

Anything But Average

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**Leyland P76.
Anything but average.**



Hybrid Vehicles - A/C Compressors
Mazda Tribute/Ford Escape Tips
Natural Gas for Vehicles (NGV)
BMW Tips and Remedies

P-76
40
1973-2013

September 2013
VOL 31 EDITION 2

Official Publication of the P76 Owners Club of Victoria Inc.

Editorial

Fellow Pnuts

September has flown by a so its time for the release of the nest exciting episode in the life of Pee Owners.

As it turns out this month, my bitter Apricot P76 with its three time round the clock V8 is the most reliable car I own.

My 2006 Hyundai Santa Fe with 100K on the clock failed big time. In investigating some lack of power problems I discovered the gearbox is locked in 3rd gear, full of metal with pitch black transmission fluid. In getting it home amidst strange clunking and whirring noises it died.

Proving that the cars of today really are "throw away" items. the repair cost was going to be \$10,000. I bought a second hand Gearbox (69,000Km) for \$3,300 and after the fitting cost I may get away with \$6,000.

There is a lot to be said for old technology; at least you could do most of the work yourself.

In this September Issue we bring you the much anticipated information on the SA National 2015, some interesting articles sent in by members and the results of some research by Rick Perceval, an article on VIN /Engine numbers and Compliance Plates, A bit like a "How do you think you are" for Leyland Vehicles".

Early October we went on a Club run in conjunction with the South Australian Owners Club to Rod and Maureen Warricks Farm and Leyland Museum. The story and picks will feature in next month Mag however to warn you up Rod is the victim of this months Member Roast. I hope this puts rod into context for you when you read about the trip in the next issue.

Also in the next issue we will be bringing you the story of the **Ilinga Dream Machine**; the Ill-fated Australian



designed and built P76 Powered Sports Car. John Ernst has taken some fresh photos of the car which we will bring you along with the story in next months Magazine.

That should keep you tingling with anticipation with a tremble up your trellis. Until Then enjoy this months offerings.

Regards Martyn & Silvia

Member Roast

Victims **Rodney Warrick**
Nick Name King Willie Wheatie



Recorded as Warwick, Warick, Warrick and others, this is an English surname. It is locational but from any or all of the places called Warwick. These include the county of Warwickshire, or the county town of Warwick, or a small village in Cumberland.

In all cases the origination of the place name is from the pre 7th Century word "wering", meaning a weir, with "wic", a dairy farm.

This shows that Rod's destiny to become a farmer was written well before he was born.

Rod was born in 1948 a mere 6-7 Km from where he now lives; Kiata Western Victoria where men are men and sheep are nervous. With ear of wheat protruding from his mouth and a bush fly buzzing in his ear Rodney Warrick was born to farm the land and collect cars.

The son of a farmer, Rod bought his Farm in 1969 and has been farming ever since. As a struggling wheat Farmer he looked for ways to market his products and make ends meet. To this end he started the Weeties Cereal Business.



Initially the cereal business was slow but then Rod discovered that if he rolled the grain and toasted them people would actually eat his Weeties.

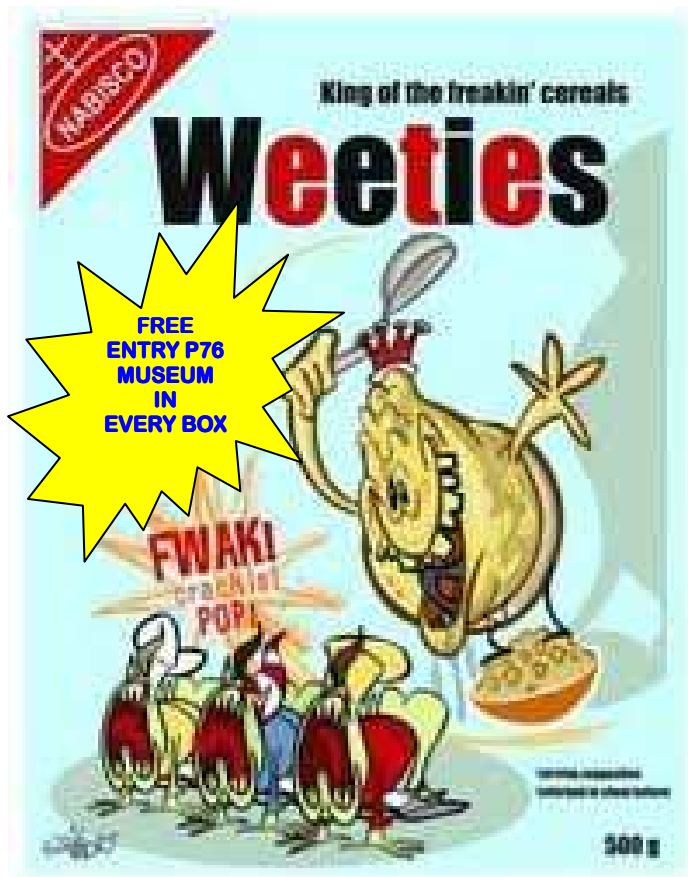
Flushed with success following this innovation he became known as King Willie Weetie; King of the Breakfast Cereals.

He was once challenged by Rice Bubbles upstarts Snack Crackle and Pop who tried to seize the throne and overthrow the Cereal King



After a long and bitter war the King prevailed

and a commemorative Cereal box was released amongst much fanfare pomp and ceremony to celebrate the occasion

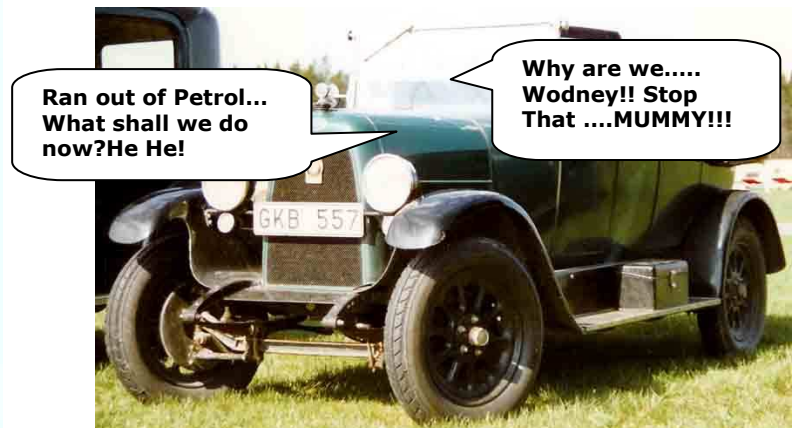


Rod has had an interest in cars his whole life. As a youngster he had a Cyclops Pedal car which he repainted several times and through a vivid motoring imagination, completed with it in the Redex Trials on several occasions.

