

***Anything***

***But***

***Average***



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**VOL 29 EDITION 2**

**Official Publication of  
the P76 Owners Club  
of Victoria Inc.**

# **ANYTHING BUT AVERAGE**

## **IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA (IAN-AO019822)**

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

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**Cover: BMC Apprentices Marching Practice**

**Those were the days!!!!**

# Editorial

Fellow Pnuts

Well it's that time of month again and with it a fresh exposé of yarns, activity information and articles that I hope you find both informative and tantalising. In this month's issue there are the usual features, an interesting story on BMC/Leyland's contribution to a truly "Aussie Car", some great tech tip video links and the details you have all been waiting for .....

## Concours d'Elegance 2011

I would like to echo President Kneebone's ramblings in this magazine issue, reinforcing that it is so important for every member to make an effort to participate at this year's event.

Lock the **30th October** into your Diary; tell the family no weddings, funerals, births, birthdays or bar mitzvah allowed on that date unless they can be held at the event.

John has done an excellent job and put in a lot of hard work to secure the docklands venue and as a tribute to his great work we all need to support the event and make it our best ever.

For you green thumbs out there with a tremble up your trellis; by green thumbs of course I mean Spanish Olive P76 Owners..... an apology.

It appears there has been a bit of a backlash from Spanish Olive owners (well one) about the dislike and perceived conspiracy to denigrate the colour by most serving committee members.

On behalf of the committee I would like to issue a formal apology –

We are sorry that Leyland chose to produce the colour in the first place and we are particularly sorry for those of you who do own a Leyland of this colour. We are sorry that you may have been colour blind and not knowing what colour you were choosing and we genuinely feel sorry for you when seen driving it.



We are deeply **Sorry Sorry Sorry!**

Regards,  
Martyn

### YARN OF THE MONTH

As many of you may or may not know my day job is in the Aviation Industry specifically Aircraft maintenance. In case you need a laugh here is some of the frivolity that goes on in Aviation Maintenance. After every flight, an airline pilot fills out a form, called a 'Gripe Sheet' which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the Gripe Sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by pilots (marked with a P) and the solutions (marked with an S) recorded by maintenance engineers.

P: Left inside main tyre almost needs replacement.  
S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough  
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.  
S: Something tightened in cockpit.

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute Descent.  
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.  
S: Evidence removed.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.  
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.  
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.  
S: Suspect you're right.

P: Number 3 engine missing.  
S: Engine found on right wing after brief search.

P: Aircraft handles funny.....  
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.  
S: Reprogrammed target radar with lyrics.






P: Mouse in cockpit.  
S: Cat installed

**Please send all magazine contributions, including advertisements, to the editor:  
245 Windermere Rd Lara Victoria 3212 or  
Email: [leylandp76@gmail.com](mailto:leylandp76@gmail.com)**

**Deadline: Last Monday of Every month (for the following month's mag)**

# Events Calendar



## October 2011

2	Sunday	<b>Last of the Chrome Bumpers</b> – Cora Lynn Country Car Show & Market/Swap Meet.	
17	Monday	<b>Monthly Committee Meeting</b> - 6pm dinner, 7pm meeting, Marcus's Place	
23	Sunday	<b>RACV City to Club Rally</b> – A gentle run from Melbourne City to the RACV Healsville Country Club followed by a three course meal More Info <a href="http://www.aomc.asn.au">www.aomc.asn.au</a>	
28	Friday	<b>Reminder Entries Close for the Australian Day Historic Vehicle Display 2012</b>	
30	Sunday	<b>Annual P76 Concourse and Display</b> – Docklands – Details in this issue of ABA.	

## November 2011

7	Monday	<b>Monthly Committee Meeting</b> - 6pm dinner, 7pm meeting, SOC, 1 Victor Rd, Bentleigh East. Contact David Walker	
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## December 2011

4	Sunday	<b>Buninyong Car Show</b> more info will be provided closer to the day	
5	Monday	<b>Monthly Committee Meeting</b> - 6pm dinner, 7pm meeting, SOC, 1 Victor Rd, Bentleigh East. Contact David Walker	

## January 2012

5	Monday	<b>Monthly Committee Meeting</b> - 6pm dinner, 7pm meeting, SOC, 1 Victor Rd, Bentleigh East. Contact David Walker	
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Membership points are awarded for attendance to:

- Management Meetings (1 point) 
- Club Functions (2 points) 
- Star Club Functions (2 points) 

Attendance to "Of Interest Events" does not count towards membership points but are listed so that members with vehicles on the Club Permit Scheme can take their cars.



