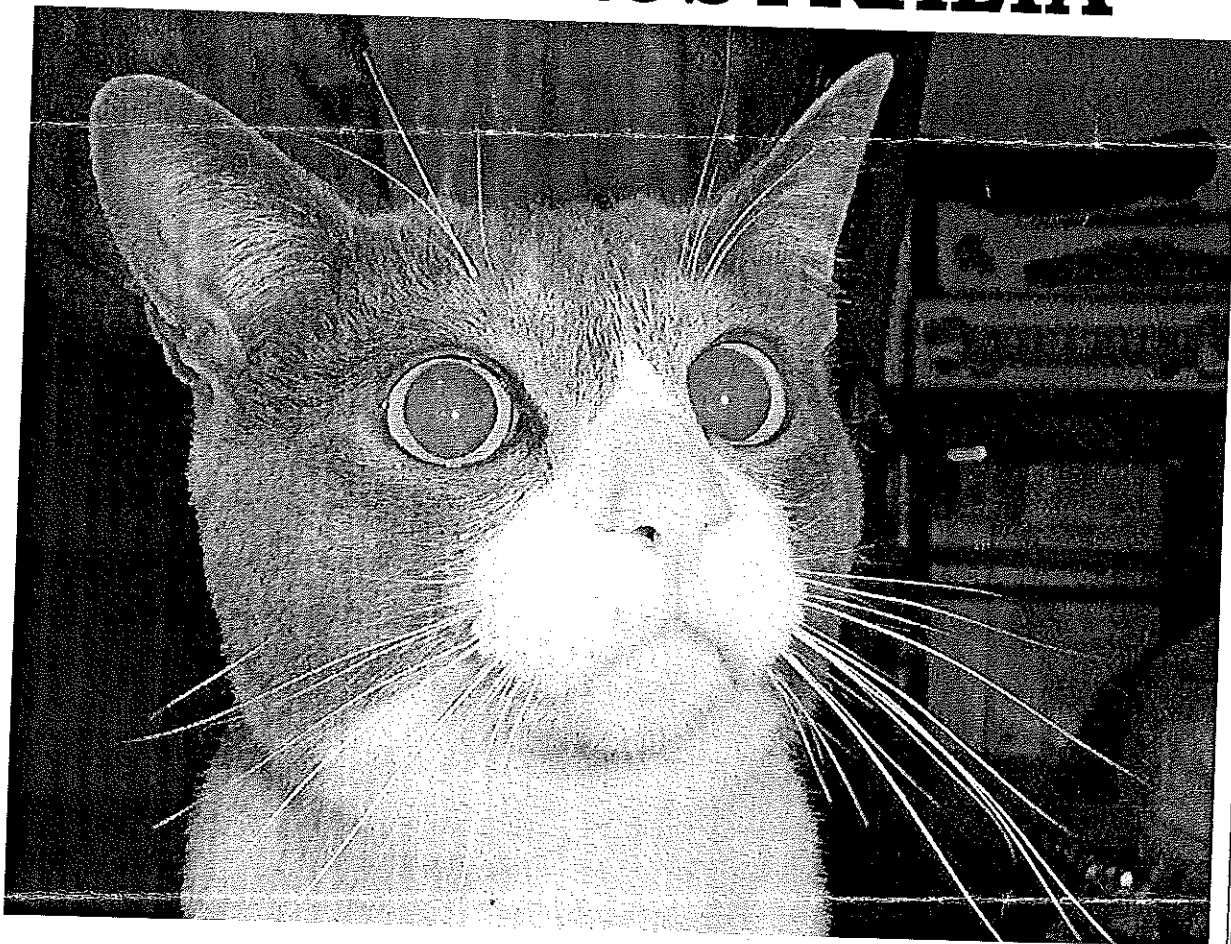


LEYLAND P76

SOUTH AUSTRALIA



RAT PATROL!

What, no car picture this month? The cat must have got in the way so you see him instead. Beats a thumb.

FEBRUARY 2007

CLUB INFORMATION PAGE

YOUR 2006/2007 COMMITTEE:

PRESIDENT: Wayne Filmer
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Ph. (08) 8337 5474

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

NON OFFICE BEARERS:
David Newman
Ph. (08) 8284 3581
George Calvert
Ph. (08) 8370 5625

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 at 7.30 p.m.

The next meeting is on Tuesday the 6th of March

2007 The committee may change meeting dates if required.

THE FINE PRINT:

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COMING EVENTS

(See also last meeting's minutes)

February 2007

Saturday 17th Club Run and lunch, at Waterfall Gully. Meet in the car park near restaurant at 12 Noon, meals start from \$6.50c up to \$14.90c (restaurant Ph. 83792488). After lunch, look at the cars and then take a stroll up the trails

March 2007

Tuesday 6th MEETING

Editorial

Hi P nuts.

The brave few souls (not including me) who ventured north to Riverton obviously had a great time, according to the Filmers who wrote the report for this issue.

I haven't had to write anything for this issue, as there have been heaps of contributions, thanks heaps everybody! The article on the wagons by Damien Haas (ACT) has made me determined to get mine back on the road, hopefully in the next month or two.

Commiserations for the wife of long time member John Arnold, he will be remembered for his keen interest in P76's and his generosity to the club.

Jilden Reichardt

FOR SALE

Electronic distributor suit V8. New Bosch Holden V8 reluctor fitted, new Bosch module, new Bosch transformer coil. Bosch vacuum advance. Never used project, proceeds to the club. Price \$300. Contact Jilden on 8339 2921 or email as in the club information details.

V8 engine, mostly complete, suitable for rebuilding as it hasn't rusted solid. This is the engine from the car that Alan Baker donated to the club. Proceeds to the club. \$150 ono Contact Jilden on 8339 2921 for details.