His first real driving experience was in a Mark 1 Landrover at the age of 3. His father put him behind the wheel shoved it in first and told him to steer it home and turn off the key when he got there. That was the last time he saw Rod for 3 weeks until eventually Rod found his way home with help from the Leyland Brothers



Rod wore out his bicycle so he mastered driving by age 7 while in 3rd grade. Rod drove himself to school in a 1925 501 Fiat which made him an instant success with the local Sheila's. As a pre pubescent chick magnet with a car, he set the Wimmera a buzz as the Park' in King, Master of the **"Damn I ran out of Petrol"** Line.



Rod also took great delight in pointing out that his teacher rode a Bicycle to School. Rod was in fact responsible for coining the phrase **"Got my licence from the inside of a Weetie's Packet"**

His prowess diminished as the young girls attention was diverted by teen singing idols like the Bay City Rollers, David Cassidy and the Partridge Family. On the shelf at 15 Rod just focused his mind back onto his beloved cars.

Rod's First Car at the barely legal age of 17 was a 1958 Plymouth Belvedere Hardtop like the car pictured below



He admits to making stupid mistakes as you do when you are young. Only one mistake still troubles him; He turned a 1932 Ford Roadster into a hot rod. This was the first V8 Ford made and would now be worth \$200K

Although in those days speed limits were non-existent He turned the roadster into a Drag Car and got himself a Speedway Licence..... Nothing interesting here lets move on!

Rod bought his first P76 in Feb 1975, a Bitter Apricot V8 Super. Rod loved his P76 and he kept it despite upgrading to other family cars over the years. He points out that he traded a HK Monaro to get his first

Leyland P76 and he still has this car today; but no HK Monaro.

Rod stops short of calling this a mistake; as after all we are talking about a P76.

Rod met the Lovely Maureen in 2002 and finally married her in 2007 after the rains. TV reception at Inverness is very ordinary so Rod harvested six kids all girls; No wonder he spends so much time in the shed.

Rod has been busy Farming Wheat, Beans Sheep and P76 over the last 20 years. Among them he has a Force 7, Replica Station Wagon, some great Targas and some fine examples of each model including a Factory Black Deluxe, and dare I say itsome Spanish olive cars

Rod actually believes Spanish Olive is a nice colour!!!!



So as not to spoil the Article in next months Magazine I leave the pictures of his collection until then

Rod now operates his museum as Inverness Motors and invites the public to inspect his collection by appointment. He has at least a busload of visitors each month and many tourists and car troupes.

Rod has built 3 sheds which are mostly made from recycled materials. He built the first in 1995 and the cars are the centrepiece but the sheds are filled with motoring memorabilia, posters signs, enough to make the average man cave "**wanna have**" like me drool at the mouth.

If you ask Rod how many P76 he has, he doesn't even know. We think he has been secretly cloning P76 and due to inbreeding some are a little interesting and confined to the other sheds.

Bulletin Board



LEYLAND P76 OWNERS CLUB (SA) INC

Easter National Meeting 3-6 April 2015

The SA Club wishes to announce that the 2015 Easter National Meeting will be held in South Australia at McLaren Vale 40 kms south of Adelaide. McLaren Vale is situated at the Gateway to the Fleurieu Peninsula well known for its beaches and food it is also a world renowned Wine Region.

All accommodation has been reserved at McLaren Vale Motel & Apartments, Registration and accommodation will be available from Thursday 2 April.

Bookings are to be made direct to the motel and state that you are attending the *P76 National Meeting*.

Please notify the Events Co ordinator [Dianne Bray](#) of your intention to attend Email npbray@hotmail.com or mail 24 Elijah Street Morphett Vale SA 5162



The committee is putting together an Itinerary and further information and costs will be made available at a later date. If you have any questions please contact Nigel or Dianne Bray at the above addresses or phone 08 83250512.

Further Bulletins and details will be published in future issues of ABA.

Lock it in to the Diary!!



This Article appeared in the Sept/Oct issue of Automotive Engineer - Sent in By Andy Frith

Feature Article: P76 The Past Remembered

40 years ago, Leyland released the long awaited P76 Sedan

In the most significant local new-car release in two decades at the time, Leyland Australia unveiled its long-awaited entry for the medium car market; the P76.

Developed over five years at a cost of \$21 million, the P76 project was unique in Australian automotive history.

Leyland Australia's Managing Director, Mr. Peter J. North, said in releasing the car "P76 is the first locally produced car in which the parameters and design execution have been carried out totally by an Australian company.

"The P76 presents the Australian car buyer with a fourth choice in the medium car market - an alternative to the sameness of the vehicles in that sector - and one that offers features and standard equipment found nowhere else on our market.

"Although it is in the mainstream of automotive design, the P76 is anything but, average in either concept or execution.

It is undeniably excitingly styled and features two engines: a proven overhead camshaft six cylinder engine and an amazingly light, all-alloy V8 which gives truly superb performance.

"As a total package P76 quite literally offers more in almost every interior dimension — and boot size — than other cars of similar size and larger."

Mr. North said the P76 struck an ideal balance between convention and technical innovation, without sacrificing reliability.

The P76 range has three basic model derivatives (although a fourth model is available only as a fleet package), and pricing was as follows:

Leyland P76 Deluxe	\$3,250
Leyland P76 Super	\$3,750
Leyland P76 Executive	\$4,525

Standard equipment on all P76 models includes: hidden windscreen wipers, power assisted Ventilated front disc brakes, front anti-roll bar, six inch wheels and low profile high speed tyres (initially 6 inch rims optional on Deluxe), flow through ventilation with both face and foot level vents, locking glovebox, hazard warning lights (automatic cancelling), forward opening bonnet, water temperature gauge, sewn seat trim with full foam padding, underseal, collapsible wood-grained dashboard, side impact bars in all four doors, full width screen demisters, tool tray, 16.4 gallon fuel tank and 36 cubic ft. boot.

"P76 Deluxe" models feature single headlights, "P76 Super" and "P76 Executive" models feature twin headlights.

Two engines are available: an overhead camshaft six Cylinder of 2.6 litres (standard on Deluxe and Super models) developing 121 BHP and 165 lb/ft of torque; and an all-aluminium pushrod V8 (optional on Deluxe and

Super, standard on Executive) of 4.4 litres which develops 192 BHP and 285 lb/ft of torque.

Transmissions available are a 3-speed column manual and 4-speed floor mounted manual, and three speeds automatic either floor or column mounted.

Standard engine/transmission combinations are:

P76 Deluxe: OHC six cylinder, 3 speed column manual (four-speed floor manual and three-speed column automatic transmissions optional, V8 engine optional).

P76 Super: OHC six cylinder/four-speed manual, floor mounted. (Three speed column or floor mounted automatic transmission optional, V8 engine optional).

P76 Executive: Three speed floor auto/V8 engine standard.

The P76 is the first Australian car designed specifically to accommodate an all-alloy V8 engine (this engine is actually lighter than the standard equipment six cylinder engine), and this has allowed significant weight savings throughout the car.

