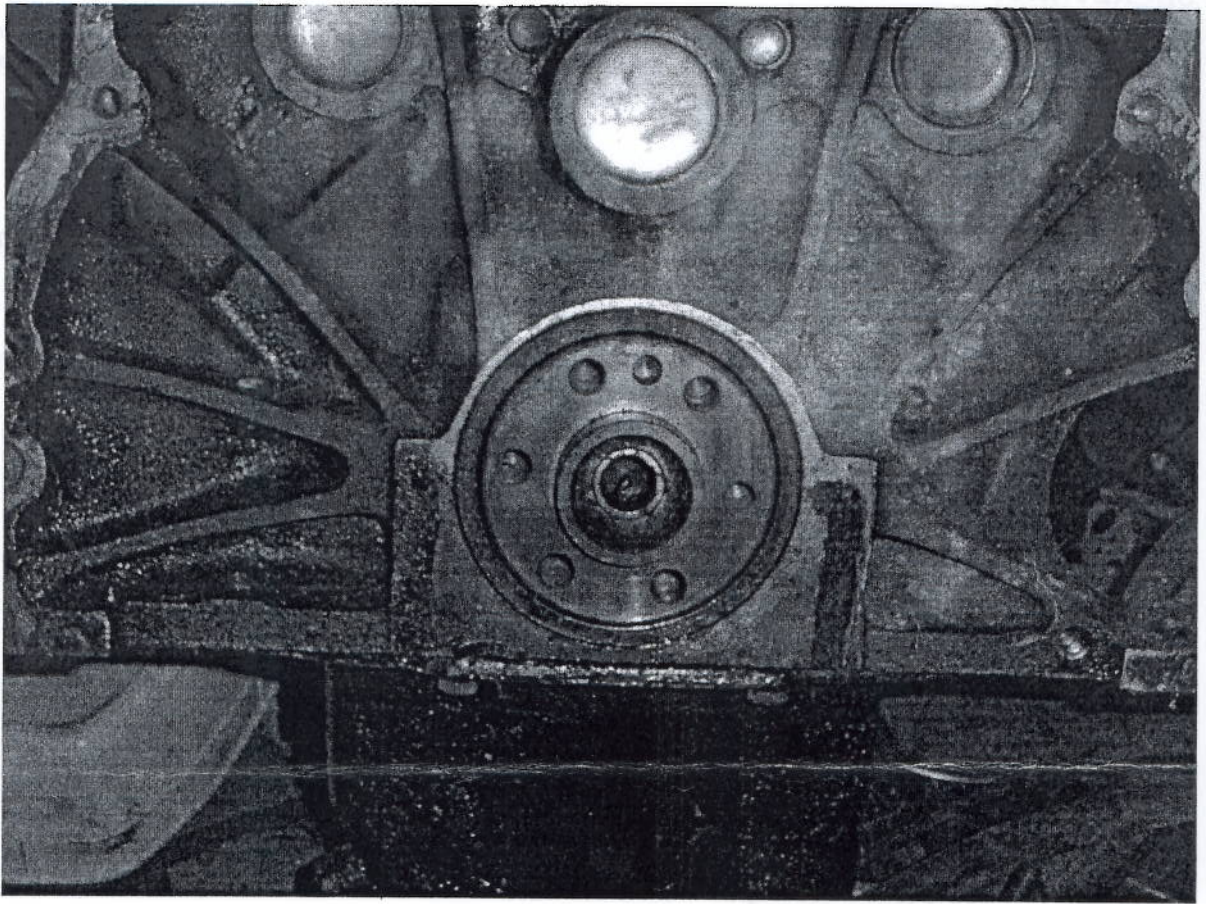


LEYLAND P76

SOUTH AUSTRALIA



Pep up your P... with a new oil seal

JUNE 2010

CLUB INFORMATION PAGE

YOUR 2009/2010 COMMITTEE:

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Ph. (08) 8270 3799

NON OFFICE BEARERS:

David Newman
Ph. (08) 8284 3581

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Ph. 0417 726 801

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 6th july 2010

THE FINE PRINT:

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CORRESPONDENCE:

General: p76clubsa@gmail.com

The President & Editor
Mr. Peter Deuter
LEYLAND P76 OWNERS CLUB of S.A. INC.
PO Box 180
Kapunda SA 5373



**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 4-5-2010**

Meeting opened 7-45 pm

PRESENT – 10 members as per register

APOLOGIES – Chris & Geoff Cutting

PREVIOUS MINUTES – Read by President Peter

Accepted by jilden

Seconded by john A.

BUSINESS ARISING:

Keith L suggested Sandra contact the secretary of the Chrysler club to arrange a joint club run. Thank you Keith.

Jilden will do some colour photo copying for the magazine and send to peter. Thank you Jilden..

Jilden has power steering oil seals and crankshaft seals. They are imperial seals not made in s.a. cost \$40 each

Loretta to change cheque signatures again! Perhaps a new form required. Three signatories needed - President, Secretary, Treasurer.