Engine mounts NEW OLD STOCK, these are six cylinder ones but are easily modified to suit the V8, just cut the extra bracket off. I have 20 coming in this week and they will be \$30 each. Contact Jilden on 8339 2921

Leyland P76 Deluxe V8 four speed Spanish Olive, in need of restoration. The car is fitted with buckets, super grille and top chrome strips. While the car is driveable, it isn't really roadworthy, as the twin exhaust is missing tail pipes. The paint on the bonnet and boot is stuffed, but the rest of the car is not very rusty. Water has got in and ruined the carpets, but they are dry now. Price \$400 not negotiable. Consider it a good set of mechanicals with a free body thrown in. There will be a few spare parts with it. Contact Jilden on 8339 2921

Check www.ebay.com.au for P76 parts. I tend to look at least once a week, there have been a number of interesting parts come up recently.

MINUTES OF THE GENERAL MEETING OF THE LEYLAND P76 OWNERS CLUB (SA) INC.
HELD AT THE ST ANDREWS UNITING CHURCH HALL, EDMUND AVENUE, UNLEY
ON TUESDAY 5th of DECEMBER 2006

OPENED: 7:58 pm
PRESENT: 9 as per register
APOLOGIES: Tom Cooper, Chris & Geoff Cutting
PREVIOUS MINUTES: Read by Club President: Wayne Filmer; *adopted*

BUSINESS ARISING FROM PREVIOUS MINUTES:

- Good turnout at Oakbank Hotel (Xmas Lunch thingy!). Sorry to those who missed it
- We now have a **Power Steering unit** in for *Reconditioning* at TranSteer. Upon inspection, the Chroming was badly pitted and will incur an extra \$150. to re-chrome
- *All club donated Power Steering units* (even good ones) will be **reconditioned** before we sell them. Thus we should avoid any warranty issues, as these will be covered by the reconditioner

CORRESPONDENCE IN: A letter from **Peter Deuter**: re still a club member
Interstate Magazines and an Invitation to join the Australia Parade SA
A *sad* letter from Jude Henning: re **John L C Arnold** in RAH and will not recover

CORRESPONDENCE OUT: A card sent from our club to **Jude Henning** re: *John Arnold*

TREASURER'S REPORT: \$3,553.70c

SPARE PARTS REPORT: \$8,593.50c in parts. \$30.30c Cash on hand

COMING EVENTS:

- January *Australia Day Long weekend* **Club Run** 26th 27th 28th 2007 sleepover at Riverton (for bookings phone Riverton Campsite on 88472419). If you are unable to camp, but wish to meet for the club **BBQ on Saturday 27th**. Arrive from 12 noon (for where to meet contact Wayne Filmer on 8263 9654)
- February **Club Run** and lunch, **Saturday 17th 2007** at Waterfall Gully. Meet in the car park near restaurant at 12 noon, meals start from \$6.50c up to \$14.90c (restaurant Ph. 8379 2488). After lunch, look at the cars and then take a stroll up the trails

GENERAL BUSINESS:

- Thanks to **Jilden** for organizing our **Xmas Lunch thingy!** at Oakbank Hotel
- Club Toner Cartridge needs to be refilled, *Darren to organize*
- **Graham Gurr** has sold his Leyland to **Jilden**, and we are happy to report that **Graham** still intends to be an *active member of our club*
- **Graham** Donated a *good Power Steering unit* for the club to have reconditioned
- **John L C Arnold's** membership of our P76 Club to cease. **Jude Henning** thanks the club for the years of pleasure we gave **John** through his long association with the club
- **Turn Signal Cams (SM16)** sourced by *Nigel Bray*, Club decided to order 20 for stock!

NEXT MEETING: Tuesday Feb 6

MEETING CLOSED: 9:04 pm, followed by Tea, Coffee and Christmas cake

The Secretary's P76 Restoration Project (with pictures)

Hello once again fellow P76 Nuts and Fans! As promised, here is the next exciting, nail biting instalment of "The Secretary's P76 Restoration Project (with pictures)".

Continuing on from last month:

I phoned Gordon and arranged a time to go over... we chatted briefly about the parts I required, and I hopped into my Home on'the range Executive and raced to his place.

When I arrived at Gordon's he had some "Good news" for me. He had "Fixed the Head" on the Country Cream Leyland that I had taken a fancy to, and was now *selling it*. Yee Ha! Oh...this landed me in a bit of a problem!

I also had some good news for him, my wife was expecting our first baby! But now, we needed our money to buy all the baby stuff. *My timing is great isn't it?*

I still wanted to buy the Country Cream Leyland, but how? We were spending heaps of money on Cot's and Prams and all that good stuff. Well, there was only one thing I could do...sell the Home on'the range Executive Auto!!! The cash would allow me to buy the baby stuff and the Country Cream Super V8 (*kill two birds with one stone*).

This of course made sealing the deal with the Country Cream even more important. If I sold the Executive, I would need another Leyland as I am an active member of the P76 Club.

We went to have another look at the Country Cream and even started her up, BRUMM BRUMM... those twin exhausts sounded great! *I was sold red backs and all*.

After a bit of haggling we agreed on a price, and I gave Gordon a deposit. All I had to do now was *sadly* sell the Home on'the range Executive.

Later that week, I advertised the Executive in the Trading Post under *Vintage & Classic Cars* for \$2,700. I was extremely surprised, as I sold it straight away and I still had a further 12 calls for it!!! *I recon I sold it too cheap!*

I was very happy with the buyer though, as he seemed really keen and interested in the car. I had a feeling the Executive was going to a good home. Now the new owner has joined our P76 Club and is also an active member (hi David *****).