The P76 is between 150 lbs and 450 lbs lighter than a comparably equipped car of similar size. Positive benefits of this are, greatly decreased





stress on major components, less tyre wear, lower fuel consumption, higher power to weight ratio and exceptional disc brake pad mileage.

Major dimensions of Leyland P76 are:

Length	192.05 ins.
Width	75.2 ins.
Height	54.1 ins.
Wheelbase	111.24 ins.
Track front	59.5 ins.
Track rear	59.7 ins.

Kerb weight

Deluxe	2813 lbs.
Super	2835 lbs.
Executive	2905 lbs.

The P76 body is a monocoque of pressed steel construction, with forward opening bonnet and reinforced doors containing side impact rails for greater occupant protection.

Suspension at the front is by Macpherson struts and coil springs, plus an anti-roll bar; rear suspension is by coils and four link rear axle location with separate dampers.

Steering is rack and pinion with a jointed steering column to minimise cabin penetration in frontal collisions, plus a collapsible hub to minimise driver injury should he not be wearing a seat belt.

All P76 models (Deluxe, Super and Executive) are fitted with power assisted ventilated front disc brakes of 10.75 in diameter and 1" width as standard equipment.

The hand brake is located on the right side of the driver's seat and folds down after application for easier entry and exit.

Apart from the positive features built into the car, the P76 is covered by Leyland Australia's unique Buyer Protection Plan, which ensures the buyer of a better built and better backed vehicle.

There are 15 colours in the P76 paint range (including metallic) and four interior trim colours, giving the buyer extremely wide scope.

Specification - Executive

Car	1976 Leyland P76
Engine	4416 cc/V8/OHV
Power	192 bhp @ 4250 rpm
Torque	285 lb ft@ 2500 rpm
Top speed	107 mph (172 Km/h)
0-60 mph	Approx 9 seconds
Transmission	3-speed manual
Fuel consumption	15-18 mpg (15.6 – 13 litre per 100 Km.)

Naming the P76

The name of the P76 derived from the car's codename while in development (Project 76). The official line was that the P76 was an original Australian designed and built Large Family Car, with no overseas counterpart and that P76 stood for "Project 1976". Motoring writer Tony Davis suggests that the project number came from the back of Leyland chief Lord Stokes' watch which he read during a business meeting.

P76 today 40 years on.

The P76 continues to have a loyal following of owners who have great enthusiasm for the car. There are at least nine P76 owners clubs in Australia and New Zealand.



THE nation's most unlikely senator, Ricky Muir of the Australian Motoring Enthusiast Party, is facing his first political crisis with the sacking of the four-person Victorian state council that helped propel him to power.

AMEP media spokesman Keith Littler confirmed that the party's management team in Queensland had written to its "Federal State Council" in Victoria, a group of four volunteers, informing them that their positions had been terminated.

However, the Victorian members have vowed to stay and fight, splitting the micro-party even before its representative has taken his seat in parliament. Vice-chairman Stuart Brown said the Queensland branch could not sack them as they were appointed by their Victorian membership. "We are not their employees. We are answerable to our members not to a few people in Queensland," he said. "The board of this party has become very dysfunctional." Mr Brown said the deposed council was lobbying its members last night to remain in office.

Simmering tensions in the party boiled over two weeks ago when the central executive under Mr Littler revoked the access of the Victorian council to the party data base, according to Mr Brown. Party chairman Tony Standfield wrote to members saying that the Victorian council had "shown a blatant disregard for the direction and instructions set by the AMEP central executive.

This suggests the office bearers of the Victorian FSC have no intention of following AMEP strategies as advised either verbally or in writing. "Senator-elect Muir, from Denison in central Gippsland, won the seat after attracting 16,604 primary votes, or less than half a per cent of the vote in Victoria. The 32-year-old father of five ran for the Senate on a platform of road safety and the rights of 4WD vehicle fans.

- See more at: <http://www.theaustralian.com.au/national-affairs/driving-lovers-sack-campaign-council/story-fn59niix-1226734352634#sthash.xPZTDH7o.dpuf>

Committee Reports

President's Report

Two major things the committee has undertaken since the last President's Page.

Spares. Our new Parts and Tech guru (Brian) has put together a list of spares that we believe should be in the "to be manufactured bin", and the committee has started to prioritise these. Main engine bearings are on order as the manufacturer ACL is about to close up the manufacturing plant. We have purchased a small number of sets of points for the V8 – the last lot in Australia. We also have on order some sets of the VRS gasket kits as these are also manufactured by ACL.

We are also looking at purchasing a few more front struts from the manufacturer as of those purchased earlier this year only one set remains unsold.

As these are received into stock, and progressively sold, then we will move on to the next items on the priority list. A few items we are concentrating on include arm rests for the doors; S/S stone guards for the rear wheel arches. The work of the Committees over the past few years in building a healthy bank balance is now paying off, as we can afford these purchases.

Brian will also start to put together a list of suppliers who hold stock of parts or who have done good work in repairing or refurbishing parts for the Club or for members so that we are all aware of these sources.

Constitution. Our Constitution which was put together by Rick Perceval back in 2007 may require some changes so that it complies with the most recent changes to the Act that specifies what documents such as Constitutions; Model Rules etc must contain. We were advised of the requirements of the new Act last November by the Department of Justice, but in that letter were also advised that as our Constitution was not a copy of the model rules, that we would not have to make any of the mandatory changes until we decided to make any other change. We have now recently been advised that this is likely no longer the case. As a result we have sought some legal advice to provide the Committee with the actions and changes that we may have to make. If such changes are made we would need to call an extraordinary general meeting to have these changes approved by the membership. We have as yet not received a response from the legal firm from whom we have sought advice.

I doubt there will be any significant changes required as our constitution was based on the Act as it was in 2007, and the changes to the Act were more technical than substantive, for example under the new Act the Public Officer of the Club now has to be the Secretary. Our current Constitution does not make the link between Public Officer and

Secretary, although in practise this is the case. David Walker as Secretary also has assumed the role as public officer. We will keep you apprised of progress on this as we get advice from our legal firm. **Safe and Happy Driving**

Ken



Minutes of the Leyland P76 Owners Club of Victoria



Committee Meeting 7/10/13

The President declared the meeting open at 7:22pm.

Present

President	Ken	Social Secretary	N/A
Vice President	Marcus	Treasurer	
Editor	Martyn	Club Members	
Secretary	David	Parts & Tech	N/A
Registrar	Rachel		
Apologies	Silvia, Brian & Travis		

Previous Minutes

The minutes of the last committee meetings dated 2/9/13 were tabled and accepted as a true record.

Proposed by Ken, Seconded by Rachel.

Business arising

- P76 Shitbox rally car support & donation request. New car being built, Committee happy to continue support if required.
- N.F.S.A have received the "Carmakers" film and it has be checked and is perfect condition.

