, the picture on the right is with new LED bulbs and the brightness turned to the max also. The only things I changed were the globes. Filament (old school) compared to LED.

Sometimes it's the little things that can make the driving experience so much better.



This includes the simple up grading of your headlights. Sealed beam to halogen, nothing fancy. I've seen the high beam on some new cars as they pass me at night and the P76 high beam often out shines them. I think a few of us have taken the last few months to tweak a number of small changes to our P76's that in turn have made huge differences to the pleasure of driving them.

Note: The opinions expressed in this editorial do not necessarily represent the views of the management!

INFO from VIC ROADS

VicRoads is now making same number club permit replacement number plates and same number club permit slimline replacement plates available. Because of systems limitations they are only available for order online for permit holders who have a myVicRoads account. Replacement and slimline club permit plates cannot be ordered at VicRoads' Customer Service Centres (CSC) . Slimline club permit plates are only available for new issue club permits at CSCs.

Currently, only H or CH plates are available in the slimline format. M plates and SR plates will be available shortly, and I will advise when they are available.

The fees are:

Fees for same number replacement club permit plates and same number slimline replacement club permit plates

Plate Type	Single	Pair
Standard Size (Replacement)	\$35.60	\$71.20
Slimline (Replacement)	\$125.00	\$185.00
Mixed (standard + slimline)	n/a	\$160.60

Fees for first issue club permit plates

Plate Type	Single	Pair
Standard Size (New issue)	\$19.20 (Veteran/Vintage/Motorcycle and trailer)	\$38.40 (Classic & Historic motor vehicles, Street Rods and Modified vehicles)
Slimline (New issue)	Not applicable	\$185.00 (Classic & Historic motor vehicles only)

It would be appreciated if you could distribute the attached information to your constituent clubs.

John Lewis
Principal Practice Advisor – Registration and Licensing

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VicRoads is part of the Department of Transport

Same number replacement & slimline club permit number plates

Same number replacement club permit plates are now available in standard and (for eligible vehicles – currently only cars and trailers displaying CH or H plates) slimline plates.

Same number replacement club permit plates (including slimline plates) are *ONLY* available by

permit holders ordering them through their myVicRoads account. Replacement club permit plates (inc. slimline replacements) *CANNOT* be ordered at VicRoads Customer Service Centres.

Upon request, VicRoads will issue slimline club permit plates for new club permits at Customer Service Centres. An additional fee will apply.

Here are some answers to possible questions to assist.

When can I request a replacement number plate?

Same number replacement number plates can be requested online through customer's myVicRoads account if existing club permit number plate(s) is lost or damaged. All types of club permit plates can be ordered as same number replacements. Replacement fees apply. Stolen number plates cannot be replaced with the same number.

How can same number replacement club permit plates be ordered?

Not at Customer Service Centres. They can only be ordered as a same number replacement, online through customer's myVicRoads accounts.

Are slimline plates available for all club permit vehicles?

Slimline club permit plates are now available as same number replacements for CH and H plates. The range will be expanded to include slimline SR plates and M plates shortly.

How can I get a myVicRoads account?

If you don't have a myVicRoads account, go to to find out more. myVicRoads also allows online registration and permit renewals, vehicle status checks, allows vehicle transfers to be completed online, check driver licence status and demerit points order a replacement driver licence.

Why are replacement plates only available to order online?

Ordering of same number replacement plates in either the standard or slimline size by existing club permit holders is offered as an online service to ensure an efficient ordering process that is compatible with VicRoads' systems. Same number replacement plates cannot be ordered at VicRoads' Customer Service Centres as the system is reliant upon customers entering details through their own myVicRoads account.

Why can't slimline plates be made available for purchase at Customer Service Centres?

For efficiency of transactions and to minimise demand at Customer Service Centres, VicRoads is only making optional slimline plates available as slimline replacements. VicRoads' club permit database is not designed to readily allow changes of club permit numbers and changes of number are only allowed in rare circumstances, such as where plates are stolen.

Can I request slimline club permit plates if I am getting a new club permit?

Good news! If you are obtaining a new club permit for your classic historic vehicle, you can request a pair of slimline H plates (for an additional fee). In future, you will also be able to request slimline M plates or SR plates for eligible vehicles (for an additional fee) when a new permit is issued.

What should I do if my club permit plates are stolen?

Stolen club permit plates cannot be reproduced. A report to Victoria Police must be made and a new set of club permit plates (with the next available number) obtained by paying the appropriate fee

Can I replace a single club permit number plate that is damaged/lost?

Yes. Club permit number plates can be requested as a single (same number, same size), pair (same number, same size) or a combination (standard + slimline - if eligible).

Can I request a Slimline plate if my permit type is not Classic & Historic? Slimline replacement plates are currently only available for CH and H club permit plates. It is intended to make M

and SR plates also available in the slimline size in the future.

How will the new plates be received and how long will it take?

Plates ordered through the myVicroads portal will be mailed to the myVicRoads account holder's postal address. It may take up to 10 working days to receive them. An email with a tracking number will be sent when the ordered plates are dispatched.

What should I do if I don't see my club permit vehicle in the myVicRoads account?

If you wish to order a replacement plate online and cannot see the club permit vehicle in your myVicRoads account, please contact VicRoads on 131171 to have the permit linked to your myVicRoads account.

Can I request a replacement plate when my Club permit is expired?

Replacement plates can only be requested when club permits are 'current'. Replacement plates cannot be ordered for expired, suspended, or cancelled permits.

What should I do with my existing number plate when I order a slimline plate?

Any existing plates must be destroyed and not affixed to another vehicle when you order a replacement plate. It is an offence under Road Safety (Vehicles) Interim Regulations 2020, to display number plates on a vehicle for which they were not issued.

What is the fee for ordering slimline club permit plates online?

Slimline plates requested in a Customer Service Centre at the time of initial application (next out of the box), and through the myVicRoads portal as a conversion of the existing standard size plate (same number) are priced at \$185 / pair.

Dear Club Official

CLUB PERMIT SAME NUMBER REPLACEMENT PLATES AND SAME NUMBER REPLACEMENT SLIMLINE PLATES ARE NOW AVAILABLE

As a result of many requests from club permit holders and officials, VicRoads is making same number slimline club permit number plates available from 2 August 2021.

Club permit slimline plates are available as same number replacement number plates (a slimline version of the existing current permit number) for CH and H club permit plates. An additional fee will apply. (Slimline replacement plates are not yet available for M and SR number plates, but this option will become available shortly). Slimline plates are not available for motorcycles.

In addition to slimline plates, VicRoads is also making standard sized same number replacement club permit number plates available to replace lost or damaged plates for all club permit types.

The same number replacement (slimline or standard size) club permit plates can be ordered as Single plate (standard size, or slimline for eligible vehicles).

Pair of plates. (standard size, or slimline for eligible vehicles).

Combination (standard + slimline for eligible vehicles).

Same number replacement (inc. same number replacement slimline) club permit number plates can ONLY be ordered through the permit holder's myVicRoads account. [Customers without a myVicRoads account can obtain one through VicRoads' website].

Replacement club permit number plates of any sort CANNOT be ordered at Customer Service Centres.

Upon issue of a new club permit, slimline club permit plates can be requested to be issued for

eligible vehicle types (an additional fee applies) at a Customer Service Centre.

Number plate which have been stolen cannot be ordered through myVicRoads. Stolen plates must be reported to the Victoria Police, and new number plates with the next available number can be obtained by attending a VicRoads Customer Service Centre and providing a Statutory Declaration or copy of Police Report.

Bike racks and Exempt trailer plates cannot be ordered online.

Fees for same number replacement club permit plates and same number slimline replacement club permit plates

Plate Type	Single	Pair
Standard Size (Replacement)		
Slimline (Replacement)		
Mixed (standard + slimline)		

Fees for first issue club permit plates

Plate Type	Single	Pair
Standard Size (New issue)	\$19.20 (Veteran/Vintage/Motorcycle and trailer)	(Classic & Historic motor vehicles, Street Rods and Modified vehicles)
Slimline (New issue)	Not applicable	(Classic & Historic motor vehicles only)

How to order replacement plates online:

Log into your myVicroads account at www.VicRoads.vic.gov.au

Click on the 'More Actions' button (the three dots) against the club permit for which a replacement or slimline plate is to be ordered

Select the option, 'Order Replacement Plates'

Select the reason for requesting the replacement plate; the number of plates required; and plate type (standard /slimline).

Confirm the address

Pay appropriate fee by entering your payments details or selecting to auto-fill stored payment details from the MyVicRoads Account

A payment confirmation screen with an order number will appear when the payment is processed

New plates will be mailed to the postal address recorded in the myVicRoads account.

An email with a tracking number will be sent when the ordered plates are dispatched (It may take up to 10 working days for the plates to be received).