**Do you know of something happening in your area that may be of interest to other P-nuts?**

**Please send the details to the Editor**

# Bulletin Board

## Letter to the Editor

I wish to express my DEEP CONCERN about the committee's negative views on the colour Spanish Olive in P76 vehicles. Ok on first viewing a Spanish Olive vehicle I felt a bit nauseous, but the colour grows on you a bit like mould or a virus. Now I am a convert, rejoicing in the colours subtle hues. The name itself reminds one of strolling through an olive grove in Spain and transports the owner to such far off places. I would also like to complain bitterly about your comment about my super in deluxe clothing!!! The car is not confused (maybe the owner), it is just undergoing a gender re-assignment!! Please be a bit more sensitive in the future!!

**Mick Clarke**

## New Member Welcome

On behalf of the club I would like to welcome back Carl Cool Bro Oberhauser to membership. Carl was formerly a Northern Territorial member of the Victorian Club before going "Walkabout". Carl has resurfaced in Melbourne and has just purchased a Home on the Orange Executive from former member Lawrence Spiteri. I guess we will be hearing more about Carls escapades in future ABA; he is a self confessed rev head, fearless formulae Commodore race driver, classic P76 convert enthusiast and Ocker. Carl tells me he is determined to build a P76 Race car and does admit to a liking for Ballet. I should be able to milk a few good stories from this bloke!!!! On Ya Carl.

## Buninyong Car Show

Hey guys, long live the Leyland! just thought we'd shoot ya through a notice about our 2nd annual pub show. Its at the Crown Hotel Buninyong which is 10 minutes south of Ballarat, and 1hr from Melbourne on Sunday 4th of December. It is an open show and it is supporting the 3BA Christmas Appeal Live rock and roll band starting from 12, loads of trophies, we also have raffles, stalls and entertainment for kids. We have a free pancake breakfast at 9am and a BBQ lunch supporting the local CFA at 1pm. Last year was a great turn out we had a lot of excellent cars and bikes. It is \$20 per car entry, each entrant receives a gift voucher for the Pub and a free show t-shirt. Plus this year we also have more space and we can now use the Desoza Park lands next to the pub.

We'd love to keep it going. There is a poster attached please have a look and if you have any questions please feel free to send us an email or give us a call here at the pub 53413402. You can ask for Josh, Ben or Dave. Cheers.

Here are some links if you would like to check out Buninyong which is a cool little old heritage town.

[www.Buninyong.vic.au](http://www.Buninyong.vic.au) and our pub site  
[www.crownhotelbuninyong.com.au](http://www.crownhotelbuninyong.com.au)

**Josh Streeter**  
**Crown Hotel Buninyong**

Proudly supporting  
**3BA**  
Xmas Appeal

*Crown Hotel*  
presents the 2nd Annual..

# BUNINYONG CAR SHOW

ASHDRIVE  
PH: 0418 518168

PRD Jens Gaunt

BMD  
BRICKLAYING

Griff  
American Auto

BRIS  
EXHAUST  
5335 5400

Repco

uni-WELD  
TRAILER HIRE  
03 5336 0881

uni-WELD  
CUSTOM TRAILERS  
03 5336 0881

Fast Lane  
Spray Painting

ALL FORM

## SUNDAY-DEC-4TH-2011

PANCAKE BREAKFAST / BBQ LUNCH  
ENTERTAINMENT FOR KIDS

TROPHY PRESENTATIONS AT 1PM  
LIVE ROCK & ROLL BAND

OPEN TO ALL! HOT RODS, CUSTOMS, MUSCLE, CLASSICS, STREET CARS & BIKES!

RE-COMM  
J&D  
AUTO PAINTS

ELUSEA  
AUTOMOTIVE  
5336 0888

autoparts

ALL FORM  
SPRAY PAINTING

**CAR PARK & DESOZA PARK OPEN AT 8AM**

## Thank You

Recently the club received a generous donation of a Corinthian Blue Super from a former club member retiring from P76 ownership - Lawrence Spiteri. Lawrence sold his Home on th' Orange Executive with the assistance of the club and donated the parts car as a way of saying thankyou. On behalf of the club I would like to sincerely thank Lawrence for his kind donation and wish him all the best for his future without his beloved Leyland's. We will be updating the parts list.

## 2012 Nationals

Details on the 2012 Nationals have been released and registration is now open. Event details, costs and registration forms are available at [www.leylandp76.com](http://www.leylandp76.com) If you are planning on attending, please ensure you register and pay your deposit before the 20<sup>th</sup> January, 2012 to avoid incurring a surcharge. The official accommodation is Maroochy Coach House which has very limited options when more than two people are staying together ie If you are travelling with children. Options:

1. Maroochy Coach House
  - a. One set of adjoining rooms \$110 + \$85
2. Waterfront Hotel - Ph: 07 5458 2777
  - a. One room with double bed and two singles \$100 (no breakfast)



- b. Eight rooms with double bed and one single \$85 (no breakfast)
3. Maroochy River Resort - Ph: 07 5448 4911
  - a. Four rooms with double bed and two singles \$130 (full kitchen but no breakfast)
  - b. Many two bedroom units ranging from \$105 - \$154 (full kitchen but no breakfast)

Both the Waterfront Hotel and the Maroochy River Resort are within about 200m of the Maroochy Coach House. Please note that the Waterfront Hotel is not open on Good Friday so chick-in arrangements will need to be made with management closer to the date.



