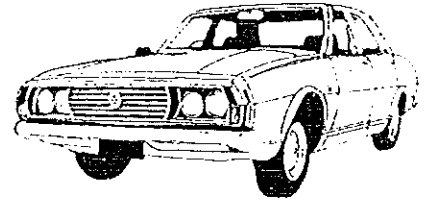




THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED



Leyland P76 .Anything But Average

AUGUST 1997

VOL 2 ISSUE 8

THE QUEENSLAND BULLETIN

BILL HAWKEY'S SUPER P76



CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

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DEAGON 4017
PH : 07 369 5644

VICE PRESIDENT

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SECRETARY/ASSISTANT SPARE

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TECHNICAL OFFICER

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CONNONDALE 4552
PH : 07 5494 4427

GENERAL INFORMATION

THE QUEENSLAND P76 OWNERS CLUB INC
HOLDS ITS MONTHLY MEETINGS ON THE SECOND
FRIDAY OF EACH MONTH.

TIME: 7.30PM

VENUE: NORMAN PARK UNITING CHURCH.
CNR BENNETTS RD AND
MCLWRAITH AVE
NORMAN PARK.

"AT THE ROUND -A- BOUT"

1997 MEETING DATES

JANUARY THE 10TH
FEBRUARY THE 14TH
MARCH THE 14TH
APRIL THE 11TH
MAY THE 9TH
JUNE THE 13TH
JULY THE 11TH
AUGUST THE 8TH
SEPTEMBER THE 12TH
OCTOBER THE 10TH
NOVEMBER THE 14TH
NO MEETING IN DECEMBER

PLEASE SEND ALL MAIL TO:
THE QUEENSLAND P76
OWNERS CLUB INC.
P.O Box 343
CARINA 4152
QUEENSLAND

CLUB OUTINGS

VARIOUS ACTIVITIES ARE ORGANISED BY THE
CLUB MEMBERS AND ARE GENERALLY HELD ON
THE LAST SUNDAY OF THE MONTH. THE VENUE
DETAILS ARE USUALLY PRINTED ON PAGE 7 OF
THE MONTHLY NEWSLETTER.

CLUB MEMBER OF THE YEAR.

POINTS ALLOCATED

ATTEND MEETING - 1 POINT
RAFFLE DONATION - 1 POINT
ORGANISE EVENT - 1 POINT
WIN EVENT - 1 POINT

OTHER "P76 OWNERS " CLUBS ARE WELCOME TO REPRODUCE THE
ORIGINAL MATERIAL IN THIS NEWSLETTER , AND MENTION OF THE
QUEENSLAND P76 OWNERS CLUB INC AND THE AUTHOR OF THAT
MATERIAL WOULD BE APPRECIATED AS THE SOURCE.

GENERAL MEETING - AUGUST 1997

The President opened the meeting at 7.45pm.

Attendance as per Attendance Book.

Apologies: Nil.

Minutes of the previous meeting were read by the Secretary and was moved as correct by Brett and seconded by Pat.

Treasurer's Report.: Balance \$3,818.51 and a ___ ___ load of money in front of him.

Incoming Magazines.: Leyland Post, N.S.W, Leylines, Classic and Ford Performance Club.

Incoming Mail.: Renewals were received from A.Camillera, B.Hawkey, P Lloyd-Parker, A Lynham, R.Nicholson, K.Leitch, I.Ward, J Talbot, C.Brown, J.Vikers, C.Sullivan, T.Kirk, B.Shaw, R.Buckham, R.Perkins, G.Huxton, L.Stone, P.Hodge, A.Gibbon, P.Perkins, M.Ozanowe, W.Kerr, J.Goodall, R.Muirhead, R.Muirhead, P.Peterson, W.Julian.

1). All Site Rentals , 07 3327 5299, wrote covering their range of portable toilets.

Business Arising from the Minutes:

1). It was decided by those present that several outstanding accounts be paid as soon as possible.

2). The Club box trailer has been picked up and looks very nice in it's "Omega Navy"!

3). There is a hold up with the Gasket Sets, but they should be available in about four weeks time.

General Business:

1). Joe has agreed to rebuild the bar-b-que and fix it to the trailer.

2). There was further discussion on the Motokhana car which will be finalized at the next monthly meeting.

3). The Cloth Badges are ready and will be handed out with the August Magazine.

