

Anything But Average

**This months Edition
The Case for the Most Collectable P76**



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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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Editorial

Fellow Pnuts

Hi thrill seekers Gong Xi Fa Cai; bringing in the year of the Horse



I hope you all had a great Xmas and New Year period. It seems to have been and gone in a flash. In this months issue we bring you a Mystery – The Case of the most collectible P76.

You might say that's easy it's the Wagon or a Force 7 but they don't count because they don't generally change hands so they are already collected (Past Tense).



Is it a Targa Florio?. Well not intending to insult Targa Owners, except for some colour changes they are pretty much all supers with V8, T Bar Auto and LSD Diff with a few transfers.

So what's left, is it the colour? There's not many Hairy Limes or Plum Loco's out there but this isn't it. Colours are skin deep and easily changed except for Spanish Olive where ugliness goes right through to the core. (There's a hint for all Spanish Olive Owners)

In fact the rarity of the beast is the result of neglect, mutation and more concern by owners for folic symbolism and appeasement for the mojo they lack, than a concern for heritage and originality.

That perhaps has you wondering. In this issue all will be revealed and we launch a campaign to get the recognition these vehicles deserve. The aim of the campaign is to preserve what's left and save them from unabated mutilation.

Is this proof that the Queen once toured in an Austin Kimberley. ?????? Photo was sent in by Rick Perceval and believed to have been taken in Samoa



Also in this issue we have an Aussie perspective look at history of the L6 Engine. I hope you enjoy this month Edition

Regards Martyn & Silvia

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 Coordinator [Dianne Bray](#) of your intention to attend Email npbray@hotmail.com or mail 24 Elijah Street Morphett Vale SA 5162

PNUTS CHARITY DRIVE



Over the years the club has in a very small way been involved with volunteer and charity support groups following catastrophic events affecting Victorian communities. Many of our members and their family members have been touched by cancer over the past years and as a committee we have decided that we would like to promote the support for the Anti Cancer Council as charity worthy of the Club's and member support.

As most of you are aware Members Ryan Ford and Rick Perceval will be entering the 2014 Shit Box Rally with a P76 they are currently building. Ryan entered the Shit Box Rally last year; an article on Ryan's trip was published in a previous issue of Anything But Average

There has been much debate around the Victorian and interstate clubs regarding the dilemma of using club assets to sponsor enthusiasts for a great time driving a P76 across Australia, and the value to the P76 movement of doing it in a P76 entry labelled as a "Shit Box". In particular the club has no mandate from its members to donate member funds to charity.

This view has been overshadowing the true purpose of the event and that is to raise money for the Cancer Council. Ryan and Rick should be commended for their efforts and are in fact bearing the cost of building and entering the car, and the operating costs throughout the event. The boys have been busy raising sponsors to help them with these costs however they have requested the support of the club to help raise the target donations that will go

Directly to the Cancer Council.

The Boy's Target is \$5,000 and they are currently half way there.

You make your donation go to the Everyday Hero website

<https://shitboxrally2014.everydayhero.com/au/ryan>

When donating, please put (P76) after your name or pseudonym if you prefer to remain anonymous

This site will issue receipts and see that all the funds are credited directly to the boys fundraising account. While we are sure that most people are aware of the fantastic job the Cancer Council performs in terms of research, prevention and detection and support for cancer patients and their families not many know much about the Shit Box Rally.

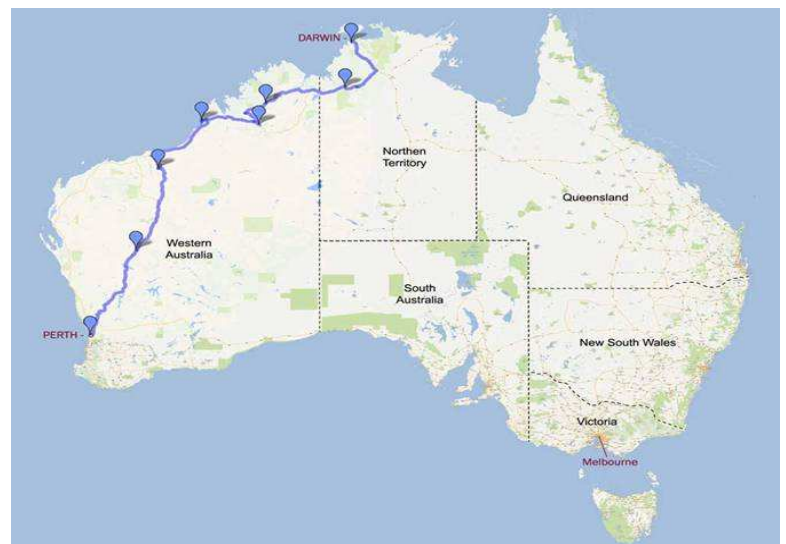


Rally Director, James Freeman, founded the rally 4 years ago. Long story short, he lost both his parents to cancer within a 12 month period, and after this tragic loss he just needed to escape from the city and clear his head.

He approached the cancer council with the view to raising \$20,000 for research, and he and a group of mates were going to drive from Sydney to Alice Springs. They raised over \$100,000 and the rally has grown incredibly ever since. Successive rally's have raised over \$3 million to date and there is an expectation that this years rally will raise \$1.5mil.

You can view a video on the Rally at <http://player.vimeo.com/video/45349918>

Entrants will be travelling from Darwin to Perth via the Gibb River Road, a road notorious for breaking 4WD's, let alone \$1000 clunkers. So it will be a true endurance test on the strength of the P76!



Here's the Challenge!!

