

Anything But Average



**September/October 2015
VOL 32 ISSUE 7**

**Official Publication of the P76 Owners Club
Of Victoria and Tasmania Inc.**

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA

This publication is not for sale to the general public and is only available through membership.

COMMITTEE

PRESIDENT:

John Ernst
81 Mackey Road
Churchill Vic 3842
Mob; 0429007080
Email jaersnt@gmail.com

VICE PRESIDENT:

Nick Kounelis
58 Ruth Dr
Lenah Valley Tas 7008
Mob 0418882043
Email fsank@hotmail.com

PARTS & TECH:

Brian Carte
9 Dandenong Hastings Rd
Tyabb Vic 3913
Mob: 0407400468
Email: brian.carte@hotmail.com

REGISTRAR:

Rachel Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0413243697
Email: rachel.walker@optusnet.com.au

SECRETARY, PUBLIC OFFICER & CLUB REGISTRATION OFFICER:

David Walker
91 Stockdale Av
Bentleigh East Vic 3165
Mob: 0409 675 648
Email: davidwalker1977@hotmail.com

EDITOR:

Andy Frith
PO Box 154
Kings Meadows Tas 7249
Mob 0408121401
Email andyfrith@netspace.net.au

TREASURER:

Martyn Hayes
245 Windermere Rd
Lara Victoria
Ph: 03 5282 3158; Mob: 0455342366
Email: martynp76hayes@gmail.com

SOCIAL SECRETARY:

Trevor Brown
R.M.B 4717 Mossops Rd
Bullarto Vic 3461
Ph 0407545076
Email tbrownp76@bigpond.com

BANKING DETAILS FOR PAYMENT OF CLUB FEES Etc.

Bendigo Bank **Acc Name** Leyland P76 Owners Club of Victoria Inc **BSB** 633000 **AccNo.** 129542155

DISCLAIMER:

The material contained in this publication is for general information only. It is not intended to be, and should not be treated as, professional advice. Any person who acts, or fails to act, in reliance on material contained in this publication, does so completely at their own risk. The Leyland P76 Owners Club of Victoria/Tasmania, its officers, servants, agents, publisher, editor and authors of this publication expressly disclaim all liability for errors or omissions of any kind, whether negligent or otherwise, or for any loss, damage or other consequence which may arise from any person relying on the material in this publication. Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance. Material contained in this publication may be reproduced without permission, provided that the source and author are appropriately acknowledged.

Front Cover

Curtesy of Cain Pascoe Photography

Total Abandon – The final resting place for a Bold As Brass Deluxe at Silverston SA.

Apparently this car was used in the Olympic tyre commercial back in 84/85

Editorial



Fellow Pnuts

Well Spring has arrived, and if some of the temperatures we have experienced thus far are any indication, we just might be in for a rip-roaring summer. Now of course, winter is over. With it, those short daylight hours and cooler nights, where it's just so nice to sit by whatever heating system you have in your home. WRONG!! Winter is the time for fixing all those little things that you said you were going to do to keep your P76 on the road and reliable. Yep, just a couple of hours a week over winter and I bet all those issues have been fixed. That is about 24 hours in total. It doesn't sound much but a lot can be achieved in that time.

Well, that is my optimistic opinion of what should happen. Sadly, for most of us, (including me) the exact opposite seems to transpire. We enter the colder months with dreams of conquering all those jobs that need doing. I do not know about you but I succumbed to the cold and the lure of a nice warm house and a bit of mind numbing viewing in front of the tv.



I did get to the shed a few times but know where near enough. Are yes all those jobs are still there to haunt me. The problem I find over winter when sitting watching what crap might be on TV is I'm dreaming up other little jobs that I may like to do to my P. The knock on effect of this is a BIGGER list, and I thought the wife was good at giving me a list of things to do.

So it came to pass, and I'm sure I'm not alone, all those jobs need doing. Now that spring has sprung so too has the number of car events on offer. The way I look at it, you want to show up to an event in a car that appears well looked after and works! Thankfully I believe most club members fall into this category of looking after their cars and thus keep them running. If you are anything like me though there is always something that you can think of that needs doing.

These little jobs may be as simple as giving it a good wash and shine. When was the last time you gave it a service? For some it may mean doing that little modification that you have been putting off for months, maybe adding a bit more authenticity to your humble P76. Whatever it is, now is NOT the time to hesitate. With all these shows coming up let's get cracking and make sure our beloved P76's are as good as we can get!

I have a number of small jobs that I would like to do to my black beastly. These are jobs that I choose to do, not jobs that need doing, big difference. As it stands, I could probably leave the car as it is but these like extras just make it that little bit more special.



Once again, I ask members not to be backward in coming forward. Please submit anything of interest you find, it might just make it to print. **Now being in Tasmania means I cannot make it to any of the Victorian car shows. I must therefore rely on you good people the members to send me photos and a few words to go with them.**

Where they were taken and who was there would be enough, I can fill the rest in.

