

LEYLAND P76

SOUTH AUSTRALIA



Ex Sec, Darren, had an Excellent trip to Newcastle in his Exec.

March 2008

CLUB INFORMATION PAGE

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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 7th of April 2009

THE FINE PRINT:

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COMING EVENTS

(See also last meeting's minutes)

March 2009

Saturday 14th, **Ten pin bowling** at Barossa Bowland

10 am. Meet at "On the Run" service station on Main North Rd, just north of Anderson Walk, Smithfield. Drive to Tanunda, 1 hour. Organized sightseeing, 1 hour. Lunch, 1 hour, details coming. Bowling, assuming 2 games each. Bowling lanes need to be booked so let us know if you are coming ASAP. Wayne Kircher p76clubsa@gmail.com

April 2009

Tuesday 7th **Meeting** at the Trinity Gardens SDA Church, 196-200 Portrush Rd Trinity Gardens.

May 2009

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

Editorial

Hi P nuts.

Guess what, I'm BAAAACK!!! After a needed few months off, I have accepted the job back for now. This means of course its your **Duty** to submit stuff for publication! And offer to do my job one day! Our **Ex Sec**, Darren, had an **Excellent** trip to Newcastle in his **Exec**.

Here's his trip summary:

Well, we set off from Adelaide in a heat wave, 44 Celcius on the Saturday 3 weeks ago, 48 out in the bush and I bet 56 in the P76 with NO Aircon!!!

You may know, I do have Factory Air in the Exec P, but no matter how many times I flicked the extra 2 controls up and down, It didn't seem to work! Guess it has something to do with the previous owner (Gordon) having removed the Dryer, Compressor bracket and Compressor, what you think ? !!!

I followed the P76 Compass all the way North, bet you didn't know they had one of those!

It says "temp" on it! ha ha

It rose from C to N and sat there all the way through the 48 degree heat 16,000K's to NSW!

Who says that all P's have cooling problems? not mine!

I did however have an unusual OIL problem, every now and then the OIL light flickered on then off ??

I got a little concerned when it became more frequent, so pulled over and changed the OIL, which seemed to help.

I guess the OIL, 20/50 must have thinned in the high temperature, and was not lubricating the internals properly, as when I dropped it, the oil was like running water!!!

After changing it, the car seemed to be OK.

Attached is a Pic of my "P76 in the Stixx" (that's a good name for a story!)

Keep in touch, and Bye for now.

Darren Holt

Jilden Reichardt

FOR SALE

Horsham Victoria: P76 Country Cream V8 with spare parts, contact Brian on 0429 811 167 or (03) 5381 1167

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 3rd Feb. 2009

Meeting opened 7.30pm by President Wayne Filmer, who welcomed new member Steven Spry and Sandra Deuter as secretary.

PRESENT – 10 members

APOLOGIES – NIL

PREVIOUS MINUTES – Read by President Wayne Filmer & adopted.

BUSINESS ARISING:

Glove Box locks brought in by Jilden for purchase by club – club brought (6)
Two Boot B.B.Q now has lockable catches, keys are where the Two Boot is stored and Wayne Kircher.

Graham again talked about "Yahoo P76 Site" which is functioning and waiting for members to get aboard.

Wayne F. emailed Matt Lombard at the *National Motor Museum* about the V8 block – Waiting to come from interstate & will pass info on when received

Loretta to change cheque signatures again! Perhaps a new form required. Three signatories needed - President, Secretary, Treasurer.

Helen F. has purchased "Urn" hot water urn.

"Should our club magazine be electronic?" was discussed. Jilden recommends looking into this matter more carefully at committee level..

Wayne F. asked who is getting Interstate Magazines. No-One-! Wayne K. suggested perhaps Darren is and that he should forward them on to the club.

CORRESPONDENCE IN:

- : Classic Copper Coast Cavalcade
- : Federation of Historic Motoring Clubs SA.
- : Various Junk Mail
- : *Be Brave* shave for Leukemia

CORRESPONDENCE OUT:

: Starter kits to: Lee Quick – Middleton, David Jarrett - Bridgewater

TREASURES REPORT: \$3,828.40

SPARE PARTS REPORT: \$7,136.00 in stock holdings.
Cash on Hand \$285.10. Club paid \$560 out for recent parts purchased.

