

# ***Anything But Average***



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# **ANYTHING BUT AVERAGE**

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

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**Victorian Club P76 Bairnsdale Victoria**

# Editorial

## Fellow Pnuts

The campaign to expose the virtues of not just owning a P76, but owning a rare 6 Cylinder (Endangered Species) P76 continues.

(Fineprint - Spanish Olive P76 still Excluded)

P76 L6 owners are coming out of the closet and declaring their passion for the purr while maintaining a bent for the burble. More in this issue

It is that time of year again and the 2014 Annual General Meeting is upon us. This meeting is the most important on our annual calendar including annual reports, committee position elections, and this year we will consider for approval some changes to our constitution. It is therefore extremely important that all members attend.

There are obviously some logistical barriers that make it difficult for some members (Like a body of water called Bass Straight) however if you are not able to attend please ensure that you nominate another member to proxy vote on your behalf.

It is extremely important that the Draft Constitution 2014 is considered, amended if necessary and accepted by a majority of members for lodgement with the State Authorities.

The committee has finalised a draft, along with a letter of explanation from our President Ken Western, that you should have received by email or snail mail by now.

Once you have considered the constitution if you are not able to attend the meeting please nominate another member who you know will be in attendance to Vote Proxy on your behalf and brief them on your voting intentions,

The Proxy vote forms were also included in the information package you received. If you wish to nominate for a Committee Position or nominate another member, (With their consent) please complete the nomination form and return these to the Secretary by the due date. If you have any concerns or suggestion regarding the content of the revised Constitution please send your comments to Ken Western before 18<sup>th</sup> June.

It is also time for your membership renewal. A Membership form for 2014/15 was included in the package of information. When renewing your membership please complete the form and send it to Rachel Walker along with your payment.

It is preferred if possible that you make your payment by electronic funds transfer. The Clubs Bank account details are included on the form and on the inside cover of this magazine. Please use your surname in the transaction details to identify who the payment is from.

**You are also reminded that if you have a Vehicle on the Club Permit Scheme (CPS) you will need to renew your membership by June 30.**


We are required as a registered club under the CPS Scheme Rules to report to Vic roads any CPS vehicles (Sponsored through our club) where the Owners are not financial members of our club. For the Club Permit plates to be valid the owner must be a financial member of the sponsoring club.

The committee has recently completed a stock take of our club parts. An updated list has been posted and can be viewed on our web site.

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

I look forward to seeing you all at the AGM

Regards Martyn & Silvia




**AGM**  
**ANNUAL GENERAL MEETING**

**Your Club Needs You**

**Sun 19th July 2014**

**East Malvern RSL Club**  
**Stanley Grose Drive**  
**East Malvern**



**The meeting will be conducted between 2.00pm and 3.30pm. Tea/Coffee (TOC) and dunkin bickies will be provided throughout the afternoon.**

# Bulletin Board

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## 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](mailto:npbray@hotmail.com) or mail 24 Elijah Street Morphett Vale SA 5162

The SA Club Registration form and newsletter are distributed with this newsletter.

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## PNUTS CHARITY DRIVE



Due to an unfortunate accident Rick Perceval was unable to keep his date with participation in this years Shit box Rally. After two electrical fires and one petrol fire the P76 Hatchet Back never made it either.

With his passion for the charity event Ryan Ford undeterred forged on entering the race with another team but unfortunately not in a P76.

We wish Rick a speedy recovery and we are sure that he will be greatly disappointed at the turn of events that ruined his plans but I am sure knowing Rick that he will be determined to get the Hatchet back on the road and look at next year.



# New Members

On behalf of the P76 Owners Club of Victoria I would like to welcome to membership;

**Amanda Cossins** of Ballarat- Amanda used to own a 1973 Super V8 Auto in N.V. Green many years ago; her parents bought it for her to learn to drive in and then gave it to her as her first car, having owned one of their own years before. At the time Amanda was living in Warrnambool, and being a relatively small country town, she says it was a great conversation piece. She used to have strangers come up to her all the time and say 'you're that girl that drives the big green car!'.

Having just finished university and working in her first full time job, regrettably she sold it. The body and interior were in excellent condition, but the motor required ongoing repairs. During the years that Amanda owned it, her father (Don Cossens) was a member of the club.

"I had the idea to join the club after coming into contact with another club member, John Davidson, who also lives in Ballarat" Amanda says. "I saw John's beautifully restored Super in the car park of our local Big W and after waiting 30mins for him to return left a note under his windscreen wiper; John called shortly after."