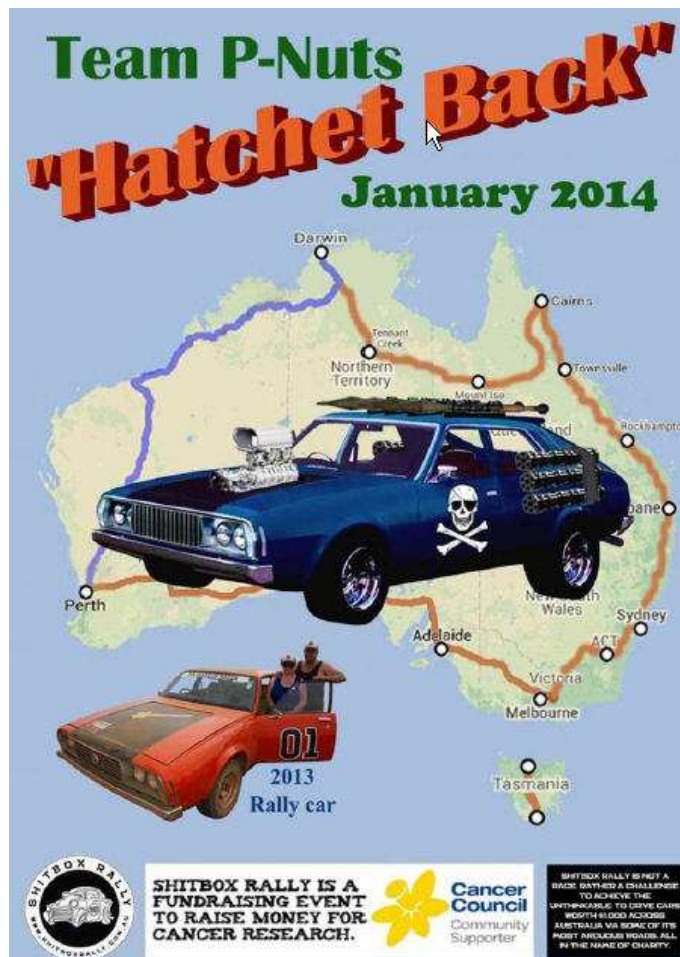
PART 1- The Victorian Club is endorsing and soliciting Vic Club Member donations in support of Ryan and Ricks fundraising efforts on behalf of the Cancer Council. The committee has endorsed a "Dollar for Dollar" matching donation (Up to Max \$200) for every dollar donated by Victorian P76 Owners Club Members and their Families

PART 2 - The P76 Owners Club of Victoria throw down the gauntlet to all of the other state clubs!!!!

This is a very worthy clause and so we hope the P76 Community can do the same. If every clubs membership donate \$200 (\$10 each from 20 members) with a matching contribution of \$200 from the relevant club there is a potential to raise the \$2400 need for Ryan and Rick to achieve their target. Don't forget the donations go directly to the Cancer Council.

If your interested in following the boys progress in the shitbox rally Ryan is creating a Facebook page

<https://www.facebook.com/ShitboxRally2013DukeOfNazza>



The boys are also producing a magazine which will provide their progress of the car, leading up to a beyond the main event. As a donor to the Cancer Council you will be a recipient of this magazine

If the rally itself is not gruelling enough one must also remember that entrants are only allowed to spend up to \$1000 on purchasing a vehicle, making it go and stop appropriately and preparing it to endure the rigors of the road ahead (or lack thereof). Spare a thought when Ryans last year entry started with the Dry Red Super Pictured Left and ended up in a condition sufficient to finish the rally all for under \$1,000.

Autumn 2014 Swap Meet - Tasmanias Premiere Swap Meet
Willis Street Council Car Park Launceston, Tasmania
Sunday March 16, 2014 (9:00 AM - 4:00 PM)

Autumn 2014 Swap Meet proudly Organised by Veteran Car Club of Aust (Tas) Inc Northern section at Willis Street Council Car Park Launceston Tasmania, Next to National Automobile Museum of Tasmania.

Event will take place on Sunday March 16, 2014.

Start time - 9 AM



Coming Events/Social Pages

MARCH
1



Ballan Swap Meet, VIC

OLD BALLAN RACECOURSE, RACECOURSE ROAD, BALLAN
7:00 AM - 1:00 PM

The Ballan Swap Meet is on Saturday 1st March 2014 at Old Ballan Racecourse. Hosted by the Ballan District Vintage Machinery and Vehicle Club Inc. the event is open to the general public from 7am.

We welcome vintage, classic, truck, tractor, stationery engine and motorcycle parts. Gates open 6am for vendors, 7am for the public. Stallholders Welcome. \$20 per site. Adults \$5. Under 16 free. Plenty of sites available with no bookings required. Entry from Friday afternoon. For more information or bookings contact Ray (03) 5368 1177 or Greg (03) 5335 7895.

MARCH
2



Shannons Car and Bike Expo, TAS

CHARLES HAND MEMORIAL PARK, HOBART
9:00 AM - 3:00 PM

The Shannons Car and Bike Expo is Tasmania's largest featuring vehicles of the last century parked in era order. All car clubs and motoring enthusiasts welcome.

The event features a swap meet, trade stands, catering and live music. Free to entrants displaying their car or bike and a gold coin donation to the Rotary Club of Lindisfarne for spectators.

All cars and bikes to be in situ by 9.45am. Enquiries Rod Belbin 0408 314 309.

MARCH
8



Melton Community Market and Car Show, VIC

TABCORP PARK, 2 FERRIS ROAD, MELTON
10:00 AM - 5:00 PM

The Melton Community Market and Car Show is being held on Saturday 8th March at Tabcorp Park, Melton.

Gates open from 10-5pm. Day features live music, car show n shine, trade and market stalls, kids entertainment. Entrants with either car or bike from 8am, \$10 entry. Spectators gold coin donation so bring the family for a fun day out.

Bookings and info 0432 738 203.

MARCH
22-23



Longford Revival Festival, TAS

PATEENA ROAD (THE FLYING MILE) IN LONGFORD, TASMANIA
9:00 AM - 5:00 PM

The Longford Revival Festival celebrates an important chapter in Tasmania's history and a vital part of the history of Longford and its surrounding regions. It is a celebration of the car races that took place from 1952 to 1968 in the town, but it is most importantly a celebration of the people that made it happen - their spirit that made Tasmania the focus of our nation, indeed, of many around the world.

MARCH
23



Devonport Motor Show, TAS

ROUNDHOUSE PARK, VICTORIA PARADE, DEVENPORT
8:30 AM - 3:00 PM

The event is open to entrants of all appropriate vehicles, including hot rods, vintage, classic, modern, modified, and motor bikes, we welcome all. Exhibits are judged by a panel and awards are given for various categories, top ten and overall.

Fun competitions are held on the day and prizes will also be won in lucky draws for the public. A good range of food and refreshments is available. Motor industry and related trade displays will be at the show.

There are activities for the children, including a vehicle poster colouring in competitions. This great motor enthusiast, club and family day has gained recognition throughout Tasmania as one of the major auto shows. The automotive industry and business is a great financial supporter of this event and money raised is used for Rotary projects.

For more info see this link.

MARCH
23



Morwell Swap Meet, VIC

TONERS LANE MORWELL VICTORIA
7:00 AM - 2:00 PM

The Morwell Swap Meet is hosted by the Latrobe Valley Branch of Gippsland Historic Automobile Club Inc and is being held on Sunday 23rd March 2014 at Toners Lane, Morwell.

Car and bike parts, antiques and collectables, tools and equipment. Fully catered, seller sites free with no bookings required. Gates open 7am for stall holders and public. Admission \$3 per person (sellers included), children under 16 free. Contact Val 03 5134 5364 or Ken 03 5126 1414.

La página de Presidentes



Happy New Year to all our members. Here we are already into our magazine for 2014 – time just seems to fly past these days. I hope you all had a great Christmas and New Year holiday, and are keen to get back into the world of the P76.