The scene was now set, I grabbed the phone and started dialling, and within the hour the Country Cream was paid for, loaded up on a Tow Truck and dropped off on my Front Lawn. *Who says us Guys can't get our act together?*



1st job... FLY SPRAY!!! I had a great time, there were over 20 red backs all over the car. They were hiding under the sills, in the wheel arches, in the wheel trims, between the doors, wrapped around the exhaust, they were everywhere!

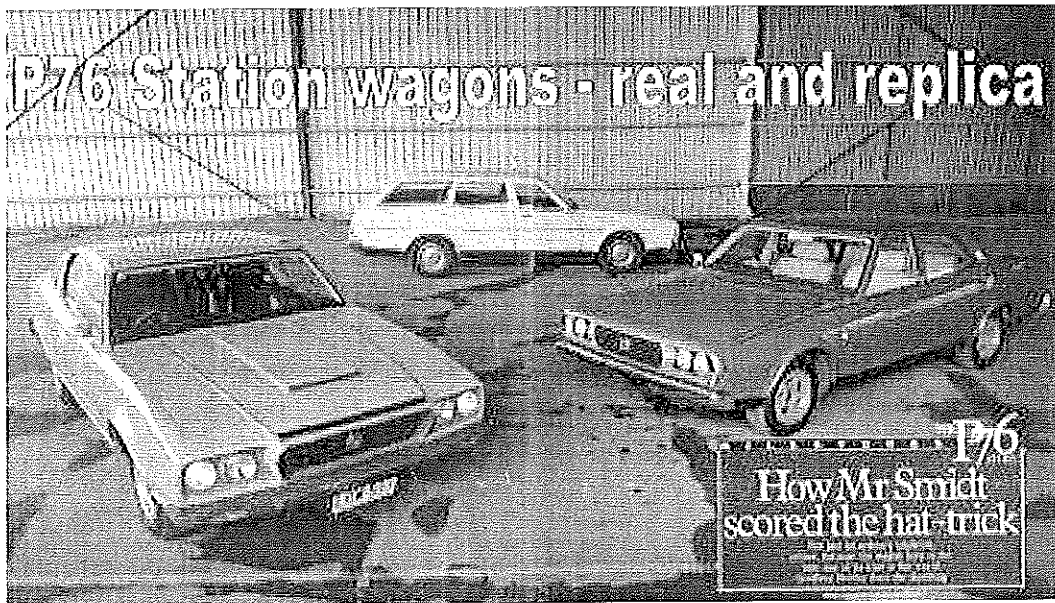
I then got the bucket and hose out and gave her a wash, she scrubbed up well. I cleaned all the windows inside and out and hosed out the boot. She started to look very tidy.

When I had finished I jumped in and tried to start her, but the battery was cactus! So I rushed out and picked up a *new* N50 sealed battery. After fitting the new Battery, she started straight away! *Not bad, as the car had been off the road over 5 years!*

I had left her ticking over for about 10 minutes, when I noticed the temperature gauge rising into the red. I was just about to turn her off, when steam and hot water shot out from under the bonnet! I guess there are a couple of jobs that still need doing...

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

Darren Holt



The real deal – factory station wagon with a Force 7 and Sedan (Wheels 1982)

P76 Station wagons: Real and replica

Damien Haas

In Leylines 45, I wrote about the Easter 2006 Cootamundra P76 National Meeting. In my write-up of that event, I used a photo of a Leyland P76 station wagon that Michael Livingstone bought to restore, prior to his illness. Subsequently, I received an email from Anton Frank correcting my assumption that the P76 station wagon in Michael's garage was the station wagon that Jilden Reichhardt built.

In order to set the record straight, and prevent a mistake from becoming 'fact', I decided to do a little research on the P76 station wagons that are floating around.

There are three extant station wagons, one factory produced and two replicas. For the sake of this article, let's name them 'Factory Station Wagon', 'Replica One' and 'Replica Two'. The factory wagons will be the subject of a later article.

The Factory Station Wagon

There is only one known factory produced station wagon still in existence. It is a Country Cream V8 column shift automatic with Super trim. This car was used at the Zetland plant as a runabout factory hack following the closure announcement, and then auctioned.

There were three, possibly four, station wagons constructed at the factory, two Country Cream V8s built in the experimental department and two on the production line, one Bitter Apricot V8 and a Crystal White, which was never completed (and may never have existed). The Bitter Apricot production vehicle was sent to Ford Australia for crash testing and was destroyed. One car may or may not be a pre-production car and its existence and demise is not clear. The surviving car is from the experimental department.

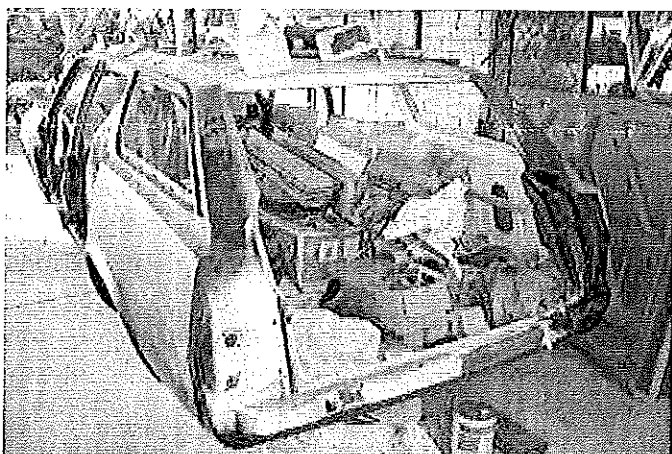
Following the demise of the Leyland Australia manufacturing operation in Zetland, an auction was held to dispose of cars, spares and other equipment. The wagon was not offered at this auction, but later when the plant was being cleared, John Smidt who was a Leyland parts dealer in Sydney bought the wagon. He was quoted in *Wheels* magazine of November 1982 as saying:

"Leyland offered the station wagon and the Executive together, I bought them. I had to tender for them but I believe only two other people tendered, so I got them quite easily."