COMING EVENTS:

Copper Coast Classic Cavalcade for cars/motor cycles 30yrs +.
Sunday May 17th – entry forms available from Sandra – all in favour of this as a club event.

March 14th – Club Run
Tanunda Ten Pin Bowl – Sandra to obtain info – Wayne K will sort out details and put into email.

April – Rock 'n' Roll rendezvous contact: Pauline Renner – (08) 85684034

Leyland get together in GUNNEDAH N.S.W. over Easter – make own arrangements.

April 27th – 9th May – Meet the Clubs Tour Parade: Contact Joy Watson Ph: (08) 82646355

GENERAL BUSINESS:

Wayne F. has printer cartridge pamphlets from Magna Mail that is a saving on past costs.
Were paying \$90. now \$50 for 3,500 pages; Genuine Cannon cost \$165
(Graham bought a Laser Printer for \$165)

Magazine Editor – Jilden volunteered to take the position short term: unanimously agreed!
Thanks Jilden!

Treasurer is responsible for sending out starter kits.

White Pages contact: Geoff Cutting (Spares) nominated; accepted. Geoff to organise.

Tom Cooper spoke about what to look for re: tyres when "out dated"

Nigel submitted *Under Bonnet Insulation Panel* business proposition to club asking the club to finance the raw materials needed. Kits would be sold through the club.
Unanimously agreed & Loretta to pay Nigel tonight.

Jilden has brand new auto ring gears for \$50 each, need welding on.

Wayne K. Urgently needs 4 Targa Florio Mags. Contact on email or phone.

Meeting closed 9pm.

Next general meeting Tuesday 1st March at Trinity Gardens Church.



MEDIA ADVICE

For Immediate Release - January 2009

Further information: Bill Clarke (08) 8823 4100 0407 005 844

COPPER COAST CLASSIC CAVALCADE.

Changes have been made to the 2009 Cavalcade of Cars and Motorcycles which runs in tandem with the renowned South Australian Copper Coast Cornish Festival – or Kernewek Lowender as it is generally referred to.

The event will be held on Sunday 17th May. While running along a similar format to previous Cavalcades, the 2009 event will incorporate important differences.

Due to public demand, all vehicles and motorcycles must now be 30 years or older to enter – 1979 or earlier. Many people were disappointed with previous Cavalcades for including modern day vehicles that could be viewed daily on the road or in dealer showrooms.

Now, whilst vehicles do not necessarily require historic registration to enter, the organisers believe the Classic Cavalcade will offer a greater spectacle and be more interesting to the thousands who line the route.

Some 500 entries are expected. The cost to enter a vehicle is now \$40 which includes all passengers. This is the first cost increase in many years which is in line with similar events and includes a commemorative plaque, route map and entry window/headlight stickers.

As in previous years, the start will be from the Wallaroo grain truck marshalling yards with the route continuing to Moonta, Pt Hughes and Kadina. This year the Agery Road leg will be eliminated with vehicles travelling the complete Moonta to Kadina Road leg instead.

The grand display of entrants vehicles and finale to the Cornish Festival will be held at the Kadina Oval. For a \$5 entry fee (children under 16 free) the public can view the vehicles close up and chat with the enthusiast owners. A carnival atmosphere will be enjoyed with food and drink stalls, live bands, funfair rides and award presentations to the winning entrants.

Major sponsors of the Copper Coast Classic Cavalcade are the RAA and Rosewarne's of Kadina.

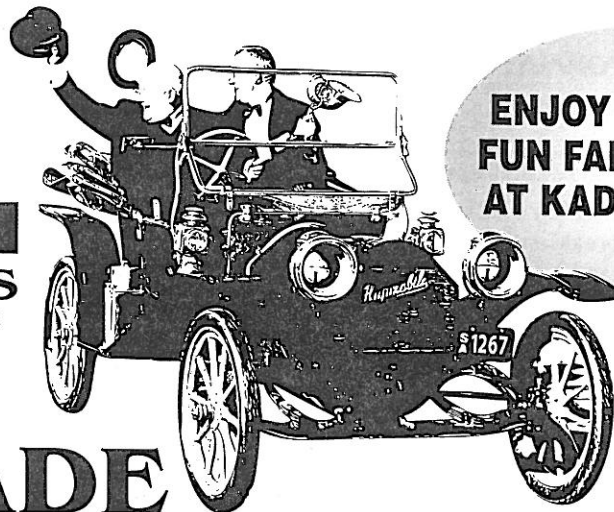
Further information and entry forms are available by contacting the Farm Shed Museum and Tourist Centre (08) 8821 4500 or www.kernewek.org

ENDS

ENTRY FORM RAA/ROSEWARNE'S COPPER COAST CLASSIC CAVALCADE

For Cars and Motorcycles of 30 years and older
Sunday 17 May 2009

Run in conjunction with the Copper Coast Cornish Festival - Kernewek Lowender.



