

**If undelivered, return to:**  
The Editor, Mr. Jilden Reichardt,  
LEYLAND P76 OWNERS CLUB of S.A. INC.  
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**

***Targa Caps and Badges now available***

***Caps \$10 ea***

***Caps \$20 ea/\$80 set***

***Contact Geoff***

***8270 3799***



# LEYLAND P76 S.A.

## SPARES LIST 4/12/07

<b>V8 Engine</b>	
V8 throttle link ball joints	\$1
V8 throttle link bushes	0.20
V8 PCV rubber hose	\$10
V8 plug leads stainless steel Bosch	\$70
V8 spark plugs	\$1.50
V8 rotor button	\$11
V8 distributor cap	\$35
V8 distributor shaft	\$30
V8 distributor HEI Bosch converted	\$300
V8 radiator hose, top	\$15
V8 radiator hose, bottom	\$20
V8 long heater hose (VT Commodore LPG)	\$35
V8 short heater hose	\$10
V8 thermostat housing	\$36
<b>V8 &amp; 6 engine mount new</b>	<b>\$30</b>
Z86 oil filter	\$13
V8 front seal, CR 19777	\$30
6 & V8 rear seal, PR 4978	\$20
V8 head gaskets	\$34
V8 rocker gaskets (cork)	\$12
V8 rocker gaskets (rubber)	\$11
V8 sump & timing gasket set	\$54
Fuel pump gasket	\$2
V8 fuel pump kit	\$12
V8 carb. Jet	\$5
Genuine fan belt, V8	\$5
Genuine P. Steer Belt	\$5
Power steering pulley	\$10
Air conditioner belt	\$5
V8 reco water pump changeover	\$100
V8 Water pump gaskets	\$2.50
V8 oil pressure relief valve	\$2
V8 extractor gaskets, set	\$15
V8 exhaust pipe rings (non-asbestos)	\$5
GL27V (V8) points	\$15
V8 oil pressure switches	\$8
V8 crankshaft thrust washers, Pair	\$10
<b>Suspension/Steering</b>	
<b>Power steering rack c/o incl. deposit</b>	<b>\$750</b>
P.S. control valve seals, pair	\$12
Rack boots, p/steer and R.H. manual	\$25
Rack boots, L.H. manual rack,	\$30
Power steer control valve spacer bush	\$5
Urethane tie bar rubbers, set of 4	\$30
Front strut inserts (Pedders) per pair	\$200
Front strut top (rebushed) changeover	\$40
Power steer pinion adjusting shims	\$1
<b>TARGA MAG WHEELCAPS each</b>	<b>\$20</b>
.....Per set of 5	\$80
<b>4 speed gearbox</b>	

4 speed gear lever retainer nut	\$18
4 speed g/box gasket set	\$12
4 speed g/box shifter saddles	\$5
3/4 speed g/box reversing light switch	\$10
<b>6 Cyl</b>	
6 cyl choke cable	\$5.
<b>6 &amp; V8 engine mount new</b>	<b>\$30</b>
6 cyl engine breathers	\$2
6 cyl fuel pump kit	\$12
<b>Electrical</b>	
Lucas starter motor bushes, per pair	\$10
Headlamp suit super	\$5
Headlamp dip switches	\$15
Wiper delay relays, Ford.	\$10
Wiper switches	\$30
Indicator switch assembly recon	\$40
<b>General mechanical</b>	
Master Cylinder kit	\$32
Front disc pads (standard) CDP 1045	\$24
Radiator recovery system cap 13psi	\$4
Long handbrake cable	\$10
<b>Interior</b>	
Horn rim rubber grommets	\$3.50
Boot mats	\$155
Deluxe window winder handles	\$5
T-bar selector handles	\$5
Rear parcel tray clips only brown pkt of 10	\$10
Door lock knobs	\$2
Console lid cover Imperial leather	\$10
Boot/Bonnet bump stops set 2	\$11
<b>Exterior</b>	
Front indicator lenses, painted, pr	\$60
Front indicator lens, painted, single RHS	\$30
R.H.F. zinc corner, no chrome	\$20
Ford number plate lenses, pair	\$15
Tinted Laminated Windscreens	\$130
Windscreen trim clips set (33)	\$6
Window scraper rubbers, repro, each	\$25
Bonnet insulation hangers, set	\$10
Badge Clips	\$1
Chrome mould clips, set 10 (pink)	\$3
Chrome mould clips, set 10 (green)	\$3
Grill Mould clips set 10	\$1
<b>General</b>	
A3 Posters ex Vic Club	\$10
Auto Quarterly magazines	\$40

