



Anything But Average



CHRISTMAS EDITION

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

ANYTHING BUT AVERAGE

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

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

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Front Cover

**Santa's upgraded this year!!
Don't worry Santa, her boot's huge, she can take it !!**



Editorial



Fellow Pnuts

Yes, Christmas is just around the corner. How quick has that come round? Just seems like yesterday when we did the road trip to the 2015 nationals. It has been an exciting year with its fair share of ups and downs, I guess like most years. Of course, this year was the year of the Nationals and the Vic/Tas club had an excellent representation.

Not only did we take home six trophies but also had two representatives on the winning P76 Olympics. A great result for our club. The next Nationals will be held in 2018 and the Vic/Tas club will be hosting them. I'm looking forward to that and am hoping our club can eclipse the good form we showed in Adelaide. By now there would be a few new P76's on the restoration home run, in other words closing in on having their restoration completed. If yours's is one of them don't forget it's our home National in 2018 so be there. With a three year gap and not the traditional two between national meets I have the feeling we may be seeing quite a few newly restored and interesting P76's on the ground. I am sure that extra gap year will help a few Pnuts get there projects finished in time.



Remember this great moment

2015 also had its fair share of car shows and it is good to see people getting mobile in their P76's and going along and showing the public what we've got. A special thanks to those club members who made the effort.

The AGM this year saw a couple of changes to the committee line up for the club. By now, the newbies are starting to settle into their respective roles. This is my 3rd issue since becoming editor, It's been challenging but also rewarding. I have been pleasantly surprised by the steady increase of member input toward articles for the magazine. This has been very encouraging and I welcome the stories/info contributed.

As most of you may well know Martyn and Silva Hayes have decided to pull up stumps and move back home, south to the jewel in Australia's crown Tassie. To make the move user friendly they made the decision to sell off their P76 cars and parts. This was very understandable but also disappointing.



Ah the enjoyment of it all.

Once settled in Tassie let's hope a P76 once again becomes part of the Hayes family



Nothing quite like it !!

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



Bulletin Board



Wanted, Treasurer for car club!!

Your Club Needs You



Our great friends and committee members Martyn and Silvia have decided to put their heads together and move to Tassie!!! Tasmania is about to welcome home one of their own! Unfortunately with this move comes the news that Martyn will no longer be able to be the club treasurer and as such we are in a position to invite interested members of the club to apply for the role. The process of having you become a committee member is quite straightforward as we will co-opt you for the remainder of the committee term. I have attached for you information the position description.



Position Description:

Treasurer :

The Treasurer shall:

- A Collect and receive all Monies due to the club, issue receipts, and control the banking thereof.
- B Make all payments authorized by the Management Committee.
- C Maintain in accordance with the Act accurate books of account, showing full details of all receipts and expenditures connected with the activities of the Club.
- D Make these financial records available to members for inspection.
- E Record and maintain an inventory/register of all of the Clubs assets.
- F Prepare financial reports of the Clubs accounts for meetings

Wanted, SECRETARY, PUBLIC OFFICER & CLUB REGISTRATION OFFICER for car club!!

Unfortunately David Walker has decided to forward his resignation from the role of Secretary, Public officer and Club Registration Officer. So yet another position on the committee has become vacant I have attached for you information the position description.

Secretary :

- a. The Secretary must perform any duty or function required under the Act to be performed by the secretary of an incorporated association.
- b. The Secretary shall:
 - i. keep accurate minutes of all meetings, and record the names of those present at all meetings.
 - ii. coordinate and record all incoming and outgoing correspondence.
 - iii. act upon resolutions passed by the Management Committee or Membership as directed.
 - iv. coordinate enquiries from any persons seeking information about the Club.
 - v. be custodian of the Clubs records and historical items as per the Act and Section 10.5 of this constitution.
 - vi. compile and circulate as required, meeting agendas and notices.
- c. The Secretary must give to the Victorian Government Registrar notice of his or her appointment within 14 days after the appointment, i.e. within 14 days after the date of the AGM.
- d. The Secretary must, through the Registrar, maintain the register of members in accordance with Section 7.5.1.
- e. The Secretary must keep custody of the common seal (if any) of the Club, and except for financial records, all books, documents and securities of the Club.