**ENJOY OUR NEW
FUN FAIR FORMAT
AT KADINA OVAL!**

Entrant's Name:

Entrant's Address:

PC:

Phone (Work): (Home): (Mobile):

Fax: Email:

Vehicle Details: Make: Model: Year:

IMPORTANT: Only vehicles built in 1979 and before are eligible. Are you a member of a Car or Motorcycle Club? YES / NO

If 'Yes', which club: Do you wish to be judged? YES / NO

COSTS:		TOTAL
• Entry Fee per car including all passengers and a commemorative plaque	\$40	
• Classic Rump and Red Dinner at the Copper Coast Sport and Leisure Centre on Saturday night 16 May (Vegetarian alternative available). First 200 only accepted.	\$35 per head	
	\$	
Please indicate number of people for Sunday breakfast at the Wallaroo marshalling yard to aid catering		

INDEMNITY: Please turn over and sign.

TO ENTER: Complete this form and return with your payment by 30 April 2009 to:
COPPER COAST CLASSIC CAVALCADE
c/- Farm Shed Tourism Centre
50 Moonta Road Kadina South Australia 5554

Enquiries: Phone: (08) 8821 4500 Fax: (08) 8821 4633 Email: info@kernewek.org

PAYMENT DETAILS: PLEASE MAKE CHEQUES PAYABLE TO: DISTRICT COUNCIL OF THE COPPER COAST.

Enclosed is my cheque for \$ Credit Cards Accepted: VISA ☐ MASTERCARD ☐

Cardholders Name:

Credit Card Number:

Expiry Date: Cardholder's Signature:



ENTRY INFORMATION

EVENT:

Commences at the Ausbulk marshalling yard (follow the signs) at Wallaroo on Sunday 17 May 2009 at 10am.

Assembly and breakfast from 7.30am.

BREAKFAST:

Hosted by the Wallaroo Primary School. Sausage sizzle, tea coffee and cakes (separate charge). Please indicate on reverse side how many people will be wanting breakfast.

ENTRY:

Note change of arrangements from previous Cavalcades.

Upon payment you will receive a receipt and a WINDOW IDENTIFICATION STICKER WITH ENTRY NUMBER. This must be placed prominently on the left hand corner of the windscreen or motorcycle headlight for entry to marshalling yard on the day and also to gain entry to the Kadina Oval at the end of the Cavalcade. NO WINDOW STICKER NO ENTRY. Extra entry forms can be downloaded from www.kernewek.org

PLAQUES:

Will be handed to entrants as they arrive at the gate at the marshalling yard.

LATE ENTRIES on the day will not receive a plaque.

DAY ENTRIES:

Will be accepted on the day and will be processed at the OFFICIAL TENT at the entry gates to the marshalling yard. ON THE DAY ENTRIES CLOSE 10AM SHARP ON SUNDAY 17 MAY 2009.

OFFICIAL ENTRIES CLOSE:

30 APRIL 2009. No entry refunds.

JUDGING AND TROPHIES:

Categories to be judged and trophies will be awarded for Cars and Motorcycles (8 trophies):

VEHICLES:

Veteran to 1919

Vintage 1920 – 1930

Post Vintage 1931 – 1939

Classic 1940 – 1979

MOTORCYCLES:

Veteran to 1919

Vintage 1920 – 1930

Post Vintage 1931 – 1939

Classic 1940 – 1979

PLUS TWO AWARDS FOR THE COSTUMES MOST RELEVANT TO A CAR AND A MOTORCYCLE.

Dress up and match your vehicle's period classification.

ROUTE:

After leaving the Wallaroo marshalling yard, the Cavalcade will travel through Wallaroo to Moonta and Port Hughes then to Kadina and on to the Kadina Oval at approximately 12 noon.