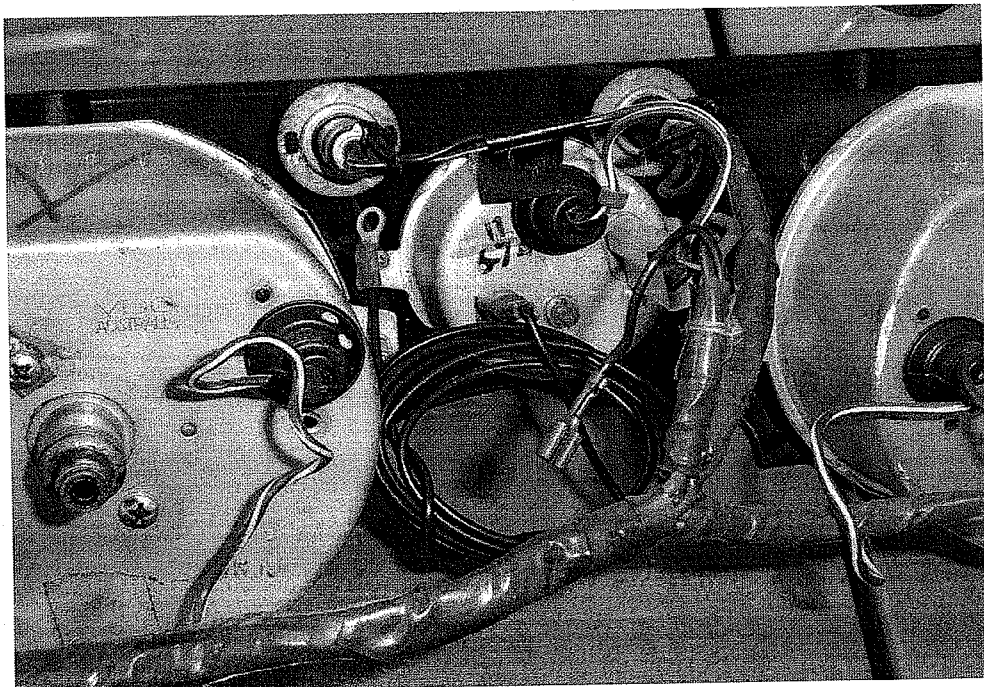
For all spares contact Geoff Cutting on  
(08) 8270 3799 or  
[gcutting@picknowl.com.au](mailto:gcutting@picknowl.com.au)

## TEMP GAUGE STUFF

(From a previous Tech article)

Some P76's have temperature gauges that get higher when you turn on the headlights. The reason being, the factory earthing between the gauge and the engine block isn't sufficient. As current flows, the gauge gets false signals. You can replace the engine earth cables under the bonnet, as this helps with headlight brightness anyway.

I prefer to add an **independent** earth wire from the temperature gauge to the top of the carby or manifold somewhere. Now the gauge will only respond to changes in temperature, not electrical load.



Remove the existing earth wire and tape it up. Replace it with 1.2m of wire with a female connector for the gauge. Fit a ring terminal to the other end and connect it to the top of the engine. The wire is coiled up in the picture to show both ends.

### UPDATE:

Last month I noticed that Margaret's P76 was **still** showing hotter when the headlights were switched on. So I replaced the globe holder in the temp gauge with an independently earthed holder, like the one fitted to the **Door Ajar** hole (not used in Supers). I wired this globe holder that the earth was **NOT** through the gauge case. A crimp terminal on the globe holder earth connects to the removed earth wire seen in the pic above. The centre wire is joined to the original globe wire. Now the temperature gauge only goes up when the car is actually running hot! Not surprisingly it actually reads normal temperature at night now. Much better for the nerves!

*Jilden*

Tune in next month, for the next exciting, nail biting instalment of...  
The Secretary's P76 Restoration Project (with pictures)



The arse end, now you've seen the rear number plate!