Amanda has been searching for a replacement P76 and is interested in hearing about any cars that come up for sale. She prefers another Super V8 Auto, preferably with a parchment interior in very good condition.

Her other requirements are that the body is sound (condition of paintwork is not an issue, as she would love to repaint in Hairy Lime), and the motor must be in excellent condition. She is not mechanically minded and not looking for a restoration project, so finding a car with a very good engine is important.

If you would like to talk to Amanda about a car you consider selling please contact the Editor for an introduction.

**Tim Ernst** – Tim joins us from Churchill in Victoria and is an example how owning a P76 is either hereditary or an infectious disease; either way he caught it from his father, John.

Tim has recently purchased a Bitter Apricot Executive from the Lintell Family of Swan Reach following the passing of former member Ray Lintell.

The Executive **Vin No. 076B4S4A442474 DOM 1/74** has factory air, pwr steering, imperial leather Executive trim and factory cassette player. Ray departed a little from originality by fitted a four speed manual to the car but kept the original auto which was sold with the car.



**Above Ray with his Executive at a club concourse Nov 2006 Ray was runner up in the Executive Category**

As Tim says "As the car came with the original auto box for now he will just enjoy it and think about putting it back to original later".

**David Harvey** – of Garfield Victoria owns a former Am I Blue Super **Vin B4S3 A44 1.676 DOM 9/73**

David has had the car for 18 years originally receiving it as a rolling shell from his mother

David has made some significant modifications to the car which include a Two Stage Cam, custom made four barrel manifold with 600 Holley, B&M Shifter custom made 4 GT Shaker, JVC stereo sports steering wheel, B45 Simmons Mags (295mm rear tyres) twin thermo fans, and air horns.



David has painted the car three times; the first time he didn't like the colour second time he badly damaged the drives door and front guard which of course warranted a new paint job with the repair. The current paint colour is called Violet Peel; basically it's a bluey purple colour with a green flick to it

We look forward to seeing the car at a club event.



**Rod Morgan** – of Dandenong Victoria. Rod by his own admission is an Exhibitionist and earns his living from Drugs and Weapons– that is he has a business that makes exhibition displays for use at airshows, and pharmaceutical company exhibitions.

Rod does not currently own a P76 but enjoys his Range Rover very much.

**Gayle & Brian Watson** – of Benalla. Brian and Gayle have the auspicious honour of giving birth to our esteemed registrar Rachel Walker nee Watson. David is to blame for taking her away from them.

The Watsons do not currently own a P76 but from the same car family bring to the club a White 1973 Triumph 2500 MKII similar to the one pictured below.



## Letters to the Editor

Hi Martyn

There are a couple of articles on the Shannons Club Website which are quite enjoyable to read, even complimentary. It's taken a lot of people out there to finally realise what a great car we have. Thanks to Shannons, who are helping to improve the image.

**Cheers Les Kobylinski**

<http://www.shannons.com.au/club/news/1973-74-levland-p76-the-scapegoat-for-a-rudderless-nation/?cmpid=SHN:GI:PI:NPS:EDM:20130501:161>

Note for those of you who do not have the internet this story has been included in the Media Watch segment of this issue if ABA.

<http://www.shannons.com.au/club/news/leyland-p76-a-world-class-rally-car/?cmpid=SHN:GI:PI:NPS:EDM:20130501:161>

Hi Martyn

Hope your all well

Here's a short spiel to go into your mag about my car, and the future dominance of the P76 six cylinders due to their rarity. I was home from work with the flu about twelve years ago, when our home phone rang. My Partner Jo-anne answered the phone, and the gentleman on the other end of the line, started telling her how he had this P76 six cylinder for sale, to which her reply was, I will just get my husband for you.

Jo-anne quickly told me before she gave me the phone, that the person on the line had a P76 six cylinder he wanted to sell. There were two things that I didn't need at that time, one was a six cylinder P76, and the other was, driving to the other side of Adelaide when I was dying of man flu.

The gentleman had a business selling old Mustangs, and had acquired the P76 as a part trade on a car that he had sold to the P's previous owner. I kept telling him on the phone that i really didn't want a P76 six cylinder, and he kept saying to me that if i didn't want the car, he was going to send it to the wreckers down the road, but that it was too good for an end like that.

