

# LEYLAND P76

## SOUTH AUSTRALIA



*SA's Shiny Brigade at Geelong*

*May 2008*

# CLUB INFORMATION PAGE

## YOUR 2007/2008 COMMITTEE:

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**NON OFFICE BEARERS:**  
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## 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 3rd of June 2008**

The committee may change meeting dates if required.

## THE FINE PRINT:

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## **COMING EVENTS**

(See also last meeting's minutes)

**June 2008**

Tuesday 3<sup>rd</sup> **Meeting** at the Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

**July 2008**

Tuesday 1<sup>st</sup> **Meeting** at the Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

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### **Editorial**

Hi P nuts.

No news, no views, I think I have had this job too long. Can't think of anything that hasn't been said before. Haven't done anything that hasn't been done before. Have you? If you have then write about it!

When people who come up to my wagon and say that it must be rare, I tell them I know of plenty of them. Or I tell them its not rare, just unique. Beats spending an hour yakking whenever you stop for a minute. CONFUSE A HOLDEN OWNER TODAY!!! Tell them anything you like, they don't know better.

*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**

Barry Brown-Rowett of Marrabel SA just out of Kapunda, phone **88486030** or mobile **0438968537** has a couple of cars for sale and a few parts. Any one interested if no answer on the land line text his mobile and leave contact details as he is away a lot. He will get back to you when back in range.

Rear window louvre, Aunger type as made for the SA club, in good condition but comes with only 1 or 2 self-adhesive mounting clips. Contact Jilden on 8339 2921 or [jm76@bigpond.com](mailto:jm76@bigpond.com)

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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 1<sup>st</sup> of April 2008

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OPENED: 7:50 pm  
PRESENT: 11 as per register + 3 Visitors  
APOLOGIES: Graham Gurr and Tom Cooper  
PREVIOUS MINUTES: Read by Club President: Wayne Filmer; *adopted*

**BUSINESS ARISING FROM PREVIOUS MINUTES:**

- A Club email address was discussed. This could be given to Adrian, president of the Qld P76 Club, for use on the National P76 Website. Wayne Kircher is looking into organizing this, as it may also assist with his new role as Club representative to the FHMC
- David Newman's orange Executive was removed from our club display at the Birdwood Motor Museum, so he could attend the Nationals at Geelong. His car was replaced with Wayne Filmer's N V green Super P76, for about 2 and half weeks.
- Wayne Filmer's car was then replaced by Loretta's Nutmeg Super (now fondly known as the *bling bling Car*) until the end of our display. ***Loretta's car was the only vehicle in all of the Motor Museum, displayed with its bonnet fully open!***
- Wayne Kircher has offered to store the Clubs' round Leyland sign after the display's end
- Jilden has also kindly offered a temporary home for the Two Boot and the Leyland display motors
- Geoff Cutting sold \$1,800 of Club parts stock at the National Meet in Geelong! Most of it was static stock, like boot carpets, cufflinks, windscreen clips, under bonnet hangers and Targa caps. Whilst at the National, he also purchased \$140 of parts that our club requires
- Jilden Reichardt has purchased various parts for Club stock, e.g. VRS gasket sets

**CORRESPONDENCE IN:** Letter forwarded by Geoff Cutting from Office Of Consumer Affairs, requesting Club funds information  
An interstate P76 Club mag  
Strathalbyn 25<sup>th</sup> annual swap meet flyers  
Transport SA, advertising a number plate auction in April  
Various junk mail

**CORRESPONDENCE OUT:** Completed form posted to Office of Consumer Affairs, re: Club funds information request  
Letter to Mrs. M. Fardell, of Trinity Gardens SDA Church.  
Acceptance of room hire for paid 12 Months

**TREASURER'S REPORT:** NIL

**SPARE PARTS REPORT:** \$7,306. in parts and \$53. + change in cash  
Geoff also sent a cheque for **\$1,910.** to Graham Gurr

**COMING EVENTS:**

- **Saturday 12<sup>th</sup> April** Removal of our P76 Club display from the Birdwood Motor Museum. *Is anyone available to help?* Meet at the Museum between 10 and 11am, after display removal retire for lunch at the pub over the road
- **Sunday April 13<sup>th</sup>** Rock & Roll Rendezvous at the Motor Museum, Birdwood. Starts 10:00am (our P76's are eligible) and a \$30 entry fee applies. **Tel: 8568 4034** for details
- **Sunday October 12<sup>th</sup>** Strathalbyn 25<sup>th</sup> annual swap meet at *Strathalbyn*

