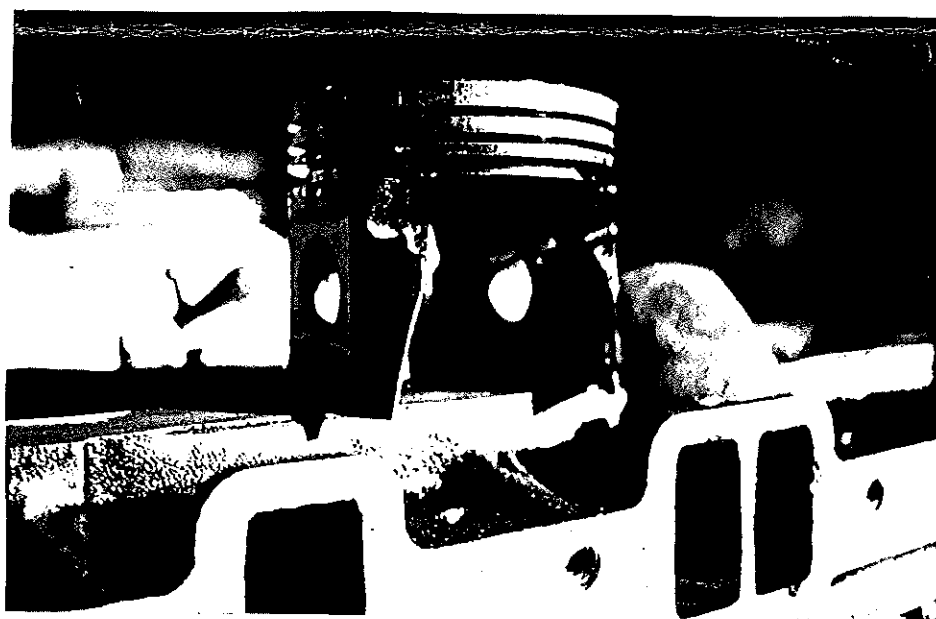


# LEYLAND P76

## SOUTH AUSTRALIA



*Why it rattled... Robert Batchelor's V8*

***JULY* 2003**

# CLUB INFORMATION PAGE

## YOUR 2002/2003 COMMITTEE:

**PRESIDENT:** Wayne Filmer  
Ph. (08) 8263 9654

**VICE PRESIDENT:** Jilden Reichardt  
Ph. (08) 8370 8011

**SECRETARY:** Graham Gurr  
Ph. (08) 8337 3209

**TREASURER:** Chris Cutting  
Ph. (08) 8270 3799

**EDITOR:** Jilden Reichardt  
Ph. (08) 8370 8011

**PUBLICITY:** Graham Gurr  
Ph. (08) 8337 3209

**SPARE PARTS:** Andrew Kloot  
Ph. (08) 8285 8949

**NON OFFICE BEARERS:**  
Andrew Lee  
John Armstrong  
Peter Gardiner

## MEETINGS:

General Meetings are held on the first Tuesday of every month, except January, at St. Andrews Manthorpe Uniting Church hall, corner Unley Rd. and Edmund Ave, Unley.

**Next Meeting is the AGM on  
Saturday 9<sup>th</sup> August 2003.**

Uraidla Hotel, 1p.m. , following lunch.  
The committee may change meeting dates if required.

## THE FINE PRINT:

This is the official publication of the LEYLAND P76 OWNERS CLUB of S.A. INC. and is not for sale to the general public. Copies are included in 'newsletter' and 'full' membership.

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The committee accepts no responsibility for any damage which may occur as the result of using any information appearing in this magazine.

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

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## COMING EVENTS

### July

Wednesday 16<sup>th</sup>      **Transport SA Traffic control centre, 7pm, Cnr The Parade & Sydenham Rd Norwood. 2 hours of info about Adelaide traffic management.**

### August

Saturday 9<sup>th</sup>      **Meeting. AGM**

### September

Tuesday 2<sup>nd</sup>      **Meeting**

.....

### Editorial

**Happy 30<sup>th</sup> birthday P76!** The WA club got its act together and celebrated the day (26th June) in style... see the report from the Australian in this issue.

**Historic Rego:** documents, documents, documents! An avalanche of forms, regulations and requirements threatens to overwhelm the car clubs on the first of August 2003. A draft copy of the vehicle rules is included in this month's mag. Some things are still in the air, so keep your prospective Historic cars as close to original as you can.

