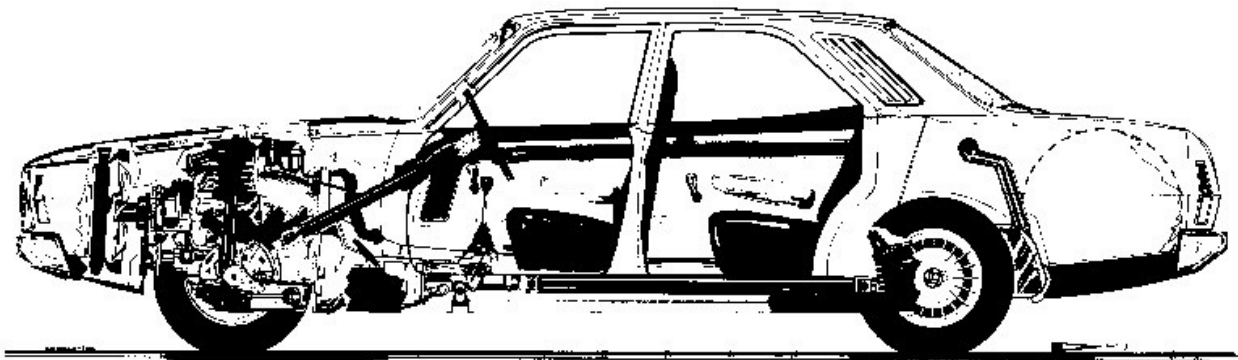


Leylines



Canberra and Districts Leyland P76 Club Newsletter February 2006



4 DOOR SALOON

Next Meeting:

TUESDAY 14 February

at WESTON CREEK LABOR CLUB

Meeting starts sometime after 7.30pm

Presidential Pearls



Welcome to another year of P76 club membership. Last week I went to visit a member of our club who had an accident in one of his other cars, as you may have seen in an email from Bryce last month.

Well, his car is in far better condition that he is and has been faithfully restored to original condition by the panel beater (obviously his car was overinsured). Michael however is still a bit worse for wear and was still paddling about in the local hydrotherapy pool when I stopped by on my way past.



He arrived home soon after, and he and Gwen then proceeded to 'have a go' at me about the lack of bookings for the upcoming P76 Easter national meeting in Cootamundra. Apparently, they have bookings from every club in Australia and NZ ... except ours.

I also had a very long telephone conversation (89mins) with Steve Maher from the NSW P76 club, which I shall tell you all about at next Tuesdays meeting.

Alex



Editor's Note



Isn't it great when you manage to fix something on your P76 that has annoying you for ages? I'm sure that anyone who has come to a Club meeting has heard me grumble about the rattle from somewhere above the driver's seat in my car that has driven me to distraction for years. This wasn't just a bit of a noise - the P76 has plenty of minor rattles anyway. It was persistent, loud, and appeared on almost all road surfaces at any speed.

Several other owners suggested that it might be from the exterior windscreen trim, so I spent considerable time removing all the excess play from the trim with carefully inserted rubber wedges. All to no avail. I pulled the sun visors off and looked inside the hollow member above the windscreen with the aid of a dental mirror but there was nothing to be seen. I ran a flexible magnet along there without finding anything.

Then a couple of months ago I was standing in front of the car looking into the passenger compartment when I noticed that the header panel above the windscreen was not quite sitting properly. On taking a closer inspection, I could see where one of the retaining clips had not entered its hole and had bent over and was touching the roof panel. So I pulled the header panel down and repositioned the clip, pushed the panel back into place and - rattle gone!

By way of explanation, these are not the original trim clips that hold the panel on. When I first acquired the car, I had to pull the header panel down to tighten up the loose rear view mirror. Of course, most of the original trim clips promptly broke when I removed the panel and I eventually sourced some replacements at a motor trimmer. These were almost the same as the originals, but not quite. They seem to be just a fraction shorter and don't always go all the way home in the hole without extra 'persuasion'. In the case of the rattling clip, the extra 'persuasion' had just bent the clip sideways.