CORRESPONDENCE IN:

: NIL

CORRESPONDENCE OUT:

MAGAZINES

TREASURES REPORT:

Statement from jan. 29th \$3722-16 petty cash \$253-25

Also to inquire about three monthly statements

SPARE PARTS REPORT: \$6684-50 petty cash \$431-65 cheque \$680 given to Loretta

COMING EVENTS:

Joint club run with Chrysler club in September

9th Burra Show & Shine in October

Kapunda Celtic Festival parade also in October more info. later

GENERAL BUSINESS:

Peter D. asked who audited the books last, Helen F. did. Would she do them again?

She will ask their son who is an accountant

Jilden to find an independent auditor after 30th June

Congratulations to Helen & Wayne Filmer for a silver award & Andrew Lee for best car from S.A. at the nationals: well done guys.

Wayne F. stated that he bought 3 in line filters to run on petrol; filters needed clearing every 50ks.

The long line of p76`s looked great at the nationals.

John A. :- Due to lack of interest in rear parcel shelf carpets nothing has been done..

Meeting closed 9pm.

Next general meeting Tuesday 1st June at Trinity Gardens Church

For sale

1)

Genuine Workshop Manual, bit tatty on the edges \$40

Water pump V8 good body suitable for rebuild &50

Contact Geoff C.(spare parts officer) on (08)82703799

2)

Motor details: 5 litre V8 using 202 pistons with 500 holly, reconditioned 6-8 yrs. Ago and fitted in a Toyota hi lux.

According to the owner it was his father`s car and it has done little work, the price he was asking is between \$1,000-\$5,000(motor only) and I advised him we can pick up a complete car for that sort of money, so he may be prepared to take less, anyway the motor can be heard running and more details can be given.

Contact Jason kemp on (08)95287889

EDITORS RAVINGS

FIRSTLY – THANK YOU HELEN FILMER FOR YOUR INPUT ON THE 2010 NATIONALS . THIS IS EXACTLY THE STUFF I NEED TO FILL OUT THE MAG.

I THINK A LOT OF OUR MEMBERS WOULD BE INTERESTED IN ANY STORY ANYBODY HAS ABOUT ANYTHING WHETHER IT BE ABOUT A HOLIDAY YOU ENJOYED (READERS MAY NOT OF THOUGHT OF GOING THERE) OR ONE YOU DIDN'T ENJOY (SO READERS KNOW NOT TO GO THERE) WITH PICTURES IF POSSIBLE.

ALSO THANK YOU JILDEN FOR YOUR PROMPT AND EXCELENT PRINTING OF HELEN'S REPORT WITH PICTURE`S

ON 20TH JUNE 2010 THE SEDAN SWAP MEET WILL BE HELD. LAST YEAR WAYNE K., SANDRA AND MYSELF ATTENDED FOUND IT WELL ATTENDED AND WE PICKED UP A FEW ITEMS PERTAINING P76`S.

ON THE FOLLOWING PAGES I HAVE INCLUDED A WRITE UP ON P76 EXTRACTED FROM MOTOR MAGIZINE DATED APRIL 1981

YOU WILL NOTICE I HAVE USED SOME WHAT LARGER PRINT ON THIS PAGE.

IT TAKES UP MORE BLANK SPACE.

HAPPY MOTORING

LEYLAND P-76

From 1973-1975



The Leyland P-76 Super . . . can be a great used car buy.

... cheap motoring

THE POOR OLD Leyland P-76 has become a bit of a joke in Australia. Even people who know absolutely nothing about cars know — or think they know — that the P-76 is not much of a car.

They may even know that it was the last of a long line of motoring disasters which began with the Austin Freeway and continued through the Nomad, Tasman and Kimberley to become the biggest loser of them all.

Cruel jokes were made about the P-76. "Anything but average" proclaimed the Leyland advertising men. "We know" smirked the cynics as they twisted the phrase around.

P-38 they called it — because it was only half a car — and, after production came to a screeching halt in 1974 even that insulting name was halved yet again to P-19.

Comparisons were drawn between the P-76 and the F111 jet at a time when both machines were going through spells of the dreaded Bits Falling Off disease which often strikes mechanical appliances when they are prematurely released to their buyers before all the problems are eliminated.

But is the Leyland P-76 really as bad as it is made out to be?

No — definitely not. Although it is far from

being the best car in the country it is certainly not as bad as most people think. And certainly not as bad as its ridiculously-low used-car value would suggest.

Compared to the P-76 even used Valiants look expensive — and that's saying something.

Where else could you buy a top-of-the-range 1975 model car complete with all the high-priced extras such as air conditioning for under \$2000? That's the sort of money you would be asked to pay for a Corona of twice the age — and no doubt with twice as much wear and tear.

And the 1975 P-76 (production ceased late in 1974 but many cars did not leave the new car showrooms until the next year) is a much better car than the early 1973 models because quality control standards improved markedly towards the end of the production run.

Indeed the last of the P-76s were every bit as well built as the Fords and Holdens of the same period. Not that that's such a big deal, of course, but to listen to some of the P-76's detractors you would think that the cars were perpetually being followed by garbage trucks to pick up the pieces as they came adrift.

The P-76 is a completely conventional design by Australian standards, with six or eight-cylinder engines mounted north-south and driving the rear wheels through a choice of column or floor-mounted transmissions to a simple rear suspension.

Because of this conventional design, P-76 is easy to work on as there is a star room under the bonnet. Spare parts are erately priced and, as yet, there is little trouble in getting hold of most bits for the car — although that situation is obviously not going to last forever.