Meeting Closed at 9.45pm

PRESIDENTS REPORT

I wish to thank the club members for your support and my wife for her consent to stand for President. I congratulate the Past President Chris and his committee for the work and inspiration they showed last year. To the newly elected member of the this years committee I look forward to further inspiration.

Thanks to the Vice President Cedric for standing in at the last meeting. I was away on Company business in Rockhampton.

I live at Deagon and own two P76 cars, one a brown super model known by the family as the Beast, another Beauty (Black) cloned super ex deluxe which is sitting in the back yard waiting to be moved out or processed (cut up)

This year my hopes are to see-

The club active with displays at major outings,

Meeting the members and to urge members to get their cars out and about.

To be seen to be proud to be involved with a group of Car Enthusiast who own or drive a car that is "Anything but Average".

Activities that I hope to be at will be the "All British Day", Noosa Car Classic, Xmas Party, back to Coffs Harbour next Queens Birthday and to attend the Nationals at Easter in Newcastle(A Must 25 years).

Other activities for club members are to support the P's that will be participating in "The Around Australia Bash", another Motokhana and as well as going to the Drag racing to watch the P76's run.

Our social gatherings will be a highlight of the above activities in that we have the means to put on Bar-B-Ques at a majority of these outings, so the family will become the V.I.Ps.

The meeting nights I hope we will see some demonstrations of products, films of outings and have invited guests from other clubs and institutions.

Business will be kept to the minimum, and a lot of debating from the floor.

Last words, "Great Mag" well done Garth.

ROGO RAVES

Hi its the Rog Raving again. We'll another quiet month, with not a lot happening apart from the new committee taking over, and the Sunday outing to Toowoomba, which turned out to be a great success. At one stage counting the P76's that went we had a total of 16. Great effort on those who turned up. We ended up at Fred Millers place. Firstly meeting at the top of the range. Marcus Chu then led us in a convoy out to Yandilla. I was under the impression that it was about 1/2 an hour from Toowoomba, but I'm sure we passed the Black Stump, and someone remarked that they saw a sign for Perth. Finally we made it to Fred's place.

We soon took the club barby out of the trailer, which by the way was the first

Rogo's Rave Continued.....

outing for the Club trailer. Its a 7 by 4 foot box trailer with P76 wheels and painted Omega Navy. We need to modify the barby so it can swing out from the side of the trailer rather than being lifted off. Anyone who can weld or who has some good ideas for this, please make him or herself known. I tried to get out of being cook for the day, but it didn't work out that way. Thanks Marcus for giving me a hand. I think everyone had a good feed and there were plenty of drinks available. Thanks to Fred for a great destination.

Across the road there is the second oldest church in Queensland, its really worth looking at if you get the chance. Garth took some good photo's of the cars in front of the church and I'm looking forward to seeing them in the next magazine. For those who didn't make it , see you at the next one, which will be the All British Car Day on Sunday the 24th of August. We want a good roll up to this so we can win the trophy back.

IN THE PARTS SHED

A few parts have come our way this month. We have collected a full power steering rack. Its all complete and still bolted onto the cross member. Also a few switches and a good steering column with the ignition barrel and key. Struts , wheels etc all for \$70.00 , not bad eh?

Many thanks to Jim Sear who had to sell his beloved P76. He has donated many parts to the Club. We have sold the last new windscreen and we are also out of top gasket sets. Allan Shultz is hoping to obtain more of these, but we still have lots of other parts. Just call me on 07 3888 1345. Try your Club first!!!!!!

EDITORS REPORT

It has been a hectic past few weeks for myself, so I have kept this months magazine to 14 pages only. Next month I will hopefully be back to 16 pages (this all depends on how much material the membership gives me).

The chaos started on the 1st of the month when I drove down to Sydney (Smogney) to pick up my other P76 which has been in a Panel shop down there for the past few years. I thought it was about time to rescue it from Sydney and bring it up to Queensland so I can finish rebuilding it. I left Currumbin at 5 am on Friday morning and arrived in Sydney at 3 pm, stopping only once at Kempsey for 45 minutes to fill up, visit a friend and wash the mud off my car (It's a long story about a semi trailer which had rolled and the only way round the thing was to take a detour off road). Saturday morning with the help of Dave and Fofe Collins from the N.S.W P76 Owners Club , we made the shell into a rolling one and put it on the back of a car trailer that Fofe organised for the trip up to Queensland the next day.