Club Permit Renewal online

VicRoads made an online form for Club Permit renewals available during 2020 to enable permit holders to renew through their myVicRoads account. It would be appreciated if this easier renewal option, which provides certainty of payment, could be promoted to your members.

For more information on Online Renewals, please visit VicRoads web page <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/renew-or-extend-a-club-permit>

VicRoads Announcement on Club Permits

UPDATE, September 10: The Victorian Government has confirmed today that the eligibility criteria for the Club Permit scheme will remain at 25 years or older.

Earlier this year the State Government proposed changing the rule to a 30 years or older minimum to bring Victoria into line with other states using similar heritage registration/permit systems.

However, Ben Carroll, Minister for Roads and Road Safety confirmed in a public notice today that the 25 year rule would remain in place.

- 25 Year eligibility rule to remain for Victoria's Club Permit Scheme
- Switch to electronic logbooks
- Price increases for both 45 and 90 day permits

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Notices

Public Notices

NOTICE OF DECISION Road Safety (Vehicles) Regulations 2021

I, Ben Carroll, Minister for Roads and Road Safety and Minister responsible for administering the Road Safety Act 1986, give notice in accordance with section 12 of the Subordinate Legislation Act 1994 of my decision to make the proposed Road Safety (Vehicles) Regulations 2021 (the proposed Regulations).

A regulatory impact statement in relation to the proposed Regulations was made available for public comment from 11 June 2021 until 8 July 2021. The Department of Transport received 1060 submissions.

After consideration of the submissions in accordance with section 11 of the Subordinate Legislation Act 1994, I have decided to proceed with the making of the proposed Regulations with the following amendments:

- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. These requirements are to remain in the proposed Regulations until corresponding amendments are to be made to the Bus Safety Regulations 2020.
- Amendment of penalty amounts for certain offences under the proposed Regulations.
- Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations. However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations commence:

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.
- Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021

THE HON. BEN CARROLL MP
Minister for Roads and Road Safety



Department
of Transport

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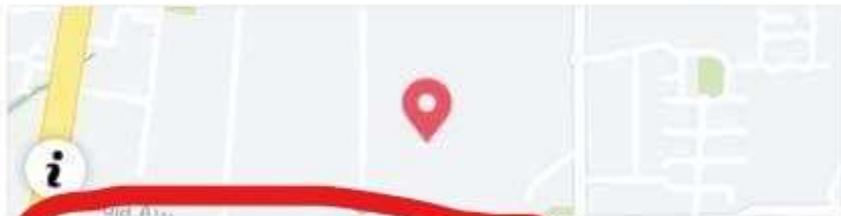


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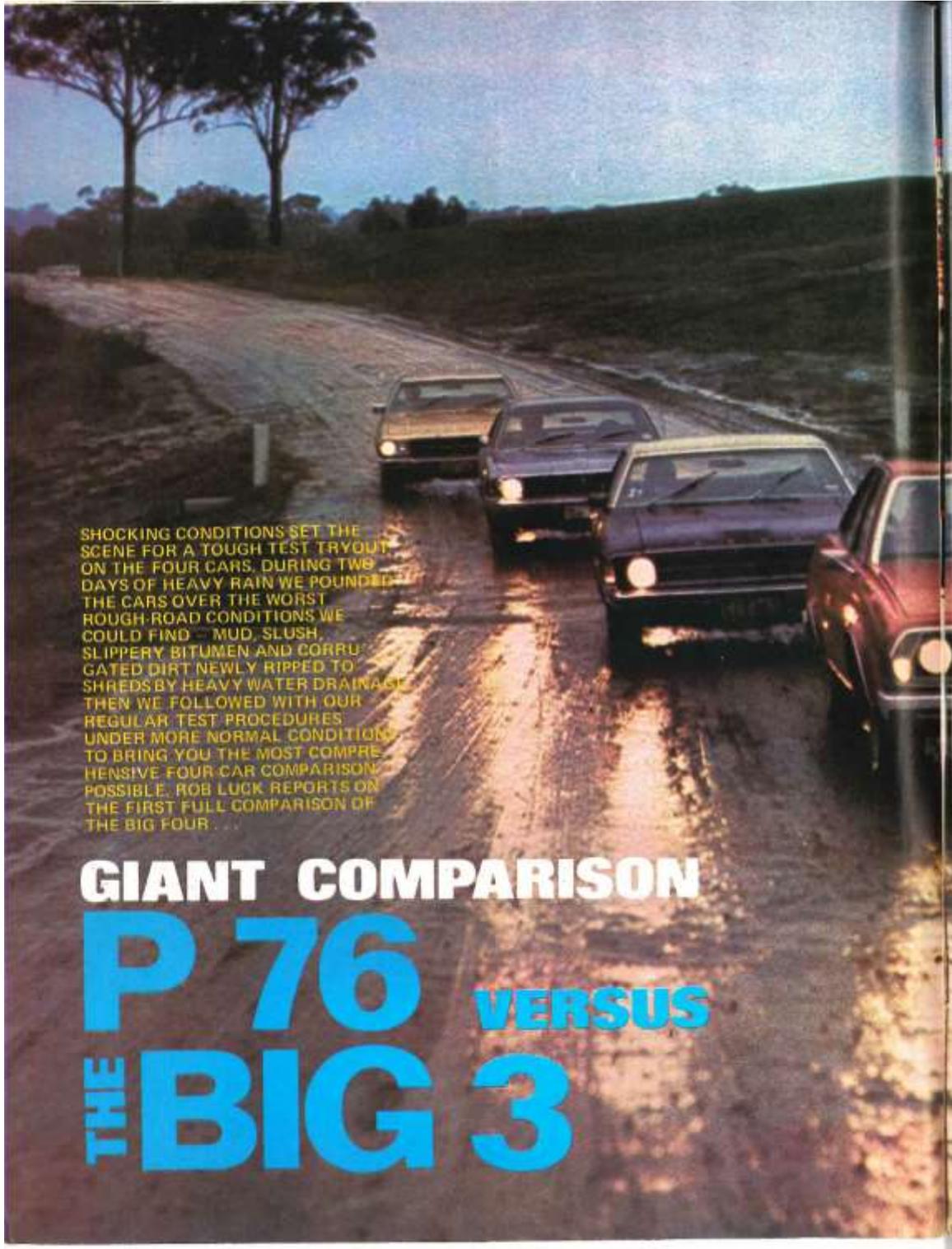
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Nunawading, VIC, Australia 3131

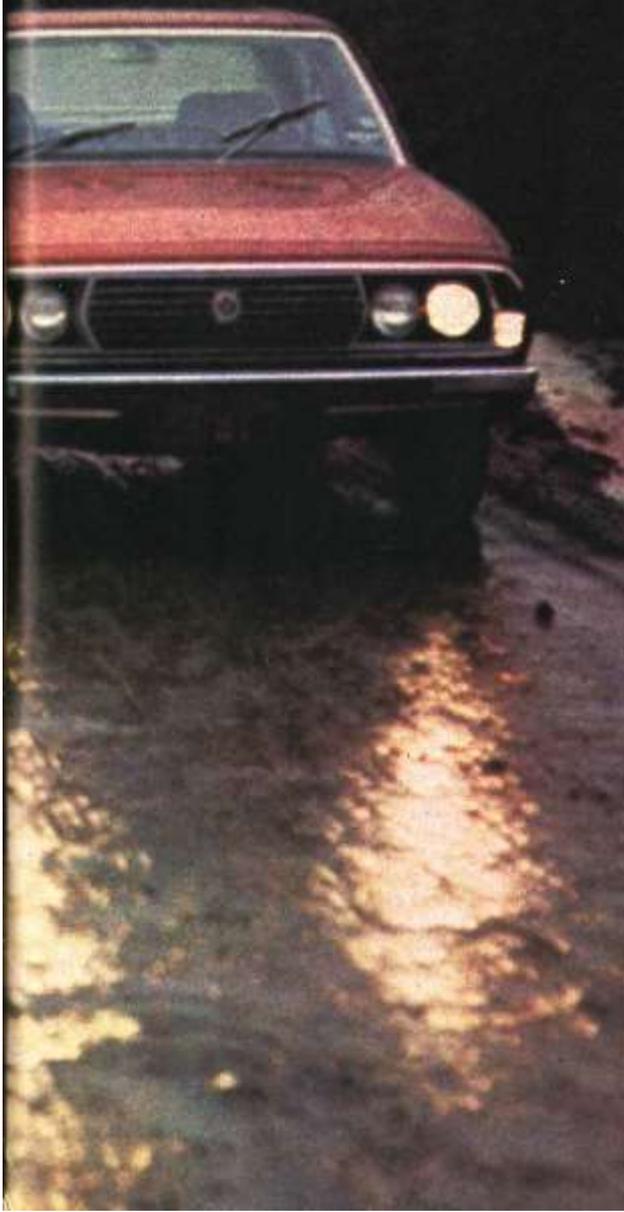
Get Directions

Rating · 5 (17 reviews)

Yes, club members time for a little nostalgia. The following was sent in from Rob. This is the "BIG 4" road test that was conducted by Modern Motor magazine back in August 1973. Modern Motor was Wheels magazine competition back then and its interesting to read Modern Motors take on the P76. On reading this article you may be forgiven for thinking that they thought the P76 was just another ordinary big car on the Aussie market. Yet, by their own standards the P76 was still best value for money. Remember, Wheels magazine rewarded the P76 with "Car of the Year" and did the "BIG 4" test in their September issue of Wheels magazine. Modern Motor got the jump on them there.