A couple of things I would like to highlight. The first being the support for the Shitbox Rally which Ryan Ford and Rick Perceval have entered with another P76. Martyn (Sir Papercuts) our erstwhile editor has written a piece for this event which I believe starts at the end of May this year. The club is supporting this event and as Martyn says will donate an equal amount to the Cancer Council as is donated by our members.

ALL funds go to the Cancer Council. Ryan and Rick are funding the cost of the event itself. I strongly support this cause and would encourage all members to donate on behalf of Ryan and Rick's efforts. Lets help make Ryan the biggest donor to this worthwhile charity. Ryan still needs about \$2500 to qualify as an entry, so dig deep please.

The redraft of the club constitution is under-way and should be available by the end of March, for presentation and (hopefully approval) at the next AGM.

Although we are without a social secretary at the moment, the committee is organising a club drive for late March. More details to be advised, but we will spend the day driving in the Dandenong Ranges and into the Yarra Valley. The event will take pretty much a whole day but we won't be driving the whole time. Time will be taken off for a breakfast, and some sight seeing in this beautiful area with perhaps a couple of stops for fossicking through some "antique" shops. More details to follow in a separate flyer.

Now that the worst of the hot weather is over (I hope), lets see more of your club cars out on the road. We hope to have a weekend trip over the Easter Weekend (18 to 21 April), but not having an organiser will make this difficult. Again more details to follow.

It was recently brought to the Committee's attention that the Leyland Australia trademark had been registered by an unknown person, and that this could have serious consequences for the P76 clubs around Australia. It transpired that this person was Doug Jenkins of BMC Publications. The following is a statement by Doug.

"I have no intention of taking any action against legitimate, not-for-profit car clubs should they use the Leyland Australia logo that I'm currently registering as a trade mark. I understand the P76 car clubs in Australia fall into this category. My aim in registering the trade mark is to ensure free use of the logo by car clubs in their publications and on their websites whilst providing a degree of protection from legal action by others."

Regards,
Doug Jenkins
BMC Publications

Safe and Happy Driving **Ken**

2014 KEILOR ROTARY

CAR & VINTAGE BIKE SHOW

Sun 4th May
AT THE HISTORIC KEILOR HOTEL
CNR OLD CALDER HWY & ARABIN ST, Keilor
(MEL MAP 14 REF J6)

EXHIBITORS
Entry from **7.30am** at Arabin St
Judging: 10am–12pm, Presentation 1.30pm

SPECTATORS
9am - 1.30pm
ADMISSION \$5.00
(UNDER 16 FREE)
Kids entertainment, band,
food & refreshments
(including all-day breaky)

ENTRY: CARS \$20.00
BIKES \$10.00
(Cars incl. driver & 1 passenger)
Free snag & soft drink for all drivers/riders

OVER 12 PRIZE CATEGORIES:
Top UK, US and EU bikes, Top Holden, Ford, Chev, Chrysler,
Original Car, Restored, Best Club Display, Classic & Real Street

\$300 in CASH PRIZES
FOR PEOPLES' & ENTRANTS' CHOICE

All Profits to Rotary Projects | www.rotarykeilor.org.au
Enquiries: Joe Raimondo M:0418 349 465 | jraimondo@trillium.com.au

Committee Reports

Part Management

Over the past 4 to 5 years the club has transformed from a financially vulnerable position to one of strength. Much of this transformation has been the result of Part Management which now puts the club in a position of opportunity to invest in parts procurement and manufacture particularly at a time when the availability of parts is leading us to become more technically innovative and strategic.

Over the past few months there has been criticism and allegations made regarding the manner in which the Club manages its parts services to members. While these allegations are upsetting to those who put in the effort to ensure that these parts are made available to members they are unequivocally baseless and the perceptions of a few. It is not the committee's intention to argue whether the perception is right or wrong but to tackle the most important issue and that is to change the perception. To do this the committee has decided to publish a policy that will be included in the club Rules. The following draft has been formulated and will be discussed at the next committee meeting. If you would like to provide input ; suggested amendment, additions or comments please email these to the Editor at gabblersdictum@dodo.com.au before Feb 28.

Policy – Parts Procurement, Storage and Distribution

Background - The Leyland P76 Owners Club of Victoria is a registered not for profit Club under the Association Incorporations Act 1981. The Club provides services to its members in accordance with the objectives aim and intentions as laid out in its Constitution. The purpose of this policy is to define a fair clear and transparent process for the supply of new old stock and second hand parts to members

Responsibility

The elected committee is responsible for all decisions regarding the commitment of Club funds to parts manufacture, purchase and supply and the maintenance of this policy. The Parts and Tech Officer is responsible for the application of this policy, the maintenance of Inventory records and distribution of parts in accordance with this policy.

Policy

Parts Purchases

Decisions regarding part procurement, purchases will be made by the committee.

For purchases and acceptance of donations for NOS, second hand parts or vehicles the committee will consider;

- Viability including access (Health and Safety), volunteer availability and cost of pick up against intrinsic value. (rarity and or historic significance)
- Current stock levels and demand
- Ability to store the components (If Required)
- Financial commitment based on return on investment and the Clubs cash and governance management
- In General the Club will not stock parts that are commercially available or where there is reliable refurbishment source but may consider exceptions where in the best interest of our membership.

The committees decisions regarding Part remanufacture will consider whether

- Viable options or alternative parts are available commercially
- The cost of minimum batch/order sizes Vs demand (Vic Club and P76 movement)
- These Items are already being produced by another source and made available at a reasonable price
- Financial commitment based on return on investment and the Clubs cash and governance management

The Committee will communicate via the National Council to ensure a National Approach to Parts Remanufacture requirements

Parts Inventory

The Parts and Tech Officer is responsible for the maintenance and publication of a Vic Club Parts Stock Inventory which will be displayed on the Club Web Site. Where stock of new, remanufactured or SH Parts

are procured by the club, the items will be quarantined from sale until they have been counted, priced, applied to the inventory and an updated version of the inventory is published for viewing by all members except where parts are wait listed (See Parts Ordering and Distribution)

Parts Availability

Parts will only made available to members of the Victorian P76 Owners Club of Victoria and Interstate and New Zealand P76 Clubs. The Parts and Tech Officer may from time to time

- place limits on quantity to be sold in a single purchase for a specified period and/or
- specify "Vic Club Members Only"

to ensure that as many Victorian Club members are given first priority to Vic Club parts and as many Vic Members as possible will benefit from the stock item quantity available.