Sunday morning at 5 am I left Sydney and arrived back in Currumbin at 5 pm. The return trip included stopping no less than 10 times. This included 4 times for petrol (150 litres) and adding oil (6 litres). The 24 year old motor starts to mix its drinks when

Editors Report Continued....

you start to push it hard. Having a extra car on the back makes it that bit harder to accelerate and brake. The good thing is that having 4 wheel disc brakes you actually stop when you want to and there's very little brake fade. The other stops were for just checking the straps and chains and re-applying the tarp. by the time I arrived home there was very little left of the tarp. It resembled a streamer more than a tarp.

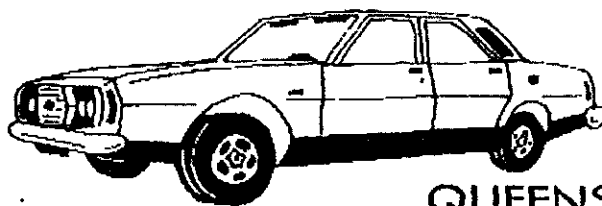
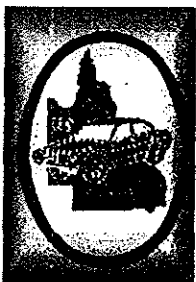
The car is now tucked away in the garage and I soon hope to have in fully restored hopefully for Newcastle in 1998. At the moment I'm still trying to finish off the new motor for the car. It's a Holden pistoned Leyland motor with multi-point E.F.I fitted to it. The system runs a standard Commodore computer on a custom made manifold. The only real modification is the Mem-cal because of the different litreage and distributor pick-up. This allows me the ease of buying any parts straight over the counter at any Holden Dealership. Later in the year, when its all finished, I'll have an article ready for the magazine. Next month I hope to have a Tech Tip from Neville about changing your rear brakes over to disc brakes and what's involved in doing so.

This month I also received a rather sad letter from Anne Camillera informing us that Vic Camillera passed away on the 16th of May 1997, it was sudden heart failure. Vic had been a member of the Club for many years and will be missed by all. Our condolences to Anne and her family on their loss.

Garth Morris

CLUB BADGES AND STICKERS

Please find enclosed in your magazine a Club Cloth Badge and Club Sticker. Each member will receive one of each as part of their membership fee. These were the cloth badges that our Ex-President Chris Brown has had made up for each member. If any member would like another badge or sticker they can be purchased from Graham Rodgeron . The Club Cloth Badges are \$5.00 and the Club Stickers are \$2.00



P76 

QUEENSLAND OWNERS CLUB

THIS MONTHS OUTINGS

There are two outings planned for this month. The first being a night out at Willowbank Raceway. With Graham and John getting into drag racing mode we thought it may be fun to go out there and check things out first. So on Saturday night the 16th of August we hope to see you all there around 6pm in the car park. The second outing is the Legendary All British Car Day on Sunday the 24th of August. It promises to be even bigger than last year. The meeting place is the same as last year which is the Furney Grove Tavern at 8.00am . We will then leave at 8.30 in a convoy to arrive at the gate at approximately 9.00am. At last years All British Day we had a good turn out , but this year we want even more P76's there. So please make the effort. If we can get our numbers up we may even be able to win back the Best Club Trophy.

NEXT MONTHS OUTING

A few months back you may remember that Chris Brown proposed a joint outing with the Rover Car Club. Well next month we have been invited to one such outing. It is proposed that we have a weekend (Saturday & Sunday) away to Cooyar, going up the New England Hwy, passing through the village of Crows Nest (antique dealers, arts & crafts studios and specialist plant nurseries).

Lunch at the Rum Fire Winery (BYO meal) and sample the fine wine (cellar door sales available). No admission.

After lunch we move on to Oakey to settle into a Motel (your choice). Around 2pm we visit the Oakey Air Museum. Open 10am - 4pm. Admission is Adults-\$4.00

Family -\$10.00

Children/Pensioner -\$3.00

Saturday night we dine at Oakey R.S.L Club on the Hwy opposite the Post Office. Meals are A-La-Cart Bistro. Steak or Chicken with all you can eat salad and vegetables. Cost is \$8.00 - \$9.00 per head.