Sorry about the quality of the article, the scan didn't copy across very clearly.





OVERSTEER. Leyland's P76 wallowed through the mud in our tough wet-weather rough-roads test. Optional oversteer was available but low-g geared steering reduced manoeuvrability.



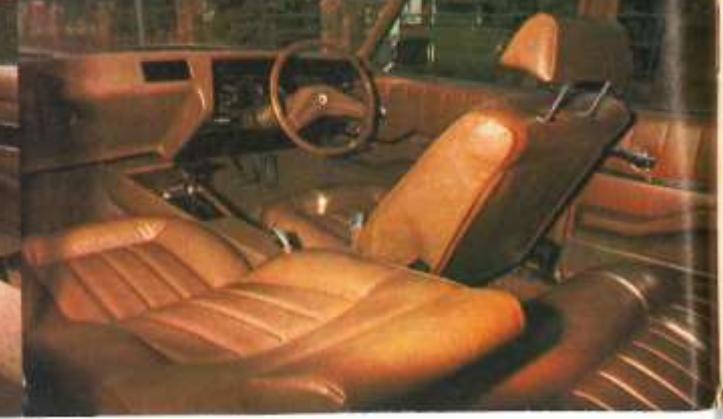
UNDERSTEER. Chrysler's Ranger ploughed straight ahead on its fin rims, but switched rapidly to oversteer when power was applied. Low-g geared steering also reduced control.



OVERSTEER. Ford's Falcon was predominantly and predictably an oversteerer under virtually every condition. Transition from the neutral stance was sometimes rapid, difficult to control.



UNDERSTEER. GM's Holden charged straight on regardless, only displayed oversteer when excessive power was deliberately applied. Steering offered more precise control than others, but front end plough was often heavy.





THE ever-popular 302 CID Ford V8 returned between 12-14mpg under hard going and sat in the 18-20mpg range at 65mph. For routine maintenance, plugs, distributor, dipstick are quite accessible.



ECONOMY and performance. The P76's 4.4litre V8 is no sluggard, and returns impressive fuel consumption figures. Really pushed hard the car never drops below 18.5mpg, and with considerate use runs out to 22-24mpg. The massive amount of spare room under the bonnet has to be seen to be believed.

PERHAPS THE TOUGHEST task a manufacturer can be set is to enter a market area stocked with well-established competitors.

Because of the familiarity of the known products, the newcomer tends to be evaluated as a single unit in comparison with the combined force of the opposition.

And that's precisely what's happening to the P76. The big differences between this situation and others in the past, is that the latecomer stood up and demanded to be compared as an individual in competition with its common opposition.

Leyland's claim for individuality is based on what they describe as a "European concept" in automobile engineering. However they also admit that they have followed the conventional packaging procedure in compiling the basic product "envelope."

In fact the degree of "originality" in the Leyland product manifests itself in only a few significant areas...

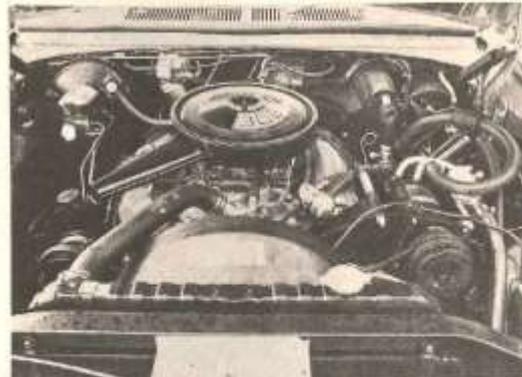
- A European-style body design.
- A European-concept of suspension engineering.
- A lighter overall body weight.

Any other differences really constitute "variations on a theme" since they could all be applied to any of the competitive packages without difficulty at the next model-change or facelift.

COLOR PAGE: (Top section). The four boot shots show the differing luggage capacities. Only the P76 accepted our entire Samsonite test pack - with room to spare. Clockwise from the top left corner they are Falcon, Chrysler, Holden and P76. (Bottom section). Interiors are distinctly individual, yet curiously the same. The order is the same as for the luggage shots.



Because Chrysler does not "market" its V8s, we were supplied with a 265 Hemi-six for the test. It matched the performance of the V8s in all respects and turned in about 14mpg under hard running. Gentle cruising lifted the figure to around 22mpg.



GM-H's lusty 308 CID V8 was coupled with excellent gear ratios and outperformed all three competitors on the performance runs. Fuel consumption was in exactly the same category as the Ford. Unfortunately engine accessibility is not a high point with the Holden.

However, it is worth noting that the major points listed above do have tangible side-benefits that relate to significant product advantages at the customer level. To take the most important point, the reduced weight reflects on the product in terms of improved fuel economy and competitive performance from a smaller, lighter powerplant.

The point of this preamble is primarily to demonstrate that innovation should not be the yardstick by which the quality or success of this product is assessed.

In fact, if innovation were applied to the task of evaluating the product, the new P76 would not fare well, for it is substantially non-new.

There is really only one fair standard of evaluation and that is by direct comparison with its competitors.

We propose to give you that direct comparison here and now in a carefully evaluated point-by-point analysis...

FIRST, THE CARS...

We put a solid five months of preparation into this comparison, knowing it is the most important comparison test ever performed in this country.

Months before release date, we approached Leyland and asked them to give us the specifications of at least two vehicles which we requested be made available to us immediately the car was released.

They readily agreed, supplying the mechanical details of two cars - an automatic V8 sedan optioned to the ultimate degree, and a stock-standard base-line manual six.

Armed with this information, we then approached the Big Three for cars with near-identical specification. GM-H and Ford readily agreed to build cars for us. Chrysler had just released the new VJ series and claimed they already had road test vehicles on strength of the specifications required.

GM-H and Ford, via the figureheads of NSW Public Relations Managers Marc MacInnes (The General) and Max Ward (Ford), bent over backwards to satisfy our demands and, by dint of working around the clock, they produced their test cars on time.

Unfortunately, when the Chrysler arrived, it had converted to a Ranger optioned up to Regal specification. However, although we used the Ranger for test and photographic purposes, we were able to secure a Regal for more direct comparisons of detail equipment.

Then Leyland postponed their release date - so that, after all this preparation, we didn't get to drive the P76 for quite as long as its rivals.

Leyland call their top model the Executive (a good name) and offer it in the Ford tradition - you can have any variation you like as long as it's complete!

The Executive is thus tagged at \$4525 but this price includes standard 4.4litre V8, three-speed T-bar autoshifter, power steering, push-button radio, power aerial,

P76 v BIG 3

reclining bucket seats, radial ply tyres and Gin. rims.

We optioned all the rival cars to exactly this specification with the exception of the Chrysler in which we employed the biggest (265CID) six-cylinder engine instead of the optional 318CID V8.

We did this because Chrysler does not seriously market the V8 engine (it accounts for only 10 percent of total Valiant sales) and its six-cylinder engine is competitive in all respects with the rival V8s. By contrast, both Ford and GM fit in excess of 40 percent V8s in their major sedan lines and the content is rising.

On test, the Chrysler Six matched the V8s in every area. However, if you wish to split hairs and claim the 318 V8 is the only truly competitive engine, please add an extra \$170 to the Valiant's price in the following comparative table below for cars of otherwise identical specification . . .

P76	\$4525
Premier	\$4344

crew headed by brilliant young US designed Jack Telnack and inspired by the then Managing Director, Bill Bourke. It has been a successful styling exercise from market acceptance viewpoint, but has been the subject of considerable criticism at a functional level.

The Chrysler is also locally styled, although it has the strongest allegiance to American models of the Big Three. Its somewhat cumbersome dimensions have reversed the substantially functional styling trend of the previous models, and the car has only achieved a fair degree of market acceptance.

The P76 strides in with a bold new European-styled body crafted by Michelotti. At the point of writing, two weeks after the press release, we've yet to get a single rave opinion on styling — and we've shown the car to hundreds of people. However that relates to aesthetics and we don't evaluate cars by that standard — although you may feel free to as a consumer.

What concerns us more is functional design, and the P76 displays a mixture of good and bad. Certainly the

than its competitors, the space is entirely usable — quite unlike its competitors, in which spare wheels chew large chunks out of the usable area.