In the same issue, *Wheels* ran several articles on the P76, Leyland Australia and its demise. One of the articles was on John Smut's P76 collection and featured a sedan, a Force 7 coupe and the station wagon. *Wheels* noted that:

'The station wagon is much closer in design to the P76 than is the Force 7. It's almost the same length. The front is the same and the front doors seem to be virtually the same as the P76's. The rear doors were made up new. The rest looks pretty makeshift. The surrounds of the rear side windows are brass cut from a flat plate, not stainless steel or chrome, just to have something looking more or less right. The rear window looks too small and square, just a slab of flat glass with a rubber strip glued across the bottom and you can't believe it would have gone into production like that.'

John Smidt had the car registered and used it in his business 'Mini Kingdom' in NSW. He also used it as a 'factory hack'. Although it left Leyland in Country Cream, John had it painted Crystal White. After some time, he let the registration lapse and it was only used at his business. He then stopped using it altogether. The car began to deteriorate. At some point John started to restore the car but only got as far as replacing mechanical components. About twenty years ago, Joe Green bought the station wagon and a Force 7 from John. Both cars are still owned by Joe Green.



Joe put the station wagon into storage and focused on his other cars, including the Force 7. In the last year, Joe took the station wagon out of storage and began to restore it. It has been stripped back to bare metal and will be painted in its original Country Cream colour. Joe has confirmed with Leyland workers that this is the colour the station wagon was originally painted. At present, the car is in two-pack primer.

Factory station wagon undergoing restoration

Joe advises that mechanically the car is very sound, but the body needed some work. While it was in bare metal, Joe observed that the rear wings were all hand made and that the roof is one complete pressing. The rear door glass is custom made, but had a major

glass manufacturer's logo on it. The tailgate is one piece and folds up, but the glass slides down. The glass winding mechanism is broken and Joe does not know what Leyland used.

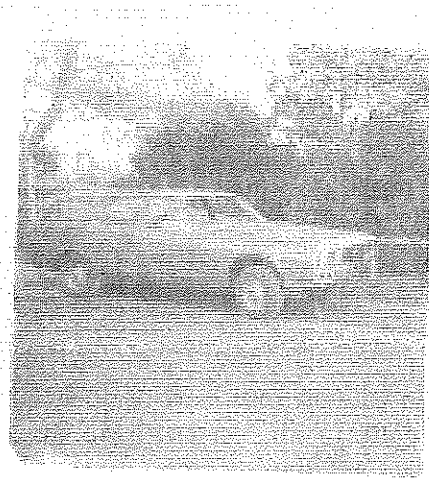
As time permits, Joe will paint the factory station wagon and complete the restoration.

Replica One – Larry Cole



Larry Cole's completed replica station wagon – photo taken in Mildura. Date unknown

The first replica was constructed by Larry Cole in Mildura in 1979. This car in NV Green with Executive trim is a close approximation of what a factory produced P76 station wagon would be. Larry had restored a Leyland Trojan and also owned a P76 Targa Florio. Larry's inspiration for building a P76 station wagon was very simple. He had ordered a wagon from the Leyland dealer in Mildura, but it was never delivered – as the company had ceased manufacturing P76s, he decided to build his own.



Almost finished circa 1980

In 1979 he collected two wrecked P76s, a Bitter Apricot Executive and a Corinthian Blue Deluxe, and began measuring, cutting and welding. Larry had never seen any photos of the factory station wagon, but knew what he wanted. Using a combination of a sedan roof, sheet metal and much hammering and forming, he constructed a wagon roof retaining the profile of the sedan roof. The tailgate and opening were based on XY Fairmont station wagon parts, with the P76 sedan boot lid skin welded on. The tailgate

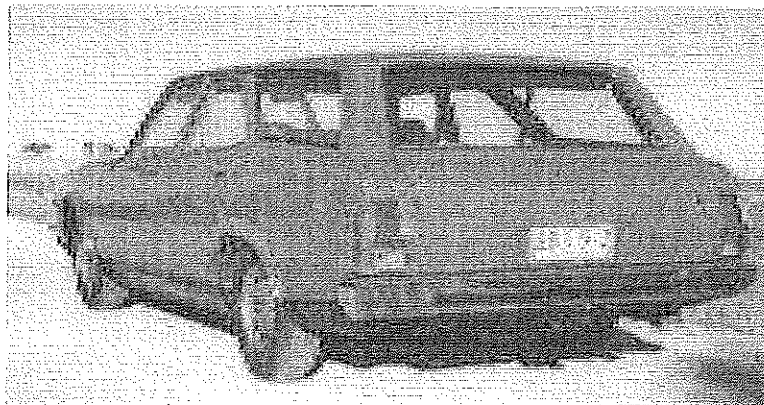
was one-piece and lifted up with an electric rear window operated by a key switch in the centre of the drop-down tailgate.

For the interior, Larry modified the P76 rear seat so that it folded forward. He also used Falcon hood lining and vinyl side panels. The base car VIN is 076 A4S2 M44 1160 11/73 making it originally a Corinthian Blue V8 Deluxe 4 speed. Larry converted it to Executive level right down to things like power steering, seats, mouldings, interior, A/C and even a rear radio speaker inset above the rear window opening. Construction took him about 18 months in 1979 and 1980.



Under construction, circa 1979

Apart from the obvious work on extending the roof, modifying the C pillars and removing the structural panels between the C pillars, no other major work was required. The floorpan was not modified and this was a significant factor in gaining registration. When presented for inspection and registration it was instantly accepted, primarily due to the non-modification of the floorpan or running gear.