Sunday we head along the Warrego Hwy to The Jondauyan Wool Shed. Open 9am - 5pm. Guided tours are at 10.30, 1pm and 3pm. Admission is Adult -\$9.00

Pensioners -\$8.00

Children -\$4.50

This outing is proposed for the last weekend of September.(27th/28th)

FIGURE THESE OUT

If you only had one match and entered a room in which there was a kerosene lamp, a gas ring and a fuel stove, which one would you lights first?.

I have in my hand 2 Australian coins with a total of 15 cents. One of them is not a 5 cent piece.Please remember that. What are the 2 coins?.

Answers next month.

DO YOU KNOW THIS ABOUT THE P76 V8?

To discover this beautiful power unit's real origins we have to go a long way further back. To Germany in 1954, when BMW brought out a light alloy V8 to power their "Baroque Angel" luxury sedan of the day.

Look at that BMW engine and it's all there. The light alloy block and heads, the five bearing crank, the pushrod overhead valves and a capacity of 2.58 litres. Initial output was about 95bhp and soon updated to 100bhp (Remember they only had about 70 percent octane fuel in those days).

This was followed over the next few years with a 3168cc version giving 120bhp and then in 1958 it was given twin down-draft Zenith carburetors, a hotter cam and returned these favours with 150bhp. As much as Chevy were getting out of 4.7 litres. In this form it was installed in one of the most beautiful cars of all time Albrecht-Goertz's gorgeous 507 coupe intended as a direct competitor for the Mercedes Benz 300SL. Alas BMW was in deep financial and managerial trouble at the time and these cars never sold in anything like the quantities planned. The last V8 was built in 1959 and, as far as anyone knew at the time, that was that.

Meanwhile across the ditch, Detroit was trying to reverse its belief in "bigger is better" and develop "compact cars" to combat the rise of the imports. They floundered about aimlessly for some years but one result of this was that the BMW engine disappeared into GM for study. Nobody has ever admitted the link officially, but a couple of years later, when Buick, Olds and Pontiac brought out their first compacts, low and behold, there was the alloy V8. It was modified for big volume production and enlarged to 3.6 litres, but still essentially the BMW design of yore.

This was very out of character for GM who were iron engine people. It had the effect of sending shock waves through the U.S iron and steel industry who saw the nightmare prospect of millions of engines being cast in aluminium instead of iron. They didn't take it lying down, they developed light weight casting techniques for which we can be eternally grateful and the end result was a range of V6 engines which were cheaper and as light as the alloy V8. The cost accountants loved them. The alloy V8 was once again put out to pasture.

Now we head back across the Atlantic to where Rover was looking for a more muscular power unit for its sophisticated, but underpowered 2000 model. A Straight six would not fit. They were exploring the possibility of a 5 cylinder (long before Audi) when the idea of that V8 alloy engine the Yanks didn't seem to want anymore, came up. One thing lead to another. A deal was done and once again the engine returned to Europe. Rover did a complete re-engineering job on the unit which became the 3.5 litre motor so well known today. Initially it had twin SU carburetors which were later replaced by fuel injection.

Sadly, the Rover suffered badly with the introduction of Australia's ADR-27A emission laws and was strangled to a mere shadow of its former self. Compared with the European version shows a power loss of some 30-40 horsepower. The Rover 3500, once a really quick car became a power steered, air-conditioned, automatic slug. So did the Range Rover. It is only lately that the introduction of fuel injection and modern engine management has restored some of the former glory to the Range Rover. It

Did you know continued.....

was too late for the 3500 Rover which has been replaced by the Honda V6. In the meantime the alloy V8 had earlier made yet another overseas journey - this time to Australia to power our local answer to the Edsel - The P76.

This time the engine was taken out to 4.4 litres and whatever other faults the P76 may have had, it was no slouch. Even in standard trim it was a real flyer with better brakes and suspension than any Ford or Holden of its day. It was no slouch for sure but it was nowhere near its true potential. A piddling single little down-draught Solex carburettor and one of the most restrictive exhaust systems of all time ensured that it never even breathed hard, let alone really went to work. There can be few engines with such untapped potential. This is, after all, an enlarged version of the engine which has made the Morgan V8 just about the fastest accelerating production car in the world and won a World Touring Car Championship for Rover.