A GENTLE REMINDER.

**There may still be members who have not payed up. Please try to renew as soon as possible as It's in the best interests of the club.
No renewal no club magazine!!**

Bulletin Board

A few months ago I decided to check out Biante and Classicarlettable re the possibility of doing a 1/18th scale P76.

The response from classicarlettable was an outright “**not a chance**”. Pretty straight forward.



Biante said it was not on their radar but also did not discount it. However I wouldn't hold your breath. They were being polite.

We all know TRAX has done 1/43 scale.

The following is the response I got from Apex Replicas. My initial inquiry was about Bathurst winning Cortina's 63-65. I collect the Bathurst winning diecast cars.

Hi Andy

Thanks for your email! Sorry for the delay in getting back to you... We had two containers arrive a few days before we headed over to Muscle Car Masters last weekend and have spent this week catching up on shipping everything out.

On the subject of Cortina's we have no current plans to produce further models of them. These were done in resin to make the original project viable, but we can't see much of a demand to produce the subsequent cars.

We would love to produce a Leyland P76 (especially in some of their 1970s colours) if the numbers worked out, but realistically can't see that happening. If the panels opened, you could imagine what we might put in the boot!

The Australian market (which realistically is all we can sell to, with NZ a very distant second) is too small to produce a 1:18 diecast car with opening features unless you are able to produce multiple road or racing versions to amortise the tooling over many thousand cars. Companies that produce models of American or European cars car produce 50, 000 or 100,000 for a worldwide market that we don't have access to with our models.

Regards,

*Andrew Egginton
Apex Replicas Support Team*

I found this a very encouraging reply even though it would be clearly next to impossible to get enough cars sold to make it viable for them.

The fact that they are actually interested in making one was commendable. Food for thought.
(Editor)



Welcome new member

Robert Bothwell from HEALSVILLE VIC

Robert is also a member of the Wolseley Car Club, BMC-Leyland Car Club, MG Car Club and Escape Motoring Inc. He owns a 1958 Wolseley.

Letters to the Editor

Received an email from the Atwell Family, for those who may wish to install new shocks in their car.

Hi Andy.

i have just had new rear shockers fitted to my p. They are Monroe rear shockers that suit a ea to au falcon with lowered suspension, they take about a hour to make them fit , they cost \$175.00 trade price a pair, the part number is 15-0569.

Cheers Mark.

If anyone is in the market to fit these they may wish to check with mark first to see just how the fit has worked out. Thanks Mark.

Received the following from KEV

I went to Jax Tyres the other day to get some new tyres on my Country Cream Super Six. I was advised that they couldn't do the wheel alignment and showed me why.

There is too much play in the front wheels and I am told both rack ends need replacing. The tie rod ends are ok.

Do you know of anyone who has replaced theirs and how they went about it? Can I source some rack ends or have to get the whole rack?

I was told by Jax that if I couldn't, they would take them out and maybe see if an older Holden etc may be suitable, or they could get someone to make new ones for me?

Any words of wisdom I would really appreciate.

If anyone can help out Kev please let him know at. Kevin Smith 0413 386 395

Our Club representative (Nick Kounelis) on the national council of P76 clubs has the following to report

The National club delegates are

<i>Paul Pattern</i>	<i>NSW owners Club</i>
<i>James Mentiplay</i>	<i>WA Owners Club</i>
<i>Adrian Spencer</i>	<i>QLD Owners Club</i>
<i>Gwen Livingstone</i>	<i>Country NSW Owners Club</i>
<i>Steve Maher</i>	<i>NSW Owners Club</i>
<i>David Roberts</i>	<i>WA Owners Club</i>
<i>Nick Kounelis</i>	<i>Tas/Vic Owners Club</i>
<i>Garth Morris</i>	<i>QLD Owners Club</i>
<i>Glenn Gray</i>	<i>NSW Owners Club</i>

As of time of writing there has been no meeting or up dates for the Current projects.

The only addition to anything from August 2015 was that The QLD club is dealing with a company

named Tubeworx who are making brake lines and the QLD club have scanned a set of brake pipes and have ordered 1 set to me made. They state that Tubeworx will give a discount for club members. Once the QLD club check the set up on a car matches the scan, they will be available for general sale.

Tubeworx phone number 1300 253 722 and the web site is www.tubeworx.com.au

This report was compiled by Nick Kounelis

Coming Events/Social Pages

More interesting events to get your car to!

Come on everyone get in and get mobile, shine up those great cars of ours and make an impression.

If you know of an event don't keep it to yourself and turn up on your own, create a social outing.