Darren Holt

# Hal's classic highway style on show in his Leyland P76

## GETTING TO KNOW ...

**HAL MOLONEY** has cars in his veins. Since getting the bug as a youngster with his father, his passion has led to a book on the Leyland P76 and an upcoming release on car rallies, as **FRANCES SACCO** discovers.

If there was a perfect candidate for the ABC game show 'Einstein Factor' it's Hal Moloney - with his special subject the Leyland P76 and around Australia car rallies from 1953 to 1958.

Hal has written a best seller on the Aussie-built Leyland P76, and has a work in progress on around-Australia car rallies from 1953 to 1958.

His passion for the open road started in childhood.

"It started with my father," Hal said.

He was a doctor in the flying doctor service in western NSW and all the roads around there are gravel and he used to drive like a ding bat and I suppose it rubbed off.

"As soon as I obtained my car licence in 63 a round-Australia was announced for 64."

Since then Hal has been involved in many car rallies throughout the country.

"It's interesting the walks of life the drivers come from," he said.

"You meet a lot of interesting people."

In the 1995 round-Australia rally, Hal had his first meeting with Peter Brock.

"It was on the second last day of the rally trial. They moved me back in the field and Peter Brock ended up just behind me," Hal said.

"He said 'if I'm catching you I'll get you on the radio so you can let me pass' and I said 'if you catch me I'll let you pass'."

"He only left 30 seconds behind me, but he didn't catch me for the whole 75ks."

"He said, 'I've never been beaten by one of these before' (referring to Hal's beloved Leyland)."

Hal's first book, *Leyland P76 Australia's Most Controversial Car*, is the culmination of 14 years of on-and-off research.

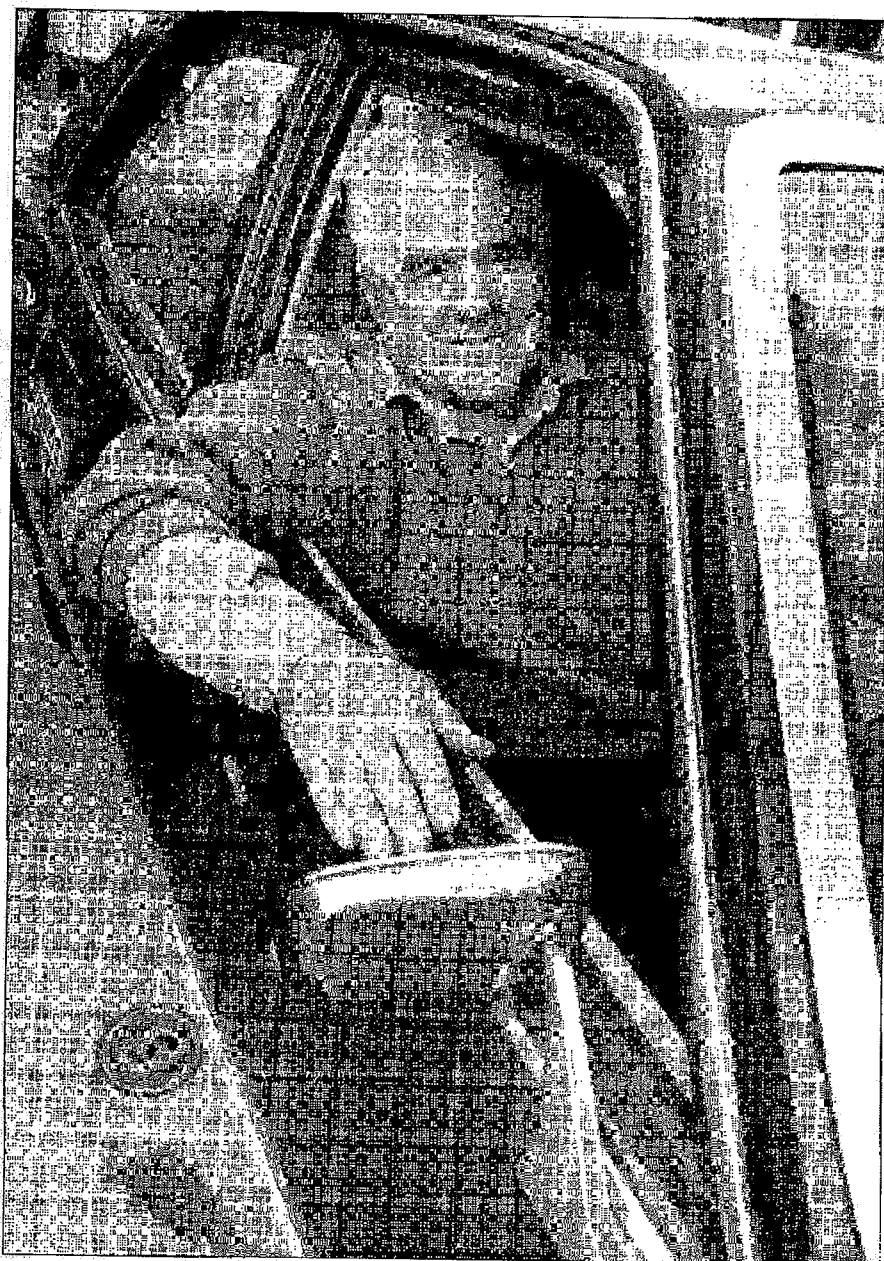
"When I went round talking to people some would say, 'Oh I had one of those, it was a great car', and the next would say it was a great bomb," he said.