Correspondence

In

- Email re: Shitbox rally P76.
- Email re: Carmakers movie. Recept & thanks from National Film and Sound Archives.
- Email from ACL re: Engine bearings.

Out

- Insurance renewal sent.

Reports

President:	Discussion held regarding the P76 Shitbox rally car and the clubs oblations to the participants. The Committee is happy to continue support whoever is running a P76 in the event.
Vice President:	Strut inserts are still available from supplier. Marcus will contact to discuss purchase of remaining stock.
Treasurer	Detailed report provided.
Editor	July/August mag sent. September mag in production.
Parts and Tech	Various parts reproduction projects planned. Report provided on current projects.
Registrar	Report provided. New membership stickers required.
Secretary	Insurance paid. V8 Main Bearings – Should be finished by the end of October. Quote obtained for under bonnet sticker kits Sticker quote required for P76 club membership stickers.
Social Secretary	Combined Mini club/P76 club "Western Tour" in November. David to get more details from the VMCI

General Business

- Martyn motioned to pay the Warrick family \$100 for expenses for the recent club run. 2nd David. Passed. Ken to send a thank you letter and cheque.
- Model rules. Recent changes through Consumer Affairs require review of the Constitution. David and Ken to follow up.
- Concourse Trophies. Marcus to organise.

Close of Business

The Meeting was closed at 9.00pm

The next committee meeting will be held at the East Malvern RSL – Monday 4/11/2013.

Coming Events

2013 P76 Concourse

Everybody is asking about this years concourse. We have decided that this year we will piggy back our annual concourse on the BMC Experience Grand Day Out Event held in December . **Full Details October Magazine**

Benalla Cruise and Shine Oct 27 Winton Motor Raceway, 41 Fox St Winton 9.00am to 4.00pm Vehicle Entry \$10

Motorclassica, Vic Oct 25-27 Royal Exhibition Buildings 9 Nicholson St Carlton 9:00am to 5:00PM Admission Adult \$30

Melbourne Cup Day Swap meet Nov 5 Eastfield Park Trotting Tracxk, Eastfield Rd Croyden

Romsey Swap Meet Nov 10 Romsey Recreation Reserve Romsey 6.00am to 1.00pm

Varry Valley Swap Meet Nov 10 Wandin East Recreation Reserve Cnr Parker and Old Bakers Rd Wandin East 7:00am to 1:00pm

Bendigo Swap Meet Nov 16-17 Bendigo Showgrounds Holmes Rd Bendigo.

Lara Classic Car Show Nov 24 Pirra House 110 Windermere Rd Lara 9.00am to 2:00pm



Member Articles

Sent in by John Ernst



A new addition to the Leongatha Daffodil Festival in 2013 was a display by the South Gippsland Branch of the Gippsland Historical Auto Club. Member Brian Crocker proudly had his 1973 Leyland P76 V8 on show. C123613



Leyland P76

Identification Guide



P76. Anything but average

This document was produced by Rick Perceval mostly from original Leyland Australia service bulletins, manuals and other related Leyland Australia documentation combined with careful examination of a large range of photographs or physical P76 compliance plates but it also does contain information from other people including uncertified sources. It was produced for the members of the Victorian P76 Owners Club and all P76 enthusiasts across Australia in August 2013

Disclaimer - Please note : The intent of this document and the information contained within it are provided for the purpose of assisting people to more accurately identify the different variations of the Leyland P76 motor car and its derivatives as built by Leyland Australia in an attempt to prevent potentially rare cars from becoming destroyed or lost. This document is not complete nor is its accuracy guaranteed and so it should be used only as a general guide and should never replace any due diligence or historical research into any car or be allowed to affect any purchasing decisions.

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Section 1 Leyland P76 Chassis Numbering System 1

First Numbering System - 4 digit serial numbers

This numbering series was based on Model types produced and used from start of production until the end of February 1974 after which they changed to a system to more accurately identify bodies and build date.

-- No Targa Florios could have been in this numbering system --

P76 076 B4S4 A44 1234 Built 5 / 73 Seating Capacity 5

(This car was actually an Executive fitted with V8 motor, T-Bar Automatic and Bucket Seats as it seats 5)

P76 076 A4S2 N26 1234 Built 9 / 73 Seating Capacity 6

(This car was actually a Deluxe fitted with L6 motor, Column Manual and a front Bench Seat as it seats 6)

P76 076 B4S3 C44 1234 Built 10 / 73 Seating Capacity 5

(This car was actually an Super fitted with V8 motor, Column Automatic and Bucket Seats as it seats 5)

P76 076 - Prefix is common in 4 digit cars but there has been variants seen by intention or mistake ...

P76 - without the "076" behind it is reported to have been seen

P.76 076 - Probably only used in the 5 digit serial number cars

A4 = Manual - 4 Door

B4 = Automatic - 4 Door

S1 = Saloon - No confirmed examples have ever been found of this model ever actually being built

S2 = Saloon - Deluxe

S3 = Saloon - Super

S4 = Saloon - Executive

A = Automatic - Floor Shift T-Bar Auto

C = Automatic - Column Shift

N = Manual - Column Shift

M = Manual - Floor Shift

26 = 2600 L6

44 = 4400 V8

All Variations on Production build started with serial number 1001 Examples

The first Deluxe L6 Column Manual had 1001 as its build number in this series	076A4S2N26-1001
The first Deluxe L6 Floor Shift Manual had 1001 as its build number in this series	076A4S2M26-1001
The first Deluxe L6 Column Auto had 1001 as its build number in this series	076B3S2C26-1001
The first Deluxe V8 Column Manual had 1001 as its build number in this series	076A4S2N44-1001
The first Deluxe V8 Floor Shift Manual had 1001 as its build number in this series	076A4S2M44-1001
The first Deluxe V8 Column Auto had 1001 as its build number in this series	076B4S2C44-1001
The first Super L6 Floor Shift Manual had 1001 as its build number in this series	076B4S3M26-1001
The first Super L6 Column Auto had 1001 as its build number in this series	076B4S3C26-1001
The first Super L6 Floor Shift Auto had 1001 as its build number in this series	076B4S3A26-1001
The first Super V8 Floor Shift Manual had 1001 as its build number in this series	076B4S3M44-1001
The first Super V8 Column Auto had 1001 as its build number in this series	076B4S3C44-1001
The first Super V8 Floor Shift Auto had 1001 as its build number in this series	076B4S3A44-1001
The first Executive V8 Floor Shift Auto had 1001 as its build number in this series	076B4S4A44-1001

Section 2 Leyland P76 Chassis numbering system 2

Second Numbering System - 5 digit serial numbers

1st March 1974 to end of Production -- All Targa Florios are in this numbering system--

P.76 076 D4S2N26 / 12345 Built 6-74/24 Seating Cap 6

(This car was actually a Deluxe fitted with L6 motor, Column Manual and Bench Seat as it seats 6)

P.76 076 E4S3A44 / 12345 Built 7-74/31 Seating Cap 5

(This car was actually a Super fitted with V8 motor, T-bar Automatic and Bucket Seats as it seats 5)

P.76 076 D4S2M44 / 12345 Built 9-74/39 Seating Cap 5

(This car was actually a Deluxe fitted with V8 motor, Four Speed Manual (floor) and Bucket Seats (Luxury pack) as it seats 5)

P.76 076 - probably only used in 5 digit serial number cars

P76 076 - Prefix is common in Four digit cars but it has its variants by intention or mistake ...