The
B.M.C.
Experience



11th Grand Day Out

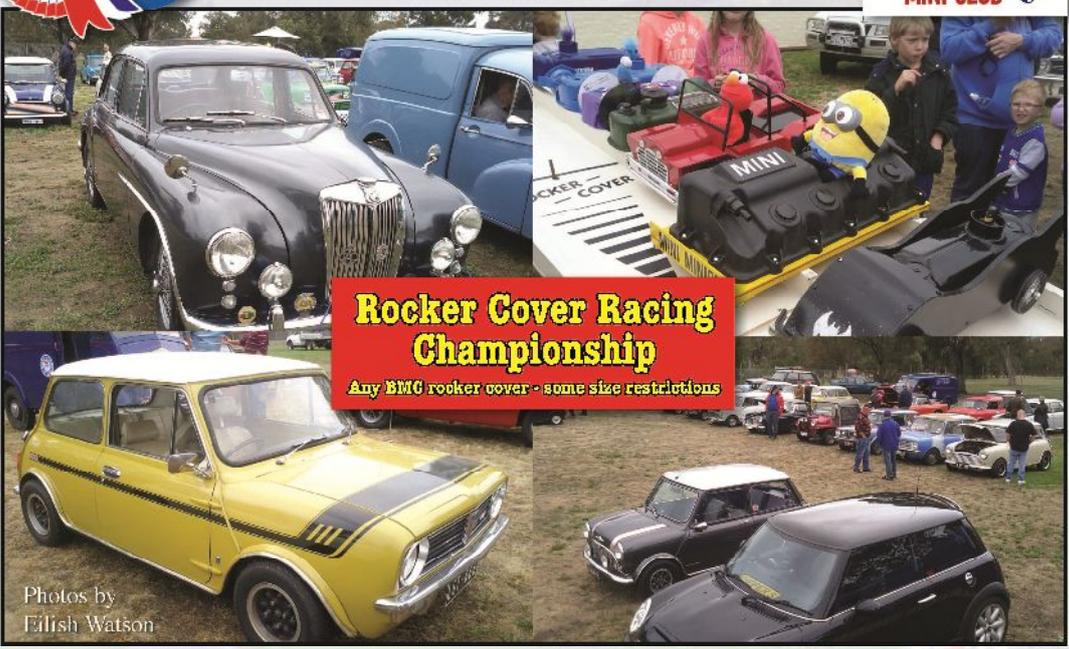
Proudly presented by the Victorian Mini Club Inc.

All BMC & Leyland cars welcome



Cooper's Settlement

Historic Homestead



Rocker Cover Racing Championship
Any BMC rocker cover - some size restrictions

Photos by
Eilish Watson

Show cars, daily drivers, race cars, specials, trade stands.
Hot food and hot & cold drinks available at the venue.
Any BMC-Leyland brand, any age, any condition.

FREE ENTRY
Massive FREE raffle!

Sunday 6 December 2015
Bundoora Park, Plenty Rd. Bundoora (Melbourne)
10am to 3pm

No trophies, no stress, no pressure...
Just great BMC-Leyland cars, great people and a great day out!

Lions Club of Lara

9:00am to 2:00pm
Sunday 22 November 2015
Classic Car Show
 Pirra Homestead 108 Windermere Road Lara
All Welcome

All Vintage and Classic cars are invited
 Admission: Show Cars plus 1 passenger \$10:00
 Enthusiasts: Gold coin donation
 Public choice trophies
 Sausage sizzle and drinks on the day
 0439 391-790 John, 0418 381-635 Ken
 laralionscarshow@gmail.com



With thanks to the Bisinella Family



**Leyland P76 Owners Club of
 Victoria & Tasmania
 2014/2015 Club Event
 Schedule**

15th Nov.	Cool Country Classic's Trentham Car Show	Railway Station from 10am onwards. Vic
22nd Nov.	Lara classic car show	Pirra Homestead 108 Windermere Road Lara
6th Dec.	BMC Grand Day Out	Bundoora Park. Plenty Rd Bundoora Vic

Other General Interest Events

8th Nov. Cars on the Coast and Swapmeet.

Triabunna Cricket Ground **Tas.**

6th Dec. Shannons Classic Car Charity Run.

Campbelltown Memorial Oval **Tas.**

Keep your eyes open for more listings in the Christmas issue.

**If people have any ideas for future runs or
 Places of interest please let Trevor know
 Contact details on second page.**

La página de Presidentes



In the Drivers Seat.

Well another busy couple of months and it seems Christmas is just around the corner, but wait we still have many club activities to keep you out in your car before then!!

Check out the great runs coming up as well as our Club Concourse and again being held on the BMC Day. Trophies will be awarded to first and second place getters in the various categories so get out the spit and polish and make sure our great old ladies of the road look their best.

There have been a lot of car movements over the last couple of months, with some long time P76 owners divesting themselves of their cars... most have gone to new Victorian/Tasmanian club members which is great but I am sure their previous owners will be grieving as they watch their cars disappear down the road, so let's be gentle on them please.