However, the major compartment of the P76 gets no special benefit from exterior body design and parallels the accommodation standard of its rivals almost too precisely. It is roughly identical from all considerations of interior dimensioning — hiproom, legroom, seat adjustment and shoulder room.

An overall assessment of design and styling on functional grounds must take into account the practical use of dimensions, provision of accommodation within the envelope, roadability and driveability affected by exterior dimensions (such as parkability, minimum garage requirement, capacity to negotiate rough or uneven terrain and turning circles) as well as standard of visibility and noise level produced from wind resistance.

From these viewpoints the Holden is clearly out front, and we put it at the head of this classification.

However, Leyland's serious attempts



FORD's Falcon/Fairmont range has always been popular with the enthusiast motorist because of its comfortable ride/handling combination. The car is not capable of handling rough roads exceptionally well, but the positive "optional oversteer" is an enthusiast's delight.

Fairmont	\$4484
Regal	\$4447

We consider this comparison of model topline to be more important than a line-up of the base models. Its major advantage is that it gives us the opportunity to compare a wider range of the available equipment for you,

STYLING & DESIGN

The Big Three are all locally designed and styled but have undeniable origins or affiliations overseas. For example, the super-clean Holden was put together by the talented young styling team of GM-H Fishermen's Bend, yet it owes more than a passing family resemblance to the cars of West Germany's Opel company.

It was almost certainly the subject of some international collaboration in the GM Central Styling Studios in Detroit. However, it is also the most functionally styled and locally-suited product we've seen in this country — and I'm excluding the controversial subject of aesthetic appeal from that suggestion.

The Falcon was designed and masterminded by a locally-based US

stow-away wipers offer the best forward visibility standard available, but the bulky tail treatment reduces rearward visibility to a level equivalent to the worst of its opposition. The car is as difficult to park as the worst of the Big Three, and the blind spots are among the biggest.

The longest overhangs in the business also cancel out any benefit gained by the extra inch of ground clearance. However, they are an inherent part of the car's long-nose wedge styling which may well contribute to presenting a superior aerodynamic profile to the wind — with resultant benefits of good performance (notably top speed) and fuel economy.

Certainly, the P76 encompasses larger compartment capacities within the overall envelope — although only at the extremities. The under-bonnet area is the biggest, widest and roomiest working space we've seen — and most mechanics will readily jump into the bay and sit on the guard to work on the car.

Similarly the boot is easily the largest in the business. And while its dimensions are up to 1½ times bigger



CHRYSLER's Regal has the usual Chrysler neutral handling characteristics with the sudden and sometimes vicious transition to wild oversteer. Ride comfort has been achieved at the expense of handling.

at producing a functional body design has succeeded in pushing the marque ahead of two of its rivals — in our view very good for a first attempt! This is how we see the final scorecard . . .

Design and Styling: Holden 1, Leyland 2, Ford 3, Chrysler 4.

ENGINES . . .

The P76 V8 engine is a development of the Rover V8 engine using an aluminium alloy cylinder block and cylinder heads, with shrunk-in, dry iron liners. Aluminium alloy is used extensively in other components. The engine dimensions are exactly square with bore and stroke of 3.5in.

The resultant capacity is 4.4litres which was achieved by increasing both bore and stroke on the original Rover engine. There are a long list of other modifications, chiefly designed for greater reliability and production economy, but the nett result is 192(gross)bhp at 4250rpm and 285lb.ft of torque at 2500rpm from a twin-choke Stromberg carburettor on 9 to 1 compression ratio.

The V8 is a lusty performer, reasonably silent in operation for an

all-alloy unit, with very free-revving characteristics.

The 302 Ford engine needs little introduction. It's one of the best-known and most successful V8 designs in the world and it is showing no sign of ageing.

Like most of the Yankee-style V8s, it's oversquare in design at 4.00in. by 3.0in. for a cubic capacity of 302CID. Also overhead valve design with hydraulic lifters, it's manufactured purely from cast iron and yet is not considered a heavy engine for its power output of 220bhp at 4600rpm. A hefty 300 lb.ft of torque thumps in at 2600rpm.

The Ford engine is now manufactured and built in Australia at Geelong, Victoria, and local production has done nothing to detract from the reputation of this major component of Ford's sedan.

GM's 308 V8 should also be well-known to Australians by now. Designed and manufactured by Australians it was the first local V8 ever produced and replaced the imported 307 American unit. It's been a complete success in both this capacity and its smaller 253 derivative,

all the engines — 2000rpm, and this enables the engine to give superior performance in areas where even shifting gears cannot compensate for lack of torque.

Like the other engines, the Chrysler employs a two-barrel carb feeding the hemi head through 9 to 1 compression ratio with overhead valve arrangement. Bore and stroke is 3.91in. x 3.68in.

It's significant that all four cars employ mechanical fuel pumps. Other mechanical variations are minimal.

In terms of overall feel there's not a great deal of difference between the four powerplants. We placed several expert observers in the Valiant and most could not pick the six-cylinder without revving the engine right out (at which point the noise increases and the smoothness decreases, giving the game away).

The Holden and Falcon powerplants are so near identical in feel, performance and running operation that they can not be picked apart.

The Leyland V8 is slightly noisier than the other two V8s, but the noise is insulated from the passenger compartment, so the problem is not really noticeable.

and tyre distortion at the limits.

The car has a smooth, firm ride on good surfaces and a very supple, forgiving ride on adverse surfaces. Control is always good, and the car handles its available power and gets more of it to the roadway than any other car.

The P76 makes a brave attempt at correcting what some "experts" consider to be a Holden "fault" — body movement on the suspension. Various descriptions as jelly-action, float, and poor suspension location, Holden engineering has been the subject of probably unnecessarily hypercritical attention from many industry quarters.

Leyland, with a more positive suspension location, feel they have cured the problem — and they've certainly achieved a more positive contact between suspension and body, with a resultant reduction in the feeling of detachment between body and suspension.

But it is this highly rubber-impregnated GM approach that saves the car's ride on rough surfaces and conversely causes the Leyland vehicle to react more sharply to



THE Holden understeers (even in the wet) with moderate body roll, and final plough understeer. There is some evidence of front end kneel and a little tyre distortion, but generally handling is "safe".



THE P76 has virtually neutral handling characteristics with a touch of oversteer on call at its limits. Long suspension travel ensures excellent ride on smooth surfaces but the car is not at home in the rough.

although it's certainly not as popular with sportsmen as the Ford engine — probably because of optional and modification equipment available for the latter.

From a near-identical bore/stroke specification to the Ford unit, 4.0in. x 3.06in.) GM's 308 with similar two-barrel carb, overhead hydraulically-operated valves and 9 to 1 compression ratio churns out the top-level 240bhp at 4800rpm. It's also got superior torque — 315lb.ft at 3000rpm, which accounts for the car's generally superior performance in most areas.

While Chrysler might appear to be at a disadvantage with only six cylinders, the locally designed and manufactured Hemi is a remarkably competitive engine and actually sends the heavier Chrysler sedan to better performance times than its rivals in some areas.

At 265CID it is a bare 4cu.in. under the Leyland V8 capacity and shoves out superior power at 203bhp (4800rpm). Even torque lags only slightly at 262lb.ft, but this high figure is produced at the lowest rev point of

It's smooth and free-revving and it gives good performance from its light weight. Better still, it has less effect on handling than the other engines and produces better fuel economy. We can't wait to see it in 5-litre form, and it's not really surprising to see the powerplant score top marks with our test crew...

Engines: Leyland 1, Chrysler 2, Ford and GM equal 3.

By way of an equaliser, we'd have to note that a V8-equipped Regal would see the Pentastar name displaced from second slot by the Big Two powerplants.

RIDE, HANDLING & STEERING

There are notable differences in both the approach and end results of the products from all four manufacturers.

Holden sticks conservatively to its predictable understeer set-up with a progressive handling process characterised by accurate steering, moderate body roll, good control under a wide variety of conditions, above-average suspension location for adverse conditions, and final plough understeer with some front end kneel

adverse conditions.

On badly corrugated surfaces, ride is average (certainly below that of the Holden) and suspension control noticeably less. With the manual steering (4.7 turns lock to lock) control in fast going is quite poor, but with the power steering as fitted to these comparative test cars, it is significantly better.

However, bitumen surface road-holding is first class. Certainly the car rolls quite severely, but this is not particularly evident to the passengers, and the long-travel suspension characteristics are typical of European automotive engineering for which Leyland makes parallel claims. In fact a suspension engineer who examined the vehicle's specifications, described the shock absorber and spring travel as being very similar in dimensions to that of a BMW 3-litre. However he drew no further parallels to BMW ride or handling noting vastly different design approaches.

The Leyland vehicle displays good road manners when pushed hard, with a virtually neutral handling state that can be pushed into optional oversteer

P76 v BIG 3



THE bumper jack on the Fairmont is simple enough to use but is quite dangerous on anything but level ground. The tool kit — as with all four cars — is very basic, providing only the jack and a hubcap remover/wheelbrace.