KADINA DISPLAY:

All vehicles must drive onto the Kadina Oval as indicated by marshalls for display. Food and drink stalls will make lunch available on the day for a separate charge.

Award winners will be announced on the stage at 2.30pm

VEHICLES ARE REQUESTED TO REMAIN ON DISPLAY UNTIL 3PM.

INDEMNITY

1. All entrants, owners, drivers and riders enter and participate in this Cavalcade solely at their own risk.
2. The organisers and the sponsors of the Cavalcade, their agents and employees accept no liability for any loss or damage suffered to or by any entrant, owner, driver or rider by any means, act or omission or through any circumstances and the entrant hereby agrees to indemnify and save harmless the organisers, promoters and sponsors of this Cavalcade, their agents and employees from any actions, suits, claims, proceedings or damages or loss howsoever arising out of the entrant participating in the Cavalcade.

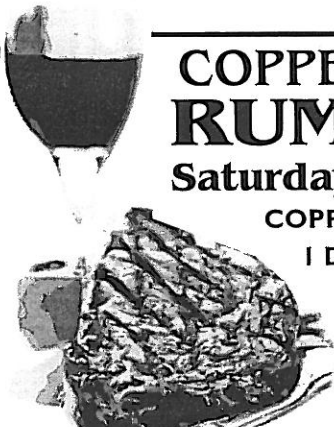
POLICE WILL BE MONITORING THE CONDUCT OF PARTICIPANTS. EVERYONE IS EXPECTED TO OBEY ROAD RULES AND REASONABLE DIRECTIONS OF POLICE AND MARSHALLS.

DO NOT THROW SWEETS FROM VEHICLES ONTO ROADWAY – THIS PRESENTS A DANGER TO CHILDREN.

I have read the conditions of entry and agree as stated.

Name:

Signature: Date:




COPPER COAST CLASSIC CAVALCADE RUMP AND RED NIGHT

Saturday 16 May 6.30pm for 7.00pm
COPPER COAST SPORT AND LEISURE CENTRE
1 Doswell Terrace Kadina Upstairs Lounge (lift available)

🍷 2 course Dinner 🍷 Licensed Bar 🍷 Security for vehicles
🍷 Dinner Band 🍷 Great fun for classic car and motorcycle buffs

LIMITED TO 200 TICKETS (Payment details see reverse side)
\$35 PER PERSON – Drinks extra



ANOTHER TRICKY TECH-TIP

Welcome to another of Dr. Philthy's famous tech-Tips. In this Tech-Tip, I will be making some comparisons between the engineering merits of the P-76 compared to some older Ford models. It is always interesting to see how much (or how little) progress has been made in cars which are more than fifteen years younger than our P's.

My current regular transport is a 1989 XF model six cylinder, five speed Ford ute. For the most part, it has been a reliable and fairly economical vehicle, doing most of the tasks asked of it in reasonably competent manner. Recently, the clutch needed replacing, so I jacked up the ute on a level piece of ground, and started the job. There are many similarities between the work required to change clutches on a Ford and a P-76, but there are also a couple of nasty differences.

Most P-nutz will be quite familiar with the work required to fit a replacement clutch to a P-76, but for the sake of making this a valid comparison, I'll describe the work in a step-by-step manner, and I'll make mention of any significant differences in the way the work needs to be done.

Most manual-transmission P-76's are fitted with a 1973-vintage-four-speed box, which has an alloy bell housing and a cast iron gearbox body. The Ford gearbox has five forwards ratios in an aluminum gearbox body, but the bell housing is a monster piece of cast iron which feels like it weighs about 30kgs! Both gearboxes are products of Borg-Warner.

The first job is to disconnect the main battery terminals on both vehicles, because you will be working near to the starter motors on both cars.

The next job is to remove the gearstick. Removal of the respective trim covers on the two consoles reveals that removal of the gearstick on the Ford is a bit easier than the P's as you just undo two bolts to remove the upper portion of the Ford gear-stick, leaving a short stub attached to the Ford's gearbox extension housing. On the P you need to remove a circlip, and a tapered spring, and a retainer, and then unscrew the big plastic pivot thingy which holds the gear stick in place. So, Ford wins a few points for the relative simplicity of their gear-stick design.

The next job is to drain the oil out of the gearbox. On the P you use a shifter to undo the drain plug, while on the Ford, you have to use a 3/8" hex key to remove the drain plug.