Attention !!

Due to the moving of the shipping container and associated issues Parts will not be available till the end of February. Orders can be taken but due to relocation you may not get it till Feb.

Possible rally to Tassie at Easter 2017. Vic members to discuss interest in this.

Letters to the Editor



Headlines from some of the best newspapers??

Bugs flying around with wings are flying bugs

By Wayne Hansen
Redwood Co. Extension Educator

"I've got these bugs that look like ants with wings flying around my house. What are they and how do I get rid of them?"

bugs. Anthracnose continues to develop on many green ash, oak maple trees. Small spots blotches are the typical symptom and are often accompanied by defoliation. NOTE: Do not

ON TEENAGERS, ADULT:

Statistics show that teen pregnancy drops off significantly after age 25.

Mary Anne Tobolski, Republican state senator from Colorado Springs
(Contributed by Harry F. Powers)

Marijuana issue sent to a joint committee

The Toronto Star

City unsure why the sewer smells

By KRISTIN HAY
H.P. Correspondent

SOUTH HAVEN — The tests

Stickland said he will discuss strategy of putting a non-smoker into the sewer to determine the path of the offensive gas.

New sick policy requires 2-day notice

Study Shows Frequent Sex Enhances Pregnancy Chances

By The Associated Press

BOSTON — A study that researchers say gives the best estimate ever of nature's window of

pleas don't want to use other forms of birth control. Researchers say there are six days in every menstrual month when a woman can get pregnant.

Hospitals resort to hiring doctors

PHYSICIAN SHORTAGE PROMPTING MOVE, ADMINISTRATORS SAY

Homicide victims rarely talk to police

REGION

The Evening News

Parents keep kids home to protest school closure

SAN FRANCISCO (AP) — Parents kept 200 elementary school students home from school for an entire day in a parent-organized protest of the district's plans to close the school.

up even though students didn't know for the reason who studied. "I know," she said.

Mendocino's youngest included.

Barbershop singers bring joy to school for deaf

By Anne Stinson

In this photograph, barbershop singers are performing at a school for the deaf. The group is standing in a line, singing into microphones. The school is a large, modern building with a glass facade.

The barbershop group has been performing at the school for several years. The group is made up of men and women of various ages. They are all dressed in formal attire. The school is a large, modern building with a glass facade. The group is standing in a line, singing into microphones.

The barbershop group has been performing at the school for several years. The group is made up of men and women of various ages. They are all dressed in formal attire. The school is a large, modern building with a glass facade. The group is standing in a line, singing into microphones.

Dash Light Darkness - Problem Solved by Martyn Hayes

As with many P owners I have spoken to, one of the most annoying and mysterious issues faced is no dash lights. If you are like me and not savvy in working out the dark arts of electricity, particularly that designed by the Prince of Darkness Lucas Electrical, then I hope this article will save you a whole lot of hair tearing, teeth grinding angst.