Part Pricing

The club relies on volunteers to pick up donated and purchased vehicles/stock, dismantle non viable vehicles, clean repair and prepare components for sale and to dispose of scrap. Components are priced based on condition and availability but on a general basis must include purchase and transport and sundry costs such as trailer hire, fuel costs and waste disposal. The club does not consider parts supply as a retail transaction but prices to ensure that the club can maintain a reasonable cash flow for reinvestment in strategic purchases and remanufacture in order to meet the aims of the club. Parts pricing will be determined by the Parts and Tech Officer in consultation with the Committee to ensure continuous movement of stock to members and minimize the tie up of useable cash flow in inventory.

Parts Ordering and Distribution

Members must place their orders for parts by contacting the Parts and Tech Officer directly who will record the order on an Stock adjustment/Order Form.

Parts must be paid for prior to distribution. The Parts and Tech officer will advise published price, packing and postage costs or collection arrangements. All monies are to be forwarded by Cheque or money order made payable to the Leyland P76 Owners Club of Victoria or by EFT directly to the Club Account. Account details are published on the inside cover of the Magazine - Anything but Average.

Victorian Club Member orders for parts that are not currently in club stock will be placed on a wait list (prioritised by date of order) for that item. When stock becomes available the Parts and Tech Officer will advise availability to the wait listed members allowing first right of refusal. Should the part not be taken up by waitlisted Member(s) it will be placed in the inventory stock for general availability.

Refund Policy

Second hand club parts are not guaranteed by the club and are supplied on an "as is" basis. The club will use its best endeavors to ensure that parts it supplies are reasonably serviceable taking into account their age. In relation to engine, gearbox, differential, electrical motors, generators, air conditioning and hydraulic components the club will advise history (where established) or advise "unknown history" as appropriate.

Where a S/H Part is supplied to a member as reconditioned/refurbished or with an established history, and the component does not meet up to expectations, the club will exchange the component or refund the purchase cost to the member

Parts Storage.

The Club has purchased a Shipping Container for the storage of its part inventory. The container is located on private property at no cost to the Club. Storage space is limited and therefore all parts purchases requiring collection must be undertaken within 30 days of purchase except where formal agreed arrangements have been made to meet reasonable conditions such as distance and practical transportation. Parts ordered that have not been paid for and collected within 30 days will be returned to club stock for availability to other members.



Price is not high, but spare parts are very expensive

40 YEARS OF THE P76 TARGA FLORIO

The "Targa Florio" model was created in Mid 1974 to commemorate the stage win of a nearly standard P76 in the 1974 world cup rally. Driven by legendary Australian rally driver Evan Green. The speed and ability his V8 4 speed manual surprised the worlds best in the "Targa Florio" stage in Sicily (Italy) .

Never taken seriously and considered a "token car" by most of the professional teams , the mighty P76 thundered into first place much to the astonishment of the other teams . The P76 and its drivers were to prove their abilities and gain respect from some of the top teams during many gruelling stages including the Sahara desert where the team, in true Australian tradition turned back for stricken competitors. A broken strut forced this great attempt to drive nearly 200 kilometres before getting repairs (there was no support truck following - all the parts they could carry were in the boot).

Leyland P76. "SENSATION OF WORLD CUP RALLY WITH ITS HANDLING AND PERFORMANCE." Evan Green.

The Leyland P76, driven by private entrants Evan Green and John Bryson, was one of the handful of cars to finish the toughest-ever automotive event: the 17,000 kilometre World Cup Rally.



In doing so, it put up a remarkable performance against some of the best cars in the world, most specially prepared for the rally.

Evan Green: "The P76 ran with absolute mechanical reliability and outperformed smaller cars with big rally reputations. Its handling amazed everybody."

The big Leyland V8 won the Targa Florio

Trophy for the best performance on Sicily's famous mountain racing circuit, and another trophy for winning five special stages outright.

"On four special stages in the Spanish mountains, London-Sydney Marathon winner, Andrew Cowan was fastest. We were two seconds behind...and eight seconds ahead of the 'works' Porsche Carrera."

No wolf in sheep's clothing

Compared with many of the cars in the rally, the P76 was remarkably close to standard.

Evan Green: "One of the major reasons we chose the P76 was because we wanted a car that would be able to compete in as close to standard condition as possible. We wanted reliability."

"I believe the P76 is one of very few cars in the world that can do this."

"It is a step ahead in a number of important areas: its overall weight means better fuel consumption, more useable performance and less stress on suspension components."

"It was the best performing of the big cars yet proved as economical as the small cars."

"Our average fuel consumption for the event was 17 miles per gallon, better than Andrew Cowan's Ford Escort RS 2000."

After inspecting the finishers in Munich, the R.A.C. scrutineer said:

"This car has finished in the best condition of them all. Nothing seems to have broken, bent or cracked."

"You were unlucky not to win."

And Evan Green's final comment: "Thanks for making such a great car."

"Anything but average? It's a world beater!"



**LEYLAND P76
ANYTHING BUT AVERAGE?
(It's a world beater!)**

After a very high attrition rate the rally was shortened to help the many stricken teams a chance to get to the finish line. Eventually finishing 13th overall the P76 was one on the few cars to complete the full race distance. After the rally Leyland Australia and the team were so confident in the car that they drove the car unsupported back through an older World Cup Rally route as this provided a cheaper option to return the car to Australia . In the one rally / trip this car covered over 35,000k with only one major failure; the broken strut .

Leyland Australia celebrated this victory by releasing a limited edition Targa Florio model. The Targa Florio was actually crated with an option pack on the P76 V8 T bar Auto "Super" with Limited slip Diff, sports wheels and steering wheel, as well as special paintwork, including side stripes

In 2013 the P76 Movement celebrated 40 years since the release of the P76 to the Market. 2014 marks the 40th Anniversary since the release of the P76 Targa Florio I.

But Darling its only one more?

Much to the excitement of my wife (not) I have purchased a new P76! I received an email from Bob Findlay containing details of a Country Cream P76 Deluxe in late December. I sent roving reporter Andy Frith to the Launceston Address after confirming with the owners son that the car was for sale and still available. Andy took a heap of photos and some are included here.

He connected a battery and managed to get the taillights and oil light to glow but nothing from the starter. I talked to the owners son and then went to visit my P76 friend and panel beater Kerry Quinn who also owns a country cream which is still registered and on the road. We made a plan to go up together and see if we could attempt to give the car life again after its 29 year slumber.

To be prepared I went to my parts store and found a working fuel pump, dizzy, cap, new points, and found a working A4 WW2 Stromberg carburettor and a tested starter motor. I purchased a set of plugs and bought a new 5 litre fuel can. The idea was to make up hoses to bypass the fuel tank to run the car from fresh fuel in the engine bay.

I charged up a N70z truck battery and got the jump pack from my work as well as cleaning rags, an oil can , oil and a water bottle, spare spark plug leads wire and consumables.

On Friday the 27th I packed the work ute with the Start You Basted Kit, my jack and compressor and Kerry and I headed North. After 2 hours of driving, we met up with the Owner (A Widow) and laid eyes on the car.



