

# RUST

# P<sup>76</sup> Penzed



*Gone but not forgotten*



**November 2008**

Penzed is published bi-monthly during the first week of every odd month.

**Deadline:** If you want it in **PENZED**, send it to The Editor, P O Box 18, Masterton 5840, as soon as it's ready. No more deadlines. **PENZED** is a live (but often late) developing document.

**Contributions:** Are welcome (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions. **PLEASE**

**Advertising:** *Is even more welcomed.*  
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**National Committee:**

President:	Rob Jones 88 Harley Street Masterton or PO Box 18 Masterton 5840 or Phone 06 370 2313 or E-mail <a href="mailto:leylandp@paradise.net.nz">leylandp@paradise.net.nz</a>
Vice President	Murray Hatchard P O Box 11 131 Sockburn, Christchurch 8443 Phone 03 347 6768 E-mail <a href="mailto:golfnut2@slingshot.co.nz">golfnut2@slingshot.co.nz</a>
Secretary:	Philip Meyer PO Box 38 Pukekohe 2340 E-mail <a href="mailto:pameyer@ps.gen.nz">pameyer@ps.gen.nz</a>
Treasurer:	Mike King 178 Hereford Road RD 3 Oropi, Tauranga 3173 Phone 07 543 4478 E-mail <a href="mailto:mike_annette@xtra.co.nz">mike_annette@xtra.co.nz</a>
Publicity Officer:	Edward Tubman 20 Rodney St Hamilton Phone 07 847 9116 E-mail <a href="mailto:edt@xtra.co.nz">edt@xtra.co.nz</a>

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	Parts Manager	Deliver to/ Dispatch From	Telephone	Best Time
Northern	Mike King	178 Hereford Rd RD 3 Tauranga	Ph 07 543 4478 Fax 07 543 4578	7:00pm - 9:00pm
Central	Paul Heath	10 Davis Grove, Wainuiomata	Ph 04 972 7192	7:30pm - 9:00pm
Southern	Don Alexander	12 Seamount Tce Christchurch 8081	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

**P76, anything but average**



# Merry Christmas & Happy New Year



Best Wishes from Watcom

## Penzed for November 2008

It has been a long time since a single issue of Penzed created such a response from the membership. It's good to know that you read it, even if you do find a fist full of errors along the way. To this end I must assure you readers that all the grammatical errors that appeared in Jenifer Alexander's story of the July Meeting were directly attributable to me as I retyped her story rather than cutting and pasting as some may expect. Jenifer and readers, I apologise for my shoddy typing.

### 25 year polo shirts

The orders for these are coming in from all over the country, which is gratifying. You have read the order form as well as Penzed. Orange is the leading colour so far so if you haven't got your shirt to go with your car yet send the order in now. One woman has taken up the offer to have her own shirt printed so you see it can be done. We knew that because we had two little ones done for Abby. Blue and orange of course. There was a small omission from the order form:

**The polo shirts are also available in XXXL at the same price.**

Please forward your order as requested. Generally the shirts will be invoiced upon delivery so that the freight question can be addressed. If you choose to send a cheque with your order please make it out to the **Leyland P76 Club**. I look forward to receiving your order soon.

### The Last Cover Picture

This picture resulted in a couple of people chasing up the number plates and sending me their findings from various sources. I sent all these onto Alan Caple and we will hopefully advise an outcome once he has done some real background digging. I overlooked the fact that this cover graced the very first issue of the Club magazine. It wasn't called Penzed until the second issue, a name coined by the late Bill Bolt I believe.

In fact there were two 'first' magazines. The one that went out to financial members had more in it than the one that went out to known owners. Remember recruitment was paramount back then. It still is really, as our slowly increasing number of member's shows. The first issue was in black on dark blue paper so lost a lot in the translation, done in an A4 format as we have now. Penzed first appeared in A5 and remained that way until Bills death in 1992. When I took over as Editor I couldn't get my head around A5 production so went back to A4 as you see now.

And that wasn't all. Even Philip Meyer responded in writing to my mention of his new Saab.

### Saab ex Wellington

Rob made recent reference to my journey to Wellington to collect my vehicle. It is a 2003 Saab 9-5 Aero, powered by a 4 cylinder High Output Turbo. The colour (the first thing most people ask me - why?) is silver or grey - I have seen it described both ways. What is more important is that it has a 5 speed manual gearbox - yes, the one with the clutch and as far as I can ascertain is the only manual variant in New Zealand. (*A bit like my 6 cyl P76*) The Aero is pretty high spec with heated and cooled seats with three memories, especially which fortunately is able to be turned off - it quite spoils adventurous driving, park assist, cruise control, 6 pack stereo plus many other luxury



features. It is fast: there is no turbo lag and I reckon that it is not a lot slower than Edward's Monaro GTO.

The day I returned was a wet miserable day and the Rimutaka Hill road from Wellington to Masterton was closed – sorry Rob

Philip Meyer.

This brings me to wonder how many P76's are going on the Northern Sites Tour. Philip will want to show off the Saab and will have some competition from a certain Aston Martin. Unfortunately Sonya and I are not able to go this year, even in our Leyland. We suffered a lot of grief for going in the Nissan Bluebird Diesel last year, while our P76 was in the panel shop. The Bluebird has now been sent to Korea as scrap after an unfortunate excursion off road. However, you aren't safe yet. An even smaller and possibly the smallest ever car to attend any CIM is scheduled to start this time. Look out for a black Mazda MX5. Bryan and Beth tell me they have contracted Paul to haul their luggage in his Leyland boot. Is this the smallest car to attend a Centre Island Meeting?

We have seen a lot of cars on these runs before. Aston Martin, all sorts of Jaguar's, Nissan's, Honda's, BMW's, Triumph, Land Rover, Commodore, Opel and once years ago I think a Daihatsu truck!

A great mix of cars and people having a wonderful time out in the country. The timing of the trip and hopefully Penzed means we will have to wait for a glowing report from someone on the trip to go in the next Penzed.

As this issue follows so quickly on the last page of the previous one (now I'm tempting fate) it allows me to include some of the useful and interesting items gleaned from the Aussie magazines, in this case Westwords. I called James Mentiplay and sought his permission and had a wee chat about Leyland stuff. While James isn't the author of any of these particular items he is one of many of the mainstays of the very active WA club, and I had his work number and they are happy to share anyway. Thank you Westwords for your Jan, Feb and Oct 2007 issues.

### **The Compliance Plate**

There are probably still many who don't fully understand these (and some who don't care) however, they are part of the big picture. While this item deals largely with Australian assembled cars we should remember that there are/were a lot of them over here. I've had two. There is also a brief explanation of the New Zealand system and a request for information to be supplied via E-mail to James at [sales@writegear.com.au](mailto:sales@writegear.com.au) on any plates you may have knowledge of. Please feel free to do that and copy it to Alan Caple as well at [caplefamily@xtra.co.nz](mailto:caplefamily@xtra.co.nz) so that we can enhance our records too.