SLIGHTLY more "comprehensive," the P76 tool kit had a hubcap remover, a wheelbrace and a ratchet-type jack handle. The wheel-trims were particularly hard to remove.



CHRYSLER's jacking system is the same as that of the Ford. The test car did not have a base-plate for the jack, something which we trust was merely missing from that particular car. Without it the jack was useless on anything but a sealed surface.



THE Holden jack is the same as that of the P76. Both styles of jack are dangerous on anything but level ground and we would prefer to see either small hydraulic jacks, or the old "wind-up" style units supplied.

providing the terminal speed of the corner isn't too high for the power reserves available.

There is absolutely no sign of tyre squeal, and the front end of the vehicle is not thrown off line by unexpected adverse surfaces in the middle of a corner.

However, in our test experience, the rear end of the vehicle was most certainly prone to leaping off-line when an unexpected change in surfaces was encountered. In this respect, the more rigidly located, but supple rear suspension isn't as successful as the Holden's.

The Ford Fairmont is in a class and style all its own. Its smooth-surface capabilities are the best of the four, and it is a pleasure to drive round town for its complete ride silence.

However once the surface deteriorates or is interrupted intermittently, the Ford ride standard is noticeably reduced. On very rough surfaces, it is still better than its opposition, but because the vehicle can be readily thrown off-line, the ride is less comfortable.

Smooth, neutral handling with readily available optional oversteer endears the Ford to every enthusiast open road motorist and is generally accepted as the most desirable modern handling set-up. Certainly it is less progressive than the Holden which is a confirmed understeerer, but its steering loads are also lighter, and driving generally takes less effort.

Unfortunately, its dirt road handling is of a poor standard, with inadequate location of the rear axle. Even

Leyland's rigidly-mounted coil-sprung rear end offers superior rough-road roadholding to the squishy, more compliant Ford.

Chrysler sits firmly in a position of soft ride and neutral handling with very definite (and sometimes sudden) transition to oversteer. However, although it is an extremely smooth car on smooth roads, its torsion bar suspension still seems unsuited to radial ply tyres and the slightest irregularity produces ride harshness.

Its handling is typically American, (unlike its competitors), and there is a noticeable presence of engineering for ride at the expense of handling. Combined with low-geared steering systems that are vague in manual form and over-boosted and indefinite in power-assisted form, the Chrysler offers the least control of the four.

However, it bears noting that the car is basically a good, safe handling car, and if treated with respect will gobble up any kind of mileage rapidly albeit with noticeable body roll and change in attitude, with the occasional presence of tyre noise.

By way of almost inexplicable contrast, the Valiant Regal found its way round Oran Park racing circuit faster than any of the others in an all-to-brief two-lap acquaintance before impending rain ruled-out continuation of the exercise. We hope to test four comparative cars on the circuit again.

A variety of steering systems are employed, although the variable ratio Ford and GM power systems are virtually identical.

Both engines are extremely heavy and impose serious loadings on the front end. For the steering systems to remain light for parking and progressive for high speed cornering, a variable ratio system is in fact essential.

Leyland is in a completely different position, having slashed the engine weight by the use of alloy materials, and eliminated much of the front-end loadings. In view of this, the unnecessarily low-geared manual steering contradicts the very purpose of the lightweight mill, but in the power assisted version, a more acceptable compromise at 3.3 turns lock to lock is achieved.

Like the Falcon, it's still too light and too unprogressive. However as the driver adapts, precise control is abundantly available.

Our crew rated the Big Four in three separate categories. The findings make interesting comparison . . .

Pure ride: P76 — 1, Falcon 2, Holden 3, Valiant 4.

Ride handling compromise: Holden 1, P76 — 2, Falcon 3, Valiant 4.

Pure handling: Falcon 1, P76 — 2, Holden 3, Valiant 4.

In drawing these conclusions, we have taken the perhaps controversial approach of evaluating the products for their most regular usage. Hence the Falcon is listed as having the best pure handling, because most mileage is completed on reasonably sealed roads.

However, if handling on poorly sealed or unsealed roads is given

Continued on page 96.

P76 v BIG 3

Continued from page 14.

emphasis Falcon would be displaced at least two places and Holden accelerated to the lead. Similarly, P76 would not fare well on evaluations of ride over uneven or harsh surfaces.

PERFORMANCE

If you assess performance purely against-the-clock, switch to the comparative tables and you'll see the Holden edging out for a slight (and slightly surprising) lead.

The Chrysler is the most impressive straight-line performer in view of its straight-six mill and minimum capacity, and the Leyland V8 is certainly an impressive powerplant.

However, if Leyland engineering staff expected the car's 200lb weight advantage to yield any significant outright performance advantage, they should be interested in the comparative performance figures obtained on the same road, on the same day.

However we're talking measurable short-distance performance at this level and we prefer to evaluate the cars for their overall performance. This must include considerations of point-to-point capabilities, cornering potential under regular motoring conditions, round town responsiveness, and overall fuel economy.

We'd like to be able to put down an impressive formula to compute all these factors, but it basically comes back to driver response, and practical experience.

Since the Leyland P76 will hurry round any corner as fast as the other three, accelerate as easily, cruise as effortlessly, provide safe overtaking reserves, keep you abreast of the traffic flow without conscious effort — and still pack more miles into the gallon than its competitors, we feel it rates the thin edge of the vote.

The top mark is not given lightly — any manufacturer can easily build-in superior outright performance with a bigger engine or spunked-up suspension, but it takes a little extra engineering effort to go down in cubic capacity, achieve near-identical performance, and significantly improve on conventional fuel consumption.

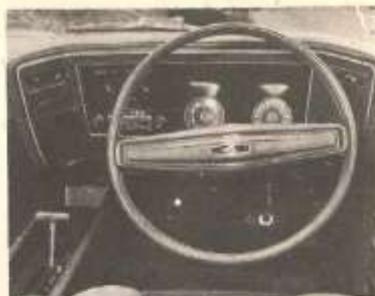
Because the others are so similar, we rate them identically...

Performance: P76 — 1, Holden, Falcon, Valiant — 2.

INTERIORS' COMFORT

If there is any substantial difference between the four cars, we failed to identify it. Selection of a car on its interior must essentially reside in the area of personal choice. For one thing our interior measurements prove that conclusively.

The basic cockpit is identical on all four cars. This is hardly surprising when you consider all four sit on an identical 111in. wheelbase, astride tracks varying in width only between 58in. and 60.5in. — these are the two major dimensions affecting interior



THE interiors need no explanation. They all have basically the same equipment, although the "sports pack" Chrysler we used for photography has a tachometer. Clockwise from the top left corner they are Falcon, Chrysler, Holden and P76.

space of any car.

Claims for interior space advantages by any manufacturer would have to rate as a complete waste of time — otherwise we'll have our tape measure melted down the made into a booby prize for ourselves.

If you want to go nit-picking, you will find the P76 offers 2in. more rear-seat headroom than its best competitor and the Valiant offers 0.75in. more headroom in the front than the P76. And so on.

And so what!

Every goddam one of them has completely identical people-accommodation in an absolutely identical package. In fact the manufacturers could do everyone a favor, get together and build a common compartment and save everyone a bundle on repair bills.

Certainly there would be no loss of individuality.

Every car now utilizes the self-contained wrap-around instrument console placed directly in front of the driver. They employ two-spoke wheels to a man (the Chrysler photographed had the optional sports pack which offers three-spoke wheel just like The Other Two in similar trim).

There are variations in switchgear and slight variation in instrumentation and warning lights but it's all basically similar. The promise of a European feel in the P76 pales in the face of an obviously US-oriented steering wheel layout, instrument design and even foot-operated dipswitch.

All cars now have a high standard of seating with cushy buckets offering good location and fatigue-free driving. If we were asked to nominate the smartest cockpit we'd opt for the Ford, and its seats still rate tops for our money. However the P76 is very comfortable, the Holden seats are vastly improved to a now completely acceptable standard and the Chrysler seats are completely accommodating.

We rate driving positions highly for both comfort and safety, and to our way of thinking the commanding, relaxed Holden driving position is superior. However, the P76 is good, and the Falcon's slightly low seating position only limits control in the area of visibility. But our crew agreed universally that the Chrysler seating position is just too low and the driver relationship to the controls too disjointed.

Our rating is a photo-finish...

Interiors and Comfort: Falcon 1, P76 2, Holden 3, Valiant 4.

BRAKES

We'd like to think braking is an area of major competition amongst the various manufacturers, but the competition has now levelled-out, fortunately at a peak. Flip to our test chart, and you'll find there's only a hair-splitting difference between the cars.

From 60mph, the cars all screamed to a halt within 10ft of each other on a variety of bitumen surfaces and gradients. The recorded g-ratings were similar, the pedal pressures close and the overall time required to stop, near-identical.