This years Concourse d'Elegance will be one of the most public displays of the cars EVER!!! as it will be held on the New Quay on Docklands. Of all the MUST NOT MISS Events on the Club Calendar this is it!!!!

This venue has a regular Sunday Market on the promenade and this provides for great public access and an opportunity to educate the public about our truly Australian Motoring Icon, dispel the myths and preach the P76 Gospel. The committee wishes to encouraging members to make up a small display to provide onlookers some information about your car.

#### Suggested Information:

- Year of Build of the car:
- How long you have owned it:
- Modifications made:
- Photos of the restoration:
- Colour and history:

**Once in life time Concourse opportunity  
as City of Melbourne exempt us from  
the \$13,000 hire fee for this venue.**

Custom Cars on Display





### Trophy Categories:

Best V8

Best V8 Runner up

Best Six

Best Six Runner up

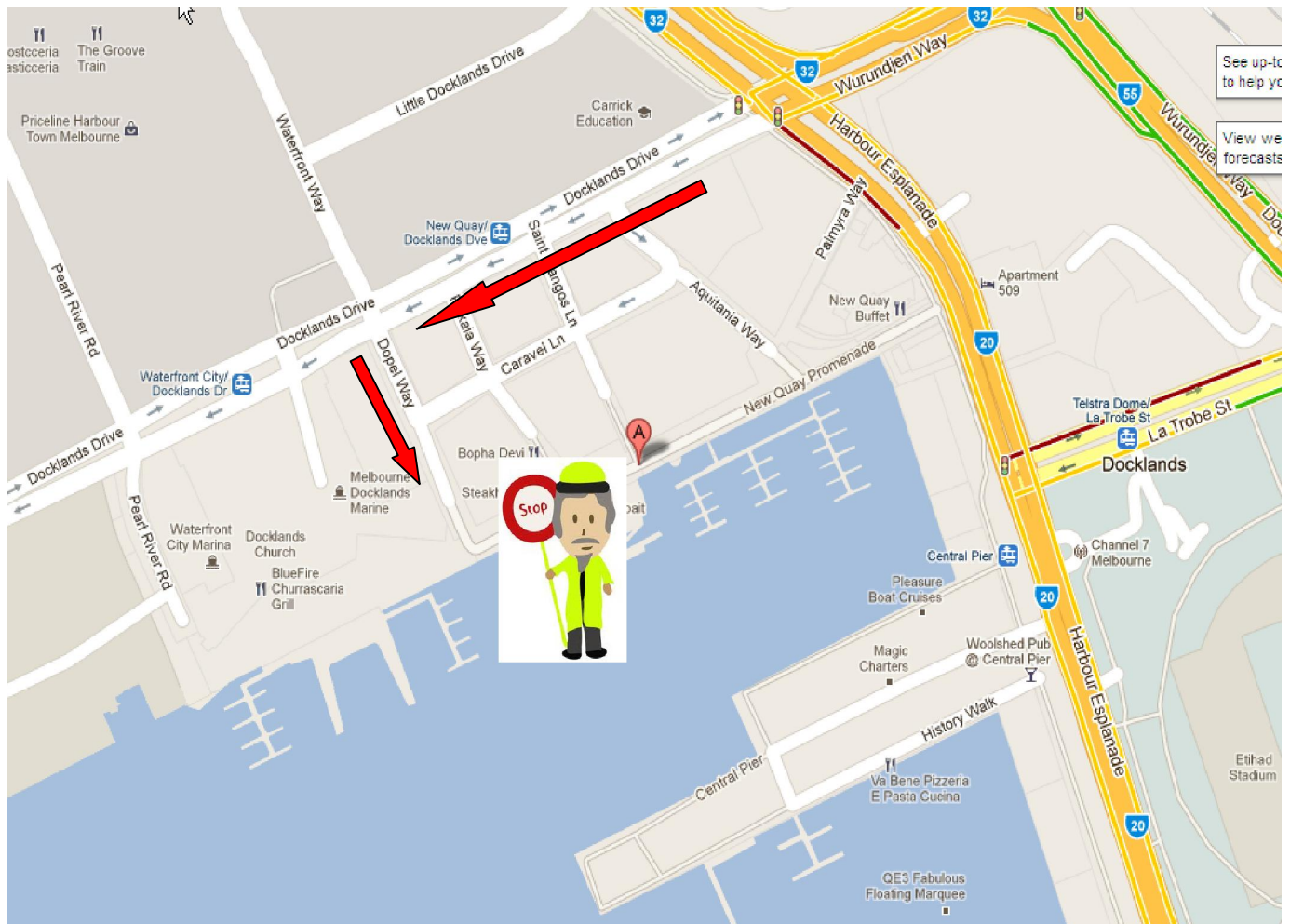
Best Modified

People Choice

Door Prize \$200 Super  
Cheap Auto Voucher



Members should enter via Dopel Way and should try to meet at this point at 10 am. If you need assistance on the day please ring John on 0429007080.