So after I had repeated my same spiel to him about three or four times, and he had done likewise to me, I



finally relented, and drove down to meet him and see the car that I didn't want

My first impressions of the car was, he's right, this car is too nice to wreck. The only rust in the car was down the bottom of the front passenger door, with no other rust to be seen in any other of the usual places where our mighty P's have been known to rust. Apart from that small amount of door rust, exterior wise the car was only sporting a few car park dents, and faded and thin paint in various places over the body.

Interior wise the upholstery was original, and in perfect condition, even down to the rubber floor mat, which the poverty pack came with as standard.



Under the bonnet the car still has all the original factory stickers, even down to the coolant sticker. The car is also sporting the original dealer sticker in the back window.



The only thing missing was the Leyland hand books in the glove box. Out of all the P76's that I have owned, this is the only one that I still have in my automotive stable. I would often joke years ago, that the six cylinder P76, would be the rarest of all P76's in the future, due to all the V8 transplants that owners were performing on their six cylinder P's.



Yes I am also guilty of doing that to my first P76, which was a super, six cylinder four speed; something that I regret to have done to this day. I sure am glad that I made that trip down to see the car, and better still, that I brought the car home with me.

**Anton Frank South Australia**

## P76 Aercheology

Here is an interesting find from Anton Frank in South Australia. Anton found and purchased this pre-release Super V8 **VIN 076B4S3C44-1174 DOM 5/73.**



The car is original Am-I-Blue with Casino Blue Interior, a combination that I have not seen before, and Factory Air Conditioning





## Media Watch

# *1973-74 Leyland P76: The Scapegoat for a Rudderless Nation*

12 May 2014



By [JoeKenwright](#)

[Read more articles by JoeKenwright](#)

SHARE



This striking photo shows how right the profile as defined by a local designer was for Australia. It was so far ahead of its time that it could have provided the foundations for a benchmark Australian range for at least another decade. This side view also highlights how little US staff at British Leyland knew about the local market after demanding that the Aussies add fake length. Had the P76 survived, it was just as easily removed. (Photo from [powerhouse.museum.com](http://powerhouse.museum.com))

The loss of Australia's car industry has many parallels with the loss of the P76 and may in fact be more closely connected than many realise. Since its June 1973 announcement and Leyland's October 1974 local closure, the Leyland P76 has been a stone trapped in the national shoe. The P76 story is like an ongoing family dispute fanned by name-calling and blame as facts about the car itself have become irrelevant. Despite the efforts of those who know nothing about cars and still condemn it as a lemon, the Leyland P76 won't go away.

Today's industry closures can be traced directly back to Australia's inability to deal with what was lost with the P76. To not look at the context of the P76's demise would be doing former Leyland Australia staff and workers an injustice. The car as an end product was accurately and favourably assessed. This was comprehensively documented in the media when such things mattered: when it was new. Australians rushed to buy the P76 on release and as soon as word came through that Leyland was shutting its local facilities, there was another rush to



buy what was left. The P76 reached an almost miraculous 17,000 total sales, a fraction of what it would have sold had Leyland been given a chance of meeting demand.



It was no coincidence that P76 buyers migrated to the upper level four headlight versions as the base model specification and light fleet colours tended to highlight the empty wheel arches and the hasty front and rear details. Despite the appealing time-warp simplicity of this example, improving the base level sedan to boost volume entry sales needed to be a much higher priority than a wagon or coupe. (Photo from [globalcarbrands.com](http://globalcarbrands.com)) The P76 was surrounded by “anything but average” political and community behaviour.

It was launched during an era of the unthinkable. Barely three years before the P76 arrived, Australians were jailing their youth for not wanting to be part of the Vietnam war. By 1973, just as many Australians were jeering those young Australians who believed they were acting in the nation’s interest by fighting and enduring this tough and cruel war at great personal cost.

Without reducing the experience of Australia’s Vietnam veterans to that of the workers and management of Leyland Australia, there are some disturbing parallels. The Vietnam veterans came home after losing an unsustainable war, the P76 was ridiculed and by association, its competent and hard-working creators devalued, after losing an unsustainable contest.

It remains significant in both cases that Australians attacked those who had the least say and suffered most in the final wash-up. Even worse, those who established the rules of engagement and joined the scapegoating that followed have not always faced the same scrutiny. There are parallels in today’s industry’s closures.

The views and historical information expressed in this article are those of the Author and not the P76 Owners Club of Victoria

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Members beware there is person out there who is selling P76 Vehicles on Gumtree/Ebay using advertising images of cars that are not owned by them and not representative of the cars actually being sold.