"Also nobody really knew why the factory went broke and closed down."

The book details how the Leyland's were made, who used them (for example they were used as Commonwealth police cars for a time), who raced them and stories he managed to pick up along the way.

"We put an outboard motor in the boot and went driving in Lake Macquarie in one," Hal said.

"We found out it floated when a mate of mine tried to drive it across a river and he had to open the doors and flood it and get people to sit on the bonnet to get the wheels to touch the bottom."



**CAR BUFF:** Hal Moloney has researched the history of the Australian-made Leyland P76 on and off for the past 14 years and he is also writing a book on round-Australia rallies.

“My father was a doctor in Western NSW. All the roads are gravel and he used to drive like a ding bat. I suppose it rubbed off.”

Hal's next book will focus on around-Australia car rallies from 1953 to 1958.

"I've collected 18 volumes of information for the new book - now I've got to sit down and go through it all and decide what I'm going to use," he said.

The "18 volumes" consist of ring binder folders full of newspaper clippings, photographs, interviews and race material.

"It's turning into a fascinating project. I've met a lot of people in these rallies and they were real characters."





Am I a fussy bugger or what?

I didn't have so much fun with the rear number plate. That simply screwed on in each corner, as pictured further on.

As my Beastie was now registered, all I had to do next was obtain a Log Book from Christine the then Club Treasurer, at the next Club Meeting. Then I could begin driving my new Leyland on the road!

Next job was to book the Leyland into Pedders, for the tie rod ends fitting and the wheel alignment to be done. Pedders have always done a great job for me in the past on my Falcons and Commodores, so I assumed they would do a similar great job with my Leyland. Wait for it... imagine my surprise when I got the Leyland back, and the following happened!

Everything looked great, so I set off to drive home. About half way home... my *Horn Rubber and Pad* fell off into my Lap!!! As *Rove* used to say "WHAT THE!!!"...

## The Secretary's P76 Restoration Project (with pictures)

Hello again fellow P-Nuts and Fans! Here is part 6, the next exciting instalment of...  
 “The Secretary’s P76 Restoration Project” (with pictures).

*Continuing on from last month:*

The very next day, I remember it well... *"It was the 9<sup>th</sup> of November 2006, the sun was shining and the birds were whistling in the trees..."* with MR 334 form clutched firmly in hand, I walked into *Transport SA* to register my Leyland P76 V8 for 12 months on Historic Registration... I was a little concerned however, as the car had been off the road over 5 years and I had heard all sorts of stories referring to the dreaded *Regency Park!!!*

I joined the que for what seemed like an eternity, then I heard a stern voice call “*Next*”... I approached the counter and handed over all the completed paperwork, and held my breath. The stern voice continued... “Everything seems in order, but this *Engine Number* does NOT correspond with our records”. *I began to get nervous.*

The voice continues..."You may have to take the Car to Regency Park for an Inspection". *My knees began to shake.* Then..."Just a moment, I will ask my Supervisor".