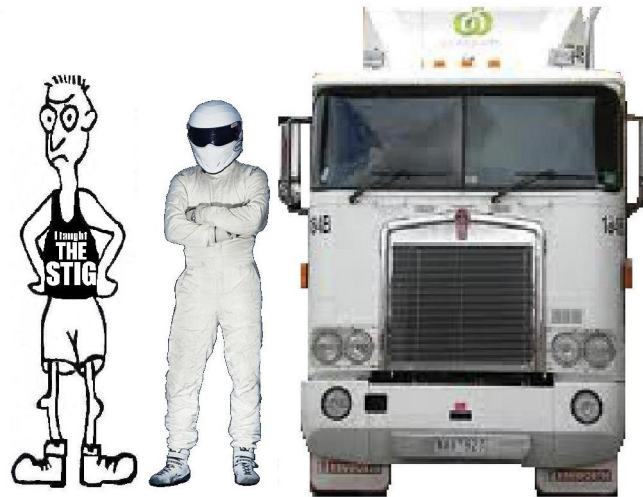
# Committee Reports

## President Kneebone's Report

### **SOME SAY**

The knees are the result of an unfortunate blow to the groin while playing footsy with a garden rake, and that if he was once put on trial by the UN for Brain Cell Genocide in a frenzied drinking session .....All we know is that we call him **President Kneebone**.

In case you were wondering, the surname Kneebone is Cornish - from Middle English *kne* 'knee' (Old English *cneow*) + *bone* 'bone' (Old English *ban*), presumably a nickname for someone with knobbly knees.



Hi Folks,

The 2011 Concours is but a few weeks away. This is our premier calendar event and this year John Ernst has once again come through in organising a fantastic venue at the Melbourne Docklands. This venue is particularly hard to get and usually attracts a fee amounting to \$12,000. This is a perfect site for a great event with an excellent backdrop and potentially fantastic exposure to the public. (There is a Market on the same day)

Over the past few years there has been a growing appreciation of the Leyland P76 as a truly Australian Muscle car with increasing accolades and fewer uninformed knockers. Just last week a Motoring Journalist Guest on talkback radio 3AW was asked by a caller which classic car was the best to buy. Without hesitation he replied "The Leyland P76". The journalist employed by Cars Guide who had previously written derogatory uninformed comments about the car has obviously been turned back from the dark side, perhaps influenced by the response from P76 owners to his former comments resulting in enlightenment.

The Concours can only be a great event if all Members make the effort to come along. We want the public to know that the enthusiasm for the car and the car itself lives coming up to its 40th birthday. Most of all we want to generate interest and potentially new members. The most cars we have had at a Concours in recent times is 22. We want to see all able bodied vehicles and in particular able bodied members to make the effort. If any country or interstate members need somewhere to stay let us know I am sure we can organise a bed.

Other than the usual Trophies this year we have also introduced a door prize; a \$200 Super Cheap Auto Voucher. Members need to be in attendance with their vehicle and the prize will be drawn on the day by yours truly. Be there or be square.

That's it folks.  
Marcus

## Secretary Walkers Report

### **RANTINGS OF A P NUT**

Hello.

Firstly I would like to acknowledge Martyn Hayes for the new format of the magazine. It is a hard task producing a club magazine and to take on the role and add changes, and get his version of the mag out on time is a great effort. Thanks Martyn, keep up the good work!

I finally got the custom tailshaft back for the Marina. It's now fitted along with a new battery, wiper blades and some fresh fuel. A wash & polish and a drive around the block shows that all is well with the new 6 cyl diff, I can barely notice the difference in ratios, it goes just as well! I will take it to work and do the Roadworthy inspection as soon as I can. I hope to have it on the CPS so I can have it at this years Concourse. Speaking of Roadworthy inspections, I recently did some mechanical work and a RWC for a club member's P76 so he can put his car on the Club Permit Scheme. I am sure it's the first time there has been a P76 in our workshop for a long time and the car was greeted with fond memories by my work colleges. As it happens there is another P76 coming in for a RWC and some mechanical work next week. P76s look great parked alongside all the old Jaguars. Keep them coming people, we need as many P76s back on the road as we can get.