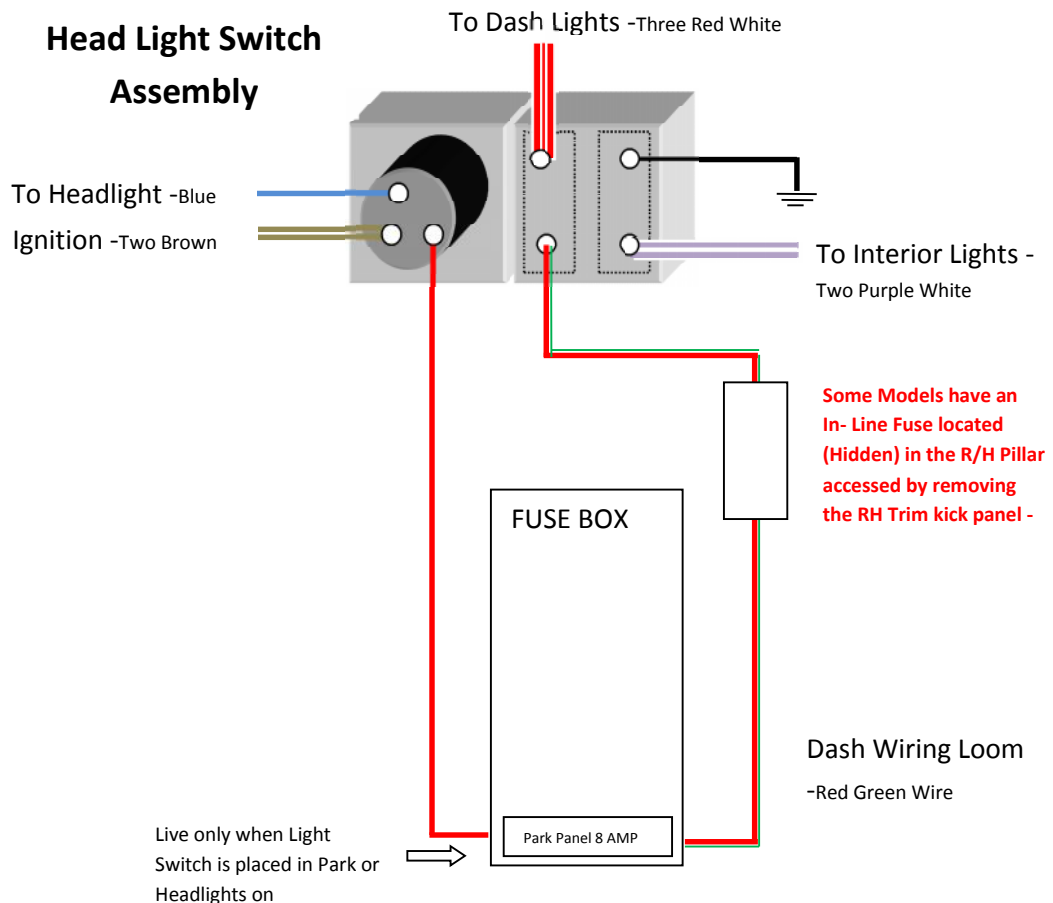
Since I did some remodifications which required the swap over of a steering column and thus removal of the dash, I have had problems with no dash lights. I had tried to trace the wiring in the Maintenance Manual wiring diagram and found it to be mind boggling at best. If you try to use the wiring terminal locations from the maintenance manual forget it they are wrong. Never the less I determined that the dash lights were powered by the obvious throwing of the Headlight switch into "Parkers" or "Lights on" but where did the ergatrons go and how more importantly get back to the dash lights?

I have produced the diagram below to support this "Dash Light Ergatronics" explanation for dummies like myself.

When you turn the light switch on power is supplied to the Rear terminal on the fuse box. Note if testing there is no 12Volts on this part of the fuse box unless the Headlight Switch is on. The from the fuse box output is via a red and green wire through the Park Panel 8 AMP fuse. In theory this wire contained in the under dash main wiring loom connects directly to dimmer switch. The power output to the dash lights is via the dimmer. This all sounds straight forward but no, the Prince of Darkness has installed on some models a little surprise hidden in a secret compartment.

When troubleshooting the problem there can be a few issues to check. The obvious one is the 8 Amp fuse in the fuse box. If this is OK it leaves the Dimmer Switch itself which may be an open circuit, The dimmer does tend to corrode over time and this is a common cause of the problem. To fix this you can get a new switch, install a separate dimmer from Dick Smiths or just plain Join the wires on the back of the dimmer switch that is the Red and Green and the Red and White(Three) wire together. This means you have no dimmer control but hey, even full brightness is dim on a P76.