### **Rust**

We have further advice on this issue for a couple of specific areas, this time from Tony Moisley in Maddington which is part of Perth I presume. Tony advertises his company, Outback Automotive Restorations as being specialists in P76 repairs. Touch wood, I haven't experienced the filler cap rust problem, even in the CC Super that was falling apart but I can assure you that both my HOTO and AEB cars were victims of the C pillar vent problem. Maybe the filler is still to come or hopefully I got there in time. I hope these help some of you.

## Colours

For some time now I have been using the initials of P76 colours to describe cars in Penzed. You may have read SO, CB, CC and AEB and I'm assuming you know what I mean. By way of explaining some of that I've included a **partial** paint formulae chart supplied to me by Ed Tubman.

This is not a complete set of the P76 colours by any means and includes CC, an exclusive Australian P76 colour by my reckoning but it will explain some of the initials used and offer you a formulae should you require it for your car. Yes, those with a P written in the left corner are P76 colours. Ed has the other formulae available as well, just in a different manner. Many of the P76 colours still appear on the PPG computer but you have to seek them out under Austin or similar location. There may be some under Leyland still. Ask for a play on your local supplier's pc. Funnily enough the colour on our Mk1 Jaguar is included in this list. It was repainted RR some years ago.

From the compliance plate item you can see that Aussie cars are painted in Berger paints while New Zealand built cars were painted in Dulux. You will also note the spelling of Chrystal in the colour CW. I have been misspelling it for ages now!

## Brakes

Where would we be without them? Up a tree, in a drain or parked in the boot of another car. There is help available in the form of the advice from Jilden of the SA Club 8/08 who is a strong advocate of the new DBA Rotors, which should be available from your local brake specialist, even if they have to order them in haha. I think we have advertised these before but it doesn't hurt to refresh our memories does it.

## Subscriptions

As you will see from the green invoice included with Penzed your 2009 subscription is becoming due. Please forward your payment to Mike King as shown on the invoice and make sure you are paid up in time for the AGM in March. Thank you for your continued support.

There is strong support for the Club as you will see by the number of members attaining their 20 Year certificates in 2009, but that is another story.

## Nominations

Believe it or not, all committee positions do become vacant and require refilling each year. We don't just sit there rooted to the position. To achieve change, refresh the thinking, manage our affairs in a different manner and generally participate in a damn good organisation all you need to do is get your mates together and fill out the nomination form on the back page of Penzed.

Put yourself forward with support of your fellow members and see how easy it is to be important in our little world. It is a very satisfying way to spend a little of your time.

**Natcom extends their best wishes to all for a happy  
and safe Christmas and a prosperous New Year.**

## Local Group Activities

**Northern Group** meets at the Auckland Car Club 44 Stoddard Road Mt Roskill Auckland on the first Thursday of each month at 7.30p.m. unless otherwise notified within the summons issued by Philip Meyer. Philip can be contacted on 09 238 0652 for additional information.

**The November meeting is on Thursday, Nov 6 and then again on Thursday, December 4.**

Five members made the September meeting where events and route planning for the AGM weekend were discussed, amongst other things. The meeting also expressed a desire to track down some ex members to see if they can be brought back into the Club.

## Central Group

The Feathers on Featherston Street in Wellington will see us in attendance on:

**November 11, a change of date to accommodate those returning from the Northern Sites Tour.**

Everyone is welcome to join us for food, beverage and P talk. With all our new members these meetings are becoming a lot more fun! The Feathers is back in business after renovation and it is very nicely appointed with a great new menu, new service regime and the usual selection of refreshments for you enjoyment.

**The December meeting is replaced by the Central Group Christmas Party  
December 13 at 7.00p.m.**

We are to dine at The Magic Wok Chinese Restaurant (nearer the station end) 174 Jackson Street in Petone. Despite the name this is a very fine eatery serving wonderful food. Paul, Linda Sonya and I eat here frequently. Local members have received an invitation but should you wish to join us from afar please RSVP to: **Paul Heath in the evenings on 04 972 7192 or leave a message on 04 589 5334 before December 1.**

We will be enjoying a banquet menu at approximately \$30 per head. Family and visitors welcome, even my brother is coming over from Sydney for it!

The January meeting will be back at The Feathers on the 6<sup>th</sup> to start the New Year.

## Local events to attend.

### **29<sup>th</sup> Lake Ferry Classic Motoring Excursion hosted by the Sunbeam Owners Club**

As you would expect this is on December 13 starting at the Featherston Fell Engine Museum at 11.00ish in the AM. This long established family day out, picnic, games BBQ event sees dozens of cars from all sorts of clubs assemble at The Fell and drive out to Lake Ferry for a fun afternoon in the sun. For details contact **Brian Atkins on 04 562 7424.**

Last year saw a good group of P76 people attend, however, this year the Jones clan may have to keep going past The Fell and onto the airport to collect said brother! Bugger. This doesn't mean you can't make a day of it with a pleasant drive over the hill, or trip down through the Wairarapa, and then over the hill to Petone for dinner. Make a day of it.



## **The 23<sup>rd</sup> British Car Day Sunday February 15 2009**

It is on again and we all need to be there in support of the Wellington Free Ambulance, British Car Club who organise this event and the Leyland P76 Owners Club who need a big showing of many cars to welcome the presence of our UK based member Alan Firth.

Where else is he going to see a lot of Leyland's in one place. Most of you know how it goes, Barton Road off Fergusson Ave in Upper Hutt, be there by 9.30 a.m., only \$5 for your display car with any number of passengers, good food and drinks available and hotdogs and Coke.

Even if you don't have a P76 on the road you should attend the show in your other British car or park in the public car park and come and meet the members, not to mention taking in the spectacle that is BCD. If you need any information, contact Rob Jones as on page 2 of Penzed.

Look out for buses, fire engines, trucks, stationary engines, traction engines and an A to Z of British cars from all over the lower North Island. And a big P76/F7V display.

### **Southern Group**

The Southern Group holds their bi monthly meetings at Robbies in Riccarton at 7.30p.m. each even month and arrange an outing, generally on the second Sunday of each odd month. Their new Event Co-ordinator is Sandy Downes who you can contact on 03 337 1647.

Sandy is happy to hear from any Southern member, or a Northerner touring around down south should you want to join in the fun.

### **Inter Group Events**

**Wellington 23<sup>rd</sup> British Car Day February 15 2009 Trentham Memorial Park Upper Hutt.**

See above notes for the Central Group. Members from everywhere else are welcome should they be in the area as so often happens with other clubs. Cars from all over the country have attended in the past.

## **AGM 2009 Pukekohe March 13 to 15 2009**

Included with this Penzed is your registration form for the above meeting. Once completed and returned it will allow planning for the weekend events to be undertaken, however, for your accommodation needs to be met you should book at the following establishment using our trusted formulae of name and Club i.e. booking for Smith/Leyland Car Club.

We will be staying at The Counties Inn 17 Paerata Road Pukekohe. Contact details are:

Ph 09 238 9319 Fax 09 238 3076 E mail [countiesinn@xtra.co.nz](mailto:countiesinn@xtra.co.nz) and [www.countiesinn.co.nz](http://www.countiesinn.co.nz)

There is a full and exciting weekend planned for you. Some highlights appear on the next page.