Larry and his family enjoyed the station wagon for about ten years and used it extensively on family trips to Melbourne several times a year. On the road, it handled identically to his Targa Florio sedan. As his children grew older the station wagon was used less often until Larry took it off the road, and it sat in a shed unregistered for several years until Anton Frank purchased it in 1999. Larry only has two photos of the station wagon, advising that the others were probably burnt by his ex-wife. The photos do show that the work was performed very professionally. Larry is still a Leyland man, owning a 1920's Leyland Trojan.

Anton Frank planned to restore the station wagon but with too many projects and too little room, after a few years he decided to sell Replica One.

In November 2004, Michael Livingstone from Cootamundra procured the wagon constructed by Larry Cole, from Anton Frank. Michael has meticulously restored a

number of P76s (including his concours winning Aspen Green Targa Florio) and intended to rebuild the wagon. As can be seen from the more recent photos of the wagon, it needs considerable work. Michael unfortunately contracted an illness, which affected his health considerably and has now parted with several of his cars, including the station wagon replica.



As this photo shows, there is plenty of room in the rear of a P76 station wagon.

Replica One is now owned by Warrewyk Williams. Warrewyk says that the attention to detail shown by Larry Cole when it was constructed was a key factor in his decision to buy and restore the car, despite its current state. Restoration work on this car began in August 2006.

Replica Two - Jilden Reichardt

The second replica wagon was constructed by Jilden Reichardt in 1996 in time for the SA P76 Owners' Club planned expedition across the Simpson Desert. Jilden has documented its construction thoroughly in several articles for his club newsletter.

For many years, Jilden had the kernel of the P76 station wagon idea in his head and would wander around car parks looking at station wagons and measuring them to find one that would suit his purposes. Finally, he settled on an XE wagon roof and obtained a complete wagon body to use.

He cut the XE Ford roof off and placed it on a P76. He measured everything and then started cutting. He took the P76 roof off between the side rails. He seam welded the XE Ford roof on to the sedan body, fabricating panels to connect the C pillars and panels for the back side windows. The C pillar remained full size because of seat belt anchorages, but the C pillar vents were closed because of bad airflow causing loud noises from the rubber seal flaps. Jilden thought a full production wagon would have had vents further back, perhaps in the D pillar.



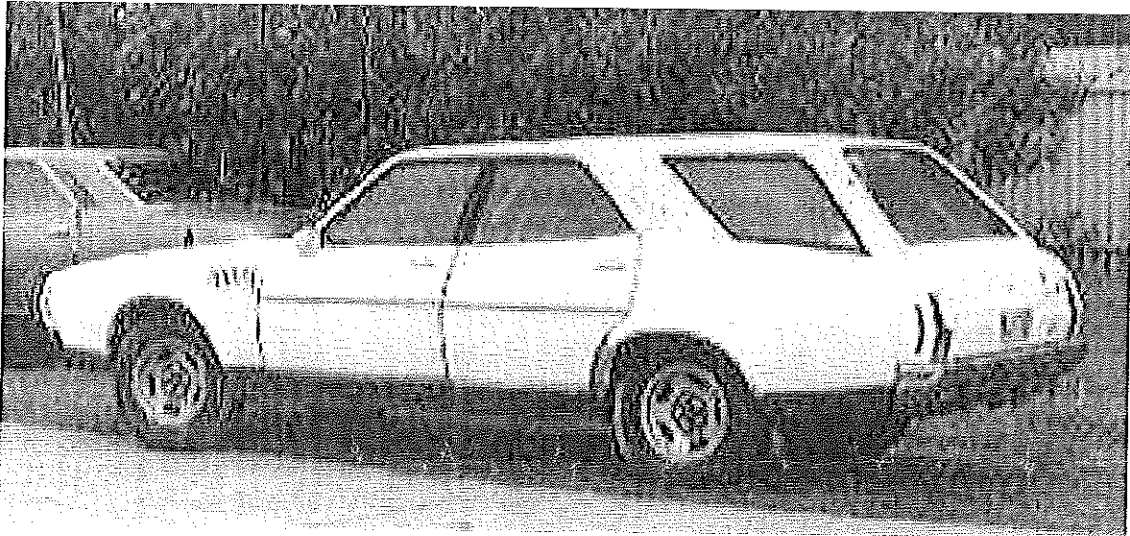
Jilden Reichardt's P76 Station wagon – constructed in 1996

For the tailgate, he used the XE Falcon tailgate and the P76 boot, shortened to fit. The P76 boot lock was used. A combination of P76 boot seal and Falcon wagon tailgate seal was used to ensure dust stayed out. The tailgate is a lift up design with the lower half being half the boot lid, not just the skin. Jilden prefers this design for loading compared to the wind-up type as used in the prototype. Leyland Australia designed the Nomad this way, but followed the Falcon/Kingswood path in the P76 wagon.

Jilden noticed a lot of flexing about the tailgate area and to ensure structural integrity added stiffeners level with the floor - a seam welded panel of steel along the chassis rail and vertical struts under the new D pillars. He was intrigued to see factory pictures showing gusset panels in the same area in Hal Maloney's book. This means the engineers must have had similar problems with their prototypes. The difference between the two solutions is that Replica Two retains the original upright spare tyre position, giving more flexibility in the cargo area. Jilden believes the rear rigidity of the sedan is mainly due to the bolted in seat back. His wife's P76 creaked loudly when the seat back wasn't fully tight due to some stripped bolts. His wagon also 'creaks' around the seat catches. He thinks the stiffeners around the rear hatch area are essential to keep the aperture stable.