In the meanwhile my stable is now once again over-filled with cars so I will be looking for some off-site storage, current projects include and are not limited to; a rally car (fibre glass bonnet and boot currently being made thanks to MCA in Queensland), 1001 Super V8 four speed, Green Targa and another everyday driver... lots of work but all fun....

Enjoyed a fantastic "Mystery Run" the other day..... totally beyond me why more members don't come to these runs when people put so much work into organising them. We went for great drive through Mount Macedon and then to the top to have a look at the spectacular views, then off to Macedon Winery going past Hanging Rock from the Picnic at Hanging Rock fame. Finally arrived at the Pig and Whistle Pub in Trentham East for a fair dinkum Sunday Roast in the best country pub tradition... full three course lunch for under 30 bucks!!!

Anyway folks we need you to get out and about in your cars, we keep supplying you with many parts but we seldom see your cars, so the question comes what is the point? These cars make great highway cruisers, I made the effort to run from Churchill in Gippsland all the way over to Mount Macedon in a day the roads are fantastic and these cars are comparable to many modern cars in terms of fuel economy. Thanks to my son Tim for loaning me his Executive for this run.

If you attend other events and have photos our editor would be most appreciative.

Parts: We may be looking for member support or ideas in order to store our parts container soon so if you have any (low cost or no cost) ideas they would be most welcome.

Keep on Peeing

John Ernst

Member Articles

Rob Jones from the New Zealand chapter of Leyland P76 clubs writes

I have just returned from an unexpected trip to Melbourne which gave me no time to catch up with anyone anywhere but was great all the same. I did find some great model shops and wonderful food. My wife Sonya was over there at a conference and at the last minute I flew in to spend a long weekend together in the city and some surrounding areas. Very nice.

On a sadder note, as I drove home from Wellington to Masterton this morning I noticed the old Austin/Morris plant where CKD P76's used to be assembled had vanished. A huge old brick building it had been scheduled for demolition for some 8 years, well last week it happened and now it is no more!



Rob Jones.

Mystery Run

The following are some pics of the Mystery Run enjoyed by a few club members held over the 16th/17th weekend. Pic's are supplied by John Ernst.



Thanks for the great pictures John
(Editor)

Run to Triabunna car show

Well as per usual, there were a few jobs to do to my black P before embarking on the run to Triabunna down the east coast of Tasmania. Although only 185km from my home it's a 2hour 40min drive, only 1/3 via the main hwy, the rest on great winding roads that every driver dreams about.

The wife and I jumped in the car and off we went. First stop fuel, then onto Triabunna to meet up with Greg and Nick. The run down to the show was uneventful, with the old girl performing well, as you would expect from your P76. I had installed a NOS temperature gauge the night before and it was great to see the temp hover around the half way point where it should. Unlike the previous gauge that couldn't keep its needle out of the red.



We arrived on time and immediately caught up with Greg and Nick, the only other P owners at the event. We parked and were set upon straight away by people asking about our cars. Greg had bought the banner he had made and the seen was set for a good day. There were as always plenty of well restored cars to look at and admire.



We had great conversions with the public and members from other clubs. One such conversion involved a young mother and her little boy. I invited the youngster to sit in the drivers seat of my P76. The young chap was a real enthusiast. I found out why. His dad had built the motor that Garth Tander used in his car in the Bathurst 1000 this year. That's right you read that correctly.



Anyway when it was suggested by mum that it was time to look at other cars, he just didn't want to go. Think I converted him from Holden to Leyland P76. It took a considerable effort by his mother to literally prise his hands off the steering wheel and pull him out of the driver's seat. He eventually succumbed to his mother's efforts and off he went albeit a little upset. His mum was very thankful for letting him sit in the car.

Round lunch time we found a local café and had a light snack and coffee (thanks Nick)

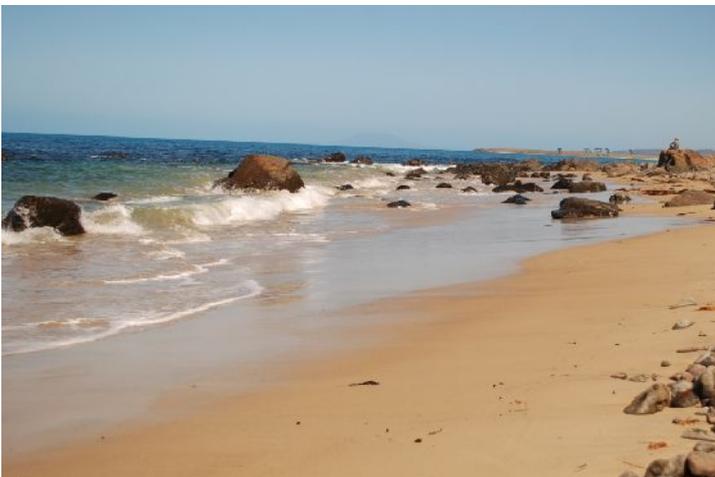
When we got back to the show it was time for the best and fairest awards. These were taken out by some well deserving vehicles, no P76 though. After that it was time to pack up and bid our farewells, but not before I ran round to take a few more photos.