For a big car, the Leyland P-76 is surprisingly easy to drive. It appears to be much smaller from the driver's seat than from outside. A tight turning circle and reasonably-light steering (which does become a bit too heavy at parking speeds) means that most drivers find the P-76 no more difficult to handle than a mid-sized car such as a Torana or Cortina.



Ride and handling are better than average for a mass production car of the mid-1970s and, even in today's radial-tuned world, a well cared for P-76 would not be disgraced.

The only real problem with the P-76's suspension is that it does not cope too well with very rough roads — the ride is uncomfortable and the tail tends to hop around.

A lot of attention was paid to making the best possible use of the interior space. For example, the dashboard is squeezed as far forward as possible with specially designed instruments being made which fit into a very short space.

The rear seat backrest is mounted as far back as possible and the end result is a roomy passenger cabin in keeping with the often castigated, but immensely practical, big car predecessor of the P-76, the Austin 1800.

And that brings us to the roomiest area of all in the P-76 — the boot. Open the lid at the back end of the big Leyland and you uncover an enormous gaping hole which is capable of swallowing an amazing amount of luggage or — as the Leyland people never tired of telling us — a 44 gallon drum.

And yet the big boot, which should have been one of the major selling points of the P-76, may have been the biggest contributing factor to the unpopularity of the car. Certainly, the rear end styling looked bulky and ugly and was the cars most criticised aspect.

The Leyland stylists did appear to be on the right road when they decided to make the overall design of the body a wedge shape but the minor details in body design left a lot to be desired. In any case a wedge-shaped big car is never as good looking as a small car with the same profile.

Fuel consumption of the P-76 is about the same as that of the equivalent model in the Big Three range, say about 14 litres per 100 km around town and 12 litres per 100 km on a trip for the six-cylinder engine. The 4.4-litre V8 is a little thirstier at about 16 litres per 100 km for town and 13 litres for country use.

History

THE BEGINNINGS of the Leyland P-76 can be traced back to as long ago as 1968 when, of all things, a much-modified Austin 1800 bodyshell was fitted with an enlarged V8 Rover engine.

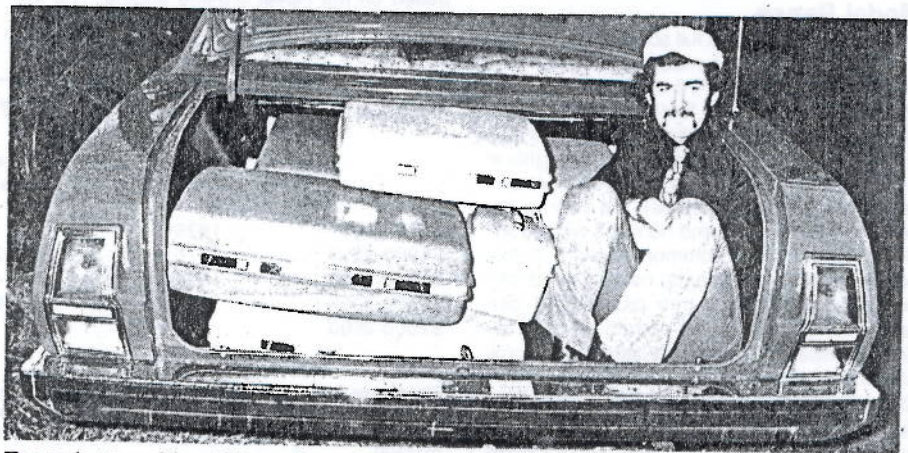
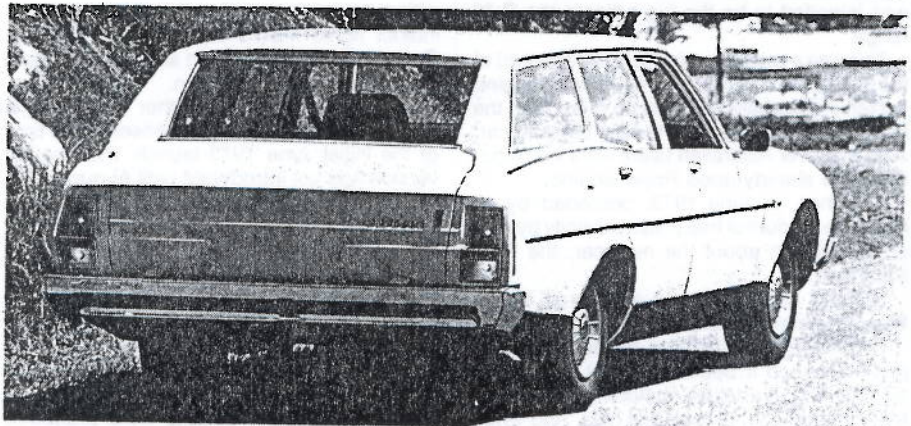
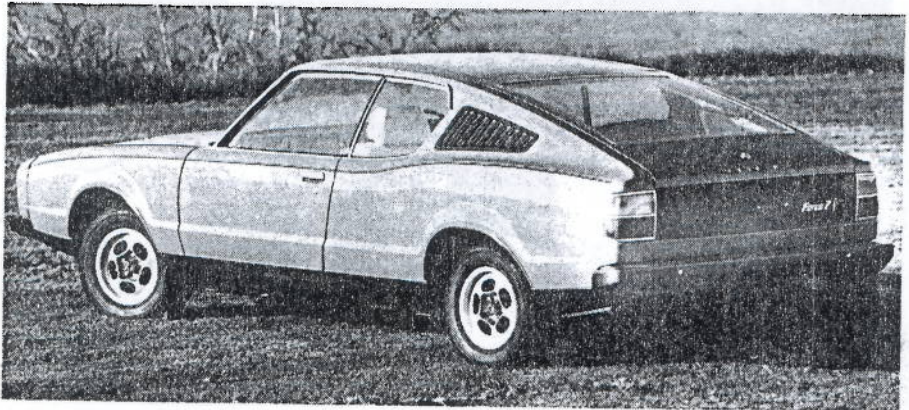
This prototype had *front-wheel drive* through an automatic transmission and must have been a pig as, not surprisingly, it suffered from strong understeer and heavy steering especially.