This photo is of a white P76 one tonne ute built on to a Toyota Hi Lux Chassis which is legitimately owned by a Queensland Member. This image is featured on the National Web site under P76 Modified Vehicles.

**I must stress that this car is legitimately owned by person in Qld and the image has been used to sell another vehicle on Gumtree without the legitimate owners consent.**

The actual vehicle being sold is a Corinthian Blue one tonne ute located in Cygnet Tasmania which I am given to understand is far from a roadworthy state and would require significant time and resources to restore.

Apparently this is not the first time this vehicle had been advertised in this manner which did not end well for the buyer. The owner has a number of other vehicles that they may try to sell on the internet.

Our members in Tasmania have indicated that if anyone is considering purchasing a vehicle of Tasmania and are unable to view the vehicle first hand that they would be more than happy to assist by eyeballing the vehicle providing an honest appraisal of its condition and establishing its legitimacy.



## Coming Events/Social Pages

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**22nd June 2014 SUNBURY UNITED SPORTING CLUB SWAP MEET** Sunbury United Sporting Club. Sunbury catering for all makes and models of vintage veteran and classic motor vehicles plus a comprehensive range of performance equipment including and area for vehicles for sale. INCLUDING Entry Before 8 Am \$10

**29th June 2014 THE FRIDGE SWAP MEET Coldest Swap Meet in Australia** Ballarat Multi Storey Car Park Cnr Doveton and Dana Sts, Ballarat Vic Opens 6am Run by Ballarat Road Rodders

**20 July 2014 ROSEDALE SWAP MEET.** Prince Street Reserve Rosedale For Vintage, veteran, classic cars, collectibles and bric a brac 8am onwards. Selling sites \$20. Free Admission.

**10th August, 2014 8<sup>th</sup> COBRAM SWAP MEET, SHANNONS ALL WHEELS SHOW,** Cobram Show grounds Rotary Club of Cobram Admission Public / SHANNONS All Wheels Show \$5.00 from 7am (16 years & under free SHANNONS All Wheels Show (16 sections ) Judging commences 9.30am Presentations 1.30pm Sections 1. Veteran / Vintage pre 1939 2. 40's, 3. 50's, 4. 60's, 5. 70's, 6. 80's, 7. 90's, 8. 2000, 9. 2010 / Today, 10. Classic / Muscle, 11. Rod / Custom, 12. Utes, 13. Trucks, 14. Motorcycles, 15. Tractors, 16. Best Overall (Judges Award ). (no site fees for SHANNONS All Wheel Show exhibits ) (musical entertainment ' Cutest Little Monster '



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# La página de Presidentes

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This will be my last “Presidents Page” before our AGM, which is scheduled for 19th July.

## **Club Constitution**

As well as the usual stuff of Committee reports, financial reports and election of a committee for the next twelve months, I will be presenting the final of the revised constitution for your approval. The revised Constitution will be sent out to you for your examination, again in mid June so you will have plenty of time to review this document. As I have previously advised the changes in the constitution have been required following a change to the State Government Legislation governing not for profit associations; to change the name of our club to recognise the Tasmanian members of the Club, and to make some needed changes to some of the administration requirements. I will also be sending a covering letter to you outlining the major changes.

## **AOMC Seminar – Changes to the Club Permit Scheme (CPS)**

David Walker and I attended the AOMC seminar on changes to the CPS in mid May. We noted that the State Government (through Vic Roads) has become increasingly concerned that the CPS is being abused by a number of people. Of greatest concern is the growing number of “modified” vehicles that are being accepted onto the CPS with little or no regard to Road-worthiness. The result of this is that later this year the legislation will change to require that a formal road worthy certificate will be required for any vehicle to be placed on the CPS. No longer will clubs be able to provide a safety certificate

signed by a so called expert from within the club. This will not effect any of our club members as this is already a requirement in our Club Rules. However any vehicle which is on the CPS which is found to be unroadworthy by police or any other government official will be reported to the appropriate club management for that club to ensure that the vehicle involved is made roadworthy or other appropriate action is taken. Should repeat offences for vehicles in that same club be detected, then that club will have its authority to approve CPS cars removed.

Further, the CPS declaration will now require that any vehicles modified beyond those modifications already allowed (more details in a separate article in the near future) must also have those modifications certified by a qualified and approved automotive engineer. The Government hopes this will eliminate those “clubs” that have been created solely to get CPS for many modified and unroadworthy vehicles.