But having said all this, we still haven't touched on the engine's greatest virtue. It's lightness, being all alloy it is actually lighter than most sixes and in fact lighter than many cast iron fours. It can slot into quite a number of cars without upsetting their balance and weight distribution. But strangely, very few people in Australia have ever tried to make use of this power unit which is still readily available. One of the few who have is Stan Sainty who is regularly turning out five and six litre versions for use in boats. What he does is generally applicable to cars as well. So it seems a good idea to go and find out how he goes about it and what he is achieving. Once again your faithful scribe toddled out to the amazing factory where Stan builds his humungous four-overhead cam 561cu in supercharged V8's (also cast in light alloy incidentally). I remember seeing a number of Rovers and P76's sitting around in various stages of completion on my previous visits.

Stan was clearly the man to tell us what we wanted to know. He had long considered the Rover/P76 engine to be a promising design with a great deal of potential. He had built quite a number of them for other people but never actually used one in a vehicle of his own. "Most of the conversions I do go into Range Rovers." Stan revealed. "Of course there's no problem with legality because it's a four wheel drive and the rules for cars don't apply. However I do know one of my engines was designed for a Gemini street car. It's a beautiful engine, so light and easy to work on. It amazes me that the street crowd hasn't seized on it for the good thing it is."

As Stan found out early, the alloy job does have one weakness. The block is none too substantial around the main bearings. Especially number four. The bearing balls fall out. Repco made the same discovery and did some major shoring up and reinforcing to keep the act together. "It's not too difficult to fix," Stan told me, "New stronger studs and loctite fix the problem."

Most of the engines Stan has converted are Rovers (3.5 litres) but he has done a number of P76's (4.4 litres). His methods follow similar paths...with some special touches. First step is to take the engine out to 5 or 6 litres. You can use a P76 crank which gives a 3.5 inch stroke and then fit Chevy pistons. 305 Chevy pistons gives you 5 litres (3.75 inch bore) while 350 Chevy pistons gives 6 litres (4.0 inch bore). In doing this you go from dry sleeves to wet sleeves, you can go to a higher volume oil pump but Stan has never done it because it is not really necessary. Another happy piece of news is that

Did you know continued.....

all the parts are quite reasonable priced. So how do you go about chasing real horse-power?

"The standard heads and ports are very restrictive," Stan explained. "I open them up for freer gas flow. Likewise I polish and open the combustion chamber quite substantially otherwise the compression ratio gets too high with the extra piston displacement. The valves are standard." Standard carburation on the original engine is puny to say the least. There is a 4 barrel inlet manifold available from New Zealand which takes a 450 Holley. Stan sends out his engines without manifolds and lets the owners fit extractors to suit their own cars. "It's a great engine for conversions," Stan believes. "Much lighter than a six cylinder Holden. The 6 litre version is 351 cubic inches and there is no reason why it cannot match the equivalent Chevy or Ford. The difference is it only weighs about half as much. That's a lot less mass to move off the line."

In fact experience with installations carried out so far suggests that this works out in practice as anticipated. Displacement for displacement, the light alloy V8 matches its cast iron rivals. This provides that great bonus of saving of several hundred pounds of mass up front, right where you can do without it.

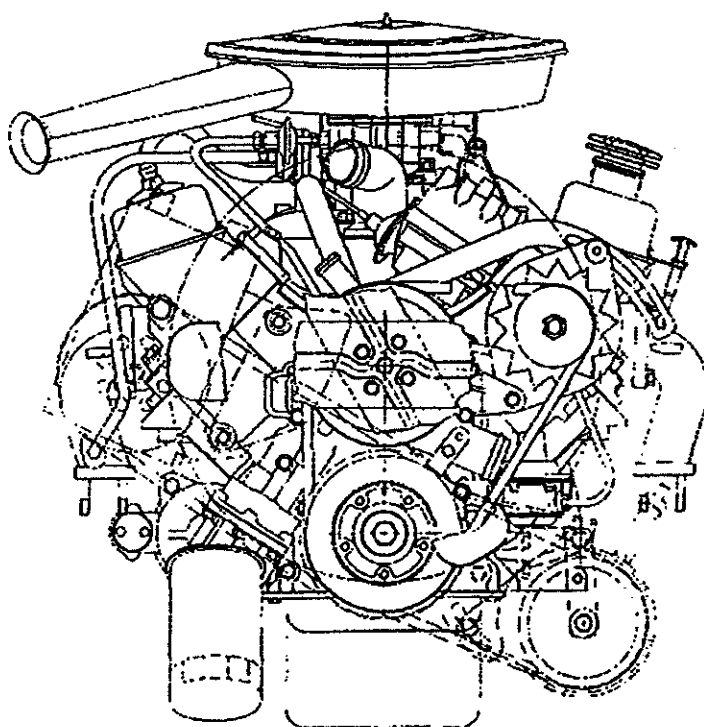
One can only hope that the world will wake up to the wonderful power to weight opportunity going to waste before the last of them is recycled into lightweight soft drink cans. It deserves a lot better than that.