"Back to the drawing board" was the decision after a short period of testing.

A completely conventional car was decided upon for the next attempt. And what better way to design an utterly conventional car than to start with an HK Holden. Leyland Australia bought several Holdens to act as the basis for engineering prototypes.

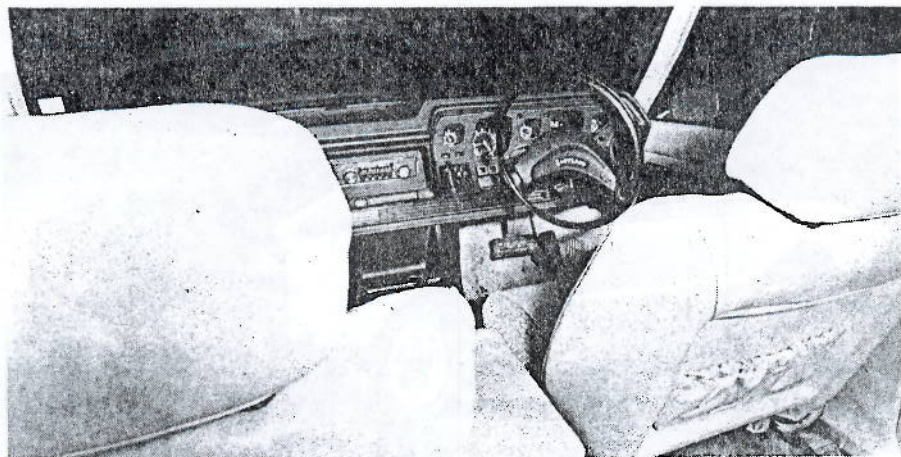
The first Holden remained almost original at first, with a Leyland (Rover) V8 engine being the only non-standard fitting. Then as the months and years went by more and more Leyland designed parts were added to the first HK Holden and then to later HT and HG series Holdens and gradually the P-76 started to appear.

Incidentally, it is interesting to note that all the early design work was done around the V8 engine as this, and not the six cylinder unit,



Top to bottom: The still-born Force 7 coupe was based on the P-76; a wagon version of the P-76 was planned but didn't reach production; front-end styling was acceptable but the bulky tail treatment was constantly criticised; beyond the rear-end ugliness was a practical and spacious boot.

Up-market Executive P-76 model ran to cloth-covered seats and a radio.



was intended to be the big seller in the P-76 range.

This was a wise move in the fuel-rich world of the late 1960s and the alloy 4.4-litre V8 engine (which incidentally weighed no more than the iron six) is the best part of the big Leyland car. A lot of clever Australian talent went into modifying the already good Rover engine.

And then, in June 1973, preceded by an immense amount of free press publicity by way of speculation about the new car, the P-76 appeared.

Leyland Australia made a mess of things from the moment the car was released.

Despite the excellent pre-release coverage just mentioned it became almost impossible for motoring journalists (including those from Motor) to get hold of road test cars. And when the cars did arrive weeks later they were usually shockingly prepared.

Perhaps Leyland Australia was just being honest in presenting the motoring press with representative cars as the public were being sold cars which should never have been allowed out of the factory.

Initially, quality control was very bad and although it improved rapidly the damage had been done. The P-76 was aimed at the section of the car market populated by conservative buyers who demanded reliability above all else and it is hardly surprising that sales slumped.

The last P-76 was built in November 1974 and the car has now passed into history to join other famous motoring disasters as the Ford Edsel, Chevrolet Corvair and the mighty Lightburn Zeta.

Model Range

IN PREPARATION for a full scale assault on the Australian family car market, Leyland produced a full array of P-76 models.

Deluxe is the basic car for the general market (although a stripped taxi fleet version was also sold). The car has single circular headlights in a plain grille. Bench seats are used front and rear (buckets were optional), the floor is covered in rubber mats and no radio was fitted.

Super is the most common version. It has non-reclining bucket seats, colour-keyed carpets, woodgrain door trim panels and carpeted kick-plates, but still no radio — no wonder the Japanese cars were starting to dominate the Australian market.