Next, you need to remove the tailshaft. The design of the tailshafts, bolts and rear yoke assemblies on both vehicles is pretty similar, so removal of the tailshafts is straight forward for both cars.

On both cars, you will need to support the rear engine on a jack so you can lower it in a controlled manner to facilitate removal of the rear cross-member, gearbox and bell housing. On the P-76, you have to remove the clutch release linkages and cross-shaft mechanism, if you're P-76 is still fitted with the "factory" clutch release system, before you can lower the engine. This is because damage to the linkages can occur if the bell-housing is allowed to drop out of its proper position with the clutch release linkages still attached. This can be fiddly and time-consuming job.

Once the linkages have been removed, the weight of the engine and gearbox can be supported by a trolley jack, with a piece of softwood between the lifting pad of the jack, and the bottom of the engine sump. Then the bolts holding the rear cross member to the chassis rails can be removed, and the cross member can be unbolted from the extension housing. Removal of the speedo cable is fairly straight forward and the cable should be tucked up over the left-side chassis to keep it from being damaged.

Note that if the P has been fitted with extractors, it may be necessary to remove the exhaust pipe rear support mountings in order to allow the rear of the engine to be lowered to give you enough room to work the gearbox free of the bell-housing. Many after Market exhaust systems will tend to hold the engine up in something very close to its normal position, and this can make removal of the gearbox quite difficult. If an after-market exhaust system has solid flanges fitted somewhere near the gearbox, unbolt those flanges so that the rear of the engine can be lowered more easily to allow removal of the gearbox.

The P-76 gearbox is held onto the bell-housing with four 5/8" head coarse thread bolts. When these bolts have been removed, the gearbox can be removed from the vehicle. Before the bell-housing can be removed, the flywheel protector plate must be removed and then the bell-housing bolts may be removed and the bell-housing may be removed from the vehicle.

On the Ford, before the rear of the engine is lowered, the exhaust must be undone at the flange adjacent to the cross-member and the handbrake cable must be disconnected and the bracket which supports the exhaust must also be removed. The clutch cable must be removed from the bell-housing and the three wire harness from the speedo sensor on the extension housing must be unplugged.

The Ford rear cross-member is held in place by two bolts, one on each chassis rail. When the weight of the engine and gearbox is being supported by a suitable jack (which should be placed under the rear of the engine sump), the cross member can be removed, and then the rear of the engine can be lowered in a controlled manner to allow easier access to gearbox and bell-housing bolts. The Ford gearbox is held onto the bell-housing with four 5/8" bolts and when these are removed, the gear box can be separated from the bell-housing and removed from the vehicle. It seemed to me that the alloy-case five-speed box was just as heavy as the iron-case P-76 four speed box. Both are worth half a hernia if you're not careful!

On the P, there is no need to disturb the starter motor on order to remove the bell-housing, but on the Ford, the starter motor is bolted to the bell-housing, so you will need to remove the two starter motor bolts before you start to undo the bell-housing bolts! So this is one area where the P-76 has a definite advantage! The Ford bell housing is held on to the engine block with four long 5/8" bolts. When these are removed, the bell housing can be removed from the car. Warning!!! The Ford bell-housing are heavy little beasties, so take care!

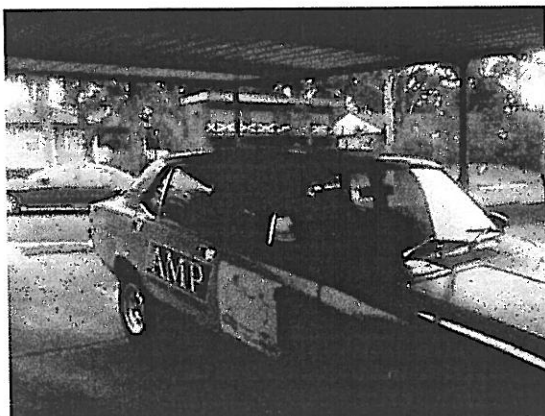
Surprisingly, the Ford pressure plate is held onto the flywheel using only three bolts, even though most Ford V8s are fitted with a "full-house" type of pressure plate cover, which has provision for another three bolts to be used. The input shaft on the Ford five-speed box has coarse splines, unlike the P-76 shaft which has fine splines similar to that used on some Chrysler and some European vehicles.