Satisfied that the structural soundness was restored, he attended to trimming the car. He used a Falcon seat upper and a Leyland seat lower for a folding rear seat and this combined with a plywood panel in the boot area gave him a flat floor. The Ford rear seat upper enabled the use of factory made catches and hinges, and makes for a level floor when down. When folded down the front seats must be moved forward which delivers a two metre-long floor. The interior is trimmed with Commodore fuzzy lining on the roof. The rear windows are Perspex and fitted using Falcon window seals.

Apart from a few small faults identified during the roadworthy test, registration was easily achieved based on the lack of modifications to the structure of the P76 and that the work was completed to a high standard. Jilden says that the engineering was deliberately kept simple for registration purposes.



Replica Two – jacked up suspension with off-road wheels and tyres.

In one of his articles on the station wagon, Jilden says *'as soon as it was legally registered as a wagon, I jacked up the suspension, fitted 15 inch off road tyres, a sump guard etc and crossed the Simpson Desert with it.'*

Recently Jilden advised that *'I always intended to build another wagon with improvements after destruction testing the first one on bush tracks. However, it never broke and time ran away from me...'*

Replica Two is currently off the road, but still owned by Jilden Reichardt. He has a long-term plan to restore it.

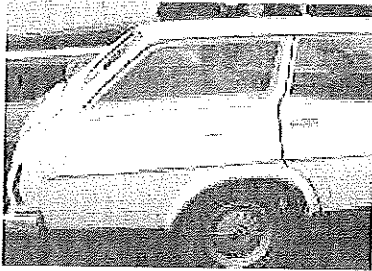
Comparing the real with the replicas

As the various photos show, the P76 didn't need a lot of extra engineering to produce a station wagon. If you look in your own P76 boot, you will see a circular depression, which suggests that the floor pan for the wagon and sedan would have been identical. The design for the spare position copies the Holden HK-T-G design, which Leyland engineers used as test mules. The petrol tank shape is uncannily similar.

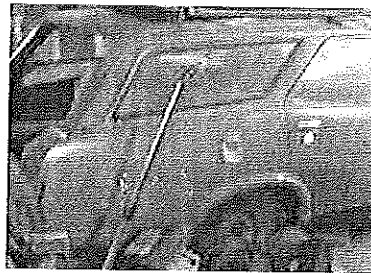
The line of the roof and rear quarters on the factory wagon indicates that if further developed and produced it would have been an attractive spacious wagon. The Force 7 coupe has a fold down rear seat, and this would have been used on the wagon. I have seen one of these in a P76 (Warrewyk Williams 'General P') so they do seem to be an interchangeable component.

Compared to the replicas, the factory wagon seems to have neater finish in the rear around the D pillar and rear wings. This is to some extent evident in Replica One. Replica Two seems to be quite different with the window area apparently deeper into the D pillar, making it appear more angular and less integrated. The biggest obvious difference between the 'real' and replicas is that the factory wagon has rear doors, which are noticeably different from either of the replicas. They are squarer with a much less pronounced C pillar. The door glass is also different. I think the factory wagon C pillar

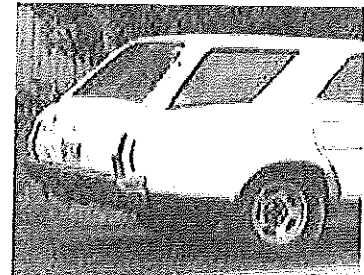
looks better than the replicas use of the sedan C pillar. Replica One came closest to the factory C pillar shape.



Factory wagon



Replica One



Replica Two

The factory wagon also has a more angled D pillar and tailgate. It's almost Audiesque in its angle. It is quite sporty looking, and unlike its local rival wagons which were much squarer. The D pillar on Replica One is far squarer and more like the 60s donor Falcon that it came from. Replica Two using an 80's donor car shares the angular D pillars. Out of all three, the factory D pillar angle looks the best, that doesn't mean the other two D pillars look bad.

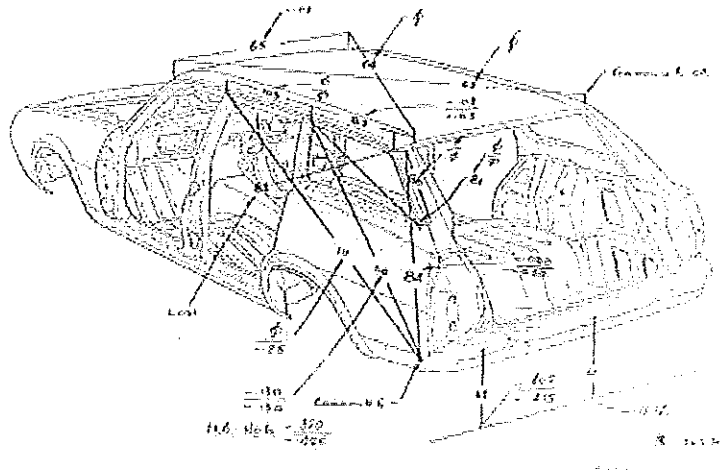
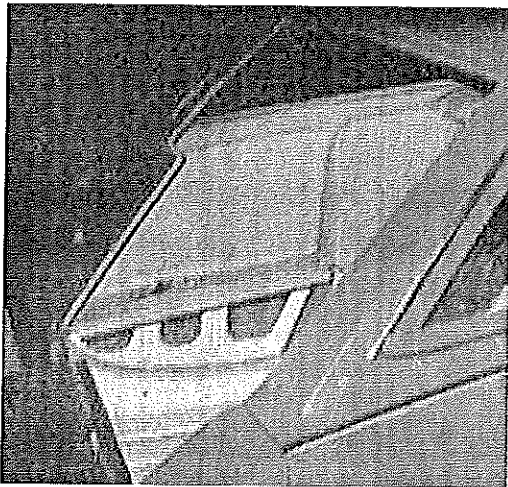
So what engineering challenges would the wagon present? As a stressed monocoque design, I'd be curious to know how Leyland managed to pare down the C pillar and maintain structural integrity, especially as the rear parcel shelf is gone, replaced by a fold down rear seat (visible in the photo below).