Now here is the surprise, on some models hidden in the right hand front pillar is an in line fuse. The cunning and Dark lord Lucus did not include this on the wiring diagram and from his evil dimension laughs at us each time we get frustrated with this problem. If this fuse is blown you have no power to the dash lights. Might even be a good idea to check his fuse first by removing the RH Kick panel to access before dismantling your dash and instrument panel. I hope this article saves a few souls.



Coming Events/Social Pages



More interesting events to get YOU and your car to!

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

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



Vic Chapter

Club run to Aireys inlet on great ocean rd. to go to freestones diner which is a sixty's style café date is **28 of February** meeting point is the service centre on freeway near Avalon airport at 0930 hrs hope to see many club cars out on this day. Don't miss this one!!

RACV Classic Showcase
Sunday 10th April 2016
FLEMINGTON RACECOURSE
 ENTRY OFF EPSOM ROAD

THE SHOW FOR BRITISH, EUROPEAN AND JAPANESE CLASSICS
 CLUB DISPLAYS, CHILDRENS ENTERTAINMENT, AUTOMOBILIA, TROPHIES

Display Cars \$20 (Passengers included)
 Spectators \$15 Concession \$13
 Family Ticket \$20 Children free
 Celebrating 40 Years of the AOMC
PUT IT IN YOUR CLUB DIARY NOW!!

SHOW & SHINE

SATURDAY 9th JANUARY 2016
 BRIDPORT VILLAGE GREEN
 10:00AM to 3:00PM
 ENTRY BY GOLD COIN DONATION
 PEOPLES CHOICE AWARD FOR CAR & BIKE
 Ph: Gerry 0418121399 Mick 0419590246
 Tom 0417591346

Tassie Chapter

Bridport Show and Shine. 9th Jan.
 Meet at the southern end of Bridport for a
 convoy run into the village green 9.30am.

Proudly Presented by the Rotary Club of Devonport North

10th ANNUAL

DEVONPORT MOTOR SHOW

SUNDAY 20th MARCH, 2016

Tasmania's premier motor show

550 Vehicles on Display
 Trade Exhibitors
 Entertainment
 Food

A CROWD OF OVER 7000!!

We invite your club members to be involved and to also take the opportunity to tour our beautiful island and experience some of the best touring roads in the world.

VINTAGE DRIVERS CLUB
YARRA GLEN SWAP MEET
& CLASSIC CAR DISPLAY
 YARRA GLEN RACECOURSE
 (Enter off Armstrong Avenue Yarra Glen, Melb 3753)

Sunday 21st February 2016

Gates open 7.00 am for Sellers
 Buyers & Display cars not before 8.00am

Vintage car parts / Bric a brac
 Chrome Bumper pre 1970 display cars only
 Admittance \$15 per vehicle with maximum two occupants

Sites

Under cover \$25
 (must be pre booked)

Outdoor \$20
 Sites available on the day
 *Site fees include entry for two people

New vendors welcome
 Indoor & outdoor sites available to book.

Buyers admission \$8
 Children FREE!

Food and drink available Breakfast served from 7.30 am
 Catering by Yarra Glen Kindergarten and Yarra Glen and District Living & Learning Centre

Site bookings and Enquiries to Iain Ross
Tel 03 9890 0524
 Supporting the Lilydale Lions Club