**Membership fees are due.** Renewals are most important if your club is to survive. Owners of historically registered cars please note that your rego is void if you don't renew your subscription.

*Jilden Reichardt*

.....

### FOR SALE

**P76 V8 Super T-bar auto,** Bold-as-brass, black vinyl roof, excellent black interior. 133,000 miles, new tyres, extractors, good service history, \$2200 o.n.o.

**Suitable for Historic Vehicle Registration .**

Ph. Geoff Cutting on (08) 8270 3799

**"Nolathane" bushed rear suspension arms,** stiff compound, good s/hand condition. Note, no diff top bushes included. \$80 o.n.o. Ph. Jilden on (08) 8370 8011

**Leyland P76 Targa Florio,** Dual Fuel, power steering recently rebuilt, air conditioned, 6 months registration., \$2200 o.n.o. Ph. Bill O'Brien, (08) 8853 2150 *SOLD*

**Ford C4 auto gearbox conversion,** complete with tail shaft, shifter, recently reconditioned, \$450. Ph. Andrew Kloot (see spares list for contact details)

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC.  
ST ANDREWS UNITING CHURCH HALL, EDMUND AVENUE, UNLEY, TUESDAY JUNE 3, 2003

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**OPENED:** 7:58 PM  
**PRESENT:** 13 as per register  
**APOLOGIES:** John Wilson  
**PREVIOUS MINUTES:** Read: Wayne  
Amendments: none  
Confirmed: Kristian  
Seconded: Jilden  
Adopted: all

**BUSINESS ARISING FROM THE PREVIOUS MINUTES:**

- Graham to attend Federation meetings to represent our Club. Be sure to learn about 2 aspects of Historic registration, viz. after-market accessories; qualification of lifetime Club members.
- Wayne learned that L&G Traders cannot provide boot mats. Interior loop pile set (front & rear) is \$120. Graham to contact ExactFit about boot mats.

**CORRESPONDENCE IN:**

1. Sporting Car Club have arranged for Michael Gasking to speak on July 30. He will reminisce about motor racing in the 50's and 60's. Meet at 7:30 for 8:00 at SCC rooms, 51 King William Rd. Unley. Call 8373 4899 for booking; payments (\$5 per person) by July 25.
2. Various advertising and magazines

**CORRESPONDENCE OUT:** Advice to Federation that Graham will attend their meetings.

**TREASURER'S REPORT:** \$ 4,563.03

**SPARE PARTS REPORT:** \$606.33 + \$90 postal note + additional funds due.  
Need stock valuation as of end July for yr. end finl. report.  
Nigel to check on die for Targa cap.

Andrew was commended by all for his excellent work in assisting Club members with supply of parts.

**COMING EVENTS** Saturday Aug 9, AGM

1:00 pm at Uraidla Hotel (Jilden to book).

**GENERAL BUSINESS:** Bill Bull at Naracoorte has spare parts for sale.

Graham to invite Dave Potter (ex. P76 Dealer) to talk about his experiences at a future meeting (not before the AGM).

Graham to ask NSW CLub about electric window mods.

Wayne will organise a Committee meeting prior to the AGM.

**NEXT MEETINGS:** Tuesday July 1, 2003 at 7:30 pm

**NOTE:** no monthly meeting Tue. Aug. 5<sup>th</sup>

**MEETING CLOSED:** 9:05 pm followed by tea & coffee

## **Letter to the SA P76 Car Club,**

### **Targa unearthed,**

A good friend from Darwin who travels to the Hunter to spend time at my depot repairing our 'B' doubles has caught the P76 bug and has purchased a Targa and a Super. The Targa will be fully restored

For our various historians the Targa is; 3A44 17888 OMEGA Eng 4412????

The Super details will follow.

### **Alloy Wheels,**

Alloy wheels are listed in the product specification for P76 sedan dated 11/04/73 along with 5.00inch and 6.00inch steel wheels, then in a memo to all recipients of product specification it is stated that all level two cars would have the 6.00inch steel wheel as standard. That memo is also dated 11/04/73

The alloy's are simply listed as 14" X 6" Cast Alloy.

Interestingly the same specification document lists "A limited slip differential is available on V8 engine versions".