The Valiant test car refused to slew sideways unlike the cars we mentioned last month, and only kicked the tail out slightly when the surface became slippery from a fresh drizzle.

The Holden displayed badly-adjusted rear brakes at first, but the car was dreadfully new and soon settled into painfully hard, consistent stops. The Holden brakes were the only ones that showed no sign of fade, and the P76, despite its lighter weight was the worst.

There was little to pick between the various systems in open road use, except that the P76 and Valiant consistently required less effort than the other cars, and also produced less progressive feel.

The Holden was the most consistent and the Ford the most pleasant to use. We don't rate the differences in performance or feel highly, and the final decision was close . . .

Brakes: Holden 1, Ford 2, P76 3, Chrysler 4.

That brings us to the tail-pieces. We'd like to consider the minor categories conjointly.

Luggage-carrying capacity has been promoted as a major selling point by Leyland, and a casual observer could be forgiven for assuming it was the focal point of the styling. Certainly the boot is huge — gigantic in fact, and easily capable absorbing our entire Samsonite luggage pack plus a couple of spare people!

The rival manufacturers maintain that the boot is normally fully used once a year for annual holidays and occasionally for extended weekends. But with bigger families, more travel and more household and personal chattels, a useful and usable boot capacity is increasingly important.

Certainly Leyland is the only manufacturer who can rightfully make claims to either. At 36cu ft., the P76 makes Holden's 26 cu ft. look pitiful. Worse still, the Holden loses a large portion of that because of poor spare wheel location, while the Leyland capacity is fully usable.

It is impossible to squeeze even a moderate amount of luggage into either of the Big Three boots without striking the inevitable curse of the poorly located spare wheel. However, shifting the wheel to another location (usually the floor) provides good luggage space for most occasions.

On top of that, most of the jacking systems are hopeless. The Leyland and Holden vehicles share the common concertina jack, operating on body contacts, while the other two use bumper jacks.

Operating every one of them on uneven terrain is a nightmare, but the body jacks on the Holden and P76 are certainly the most reliable. The bumper jacks are slow and awkward to adjust and fit although they are generally easier to pump up and down once fitted. The P76 unit is the easiest to extract from the boot.

No car has even a basically acceptable toolkit — at best you score a hubcap/wheelnut remover and jack lever. When it comes to roadside breakdowns, it pays to improvise, or perhaps you use the meagre equipment to club the nearest individual into surrendering his toolkit. Really, we had hoped Leyland would have proved an innovator on this important point.

Fuel systems have raised our wrath for various reasons on every product produced by the Big Three. The P76 overcomes the major complaint — slow and inefficient filling with shocking spitback. The Leyland device accepts full-power fast fills right to the top of the neck, while the other three provide poor filling down to the all-time low standard offered by the Holden.

The Holden fuel system is further disgraced by a gauge that seems to be constantly in search of new magnetic

fields, and which is totally unreliable. Fortunately the average fuel consumption is more predictable so the observant owner can gauge diminishing supplies.

The other fuel systems are not much better, and none offer lockable caps except on the options lists — Leyland haven't reversed this trend either.

Breaking this section into three areas we find the following . . .

Luggage capacity: P76 1, (easily), Chrysler 2, Ford 3, Holden 4.

Jack system: P76 1, Holden 2, Chrysler and Ford 3.

Fuel systems: P76 1, Chrysler 2, Ford 3, Holden 4.

FINISH AND ASSEMBLY

A surprising aspect of this test was that a detailed inspection of the four vehicles showed that standards of finish and assembly were remarkably close. We find that Holden has yet to be displaced from its position of ultimate quality, and Leyland fits in close behind — although it has some rough edges to clear up. Chrysler offers a vastly improved standard of trim and finish, and Ford is showing noticeable improvement in assembly standard.

We couldn't help leaving the cars with the impression that the very close standard of assembly might be due to the ultimate specifications of these luxury models — in other words, you pay for what you get.

Reliable as ever, Holden heads the class . . .

Finish and Assembly: Holden 1, P76 2, Chrysler 3, Ford 4.

UNDER-BONNET

There's little to fight about in this area, but the two prime points of consideration are accessibility to the mechanicals, and safety.

We note with satisfaction that one manufacturer has finally heard our pleas for properly protected fans — unfortunately it's not the one we've been criticising. Leyland fits a fan shroud and it's efficient. Will the others please follow suit! (Or supply a finger-bin below).

The Leyland undoubtedly has the roomiest under-bonnet area, though we couldn't find a mechanic who liked the forward-hinged safety bonnet. That's probably a case of inflexible ideas, as most mechanics also leaped readily into the engine bay feet-first and commenced fiddling in relative comfort. Leyland provide a powerful under-bonnet light to make sure the fiddling can be done at night just as easily.

There is little to choose between the cars for access to the major ancillaries so we nominate one winner and three also-rans.

Under bonnet: Leyland 1, Ford, GM & Chrysler 2.

VALUE-FOR-MONEY

To offer an outright assessment in this category is almost to declare an outright winner — since a majority of buyers in the regular sedan market are guided solely by fiscal influences in

their ultimate choice.

For this reason, Leyland starts from behind with a \$200 penalty and nothing to show for it apart from vague, nebulous phrases such as "European ride and comfort standards."

Again, by reference to our check-chart, you'll find there is no significant variation in specifications of any kind and the four cars could quite easily have had their design parameters stamped with the same neat little cheese-cutter.

But while our test crew failed to find any serious evidence of genuine design innovation or radical approach in the P76 product, they all returned the same verdict on economy — and the P76 on test invariably recorded 5mpg better fuel consumption than its competitors (including, most times, the Chrysler Six).

On this basis alone, a simple calculation will prove that the initial pricetag differential can be relatively quickly offset by mileage.

At five more miles for every gallon, it doesn't take very long to buy back your original price disadvantage and get out front of your next door neighbour's motoring budget.

And that weekend jaunt or special long-distance holiday trip doesn't seem to hurt nearly as much. Thus our clearcut finding . . .

Value for money: P76 1, Chrysler 2, Holden 3, Falcon 4.

SUMMARY

Our test crew spent many miles and many hours behind the wheels of these four near-identical cars to bring you this test. After a particularly hard test day in grueling wet-weather conditions, two staffers were heard to comment quite separately on the similarity of the products. "It's really a matter of personal preference," they later agreed.

Although the Leyland vehicle sets itself aside in styling origins, and V8 engine design, it is identical with its competitors in every other major respect.

Our crew failed to establish a European concept of ride, and the car certainly failed to make a similar impression to the Peugeot 504 or BMW 520, which drew unanimously enthusiastic reactions from a wide variety of drivers.

Certainly, the P76 is dimensionally identical to its competitors, both inside and out, and it follows their exact design parameters in terms of performance, braking, equipment and general design layout.

There are minor divergences such as the big boot, the excellent slow-away wipers and the lighter, more economical body.

Apart from that, it's another "variation on a popular theme." In that respect alone, Leyland should consider they have hit the mark squarely.

From the consumer point of view, the choice is now fourfold and the variation available just slightly, almost imperceptibly, enlarged.

Coming Events/Social Pages

SOCIAL REPORT VIC

Bay to Birdwood parade a no-go

The 2021 Bay to Birdwood – one of the world’s great historic motoring events – will not take place as originally planned this year.

The decision not to hold the parade and gatherings on Sunday 26 September was made in consultation with SA Health, with organisers of the Bay to Birdwood announcing the difficult decision a year after **The Bay to Birdwood** delivered one of the first large-scale public events as Australia emerged from last year’s lockdown.

National Motor Museum Director Paul Rees said the health and well-being of the public is their number one priority. “The Bay to Birdwood is a large public event, and with growing uncertainty around Australia and with over 20% of our participants registering from interstate we know that keeping South Australians safe is our most important job right now.”

“We are extremely disappointed that participants with their 1500 historic vehicles and the large crowd of spectators along the 72 km route from West Beach to Birdwood, which was of around 70,000 last year, will miss out on our traditional event this year,” said Rees. “We do have a range of engaging activities planned for Sunday 26 September though, and motoring enthusiasts will still be able to celebrate the Bay to Birdwood from home on the day.”

Further details of the activities planned for the 2021 Bay to Birdwood will be announced soon.

ENDS

For media enquiries, to organise photo opportunities or interviews please contact:

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2021 Geelong Revival Delayed

The Geelong Revival Motoring Festival organisers, in consultation with stakeholders and the City of Greater Geelong, have made the decision to postpone the 2021 event, due to the ongoing COVID-19 situation. The event will now be held on the 4th to the 6th of March, 2022.

Event Director Nicholas Heath said "We have worked closely with the City of Greater Geelong and State Government to secure our March 2022 date. We are sure that the community will be ready to get out and enjoy Geelong’s spectacular waterfront again."

Geelong Revival are greatly appreciative of the unwavering support the event has received across the last nine years and will continue to provide updates on the event as they become available.