Proudly promoted and organised by the
Vintage Drivers Club ABN 30 004 426 528





2016 RACV Great Australian Rally Entry Form

All proceeds go to Peter Mac

Personal

Driver _____

Co-driver _____

Registration (RACV) _____

Insurance (RACV) _____

Vehicle _____

VEHICLE CATEGORY _____

Vehicle Make _____

Model _____

Year _____

Colour _____

Chassis Number _____

Engine Number _____

Engine Capacity _____

Engine Type _____

Engine Power _____

Engine Make _____

Engine Model _____

Engine Year _____

Engine Serial _____

Engine Description _____

Engine Photos _____

Engine Details _____

Engine Notes _____

Engine Comments _____

Engine Remarks _____

Engine Other _____

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60TH ANNUAL *RACV*
KALORAMA RALLY
SUNDAY 20TH MARCH 2016



Mystery Motoring Tour • Food • Music
 Most Popular Vehicle Award • Kalorama Trophy Presentation

SPONSORS:



PROUDLY SUPPORTED BY:








Kalorama Recreation Reserve, Mt Dandenong Tourist Rd Kalorama

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

La página de Presidentes



In the Driver's Seat.



Me driving my Excel in the Australian Rally Championship Round 2012.

It's been a couple of years since I enjoyed throwing cars sideways in the Victorian Rally Championship in my little green Hyundai Excel. It looks like 2016 might be the year that I'll get back into it. I've had a P76 V8 4 speed sitting there for a while now with a nice Fabraications roll cage and all the good bits. I have a rally car to finish so I can get into the New Year and have some fun rallying.

The P76 is without doubt a fun car to drive. Throwing it around dirt roads or cruising down through the suburbs of Melbourne getting out in your P76 makes you happy. So it is good for your mental health as well as your self-esteem. My question to you is why do so few of you join fellow club members when we go for a drive? Our Concourse this year was held with great weather and great company but again less than 1/10 of the membership came. Some feedback we've had is that it should be in a more public space, but that still is not *really* an excuse for not turning up at all. So instead of dwelling on it we have decided to do two things with the Concourse for 2016:



- move it to another venue possibly Caribbean Gardens,
- hold it earlier, maybe October or November.

This magazine will have lots of activities and runs to participate in during 2016, so let's get out and about and fly the flag. Remember one of the purposes of the club is to promote the car, so what could be better than getting out there and driving it.

The preparation of the rally car will be interesting and I will write up some articles for this magazine while I do it. Might also do some youtube links if I can find the time. The first thing I will tell you is that the car will either run as a Historic or a Classic. The rules are different for each and each have their advantages and disadvantages. The main difference appears to be the modifications to the motor and driveline.

I have at my disposal a couple of well-developed V8 P76 engines, one has been fitted with a computer controlled electronic fuel injections systems and Rover heads and the other is a nice torquey carburettor fed V8. Both will run extractors and the remaining drivetrain will include the P76 4-Speed and BorgWarner Diff running through a 3.08 diff ratio. Suspension mods will be worked on as I develop the car.

The exciting news is the work being done across the country at the moment with my car and at least two others being built as real rally cars, rather than charity bash cars. So weight reduction and strength will be the key to having a good handling car. The three car owners currently building cars have got together to have both the boot and bonnet moulded in fibre glass. I am hoping this will arrive before Christmas.

As you can see from the pictures below the quality is outstanding.





I am sure if others need or would like these for their cars we can arrange to have more made now the moulds are done.

The last thing I would like you to consider is doing a stint on the committee. Now I know many of you have already done your share and feel others might and should step up, and I agree. So currently we have one expected and one unexpected vacancy. The most urgent would probably be the secretary. You would not need to do a full year as the terms are only till July next year. This might be a great way to see if you would like to do the role later on. Anyway please consider it.



That's all for now have a safe and wonderful holiday season be kind to each other and get out into your sheds and take those P's and Marinas and various other old cars out on the road.

Cheers

John Ernst



Member Articles



Hi Andy

Some months ago, I joined the Victorian/Tasmanian P76 owner's car club. I recently have purchased a fully restored Leyland P76 Targa Florio from a restorer in Orange NSW. This is a great motor car. I have been a member of the Echuca historic car club for 20 plus years. Every year they have a best-restored car of the year award. It was with great surprise that I was awarded this covered award. The Echuca club have about 180 cars on cps with membership at 280. There were many cars in the comp this year with all sorts of makes and models competing for this prized award. I thought the club would like to know the success of the p76. It certainly is better than average, enjoy your mag.