### **I need a club.**

Sadly the Hunter Valley Club has folded after lasting 21 years. The club was started by myself on Sunday 6<sup>th</sup> June 1982 at Speers Point. This acts as a reminder or wake up call to this disjointed affair that we call Leyland P76 club of Australia. I certainly hope that we soon wake up and produce a national magazine quarterly instead of all the individual ones that are produced monthly. With all the individual articles going into one magazine it must give us a quality magazine that all P76 owners could be proud of.

I received an interesting letter from Robert Batchelor supporting this idea.

How many more years must we keep beating this drum.

### **F.I.A Recognition document.**

The recognition document for P76 is an interesting document as it has the weight of individual parts from a P76 so that CAMS could see if any cheating took place. The document quotes,  
Steel wheel 8.60kg      Front bucket seat 13.59kg      Front bumper 8.15kg and the rear 9.96kg

**Quiz:** From this document, what is heaviest, a V8 crankshaft or a V8 flywheel and what is the weight difference in grammes. I will send a colour photo of Darrell Eastlake's racing P76 for the person who is closest. All entries to Jilden.

### **ABC Radio**

I was recently asked by the ABC to do an interview with Simon Marney on the radio. I went on air live at 8.45am and people were asked to ring in with P76 experiences while Simon spoke to me about the book.

Calls came in from western NSW as well as Sydney areas and all were favorable including one chap who said that the window chrome strips came of his dad's new P76 but the family were not to mention it as dad was so proud of his Leyland. The reason I was asked to go on air was as a result of a listener who heard Don Loffler speak on air about his FJ Holden book so the listener rang and said "What about the P76 book"

The radio people told me who the chap was and I phoned and thanked him, it turns out he worked for Boral

### **Nowendoc Rally**

My son John ran my Rally P76 in the Evan Green Rally at Nowendoc two weeks ago and finished =6<sup>th</sup> against some quick opposition.

Now I realise that time is catching up with me.

Faye always said she woke up with old age creeping all over her.

### **Coffs Harbour**

I traveled to Coffs last weekend to meet up with the Qld club and took them out to Thora to Bruce and Pam Rose's place to have a look at the P76 "Rallye" which is still stored there. Bruce and Pam operate a Macadamian plantation, wrecking yard, trailer sales and anything else that's needed. Bruce gave us all some home brewed "Cherry wine" that my office girl named after tasting it "Rocket fuel".

No I did not have the office girl at Coffs with me, she tasted the wine on my return.

Hal Moloney

## **SUBSCRIPTIONS DUE FOR FINANCIAL YEAR 2003/2004**

***A friendly reminder that your subs are due and no further magazines will be posted after the 31 August 2003 if they remain unpaid.***

Also if you have Historic Registration I need to update your Log Book.

Full Membership	\$35.00	Associate	\$ 10.00
Pensioner/ Student	\$17.50	Associate	\$ 5.00
Newsletter Only	\$17.50		

Please forward membership subscriptions to:

The Treasurer  
Christine Cutting  
Leyland P76 Owners Club SA Inc  
21 St Helena Street  
FLAGSTAFF HILL 5159

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## **NOMINATION FORM**

**For the AGM on the 9<sup>th</sup> of August 2003 at 2 pm**

**To be held at the URAIDLA HOTEL Uraidla SA**

To the Secretary:

I,.....(nominator) hereby nominate

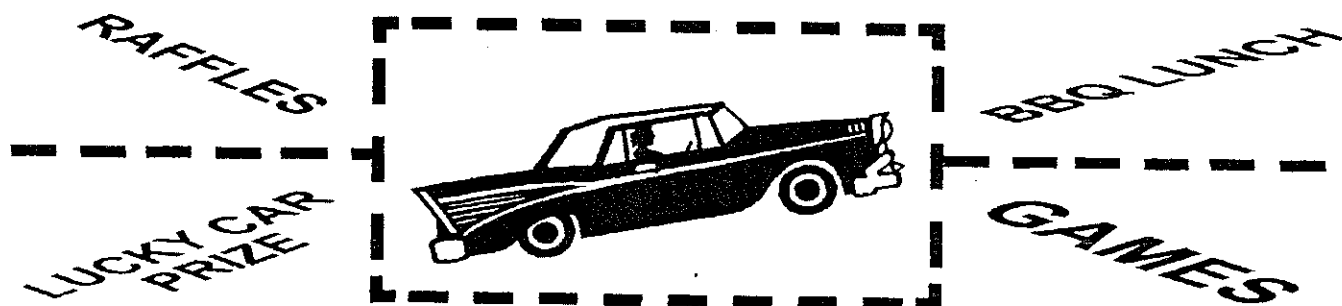
.....for the position of President  
.....for the position of Vice President  
.....for the position of Secretary  
.....for the position of Treasurer  
.....for the position of Editor  
.....for the position of Publicity Officer  
.....for the position of Parts Officer  
.....for the position of one of 3 non office bearers  
.....for the position of one of 3 non office bearers  
.....for the position of one of 3 non office bearers