## **AGM Pukekohe 2009 Highlights**

Saturday morning it has been arranged for the Leyland P76's to partake of a 2 touring lap parade around Pukekohe Raceway as part of the Historic Racing Clubs meeting being held over this weekend. This is not a race but a chance to parade our cars in front of a lot of historic race enthusiasts and will be a lot of fun. Not every Club gets an opportunity like this.

Saturday lunchtime sees us eating in Kaiaua at The Worlds Best Fish and Chip Shop. This is not something we have tried before!

Saturday afternoon we visit member Clyde Walters's car collection numbering in the 60's and comprising many Ford and Leyland P76 cars amongst others. This includes one very special racing P76.

Sunday sees us doing something we have done in many other parts of the country. We visit the Manukau Heads Lighthouse. It's a bit of tradition with the Leyland Club, visiting lighthouses.

We hope that is enough to whet your appetite. Hey, we may even get on the telly!

## **Cover Photos**

Rust, Gone but not Forgotten. All of these cars are now gone, most of them rusted out, two of them in the top ten worst rust cases I have seen. The car with the roof rack suffered an unknown fate but certainly appears past it. The car on the left of the small picture was stolen, stripped and abandoned while the other two just dissolved over time! I decided to include these in conjunction with the rust repair items in this issue. It just seemed relevant somehow. Yes, one was mine!

## **For Sale P76 V8 motor**

Some years ago a man bought a P76 motor off Ed Tubman for installation into a Range Rover. It didn't happen. This motor is again for sale. Mr Bryan Duncan wants \$500 ONO for this motor. He can be contacted on 027 483 2328 as he is about to move house. The motor has no flywheel or starter motor but is otherwise complete. It is packed in a crate ready for transport to your shed. The motor is stored in Lower Hutt at 54 Wainui Road opposite the Griffins factory in the care of Mr George Gallagher on 04 566 6023 or 027 282 1234.

Please call Mr Duncan first to discuss payment details and then Mr Gallagher to arrange collection or delivery.

## **A First I Think**

This sees the completion of Penzed on October 30, earlier than required except for two pieces I'm waiting on from other sources. I hope you enjoy the read, pay your subs early, polish your P, attend your local events and plan a great end of summer (sort of) holiday around the weekend at Pukekohe for the national AGM.

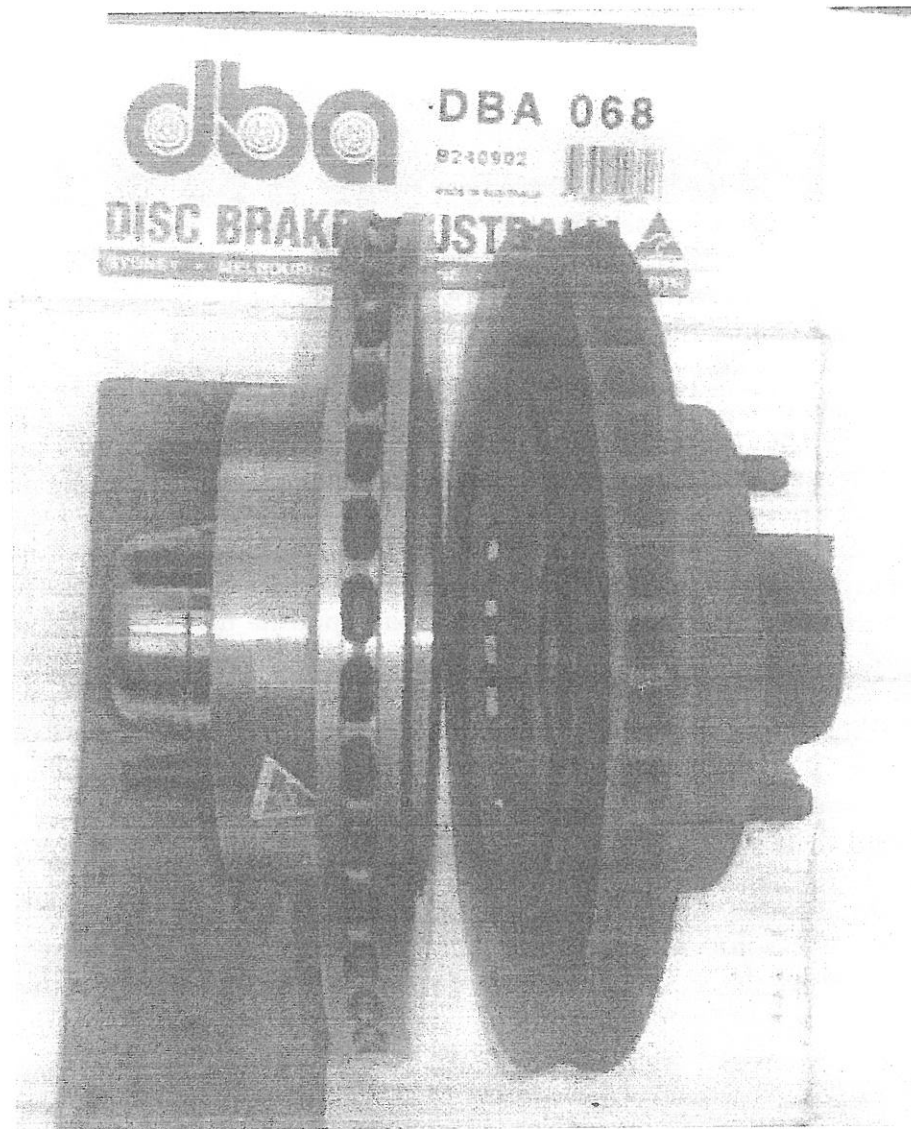
Have a joyous Christmas whatever you are up to and a happy New Year. If you are passing by our place in Masterton do drop in and say hello. We are expecting a few visitors for the Wings over Wairarapa air show (Jan 17/18) that will be spectacular if the old planes we see flying around here already are any indication.

## P76 Disc replacement.

My 25 year association with P76's has been fun, and it isn't over yet. However, one of the constant niggles has been the brakes. It may be my driving style, but I have suffered from warped front discs for much of that time. It has got to the stage that I have got sick and tired of getting discs machined or replaced by low mileage second hand ones. Every one of my 12-odd second hand discs is now warped. So I enquired about new ones...

The front cover shows the difference between an original P76 disc at near to new width (1 inch) and a new DBA P76 rotor. The new disc, DBA part no. 068, is much more robust in the braking area than the old one. In fact, it is nearly twice as heavy as the original. I paid around \$140 each (trade) for two and they have been on my car for three weeks. So far, they are still smooth. What a relief! I hope they keep that way. I'll let you know what they stand up to after a suitable bush road trip sometime soon.

Of course, as they are replacement parts made for the P76, they are suitable for Historic Rego.



Thick, and oh so strong...STILL GOING STRONG AND  
TRUE 4 YEARS LATER!!!

Jilden.



# P76 Compliance/Chassis Plate

Twenty five years after the establishment of P76 clubs in Australia and New Zealand, there still appears to be a number of grey areas for some people in understanding the compliance/chassis plate details on P76s. The factory workshop manual includes a good guide to reading these details, especially for 1973 cars, however there were a number of changes in 1974 that were not included in any workshop manual.