AOMC also advised that the next potential change to the CPS system was to be a crackdown on those people and Clubs that abused the intent of the CPS, by allowing a single person to have multiple vehicles on the CPS purely to avoid normal registration.

An interesting seminar. See you at the AGM.

Safe Driving

Ken



# Member Articles

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## Follow Up Story – The L6 Deluxe Twist of Underbelly

In last months magazine we did a story from Andrew Frith regarding the L6 Deluxe he purchased in Southern Tasmania. Well there is a bit of a follow up to the story so here goes.

The registration sticker on the car had details AF5453 Engine Number 26031492. Enter anonymous super sleuth and P76 historian who we will call "Bruce" who according to his records was quite certain that the rego number was for a Dry Red Super 6 -4 Spd Manual that was tested by the Mercury news paper by Terry Tacom in 1973.

Our man was able to confirm that the rego and engine number on the rego sticker was off the Dry Red owned by Mr Rene Schnitzer of Howrah Tasmania who brought the car new and is the Mercury Road test car. This particular car in its acceleration test was faster than any Motor Manual, Modern Motor, or Wheels published road test at the time. If is believed that he sold this car to "Bro" after blowing up the motor.

This brings us back to Andy's car, a Bitter Apricot Deluxe sporting the Dry Reds Supers Rego. The engine number in this car is 26031355. In examining the records our man determined that this engine came from Bold as Brass car owned by Albert Dennis or Longford Perth Tasmania who was born in 1929. He probably went to school with Club Member Bob Findlay also of Longford who would be the same vintage.

So it seems Andy's car is shrouded in mystery with a bitsa past (Bitsa dis and Bitsa Dat). Andy has locked the car up in his garage for its own good while it goes through withdrawal. When all the drugs are out of its system Andy can look forward to restoring it to a respectable and rare 6 Cyl Deluxe P76.

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## How rare is your P76?

*Below is an article written by Garry Mentiplay of the WA Club back in 2007. The article follows on from a previous article written by Garry in 2000. The article tracks the numbers of P76 on the road based on vehicle registrations. Garry makes some very good points on some of the reasons for the decline. It is important to remember that Garry's research was undertaken at the time of the 30<sup>th</sup> Anniversary.*

*Given that we are now celebrating the cars 40<sup>th</sup> Anniversary it would be interesting to revisit. We have seen a resurgence of interest in the P76 over the last couple of years and Garry's original figures may not have included the unregistered vehicle parked in sheds that could well be road registered with a little TLC and restoration. It would be interesting to compare given that the resurgence has seen many vehicle coming out of the sheds and back to road going use even if just in the hands of an enthusiast or on Historic registration or Permits.*

## Vanishing Point

Back in 1990, I wrote an article "A Vanishing Era" that was published in the November 1990 edition of Westwords. That article highlighted the decline in the numbers of P76s that were still registered for road use in all States of Australia, and gave the figures in 3 yearly periods up until 1988. The article's title referred to the vanishing era of Leyland vehicles on Australian roads. Now that we are celebrating the P76's 30<sup>th</sup> anniversary, it is time to update those figures to include the 1990's.

The original 1990 article used figures I had researched in Australian Bureau of Statistics (ABS) motor vehicle returns – these figures have been included in the Table below.

We now have the whole picture of P76 numbers from the time they were new to 1999. It should be borne in mind that 1999 was 4 years ago, so the numbers of P76s on the road have probably decreased further in 2003.

The figures for the first five lists (up to 1985) were reasonable straight-forward, albeit time-consuming to research. However, a change in the format of ABS Reports from 1988 onwards resulted in only the National total of P76s being available for 1988, 1991, and 1993. The State figures for 1988, 1991, and 1993 have been calculated using a number of reference factors, and although they are not 100% accurate, they can be regarded as "approximates". The National *and* State figures for 1996 were not available, and they have been calculated similar to 1988/91/93. The figures for 1999 were obtained from the various State Transport Authorities, and can be considered to be reasonably accurate.

The recording systems were not perfect in the 1970s / 1980s (they still aren't in the 21<sup>st</sup> Century), resulting in some minor anomalies such as the figures for WA (1979 to 1976), TAS (1979 to 1976 to New), and the ACT (1979 to 1976). Part of the reason for these may have been the transfer interstate of a number of second hand P76s by motor dealers, as well as the normal movement of people interstate. Nevertheless, the overall picture of Table 1 is not affected.