So what would one of these lightweight powerhouses cost in your car or boat? If you supply an engine, a total rebuild including a new crank, rods, bearings, etc, it would set you back about \$2500 to \$3000, plus of course your own manifolds, carbies, etc.

Something to think about isn't it?.....

The Leyland Post June 1993

Author Unknown.



18 July 1997

John Joyce
Queensland P76 Car Club
45 Ranald Avenue
Ningi QLD 4511

Dear John,

RE: 1998 ROUND AUSTRALIA RALLY

Advantage International would like to welcome you to the staging of the 1998 Round Australia Rally and thank you for your registration. We have much pleasure in enclosing your copy of the Pre-Regulations, Draft Technical Regulations and cap.

All competitors are invited to comment on the Draft Technical Regulations prior to the issue of the Supplementary Regulations in October 1997. All comments should be made in writing and forwarded to the event office.

The group gathered together to run the 1998 Round Australia Rally is by far the most competent and experienced group to ever ensemble in this country. With over 200 years of rally experience in safety and administration we plan to give you excitement, comradeship and a true test of your abilities.

By entering in the 1998 Round Australia Rally you will be continuing the tradition of adventure established by those 192 crews who set off on the first Redex Trial in 1953, and we look forward to your participation for a successful and memorable adventure around Australia.


STEVE FRAZER
Managing Director


TOM SNOOKS
Executive Officer

THE COMPANY BEHIND THE EVENT

Advantage International Pty Ltd, the promoter and owner of the 1995 Mobil 1 Trial will produce the 1998 Round Australia Rally. A World wide organisation with 14 offices on 5 continents, Advantage is a world leader in sport and special event marketing. The company also represents over 250 world premier athletes and personal-

OFF THE NET

Internet connection from Yowee

Do you have the Internet? Browse the net for the word Leyland or P76 and you will be surprised at what you will find.

E.g.:-

Try P76 and you get page references to any mired of stories but you do come up with some interesting topics and home pages.

Hint!!! You might not find much on the world wide web but if you search only Australia and New Zealand there are some good finds.

Browsing for motor car clubs I found a large number of references to motoring groups. Where possible I have asked if our club could be added to a number of publishers pages on the Net. Positive responses have come back from :-

Cowleys contacted by Scott William's and got a favourable reply.

Rpdata QLD Darryl King we need to send our details and they will add our club to the list.

Parts:

British Auto Care based in Brisbane carry a range of Polyurethane bushes for the P76.
<http://www.gil.com.au/comm/bac/bac.html>

Messages:

If you want to have a cyberspace chat try leaving a message with me.

yowee@gil.com.au

Any messages, topics or good links for the magazine or the meeting could also be left at the above email address.

BRITISH AUTO CARE

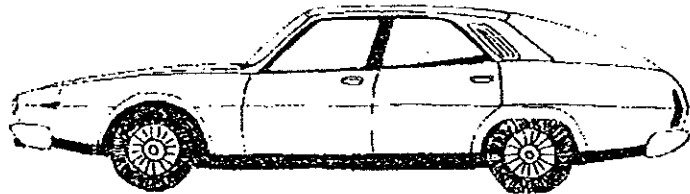
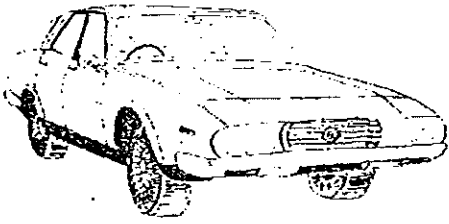
P76			
Part #	Series	Description	Notes
SPF703K	73-74	Rack Mount Bush	RHS
SPF272K	73-74	Lower Control Arm Inner Bush	-
SPF269K	73-74	Strut Bar to Chassis Mount	-
A1	73-74	Strut Bar to Lower Control Arm	-
SP92BK	73-74	Sway Bar Link Bush	-
A1	73-74	Sway Bar Mount to Chassis	-
SPF792K	73-74	Upper Trailing Arm Bush	Use OE Shell
SPF791K	73-74	Lower Trailing Arm Bush	Use OE Shell