I am currently making an alloy single carburettor manifold for my 6 cylinder P76, similar to what the factory had for the Marina race engines. I will finish this master and then have castings made so I can use 3 1 ¾ SUs on my engine. If anyone can give me some information on the Marina set up, along with some photos and type of needles used etc it would be appreciated.

One of my Mini race engines is finally finished and is now ready to be fitted back into the car. The owner has brought the Mini around and dropped it off so now I have yet another car in my driveway. Our house is starting to look like a BMC dealership! Elliott loves it, he gets to "drive" all these different old Minis, P76s, Jaguars etc.

Our club insurance policy is up for renewal again. I have given a copy of the renewal to a friend of mine that owns a large insurance business for his appraisal. I am hoping that he will come back to me with a better deal so we can reduce our expenditure yet again. All these small reductions in costs are allowing us to build up our savings account for the benefit of you, our members. We have a few good ideas for parts reproduction and purchases and our savings are enabling us to carry on with these ideas, we are in the best financial position of all the P76 clubs in Australia so keep watching this space. I look forward to seeing you and your P76 soon.

Regards David.

## **Silvia's Treasury Report**

Hi guys and gals,

Once again I can reinforce that the club is in great financial shape. In recognition of our financial position we have discussed in the committee at what point do we consider our bank balance too high, begging the question; what do members achieve from this particularly as we are a not for profit organisation? Rather than alter membership fees we have a conceptual proposal to return what the committee would consider surplus balances to the membership through vouchers that can be redeemed towards the purchase of next years membership, parts or participation in club events where entrance fees are payable etc. This concept is still being discussed as we need to ensure as an incorporated not for profit club that we do so in compliance with the provisions of the governing law. You will hear more about this in the coming communications/dispatches.

Regards Silvia

## **John's Parts and Tech Report**

Dear Members,

This month we have finalised the purchase of a storage container for our club part stocks. Thanks to Brian Carte we have sourced a 20' Seacell High Cube shipping container, internal dimensions length 5.9mtrs x width 2.35mtrs x height 2.7mtrs (0.3mtrs higher than a std container) The container is fully reconditioned including repainting inside (white) and outside (red oxide), timber floor, all door seals in good condition and a padlock tag and box installed to protect the padlock.

We expect to take delivery in the next few weeks at which time we will organise a working bee and parts day to organise stocks, stocktake and fit out the container for efficient storage. We have also acquired a parts vehicle which we will dismantle on the day. This vehicle is a much appreciated donation from former member Lawrence Spiteri. The day will be advised in the next issue of ABA.

In terms of our parts sourcing program - we have a number of starter motors that are being reconditioned and we expect to have these available to members within the next month or so. We expect to be able to provide these at a very good price to members. Thanks goes to John Davidson in Ballarat for his efforts in sourcing a supplier. Work is continuing in determining feasibility for remanufacture of Sill Hip Stone Guards and Number Plate Light Lenses; once again thanks to Brian Carte who is researching viable tooling options.

Regards John



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# Leyland Colours

**Official Production Colours (Two brands of paint were used Dulux and Berger)** Crystal White (Dulux) or Crystal White (Berger)(white), Country Cream (beige), Bold As Brass (yellow), Oh Fudge (brown), Nutmeg (metallic bronze), Omega Navy (dark metallic blue), Peel Me A Grape (metallic purple), Aspen Green (dark metallic Green), NV Green (bright green), Hairy Lime (light green), Plum Loco (hot pink), Corinthian Blue (aqua), Am Eye Blue (sky blue), Home On Th' Orange (orange), Dry Red (dark red), Bitter Apricot (burnt orange)

And Spanish Olive (olive green),



**Unofficial Factory Colours** Black Onyx (black) (built as undertaker's vehicles)  
Oceana Green (metallic green), Coolabah Blue (grey blue)

**Rumoured Colour** (one built) Rave Red (bright red)

**Additional colours, only available in New Zealand**

French Blue (light blue), Pimento (deep red)

**Interior Colours** Antique Parchment (beige), Imperial Leather (dark brown), Black (black), Casino Blue (blue), White (white) (only available in Force 7 models & a one off white sedan)

**Note:** Antique Parchment was available with beige, dark brown, black or blue carpet. Lower door trims were carpeted to match the floor color on Super and Executive models.

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## BMC/Leyland Australia – Did You Know?



Ask any car enthusiast about pioneering of the Auto industry here in Australia and the first thing that usually comes to their minds is General Motors Holden and its FX/FJ model. While the British Motor Corporation Australia are not generally recognised in shaping a truly Australian car there are significant achievements that cannot be just swept under the carpet.