For those who are not really inclined to look at statistics, even a quick glance at the Table below will be enough to fully realize what was always going to be inevitable – the decline in the number of P76s still on the roads. It was never going to be any different, the decline in 1970's cars has been general. How many base-model HQ Holdens, XA

Falcons or VJ Valiants do you still see on the roads ? The decline has probably been more pronounced for most imported cars from the same era.

The thrust of this article is not to send people on a guilt trip – no one was at fault, and no one is to blame. This story has achieved its purpose if it highlights just how few P76s are still in regular use.

How many P76s have been stored under cover, unlicensed, for a few years, waiting for their owners to restore them to mobile condition again ? I am not referring to “spares cars” here, but the ones that require relatively little work to bring them back, and have been kept by some P76 enthusiast for just that reason. Are there 100 such cars around Australia, or 200 ? We will never really know, of course - the P76 Clubs have never collected this information. It is a hard fact of life that the longer a vehicle is off-the-road, the greater the chances are that it will never return.

Club Concessional Licence is perhaps our greatest opportunity to reverse the declining numbers. The system varies from State to State, of course, however I urge all P76 Clubs to get involved in their own State’s Club Licence schemes. This will allow for a greater number of members to have multiple ownership of P76s that are still being used on a fairly regular basis – at a greatly reduced cost compared to having all of the cars on full road licence. There are no hordes of P76s in the USA, Britain or Japan that can be imported to fill the need of new members and enthusiasts. We do not have the same opportunity as some other marque clubs like Mustang, Corvette, MG, Austin-Healey, etc, etc. What we have now is all we are ever going to have.

With hindsight, there were some mistakes made in the 1980’s, with perhaps too many base model P76s being sacrificed to keep a “bunky” Super or Executive (that had already had a hard life) on the road with body parts. Typically that base model was a 6 cylinder, which had a blown motor (but was otherwise in very good condition) and had been de-licensed before being picked up as a spares car by some P76 owner. The sad part is that most of those “bunky” cars kept alive by such means have now gone off the road permanently anyway - and the once-good body shell of the spares car went to the crusher long before. Another factor in the declining numbers has been the cars purchased by people solely for the V8 motor, with the shell being left outside for years or being carted to the crusher. The 4WD brigade have been major players in this game.

**TABLE 1: P76s on Licence Registers : From New to 1999**

State	Total New	1976	1979	1982	1985	1988	1991	1993	1996	1999	Survival Ratio from New
NSW	6162	5389	5038	3619	2008	1242	795	633	438	228	3.70%
VIC	4365	4286	3946	3022	1885	1167	584	421	236	64	1.40%
QLD	2784	2747	2361	1603	829	511	286	232	152	69	2.40%
SA	1317	1299	1182	959	638	393	221	174	101	32	2.40%
WA	1514	1436	1441	1102	698	431	261	205	122	48	3.10%
TAS	534	542	552	440	249	153	97	76	47	20	3.70%
ACT	280	248	258	193	111	68	42	33	20	12	4.20%
NT	89	78	42	18	13	12	9	8	6	4	4.40%
National	17045	16025	14820	10956	6431	3977	2295	1782	1122	477	2.70%
Survival Ratio - National		94%	87%	64%	38%	23%	13%	10%	6.50%	2.70%	2.70%

**Notes:**

1. Figures in "Arial" Font are from ABS Reports (except 1999).
2. 1999 figures sourced from State Transport Authorities.
3. Figures in "SimSun" Font are not official – they are approximates only.

Just in case the figures in the Table don’t hit you, just consider the following.

In 1999, in NSW there were just 3.7% left of the original number of new P76s;

In 1999, in VIC there were just 1.4% left of the original number of new P76s;

In 1999, in QLD there were just 2.4% left of the original number of new P76s;

In 1999, in SA there were just 2.4% left of the original number of new P76s;

In 1999, in WA there were just 3.1% left of the original number of new P76s;

In 1999, in TAS there were just 3.7% left of the original number of new P76s;



In 1999, in ACT there were just 4.2% left of the original number of new P76s;

In 1999, in NT there were just 4.4% left of the original number of new P76s;

**And around Australia, in 1999 there were just 2.7% left of the original number of new P76s.**

The Vanishing Era is almost complete – how far away now is the Vanishing Point ?