British Auto Care

1/51 McCarthy Road, Salisbury, Brisbane, Queensland, Australia, 4107

Ph (61) 07 3274 2828 Fax (61) 07 3277 5344

CONCEPTS



Being that we're considering each others Leyland day dream concepts, I thought I'd toss mine into the ring. The rear glass would be moulded perspex, Porsche style, laminated to the rear portion of the boot lid and hinged at the roof line to make it a Hatchback. The nose cone is extended 15cm (6"), tapering to just allow the headlights to fit in over the bumper. Indicators are fitted into the front bumper to allow the fitting of the usual twin headlights plus a spotlight each side (that's three lights per side) behind

tailored cover lenses. The grill height is reduced to suit the slimmer nose. I drew this up more than 12 years ago, but money limits reality, perhaps just as well!!!!

Regards Jim Vickers.

CONVERSIONS

LEYLAND 4.4 LITRE ALLOY V8 TO LAND ROVER 4 SPEED TRANSMISSIONS
<http://www.ozemail.com.au/~marks 4wd/Irove.html>

Marks 4WD Adapters also manufacture a kit to fit Leyland P76 and Terrier 4.4 litre V8 engines to the standard Land Rover transmissions. However major firewall modifications will be required to clear the irregular shape of the Land Rover firewall.

The kit consists of a specially manufactured adapter plate that mates the Leyland V8 engine directly onto the original Land Rover bellhousing.

Chassis mounts are not available at the time of writing for the Leyland V8 engines.

Kit part numbers are as follows:

LEYLAND 4.4 LITRE TO STANDARD LAND ROVER 4 SPEED TRANSMISSION

MFK 162/4 - Leyland 4.4 litre V8 to Land Rover 4 cylinder chassis.

MFK 162/6 - Leyland 4.4 litre V8 to Land Rover 6 cylinder chassis.

Kits consist of:

***Adapter plate*Spigot bush*Spigot bush adapter*Instructions.**

Note : The Range Rover 3.5 litre V8 engine can also be fitted to the original Land Rover transmissions using the above mentioned kit as they have the same bolt pattern. The rear of the Range Rover 3.5 litre crank shaft would need redrilling to accept our spigot bush and adapter.

FOR SALE

There is no typing error in the below add for Helen Zerefos's P76.



(UCP-077-161) LEYLAND P76 1974, V8 EXECUTIVE, fully restored, full mechanical rebuild, stripped back to metal, repainted in two pack Omega Blue, new trim completely throughout, one owner, 11 months registration. HZ0010. Ph B/H (02) 9569 2957 or A/H (02) 9522 9934 N.S.W

\$14,499 ono

July 1997 Unique Car Magazine.

FOR SALE

SOLED
P76 Super 1973 V8 T-Bar Auto
Peel me a Grape (2 V8s)
Fair Condition, lots of bits
\$1800.00

P76 Hayman Reese Tow-bar
\$180.00

Peter Rose 07 3341 1229

FOR SALE

To the members of the Leyland Owners Club. My mother in law, her name is Mrs Carrie Bryant has a 1973 Leyland Executive stuck away in a garage and she wants to sell it. Should anyone be interested you could get in touch with her on the phone 066 824 665 or if one of you are down this way it would not hurt to drop in and have a look at it. Her address is 32 Cashmore St Evans Head. She wants \$3,300 for it. My Phone No is 066 824 977

Thank you Kevin Wharton.

FOR SALE

1974 Omega Navy Targa Florio
5 Targa Mags and Centres
Little to no rust 138,000 kms

Currently unregistered as we have too many registered vehicles

Only thing non-original is under dash air conditioning

Price Negotiable Ph John Coghlan - Lismore 02-6624 1717

FOR SALE

P76 V8 Auto Rego 3/98

Poor paint - Some rust rear door and rear mud guard - fitted with 80 litre L.P.G

\$1500.00

P76 V8 Manual for Parts \$300.00

Ph Ned Kerr at Kandanga 20 minutes from Gympie 019 498 849