We know that most P-76 V-8 clutches only used three bolts on the pressure plate too, but many V-8 P's are now fitted with six bolts to hold the pressure plate onto the flywheel. To me, this makes good sense. The fitting of the extra bolts was one of the things we tried when we were trying to eliminate the dreadful clutch shudder that plagued most manual P's back in the good (and bad) days.

Now, the big question is "Which car is easier to work on when it's time to change the clutch?"

Well, the Ford gearstick assembly is a lot simpler than the P-76's, so Ford wins that one. However, there's more things to remove around the rear of the Ford gearbox than there is on the P-76, so the P wins that one. Since the gearboxes seem to both weigh about the same, there's no clear winner there, but the Ford bell-housing is definitely worth half a hernia, so the P-76 alloy bell housing is a winner in that department! The Ford gearbox is definitely a cleaner unit, while the P-76 gearbox has a reputation for being an oily bastard, so Ford wins that one! And the P-76 has a mechanical speedo cable, which is designed to dribble oil on you anytime you have to undo it, while the Ford gearbox has a nice tidy little sensor bolted up to the top of the extension housing-no mess, no bother! Ford wins that one too! If a P-76 has had a cable clutch system fitted, then it should be on par with the Ford for the ease of working on that part of the system. All things considered, the Ford might just come out as slightly more easy to work on, but the margin would not be too great.

In terms of driveability, the five speed box has nicely-spaced ratios, with a more useful first gear, and a reverse gear ratio that doesn't fry your clutch, and of course there's that fifth gear which really does help to give you better highway economy. Added to that, parts are still available for the five-speed box, while it is still now rather hard to get overhaul kits for the P-76 four speed boxes. I suppose to get the best out of both worlds. I would fit a Ford five-speed box to my V-8 P-76, and convert a Ford or similar late-model electric speedo for use in my P. That would eliminate a few sources of nasty oil leaks, and maybe give me a more accurate speedo in the bargain!



Glenn Grays other new Marina

Want a different sound from your P76? Then try a dual side exit exhaust!! My wagon had a single side exit exhaust with a Falcon muffler, it worked but it sounded awful. Recently I had some free time so I fitted up the dual pipes. I fitted two hot dog resonators behind the gearbox crossmember, and two 2" Walker Turbo mufflers down the back. Then I routed the left tailpipe across the car to exit with the right hand one. No crossover pipes! The wagon sounds ultra sweet , deep and quiet, unlike any other P I have had!



Twin outlets to bark at passing Fordies



The crossover pipe behind the diff.

Jilden

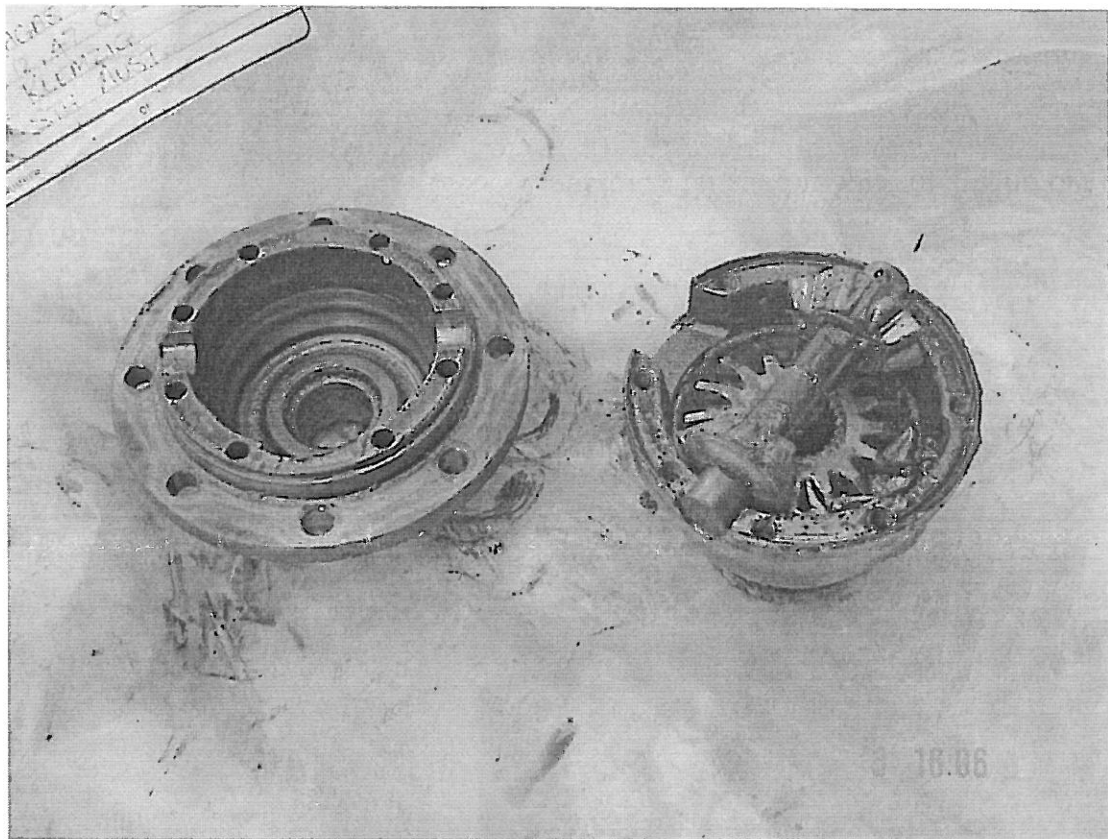
Why is your Targa Limited Slip Diff not a Heavy Duty one?