P76 - without the "076" behind it is reported to have been seen

D4 = Manual 4 Door - Changed for the 5 digit body number cars

E4 = Automatic 4 Door - Changed for the 5 digit body number cars

S1 = Saloon - *No confirmed examples have ever been found of this model ever actually being built*

S2 = Saloon - Deluxe

S3 = Saloon - Super

S4 = Saloon - Executive

A = Automatic - Floor Shift T-Bar Auto

C = Automatic - Column Shift

N = Manual - Column Shift

M = Manual - Floor Shift

26 = 2600 L6

44 = 4400 V8

17875 or whatever – Ultimately represents the body number as it was produced. This 5 digit number is individual to all cars in this numbering system.

Date : 9-74 / 39 9th Month (September) 1974 with the 39 meaning the manufacturing week number of 1974

Based on information supplied from Gary Mentaplay back in 2002 - It appears that Leyland used what is now called the ISO8601 week numbering system that is now common across Europe which means that each week number is decided by the Thursday in it.

Week 13 28th March to 3rd April Week 29 18th July to 24th July

Week 14 4th April to 10th April Week 30 25th July to 31st July

Week 15 11th April to 17th April Week 31 1st August to 7th August

Week 16 18th April to 24th April Week 32 8th August to 14th August

Week 17 25th April to 1st May Week 33 15th August to 21st August

Week 18 2nd May to 8th May Week 34 22nd August to 28th August

Week 19 9th May to 15th May Week 35 29th August to 4th September

Week 20 16th May to 22nd May Week 36 5th September to 11th September

Week 21 23rd May to 29th May Week 37 12th September to 18th September

Week 22 30th May to 5th June Week 38 19th September to 25th September

Week 23 6th June to 12th June Week 39 26th September to 2nd October

Week 24 13th June to 19th June Week 40 3rd October to 9th October

Week 25 20th June to 26th June Week 41 10th October to 16th October

Week 26 27th June to 3rd July Week 42 17th October to 23rd October

Week 27 4th July to 10th July Week 43 24th October to 30th October

Week 28 11th July to 17th July Week 44 31st October to 6th November

Section 3 Leyland P76 - Engine numbering System

P76 L6 Engine Numbers (2.6 litre)

The P76 engine numbers were decided by the capacity of the engine in litres "26" (2.6 litre)

then the next two digits identified the options fitted to the engine at assembly "00" (Auto DrivePlate)

After this came the build number in sequence of the type or motor starting at "1001" (First number)

Hence "2600 1001" is the first inline 6 cyl Automatic engine built

Prefix options

2600 Automatic drive plate fitted – no other options

2601 Manual Flywheel fitted (3 Speed) – no other options

2603 Manual Flywheel fitted (4 Speed) – no other options

Power Steering or Air conditioning were not offered by Leyland on the 2.6 litre six engine

P76 V8 Engine Numbers (4.4 litre)

The P76 V8 engine numbers were decided by the capacity of the engine in litres "44" (4.4 litre)

then the next two digits identified the options fitted to the engine at assembly "00" (Auto Driveplate)

After this came the build number in sequence of the motor and options starting at "1001" (First number)

Hence "4400 1001" is the first V8 Automatic only engine built

"4410 1022" is the 22nd V8 3 Speed Manual with air conditioning

"4412 1048" is the 48th V8 Automatic with air conditioning and power steering

"4413 1005" is the 5th V8 4 Speed Manual with air conditioning and power steering

Prefix options

4400 Automatic drive plate fitted – no other options

4401 Manual Flywheel fitted (4 Speed) – no other options

4402 Manual Flywheel fitted (3 Speed) – no other options

4404 Automatic drive plate fitted and Power Steering Pump

4406 Manual Flywheel fitted (4 Speed) and Power Steering Pump

4407 Manual Flywheel fitted (3 Speed) and Power Steering Pump

4408 Automatic drive plate fitted and Air Conditioning compressor

4409 Manual Flywheel fitted (4 Speed) and Air Conditioning compressor

4410 Manual Flywheel fitted (3 Speed) and Air Conditioning compressor

4412 Automatic drive plate fitted with Power Steering Pump and Air Conditioning compressor

4413 Manual Flywheel fitted (4 Speed) with Power Steering Pump and Air Conditioning compressor

4414 Manual Flywheel fitted (3 Speed) with Power Steering Pump and Air Conditioning compressor

4416 Factory Replacement Motor

4417 "Terrier" low compression truck motor (painted RED)

Section 4 Leyland P76 - ADR - Compliance plates

There are FOUR distinct "blanks" used for the P76 compliance plates as automatic cars had to comply with ADR rule No 9 relating to automatics only and so it was not shown on manual cars

4 Digit - Manual gearbox compliance plate (no ADR 9)

4 Digit - Automatic gearbox compliance plate

5 Digit - Manual gearbox compliance plate (no ADR 9)

5 Digit - Automatic gearbox compliance plate

The information on the blanks , who made it , compliance , ADR numbers and approval to fix to the car are very consistent through out all the plates used by Leyland and so this information was clearly "pre fixed" to the plates in some way. The P76 compliance plates were either supplied in bulk to Leyland with most of the information already pressed on them or the pressing tools had most of the information fixed on them. Only the things that changed from car to car were pressed into the plate before being used. Only the chassis type and number, build date and seating capacities were likely pressed into the plate by Leyland employees before the plate was eventually fitted to the car. As these stamps appear to have been manually loaded and pressed there seems to be a lot of room for some human errors to creep in.

Some known anomalies in cars are the first characters being only "P76" while most of the 4 digit chassis number cars have "P76 076" with most of the 5 digit chassis number cars having "P.76 076". One of my compliance plates is in the 4 number scheme and yet it has no spaces after the 076 and at the end of the descriptor there is a slash and then a space before the number - this is different to most other 4 digit plates. It is quite possible that occasionally common letters and numbers could be transposed or things like build dates or seating capacities be loaded wrong and then go un-noticed in the rush of production. I have heard of a mid production P76 car with a supposed build date of 1972.

Close examination of multiple compliance plates shows some interesting things.

In the examination group were multiple P76 compliance plates dated from 5/73 thru to 9/74

1: The seating capacity number appears to be in a relatively fixed position on the plate suggesting that it may have only been allowed one digit in a tight fixed position in the stamper.