After unloading the ute the 1st thing I did was to remove, the very tight champion L92 spark plugs. These were not original but were probably the second set it has been fitted with. With Plugs out I oiled the bores and turned over the engine by the crank pulley; and it was moving ok. We connected the big battery

and had to disconnect the earth lead to the alternator to make it fit and connect via the jump pack.

We turned the key and nothing the same as Andy had found. I checked around the push on wires at the starter motor and bingo a lead was not pushed on. Somehow without getting under the car and with much patience Kerry reconnected the wire.

Meanwhile I checked the cap and rotor, connected up the remote fuel set up and cleaned up the plugs none of which looked to be burning oil or signs of the blown head gasket. I was originally lead to believe that a blown head gasket was the reason why it was parked in the shed (1984).

We checked on the dash and the ignition light was glowing so we turned the key and the car wound over slowly. We had disconnected the high tension lead as we wanted plenty of oil in the ring grooves. We carried out a compression test and cylinders 1 and 3 were pretty much nothing and the others started a bit low initially but came up to around 120 psi, low but enough to get enough compression to fire.

We re fitted the champions and connected up the coil lead but it would fire. The fuel was not coming up from the pump to the carby so we removed the fuel can set up and blew through the fuel to help prime the pump and reconnected the fuel. After tuning over the engine some more the pump nozzles began to get the fuel in.

Even with carby cleaner the car would not quite fire but it was getting pretty fast on the starter by now. I decided that with the blown gaskets and low compression on 2 cylinders that perhaps the old Champoins did not have enough spark to quite fire.

WE fitted 8 new Bosch plugs and the 2nd turn of the key she fired up and it ran on the auto choke perfectly! The exhaust flange gaskets were still sealing and it was quiet. with lifters quietening down within 45 seconds.

As expected the rear exhaust blew the oil smoke and rusty exhaust from under the rear of the car. I added some water and we ran the car until the thermostat opened after which it started to burble and spit out of the radiator. I checked the instrument gauges were operating; the temp gauge was heading to H so it was working correctly.

I shut it down and checked a few other things; the neutral park switch worked, heater/demister, the hazards and reverse lights worked! This would be the 1st Leyland I have bought with perhaps the exception of James Mentiplays white Super V8, that these all worked without pulling thing out to repair them. This will make the car easy to register with perhaps

exception of the the windscreen washer pump diaphragm.

The owners daughter was visiting her mother and remembered the day that the family picked the car up brand new from Mitchell Motors. She went inside and came out with every bit of paper work that her father had for the car; the guy was very fastidious about it.

He had hand written notes with all the specifications of the big 4 cars of the era and I found the original sales receipt and also one from a Valiant dealer with a trade in price for the XY falcon SW that they traded on the P76!

It had the BPP plan service books and it was serviced by that dealer until about 1980 when it had 45,000 klms and the rest by a local servo. These added up to the current 65,000 klms to show its originality (it beats my Orange Super V8 4 speed by 4000klms at the time of its purchase (2001) It also included RACT valuations and a market vale price from the Hobart Leyland dealer Sparco when he must of been considering trading it in. There were brochures, an original price list, the comparison sheet and even letters to Mitchell motors with warranty points. I noticed that this car even though 300 cars newer than my white 6 Cyl 4 speed was bought at the same dealership It sold for \$300 the day I was there, and had mark 2 door seals and sill tread plates and as the owner used it to tow his 20 ft caravan , It had an extra trailer brake booster, electrical switch and although the car had no radio optioned new, it had 2 pull out radios under the dash ,one a CB as the car has 2 aerals on the back guards.

As it was getting late in the day I had already decided that my main aim for the day was to get it running. I

told the widow that I would take the car but arrange to have it towed to Andy Friths place in Relbia when he came back from his annual holidays.

The last thing I did was pump up 2 of the Olympic ER78 radials which seemed factory fitted (if perished) in fact there is heaps of tread left! I emailed Andrew to confirm this and the next day back at home, I pulled out a set of batch 3 cylinder heads (these are fitted with valve stem seals) and spent the day removing the blue paint from the outsides (the things you do when you are young).

These had been reconditioned in about 1990 and did about 90,000 klms on my white 4 speed car. I will get the valve seating checked, externally clean and surface them if necessary. I bought an imperial tap and dye set and went over all the inlet and exhaust threads of which some were not great. Luckily no hellicois are needed and I have been going through my gaskets without having to use or buy a new VRS set.

I am looking forward to the challenge and plan to get the car registered initially see what the driveline is like and to get a deluxe on the road in Tassie. From what I have seen I don't think there is any currently registered P76 Deluxe on the road in Tasmania although Andrew Farelley's recently sold bitter apricot would be registrable.

Kerry Quinn has already found/donated for me the left rear window section of the car which is the only area of major rust we can find in the car and I would like to respray the engine bay, and external blow over to make the car presentable and make it last.

Cheers for now Nick Kounelis Tassie Branch

Endangered Species – Next to the Force 7 and the Station Wagon What is the Rarest P76 of them all?????

Far be it from me to let the facts get in the way of a good story but there is a P76 that is fast becoming increasingly more collectable than the average and is at risk of becoming extinct due to the failure of enthusiast to recognise this fact. What could it be you may ask?????

When Leyland launched the P76 they expected that the majority of the sales would come from the L6 Version. This was not to be the case in fact 60% of all Leyland's sold were V8.

Over the years the L6 P76 has been shunned neglected or worst of all raped, having their hearts cut out and replaced with V8's by owners suffering from penis envy and mojo adrenalin. Recently a delegation of concerned citizens made an impromptu plea to the Commonwealth Government to save the 6 Cylinder P76 before it was too late. The facts were presented thus.

L6 Initial Production Numbers

Deluxe L6 Column Manual = 2342

Super L6 T Bar Auto = 380

Deluxe L6 Column Auto = 2118

Super L6 Column Auto = 1132

Deluxe L6 Four Speed Manual = 516

Super L6 Four Speed Manual = 719

Total 7207 representing 40% of the 18007 P76 vehicles produced.

Based on analysis of the National Data Base we came up with an estimate of L6 vehicles remaining. Firstly we analysed the total number of L6 Entries removed those that are known to be wrecked, of no consequence (Spanish Olive) and those which are known to have been mutilated (Some 86 victims of V8 transplant genocide) and ended up with the following numbers remaining.