British Motor Corporation (Australia) was a motor manufacturing company formed in Australia in 1954 by the merger of the Austin Motor Company (Australia) and Nuffield (Australia) Pty Ltd. This merger followed the merger in 1952 of the Austin Motor Company and the Nuffield Group in the United Kingdom forming the British Motor Corporation.



In 1949, the British Austin company bought the Melbourne based Ruskin Body Works and used the factory to make pick-up and tourer bodies for fitting to imported Austin A40 chassis.

In March 1950 Nuffield Australia opened a new, 57-acre (230,000 m<sup>2</sup>) assembly and building factory in Zetland, New South Wales on the site of the Victoria Park Racecourse. The facility was established to assemble Morris Minor and Morris Oxford models which had previously been imported into Australia.

Austin and Morris vehicles were assembled at the facility and subsequently it was to be the design and manufacturing centre for BMC Australia. During a period of significant postwar reconstruction, migrant assimilation and technical innovation, the factory employed a peak of 7000 people from 35 nations. In 1968, following further corporate changes in the UK, BMC (Aust) was renamed **Leyland Motor Corporation Australia** which continued until closure in 1982.

***At the time, the plant at zetland was the only plant in Australia to manufacture the complete vehicle and it introduced to Australia the in-line transfer machining of engine blocks, the "rotodip" paint process, automatic conveyor assembly processes and major advances in just-in-time and flexible manufacturing concepts***

The uniqueness of the Australian conditions and climate is still well recognised by most major motor vehicle manufacturers. A trip to Alice Springs in the centre of Australia during the period of December to March in any year is like a "who's who" of the industry, as future models are put through their paces for Hot Environmental Testing (HET). BMC by recognising this early on gave them a definite edge over other British and European vehicles tested overseas many of which had reputations of "falling to bits" under Australia's tough conditions.

BMC's Experimental Department was responsible for the design, development and validation of the Australian products. Their favoured testing area was the Bourke to Charleville area in the north west of NSW and south west Queensland. It was a lot easier to get to from Sydney than Alice Springs and the drive there was a great way to condition the vehicles prior to testing.

In 1961 the Mini entered production in Australia as the Morris 850. The Mini proving very popular in Australia as it was in the UK, which prompted a revised Australian only model line up to be introduced in 1965, beginning with the Morris Mini Deluxe



***The Australian mini was the first to use Hydrolastic suspension, to have wind-up windows(years ahead of their UK counterparts), ignition key operated starter and an improved level of trim and options. Morris Mini Coopers and Cooper S were also made and supplied to the Australian and New Zealand Police forces as high speed pursuit vehicles. The Mini K (for Kangaroo) was the renamed Deluxe MKII and launched in March 1969 complete with Kangaroo decals.***

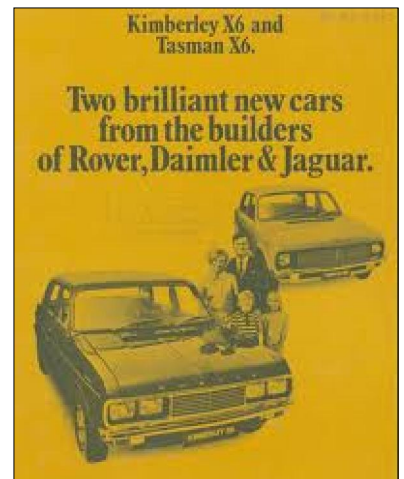


Production of the Morris Mini Moke started in 1966 but ***fitted with larger, 13" wheels and longer rear wheel arms, than the UK original 10"***.



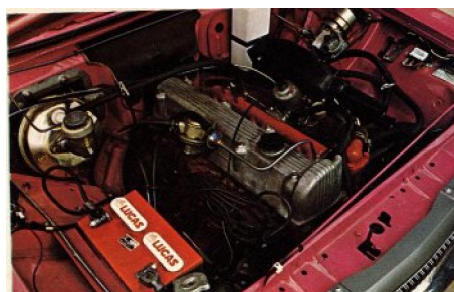
A local version of the Austin 1800 was also produced from 1965 and this was developed into the Austin X6 range in 1970 with a longer wheelbase than the original. These were called the Austin Tasman for the basic model and Kimberley for the deluxe hi-end model.

In 1973 the Morris Mini became the Leyland Mini and the Morris Mini Moke became the Leyland Moke.



The Morris Marina was manufactured by Leyland Australia from 1971 to 1972. This version was manufactured at Zetland as an interim model car based on the British Marina. The early cars were only available in 4 cylinder models with a 1500 and 1750 cc OHC engine version.

