

Leyland P76 Owners Club of Western
Australia (Inc.)

Westwords

Official Publication



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Another Executive coming to WA? Are the
rumours true? Stay tuned...



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General Meetings are held on the last Monday evening of every month at 7.30 PM
(unless otherwise notified). The Meetings are held at the Kenwick Community Hall

The AGM is held in July. For dates of club meetings and events, refer to the Coming Events section of this Newsletter.



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WA Club Parts List

Adrian Carr has prepared the following updated parts list for interested Members:

(Correct as at 28/12/2015)

Rear speaker grills -----	\$10 each
Strut top bushes-----	\$40 pair
V8 oil filters -----	\$25 each
T bar shifter handles-----	\$5 each
Heater and fan knobs -----	\$2.50 each
Rust repair front fender panels-----	\$80 pair
Indicator switch mech (new) -----	\$250 each
Short handbrake cable-----	\$5 each
V8 point sets-----	\$25 each
V8 rocker cover gasket (cork) -----	\$45 pair
V8 head gasket -----	\$35 each
V8 main bearings -----	\$110 set
Number plate light lenses -----	\$45 pair
Front indicators, unpainted, un-assembled ---	\$60 Pair
V8 valley cover gasket and end seal set -----	\$100 each

Contact Adrian on 0417 991 089 to place an order.

COMING EVENTS

GENERAL MEETING

MONDAY 29th August 2016

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

September 25th: Run to Grass Valley to see "The Nuthouse Collection" Details TBA

October 14-16th: 5th Annual P76 State Meeting Location: Geraldton More details to be released closer to the date.

Nov 20th: Triumph & Standard Day - The Club has agreed to attend. More details to follow.

My Ramblings

Well, I was going to call this Part "letters to the editor", but seeing as though I get barely any letters, it's a bit pointless! I did however receive one email this month, from Colin Flegg: "Hi Adam, I just got my renewal for my Ford and the total for the next 12mths is \$69.90 including an Insurance component of \$47.71 plus GST, thought I'd let you know in time for the upcoming Westwords, Colin". Colin has recently put his Ford on concessional license with our club, and is enjoying its benefits. If you're not already aware, if you're a current financial member of your club, you can put any make or model of car on concessional licence as long as it meets the criteria, we're not restricted to P76's. On another note our AGM is upon us once again, this might be my last edition of WESTWORDS as I'm sure there is someone else in the club who is just dying to give editor a crack (I know, I'm dreaming...) If you feel you could be of use to the club, and would like to be a part of the club Committee, by all means, step forward! We need you!



2016 Annual club lunch

We had a great turnout for the clubs annual dinner (lunch) with over 12 members and family attending and 7 Leyland's braving the weather with a drive from the Narrogin Inne through back roads to the Mundaring Weir Hotel. On the way we visited member Paul Goerkes sheds to view his varied collection of cars. Thanks Paul for your hospitality. It was also great to see country members Lyn and Riley from

Manjimup make the event.



P76 COMPLIANCE / CHASSIS PLATE

Twenty five years after the establishment of P76 clubs in Australia and New Zealand, there still appears to be a number of grey areas for some people in understanding the compliance/chassis plate details on P76s. The factory workshop manual includes a good guide to reading these details, especially for 1973 cars, however there were a number of changes in 1974 that were not included in any workshop manual.

The three major changes were as follows:

March 1974: Serial Numbers changed from 4 digit to 5 digit;

April 1974: New P76 compliance for 1974/75 resulted in change of Letter denoting Transmission compliance in chassis number;

April 1974: Date Stamp changed to include production week.

The compliance/chassis plate is the small aluminium plate (about the size of a playing card) affixed to the top of the LH strut tower in the engine bay. This plate contains information about the Australian Design Rules and also the car's chassis number and build date. The chassis number is also stamped into the strut tower metal alongside this plate. The following brief sample will serve as an explanation.

(1) (2) (3) (4) (5) (6) (7)

Chassis Number: **076** / **B** / **4S** / **3** / **A** / **44** / **1656**:

(1) **076**: P76 vehicle

(2) **A (or B)**: Transmission Compliance: May 1973 to March 1974

A = Manual Transmission

B = Automatic Transmission

(2) **D (or E)**: Transmission Compliance: April to November 1974

D = Manual Transmission

E = Automatic Transmission

(3) **4S**: 4 door Sedan

(4) **2 (or 3 or 4)**: **2** =Deluxe

3 = Super

4 = Executive

(5) **A (or C, N or M)**: Transmission Shift Type:

A = Floor Shift Automatic

C = Column Shift Automatic

N = Column Shift Manual

M = Floor shift Manual

(6) **44 (or 26)**: Engine fitted: **44** = V8 4.4 litre

26 = 6 cylinder 2.6 litre

(7) **1656**: Serial Number

Serial Numbers: There were two different systems used for serial numbers on P76 chassis details.