These Ladies are making the best out of the day. Showing everyone how it's done.



The run back home was uneventful. We stopped off at a few places on the way, as we were not in any hurry. We pulled into Swansea for a snack and cuppa tea. Whilst having our meal I noticed almost without exception everyone that walked past slowed down to look at our Leyland P76. One gentleman even posed in front of it so his friend could take a picture of him with the car. Makes you feel good when these things happen doesn't it.



Ladies Say



Well we all know how much our husbands love their cars, thankfully, they don't cook. ha ha. One very nice weekend not that long ago I was busy in the garden doing some work in the vegie patch. I find gardening in any form to be very rewarding and a great form of stress relief.



My hubby, bless him, was in his element tending to our baby the P76. He had some work to do under the car. As is our routine of a weekend one of us would organise morning or afternoon tea at an appropriate time through the day. Hubby had not approached me for a cuppa so I went to see how he was going. Oh, he seemed happy yet frustrated. Time for a cuppa I said. That would be great. Thankyou he said. Off I trotted to the kitchen to put the kettle on and make some afternoon tea.

On my return I was shocked at what I saw, yet amused also. What I saw was a set of legs protruding from under the front of the car. That's fine normally, but this time the car did not appear to be jacked up. Add to this the front of the car was making some vigorous up and down movements.



I stood there dumb founded with tray of afternoon tea in hand. I could see my husband had everything totally under control. As I watched the movement of the front of the car rise up and down rhythmically, I saw my hubby slowly remove himself from under it.

He emerged fine, shaken but not stirred. What had happened was he needed to get under the car. Therefore, as you do you get the jack and jack the front of the car. THEN you go get some jack stands and place them under the car to support it.

That's what's meant to happen but my hubby forgot that step. Dumb a@#\$\$%e comes to mind. No, not really. As my hubby explained, he only had to get under the car for a brief minute, so he thought he would just jack it up, spend a minute under it and slide out, sounds good. However, the jack decided to go down whilst he was under it. Enter the up and down movement at the front.

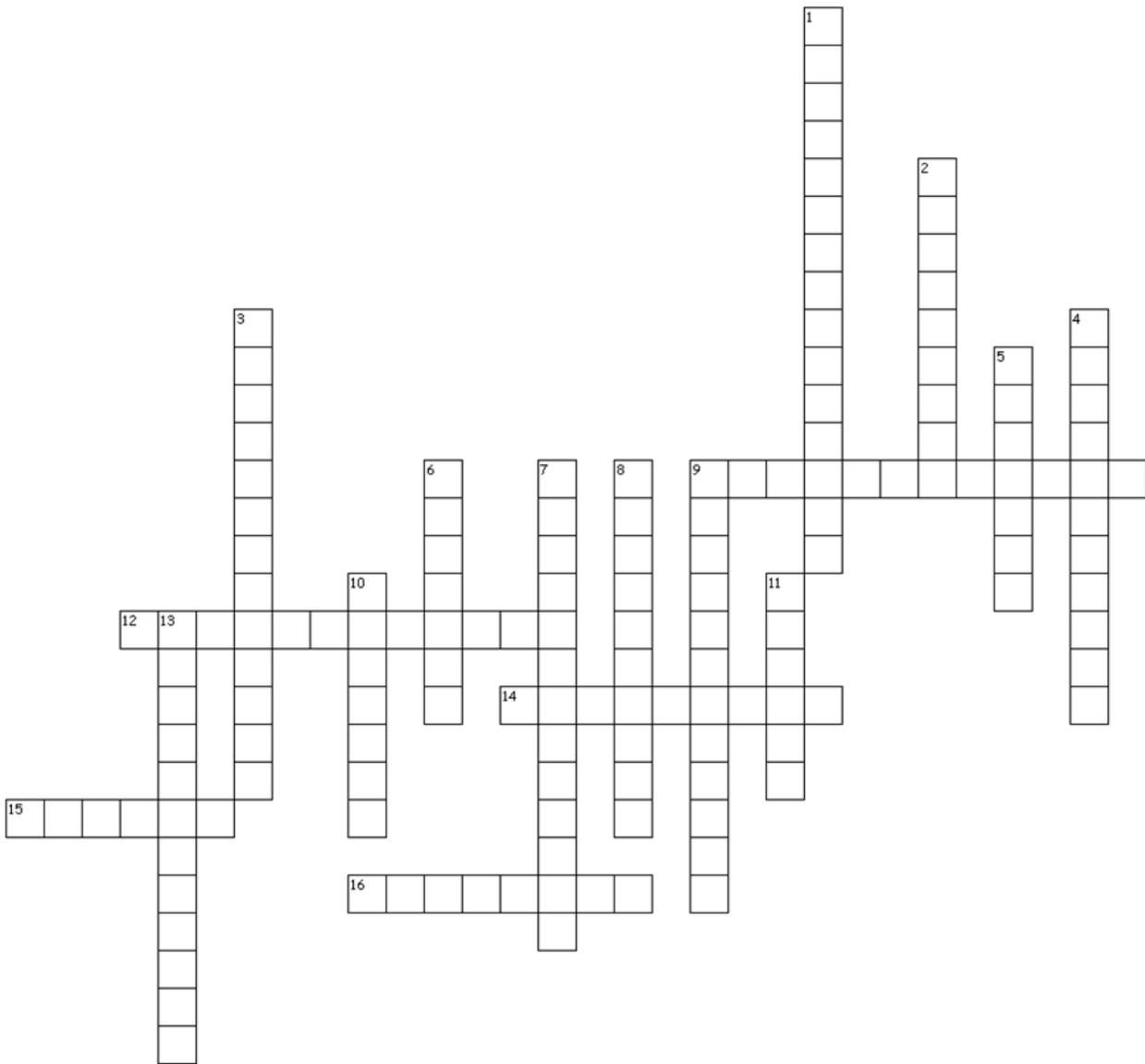
As soon as hubby noticed the underneath of the car getting closer to his face he immediately started doing reverse push ups lying on his back, trying to keep the car from squashing him, whilst shuffling himself forward out from underneath. Thankfully he emerged unscathed. As he explained, he never gets under a car without jack stands in place safety first. You don't want a car resting on you crushing your chest.