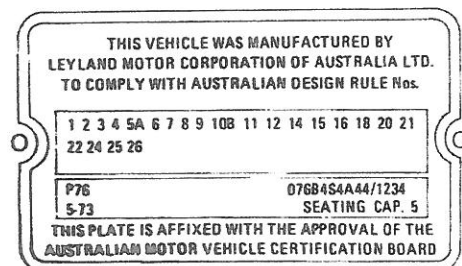
The three major changes were as follows:

- a. March 1974: Serial Numbers changed from 4 digit to 5 digit;
- b. April 1974: New P76 compliance for 1974/75 resulted in change of Letter denoting Transmission compliance in chassis number;
- c. April 1974: Date Stamp changed to include production week.

The compliance/chassis plate is the small aluminium plate (about the size of a playing card) affixed to the top of the LH strut tower in the engine bay. This plate contains information about the Australian Design Rules and also the car's chassis number and build date. The chassis number is also stamped into the strut tower metal alongside this plate. The following brief sample will serve as an explanation.

Chassis Number: (1) (2) (3) (4) (5) (6) (7)  
076 / B / 4S / 3 / A / 44 / 1656:

- (1) 076: P76 vehicle
- (2) A (or B): Transmission Compliance: May 1973 to March 1974  
 A = Manual Transmission  
 B = Automatic Transmission
- (2) D (or E): Transmission Compliance: April to November 1974  
 D = Manual Transmission  
 E = Automatic Transmission
- (3) 4S: 4 door Sedan
- (4) 2 (or 3 or 4): 2 = Deluxe  
 3 = Super  
 4 = Executive
- (5) A (or C, N or M): Transmission Shift Type: A = Floor Shift Automatic  
 C = Column Shift Automatic  
 N = Column Shift Manual  
 M = Floor shift Manual
- (6) 44 (or 26): Engine fitted: 44 = V8 4.4 litre  
 26 = 6 cylinder 2.6 litre
- (7) 1656: Serial Number



Serial Numbers: There were two different systems used for serial numbers on P76 chassis details.  
Four Digit Numbers: example: 076 B4S4A44 1234 (May 1973 to Feb 1974)  
Five Digit Numbers: example: 076E4S4A44 16526 (March to November 1974)

Four Digit Serial Numbers: From May 1973 to February 1974 inclusive, all P76s carried a four digit serial number. They were stamped numerically in each different model category – that means there were thirteen different P76s each carrying the starting serial number 1001 (their full chassis numbers would have been different, of course). This system was discontinued at the end of February 1974, and was replaced with a new 5 digit serial number system.

Five Digit Serial Numbers: From March 1974 until the end of production in November 1974, all P76s carried a five digit serial number. The first 5 digit car was serial number 13998 (this was the 12998<sup>th</sup> P76 built). The cars were all stamped numerically as they came onto the assembly lines, regardless of model category. There is only one P76 with serial number 13998, only one with 13999, only one with 14000, and so on.

Date Stamp: Up until April 1974, every P76 chassis plate was stamped with the month and year of manufacture: e.g.: 9/73, 11/73, 2/74, etc.

In April 1974 Leyland added the actual production week of build to the month and year information on the chassis plate; e.g.: 4/74 14

6/74 23

9/74 37

The dates of the actual production week recorded by the numbers following the month/year on the plate can be determined from the following list for 1974.

Week:      Dates:

13 28<sup>th</sup>, 29<sup>th</sup> March, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> April  
14 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> April  
15 11<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup> April  
16 18<sup>th</sup>, 19<sup>th</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup> April  
17 26<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup> April, 1<sup>st</sup> May  
18 2<sup>nd</sup>, 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> May  
19 9<sup>th</sup>, 10<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup> May  
20 16<sup>th</sup>, 17<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup> May  
21 23<sup>rd</sup>, 24<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup> May  
22 30<sup>th</sup>, 31<sup>st</sup> May, 4<sup>th</sup>, 5<sup>th</sup> June  
23 6<sup>th</sup>, 7<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> June  
24 13<sup>th</sup>, 14<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> June  
25 20<sup>th</sup>, 21<sup>st</sup>, 24<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup> June  
26 27<sup>th</sup>, 28<sup>th</sup> June, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> July  
27 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> July  
28 11<sup>th</sup>, 12<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup> July  
29 18<sup>th</sup>, 19<sup>th</sup>, 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup> July  
30 25<sup>th</sup>, 26<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>, 31<sup>st</sup> July  
31 1<sup>st</sup>, 2<sup>nd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> August  
32 8<sup>th</sup>, 9<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> August  
33 15<sup>th</sup>, 16<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> August  
34 22<sup>nd</sup>, 23<sup>rd</sup>, 26<sup>th</sup>, 27<sup>th</sup>, 28<sup>th</sup> August  
35 29<sup>th</sup>, 30<sup>th</sup> August, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> September  
36 5<sup>th</sup>, 6<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup> September



37 12<sup>th</sup>, 13<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> September  
 38 19<sup>th</sup>, 20<sup>th</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup> September  
 39 26<sup>th</sup>, 27<sup>th</sup>, 30<sup>th</sup> September, 1<sup>st</sup>, 2<sup>nd</sup> October  
 40 3<sup>rd</sup>, 4<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> October  
 41 10<sup>th</sup>, 11<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup> October  
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 43 24<sup>th</sup>, 25<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup> October  
 44 31<sup>st</sup> October, 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> November  
 45 7<sup>th</sup>, 8<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup> November

Anyone researching the P76 will find the cars built before March 1974 much easier to record. The four digit serial number cars are an accurate record of the exact build for each of the thirteen different model categories.

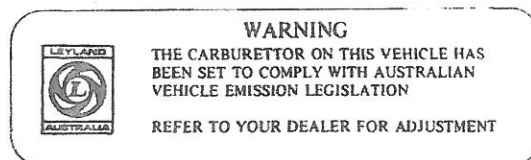
From March to November 1974, the five digit serial number cars do not afford the same detail with regard to exact numbers for each model category, however they do give an accurate record of the total numbers built. For the historian, Body Numbers play a vital role in providing more information.

Body Numbers: These bear no direct relationship with the actual chassis number on each car. The Body Numbers are stamped into the metal at the top of the LH strut tower, directly underneath the compliance/chassis plate – they can not be seen until the chassis plate is removed. An example of a Body Number is as follows:

L4D  
 76-2  
 0123

L4D: Leyland 4 door sedan  
 76-2: 76-2 Deluxe  
       76-3 Super  
       76-4 Executive

0123: Body Number of that particular vehicle.



Unlike the chassis serial numbers (which commenced at 1001) the Body Numbers commenced at 0001. The Body Number procedure included three separate systems. All Deluxe models (six categories) were numbered consecutively in one series as the body shells were made in the Body Shop. Likewise the Supers (all six categories) were numbered consecutively in one series, whilst the Executives were numbered consecutively in their own series. Hence, the example shown above is the 123<sup>rd</sup> Deluxe model produced, so we know that at the time the above vehicle was made, a total of 123 Deluxe models had been produced overall.