Executive boasts dual headlights (as does the Super), reclining cloth-covered bucket seat, push-button radio (at long last), and it comes

with a power-operated radio aerial, and extra interior lights makes the car more liveable. Power steering is standard as is the V8 engine and automatic transmission.

Targa Florio. Unlike the other models in the P-76 range which were all released at the time of the initial June 1973 launch, this sportier version was not introduced until August 1974, only a few months before the ultimate demise of the car. The Florio has fancy body striping, mag wheels, a limited-slip differential and a laminated windscreen.

Body Types

ALTHOUGH DESIGN work was fairly advanced for a wagon and for a two-door coupe version, neither model reached the production line. Only four-door sedans were produced and sold through the showrooms.

Several completed prototypes coupes, codenamed the Force 7, were auctioned off by Leyland Australia when local operations closed down and these cars are now in private hands and are sometimes advertised for very high prices — but whether anyone has actually paid top money we do not know.

Mechanical

ONLY TWO engines were ever used in the P-76 — a six and V8.

The six-cylinder overhead cam, cast-iron engine is virtually one-and-a-half Marina four-cylinder engines and, although it only has a capacity of 2.6 litres, it does power the P-76 reasonably well because of the light weight of the car.

The other engine is a 4.4-litre light-alloy V8 based on the Rover 3.5-litre engine. The 4.4 version was designed and built in Australia and was probably the most successful feature

of the car as it gives exceptionally smooth performance.

The six-cylinder engine is only available in the Deluxe and Super versions, whereas the V8 is standard on the Executive and Targa Florio and optional on the rest of the range.

A three-speed column change manual transmission is standard on the Deluxe but is not available on the other cars, the Super has a four-speed floor change as standard.

A three-speed automatic with a console-mounted change lever is the only transmission on the Executive and Targa Florio and it is optional on the Super. The automatic transmission on the Deluxe is only sold as a column change.

Problem Areas

DREADFUL QUALITY control at the production line in the early months was the main factor in the P-76 earning such a bad reputation. So the later the build date the better chance you've got of picking up a good used example.

Early cars are likely to suffer from water leaks around the front windscreen and to have poorly-fitted body panels and interior trim. Bits and pieces such as door handles and trim strips are liable to come adrift from time to time although there is a good chance that one of the car's previous owners will have got stuck into it with a tube of Araldite and finished off the factory's work.

Failure to start or hesitation under hard acceleration may be the result of fuel-flow problems at the fuel pump.

Do yourself a favour by having an engineer from your motoring association look over the car for you.

Insurance

ALL MODELS, including the semi-sports Targa Florio, are moderately priced for insurance and in any case the value of the car is so low that you are unlikely to have to pay much in premiums.

Summing up

LEYLAND AUSTRALIA should hang its corporate head in shame over the mess it made of the P-76.

More attention to design detail and better organisation in the factory could have produced a worthy competitor for the big family car market in Australia but, instead, so much money was lost that local production of Leyland cars ceased forever.

The only real winners are the people who buy P-76s as used cars because the exceptionally low prices make them a real bargain.

Next month: Toyota Mk11 and Cressida

WHAT YOUR MONEY WILL BUY

	Deluxe 6 manual	Super 6 auto	Executive 8 auto	Targa Florio 8 auto
\$750-1000	1973	—	—	—
\$1000-1250	1974	1973	—	—
\$1250-1500	1975	1974	1973	1973
\$1500-2000	—	1975	1974	1974
\$2000-2500	—	—	1975	1975

These are approximate prices which will be asked by dealers; private sales will be about 10 to 15 percent lower. The V8 engine will cost about \$100 to \$200 more than the six-cylinder, depending on age and model. Automatic transmission will cost about \$50 to \$200 more than manual.

2010 EASTER "MEET" AT RAYMOND TERRACE

The Hunter Valley P76 Club is to be commended for a well organized event over the Easter weekend. From the **Thursday** 1 p.m. welcome to the 10 a.m. Monday checkout, there was opportunity for 'catch-up' chats and involvement in activities. What gave the weekend added enjoyment was perfect weather.

Of course the P76 cars rolling in from Thursday onwards and the drivers and passengers within created a lot of interest, not only within the Club and venue but the general community. From all states came the P76's, I believe 52 in total.

In the Registration Hall, delegates had the opportunity to view photos and memorabilia from the very first National "Meet" of 1984 which was held not all that far from our current venue. Morpeth was to feature at our luncheon venue on Sunday.

Friday's main event was a double-decker bus ride to Newcastle, which incorporated a Newcastle Harbour Cruise. Very enjoyable, with scones, jam and cream, together with drinks of choice. The Captain gave us verbal explanation as we traversed the water-way.

There were many interesting facets about the cruise, but one that was surprising to me was to hear that each huge coal ship was scheduled only 24 hours to be given its cargo before making way for another coal ship waiting just beyond the harbour.

Friday evening's activity was Ten Pin Bowling, with teams well organized in advance – no slap-dash please yourself team work here!

Saturday saw the Swap Meet of spare parts in the Motto Farm Motel venue. Options for activities beyond were available for those who wanted to make their own arrangements for the morning. The big event for this day was the *Concourse* at Newcastle Foreshore.

If you can imagine 49 P76s driving 24 Kms. in convoy to Newcastle, then you can imagine the impact it made on 'normal' drivers on the same road.