2 : The chassis number and build date are vertically relative to each other and in the same horizontal alignment of the other characters but the vertical and left justification is not relative to the seating capacity number or any other characters on the stamp.

Minor chassis number vertical height variations could be caused by new stamp sets being used with slightly different offsets but nothing explains the intermittent left justification of the chassis number and build dates; pretty well whatever the person who loaded it thought was right won on the day.

This suggests a specific tool with an alignment block to put the plate in for the pressing of the numbers, which is basically what you would expect but an allowance was made for plenty of flexibility in what they could stamp with a large area for blanks preceding or trailing the chassis number area "one tool does all".

Chassis numbers with an "X"

A chassis number with a "X" is not likely to be an accident as "X" is not a character used anywhere on a normal P76 compliance plate and the plate number is likely taken from the number stamped on the physical body. To place an "X" in the number would force the worker to specifically locate a stamp they did not normally use and load it into the tool with the rest of the numbers. As the location on the "X" in the chassis number is consistent on all recorded cars, it is very unlikely to be a mistake - No definitive information clarifies why so very few cars have compliance plates with an "X" in them but similar things have been done by other manufacturers to track tests, alterations or special builds. One known "X" car has a history of being used by Leyland as a road going development tool and has many minor modifications not found on other "normal" P76's.

Australian Design Rules on the P76 compliance plates

Some of the examined compliance plates and the ADR numbers listed on them

Leyland P76 Cars - 4 digit numbers

P76 076 B4S4 A44 1234 Built 5 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 B4S3 C26 1234 Built 8 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 X4S3 C44 1234 Built 8 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 A4S2 N26 1234 Built 9 / 73 - Seat 6 : 1,2,3,4,5a,6,7,8,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 B4S4 A44 1234 Built 9 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 B4S3 C44 1234 Built 9 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 A4S2 N44 1234 Built 10 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 X4S3 C26 1234 Built 10 / 73 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 B4S4 A44 1234 Built 1 / 74 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 B4S4 A44 1234 Built 1 / 74 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26
P76 076 X4S4 A44 1234 Built 1 / 74 - Seat 5 : 1,2,3,4,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,24,25,26

Leyland P76 Cars - 5 digit numbers

P.76 076 E4S4A44/12345 Built 6-74/24 - Seat 5 :
1,2,3,4a,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,23,24,25,27,28
P.76 076 E4S4A44/12345 Built 6-74/26 - Seat 5 :
1,2,3,4a,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,23,24,25,27,28
P.76 076 E4S3A44/12345 Built 7-74/31 - Seat 5 :
1,2,3,4a,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,23,24,25,27,28
P.76 076 E4S3A44/12345 Built 8-74/36 - Seat 5 :
1,2,3,4a,5a,6,7,8,9,10b,11,12,14,15,16,18,20,21,22,23,24,25,27,28
P.76 076 D4S2M44/12345 Built 9-74/39 - Seat 5 : 1,2,3,4a,5a,6,7,8,10b,11,12,14,15,16,18,20,21,22,23,24,25,27,28

No Chassis No Rule Description Effective Date

- 1 All Reversing lamps when in reverse gear, amber or white colour Jan 1972
- 2 All Part and full lock door positions, burst proof locks Jan 1971
- 3 All Front seat frame and its anchorage strength Jan 1972

4 4 digit Seat belt types etc, lap-sash on all seating adjacent to side walls Jan 1971

4a 5 digit Updated Seat belt standards, better definitions for retractors etc Jan 1974

- 5a All Seat belt mounting locations , anchorage points etc Jan 1971
- 6 All Turn signals, view angles , brightness and colour – side lamps optional Jan 1973
- 7 All Hydraulic Brake lines and fittings standard Jan 1970
- 8 All Safety Glass requirements (adopted from everyone else) Jan 1971

9 4 and 5 digit Requirements for control of Automatic transmissions (auto cars only) Jan 1972

- 10b All Collapsible Steering column etc Jan 1973
- 11 All Sun Visor Standards and safety Jan 1973
- 12 All Standard for glare and reflections in drivers field of view Jan 1973
- 14 All Rear vision mirror standard Jan 1972
- 15 All Windscreen demister specs and requirements Jan 1973
- 16 All Windscreen wipers and washers specs and requirements Jan 1973
- 18 All Location and visibility of instruments Jan 1973
- 20 All Safety rims on car Jan 1970
- 21 All Instrument and dash panels – standard to reduce injury to occupants Jan 1973
- 22 All Head Restraints for the front seats Jan 1972

23 5 digit New Tyre Standards for all cars Jan 1974

24 All Tyre and Rim standards Jan 1973

25 All Anti Theft Steering Locks Jan 1972

26 4 digit Specific Emission standard mostly at idle – replaced by rule 27 Jan 1972

27 5 digit Specific Emission standards across the board Jan 1974

28 5 digit Noise Specs Jan 1974

Section 5 Leyland P76 – The Targa Florio

The World cup rally didn't start in London until May 5th 1974 and finished in Munich on May 25th. No one could have known they would win the "Targa Florio" stage of the rally in mid May and so allowing for communication delays, model concepts, stripe and styling, advertising planning, pre-production makeup and delivery of parts, build scheduling, and finally construction of the cars - no production Targas could have existed much before June 1st 1974.

Initially only about 600 Targa Florios in Omega Navy were planned but interest was greater than expected and so more were produced in three confirmed colours to help clear stock before the plant closed in late 1974. Some other "one off" colours have been sighted by people but they remain unconfirmed as Targas at this point.

All Targas are based on V8 Supers with T-Bar Auto's without any proven exceptions and bear the 5 digit number compliance plates with the prefix of P.76 076 E4S3A44 / ????? built after late May 1974. Although it is possible some cars had manuals fitted by the dealers and there were some motors made with 4 speed manual flywheels and power steering so it is possible there was a couple of manuals you would need clear proof of it. Targas in colours others than the excepted three would also be very hard to prove and to convince anyone you would need to have the original and correct owners manual for the car listing it as a Targa Florio with the chassis number/engine number and changes all detailed in it.

Known Targa Florio Colours and Trims ...

Most Targas were made in

Omega Navy (Dark Metallic Blue) and fitted with Parchment (Cream) trim

But I have seen Blue Targas with factory brown carpet , cream carpet and finally blue carpet all matching to the door trims and in the correct loop pile as used in all Supers. Substantially lesser numbers were made in this colour and they seem to be only later builds.

Nutmeg (Dark Metallic Brown) and fitted with Parchment (Cream) trim

I have only seen brown carpet in these cars and a lot didn't get stripes or only had "Targa" on the back. Very Rare are the last clearly identified colour and seems to be only in late builds.

Aspen Green (mid Metallic Green) and fitted with Imperial Leather (Brown) trim

The few I have seen have all had brown carpet and the stripes fitted.

Standard Equipment on Targas ...