Further examples of Body Numbers are:

Feb 74: Deluxe 076A4S2N26 2606 was Body Number 76-2 5393

Feb 74: Super 076B4S3C26 1850 was Body Number 76-3 5016

The Body Numbers also gave a very good security system to guard against theft, swapping of chassis plates, etc. The factory records would have detailed the correct Body Number for each chassis number of every vehicle.

New Zealand Assembly: The information above relates only to Australian built P76s. The cars assembled by NZMC at Petone carried similar chassis numbers, however they included a "Z" to denote New Zealand assembly, and their chassis serial numbers commenced at 001.



Understanding the chassis number system is going to be very important when you decide to check out that "one owner immaculate Executive" that you have seen advertised. You will be bitterly disappointed to find out after purchase that its chassis number on the plate is something like: 076A4S2N26 2133.

For those people that still think all of this information may seem superfluous to the average P76 owner, they should remember that every owner can play a vital role in the preservation of P76 records.

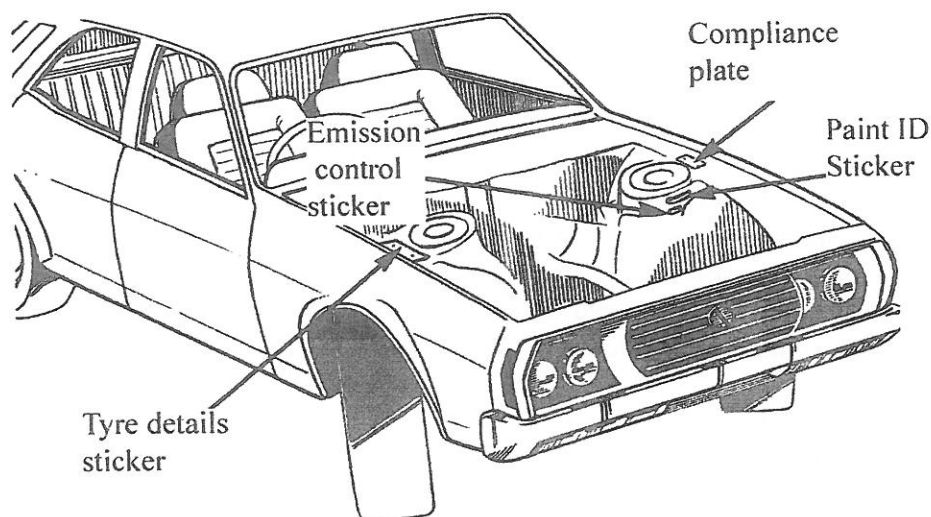
For those members restoring, wrecking or disposing of any P76 bodies, please note down the full details from the chassis plate, and the details of the body number (after the plate has been removed for safe-keeping). These can be forwarded to your P76 club for record keeping.

Remember, the factory records were destroyed a long time ago. The only group that is ever going to rebuild those lost records is the P76 clubs in Australia. We need all the information that is possible in our ongoing research.

Members can forward all details of cars to the WA Club for inclusion on the national database, via email: [sales@writegear.com.au](mailto:sales@writegear.com.au)

Gary Mentiplay

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division Inc.)