L6 Calculated remaining Numbers

Deluxe L6 Column Manual = 154	Super L6 T Bar Auto = 48
Deluxe L6 Column Auto = 102	Super L6 Column Auto = 96
Deluxe L6 Four Speed Manual = 47	Super L6 Four Speed Manual = 82

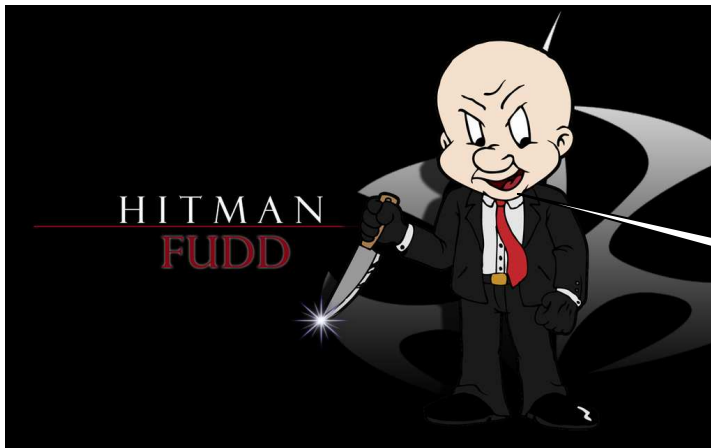
It should be noted that these numbers are those that are known to be registered and on the road and those where we have no bloody idea on whether they still exist in Shed storage or have long gone to God. So these numbers are essentially a best case scenario however I suspect that it is more likely that at least 3/4 are no longer around. Analysis of the Victorian Club records indicates;

L6 Numbers (Vic Club)

Deluxe L6 Column Manual = 3	Super L6 T Bar Auto = 0
Deluxe L6 Column Auto = 3	Super L6 Column Auto = 4
Deluxe L6 Four Speed Manual = 0	Super L6 Four Speed Manual = 5

There is one L6 T Bar Auto which currently sports a V8, you know who you are Sir, correct this blasphemy and be redeemed. Of the 15 Club listed L6, Ten are in the hands of one esteemed member collector. What's wrong with the rest of you?????

Through a recent Commonwealth Government Act, 6 Cyl P76 Vehicles have been listed as National Heritage and endangered species. The conservation of the few remaining L6 P76 is paramount. As a result these vehicles now command a level of historic respects so you Vandals and Tossa's take note that it is an offence to butcher or bastardise an L6 Vehicle. I hope your listening Mr Kneebone the Minister for Historic and Heritage Affairs the Hon Elmer Fudd is watching what happens to that original NV Green L6 Column Auto Deluxe you just purchased!



**Be Vewy Vewy Quiet Im
hunting Waw Bweakers**

In all seriousness the numbers of road going P76 L6 Variants do not number highly in any of the clubs

To address this Anything but Average will be launching a "SAVE THE SIX" Campaign

I am personally kicking things off with a pledge to repent my past sins and restore my Country Cream L6 Super as original as possible. It is a Pre Release L6 Column Auto with Casino Blue interior. It has a gas tank fitted which will have to go and I have already commenced the reconditioning of the mighty E series 2600 L6 Engine a very early Build (Engine no. 26001008). ABA wants to hear about your L6 restoration stories and purchases I can assure you the campaign is about publicity and raising Member awareness that the L6 version of the P76 is now far more collectable.

The E Series Engine Story

Designed and specially built to become the British Motor Corporation's new mid-sized engine, the E-Series had a troubled early life, but eventually matured into something very worthwhile indeed.

The E-Series was an overhead cam design, planned essentially for front-wheel drive use in the BMC range. It was intended to replace the transverse A-and B-series overhead valve designs used at the time in other BMC cars (but see also the O-series, another replacement line for the B-series). A purpose built production facility was built at Crofton Hackett south of Longbridge Birmingham to build the units. The first use of the E-series was the front-wheel drive Austin Maxi five-door hatchback of 1969, and it also appeared in the Australian Morris 1500 saloon and Morris Nomad in the same year. These models were closely based on the Austin/Morris 1000 -1300 platform, but fitted with the 1.5 L E-series. The 1500 was a four-door saloon, the Nomad a five-door hatchback.



Left Morris 1500

Below Morris 1500 Nomad Hatchback



The E-series was always intended to provide larger capacity six-cylinder engines made on the same tooling as the four-cylinder. These were intended for use in physically larger, more upmarket versions of UK and European front-wheel drive models, and for use in a mixture of mass-market front- and rear-wheel drive models sold mainly in the markets of Australia, New Zealand and South Africa. Using a common design saved time, but had drawbacks. The six-cylinder had to be short to fit transversely across the nose of a front-wheel drive car. To save such horizontal space the engines were long in stroke and had no water-jacketing between cylinder bores.

The engines were very tall though, combining long stroke with OHC. As fours and sixes shared production tooling, the four also had a long stroke and lack of water jacketing, even though it did not need the reduced width. This was especially true in later designs of transverse-engined BMC and BL cars, when the side-mounted radiator was moved to fit across the nose of the car reducing overall width of the engine considerably.

The lack of water jacketing caused considerable development problems when the 1.5 L in the Austin Maxi needed an optional larger engine size. The 1.5 L four-cylinder E-series could not be readily bored out, the placing of the gearbox directly underneath the sump made stroking the engine more difficult, and the Maxi was too narrow to accommodate a large-capacity six-cylinder. Overcoming these problems meant that even a modestly increased displacement, to 1748 cc, did not appear until 1971.

The engine was originally envisaged as a 1.3 L and 1.5 L four-cylinder, with a 2.0 L six-cylinder created by adding an additional two cylinders to the 1.3 L block. However, as development continued it appeared the 1.3 litre E-series would not have any huge benefits over the 1.3 L A-series being developed at that time from the existing 1.1L, so the smaller E-series was dropped. The result was a saving in development capital for BMC, but also meant the six-cylinder had to be developed from the 1.5 L block, creating its unusual engine size of 2227 cc.

In Australia, the E-Series as it first came to light was a means to upgrade the Morris 1100/1300 power and torque. Fraught with inherited engineering problems, the Morris 1500 had several technical gremlins (cable backlash, no detent plungers, third motion shaft circlip detachments, due to designed selective fit 'v' groove retention circlip).

The 1500 was a sales disaster, due to widespread press reports of these gearbox failures, and it forced the Australian subsidiary to accelerate the introduction of the Marina.



In 1970, the Australian subsidiary replaced the Austin 1800 with the modified and face lifted "X6" models known as the Austin Tasman and the more upmarket Austin Kimberley. These cars featured new front and rear styling and the 2.227cc 6-cylinder version of the E series engine (becoming one of the first front wheel drive cars with a transversely mounted "inline" six cylinder engine). Both models had an updated dashboard and interior but retained the "bus" like steering wheel position and gearshift approach from the 1800. The MKI Kimberly had a higher power engine fitted with twin Su carbys (MkII's reverted to single carbys like the Tasman). The X6 series



was intended to compete more effectively with the Australian-assembled rear-wheel drive six-cylinder family cars of GM Holden, Ford and Chrysler Australia. Both of the Austin cars were offered with either 4 speed manuals or a 3 speed automatic. Despite their technical superiority, updated styling, good ride, comfort, interior space and adequate power the "X6" series were somewhat underdeveloped due to a limited budget and so became ultimately commercially inferior to their competitors – eventually being superseded by the Leyland P76 in 1973.