Because it's FEEBLE.

The other day I was tuning the wagon to prepare for a trip up north. I had been in the city all day, dodging morons and grabbing gaps. I got home and put the handbrake on hard, applied full throttle to check the mixtures and timing, and... **BANG!!** the diff exploded! Luckily I was only 10 metres from the garage and the trolley jack, a couple of hours later I had another standard diff installed.

Why is it feeble? Because the cones wear into the sides of the housing, causing the little gears to get extra clearance between them. Then one day the poor little tackers lose ALL THEIR TEETH IN A RUSH! Charming!

One day I will try to find a way to fit a late model Falcon limited slip diff centre instead, up till then I will trust the standard one. This is the second LSD I have seen die this way. A standard diff will explode under duress, but a lot more than just full throttle.



Tiny toothless gears cause problems with drive...

Jilden

LEYLAND P76 S.A. SPARES LIST 2/3/09

V8 Engine	
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
V8 & 6 engine mount new	\$30
Z86 oil filter	\$13
V8 front seal, CR 19777	\$30
6 & V8 rear seal, PR 4978	\$20
V8 head gaskets	\$40
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
Suspension/Steering	
Power steering rack c/o incl. deposit	\$750
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
TARGA MAG WHEELCAPS each	\$20
.....Per set of 5	\$80

4 speed gearbox	
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
6 Cyl	
6 cyl choke cable	\$5.
6 & V8 engine mount new	\$30
6 cyl engine breathers	\$2
6 cyl fuel pump kit	\$12
Electrical	
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
General mechanical	
Master Cylinder kit	\$32
Front disc pads (standard) CDP 1045	\$24
Radiator recovery system cap 13psi	\$4
Long handbrake cable	\$10
Interior	
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
Exterior	
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
General	
A3 Posters ex Vic Club	\$10
Auto Quarterly magazines	\$40

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



put
stamp
here

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The Editor, Mr. Jilden Reichardt,
LEYLAND P76 OWNERS CLUB of S.A. INC.
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Queensland
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Leyland P76. Anything but average.

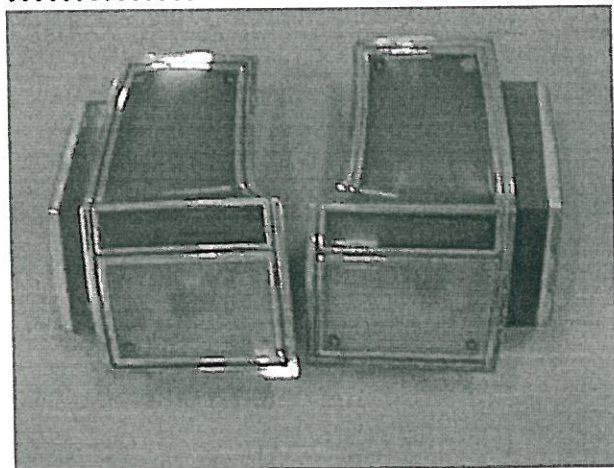


Need friendly advice about Australia's own car - the **Leyland P76?**

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**



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