Just this one time in order to save a minute, he neglected to do that. It could have spelt disaster. Anyway he dusted himself off and we sat down RELAXED and had a soothing cuppa.....and a bit of a giggle about the whole episode.

(Anonymous)

CROSSWORD CORNER

Know your P76 colours
Clues may be a bit left field



Across

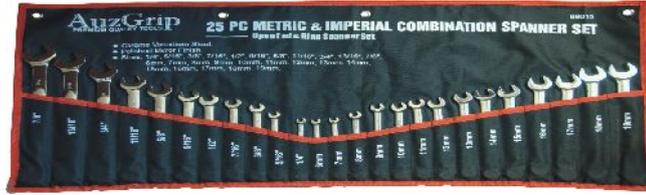
- 9. From the farmer
- 12. Martini
- 14. Kiwi (not)
- 15. Fine wine
- 16. Idiot

Down

- 1. Rawhide
- 2. Watch war ships
- 3. Greek architecture
- 4. Lots of front
- 5. Wish I was the hulk
- 6. Down down
- 7. Not ripe
- 8. Sounds alpine
- 9. Flash
- 10. Sweet
- 11. Spicy
- 13. On the vine



Parts/Tech Review



I would like to touch base with the front lens replacements that have been made by the clubs. I would consider them a good fit and therefore replacement for the original that may need renewing through breakage or fading lens colour. This brings me to this review topic, lens paint.

I have acquired a few of these clear lenses that need painting, some have already been painted. The ones that are painted are all for one side only and painted in a shade that I prefer. I need to paint the others to make matching lenses. The problem is I cannot seem to find the correct paint to use.



More reddish

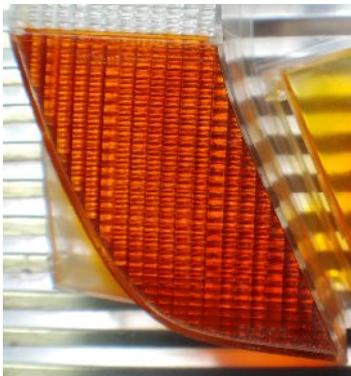


more yellowish



more reddish

Pictured above is what I have used so far and none of them give me the shade that matches what I already have. What I have is pictured below left and what it looks like on the car is below right.



This is the shade I Would like to achieve but cannot seem to find the paint to make it happen. What I would like to see is when parts are made as replacements then some R&D is done to fully complete



the job. In this case the paint needed to give the right shade to use on your car. **If there is anyone out there that has used or knows of the paint that gives the shade I want please let me know.**

Overall the remade lenses are good but would be better if they came with a recommended paint to use, to finish them off. (Editor).

BOOT MATS NOW AVAILABLE



The P76 Owners Club of Victoria and Tasmania are pleased to announce that we have remanufactured P76 boot mat's which are now available. The mats are made from superior Urethane rubber with the correct factory surface finish.

Vic/Tas Club Member Price \$170 ea

Other Club Members \$180ea.

To place your order please contact Brian Carte on 0407400468. It is preferred that Greater Melb Metro members pick up their purchases, as these are very difficult to pack and freight. For country interstate and across the "dutch" club members, Postage/Freight will be advised depending on destination location however you should allow \$20 to \$30

Payments can be made to Bendigo Bank Acc Name Leyland P76 Owners Club of Victoria Inc BSB 633000 AccNo. 129542155 Please ensure that you indicate you're Name in the Payment Description.