# NEW ZEALAND MOTOR CORPORATION LIMITED

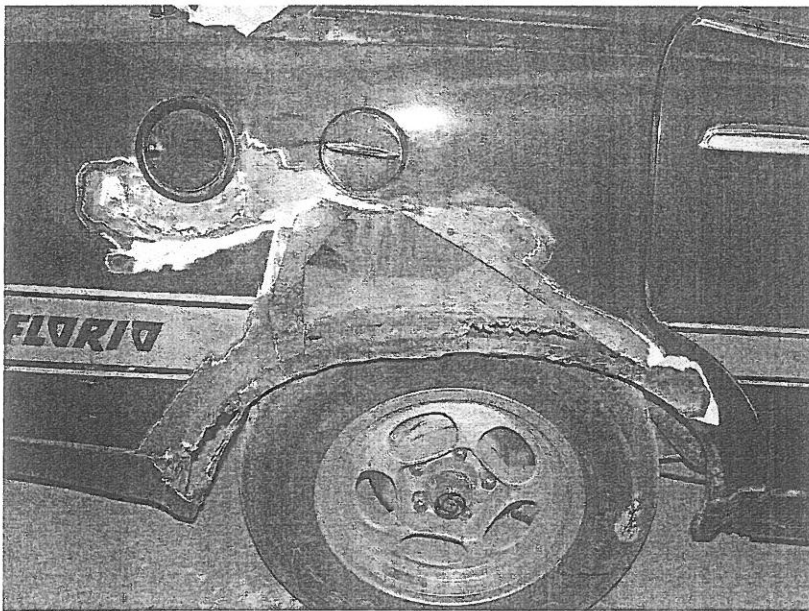
Austin and Morris 1971 forward

## D.R.T.S. MIXING FORMULAE

<b>47-50168</b> 1973/74 <b>ALMOND</b> 272-0176 228 -0546 408 -0410 419 -3511 500	<b>47-0011</b> 1972 <b>AQUARIUS</b> 272-0415 187 -0176 294 -2348 317 -3511 500	<b>47-4951</b> 1972 <b>AUVERT</b> 272-0225 33 -0546 152 -3511 311 -0176 368 -5523 481 -0306 500	<b>47-4894</b> 1971 <b>BEECH</b> 272-0546 240 -0306 335 -0176 371 -0751 403 -3511 500	<b>47-7691</b> 1974 <b>BITTER APRICOT</b> 272-0614 268 -0176 305 -0547 462 -0510 500	<b>47-50306</b> 1973 <b>BOLD-AS-BRASS</b> 272-0510 243 -0176 307 -0306 316 -4446 332 -0546 500
<b>47-7619</b> 1972 <b>BRONZE BEIGE</b> 272-0546 231 -0176 300 -0614 366 -0306 439 -9223 500	<b>47-7669</b> 1974 <b>CADIZ</b> 272-0510 211 -0176 214 -0547 366 -3511 391 -0614 500	<b>47-50102</b> 1971 <b>CALYPSO</b> 272-0547 465 -0751 469 -0176 486 -3511 500	<b>47-2886</b> 1974 <b>CORINTHEAN BLUE</b> 272-0225 88 -0415 384 -0306 389 -0176 431 -9223 500	<b>47-2753</b> 1971 <b>CORNFLOWER</b> 272-0176 314 -3511 332 -2348 432 -5523 500	<b>47-50254</b> 1 <b>COUNTRY CREAM</b> 272-0176 423 -0546 463 -3511 491 -4446 500
<b>47-1559</b> 1974 <b>CRYSTAL WHITE (TWO-ONE-O WHITE)</b> 272-0176 444 -3511 460 -5523 496 -4446 500	<b>47-8457</b> 1974 <b>DRY RED</b> NO FORMULA AVAILABLE	<b>47-2856</b> 1974 <b>FARAWAY BLUE</b> 272-0176 435 -0225 474 -5523 486 -3511 500	<b>47-50183</b> 1972/74 <b>FLAMENCO</b> 272-0547 235 -3511 301 -5523 475 -0176 492 -0510 500	<b>47-2887</b> 1974 <b>FRENCH BLUE</b> 272-0176 198 -0751 310 -3511 410 -0222 500	<b>47-4893</b> 1 <b>GREENSTONE</b> 272-0176 199 -0415 326 -0306 346 -5523 500
<b>47-40038</b> 1974 <b>HAIRY LIME</b> 272-0515 244 -0176 405 -0415 472 -3511 488 -9223 500	<b>47-0011</b> 1972/74 <b>HIBYA GREEN</b> 272-0614 19 -0546 106 -3511 226 -0415 478 -0176 489 -0515 500	<b>47-50247</b> 1972/74 <b>KAJI ORANGE</b> 272-0176 204 -0546 306 -0547 354 -0510 500	<b>47-0011</b> 1972 <b>KANSAS BEIGE</b> 272-0176 351 -0546 396 -3511 461 -7212 500	<b>47-9999</b> 1974 <b>KAZEN RED (L)</b> NO DUCO/DULUX FORMULA AVAILABLE	<b>47-0011</b> 1 <b>KO BLUE</b> 272-0176 255 -0225 341 -3511 439 -0415 487 -0306 500
<b>47-50100</b> 1971 <b>KOWHAI</b> 272-0546 137 -0176 317 -0410 465 -3511 500	<b>47-0011</b> 1972 <b>KUMO BEIGE</b> 272-0176 431 -0546 482 -3511 491 -0614 500	<b>47-2755</b> 1971 <b>LAGOON</b> 272-0225 184 -0176 317 -0306 339 -0546 383 -3511 500	<b>47-0011</b> 1974 <b>MAGENTA</b> NO FORMULA AVAILABLE	<b>47-0011</b> 1972/74 <b>MIDORI GREEN</b> 272-0176 185 -0415 315 -0546 473 -0306 500	<b>47-50060</b> 1972 <b>MONTANA TAN</b> 272-0546 389 -0614 410 -0176 420 -3511 451 -5523 500
<b>47-0011</b> 1972/74 <b>NOT-QUITE-WHITE</b> 272-0176 358 -3511 371 -4446 392 -5523 500	<b>47-50107</b> 1971 <b>OCHRE</b> 272-0546 153 -0176 376 -3511 424 -0410 500	<b>47-7692</b> 1974 <b>OH FUDGE</b> 272-0614 319 -0306 422 -0510 471 -0176 492 -0751 500	<b>47-50182</b> 1972/74 <b>OLIVE 'A' TWIST</b> 272-0176 113 -0546 249 -0410 327 -3511 500	<b>47-0011</b> 1974 <b>OZAMA ORANGE</b> 272-0546 25 -0547 181 -0510 437 -3511 500	<b>47-50101</b> 1 <b>PAMPAS</b> 272-0176 262 -0546 406 -3511 495 -0410 500
<b>47-5449</b> 1974 <b>PIMENTO</b> NO DUCO/DULUX FORMULA AVAILABLE	<b>47-8685</b> 1971 <b>RATA (CHILLI RED)</b> 272-0828 326 -0547 419 -0176 484 -0751 500	<b>47-8724</b> 1972/74 <b>REGENCY RED</b> 272-0821A 251 -0547 334 -0176 344 -3511 388 -0614 500	<b>47-0011</b> 1972 <b>SABLE</b> 272-0176 50 -0306 193 -0546 379 -0614 475 -0415 500	<b>47-2754</b> 1971 <b>SHALE</b> 272-0176 179 -0306 286 -0222 356 -0751 404 -3511 500	<b>47-0011</b> 1 <b>SHANTU BLUE (L)</b> 272-0222 202 -0176 433 -0751 494 -0306 500
<b>47-40084</b> 1974 <b>SHIBA</b> 272-0510 211 -0176 232 -0415 458 -3511 500	<b>47-1465</b> 1971 <b>SNOWDROP</b> 272-0176 452 -3511 467 -5523 500	<b>47-70074</b> 1974 <b>SPANISH OLIVE</b> 272-0546 262 -0415 339 -0306 352 -0176 412 -0614 416 -9223 500	<b>47-0011</b> 1972/74 <b>TOBACCO ROAD</b> 272-0176 91 -0547 148 -3511 254 -0515 500	<b>47-2821</b> 1972 <b>TRUE BLUE</b> 272-0225 279 -0306 298 -0176 401 -0751 411 -3511 500	

## Tony's Rust Article

Whilst in the throws of a recent restoration, I removed the outer rear quarter panel of a rather ill Targa below the fuel filler area. I found that water had been getting in between the anti-drumming/strengthening/reinforcing ( Call it what you will- NUISANCE PANEL )plate and the outer skin, causing the usual rustout in this area.



The photo first shows the water marks where the water has entered between the panels where the fuel filler neck is attached, but not through the rear screen area or the rear pillar vent area as is often suspected. A closer inspection once I removed the filler neck retaining screws showed that the inner arch and outer quarter panel had almost no sealant between them and I was able to easily move them apart by moving the filler neck from behind the arch.

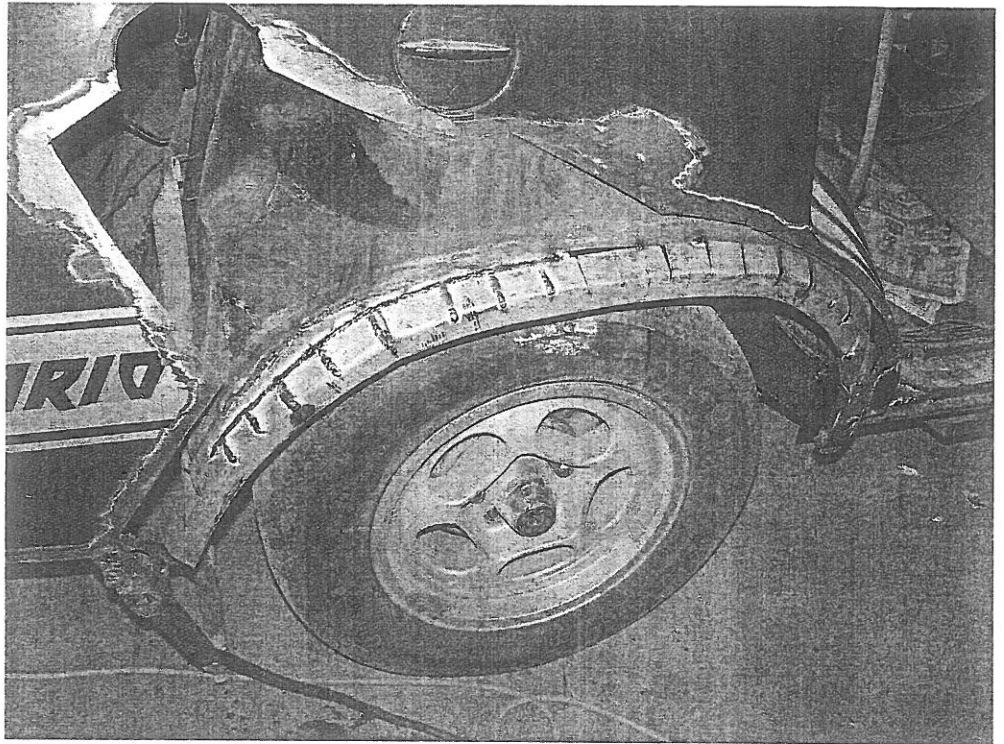
I did a water test by blasting some water under the arch and down she flowed - straight between the inner and outer panels. It is an instant rust making machine. There did appear to be a small amount of dried up sealant between the panels that may have worked at some stage, but I suspect that:

1. The sealer was probably incorrectly applied or in insufficient quantity.
2. There may have been some small amount of filler neck vibration or movement, especially since the roads when these cars were new were awful. This lead to splitting of the sealer and separating of the inner and outer panels ,allowing the water to enter.
3. The type of sealer used appears to be similar to the disastrous sealer that Ford used in the Falcons from the same era, it was used between the panels prior to spot welding and led to many a rusted out rear quarter panel on the XA and XB models in particular. This sealer once wet actually retains water quite well and was like a factory installed rust promoter!