The Australian Tasman and Kimberly models were also assembled in New Zealand in CKD form shipped from Australia and then offered for sale as Morris models in the New Zealand market.



The Marina was released with the E-Series engine in 1500 and 1750 4-cylinder forms. Eventually – by 1973, Leyland Australia had modified the L6 engine and extended the stroke of the 2200 motor to 2600 litres for final use in the L6 Marina models, conceived to compete with local market cars from GM Holden, Chrysler and Japanese imports.

The E-series did not have a considerable power output gain when it jumped from 1500 to 1750cc. To overcome the advice from the Marketing Section (about the small hike in power compared with the 1500), the Engineering Section down-rated the output of 1500cc version by adding a pressed metal choke sleeve in the induction manifold below the carburettor (Thus the 'detune' modification of a manifold choke. This really was a 'desperate act' by Engineering Department to comply with Sales Department's requests).

The 1750cc was seen as 'market adequate' by the Sales Department (when compared with the main competitors' engines). The main problem was the 1500cc in the Morris 1500-standard tune was far too close to the developed bhp of 1750cc. As the Marketing Department stated at board level, "the buyers only read engine output, eg, bhp figures and very rarely consider the torque at rpm figure". A smaller 1 1/2-inch SU carburettor was used rather than the 1 3/4 inch SU carburettor as was used on the Morris 1500. Many owners became aware of the simple modification to obtain increased power, and removed this pressed in metal sleeve. The model range had moderate sales success until the Zetland/Waterloo Pant closure which occurred in November 1974.



The 2.6 Litre E series L6 engine as mentioned was conceived to compete with local market cars from GM Holden, Chrysler and Japanese imports. While Japanese cars were coming in to the market with 2.4 - 2.6 litre Engines the Big three had moved on to producing engines above 3.0 Litre. The L6 compared favourably with the larger competitor engines in terms of Specific Power

Leyland

2623cc E6 Produced 46.18 bhp/litre

Holden

2826cc (179) Produced 41.84 bhp/litre

3310cc (202) Produced 40.79 bhp/litre

Ford

3277cc (200) Produced 39.67 bhp/litre

4100cc (250) Produced 37.80 bhp/litre

Chrysler Valiant

4003cc (245) Produced 41.14 bhp/litre

4340cc (265) Produced 46.77 Bhp/litre



The L6 fitted to the P76 underwent some changes in the P76 production cycle. Very early engines had an external oil pipe for the return of engine oil from the Overhead cam gear to the sump. On later models this was an integral part of the cylinder head casting. The Oil return pipe can be identified protruding from the cylinder head pictured above.

In addition to this physical change to the Engine construction refinements were made to the fuel delivery system with the introduction of a Vapour Separator on the outlet from the fuel pump (Pictured Below) to eliminate vapour lock and the introduction of a oval shaped air filter housing and cartridge to improve engine breathing.

The 2.6L E Series engine was also utilised in South Africa from CKD kits supplied by Leyland Australia for both Marina and P76 vehicles. E-series 6 cylinder used in South African for locally assembled Leyland Vehicles had a 2 inch SU to give higher top end performance gain.

When Leyland Australia closed its Waterloo, Sydney factory in December 1974, the tooling for the 6-cylinder engine used in the Australian market Leyland Marina and Leyland P76 was shipped over to South Africa. The Australian Marina 6-cylinder engine was subsequently installed in the South African Rover SD & SDX models.

At least four Rover SDX are known to have been privately imported to Australia.

Summary

1.5 litre E Series OHC Engines

The 1.5 L (1,485 cc) version was used in both transverse front wheel drive applications including Morris 1500, Morris Nomad, Austin Allegro and Austin Maxi and Longitudinal rear wheel drive applications including Morris/Leyland Marina - Australia). Output was 69 bhp (51 kW). Bore was 76.2 mm (3.00 in) and stroke was 81.3 mm (3.20 in).

1.75 litre E Series OHC Engines

The 1,485cc engine was enlarged to 1,748 cc in 1971 by increasing the stroke to 95.75 mm (3.770 in) but without appreciable power gain over the 1.5L. Bore remained 76.2 mm (3.00 in).

The 1.7L version was used in both transverse front wheel drive applications (Austin Allegro and Austin Maxi) and longitudinal rear wheel drive applications (Morris/Leyland Marina - Australia).

2.2 litre E Series OHC Engines

The 2,227 cc version was created by adding two cylinders to the 1.5L engine. Bore and stroke remained at the 76.2 mm (3.00 in). This version was used in transverse front wheel drive applications including Austin Tasman and Kimberley (Australia) Austin/Morris 2200, Wolseley Six/Saloon and Austin Princess..

2.6 litre E Series OHC Engines

The 2,622 cc version was created by increasing the stroke to the 95.75 mm (3.770 in) used in the 1,750 cc version. The power output was 121 bhp (90 kW) and torque 165 lb·ft (224 N·m). This variant was used in longitudinal rear-wheel-drive applications only including Leyland P76 (Australia), L6 Marina (Aust and South Africa) Rover DX and SDX 2600 Models (South Africa) and Land Rover Series 3S (South Africa)

Compiled by Martyn Hayes

A collage of various Leyland vehicles, including cars, trucks, and buses, numbered 1 through 16. The vehicles are arranged in a grid-like fashion, showcasing the range of products offered by Leyland South Africa.

Leyland South Africa manufacture the most exciting range of automotive vehicles available. Each one is a symbol in its class of engineering excellence and value for money.

From the pocket-sized Mini de luxe at R1 621 to the mighty Aveling Barford at over R51 000 you can be sure you are getting the best your money can buy. When you buy Leyland.

Leyland—geared to give you a headstart.

The Leyland South Africa logo, which consists of a stylized 'L' inside a circle, with the words 'LEYLAND' above it and 'SOUTH AFRICA' below it.

CLASSIFIEDS

Parts Trader

Parts for Sale

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

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

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

Pedders Front Strut Inserts- The club has managed to purchase 5 additional sets of front Strut inserts from Pedders. These are the last available from the batch produced instigated by the P76 National Council. These inserts are available to Vic Members only at \$350/pair If you would like a set **Please contact Brian Carte Parts and Tech**

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



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

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

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label

- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



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

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

L6 Engine +3 Spd Auto complete Eng No. 26012684 complete with starter, fuel pump water pump fan. carby and 3 spd auto Borg Warner gearbox. The Engine has previously been reconditioned and configured for LP Gas. I am unable to provide details of how many KM it has done since reco however Engine runs very smooth and quiet.