Please return to the Secretary by 1 pm on day of meeting.

The Secretary  
Graham Gurr  
15 Chapman Street  
ROSTREVOR 5073

Chev Performance Association of S.A.

# "SOUTH AUSTRALIAN MIDWINTER RUN"



***HOT RODS, CLASSICS, CUSTOMS, STREET MACHINES, BIKES***

***(Your Everyday Car Is Welcome)***

**SUNDAY 13th JULY 2003**

**MEETING 10am MILE END BUNNINGS, CRUISING AT 10:30am**

**DESTINATION WILLIAMSTOWN QUEEN VICTORIA JUBILEE PARK**

BBQ (with salad) for lunch \$5 per Adult kids under 15 free

Drinks will be available

GOLD COIN DONATION TO CRUISE

(PART PROCEEDS GOING TO CHARITY)

**NO HOONING, as police will be notified**

***Entry Form***

*For catering purposes*

Name: \_\_\_\_\_

Club Name: \_\_\_\_\_

Vehicle: \_\_\_\_\_

No. of Adults: \_\_\_\_\_

No. of children: \_\_\_\_\_

**Address to: CPA Midwinter Run, 5 Coach St Salisbury East  
OR**

**call Antoinette on 0402 113 307**

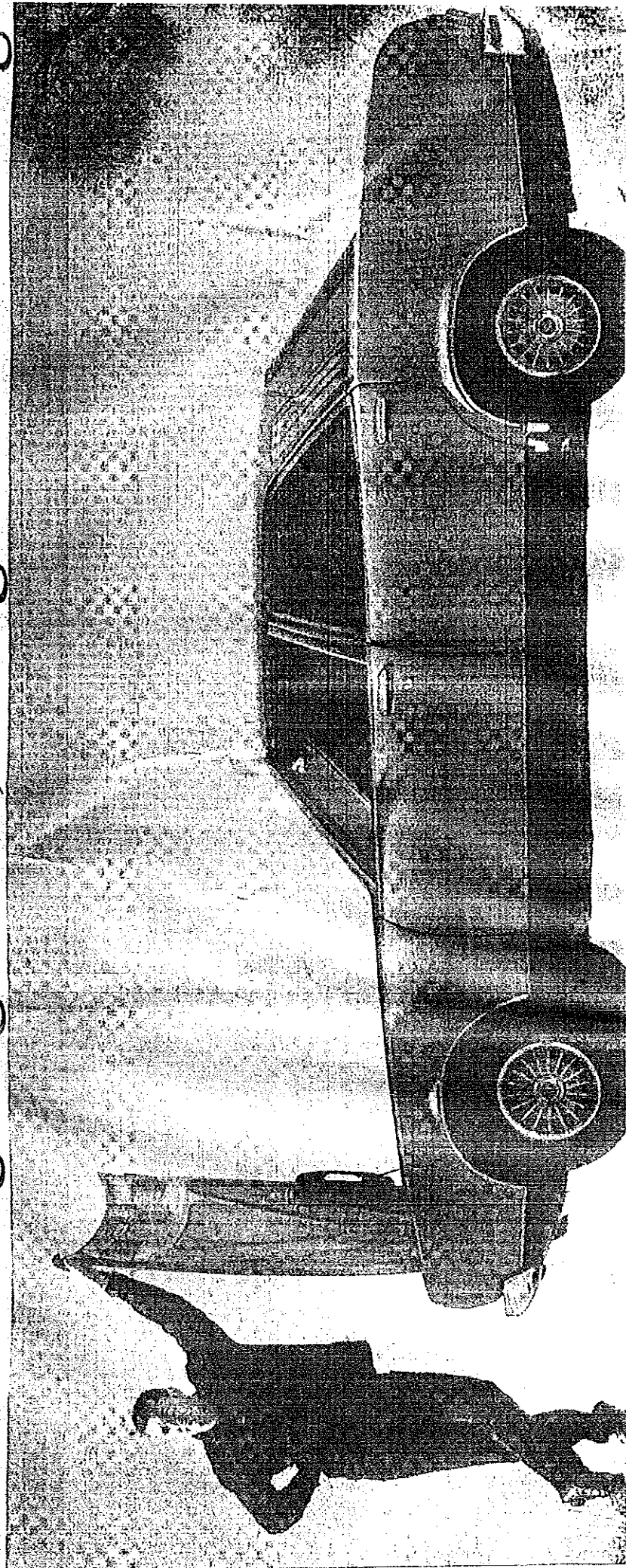
# The Nation 6

THE AUSTRALIAN — Monday June 16 2003

[www.theaustralian.com](http://www.theaustralian.com)

## Once a laughing stock, P76 gets the last laugh

Australian article pic (896x1618x16M jpeg)





Raising the roof: Mr Mentiplay shows off one of his P76 models yesterday near his home in Bullcreek, West

## Anthony Pancia

IT roared out of a Sydney production plant in 1973 with the aim of being anything but average. And indeed it was.

The Leyland P76, the nation's first locally designed and manufactured vehicle — and perhaps the only car in the world designed with a 44-gallon-drum and a hay bale in mind — is once again set to be recognised as a national

icon. In the next two weeks, collectors of the vehicles around Australia will be preparing to celebrate its 30th anniversary on June 26 with city displays.

"The P76 has survived so well over the years," says 30-year-old aficionado James Mentiplay. "It's been the butt of hundreds of jokes, and called a lemon. But if they were as bad as everyone makes out, there wouldn't be

so many around today — and that's worth celebrating."

After buying his first P76 when he was 18, Mr Mentiplay has expanded his fleet to 10, which he houses in a Perth storage shed.

"I'm not selling them either," he says. "People are becoming better-educated about the P76, and their value is definitely increasing."