- Power Steering - needs a 4404 engine number (Not STD on Super)
- Alloy Wheels (Not STD on Super)
- Radial 185 "Sport" tyres (Not STD on Super)
- AM Radio fitted with built in fader control and front / back speakers (Not STD on Super)
 - one in the crash pad and one in the rear parcel shelf.
- Power Aerial with dash mounted switch (Not STD on Super)
- Laminated Glass front windscreen (Not STD on Super)
- Reclining Front Seat options was fitted but without rear map pockets (Not STD on Super)
- Full T-Bar console (Not STD on Super)
- Limited Slip Differential (Not STD on any other car)
- Silver "Targa" Stripe kit (Not STD on any other car)

Only one other main option was known to be offered ..

Factory Air conditioning - needs a 4412 engine number (Not STD on any other car)

Other options and alterations

Towards the end of closure of the plant, nearly anything could be got to make the sale.

Any of the other general options were available if it made the sale and the dealer could fit them ..

The Stripe Kit could be "deleted" and was placed in the boot (mostly I have seen this on Nutmeg cars ?)

Tacho's and Excess Force 7 steering wheels became limitedly available late in the run

Section 6 Specific Chassis or Body Numbers from Leyland Information

Leyland Australia Service bulletin –

Campaign 2T2Y C 23/73 dated 27-09-1973

Start of factory fitment of rear muffler shield to prevent potential over heating of rear seat cushion

Deluxe Six Column Automatic C/n 076B4S2C26 - 1764

Deluxe Six 4 speed floor Shift Manual C/n 076A4S2M26 - 1104

Deluxe Six 3 speed Column Manual C/n 076A4S2N26 - 1898

Deluxe V8 Column Automatic C/n 076B4S2C44 - 1758

Deluxe V8 4 speed floor Shift Manual C/n 076A4S2M44 - 1099

Deluxe V8 3 speed Column Manual C/n 076A4S2N44 - 1489

Super Six T-Bar floor Automatic C/n 076B4S3A26 - 1160

Super Six Column Automatic C/n 076B4S3C26 - 1517

Super Six 4 speed floor Shift Manual C/n 076A4S3M26 - 1253

Super V8 T-Bar floor Automatic C/n 076B4S3A44 - 1648

Super V8 Column Automatic C/n 076B4S3C44 - 1942

Super V8 4 speed floor Shift Manual C/n 076A4S3M44 - 1198

Executive V8 T-Bar floor Automatic C/n 076B4S4A44 - 1652

Leyland Australia Service bulletin –

F.O. 31 C 34/73 dated 30-11-1973

Front Suspension cross-member location and reinforcement plate added in production from

Deluxe BODY Number 3267

Super BODY Number 2932

Executive BODY Number 734

Leyland Australia Service bulletin – From Administration

F.O. 31 C 34/73 dated 01-03-1974

Queensland Flood damaged cars not covered under warranty

Deluxe Six Column Automatic C/n 076B4S2C26 - 2221 / 2600-3137

Deluxe Six 3 speed Column Manual C/n 076B4S2N26 - 2451 / 2601-2455

Deluxe V8 Column Automatic C/n 076B4S2C44 - 1012 / 4400-1204

Deluxe V8 4 speed floor Shift Manual C/n 076A4S2M44 - 1129 / 4401-1373

Super Six Column Automatic C/n 076B4S3C26 - 1625 / 2600-2873

Super V8 Column Automatic C/n 076B4S3C44 - 1126 / 4400-1198

Super V8 Column Automatic C/n 076B4S3C44 - 1526 / 4400-2020

Super V8 T-Bar floor Automatic C/n 076B4S3C44 - 2209 / 4400-4708

Super V8 4 speed floor Shift Manual C/n 076A4S3M44 - 1455 / 4401 1747

Executive V8 T-Bar floor Automatic C/n 076B4S4A44 - 1382 / 4404-1843

Executive V8 T-Bar floor Automatic C/n 076B4S4A44 - 2226 / 4408-1066

Air-conditioning but no power steering

Executive V8 T-Bar floor Automatic C/n 076B4S4A44 - 2310 / 4400-4784

No power steering

Leyland Australia Service bulletin – Technical Campaign 4B8Y

F.O.12 EXP. - P.S. - C 12/74 dated 03-06-74

Automatic Transmission dipstick tube modification

Introduced on Body Serial number 14182

Section 7 Specific Engine Numbers from Leyland Information

Leyland Australia Service bulletin – Technical bulletins x 2

F.O. - P.S. - C 18/73 initial but no engine numbers dated 02-07-1973

F.O. - P.S. - C 05/75 clarifies engine numbers affected dated 28-01-1975

V8 Oil Starvation under heavy breaking altered sump baffle AYD.0103 – when fitted in production

V8 Engine no 4400-2905 = 1950 motors built with Auto driveplate

V8 Engine no 4401-1178 = 178 motors built with Manual 4 speed flywheel

V8 Engine no 4402-1440 = 440 motors built with Manual 3 speed

V8 Engine no 4404-1592 = 592 motors built with Auto driveplate, Power Steering

V8 Engine no 4406-1003 = 3 motors built with Manual 4 speed flywheel, Power Steering

V8 Engine no 4408-1023 = 23 motors built with Auto driveplate, Air Conditioning

V8 Engine no 4412-1049 = 49 motors built with Auto driveplate, Power Steering, Air Con

All other V8 engines from 1001 on (clearly not produced at this point yet – in 7th 1973)

Leyland Australia Service bulletin – Technical

F.O.32 EXP.28 P.S.19 C 35/73 dated 30-11-1973

E6 oil pressure relief valve modification – when fitted in production

E6 Engine no 2600-3166 = 2166 motors built with Auto driveplate

E6 Engine no 2601-2332 = 1332 motors built with 3 speed Manual flywheel

Leyland Australia Service bulletin – Technical

F.O.38 EXP.33 P.S.22 C 41/73 dated 12-12-1973

Item 4 – V8 Inlet valve and annular grooves in the guides – when fitted in production

V8 Engine no 4400-2625 = 1625 motors built with Auto driveplate

V8 Engine no 4401-1139 = 139 motors built with Manual 4 speed flywheel

V8 Engine no 4402-1392 = 392 motors built with Manual 3 speed

No other numbers are listed

Leyland Australia Service bulletin – Technical

F.O. 9 EXP. 9 P.S. 8 C 9/74 dated 03-06-74

Starters and Concentric-Eccentric ring gear sets for V8 and E6 motors – when first fitted in Production Eccentric ring gear and starters were used from the start of production of the P76 until ..

E6 Engine no 2600-3975 = 2975 motors built with Auto driveplate

E6 Engine no 2601-3012 = 2012 motors built with 3 speed Manual flywheel

E6 Engine no 2603-1977 = 977 motors built with 4 speed Manual flywheel

V8 Engine no 4400-5627 = 4627 motors built with Auto driveplate

V8 Engine no 4404-2509 = 1509 motors built with Auto driveplate, Power Steering

V8 Engine no 4408-1152 = 152 motors built with Auto driveplate, Air Conditioning

V8 Engine no 4412-1354 = 354 motors built with Auto driveplate, Power Steering, Air Con

- All manual V8 motors used Eccentric starters and ring gears up to and past this point ...