Thanks are due to the Western Australia delegates who judged various categories for the *Concourse*, eligible because they did not drive their P76's across the Nullabor but flew in comfort. The Sunday night dinner was to be the presentation of trophies.

In the evening we enjoyed a dinner at Muree Golf Club, with three guest speakers bringing reminiscences from their days in the Leyland workshop.



Sunday was set aside for an **Observation Run** with the destination of Morpeth where a light lunch was available in the town's park. Instructions were then given to a Mystery Destination where we found



ourselves in a private collection of memorabilia and four restored Austin A30s, with another in a woebegone state unable to be included in the restored number.

Delegates had an appointment back at Motto Farm venue for a meeting, after which we gathered at 7 p.m. for the Presentation Dinner which concluded with an auction.

I feel the three trophies presented to the South Australian contingent should be mentioned, for the three P76 cars from this state all received a trophy.

Geoff Cutting's Crystal White was **Runner Up** in the **Deluxe** category.

Andrew Lee's Blue Limo won **Best Car from S.A.**

Wayne Filmer's N.V. Green was one of three of the **Judges' Choice** (the preferred take home car!) A very good effort from the S.A. contingent.

Perhaps I should also report that the P76 that caught most people's eye was the pink taxi, complete with lit Taxi sign for the roof. Along with the sign writing and decals, it was truly a wonderful 'sight to behold'. Jason Birmingham is the owner, and I think he traveled home with the bulk of the trophies, his taxi also catching the judges' eyes. Having three cars at the venue gave him a head start.



Contributed by Helen Filmer.

Photos by Geoff Cutting & Wayne Filmer.

The conversion by Andrew Lee of a wreck to a Long 76

*This is just a sample of the huge amount of pictures taken of the project...
Rescued for a project car by Jilden from Bluey Henderson's estate...*



Stripped down, and off to the paint and rust strippers:



Back in rust free condition with other panels in loose...



Jigged for the extension...



With the bits welded in...



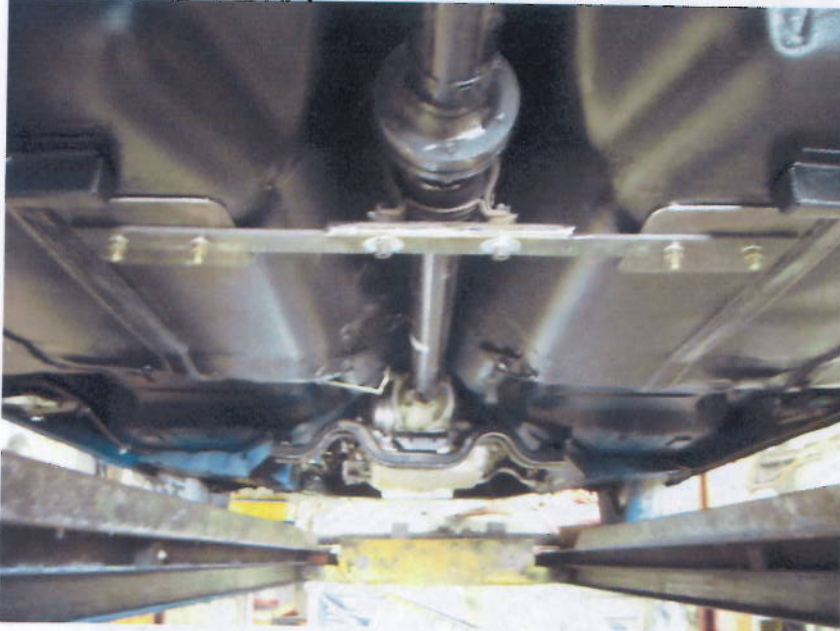
Beam testing for stiffness...



Painted and ready for assembly...