Three models of the P76, the Deluxe, Super and Execu-

## tem Australia

tive, rolled off the production line ahead of the beefed-up Targa Florio.

All four models featured forward hinging hoods, hidden windscreen wipers, and of course the signature large rear storage unit, capable of holding a 44-gallon drum or a bale of hay.

But by 1974, the looming energy crisis, coupled with mechanical and design problems signalled the end of the

P76 and production ceased.

"It was a glorious failure," says Sean Young, editor of *Australian Classic Car Monthly*. "But the P76 has stood the test of time."

"You'd be shocked by the amount of cars that have come and gone over the years, sunk without a trace. But the P76 has something about it people liked."

Hal Maloney, author of *Leyland P76*, agrees. "They're a

bit like the Titanic — the interest in them has never really died," he says.

"You mention Leyland P76 to anyone, and they'll either say 'I had one' or 'My uncle Jack had one' or 'It was the biggest bomb I ever owned'."

Maloney, who was washing his P76 as he spoke, said: "You really wouldn't buy one for the looks, but they're a great car to drive. It really gets up and boogies."

## **Great News !!**

The Sporting Car Club of SA is  
proud to present

### **"THE RETURN EVENT" An evening with Michael Gasking**

**THE RETURN EVENT** is for those who missed out on hearing the entertaining and informative talk at the Sporting Car Club in February about the heroes of what is called the Golden Era of Motor Racing. Entitled **ANTICS and ANECDOTES of THE 50's and 60's HEROES**, and presented by Michael Gasking, listeners were regaled with stories of triumph and tragedy, and who was considered to be the fastest, who graduated from a tractor to a Maserati 250F and the advice given by Stirling Moss, an unusual pit stop, the driver who scared the flag Marshals so much they deserted their post when he came by, how Galignite Jack got his name, and some homilies from the brilliant but eccentric engine designer Phil Irving. It was a non technical presentation of the era before wings and before advertising and when the big battles were between the front and rear-engined cars, and the factory best against the innovative, ingenious Australian Specials.