Russell Major.



Hi Andy,

I attended the Sandown Park Historic Races last weekend with the BMC-LEYLAND CAR CLUB along with Will Ernst.

I met Will at the P76 CAR CLUB run to "The Pig & Whistle" Hotel for lunch a couple of weeks ago.

Will has been fantastic with his help to me with parts and advice to get my recently purchased P76 Super V8 on the road.

I expect to have the P76 on the road by the end of November – I have driven it locally on a 28 day permit and I think I will really enjoy driving it once it's fully sorted.

The car had been sitting in a garage for 10 years so there has been a fair bit to re-commission. Here are a few pics of Will's orange P and mine.



Robert Bothwell



Glenora Car show - by Nick Kounelis



The Glenora car show was attended by myself (Nick), Greg Vaverias, Allan Penny and his. Allan is doing the panel and paint on my cream P76.

We received positive comments about our cars all day and there were a number of nice new cars on show for the 1st time. In a pic in front of the p76's there was a mint International Scout which had just come out of a 3 year restoration and had "gator grain" inserts in the seats and dash. it was a great car and won the 4x4 trophy for the best of its type in the show.



No not like that!!

They also had a ramp where you could drive your car up it to try to find the tipping point and weight distribution (sorry no photos but Ill'e be there next year in the new restoration as its an auto and will be easy to creep up to the sweet spot!)



Concourse de Elegance – Dec 2015

Pictures by Brian Carte

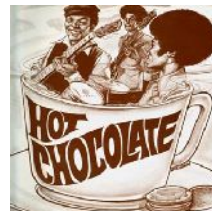


As said earlier our main event for the year was only attended by a hand full of P76 enthusiasts. A disappointing result on numbers but none the less a very enjoyable day out for those that made the effort to show up. With the numbers on the ground its fair to say that just about everyone was a winner.



Everyones a Winner.

Hey that would make a good title for a song



Tassie Targa Florio - pics by Editor.



Shaun Adams resides down here in Launceston at the top end of our state. His father purchased a brand new Targa when they first came out in 74. Sadly, he got rid of it many years ago to “upgrade” to a newer car, as we all do at the time. Of course years on from that decision one wonders why we do it because we always reflect back and say it was the best car we had ever driver, wish I had never got rid of it! Heard that before.....oh yeh.

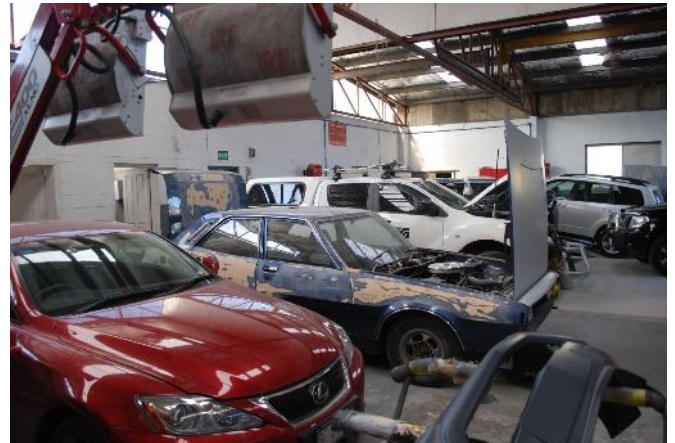
After realising the error of his ways, albeit years down the track, Shaun’s father decided he needed to reacquaint himself with another Targa. Funny how coincidences happen, just when the light bulb went off in his head a Targa came up for sale.

Needless to say it was a no brainer and was purchased. Not to be out done by his father, Shaun himself acquired the P76 bug and has also recently purchased a Targa. Now there are two Targa Florio’s in the Adam’s family, both Omega Navy.



couldn't help myself

These pics show Shaun’s Targa in the shop being prepped for new paint. Can’t wait to see the finished car on the road.