## THE CURE

Swing the filler neck out of the way and wire brush the area from under the inside arch to get the old proofcoat off. If you're worried about removing the filler neck in the future, use a non-hardening windscreen sealer in large amounts (you can clean up the excess later with kerosene). This sealer is the type used on glass that is mounted in a rubber strip and remains soft and flexible. Put a LARGE bead of it around the back edge of the hole where the filler neck screws up against. When you re-attach the filler neck to the panel, the excess will squeeze out.



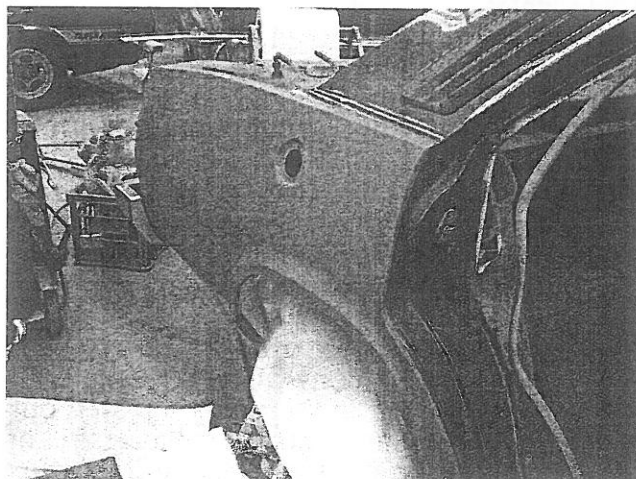
You can water test this later from underneath with a hose. No more water should show at the base of the inside of the rear quarter if this is sealed properly (unless you have other problems in this area such as a rusted inner arch.)

I prefer to use urethane sealant (NOT the acidic silicone sealant-you know, the one with the vinegar smell that likes to eat up P76's). The reason is that this sets with a very strong bond and helps hold all the parts and panels together .... just like Mercedes Benz does today. It won't cause rust and if you need to remove the filler neck in the future, HEAVEN FORBID, well, you'll need to use some force or run a piano wire around the neck from behind to be successful. I know, it sounds painful, but it's a lot better than a quarter panel rebuild every five years or so. See pics of before and after. This Targa has had over half the quarter panel fabricated and re-fitted because of this problem.

I'll discuss the rear pillar vent area in an upcoming article.  
Your faithful P76 panel man.

**Tony Moisley**

*Back to being a beautiful  
Targa, without the rust.*



**NORTH AUCKLAND**  
M & Y Biddle  
A Caple  
F C Maunder

**AUCKLAND**  
D L Edmonds  
M Golding  
G L Gruebner  
P A Meyer  
GKC Ogilvie  
A P Reid  
J Rossen  
P Scott  
D Timms  
R Utting  
P Venning  
C Walters

**BAY OF PLENTY**  
R T Cooper  
H & S Grouwstra  
M & A King  
R King  
S Learmonth  
A J van Kampen

**WAIKATO**  
W Clayton-Green  
B Dawson  
W H Duinker  
G I & V J Gaudin  
D G Sutherland  
E A Tubman

**TARANAKI**  
A & D Larsen  
L Wagstaff

**HAWKES BAY**  
M Bird  
H I Hunter  
R King  
C Mackie

**MANAWATU**  
C & C Cottle  
M F A Cox  
M J Crow  
T Day  
R J Fallaver  
B & T Francis

**WAIARARAPA**  
R & S Jones  
P H Vallance

**WELLINGTON**  
D & S Bray  
D H Brown  
R Butler  
B Cooper  
J Fong  
P Harlow  
P Heath  
B & B Lawrence

OVERSEAS MEMBERS  
R & A Mallon  
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S Harris

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J F Biddick  
R A Blowers  
A Clifton-Mogg  
E Connor  
A Crequer  
A Eady  
J T Flannigan  
S Gane  
M & C Hammond  
M R Hatchard  
K T McKenzie  
M Perry  
D A Prouting  
J B Roberts  
J P Warren  
G H Weigel

OTAGO/SOUTHLAND  
D S Buchan  
CJ Cowan  
RJ Keen  
T M Martin  
B Morris  
P Ormandy  
G T Storer  
B Tuffey

N.Z. LEYLAND P76 OWNERS CLUB INCORPORATED  
LIST OF MEMBERS AS AT 23 OCTOBER 2008

## TONY'S Panel & Paint Tips

Hi all you P lovers? owners out there.

In the last issue I outlined one of the major rust areas common to many P76's which was the area below the fuel filler cap and some of the reasons this is a problem area.

Moving further up the body in the same region, there is another area that contributes to water getting where it isn't meant to be and this is the flow through air system designed to make life better for P76 occupants.

In the manufacture of the rear pillar vent area, Leyland decided to rivet an extra panel with a rubber flap to the left and right hand rear pillars. A slotted cast outer panel was then fitted using diecast pins that push into plastic plugs that are meant to stop rattles and seal the pin holes at the same time.

I've found that the rubber flaps that are designed to let air through and keep water out seem to work well and the plastic pin plugs for the outer cover panel are also effective.

The problem area in some of the cars I've come across is where the inner vent panel is riveted to the rear pillar ( see pic.).

It comes back to the old sealer story, where shrinkage over time has allowed seepage of water in between the inner vent and the rear pillar.

Once this happens the dreaded tin worm makes its presence and grows at an alarming rate, to the point where often large holes develop in the rear pillar or as in the picture, the two panels start to push apart from the rust growth, allowing even more water in and the process speeds up, allowing more water in and.....you get the picture.

SOLUTION.... insure the P and make it disappear ( Not recommended ) OR remove the panel, do the repairs by replacing any rusty metal and use a modern sealer such as Sikaflex or equivalent non acidic urethane sealant between the inner vent panel and the pillar BEFORE it is re-riveted back in place.

Whatever you do, don't use the silicone sealants that have the vinegar smell as these are acidic and will enjoy eating up some of your P over time.

Some people have opted to get rid of the vent completely and have welded in a filler panel or fibre-glassed or bogged up the hole.