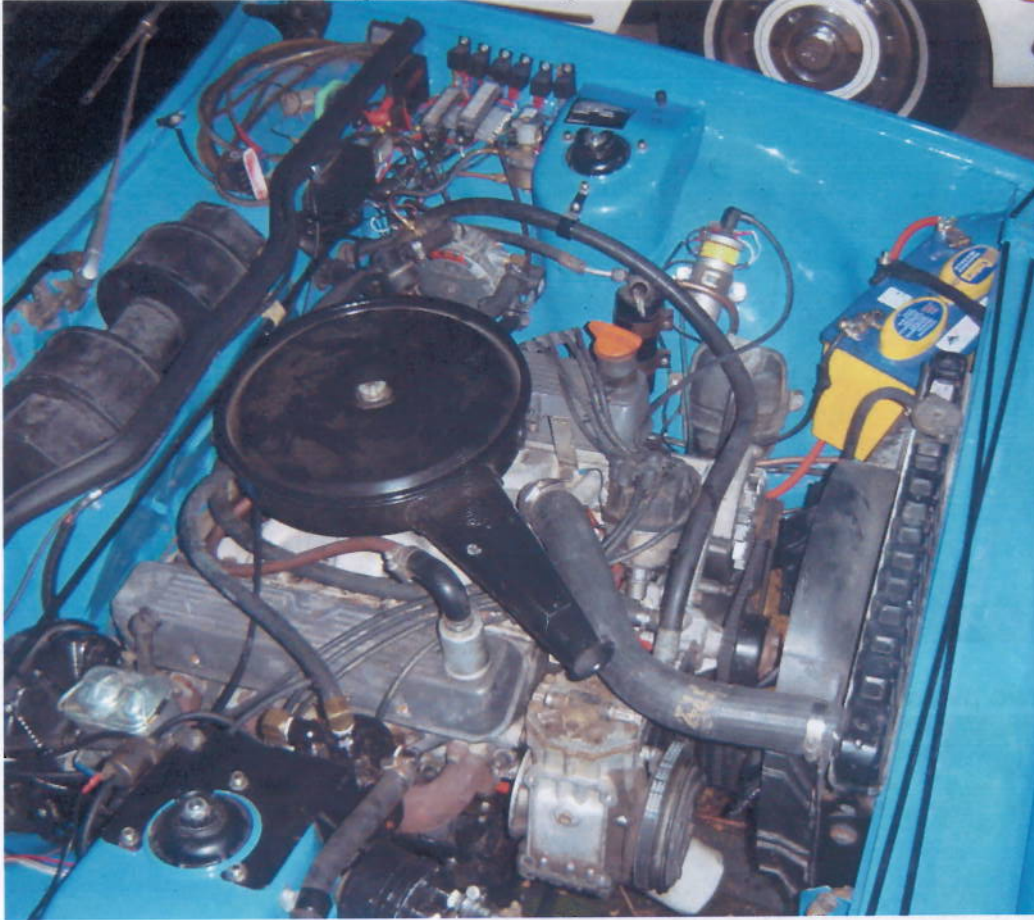
Assembly of the two piece tailshaft...



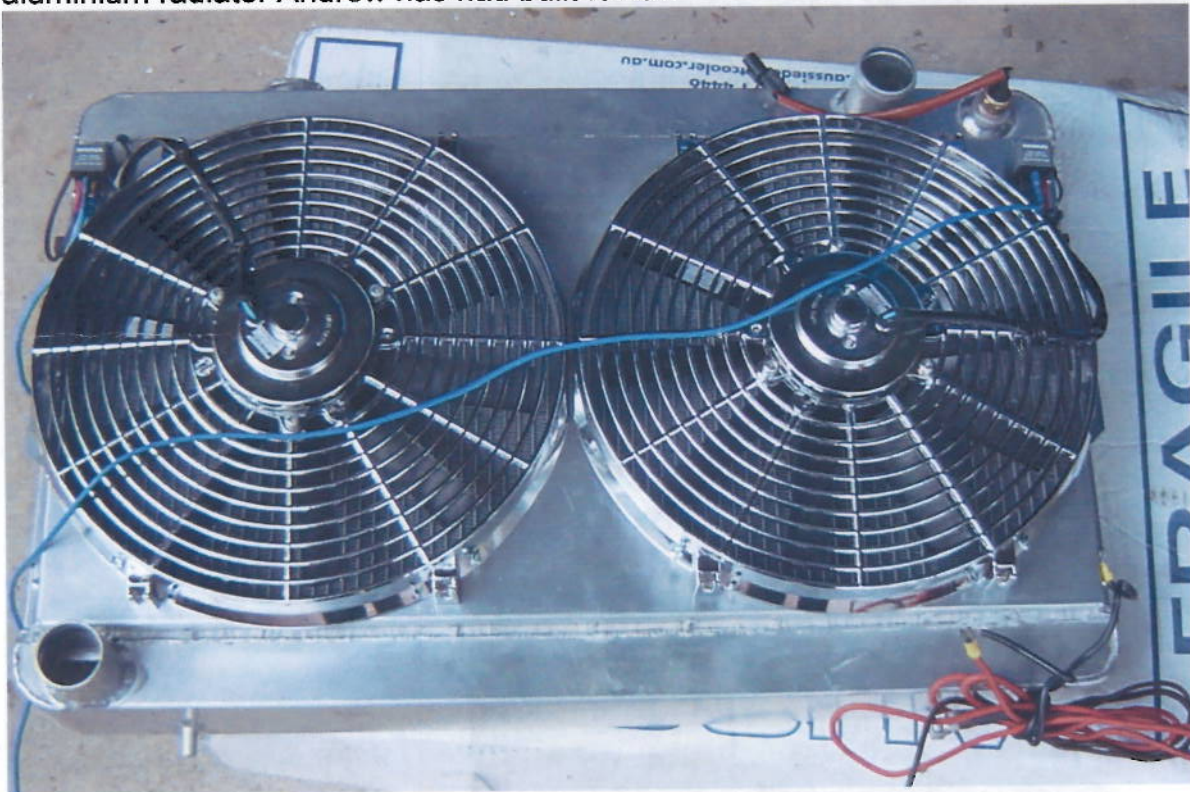
And the finished product...



The underbonnet showing the 5 litre engine and the wiring upgrade...



and it's still got plenty of scope for improvement, like the custom full width aluminium radiator Andrew has had built for it...



A labour of love indeed! Who wants a boring car when you can have the worlds rarest custom job? Long live the **LONG 76!!!**

Part(s):

Message Source **LEI** Save As

she stood at the door waving and smiling as her husband drove to work in their recently fully restored 1973 vehicle. How splendid the car looked and how proud they were.