**GENERAL BUSINESS:**

- New toner cartridge for Club printer sourced and given to Jilden Reichardt
- Trinity Gardens SDA Church would like to sight a copy of our public liability insurance, so they know we are covered whilst conducting our meetings. Will refer to Graham Gurr next meeting
- The National meet in Geelong was a big *success*. 4 South Australian Leylands attended, consisting of Darren Holt's Country Cream Executive, David Newman's Home on The Orange Executive, Loretta & Geoff's nutmeg Super (bling bling Car) and Geoff & Christine Cutting's white Deluxe. Various national meet stories and experiences were talked about, including a couple of car troubles had by our members en route.
- It was discovered at the national meet that Darren Holt's newly acquired Executive is an experimental vehicle, as the chassis number contains an X in the Chassis Number 076XB4S4... which apparently has something to do with the original motor which has since been removed from the car. James Mentiplay from WA Club is looking into this, as he believes it is *significant* and he recalls seeing the car before
- Whilst in Geelong, Darren Holt from SA Club and Marcus Kneebone from Vic Club met **Peter Mansfield**. formerly of Leyland "Zetland" he worked there for 10 years 1965-1975 and ran the engine test laboratory and road test and development department
- Geoff and Loretta are organising our May club run. We may be able to join the Victorian P76 Club for a Visit to *Rod Warrick's* Leyland museum
- We need to organize the removal of our Club display from the Birdwood Motor Museum on the 12<sup>th</sup> of April. Is anyone able to help store the Two Boot and two display motors? Jilden has offered a temporary home for the Two Boot.
- At Geelong the next National was discussed. Everyone looked at Geoff and Loretta and Darren Holt and said "what about SA hosting it?" We stayed silent! Then NSW offered to host it. It was agreed that the NSW clubs would work together to organize the 2010 National, with the support of the NSW Country Club who hosted the 2006 Nationals
- Our Club discussed the possibility of hosting the 2012 National Meet in SA, as it is about our time to. We will look into venues and maybe offer at the next Nationals in NSW

**NEXT MEETING:** Tuesday 6<sup>th</sup> of May at Trinity Gardens

**MEETING CLOSED:** 9:15 pm, followed by Tea, Coffee and Biscuits

Part	Leyland Part #	New Part #	Alternative	Quantity	Suppliers
<b>BRAKES</b>					
Master Cylinder Repair Kit (Boosted)	HYL8162	PBR K7466X		1	Sprint Autoparts
Rear Brake Cylinders (All P76 Models)	HYL8091	P34876		2	Sprint Autoparts
Master Cylinder Brake Fail Sensor	HYL8160	EA Falcon Part		1	Motor Traders
<b>COOLING</b>					
V8 Radiator Cap	AYB2037	CPC534 15		1	Sprint Autoparts
V8 Thermostat	GTS101	TT1-180		1	Sprint Autoparts
V8 Thermostat Gasket	AYD104	GG1073		1	Sprint Autoparts
V8 Thermostat Housing	AYD174	W076		1	Sprint Autoparts
<b>ELECTRICAL</b>					
V8 Points	GL27	GL27V		1	Sprint Autoparts
V8 Condensor	GL121	GL103		1	Sprint Autoparts
V8 Rotor Button (Bosch)	GL651	GL651		1	Sprint Autoparts
V8 Distributor Cap (Bosch)	GL665	GL665		1	Sprint Autoparts
V8 Plugs	L10	W20FS-U		8	Leyland P76 club
V8 Hot Plugs		BP5HS		8	Sprint Autoparts / Repco
Battery (All P76 Models)		N50 MF	N50 EF	1	IBD (Research Road)
Aerial Extension Cable (5M)		AP337		1	JB HIFI
Universal Screen Washer Pump	AYD9167	NWP512		1	Sprint Autoparts
<b>ENGINE</b>					
V8 Oil Filter	AYD190	Z86		1	Sprint Autoparts / Repco
V8 Rocker Gaskets	AYD77 (Cork)	JN055 (Cork)	(Rubber)	2	Leyland P76 club
V8 Manifold Thermostat Bypass Hose	MYH1005	HH5034PM (19mm)		1	Sprint Autoparts
Rear Crankshaft Oil Seal (All P76 Models)	13H2457	PR4978	97329	1	Sprint Autoparts
<b>STEERING &amp; SUSPENSION</b>					
Tie Rod Ends (All P76 Models)	HYL4893	TE195R		2	Sprint Autoparts
Power Steering Boots (And RH Manual)	AYD6602	EA3K661A	SRB 002	2	Sprint Autoparts
Sway Bar Bushes (All Models)	AYD4054	42917 (17mm)	A1494U	2	Sprint Autoparts
<b>TRIM</b>					
Parcel Shelf Trim Fasteners (Brown)	MYH859	BH426 (5 pack)		13	Sprint Autoparts