The gearbox works and changes well but it has a tendency to leak oil after the car has been sitting for 2 to 3 days. Engine available for pick up from LARA Vic **\$500 ono Contact Martyn on 0455342366.**

L6 Engine Short Motor

2600 L6 Engine Short Motor Engine No. 26061024. Engine is a *Factory Replacement Short Motor* but I am unable to provide details of KM since reco. It has been inhibited and stored for around 10-20 years.



Engine available for pick up from LARA Vic **\$300 ono Contact Martyn on 0455342366.**

Now Available at Mentiplay Leyland

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

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

Contact James Mentiplay

Mentiplay Leyland

Phone: 0408 918 127

Email: leylandp76@westnet.com.au

Anything But Expensive



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

Parts wanted-

(1) Set of GC P76 Window Seals Inner @ Outer.

(2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.

(3) W/Screen Trim Front Top Section only x1 GC

(4) Original Boot Rubber Mat in GC

Contact Michael Hare Mob- 0401092265

Vehicle Trader

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



I've Got Two Leyland Vehicles for sale!!!

Vehicle 1

076B4S3A442492 Aspen Green Leyland P76 V8 Auto (1973) 2 Owners Original in Dash Air Conditioning/ Original Books and Number Plate (ICJ-566) Full Registration. The Gearbox has been recently overhauled. Due Fuel, Overload rear Springs with new shockers, radio cassette player (Original Radio Available)

The Parchment Interior is in excellent condition and there are minor rust spots externally.

You can advertise your vehicle IN HERE for free

Please contact Editor at gabbl76dictum@dodo.com.au and provide a short description

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

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

The underbattery tray has already been repaired. Car is always Garaged Everything works even the Clock!!!!
\$11,000 ono

Vehicle 2

076D4S2M4418177 Country Cream P74 Deluxe V8 Four Spd LSD (1974)

One Owner Bought New in Dec 1974, Original Books and Number Plate (IBC-933) currently unregistered.

Car has dual exhaust/ Rust proofed in 1975, Under Dash Air conditioning/ Super Grille and Lights (Original lights and surround available not Grille) Imperial Leather Interior/ fixed Buckets Drivers seat and top of back seat in need of repair, needs new front carpet.

Exterior has minor rust under battery and under front bumper have been fixed. Gar garaged for last ten years \$5000 ono

The motors have been swapped between these two vehicles. I will sell both for **\$14,000**

Phone George "Scissor hands" Hammond 0351523953

Spare parts for sale contact Geoff Cutting phone 08 82703799
Email gcutting@chariot.net.au

V8		Gearbox	
V8 throttle link ball joints	\$1.00	4 speed g/box gasket set	\$12.00
V8 retainer spark plug cables	\$12.00	4 speed g/box shifter saddles	\$5.00
V8 spark plugs	\$0.50	4 speed g/box reversing switch	\$10.00
V8 rotor button	\$20.00	4 speed g/box gear shift lever pivot	\$20.00
V8 distributor cap	\$45.00	6 cyl	
V8 points		6 cyl choke cable	\$5.00
V8 distributor shaft	\$30.00	Rear Seal refer V8 listing	
V8 manifold bypass hose	\$3.00	6 Cyl Ignition leads	\$45.00
V8 radiator hose, top	\$15.00	Water Pump reconditioned	\$130.00
V8 radiator hose, bottom	\$20.00	Electrical	
V8 long heater hose (VT Commodore LPG)	\$40.00	Distributor Condenser	\$8.00
V8 short heater hose	\$10.00	Lucas starter motor bushes, per pair	\$10.00
V8 thermostat housing	\$50.00	Headlamp suit super	\$5.00
V8 thermostat gasket	\$2.00	Wiper delay relays, Ford.	\$10.00
Z86 Oil Filter	\$25.00	Wiper switches	\$30.00
V8 front seal	\$36.00	Indicator switch cam assembly	\$36.00
V8 & 6 cyl rear seal	\$28.00	Re - Cond Lucas Alternator	\$100.00
V8 Engine Bearings .010	\$195.00	General Mechanical	
V8 Engine Bearing Set 5 std	\$100.00	Master Cylinder kit	\$32.00
V8 head gasket	\$40.00	Rear brake cylinders	\$30.00
V8 VRS gasket set	\$170.00	Long handbrake cable	\$10.00
V8 rocker gaskets (rubber)	\$15.00	Interior	
V8 timing cover gasket	\$12.00	Horn rim rubber grommets	\$5.00
V8 sump gasket	\$16.00	Deluxe window winder handles	\$5.00
V8 sump & timing gasket set	\$55.00	T-bar selector handles	\$5.00
V8 sump timing gaskets with front & rear seals	\$105.00	Rear parcel tray clips only brown packet of 10	\$10.00
V8 fuel pump kit	\$48.00	Console lid cover Imperial leather	\$10.00
V8 carb. Jet	\$5.00	Boot/Bonnet bump stops set 2	\$11.00
V8 Fan belt	\$15.00	Glovebox locks and keys	\$6.00
Power Steering Belt	\$10.00	Exterior	
Airconditioner Belt	\$15.00	Front indicator lens, non-painted, single RHS	\$30.00
Power steering pulley	\$10.00	Tinted Laminated Windscreens	\$130.00
V8 Water Pump Kits (Seal, gasket & bearing)	\$80.00	Windscreen trim clips set (33)	\$10.00
V8 Extractor gaskets Pair (2)	\$15.00	Window scraper rubbers, repro, each	\$38.00
V8 exhaust pipe rings (non-asbestos)	\$5.00	Lower guard repair panel, each	\$40.00
V8 - 6 cyl engine mounts pair (2)	\$60.00	Badge and Vent blind plugs	\$1.00
V8 oil pressure switches	\$12.00	Chrome mould clips set 10 (pink)	\$3.00
Suspension/steering		Chrome mould clips set 10 (green)	\$3.00
Rack boots, p/steer and R.H. manual	\$25.00	Upper & lower grill mould clips set 10	\$2.00
Rack boots, L.H. manual rack,	\$30.00	Targa Caps set of five	\$120.00
Rack mount rubber p/s	\$5.00	General	
Power steer control valve spacer bush	\$5.00	A3 Posters ex Vic	\$10.00
Power steer valve upper seal	\$12.00	Roseworthy Easter Meet Badges	\$1.00
Power steer valve lower seal	\$12.00	Signed Hal Moloney Leyland P76 books	\$50.00
Tie bar bushes - rubber set 4	\$33.00		
Front strut inserts (Pedders) per pair			
Power steering rack re-con (exchange only)	\$750.00		
Power steer pinion adjusting shims	\$1.00		