Social Event in Tassie. by Nick Kounelis

On the 12th of September Andy, Greg and myself met at Oatlands about half way between Launceston and Hobart. Andy arrived shortly after Greg and I and pulled up behind our cars. Within seconds of arriving someone pulled up behind Andy's car. Out jumped a fella and set about taking photos of our P76's. Talk about getting the jump on us. It seemed he didn't want to miss the opportunity. So, once we got ourselves sorted, we drove to the small township of Parattah about 5 klms east from Oatlands.

Unfortunately, newly re-joined member Andrew Farrelly says he is still about 6 months away with his car being ready. She's a very tidy white V8 super with some very nice personal touches done to the look of it. Can't wait to have him join us on some social runs. I'm sure his P76 will get a lot of attention. I noticed him later on face book with a wiring problem of which he solved before anyone could answer him with suggestions.

We pulled up behind the Jubilee Hall in a small inner vacant block at one end of town. It was heavily grassed and soft under foot. We all immediately thought who's going to get bogged. Thankfully that didn't happen. Once out of our cars we were immediately set upon by a gentleman who worked at Mitchell Motors, the Launceston Leyland dealership. He considered "Bold as Brass" the best of the P76 colours, but also the hardest to colour match. We also talked to old owners who had 2 - 6 cylinder P76, and another who used to work at the Mazda/Nissan dealership. He worked with the owner of the Hobart based Targa Florio that was driven by the second owner well into the 90s.

We also got chatting to a man named Tony Gray who used to have a BMC mechanic business and has owned a bold as brass executive that has been off the road for 30 years. His car is getting close to registration and mentioned to me that he will join the club very soon. He currently drives a Jowitt Javelin so it will be much easier to drive to events in a lazy V8 and also had a driveable hillman Hunter that he is selling. Another potential club member that we hope can enjoy some social events with us. Between us that would make at least seven different coloured P76's. Quite the spectacle at car shows.

There was only enough room in the paddock to have one line of cars up either side. I reckon a good half the cars on show were Jaguars. Nice day out for them, at least the Jaguars made the P76's look even better. We had coffee from the local coffee van and joked that the working steam engine parked next to it was actually being used to grind the coffee beans.

In the block next door, I saw a neighbour with a large collection of old cars. He was checking out the cars on show from the comfort of his own back yard. I noticed one car in his collection was a Valiant, you know the cousin of the P76. Anyway, it had what looked to be a rear bumper in very good condition. One that I could use on my own Valiant. I pointed it out to Greg and Andy, who both said, go and ask if you can buy it off him. I was reluctant to enquire but was egged on by them both.

I couldn't attract his attention so we went round to the front of the house. Once there we were greeted with a padlocked gate and security camera in your face at the front door. Knocked on the door but no one answered so we made our way back round to the side fence. I managed to finally get his attention. He invited me into his yard but only after he put his dog away. A bull mastiff, the size of a small bus. I took a variety of tools with me. After an exchange of \$150 I walked away with a nice rear bumper for my Chrysler.

Andy Greg and myself left around lunch time as it was very cold there and we drove to the Kentish Tavern in Oatlands and had a great lunch. We set off just before the rains came down which I finally witnessed about 2 suburbs away from where I live, it was chasing me all the way home. Overall, a good day with some good prospects for the future.

The following are some pics from the event.



Coffee Grinder

Coffee Van



Very large American car with 6 foot bonnet when 4 foot would have been enough



Member Articles

OK, firstly, a little story from me (editor). I really like the way this story potentially puts the P76 into the light of, very desirable vehicle. I could condense this story into about two sentences, but I thought I might put a bit of editorial padding on it to help fill up the issue.

A work colleague of mine told me of a P76 in a small country town 40min from where I live. He wasn't sure exactly who owned it, and got what little info about it from someone he knew. Always happy to know the whereabouts of possible "barn finds" I was keen to know more about it, easier said than done. From the time my mate at work told me about this P76 to the time I actually got some info on it took months! Mind you there was no need to rush this enquiry. My work mate had a bit of trouble nailing the property this particular P76 resided at. I'm not sure if the locals didn't want to say or they just didn't know (or forgot) about it.



Way back when I was first looking to buy a P76 I took one for a test drive not far from this small town. If my memory serves me correctly it was Home on the O'range 3 on the tree 6 cylinder, I think. Anyway, I took it for a run but thought at the time I really wanted a V8, no surprise there. She was a farm vehicle but in surprisingly good nick. One I missed out on and I believe it got written off months after I looked at it. Couple years later I scored my black P76 from yet another small town in the same vicinity. Have you guessed the common theme here? Yep, all farm vehicles. My black one being used at one time to round up cattle, mmmm....circle work in the paddock.

I digress again, so back to the story at hand. Finally, after months of anticipation old mate was able to give me some info on the P76 he heard about. Now the bloke that owns it refuses point blank to give out any info on the car. He apparently gets very angry if anyone wants to take a look at it and make an offer on it. He just tells them to bugga off. I did manage to get some basic info though.



So, the story goes. Farmer Bloggs owns a P76. Now I'm not too sure but I get the feeling he has owned it from new or very close to it. The vehicle has been sitting in the shed, or should I say barn unused for a number of years. Farmer Bloggs clearly likes his P76. How do I know you ask? He wants to leave it to his boys. Farmer B has two sons who I would say will inherit the estate at some time in the future, but there's a problem. Now this is the bit I like. Apparently the two sons are fighting over which one of them will get the old mans beloved P76. That's brilliant! I reckon this is awesome, two people fighting over ownership and dad hasn't even passed away yet! For me it says, dare I say, this family has branded the P76 as a desirable and valued car. I could be wrong but I'll run with it.

Would you believe it gets better? Farmer Bloggs has told his two fighting sons, "If you boys can't settle this then neither of you will have the car. I would rather take it to the grave and they can bury me in it!!!"



So, there you have it. A bit of an unknown quantity, none the less a P76 that's out there and sought after. I only hope that this car does find a good home and is looked after. It would be a shame to lose it.

STRUT PIVOT - STRUT TOP BUSHES.

Your Club now has New Strut Top Bushes for sale made from Engineered Nylon Compound suited to high pressure low speed application in dirty environments. The Bushes also come with New Stainless Steel Crush Tubes.

\$40.00 per set (Members Only Price)



GENERAL FITTING GUIDE

Please use these hints and tips along with any professional advice when fitting the bushes.

1. Clean all paint, rust and rubber deposits from the bore of the Strut Top.
2. Inspect for damage, pitted or worn Strut Top.
3. After fitting the bush if required resize the bush bore by removing some material so that the tube can be pushed into the bush by hand.
4. Use a PTFE BASED lubricant.
5. COAT all bush surfaces designed to pivot such as the flange face and internal bore of the bush.
6. Tighten all bolts and nuts as per Leyland specifications whilst the vehicle is at normal ride height.

Your club now has Ryco **Z86 Oil Filters** in stock.

Cost to members is **\$30 plus postage.**



New Front Indicators

No restoration should be without a pair of new indicators. These come UV stabilized with metal separator inside plate and great chrome backing.

The current pricing for the new front indicators is:
members \$85 each or \$170 a pair + postage.
non-members \$98 each or \$196 a pair + postage.



BOOT MATS NOW AVAILABLE



The P76 Owners Club of Victoria and Tasmania are pleased to announce that we have remanufactured P76 boot mat's which are now available. The mats are made from superior Urethane rubber with the correct factory surface finish.

Vic/Tas Club Member Price \$170 ea

Other Club Members \$180ea.

To place your order please contact Brian Carte on 0407400468. It is preferred that Greater Melb Metro members pick up their purchases, as these are very difficult to pack and freight. For country interstate and across the "dutch" club members, Postage/Freight will be advised depending on destination location however you should allow \$20 to \$30

Payments can be made to Bendigo Bank Acc Name Leyland P76 Owners Club of Victoria Inc BSB 633000 AccNo. 129542155 Please ensure that you indicate you're Name in the Payment Description.

CLASSIFIEDS

Parts Trader

P76 V8 Engine Main Bearing Sets . With the closure of ACL the Club has made a last ditch purchase of engine bearing sets for the P76 V8 Engine.

Bearings are available in .010 and .020 oversize at \$130 per set

Please contact Brian Carte Parts and Tech



76 Restoration Decals

Due to demand from a number of P76 enthusiasts, I have re made some of the Leyland restoration decals that complement the Engine Bay Decals offered by the Vic/Tas Clubs. Windscreen decals have been re manufactured with extra UV resistant materials to the Original Design.