**Michael Gasking** was in a unique position to be able to collect these **ANTICS and ANECDOTES** as he was responsible for the engine assembly and Dyno testing for the F1 and Tasman Climax engines during a career of almost 20 years with the then Australian multi-national, Repco.

Where : Sporting Car Club of South Australia Club Rooms  
51 King William Road  
Unley

When : Wednesday 30<sup>th</sup> July 2003

Time : 7.30pm for an 8.00pm start

Cost : \$5.00 per person

Nibbles and coffee provided. Bar facilities are available.

*Bookings essential to Robyn or Dean on 8373 4899.*

*Payment and bookings by Friday 25<sup>th</sup> July please*

**Federation Meeting 14/6/03**  
**Graham Gurr**

The Federation of Historic Motoring Clubs meets every other month on the third Saturday night. I attended to represent our Club.

**ACTION:** Put Federation secretary on the mailing list for our newsletter.

Alan Pickering, Secretary  
FHMC  
Unit 9/20 Amber Rd  
Hope Valley SA 5090

Much of the meeting was devoted to a discussion of historic vehicle registration. The Federation has made a submission to TransportSA arguing that period accessories should be acceptable. No response has been received as yet.

**COMMENTS:**

- Clubs are the ultimate authorities on historic authenticity. They should create a list of standard items documented to have been contemporaneously available. The rules have not changed; if it was acceptable before the recent "clarification" it is still acceptable (except LP gas). The Clubs have responsibility for decisions made.
- Every individual applying for Historic Registration must be a Club member in good standing and with full voting rights. Family and Lifetime members must convey full voting rights to each individual. We must document that as being our Club practice (and perhaps revise our Constitution to reinforce that).
- Termination or Transfer of Membership/Ownership:
  - Club must cancel old log book
  - If membership lapses notify the Registrar
  - If transfer, inspect car, issue MR334, new log book with registration
- The Federation has a website under development.
- The recent Federation fun run to the West Coast was a big success. The next run being planned will be to the SouthEast.
- There are numerous social activities of other Federation Clubs to which we are invited and which will be publicised through our newsletter.

# Proposed regulations for Historic Vehicle Registration

— Due 1/8/2003 — 10

## 7. Eligibility Criteria

All aspects of the vehicle must conform to the spirit of the period of when the vehicle was manufactured. The vehicle's bodywork, paint, interior etc must be in good condition (allowing for fair wear and tear). Original replacement vehicle components cannot be varied in any way from OEM specifications.

### > *Body*

The shape of a vehicle's body, doors, mudguards, bonnet, boot etc must remain the same as originally manufactured. Any replacement part must be identical to the original component but may be manufactured of an alternative material. Air scoops etc cannot be added.

The bodywork of vehicles, which were sold in chassis form, must be of a type and style current at the time of manufacture for that period.

Modern equivalent paint and fabrics may be used provided that paint schemes and colours, as well as interior trim fabrics, are of a type and style current at the time of manufacture for that period.

### > *Suspension*

Suspension must be of the configuration and type as originally manufactured for that vehicle. Suspension location points must remain as originally manufactured. Springs may be replaced with a newer part provided that they are similar in size and rating as the original part. The lowering of the vehicle's suspension is not permitted and stub axles are to be an original part.

### > *Rear Axle*

The rear axle may be upgraded to an alternative, provided that it was an option or available rear axle assembly from the vehicle manufacturer for that make and model at the time of production. Different final drive ratios are acceptable provided they were originally available and the housing remains unaltered.

### > *Steering*

The steering box or rack, column and steering wheel are to remain positioned as originally manufactured. However, a vehicle may be converted to right hand drive provided that:

- the conversion is a 'mirror image' of the original steering configuration, and
- the components used in the conversion are from the same era and manufacturer or would replicate a OEM right-hand drive derivative of that make and model

**OR**

- the conversion is performed using a "chain or angle drive" type system where the original steering components, apart from the lower steering column and shaft remain unmodified.

In all cases, the left to right hand drive conversion must be certified by a Chartered Professional Engineer in accordance with Vehicle Standards Bulletin Number 4.

**> Brakes**

Disc brakes may be fitted provided they were an option at the time of manufacture of the vehicle. If fitted, they must be the same size and type as provided by the OEM, with the same type caliper.