**Gary Mentiplay**

Sorry Garry, this is asking for your forgiveness after the fact for reprinting your article rather than asking your approval but I think the readership of the various movement newsletter would be interested in the figures at the 40 milestone. This was your initiative and great work and speaking on behalf of many, any possibility of an update???

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## Leyland P82 and other plans

Back in 1974/74 Leyland Australia were on the cusp of some exciting new developments. **WHEELS** magazine managed to get wind of them (from an insider?) and printed its summary of upcoming events.



Model A coupé is being developed in two forms: Inset: the cabin of the version in which the roll bar is integrated with the styling of the B-pillar and roof. Main picture: the alternative Model A coupé design had the roll bar integrated with the C-pillar and features an unusual wrap-over side window. [The above design appears to have inspired the designers of the 1976 Ford Mustang-based Phaeton Wild Deuces sports coupe.

Article reproduced from *WHEELS*, November 1973

INFORMATION on Leyland's Model A is marked Top Secret. Its very existence is barely acknowledged and it is mentioned only in quiet whispers as the great hope for the compact six markets. But **WHEELS** has penetrated the security barriers surrounding Model A to bring you a comprehensive and accurate report on this totally new model, which is due for release in 1975. Model A began as a twin project with P76 back in 1968. When Leyland Australia discovered the parent company planned to build a conventional car of the approximate size and specification it wanted, this car – the Marina – was substituted as a relatively short-term model to enable work to progress on the bigger, and at that time, more important P76. But work never really stopped on the Australian Model A. And now that advanced engineering on the P76 has concluded the design team is working on Model A.

In size and concept Model A is closely related to the Cortina TC. And it will come with a wide range of engines to make it fully competitive with both the Cortina and the all-new LH Torana. Already the styling mock-ups have been approved and engineering prototype testing is about to begin. Projected size of Model A – and these figures come from sources within the heart of Leyland – is for an overall length of 13ft 10in. with a wheelbase of 100in. Front

track is going to be 54.5in. and rear track 56.5in. Overall height is only 49in. on the Coupé – it will probably be about 52in. on the four-door sedans – and ground clearance has been set at 7in. Shoulder room is 52in. with a minimum of 35in. headroom. We weren't able to obtain a figure for width but taking shoulder room and the tracks into account, it should be around 68in. The overall weight target on Model A has been set at 2,700lb. These are the dimensions which have been approved by British Leyland for Australia's Model A but if the current trend to slightly bigger compact sixes continues, Leyland has conceived the car so that the wheelbase can be extended as far as 106in. if necessary. In this regard the actual wheelbase, length and width of the LH Torana are vitally important because it is this car, which is going to set the size pattern for the entire compact six market.

If the new Torana has a wheelbase of more than 102in. it seems likely Leyland will lengthen Model A to maintain a competitive size. As a comparative guide the present Torana Six has a 100in. wheelbase and the Cortina 101.5in, while the current Marina – a slightly smaller car overall – has a wheelbase of 96in. Base engine on the Model A project is the 1750 OHC four from the present Marina, then comes a 3.0-litre V6 and, if necessary – in other words, if the 253 V8 version of the new LH Torana really goes on the marketplace – the 4.4-litre alloy V8 from P76 will be slotted in.

The new V6 is simply the alloy V8 with two cylinders lopped off and the stroke shortened slightly to give the 3.0-litre capacity. The idea for the V6 comes from GM, who did an identical engine fiddle in late 1961 when it introduced a V6 for its intermediate-sized Buick Special. The Buick V6 was literally a cast iron version of the Buick alloy V8 with two less cylinders. And remember, it's this Buick V8 which formed the basis for the Leyland V8. In fact, Leyland Australia has been using the Buick V6 for its development testing for Model A. The company bought an old Buick Special V6 and now has three additional engines undergoing proving in prototypes of Model A. If you keep an eagle eye open around Leyland's manufacturing plant at Zetland, NSW, you will occasionally see the old Buick running around the factory perimeter on a small test track. The big difference between Leyland's V6 and the old Buick V6 engine, which was dropped in 1967 (but was also used for a time in American Jeeps), is that the local unit will use an alloy block so the V8 and V6 engines can be built on the same manufacturing line, using the same piston bore. A different crankshaft has to be fitted, of course, so there is no problem in shortening the stroke. Rumours suggesting the new V6 engine will appear in the P76 and in the current Marina have been discounted. The Marina is due to get the present Leyland straight six in late November this year and will use this engine – together with the 1750 four – until the end of its model cycle.