- No other P76 engine numbers are listed

Leyland Australia Service bulletin – Technical

F.O. 14 EXP. 12 P.S. 9 C 14/74 dated 04-07-74

P76 E6 and V8 Starter motor Solenoid water sealing

E6 Engine no 2600-4028 = 3028 motors built with Auto driveplate

E6 Engine no 2601-2964 = 1964 motors built with 3 speed Manual flywheel

E6 Engine no 2603-1927 = 927 motors built with 4 speed Manual flywheel

V8 Engine no 4400-5811 = 4811 motors built with Auto driveplate

V8 Engine no 4401-2199 = 1199 motors built with Manual 4 speed flywheel

V8 Engine no 4402-2138 = 1138 motors built with Manual 3 speed

V8 Engine no 4404-2574 = 1574 motors built with Auto driveplate, Power Steering

V8 Engine no 4406-1010 = 10 motors built with Manual 4 speed flywheel, Power Steering

V8 Engine no 4408-1152 = 152 motors built with Auto driveplate, Air Conditioning

V8 Engine no 4409-1014 = 14 motors built with Manual 4 speed flywheel and Air con

V8 Engine no 4412-1364 = 364 motors built with Auto driveplate, Power Steering, Air Con

V8 Engine no 4413-1004 = 4 motors built with Manual 4 speed flywheel , PS and Air Con

All other engine types likely not yet produced or only one single motor built as numbers are listed at 1001

Leyland Australia Service bulletin – Technical

F.O. ? EXP. ? P.S. ? C ? / ? dated ???????

P76 V8 oil consumption – via fuel pump diaphragm leak – sourced from Vic club technical manual

V8 Engine no 4400-6793 = 5793 motors built with Auto driveplate

V8 Engine no 4401-2409 = 1409 motors built with Manual 4 speed flywheel

V8 Engine no 4402-2397 = 1397 motors built with Manual 3 speed

V8 Engine no 4404-3068 = 2068 motors built with Auto driveplate, Power Steering

V8 Engine no 4406-1013 = 13 motors built with Manual 4 speed flywheel, Power Steering

V8 Engine no 4408-1170 = 170 motors built with Auto driveplate, Air Conditioning

V8 Engine no 4409-1022 = 22 motors built with Manual 4 speed flywheel and Air con

V8 Engine no 4410-1033 = 33 motors built with Manual 3 speed flywheel and Air con

V8 Engine no 4412-1661 = 661 motors built with Auto driveplate, Power Steering, Air Con

V8 Engine no 4413-1006 = 6 motors built with Manual 4 speed flywheel , PS and Air Con

All other engine types likely not yet produced or only one single motor built as numbers are listed at 1001

This last Leyland Australia bulletin was only partially reprinted in a Victorian technical supplement and although it is from Leyland – I do not have the exact bulletin to confirm its source numbers and date

Remember – The numbers above are NOT “Dealer fitted options” as these cars and motors were made, stamped and recorded at the Australian Leyland factory during the physical building of the original car or motor.

Where “Dealer fitted options” were added or “retro-fitted to cars and motors, the chassis and engine numbers had long been created and already stamped on the motor and the car – so they couldn’t be changed at that point. To prove you have a rare dealer fitted option, you would need the factory owner’s

manual, receipts or similar documents showing the alterations clearly fitted by the dealer including the date.

From some of these Leyland Service bulletins we can see ..

Campaign 2T2Y C 23/73 dated 27-09-1973

Start of factory fitment of rear muffler shield to prevent over heating of rear seat cushion Around late September 1973 – total vehicles that had been built was about 6482 cars

Deluxe's built totaled 3112 cars

Six cyl Column 3 speed Manuals 898
Six cyl Column Automatics 764
Six cyl Floor shift 4 speed Manuals 104
1766 Deluxe six's
V8 Column Autos 758
V8 Column 3 speed Manuals 489
V8 Floor shift 4 speed Manuals 99
1346 Deluxe V8's

Supers built totaled 2718 cars

Six cyl Column Automatics 517
Six cyl Floor shift 4 speed Manuals 253
Six cyl Floor shift Automatics 160
930 Super Six's
V8 Column Automatics 942
V8 Floor shift Automatics 648
V8 Floor shift 4 speed Manuals 198
1788 Super V8's

Executives built totaled 652 cars

V8 Floor shift Automatics 652

These figures - represented as percentages ..in the late part of September 1973

These figures give us an insight into the anticipated sales percentages in the early stages of production

Deluxe's built totalled 3112 cars (about 48% of cars built)
Supers built totalled 2718 cars (about 42% of cars built)
Executives built totalled 652 cars (about 10% of cars built)
Six cyl motors accounted for about 42% of total engines at this point
V8 motors accounted for about 58% of total engines at this point

Deluxe's had a higher percentage of L6 motors than V8 motors at this point

L6 Deluxe's made up about 57 % of all Deluxe's made at this point
V8 Deluxe's made up about 43



CLASSIFIEDS

Parts Trader

Parts for Sale

Windscreens -The Victorian Club now has 10 new Laminated Windscreens in stock priced at \$185 Ea. Please contact Brian Carte (Parts and Tech).

Starter Motors – Reconditioned Starter Motors are available for the very reasonable price of \$135. The starters come with a 6 month replacement guarantee and are sold on a changeover basis. If you would like a starter 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 so be quick Please contact Brian Carte (Parts and Tech).

V8 Ignition Points- The club has recently managed to score the last 14 remaining P76 V8 Points in Australia Possibly the world. There is mixture of Echlin CS217V, Repco L20, Bosch GL27 contact sets. If you want a set contact Brian Carte Parts and Tech.

P76 4 Speed Manual Gearbox complete with bellhousing for sale good condition. Asking price is \$600 ono Phone 0400 289 349 or 54289349 (near Bachus Marsh).

P76 4 Speed Manual Gearbox + 3 Spd Auto \$200 for both My aim is to have them used, not scraped. Location is Rosanna, **Contact Dale 0432388942**

Parts Wanted

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

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

Vehicle Trader

Wanted to Buy Original P76 Executive Prefer nice original Executive but I will look at any unmolested V8
Contact Grant Faulkner Phone 0419503109
[email=caltexstmarys@bigpond.com](mailto:caltexstmarys@bigpond.com)

V8 Deluxe

This car is owned by one of the founding members of the Vic Club and is now offered for sale. One of the doors has a bit of rust , and the car needs new carpets. It is currently registered. It was a 6 cylinder Deluxe, but was converted to a V8 some time ago.
Best Offer

Contact Carlo Vinci on 0400119710



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