The factory station wagon (Wheels, 1982)

Both replica builders removed the parcel shelf and this does not seem to have affected structural rigidity. If Jilden can climb sand dunes in the Simpson Desert without the car coming apart, I don't think structural safety is an issue in the replica wagons.

A structural diagram taken from Hal Maloney's book, shows that in the boot area where the spare tyre would go in a sedan (and on the opposite side) a large sheet metal pressing with a cross configuration has been fitted. This may be to take the place of the parcel

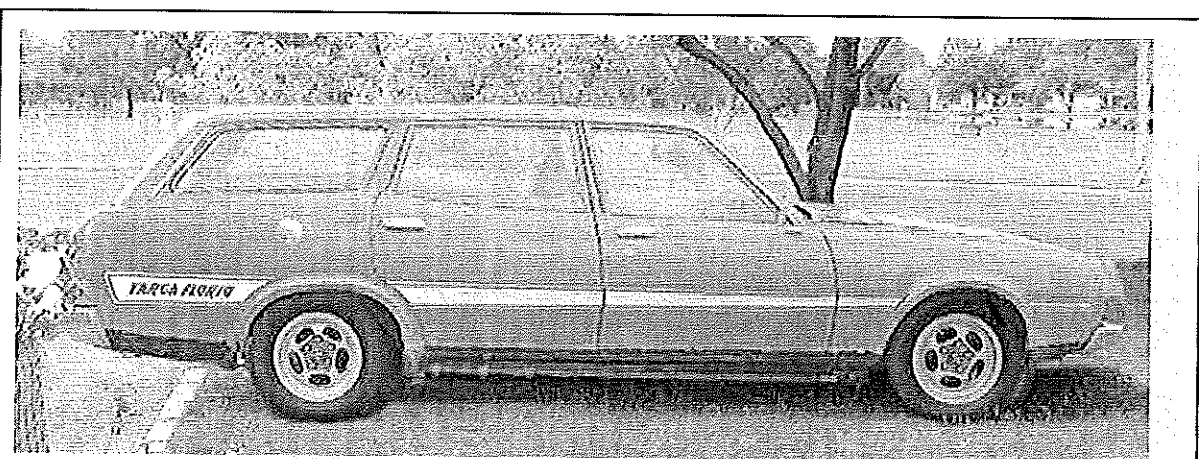


shelf. Hal Moloney advises that this is a gusset panel, and was fitted to the two wagons constructed in the experimental department, and the production chassis. It can be seen (concealed by trim) in the factory photo above.

There is also the issue of flow through ventilation that would need addressing. By not using the sedan C pillars, the flow through air vents need to be moved somewhere else. That location doesn't appear obvious, even on the structural diagram.

Delivery date of your new P76 station wagon

How close was the factory to delivering P76 station wagons? At least one had gone down the production line. Hal Moloney advises that the wagon would not have been produced until well into 1975. The last station wagon production specification from "Production Planning" was signed off on 16th July 1973. The production station wagon, floorpan C,



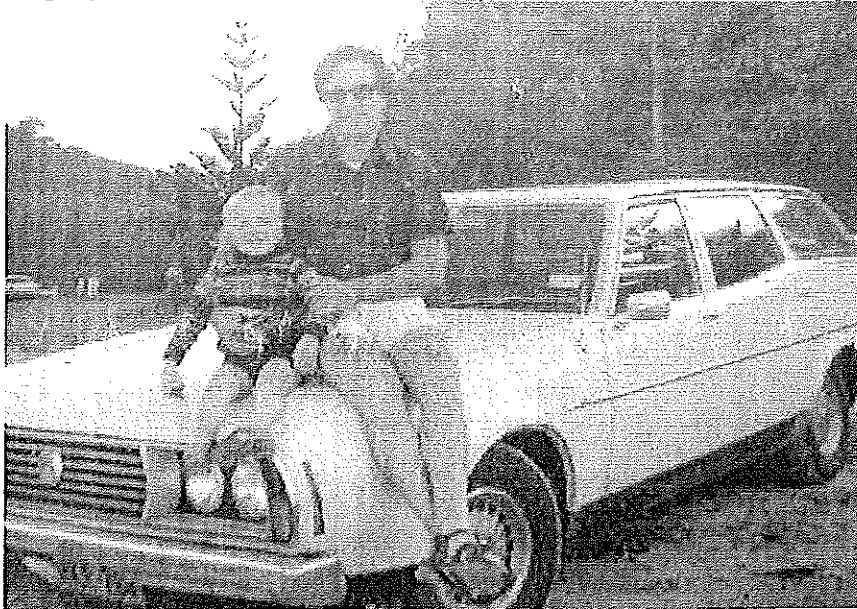
What could have been

(digitally altered image)

Unlike the Force 7, the station wagon would have been a variation on the sedan and feature the same trim options as the sedan. The Targa Florio package was a Super option and if the wagon had been produced, would there have been Targa wagons offered?

had been crash tested by Ford in Melbourne and with that completed, the wagon could receive its compliance plates and be offered to the public.

Leyland had extensively road tested the station wagon prototypes, including letting employee Ian Davis take his family on holiday to Port Macquarie in 1973. It was fitted



The Davis family on holiday in an 'experimental' P76 station wagon

with a passenger side wing mirror for the trip. While on holiday, the electric rear window failed twice causing them to unload the wagon through the rear doors so access to the tailgate could be obtained in order to rectify the problem. It was fully registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia.