## 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:

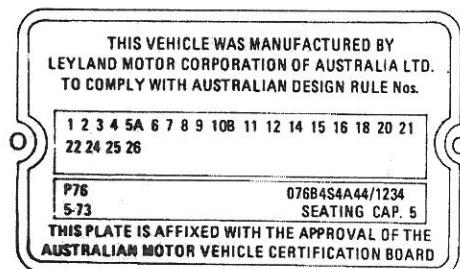
- a. March 1974: Serial Numbers changed from 4 digit to 5 digit;
- b. April 1974: New P76 compliance for 1974/75 resulted in change of Letter denoting Transmission compliance in chassis number;
- c. April 1974: Date Stamp changed to include production week.

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.

(1) (2) (3) (4) (5) (6) (7)

Chassis Number: 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  
 42 17<sup>th</sup>, 18<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 23<sup>rd</sup> October  
 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

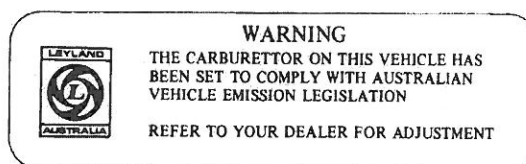
L4D: Leyland 4 door sedan

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.

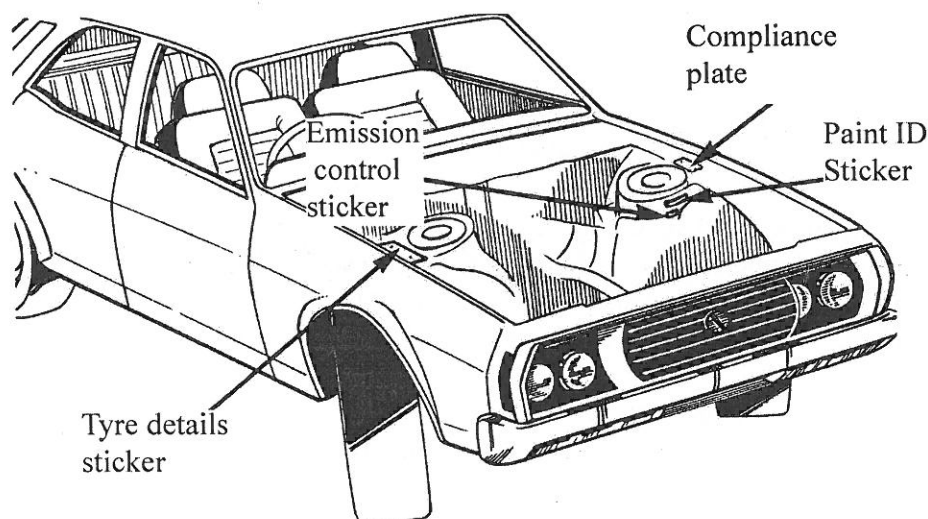
For those members restoring, wrecking or disposing of any P76 bodies, please note down the full details from the chassis plate, and the details of the body number (after the plate has been removed for safe-keeping). These can be forwarded to your P76 club for record keeping.

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.)



# LEYLAND P76 S.A. SPARES LIST 6/5/08

<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 manifold bypass hose	\$3
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	<b>\$40</b>
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)

**If undelivered, return to:**

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CARINA QLD 4152



Leyland P76. Anything but average.



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

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

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