I think I began to pray, and even considered joining a monastery or something. I was hoping the car *did not* have to go through Regency Park, as it was not finished yet and I was concerned they may fail it on all sorts of things being 33 years old. Just then the Supervisor appeared "Sorry about this sir, NO your car *does not* need to go to Regency Park, as you have already had it inspected by your Car Club. Just fill out this MR 32 Advice of Change of Engine form and we will register your Vehicle".

[illegible]

I was now Legal! I then ordered a Brand New Pair of Number Plates for \$22 to put onto the car. As I think I had a *cardboard painted one* on the front and a very rusty original one on the rear.

The new plates took just over a week to arrive, and were available to collect from my local Transport SA office. As soon as I got home, I started fitting them to the car.

I had fun with the front number plate, as the front panel is not flat and I didn't want the plate to slope backward. So I cut a *Leyland headlight mounting rubber* in half at a 45-degree angle. Hence making 2 cylinders with a wedge shape on one end. Then put the screws through the number plate into the wedge shaped mount, with the wedge towards the front panel. I made sure the 45-degree angle was in-line with the front panel slope and screwed the front number plate onto the car. It was perfectly straight, as pictured below!

## GENERAL BUSINESS:

- **Xmas Club Thingy** booked & flyer in November mag. A meeting place was discussed and those who wish to drive in **convoy** can meet at the look out at **Eagle on the Hill**, just before 11:00am
- Club toner cartridge re-filled and given to Jilden
- Darren Holt recently acquired a near new P76 Owner's Manual and noticed there are 2 different ones available!  
Publication no. **TP 855A** (60 Pages)  
Publication no. **TP 855B** (64 Pages) This one containing an "air conditioning" section.
- Birdwood Motor Museum has offered our Club some display space. Many ideas were thrown around and it looks like David Newman's Executive may be displayed, along with the **2 boot** trailer and the V8 motor
- Darren Holt has had a Leyland **3 Core V8 auto radiator** repaired, tested and painted. It is in stock at Darren's home and is available to club members (price to be negotiated)
- George Calvert is selling his running P76 and spare motor and trans \$50 (be quick)
- Gordon and Gerry have decided to get rid of all their Leyland stuff. Their new property is too small to store the cars. They have an interested party for their **Blue Targa** and are selling the **Brown Targa** for \$700
- Darren Holt is negotiating with the Stewart's to possibly purchase the **P76 UTE!**
- The Blue Executive at Magee must have gone to the interested party at Waikerie as Darren has had no further contact from the owner
- Darren Holt has been in contact with the Deuters, re storage of some club panels. If they can make Saturday the 17<sup>th</sup>, they will take some to use and some to store for the club
- Our Club wishes to personally invite **Gordon and Gerry** to the Club's Xmas Thingy at Murray Bridge. Darren to arrange
- There is a good NV Green P76 for sale in Victoria for \$2,000. Contact Graham Gurr for details on 8337 3209
- Geoff & Loretta are borrowing Club DVD of "**The Carmakers**"
- David Newman is borrowing the CD ROM of "**John Beattie's Targa Florio**"

## NEXT MEETING:

Tuesday 4<sup>th</sup> of December at Trinity Gardens

## MEETING CLOSED:

9:15 pm, followed by Tea, Coffee and Biscuits



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 6<sup>th</sup> of November 2007

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OPENED: 8:15 pm  
PRESENT: 11 as per register  
APOLOGIES: Ben Flavel and Christine Cutting  
PREVIOUS MINUTES: Read by Club Secretary: Wayne Filmer; *adopted*

**BUSINESS ARISING FROM PREVIOUS MINUTES:**

- No recent contact from Trinity Gardens Church re: continuing use of this very nice meeting venue. Darren Holt will make contact to confirm we are welcome to stay.
- Not much done at last **Club Parts Shed Day** due to minimal turnout and no trailer available
- Our next **Parts Day at the Club Shed** discussed with the Stewart's. They are happy with Saturday the 17<sup>th</sup> of November. But everything **must go** by the end of January 2008

**CORRESPONDENCE IN:** Birdwood Motor Museum letter, re: club space available.  
FHMC August Minutes & AGM 2007 Minutes  
Gold Coin Donation (\$5) From Martyn H, Victoria Club: for P76 parts  
Interstate P76 club mags  
Various junk mail