At the time of the closure of the Zetland Factory, Force 7 coupes were being produced in some numbers ready for delivery to dealerships. Leyland wanted these on the road well before releasing a new model. Unfortunately, when the P76 was killed in November 1974, the station wagon due in perhaps only six months never made it to the market.

Some people seeing the obvious logic in a P76 station wagon, and the ease in which this conversion could be achieved, decided to create what the factory couldn't deliver. At least one builder had never even seen a photo of the factory station wagons, and yet both replicas were very close to what could have been.

This article was prepared with assistance from Hal Moloney, Larry Cole, Joe Green, Jilden Reichardt, Warrewyk Williams (and his Photoshop software), Anton Frank, and some people who wish to remain nameless.

Thanks to Peter Davis, son of former Leyland employee Ian Davis for permission to use a family photo.

Hal Maloney's book on P76's was used in relation to factory wagons. This book is still available and is highly recommended. Thanks to Hal for permission to use a diagram from his book, and for answering in detail, my emails.

Information published in Wheels, Nov 1982 was also used. Wheels magazine www.wheelsmag.com.au (136 116 for subscriptions) granted permission to use this material.

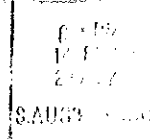
LEYLAND P76 S.A. SPARES LIST 6/2/07

V8 Engine	
V8 throttle link ball joints	\$1.00
V8 throttle link bushes	0.20
V8 PCV rubber hose	\$10.00
V8 plug leads stainless steel Bosch	\$60.00
V8 spark plugs	\$1.50
V8 rotor button	\$8.00
V8 distributor cap	\$35.00
V8 distributor shaft	\$30.00
V8 distributor HEI Bosch converted	\$300.00
V8 radiator hose, top	\$15.00
V8 radiator hose, bottom	\$15.00
V8 long heater hose (VT Commodore LPG)	\$35.00
V8 short heater hose	\$10.00
V8 thermostat housing	\$36.00
V8 thermostat gasket	\$2.00
Z86 oil filter	\$13.00
V8 front seal, CR 19777	\$30.00
6 & V8 rear seal, PR 4978	\$20.00
V8 head gaskets	\$34.00
V8 rocker gaskets (cork)	\$12.00
V8 rocker gaskets (rubber)	\$11.00
V8 sump & timing gasket set	\$36.00
Fuel pump gasket	\$2.00
V8 fuel pump kit	\$12.00
V8 carb. Jet	\$5.00
Genuine fan belt, V8	\$5.00
Genuine P. Steer Belt	\$5.00
Power steering pulley	\$10.00
Air conditioner belt	\$5.00
V8 reco water pump changeover	\$100.00
V8 Water pump gaskets	\$2.50
Water pump bearings, ISB630	N.L.Avail.
V8 extractor gaskets, set	\$15.00
V8 exhaust pipe rings (non-asbestos)	\$5.00
GL27V (V8) points	\$15.00
V8 oil pressure switches	\$8.00
V8 crankshaft thrust washers, Pair	\$10.00
V8 oil pressure relief valve	\$2.00
Suspension/steering	
Rack boots, p/steer and R.H. manual	\$25.00
Rack boots, L.H. manual rack,	\$30.00
Power steer control valve spacer bush	\$5.00
Urethane tie bar rubbers, set of 4	\$30.00
Front strut inserts (Pedders) per pair	\$200.00
Front strut top (rebushed) changeover	\$40.00
Power steer pinion adjusting shims	\$0.50
TARGA MAG WHEELCAPS each	\$20.00
.....Per set of 5	\$80.00

4 speed gearbox	
4 speed gear lever retainer nut	\$18.00
4 speed g/box gasket set	\$12.00
4 speed g/box shifter saddles	\$5.00
3/4 speed g/box reversing light switch	\$10.00
6 Cyl	
6 cyl choke cable	\$5.00
6 cyl engine breathers	\$2.00
6 cyl fuel pump kit	\$12.00
Electrical	
Lucas starter motor bushes, per pair	\$10.00
Headlamp suit super	\$5.00
Headlamp dip switches	\$15.00
Wiper delay relays, Ford.	\$10.00
Wiper switches	\$30.00
Indicator switch assembly recon	\$40.00
General mechanical	
Master Cylinder kit	\$32.00
Front disc pads (standard) CDP 1045	\$24.00
Radiator recovery system cap 13psi	\$4.00
Long handbrake cable	\$10.00
Interior	
Horn rim rubber grommets	\$3.50
Boot mats	\$155.00
Deluxe window winder handles	\$5.00
T-bar selector handles	\$5.00
Rear parcel tray clips only brown pkt of 10	\$10.00
Door lock knobs	\$2.00
Console lid cover Imperial leather	\$10
Boot/Bonnet bump stops set 2	\$11.00
Exterior	
Front indicator lenses, painted, pr	\$60
Front indicator lens, painted, single RHS	\$30.00
R.H.F. zinc corner, no chrome	\$20
Ford number plate lenses, pair	\$15
Tinted Laminated Windscreens	\$130
Windscreen trim clips set (33)	\$6.00
Window scraper rubbers, repro, each	\$25.00
Bonnet insulation hangers, set	\$10
Badge Clips	\$1.00
Chrome mould clips, set 10 (pink)	\$3.00
Chrome mould clips, set 10 (green)	\$3.00
Grill Mould clips set 10	\$1.00
General	
A3 Posters ex Vic Club	\$10.00
Auto Quarterly magazines	\$40.00

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

If undelivered, return to:
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LEYLAND P76 OWNERS CLUB of S.A. INC.
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