**The Australian version of the Morris Marina, joined the range in 1972, becoming a Leyland Marina and was offered with a OHC 4Cyl derived from the E Series Engine and an "Australian market only" E Series OHC 6 cylinder 2623cc engine. Leyland were also planning on releasing a Marina V6 with an ambition to race it at Bathurst; but alas it did not see the light of day**





The near legendary Australian big car model which was intended to see out the 1970s was the 1973 Leyland P76.



***Leyland wanted to build a car that would surpass its opposition, not just match it, and to a great extent they succeeded.***

It was based on a still born proposal for a new Rover car. This was designed to take a straight six or alloy Rover V8 engine with the latter being the more popular. The P76 included as standard safety equipment and features that were options on their big three competitors such as, side intrusion bars in the doors, Pwr assisted disc brakes. The most important fact of all; **Local content in the P76 was close to 100 per cent**

***Who's the Aussie Car Now!!!!***

The P76 was just one (and the final) of a long line of "special" Australian vehicles, some only "toughened up" for Australian conditions, some local developments of those originating out of Britain and then those like the P76 which were totally designed to satisfy local conditions and Australian customer expectations. The following is a brief list of some of those 'special' Australian vehicles;

Austin Lancer - Series 1, Austin Lancer - Series 2, Austin A60, Austin Freeway, Austin 1800 utility, Austin Tasman & Kimberley (X6), Morris Major - Series 1 Morris Major - Series 2, Morris Major Elite, Morris Marshall, Morris 1500, Morris 1500 Nomad, Morris Marina (1500 & 1750), Leyland Marina (4 & 6 cylinder), Leyland P76 Sedan and Coupe, Wolseley 15/60, Wolseley 24/80

Following the worldwide collapse of British Leyland and its associates, linked with local protection tariffs for the remaining car manufacturers in Australia (Ford (Aust), General Motors Holden, and Chrysler (Aust) the Victoria Park/Zetland factory that was opened by Lord Nuffield in 1957 was closed by 1975.

Production of the Mini from imported CKD shells was continued by the Pressed Metal Corporation (PMC) at the Sydney suburb of Enfield (located near a major rail interchange) until 1978 and the Moke until 1982. PMC also made Land Rovers and pressed metal coffins!

In March 1983 Leyland Motor Corporation Australia ceased to exist and its place was taken by JRA Limited. The new company was organised into several divisions including Jaguar-Rover-Australia, Leyland Trucks and Leyland Bus Australia.

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## TECH TIPS

Here are some great videos on Auto Body Repairs. Its hard to find good old school tradesmen these days but I reckon this guy might just be him despite his funny accent.



*To access video just place the mouse cursor over the link, hold the CTRL button and press the LH Mouse button.*

### **Welding Thin Steel**

<http://www.youtube.com/watch?v=zdsOGDzuIps>

### **How to Drill out Spot Welds**

<http://www.youtube.com/watch?v=A3Cw58U0I4Q&feature=relmfu>

### **Repairing dents without filler**

<http://www.youtube.com/watch?v=LdLD0kEPFgA&feature=relmfu>

Here is a video for P76 owners with four speeds that due to the racing car driver in all of you, you forcibly remove the gear shifter from its pivot mounting while practicing your Sterling Moss routine

### **Borg Warner Gear Shifter**

<http://www.youtube.com/watch?v=dsk8q4HYsk4>

# Classifieds

## CARS FOR SALE

### Home on Th' Orange V8 Leyland P76 Auto dual fuel. VIN 076E4S4A4416837.



There is a little rust on the left hand side mudguard. Registered to 3 Jan, 2012. Also two other P76's in various states of repair. VIN 076B4S3A442184, VIN 076B4S2C441508. All three vehicles for \$5,000. **Contact Lawrence on 03 9361 1616 or 0407 684 687**

### Spanish Olive Leyland P76 Deluxe 6 column shift 3 speed manual VIN 076B4S2N2614378



VGC imperial leather interior with bench seat & rubber floor mats. Car is complete minus 6 cylinder engine but a number of engines available. Suit resto or parts car. **\$500. Contact David. 0409675648**

### Spanish Olive Leyland P76 Super V8 Column Auto VIN 076B4S3C442086 VGC, RWC, Reg Jan-11, B&W plates, VG

interior very good, comes with recliner buckets and original imperial leather fixed buckets, interior parcel tray re trimmed and top of back seat re trimmed in original vinyl. New kmh speedo, working clock, new light and wiper switches, dash top excellent condition, door trims excellent cond.