**> Transmission**

The transmission must be as fitted by the OEM, or an option available from the original vehicle manufacturer at the time of manufacture. Column change can only be changed to a floor change or visa versa if it was an option on that particular model of vehicle. The selector, either manual or automatic, is to be of an original type for that model of vehicle.

Variations to a gear selector can be made to cater for a person's disability if supported by medical recommendations.

**> Engine**

The engine must be of the size, make and configuration as provided by the OEM or an engine that was available to that make, model and year of manufacture. Inlet and exhaust manifolds, carburation, air cleaner, camshaft and heads to be as originally supplied by the OEM or available as an option. Variations are limited to OEM reconditioning tolerances. Crankshaft stroke must remain standard for the model and year of the vehicle.

Air cleaners are permitted to be fitted where the OEM did not provide them as original equipment. The fitting of LP Gas as a single or alternative fuel is not acceptable unless originally supplied by the vehicle manufacturer. If already fitted it must be removed within 2 years of the date of this code.

**> Wheels and tyres**

Standard or OEM optional wheels can only be fitted provided they were available on that make, model and year of vehicle. Tyres must be suitable to the size of rim fitted, but may be of modern design. Beaded edge rims and tyres may be replaced with well-based or straight-sided components, provided the external diameter, offset, style, material and width of the rim and the overall diameter of the tyre/rim combination are not altered by more than 10%.

### 7.1 Variations

The electrical system may be upgraded from 6 to 12 volts.

If an original part is no longer available or deemed to have been manufactured to an inferior (unsafe) standard, then the club is to liaise with the Federation, who can provide a determination if the part is considered acceptable.

The part will only be considered if the original cannot be sourced, is deemed unsuitable due to its quality of manufacture, is identical or as close as possible to the original in all aspects and does not affect the performance of the vehicle.

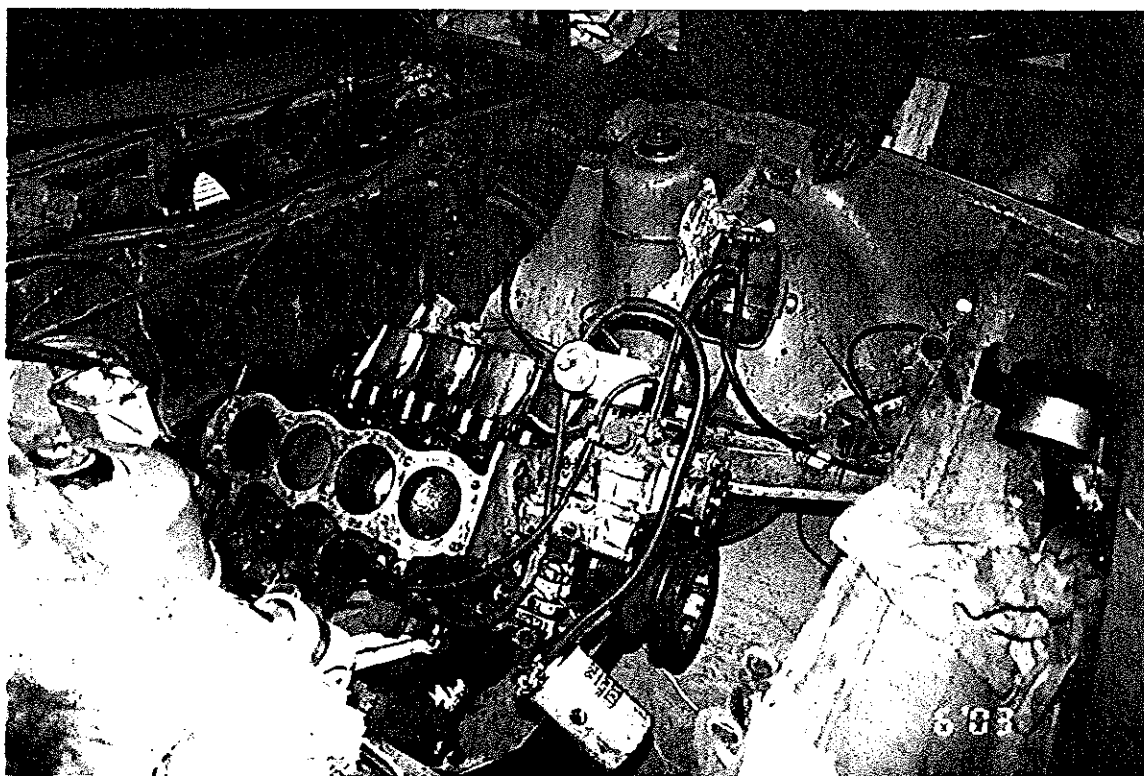
Vehicles manufactured prior to 1949 may be fitted with replacement components from the same make of vehicle manufactured within 5 years from when the original vehicle was manufactured if they do not detract from the spirit of the original vehicle.