Ladies Say



Well its Christmas again ARGHHH!!!



So who cooked this lot and who's washing up!!

Crossword / Wordsearch Corner

I'm employing that well known KISS principal with this puzzle

Magazines

Q C Y C F B U A L A R W Z Z U P W K J E J H B
I O M U S C L E C A R O H N D X X C C L J S F
I Z O Q A V R Z D I Z Q Y E Q O F Z M D X W Y
K K V N I Q E Q D P O G K E E A A P A L M E J
R O Q L C S Q B H Y O W F K E L W Q U R U N A
E N T E N I H C A M T E E R T S S Y D O L R Q
A U T O M O T I V E E N G I N E E R M W G A P
S C V A R A C C I S S A L C I Y S H C R K C V
N I Q R L A U N A M R O T O M C B R V A U G R
B P N I Z P L W V F L G B W R V F E T C Q N G
R H O J N M S R A C E U Q I N U Q H Y S K I E
T V H Q I I G A S M U O G H I I D Q E T V C I
K O J I I U R O T O M N R E D O M B E R F A A
O P G S J Y B D O Z C D V Y K Q W G B O A R R
X P F H S K O D K I T Q F K C L Z N Y P Z X N
T U F J E D E K Y W E P S U S B M A T S T H P

Find the following words in the puzzle.

AUTOMOTIVE ENGINEER
CLASSIC CAR
MODERN MOTOR
MOTOR MANUAL
MUSCLECAR
STREET MACHINE
SPORTS CAR WORLD
RACING CAR NEWS
UNIQUECARS
WHEELS





Parts/Tech Review



Well, by now most people would be aware of the extractors Mentiplay Leyland has put on the market. I myself have purchased a pair for my Bathurst Force 7. These are a copy of the Torony Designed extractors from the 80's. I received these units from Mentiplay Leyland well packaged up, with no obvious injury's from a courier trip from one side of Australia to the other.

There are other extractors on the market, however I consider them just a set of pipes thrown together to give a modest improvement to the 4.4 ltr motor. The Torony extractors on the other hand have been developed through extensive dyno testing to produce the best possible performance from the 4.4 Ltr, giving greater mid-range torque.

Whilst the overall product is ok I would like to talk about the way the Mentiplay extractors are put together and the design. I would like to bring your attention to the welding. This is an



area I have expertise in. My background is in metal fabrication and welding over the last 35 years both in the trade and as a teacher of apprentices. I can also say I have numerous specialised welding certificates. I know what I'm talking about when it comes to this subject.

As you can see by the picture on the left there is a fair bit of weld penetration into the inner tube. This all needs to be ground away before you would consider bolting it to the head. Whilst welding

dissimilar thicknesses does have difficulty, the amount of weld penetration here can be reduced with the adoption of different welding techniques, eg. Changing the wire speed/voltage ratio to one another erring on more voltage, changing the angle of the mig gun whilst welding or even a different gas mix. I have explained this to James Mentiplay and he had taken this on board. **James is committed to producing quality products and I know he will work toward improving this area on the Torony extrators.**



The other area of interest is the design itself. Now you must understand these were designed back in the 80's with associated theory's relating to header pipe layout. Whilst the turned length cannot be argued against (extensively dyno tested) it's the area where the primary enters the head plate that is of interest to me.

By todays standard having a bend welded directly to the head plate is no longer the norm. Today it is expected that at least a minimum of 25mm straight pipe should exit the head plate before any bend in the primary pipe. Of course this is just an observation.

At the end of the day Mentiplay Leyland have done very well to bring the Torong Extractors back to life in the form of an exact replica. Remember these are the **ONLY** headers that truly add performance to the 4.4Ltr engine where its needed most. **Well done Mentiplay Leyland!!**

BOOT MATS NOW AVAILABLE



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

Vic/Tas Club Member Price \$170 ea

Other Club Members \$180ea.