Exterior: honest, original paint excellent for its age having been garaged most of her life very straight, no rust. New grill, bumpers very good. Tow bar. Remanufactured heated and tinted rear screen. Running gear brakes suspension: new

old stock rear shocks, refurbished front struts, re-bushed strut tops, new old stock lower control arms with 60k on them, new old stock front discs never been skimmed, new rear brake cylinders, new shoes, kits through master cylinder and calipers. Engine low k pulls very well, auto sounder, ice cold under dash aircon with all new hoses and condenser. Straight gas impco system 80 litre tank 2 years old electronic ignition, new old stock distributor. **\$5,500 ono contact Mick Clarke 03 9729 4005**

**Green 1973 Leyland P76. Owned since 1974,** is in good running condition. On gas, 4 speed manual, exec trimming, only needs slight body work, has small marks on body work, interior like new. Comes with spare door panels and a variety of other spares. Reason for selling is moving to Qld. Very regretful sale. **Contact Bob 0422 388 570**

### Country cream super VIN 076D4S3M2615974 Eng No. 2603/1954

Four speed 6 cylinder. Under dash air con, excellent Imperial Leather interior believed to be very low km car (38,000km) no reg or rwc suit restoration. some rust, paint fair, body work needs attention excellent running gear needs new clutch and may have blown head gasket. Drove really well when I brought her over from S.A. couple of years



ago went up hills like a train but some overheating probs due to lack of use by previous elderly owner. **\$1200 Contact Mick Clarke 03 97294005**

### Bold as Brass V8 super column shift. VIN 076B4S3C441477

Runs well, extractors, balanced twin system, electronic choke, sports suspension (Firm Ride) new alternator fully registered and roadworthy Exterior is very good painted original colour in two pack paint (has a couple of small rust spots), Targa wheels, tow bar, good tyres, high power driving lights and new under under bonnet insulation. Interior is excellent, leather covered steering wheel, as new carpets, reclining bucket seats (reupholstered in original material)..Spares include;



new laminated windscreen, the old bucket seats, the original exhaust manifold, rear window, assorted door liner panels, lots of chrome strips, a set of new windscreen wipers, the original Super wheel

covers, work shop manual and the spares book, a reconditioned water pump; airconditioner parts (compressor and radiator - car has had the 3 pulley fitted, and underdash components), and a few assorted smaller parts. I have all the invoices for work done since 1981. Recently was shown on TV in the Judith Lucy recollections show. I have owned the car since 1981, and believe I am the second owner. Car has done a lot of kilometres - speedo shows 30 K, but not sure how many times it has gone round. Price is \$8000 + the cost of a RWC Firm. **Contact Ken Western on 0417364894**



### Leyland P76 Super Six T-bar Auto. VIN 076B4S3A261253

Resprayed in original colour, any rust cut out and repaired, new windscreen, tinted rear screen, new door rubbers, new waist seals, new grill, new indicators and surrounds, new wheel arch trim, new old stock petrol tank. New old stock wiper

washer motor, heater core reconditioned. New old stock exhaust tail pipe. New rear brake cylinders. Suspension all good, reconditioned auto box, motor needs work lost all its oil out of the breather thats the only reason I stopped driving it!

Interior: parchment, black carpet, parcel tray re-upholstered, drivers seat very low k no sag, new old stock speedo, fuel gauge, temp gauge and wiper/headlight switches. Prize winner for best six at club concourse, car was at national meet Cootamundra drove up beautifully sad the engine went a year later, and i am letting her go as I have to rationalise my collection. No reg or RWC but little to do for that. **\$2,500 Contact Mick Clarke 03 9729 4005**



**2 X P76 V8's.** Not Registered - 1: Owned since new, not driven since 1997 - garaged whole life. Now Omega Navy was repainted from White - Blue interior. Very good condition.

2: Red with parchment interior. Not driven since 1997 - and garaged since owned. Reasonable condition but may only be good for spares. **Call Sara on 03 97394218**

**P76 Couch/Bed Settee** – The big boot for big bootie; a must for the man cave. Excellent condition. There is a 12 V battery that connects to the lights, with a switch on the dash. **\$1,800Contact Lisa Taylor 0419595011**



**73 P76 Executive 076B4S4A442125,** V8 T-bar Auto, dual fuel, crystal white full body repaint 3 years ago, interior excellent condition, door/ window seals new replacement cylinder heads reconditioned in last year. This car has been

lovingly restored with a few necessary and one quirky (the Desoto grill) modification but has not the spirit of the beast that is a P76. Car can easily be reverted to original. I believe good value for **\$10,000 as is Contact Lisa Taylor 0419595011** .



## PARTS WANTED

Leyland P76/Force 7 Tachometer & original Leyland 8 track tape player Please contact David 0409 675 648

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

## PARTS FOR SALE

Fitted Carpet Chocolate Brown Please contact Bob 0409 160 116

For a list of S/H and NOS Club Parts available visit our website

[www.p76.com.au](http://www.p76.com.au)

You can advertise your vehicle IN HERE for free

Please contact Editor at [leylandp76@gmail.com](mailto:leylandp76@gmail.com) and provide a short description including 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.