None of these that I've seen have worked well over the long haul as there is some movement? vibration that seems to cause cracks and most of these repairs have fallen apart.

Perhaps if the vent was fully welded up with a steel panel that is a neat fit, it may work, but then the vent is gone and the hood-lining has the vent provision, but nowhere for the air to go.

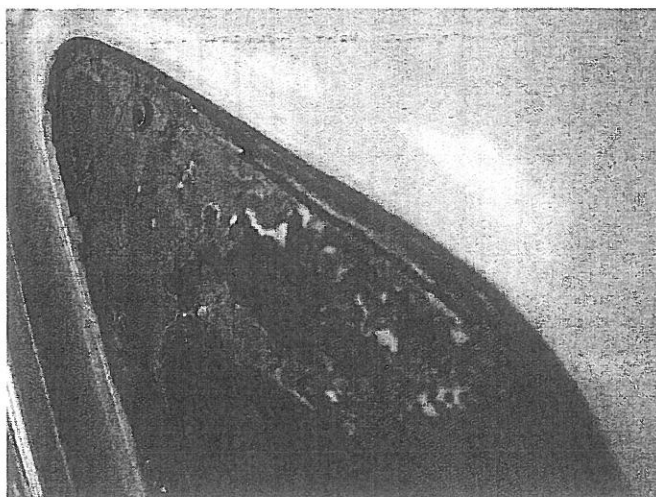
My own experience is to do the repairs and seal the inner vent properly and while the hoodlining is out( You wouldn't weld the rust with it in would you??? ), end rust the inner panels before putting the hood-lining back.

Fishoilene works well or another great product is Valvoline Tectyl that is available in a spray pak. It is bipolar, meaning it has the ability to " creep" and work its way in-between panels very well.

Do these repairs properly and give the P the endrust treatment it didn't get from the factory and you should have many good and enjoyable years of P motoring. NO WORRIES.

'Til next time.....

Tony Moisley





## The Oz Trail

At last an up to date series of Aussie magazines.

**NSW P76 CCC Sep 08** Our good wishes for Sue's speedy recovery went unheeded thus far. We do hope she is up and about soon for all those great events on the horizon and her family. Interesting report from Steve Maher on 17 P76's from 4 clubs assembled for an article in Aussies Top gear mag. Something to look out for at your bookstore. Your attendance at your British car day seemed quite light in comparison. Part 2 of the De Luca's European tour makes interesting reading. I failed to mention part 1, however, it reminded me that I've met a bloke here in Masterton, Dennis Watson, who as a very young man remembers working with Tony at the Zetland plant in P76 times. Small world!

**Oct 08** Great to hear Sue is on the mend after so long in hospital. We hope the Green family will be complete again soon. Also great to read JB's response to the Lemon label, but to be fair the article seemed well balanced which is an improvement on many before it.

**Westwords Aug 08** Another historical interview with a lot of information on the proposed P82 model range - this time with Barry Anderson. So many of these names are familiar now having read several of these interviews and other histories of the Australian operation. What might have been? A continuance of the current retail part suppliers list for P76 across Australia including several after market modifications that can now be bought off the shelf.

**Sep 08** The proposal of a Mentiplay Leyland museum is an awesome idea - enough to make me want to visit my brother in law in Leeming. Keep working on that. A very informative Editorial for me so it must have meant a lot to your local members. More P76 parts supplier listings. It's heartening really, just how much is available.

**South Australia Aug 08** Farewell Editor Jilden and welcome to the Holts. Oh that such change might occur in the NZ Club. This issue is full of good luck stories on how a Club can at short notice be asked to provide cars for a story by a TV channel on P76. And how at shorter notice they can negotiate the loan of a Force7V from a museum to include in the Club outing/display as well. As well they had a 6-cyl car under restoration feature in the story to illustrate the strength of the movements future. Well done SA Club. Good to hear Two Boots, the P76 BBQ trailer is up and cooking again. What about a good photo of it c/w its new stickers?

**Queensland Aug 08** Farewell President Adrian and welcome Carl Gregory and Richard Mallon as VP. Ann Mallon is the Editor-why did we let them go to Aussie? Sounds like there is plenty on and some keen people out there driving their Leyland's to some interesting events. I agree with you Ann, the restoration and retention of our heritage should never be taken lightly.

**Sep 08** Great array of cars with your P76's at the Motor Neurone Disease meeting. More the merrier. Where on earth did you find oval air filters for the 6 cyl cars? From the contributions of Adrian and Ann we can see the keenness to drive a P76 conquers the occasional malaise the car might have.

**Victoria Sep 08** Some good events coming up and member contributions continue to make interesting reading. I passed your members engine problem onto one of ours as it sounds identical. Ross probably won't thank me will he!



NEW ZEALAND LEYLAND P76  
OWNERS CLUB INCORPORATED

Nomination for National Committee  
2009/2010

I Nominate: .....  
For the position of PRESIDENT

I Nominate: .....  
For the position of VICE PRESIDENT

I Nominate: .....  
For the position of SECRETARY

I Nominate: .....  
For the position of TREASURER

Signed Proposer .....

Signed Seconder .....

*You may nominate for any number of the above positions*

*I consent to the above nomination*

Signed Nominee/s .....

.....

Please note that only financial members may Propose, Second, or be Nominated.

Send your nominations to:  
The Secretary  
NZ Leyland P76 Owners' Club Inc  
PO Box 38  
Pukekohe 2340

By 25 February 2009





**NEW ZEALAND LEYLAND P76 OWNERS CLUB Inc.**

**INVITATION TO THE**

**ANNUAL GENERAL MEETING - PUKEKOHE 2009**

Friday 13th March - Evening BBQ - venue to be advised upon your arrival at the Inn.  
Saturday 14th March - In conjunction with the Historic Racing Club, we have been invited to perform a demonstration lap of the circuit.  
Lunch at Kaiaua experiencing the world's best fish'n'chip shop.  
An interesting afternoon - promise.  
The formalities, followed by a meal.  
**COUNTIES INN** is the official accommodation:  
Make your own booking - Specify "Leyland P76 Group"

Telephone: 09 238 9319  
Fax: 09 238 3076  
Website: [www.countiesinn.co.nz](http://www.countiesinn.co.nz)  
E-mail: [countiesinn@gmail.com](mailto:countiesinn@gmail.com)

Names attending: .....

Address: .....

Mobile Phone: .....

**Attendance:**

Friday Night: Yes / No

AGM: Yes / No

Sunday Run: Yes / No

So, come to our party!

**RSVP:** Leyland P76 Pukekohe 2009

PO Box 38  
PUKEKOHE 2340

**SUNDAY'S Run - 15th March**

Visit the newly renovated Manukau Heads Lighthouse and enjoy a cafe luncheon.

We would like to thank you for attending the 2009 Annual General Meeting to be held at PUKEKOHE on 13, 14 and 15 March 2009.

**NEW ZEALAND LEYLAND P76 OWNERS CLUB Inc.**

PUKEKOHE

P O Box 38

NEW ZEALAND 2340

Telephone: 09 238 0652

Fax: 09 239 1470

E-mail: [parneyer@ps.gen.nz](mailto:parneyer@ps.gen.nz)