CLASSIFIEDS

Parts Trader

Windscreens -The Victorian Club has new Laminated Windscreens in stock priced at \$185 Ea. **Please contact Brian Carte (Parts and Tech).**

Z295 V8 Air Filter Cartridges – We have a stock of original fit airfilters for sale at \$35 each. These are no longer being manufactured by RYCO **Please contact Brian Carte (Parts and Tech).**

V8 Ignition Points- The club has recently managed to procure the a number of P76 V8 Points. There is mixture of Echlin CS217V, Repco L20, Bosch GL27 contact sets. These are available to Members Only. If you want a set **Please contact Brian Carte (Parts and Tech).**

P76 V8 Engine Main Bearing Sets . With the closure of ACL the Club has made a last ditch purchase of engine bearing sets for the P76 V8 Engine.

Bearings are available in .010 and .020 oversize at \$130 per set **Please contact Brian Carte Parts and Tech**



P76 Restoration Decals

Due to demand from a number of P76 enthusiasts, I have re made some of the Leyland restoration decals that complement the Engine Bay Decals offered by the Vic/Tas Clubs. Windscreen decals have been re manufactured with extra UV resistant materials to the Original Design.

- To Club Members the prices are as follows
- Quality OK panel and Paint \$5.00
- "I'm Driving the Car of the Year" internal reversed decal \$20.00
- Leyland Part number decal (a new one) where you can write in the part number you are displaying \$5.00
- Leyland Australia 2 sided Service decal (with use Castrol oil) on the inside (a new one) \$10.00
- Radiator inhibitor decal (Rolls Royce). Limited stock \$15.00
- Leyland Part number on a 1.25 metre roll. The "L" symbol in the Leyland logo is missing. This can be used as bunting or cut down to do part numbers (on NOS parts that the labels have fallen off!) \$10.00

Postage on all these is \$1.00 per each on individual orders (bubble wrapped and cardboard outers). On large orders, say 5 total I will pack and post for free.

Please email me directly with your name and address and my CBA bank account details are 7000 00685400. Contact **Nick Kounelis 0418882043**

Under Bonnet and Front End Decal Set. The Vic club has reproduced the underbonnet Decals ideal for that restoration of the engine bay where invariably the original decals are damaged or destroyed on removal. The decals are printed on Metallic Silver and include;

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label
- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



Due to the reflective surface the Decals are difficult to photograph and appear blurred. Sold Items are good quality.

\$20 per set If you want a set **Please contact Brian Carte Parts and Tech.**

For Sale two Leyland 4 Speed Gearbox

Both gearboxes are condition unknown and therefore suitable for reco. One gearbox comes with 6 cyl Bell Housing (\$250) the other without Bellhousing(\$150). **Contact Brian Carte (Parts and Tech)**

V8 VRS Gasket Sets Come Complete with Valley Cover gasket and rubber seals Limited Stock **\$250 Contact Brian Carte (Parts and Tech)**

VRS Gasket Set Conversion (Crank Case Overhaul) 60\$ Contact Brian Carte (Parts and Tech)

Mentiplay Leyland

Now Available at Mentiplay Leyland

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the only after market extractor developed specifically for the P76 V8.

The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains. On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning.

These extractors are available now exclusively through Mentiplay Leyland.

Mild Steel: \$600.00

Stainless Steel: \$800.00



Urethane Steering Couplings: \$40 plus \$5 postage and packaging

Rebuilt Urethane Gearbox Mounts: \$170 plus \$10 postage
(exchange basis only)



Brand New Dash Woodgrain Exact Reproduction



- Peeling Woodgrain has always been the bugbear on the P76 since new.. Now you can rectify that to better than NEW using our exclusive kit...

Only **\$100**
Plus Post & Packaging

- Exact fit and reproduction of original woodgrain
- Includes all 15 pieces shown
- Exact Match to original materials, finish and colour with grain matched cutting



Mentiplay Leyland
mobile: 0408 918 127
leylandp76@westnet.com.au

Contact James Mentiplay
Mentiplay Leyland
Phone: 0408 918 127
Email: leylandp76@westnet.com.au
Anything But Expensive

Parts Wanted

WANTED Chasing brown deluxe interior trim. Especially front bench and rear upper seat.
Long shot but also rubber interior matting. Any three speed stuff such as column and gear linkages.
Reasonable prices will be paid.
Call Will 0428 111 991 or wernst76@gmail.com

WANTED Original Leyland 8 track tape player
Please contact David 0409 675 648

WANTED Leyland P76 Executive Carpet Ginger Brown New or Good S/H **Please contact Bob 0409 160 116**

WANTED Leyland P76 Executive Boot Carpet New or S/H **Please contact Bob 0409 160 116**

WANTED Leyland P76 Super/Deluxe Boot Mat –
Used but in good condition for age.
Please contact Ray Ikin 03 51766086