- To Club Members the prices are as follows
- Quality OK panel and Paint \$5.00
- "I'm Driving the Car of the Year" internal reversed decal \$20.00
- Leyland Part number decal (a new one) where you can write in the part number you are displaying \$5.00
- Leyland Australia 2 sided Service decal (with use Castrol oil) on the inside (a new one) \$10.00
- Radiator inhibitor decal (Rolls Royce). Limited stock \$15.00
- Leyland Part number on a 1.25 metre roll. The "L" symbol in the Leyland logo is missing. This can be used as bunting or cut down to do part numbers (on NOS parts that the labels have fallen off!) \$10.00

Postage on all these is \$1.00 per each on individual orders (bubble wrapped and cardboard outers). On large orders, say 5 total I will pack and post for free.

Please email me directly with your name and address and my CBA bank account details are 7000 00685400. Contact **Nick Kounelis 0418882043**



Under Bonnet and Front End Decal Set. The Vic club has reproduced the underbonnet Decals ideal for that restoration of the engine bay where invariably the original decals are damaged or destroyed on removal. The decals are printed on Metallic Silver and include;

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label
- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



Due to the reflective surface the Decals are difficult to photograph and appear blurred. Sold Items are good quality.

\$20 per set If you want a set **Please contact Brian Carte Parts and Tech.**

NOEL DELFORCE P76 MODS

Email: noeldelforce@hotmail.com

Mobile 0424 538 933

P76 FRONT BRAKE UPGRADE

Minimum 15 inch diameter rims
2x BA Falcon rotors (slotted -298 diameter)
2x Recon'd calipers
2x Steel hubs
2x Brake hose
Bake pads
Adapter kits
Includes fitting caliper mounting brackets to your strut legs

PRICE: (Postage extra)

\$2100.00 Fitted \$1900.00 Fitted by owner

It is necessary for me to fit the mounting bracket to your strut legs to ensure correct clearances are maintained.

FRONT STRUT UPGRADE

2x Munroe gas struts
2x Commodore top mounts (far superior to P76 mounts as they incorporate a thrust bearing; also allow easy adjustment of caster & camber)
Includes special gland nuts & machining

PRICE: (Postage extra)

\$1100.00 Fitted \$900.00 Fitted by owner

POWER STEERING PUMP UPGRADE

New pump
Mounting bracket
Braided Stainless pressure hose
Low pressure hose
Vee belt & all fittings

PRICE: (Postage extra)

\$900.00

If double Vee Pulley required: EXTRA COST\$150.00

Vee Pulley off standard P76 pump is required on an exchange basis

If owner cannot supply: EXTRA COST.....\$100.00

FRONT LOWER CONTROL ARMS (PAIR)

New replaceable outer ball joints

New inner brushes

New strut bar bushes

PRICE: (Postage extra)

\$450.00 Exchange

FRONT ENGINE MOUNTING BRACKETS

Modified to allow the use of Range Rover engine mounts

PRICE: (Postage extra)

\$200.00 Exchange..... 2 x Mounts \$60.00

SANDON ROTARY STYLE AIR - CONDITIONING UPGRADE

Mounting bracket

New idler adjustment Vee belt & all fittings

PRICE: (Postage extra)

\$500.00

If double Vee Pulley required: EXTRA COST\$150.00

TS BORGWARNER GEARBOX UPGRADE

Modified P76 manual bellhousing or auto bellhousing preferred. Both use hydraulic clutch setup which includes :-

Mal Wood Hyd release bearing

Master cylinder (mounts in pedal box)

Remote reservoir

Modified clutch pedal(exchange)& all hoses & fittings

PRICE: (Postage extra)

\$1000.00

BELLHOUSING

\$600.00

All pricing correct at time of publication: however may be subject to change

ALL MODS ARE INTENDED FOR OFF ROAD USE

VPG for LEYLAND 1973-74 P76



* Note: Any unavailable items marked with strikethrough

BONNET & GRILLE

Old Auto Rubber Australia

Unit 1 / 44 Peachtree Rd

Penrith, NSW 2750

P 02 4721 1414

E dispatch@oldautorubber.com

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
232.045	1 pr	Bonnet bump stops	8.97		

CUSTOMER SERVICE ITEMS

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
613.008	ea	Auto Glue 250ml	16.86	(Excellent for fixing door & boot seals to vehicle	
613.016	ea	Super Glue 3ml	1.96	(Instant adhesive for butt joining applications)	
614.112	ea	Rubber Gloss & Lubricant 50ml	6.11	(Enhances appearance & assists sealing properties)	
606.001	ea	Screen sealant - tube	12.10		

GENERAL PRODUCTS/MULTI PURPOSE

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
264.109	/m	EFI Hose - 5/16" ID	20.15		
264.103	/m	Fuel Hose - 5/16" ID	10.38		
264.104	/m	Fuel Hose - 3/8" ID	12.41		
264.105	/m	Fuel Hose - 1/4" ID	9.52		
607.004	/sheet	Sound deadener - bituminous sticky- backed	37.82	(Sheet size 1.2m x 600mm x 3.5mm thick -	
607.005	/sheet	Sound insulation 1m x 1.5m	75.35	(use under bonnet)	

BOOT/DICKIE LID/BEAVER

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
225.019	1/car	Boot seal	88.86		

ENGINE/FIREWALL/GEAR BOX

(3 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
322.004	2m/car	Firewall strip	22.69		2.00
277.076	1/car	Gear box mount (rerubber)	154.00		
277.117	ea	Engine mount (rerubber) V8 only	90.64		

GLASS

(5 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
350.458	9.5m/car	Bailey channel - main	9.00		9.50
351.085	1pr/car	Weather strips - inner - front	107.17		

351.086	1 pr/car	Weather strips - outer - front	107.17		
351.087	1 pr/car	Weather strips - inner - rear	107.17		
351.088	1 pr/car	Weather strips - outer - rear	107.17		

CLIPS & FASTENERS

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
892.235M	ea	Badge clips	0.66		
892.265	ea	Chrome mould clips - 8mm wide	0.69		
892.523	ea	Grille mould clips - top and bottom	0.15		
892.368	60/car	Top chrome mould clips - on side of car	0.69		
892.271	ea	Wheelarch plus sill mould clips - 10.5mm wide	0.69		
892.529	ea	Windscreen mould clips	0.20		

SUSPENSION/STEERING

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
N52269	1 pr/car	Control arm bushes - urethane	128.98		
N82386	1 pr/car	Radius rod bushes urethane - to chassis	0.00		
N52270	1 pr/car	Radius rod bushes urethane - to control arm	73.57		
N44045	1 pr/car	Strut top mounts urethane - wheel alignment	641.01	rectification (camber/castor adjustable)	
N62291	1 set 4/car	Trailing arm bushes urethane - lower	423.21		
N62290	1 set 4/car	Trailing arm bushes urethane - upper	143.10		

DOORS/TAILGATE

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
530.037	1/car	Door seals - complete - front LH	64.16		
530.038	1/car	Door seals - complete - front RH	64.16		
530.039	1/car	Door seals - complete - rear LH	64.16		
530.040	1/car	Door seals - complete - rear RH	64.16		

ELECTRICAL

(2 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
238.076	3/car	Horn plate insulator	5.47		
238.077	1 set x3/car	Wiper motor mount grommet	13.74		

Need a new speedo cable?

Then try the guys at Flexible Drive Hobart or at Kensington Victoria. Just send them your old speedo cable and they will build you a new one to the same length or different length if required. Everything brand new, but you do need to supply the orange gear. Once made both your new cable and the old one will be posted back to you.



Contact them on/at:

Flexible Drive
15 Chesterman St.
Moonah
Tasmania 7009

Ph. (03) 6273 3490
Email tassales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Head Office
Sales/Admin/Manufacturing/Logistics
3 Concorde Drive, Keilor Park, 3042
Tel: [+61 3 9381 9200](tel:+61393819200)

South East Warehouse Victoria
Unit 48, 74 Indian Drive, Keysborough, 3173

Ph. (03) 9381 9222
Email vicsales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Parts Wanted

WANTED Leyland P76 Super/Deluxe Boot Mat –
Used but in good condition for age.
Please contact Ray Ikin 03 51766086

WANTED-
(1) Set of GC P76 Window Seals Inner @ Outer.
(2) Under Dash Conduit (Large size from Box to Vent) 1x
needed only.
(3) W/Screen Trim Front Top Section only x1 GC
(4) Original Boot Rubber Mat in GC
Contact Michael Hare Mob- 0401092265

Parts for Sale

Vehicle Trader

Vehicles Wanted

I'm looking for a V8 executive or preferably a Targa, either transmission I don't mind. I would prefer a completed restored car, but would also consider a refurb job Contact Rob Calvert Newcount 0419 885 189

Wanted Leyland P76, would prefer Executive or Super, V8, Automatic, and Air con. No rust buckets. Patina OK.
Contact Ivy Thomas on 03 5079 2251

You can advertise your vehicle IN HERE for free

Please contact Editor at andyfrith@netspace.net.au and provide a short description

Please Include the VIN or Engine Number and photos for your entry

Items will be advertised for three months. Contact the Editor to extend your advertisement or to remove it if sold.

That's all



FOLKS