Little did they know this moment would last only a short while, for 20 ks down the road, the husband noticed smoke coming from somewhere. He pulled up to investigate thinking it was the cigarette he hadn't extinguished properly in the ashtray, but that was out, and smoke continued to drift, it was coming from the dashboard. He got out of the car to call the fire brigade and, as he rang, the flames were licking at the interior. By the time they arrived it was too late. Totally destroyed, very little was salvageable from the once proud vehicle. He was in total shock, and when he told his wife, she was distraught and cried for ages. The grieving process set in, they were stranded, so a friend loaned them a vehicle for a while.

They attended a local church to find solace and comfort only to meet a charming con-man extortionist!, who took advantage of their vulnerability offering them a "fully restored" vehicle like the one they lost. Very excited, without having the vehicle looked at by a qualified mechanic, the couple agreed to purchase the vehicle. They paid the deposit and the seller said they could pay what ever when ever as he understood their situation. Not so, as they found out later.

After taking possession of the vehicle and transferring the registration, the "fully restored" vehicle suddenly stopped running, back to square one again, no work vehicle, so further into debt they plunged to purchase a reliable vehicle.

Meanwhile, the charming con-man extortionist had taken them to court. The "fully restored" vehicle sat for 6 mths. before they were able to, with a qualified mechanic, pull the motor down to find the reason for it not starting.

Despite continued contact with the seller and he assuring the couple that it was o.k. pay what you can and when, he did an about face, taking the couple to court. Another shock was in store. for as the qualified mechanic and his offsider pulled the "reconditioned motor" down, they found extreme damage, and six cracked pistons and in places no gaskets. The mechanic confirmed the cost of repair would run into \$3,000.

He was quiet and angry, she cried on the inside, however they agreed to rebuild the motor that way they would know the motor would be fully reconditioned. How daunting and distressing for the couple; they decided to pull this vehicle apart and make two good vehicles out of one and salvage what was worth saving and crush the body. A very satisfying event for them. Now they have spares to sell and have learnt some valuable lessons

DO NOT take anyone's word as truth and no matter what the object or article get it checked out by experts!!!

elizabeth

LEYLAND P76 OWNERS CLUB (S.A.) INC. SPARES LIST 7/09

Member Price

V8	
V8 throttle link ball joints	\$1.00
V8 throttle link bushes	\$1.50
V8 PCV rubber hose	\$10.00
V8 plug leads stainless steel Bosch	\$70.00
V8 retainer spark plug cables	\$12.00
V8 spark plugs	\$1.50
V8 rotor button	\$11.00
V8 distributor cap	\$43.00
V8 distributor shaft	\$30.00
Second hand V8 distributor	\$50.00
V8 manifold bypass hose	\$3.00
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
Z86 oil filter	\$13.00
6 & V8 rear seal, PR 4978	\$20.00
V8 head gasket	\$40.00
V8 VRS gasket set	\$220.00
V8 rocker gaskets (rubber)	\$14.00
V8 timing cover gasket	\$12.00
V8 sump gasket	\$16.00
V8 sump & timing gasket set	\$54.00
V8 fuel pump kit	\$48.00
V8 carb. Jet	\$5.00
Genuine fan belt, V8	\$5.00
Genuine P. Steer Belt	\$5.00
Power steering pulley	\$10.00
V8 Water pump gaskets	\$2.50
V8 Extractor gaskets	\$15.00
V8 exhaust pipe rings (non-asbestos)	\$5.00
V8 - 6 cyl engine mounts	\$30.00
GL27V (V8) points	\$15.00
V8 oil pressure switches	\$8.00
V8 thrust washers, Pair	\$10.00
Suspension/steering	
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
Power steer valve upper seal	\$5.00
Tie bar bushes - urethane set 4	\$55.00
Front strut inserts (Pedders) per pair	\$200.00
Power steering rack re-con (exchange only)	\$750.00
Power steer pinion adjusting shims	\$1.00
Gearbox	
4 speed g/box gasket set	\$12.00
4 speed g/box shifter saddles	\$5.00
4 speed g/box reversing switch	\$10.00
4 speed g/box gear shift lever pivot	\$20.00
6 cyl	
6 cyl choke cable	\$5.00
6 cyl engine breathers	\$2.00

Electrical	
Distributor Condensor	\$8.00
Lucas starter motor bushes, per pair	\$10.00
Headlamp suit super	\$5.00
Wiper delay relays, Ford.	\$10.00
Wiper switches	\$30.00
Re-cond Lucas Alternator	\$100.00
General mechanical	
Master Cylinder kit	\$32.00
Rear brake cylinders	\$30.00
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	\$4.50
Boot mats	\$160.00
Deluxe window winder handles	\$5.00
T-bar selector handles	\$5.00
rear parcel tray clips only brown packet of 10	\$10.00
Door lock knobs	\$2.00
Console lid cover parchment	\$10.00
Console lid cover Imperial leather	\$10.00
Boot/Bonnet bump stops set 2	\$11.00
Glove box locks and keys	\$6.00
Exterior	
Front indicator lens, non-painted, single RHS	\$30.00
R.H.F. zinc corner, no chrome	\$20.00
Ford number plate lenses, pair	\$15.00
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