Four Digit Numbers: example: 076 B4S4A44 1234 (May 1973 to Feb 1974)

Five Digit Numbers: example: 076E4S4A44 16526 (March to November 1974)

Four Digit Serial Numbers: From May 1973 to February 1974 inclusive, all P76s carried a four digit serial number. They were stamped numerically in each different model category – that means there were thirteen different P76s each carrying the starting serial number 1001 (their full chassis numbers would have been different, of course). This system was discontinued at the end of February 1974, and was replaced with a new 5 digit serial number system.

Five Digit Serial Numbers: From March 1974 until the end of production in November 1974, all P76s carried a five digit serial number. The first 5 digit car was serial number 13998 (this was the 12998th P76 built). The cars were all stamped numerically as they came onto the assembly lines, regardless of model category. There is only one P76 with serial number 13998, only one with 13999, only one with 14000, and so on.

Date Stamp: Up until April 1974, every P76 chassis plate was stamped with the month and year of manufacture: e.g: 9/73, 11/73, 2/74, etc.

In April 1974 Leyland added the actual production week of build to the month and year information on the chassis plate; e.g: 4/74 14

6/74 23

9/74 37

The dates of the actual production week recorded by the numbers following the month/year on the plate can be determined from the following list for 1974.

Week: Dates:

13	28 th , 29 th March, 1 st , 2 nd , 3 rd April
14	4 th , 5 th , 8 th , 9 th , 10 th April
15	11 th , 16 th , 17 th April
16	18 th , 19 th , 22 nd , 23 rd , 24 th April
17	26 th , 29 th , 30 th April, 1 st May
18	2 nd , 3 rd , 6 th , 7 th , 8 th May
19	9 th , 10 th , 13 th , 14 th , 15 th May
20	16 th , 17 th , 20 th , 21 st , 22 nd May
21	23 rd , 24 th , 27 th , 28 th , 29 th May
22	30 th , 31 st May, 4 th , 5 th June
23	6 th , 7 th , 10 th , 11 th , 12 th June
24	13 th , 14 th , 17 th , 18 th , 19 th June
25	20 th , 21 st , 24 th , 25 th , 26 th June
26	27 th , 28 th June, 1 st , 2 nd , 3 rd July
27	4 th , 5 th , 8 th , 9 th , 10 th July
28	11 th , 12 th , 15 th , 16 th , 17 th July
29	18 th , 19 th , 22 nd , 23 rd , 24 th July
30	25 th , 26 th , 29 th , 30 th , 31 st July
31	1 st , 2 nd , 5 th , 6 th , 7 th August
32	8 th , 9 th , 12 th , 13 th , 14 th August
33	15 th , 16 th , 19 th , 20 th , 21 st August

Week: Dates:

34	22 nd , 23 rd , 26 th , 27 th , 28 th August
35	29 th , 30 th August, 2 nd , 3 rd , 4 th September
36	5 th , 6 th , 9 th , 10 th , 11 th September
37	12 th , 13 th , 16 th , 17 th , 18 th September
38	19 th , 20 th , 23 rd , 24 th , 25 th September
39	26 th , 27 th , 30 th September, 1 st , 2 nd October
40	3 rd , 4 th , 8 th , 9 th October
41	10 th , 11 th , 14 th , 15 th , 16 th October
42	17 th , 18 th , 21 st , 22 nd , 23 rd October
43	24 th , 25 th , 28 th , 29 th , 30 th October
44	31 st October, 1 st , 4 th , 5 th , 6 th November
45	7 th , 8 th , 11 th , 12 th , 13 th November

Anyone researching the P76 will find the cars built before March 1974 much easier to record. The four digit serial number cars are an accurate record of the exact build for each of the thirteen different model categories.

From March to November 1974, the five digit serial number cars do not afford the same detail with regard to exact numbers for each model category, however they do give an accurate record of the total numbers built. For the historian, Body Numbers play a vital role in providing more information.

Body Numbers: These bear no direct relationship with the actual chassis number on each car. The Body Numbers are stamped into the metal at the top of the LH strut tower, directly underneath the compliance/chassis plate – they can not be seen until the chassis plate is removed. An example of a Body Number is as follows:

L4D	L4D: Leyland 4 door sedan
76-2	76-2: 76-2 Deluxe
	76-3 Super
0123	76-4 Executive
	0123: Body Number of that particular vehicle.

Unlike the chassis serial numbers (which commenced at 1001) the Body Numbers commenced at 0001. The Body Number procedure included three separate systems. All Deluxe models (six categories) were numbered consecutively in one series as the body shells were made in the Body Shop. Likewise the Supers (all six categories) were numbered consecutively in one series, whilst the Executives were numbered consecutively in their own series. Hence, the example shown above is the 123rd Deluxe model produced, so we know that at the time the above vehicle was made, a total of 123 Deluxe models had been produced overall.