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

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

CLASSIFIEDS

Parts Trader

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

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

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

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

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



P76 Restoration Decals

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

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

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

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

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

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



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

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

For Sale two Leyland 4 Speed Gearbox

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

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

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

Mentiplay Leyland

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the **only** aftermarket extractor developed specifically for the P76 V8. The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains. On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning. These extractors are available now exclusively through Mentiplay Leyland. **Mild Steel: \$600.00** **Stainless Steel: \$800.00**



Urethane Steering Couplings:

\$40 plus \$5 postage and packaging.



Gearbox Urethane Gearbox Mounts

\$170 plus \$10 postage and packaging

**Brand New Dash Woodgrain
Exact Reproduction**



- Peeling Woodgrain has always been the bugbear on the P76 since new.. Now you can rectify that to better than NEW using our exclusive kit...
- Exact fit and reproduction of original woodgrain
- Includes all 15 pieces shown
- Exact Match to original materials, finish and colour with grain matched cutting

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



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

Contact James Mentiplay

Mentiplay Leyland

Phone: 0408 918 127

Email: leylandp76@westnet.com.au

Anything But Expensive

Parts Wanted

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

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

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

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

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

WANTED-

- (1) Set of GC P76 Window Seals Inner @ Outer.
 - (2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.
 - (3) W/Screen Trim Front Top Section only x1 GC
 - (4) Original Boot Rubber Mat in GC
- Contact Michael Hare Mob- 0401092265**

WANTED ACCESSORIES

Wire Headlight Accessory Guards for a Super
Force 7 Steering Wheel
Contact Philip McCumisky 0408 842 800

WANTED DASH PAD

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

WANTED V8 4 SPEED MANUAL TAIL SHAFT

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

Vehicle Trader

Vehicle Wanted

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

Vehicle for Sale

Omega Navy Targa Florio V8

\$1000 The car is at Rye Victoria
Contact Mike on 0412494489

Omega Navy Targa Florio V8

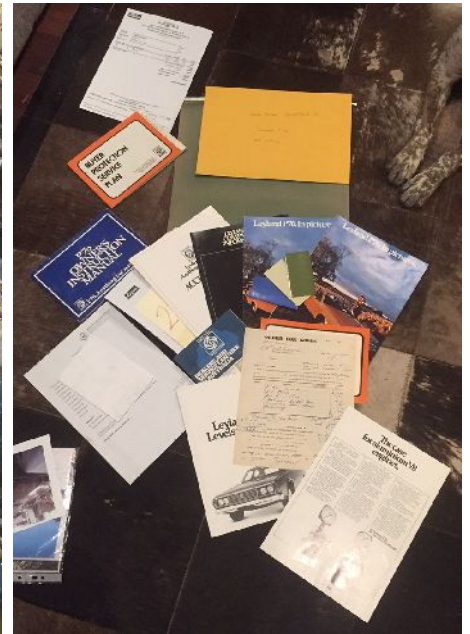
Power Steering, Factory air, Unreg.\$4000.
Contact Bill Robson 0412 429 714. Located in Nowra NSW

Vehicle for sale

Spanish Olive Super V8 four speed

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

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



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

my email address is james.veritay66@gmail.com

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

Garage Sale by Chris Cutting

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

Targa Florio

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

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





Body Shell

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



Gear Boxes

4 speed manual with pedals & stick \$300



Auto T-bar \$250



Auto \$150



Engine Blocks

4 engine blocks plus lots of parts to fit

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

4402.....3 speed manual

\$600 the lot



Lots of other

Second hand parts, panels & bits & pieces

Plus some new door skins and front guards

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

You can advertise your vehicle IN HERE for free

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

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

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

That's all



Took

Have a great and safe Christmas and New Year.....see you 2016