P76, in a heavily face-lifted form, will ultimately get the V6 but not before 1975. It will make do with the straight six and alloy V8 until then. It's not only the V6 engine that will be new on Model A. Leyland is developing a highly modified version of the P76's suspension for the new car. No more torsion bars and leaf springs, as on Marina, but MacPherson struts up front and a four-link coil system at the rear. Rack and pinion steering will be retained. Braking is expected to be a disc/drum combination. But it is the styling and body layout which is revolutionary.

Leyland plans to introduce a four door sedan with a fifth hatchback door at the rear, rather like the Renault 16. This will be a first among local sedans although the P76 Coupé, which is going to have a similar third door design, will precede it on a Coupé. It's the Coupé which is really going to set the styling pace. The concept of the Coupé, which has been approved by British Leyland, features a two-door body with a third rear door which lifts out two inches and then up, taking the rear window, part of the B-pillar and the rear side window with it, to reveal a large boot and the

rear seat. An integral roll-bar is incorporated in the roofline. The roll bar, as our illustrations show, is used in the styling and begins as a sweeping line at the front of the car and runs to the B-pillar where it rises up over the roof.

Forward of the cabin the general styling treatment is a development of the P76 theme with a wide bonnet sweeping away from four headlights and a small grille. But instead of being virtually flat, as on P76, the Model A bonnet has a lower centre section with a raised area on either side for the headlights. Windscreen wipers are hidden from view under the rear of the bonnet as on P76.

Leyland Australia styling chief, Mark Cassarchis, is pushing for a development of this coupé theme – and it is even more extreme. This car still features the sweeping roll-bar but instead of running up and over on the B-pillar it is part of the C-pillar. A unique side window is the major difference. On Cassarchis' design the rear window runs from below the waist line of the door and sweeps up and over into the roof. As a styling feature the rear side window is quite separate to the other sections of the upper cabin. The hatchback rear door theme is continued, although it is more conventional and restricted to the tail without taking the C-pillar as part of the door. Inside, the dashboard is a modern-day version of the Holden FJ's, with a large circular speedometer in front of the driver and small dials set around the speedo and recessed into heavy padding. Leyland is experimenting with a fibre-optics system which works rather like a mini-TV screen in projecting the information from the actual instruments onto the instrument lenses in front. Model A does create one problem for Leyland. It leaves the bottom end of the market to the Japanese cars. Model A is definitely a larger car and out of the small car bracket. So Leyland is considering assembling the new Allegro – which replaces the old 1100/1300 range in England – in Australia.

The Allegro is one size smaller than Model A and slots neatly between the Mini and Model A. But it is a front-wheel-drive design and uses a sophisticated suspension set-up, and we can only wonder at the wisdom of Leyland Australia becoming involved in a technically complicated car again. The long-term answer would appear to be the totally new Mini which is in the British Leyland pipeline. This new car, which isn't expected to be seen on the roads until at least 1975, will follow the current international trend to the three-door concept as on Honda Civic, Renault 6 and the Fiat 127. It will be about 11ft long with more room, new engines and even greater versatility.

This would give Leyland a three-model line by the end of 1975; the larger Mini replacement, Model A and P76 with variations on each and employing a wide variety of common components which is the secret to a profitable operation in Australia.

*Article kindly supplied by Michael Hicke*

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## CLASSIFIEDS

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### Parts Trader

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#### 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**

#### Byer Protection Plan Decals

I have just received a new run of 30 odd buyer protection plan decals. This is the last run than can be done on the printed negatives. only 30 were possible before the negatives were scrap. The price is \$30 each with free packing and postage.



If you want one please call Nick on 0418882043.

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

- Type Pressure Chart
- Emmissions Control Label

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



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

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

#### For Sale Leyland V8 Engine 44004078



Engine complete except for water pump and starter. Condition unknown but turns over OK (\$400)  
**Contact Brian (Parts and Tech) Pick up from Lara**

#### For Sale two Leyland 4 Speed Gearbox

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

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

**VRS Gasket Set Conversion** (Rover to P76) **60\$ Contact Brian Carte (Parts and Tech)**

**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.



**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

**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**

**Wire Headlight Accessory Guards for a Super**  
**Contact Philip McCumisky**

## Vehicle Trader

**I Had Two Leyland Vehicles for Sale**  
**Now there is only one!!!!**

**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.

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

**Phone George "Scissor hands" Hammond**  
**0351523953**

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