Further examples of Body Numbers are:

Feb 74: Deluxe 076A4S2N26 2606 was Body Number 76-2 5393

Feb 74: Super 076B4S3C26 1850 was Body Number 76-3 5016

The Body Numbers also gave a very good security system to guard against theft, swapping of chassis plates, etc. The factory records would have detailed the correct Body Number for each chassis number of every vehicle.

New Zealand Assembly: The information above relates only to Australian built P76s. The cars assembled by NZMC at Petone carried similar chassis numbers, however they included a "Z" to denote New Zealand assembly, and their chassis serial numbers commenced at 001.

Understanding the chassis number system is going to be very important when you decide to check out that "one owner immaculate Executive" that you have seen advertised. You will be bitterly disappointed to find out after purchase that its chassis number on the plate is something like: 076A4S2N26 2133.

For those people that still think all of this information may seem superfluous to the average P76 owner, they should remember that every owner can play a vital role in the preservation of P76 records.

For those members restoring, wrecking or disposing of any P76 bodies, please note down the full details from the chassis plate, and the details of the body number (after the plate has been removed for safe-keeping). These can be forwarded to your P76 club for record keeping.

Remember, the factory records were destroyed a long time ago. The only group that is ever going to rebuild those lost records is the P76 clubs in Australia. We need all the information that is possible in our ongoing research.

Gary Mentiplay

Attention Service Manager



SERVICE BULLETIN

TECHNICAL

C 25/73
EXP. 18
P.S. 17
F.O. 23
12/11/1973.
Sighted by

AUTOMATIC TRANSMISSION DIPSTICK

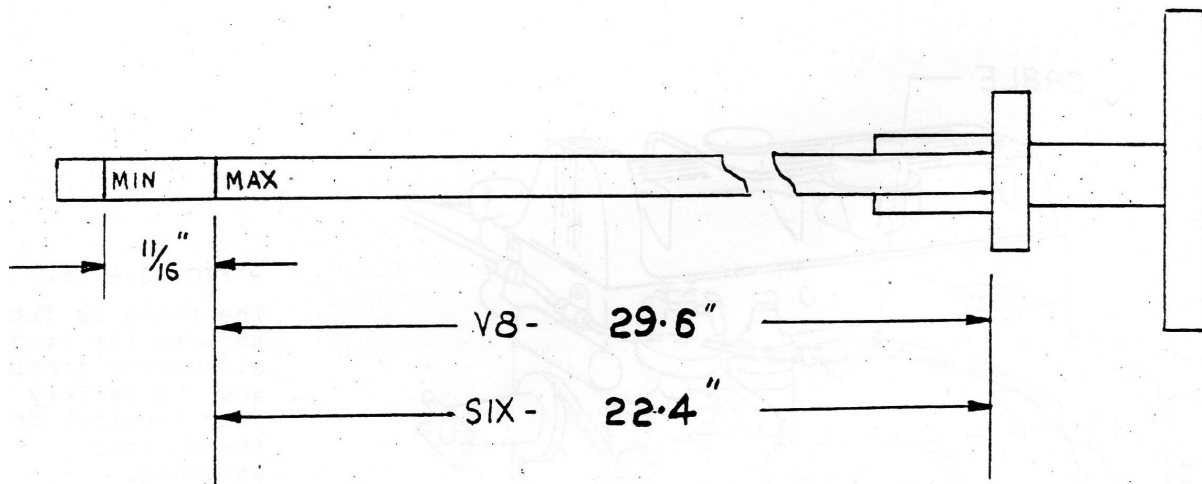
P76

There have been a few instances of incorrectly manufactured dipsticks being supplied with vehicles. This relates to dipstick length, and details were given previously in Service Bulletins C18/73 and C22/73. Complaints of transmission slippage can arise from this condition.

Your full support is requested to ensure that dipsticks are checked on all P76 Automatic Vehicles when being serviced in your Workshops.

Where measurements do not coincide with those shown on the accompanying diagram, the dipstick should be replaced with :

8 Cylinder engines	Part No. AYD.3056
6 Cylinder engines	Part No. AYB.3287



It is also of the UTMOST IMPORTANCE that the transmission be topped up to the correct level before being returned to owner. For this purpose the dipstick can be remarked, but only as a temporary measure pending replacement.

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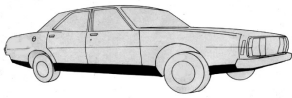
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Your co-operation in this regard would be much appreciated. Simply send your email address to the Editor:

adam_woodwards@hotmail.com

It is understood that some members do not have online access and will continue to require hard copies sent by regular mail.