**CORRESPONDENCE OUT:** Letter to Transport SA  
Letter to Martyn H, Victorian Club  
Copy of our AGM minutes sent to FHMC

**TREASURER'S REPORT:** \$3,184.60c

**SPARE PARTS REPORT:** \$8,583. in parts and \$333.40c in cash

**COMING EVENTS:**

- **Saturday November 17<sup>th</sup>** possibly the **LAST day** at the Club Parts Shed! Everything **MUST GO!** All members welcome. Be there or you will have **MISSED OUT!**
- **Saturday December 8<sup>th</sup>** *Xmas Club Thingy* at Riverscape Café Murray Bridge. Then take a run out in the Cars after lunch to Old Tailem Town perhaps?
- **Monday January 25<sup>th</sup> 2008** Mount Gambier 44<sup>th</sup> Australia Day Tour. Contact Peter Heness on (08) 8723 2425 for more info
- **National Meet** hosted by Victoria P76 Club. Over the *Easter long weekend* **Good Friday the 21<sup>st</sup> to Monday 24<sup>th</sup> March 2008** (apologies for incomplete date in last mag)
- Cadillac Escapade **March 2008** at Barossa Valley. Tel: Pat on 8337 2942 for details

PTO...

## **COMING EVENTS**

(See also last meeting's minutes)

### **December 2007**

Tuesday 4<sup>th</sup> **Meeting** at our new club venue, Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

Saturday 8<sup>th</sup> **Christmas Lunch and Run.** Meet at the **Riverscape Café Murray Bridge** phone 8531 0855. Contact Darren on **0415 944 639** for other details. **12 noon** for lunch and a run afterwards.

Saturday 15<sup>th</sup> **Club Shed Day:** 117 Kings Rd, 9 am onwards, Contact Darren on **0415 944 639**

### **NO MEETING IN JANUARY 2008**

### **February 2008**

Tuesday 5<sup>th</sup> **Meeting** at the Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

### **March 2008**

**Easter National Meeting** held by the Victorian Club at **Riverglenn Holiday Park, Geelong.** Contact Ken Western on (03) 9873 5581 or 0417 364 894 for details. A deposit of \$50 is requested before the 25<sup>th</sup> March 2007 to ensure your booking at a popular Easter holiday spot. Details at <http://www.leylandp76.com/clubs/vic/easterinvite.html>

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## **Editorial**

Hi P nuts.

Just a note about a Force 7 model being made by Steve Maher. Sam Johns sent me this message:

I spoke to Steve last night, although he wants all clubs to take part, he is not contacting each club, he wants clubs to read the FORUM on the Web and make their own enquiries and will only take orders from each club not individual members. There are 75 models being made, one he is keeping for himself and number 7 is going to be auctioned at the Nationals next year, when all clubs will be represented. Also some news on another P76 front, the TRAX company was impressed with the selling out of the two TARGA models before being released and they ARE going to do the green one in the new year, so be ready. Thanks, Sam

*Jilden Reichardt*

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## **FOR SALE**

**Rear internal Venetian blind:** contact David Newman on 8284 3581

**V8 motor** with mild Cam and 500 Holley a 4 speed gear box plus extractors Motor currently fitted in a Capri and can be heard running. Contact Andrew Hill on **0409354482**

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# CLUB INFORMATION PAGE

## YOUR 2007/2008 COMMITTEE:

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

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

**SECRETARY:** Darren Holt  
Ph. 0415944639

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

**EDITOR:** Jilden Reichardt  
Ph. (08) 8339 2921

**PUBLICITY:** Nigel Bray  
Ph. (08) 8325 0512

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

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

## NOTE NEW VENUE FOR MEETINGS:

General Meetings are held on the first Tuesday of every month, **EXCEPT JANUARY**, at Trinity Gardens SDA Church, 196-200 Portrush Rd (parking off Albermarle St) Trinity Gardens at 7.30 p.m.

**The next meeting is on Tuesday the 5<sup>th</sup> of February 2008** The committee may change meeting dates if required.

## THE FINE PRINT:

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## CORRESPONDENCE:

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

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



# **LEYLAND P76**

## **SOUTH AUSTRALIA**



*Targa release photo. If you look closely the mag caps seem to have fallen off...*

***NOTE: NO JANUARY MEETING!!!***

***DECEMBER 2007***