Acceptable accessories are restricted to those offered by the OEM or the OEM's authorised dealer at the time of delivery as a new vehicle.

i.e. GMH/Nasco.

The vehicle owner may be required to submit evidence of the availability of an accessory at the time of delivery.

Any alterations should be restricted to those required to ensure the safe use of the vehicle on the road, or because relevant parts are no longer available or possible to make at reasonable cost. Vehicle alterations should be in a way that the vehicle is able to be converted back to original condition with the least possible effort, damage and cost.



Open heart surgery : Robert Batchelor  
FIXING RATTLES

**LEYLAND P76 OWNERS CLUB (S.A.) INC.**  
**SPARES LIST 1/72003**

Number plate frames, pair	\$5
Front indicator lenses, painted, pr	\$60
Clear front indicator lenses, pair	\$40
V8 throttle link ball joints	\$1
V8 plug leads stainless steel Bosch	\$50
Console lid cover Cream/Brown	\$10
Lower guard repair panel, each	\$35
Lucas low beam headlamps 5 3/4 "	\$5
Spark plugs V8, each	\$1.50
Urethane tie bar rubbers, set of 4, now	\$30
V8 rotor button	\$8
V8 distributor cap	\$35
V8 radiator hose, top	\$15
V8 radiator hose, bottom	\$15
Z86 oil filter	\$13
Auto Quarterly magazines	\$40
Wiper delay relays, Ford.	\$10
R.H.F. zinc corner, no chrome	\$20
Rack boots, p/steer and R.H. manual	\$10
Rack boots, L.H. manual rack,	\$25
Water pump gaskets	\$2.50
Ford number plate lenses, pair	\$15
Deluxe window winder handles	\$5
Long handbrake cables	\$15
Genuine fan belt, V8	\$5
Genuine P. Steer Belt	\$5
Thrust washers V8, Pair	\$10
T-bar selector handles	\$5
V8 extractor gaskets, set	\$15
GL27V (V8) points	\$15
Tinted Laminated Windscreens	\$130
Headlamp dip switches	\$15
Second hand V8 distributor	\$60
Four speed gearbox gasket set	\$12
V8 head gaskets	\$29

V8 rocker gaskets	\$12
V8 Water pump bearings, ISB630	\$40
Water pump bearing, ISB61, suit 6 and V8	\$40
Radiator recovery system cap 13psi	\$4
V8 sump & timing gasket set	\$36
Lucas starter motor bushes, per pair	\$10
Master Cylinder kit	\$28
V8 long heater hose (VT Commodore LPG)	\$30
Front strut inserts (Pedders) per pair	\$200
V8 oil pressure relief valve	\$2
Insulation hangers, set	\$10
L/Hand V8 exhaust manifold	\$60
Long handbrake cable	\$5
Mud flaps, pair	\$15
V8 thermostat gasket	\$2
A/C thermostat switch	\$5
Executive interior roof lamp	\$15
Fuse box	\$20
Ignition switch contact block	\$20
V8 PCV rubber hose	\$10
6 cyl engine mount	\$30
V8 distributor drive gear	\$30
V8 front seal, CR 19777	\$30
6 & V8 rear seal, PR 4978	\$18
V8 top gaskets, 2 head, 2 rocker cover	\$50
V8 thermostat housing	\$43
<b>NEW THIS MONTH:</b>	
V8 exhaust pipe rings (fibre)	\$5
V8 oil pressure switches	\$8

For all spares, call **Andrew Kloot** on  
**(08) 8285 8949** or **0439 858 949** or at work on  
**(08) 8440 0338** or by email at  
[andrewkloot@stillwell.com.au](mailto:andrewkloot@stillwell.com.au)

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If undelivered, return to:  
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97 Charlick Rd.  
Crafers West S.A. 5152

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



Leyland P76. Anything but average.



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

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

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

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