WANTED-

- (1) Set of GC P76 Window Seals Inner @ Outer.
- (2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.
- (3) W/Screen Trim Front Top Section only x1 GC
- (4) Original Boot Rubber Mat in GC

Contact Michael Hare Mob- 0401092265

WANTED ACCESSORIES

Wire Headlight Accessory Guards for a Super
Force 7 Steering Wheel

Contact Philip McCumisky 0408 842 800

WANTED DASH PAD

Top dash pad in excellent to mint condition. Will pay top dollar for quality item **Phone Steph on 04578442**

WANTED V8 4 SPEED MANUAL TAIL SHAFT

I am partway through converting the General Lee to a 4 speed manual, I have the box, the bell housing, the pedals, but no tail shaft my phone number is **0410424695 if anyone can help out. Thanks.**

Vehicle Trader

Vehicle Wanted

I'm looking for a V8 executive or preferably a Targa, either transmission I don't mind. I would prefer a completed restored car, but would also consider a refurb job **Contact Rob Calvert Newcount 0419 885 189**

Vehicle for Sale

Omega Navy Targa Florio V8

\$1000 The car is at Rye Victoria

Contact Mike on 0412494489

Omega Navy Targa Florio V8

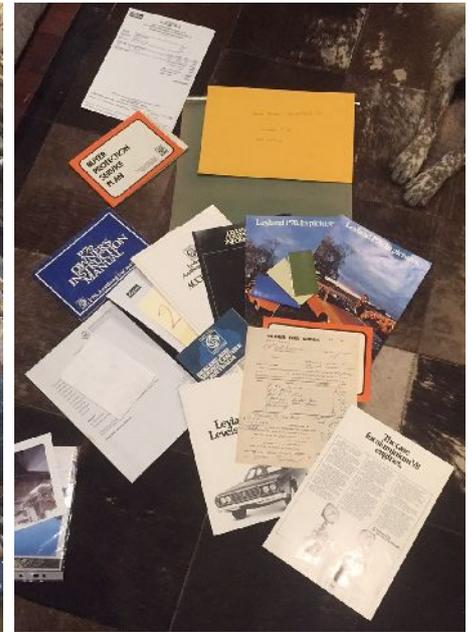
Power Steering, Factory air, Unreg.\$4000.

Contact Bill Robson 0412 429 714. Located in Nowra NSW

Spanish Olive Super V8 four speed

Wanting between 7 and 8,000. but neg to the right person

I brought it from the original owners with all the books and order papers with the car including the 3 colour chips he got to pick the colour. It's done 41000 kms from new. It was last registered in 1978 and sat in a shed since. I have rebuilt nearly everything on the car and is now driving and registered in sa. Even still had a Leyland Australia oil filter on it which I've kept. Mice have chewed bits of the interior nothing too major, the lhs and bonnet was re sprayed back in the 70,s but it's still a head turner



Pretty much everything has been replaced or rebuilt, the engine is original but has had the valley gasket replaced and the carby was rebuilt aswell, its got 5 new tyres, new brakes and hoses all round, new brake master cylinder. new wheel bearings all-round, new shockers all-round,(that was a job and a half the fronts had to be engineered to fit in the struts), new clutch, tie rod ends, new water pump, radiator was flushed I have the original purchase documents with the car as well as service history. the car is fully registered in south australia at the moment, with her original plates RZR 393my phone number is 0439 092 777

my email address is james.veritay66@gmail.com

i can help drive it to anywhere for the right buyer (as i love driving her)

Garage Sale by Chris Cutting

The warm weather is here again and I am having a spring clean. I need to clean out more from the garage and have for sale as below serious buyers contact me. 08 82703799 gcutting@chariot.net.au

Targa Florio

As per Hal Moloney's Leyland P76 book it is the last off the line chassis number 18426.

Last driven late 1990 across the Simpson Dessert where sustained some panel damage. Driven into garage awaiting repairs. It includes the targa mags & new stripes. A good car for restoration. More photos available \$4000





Body Shell

Body Shell

Originally 6 cyc T-bar auto Spanish Olive partly repaired still on rotisserie it includes some of the running gear that came off and compliance plate. \$750



Gear Boxes

4 speed manual with pedals & stick \$300



Auto T-bar \$250





Auto \$150

Engine Blocks

4 engine blocks plus lots of parts to fit

eng numbers: 4400 ..3 speed Auto 4401... 4 Speed manual x 2
4402.....3 speed manual

\$600 the lot



Lots of other

Second hand parts, panels & bits & pieces

Plus some new door skins and front guards

Serious buyers contact Chris Cutting. 08 82703799 gcutting@chariot.net.au

You can advertise your vehicle IN HERE for free

Please contact Editor at andyfrith@netspace.net.au and provide a short description

Please Include the VIN or Engine Number and photos for your entry

Items will be advertised for three months. Contact the Editor to extend your advertisement or to remove it if sold.

That's all



FOLKS