One extra thing that I learned from this exercise, for what it's worth. In the past, when replacing the panel, I've always started with the front clips above the screen and worked back to the rear set. But it seemed to go up much more easily when I started on one side of the car and fixed that before moving across to put the other side up.

See you on Tuesday

Col



Leyland History

I found these interesting reminiscences by Barry R. Wilson, a former BMC/Leyland employee, in Westwords, the magazine of the Western Australian P76 Club.

FROM NUFFIELD TO LEYLAND

Barry Wilson Remembers: A WORKING LIFE

I was born in September 1931, and started work at Nuffield when I was nineteen, on 5th February 1951. I commenced work as a Junior Storeman in the Supply Department, unboxing materials from timber crates for the production of side valve Morris Minors and side valve Morris Oxfords. We were building 12 Minors and 4 Oxfords per day with very limited facilities, compared to those facilities at the close of Leyland Australia.

All materials for the production came ex United Kingdom, even trim cottons, calico, vinyl, leathers, Hessians and felts, batteries and tyres - every conceivable item. Most of the crates came as deck cargo, with the result that when unboxed all the items were often saturated with seawater, which meant rust on panels, engines and axles. Trim materials were packed in rolled-up bundles and covered in Sisal Kraft, in an attempt to prevent the sodden state and smell of rot. These materials had to be salvaged, as no replacements were available, so they would be laid out in sunshine to dry.

Panels were often deeply rust-pitted and scarred. To offset these conditions the UK started prime dipping panels - this of course prevented resistance spot welding, etc. The flanges to be welded would have to be coated with spirit paint remover-and then rotary wire brushed - you can just imagine the area where this was carried out (being of flammable base with a very low flash point). The area was adjacent to the Assembly - Spot Welding Area, and the number of fire outbreaks was frequent, as you would believe.

This was the case with all models produced in CKD (Completely Knocked Down) form: Morris Minor, Morris Oxford 1 and 11, Morris Isis, Wolseley ' 6/80, Wolseley 4/44, Austin A95 and A55, Austin Farina, and also various light commercial vehicles.

Rust was quite a problem for all those important areas such as engines, axles, front suspension units, and trimming components. After quite some time, the UK addressed the matter and things began to improve with the advent of the Mini and local content coming in, the situation was greatly eliminated.

During the period 1951 to 1962 my occupation changed frequently, going from Junior Storeman to a member of the "Flying Gang" - this gang of 10 men had to be capable of

assembly in the Body Shop (welding, lead loading, panel beating, assembly of doors, bonnets and boots); Paint Shop (all areas); Mobile Equipment,, Trimming and carrying out any function of vehicle manufacturing.,

When the whistle/siren blew at 7.30am each day, the supervisors would do a labour count for absenteeism - they would then come to our labour assembly point (in the middle of the plant) to discuss their problems with our supervisor - he eventually decided "who went where with what supervisor". We were 'Jack of all trades' - multi-skilled with one day at lead filing, then next day spray painting, next day a trimmer, even delivering finished vehicles to the dealers if required. We were paid a very good rate.

One small incident I remember was a water main bursting outside the Body Shop, resulting in water being 8 to 10 inches high on the shop floor over the whole of the building - production carried on (*not these days, eh*) !

I also remember that we had no canteen in the early days of the plant, so for lunch we were allowed into the adjacent Email Australia company canteen - so at 12 o'clock, Security opened the gates and our employees would invade the Email canteen over the road - it was greatly appreciated by all.

As time progressed with the introduction of the Mini and the commencement of operations in the new plants (now BMC), production of the Morris, 1100 was commenced and the Mini production was transferred to the new BMC (Fisher & Ludlow) plant from the CKD plant. The CKD was still producing the Morris Oxford Series 11, Austin A95, Austin A55 and light commercial vehicles. The heavy commercials were introduced about this time, being brought back from Pressed Metal Corporation.

My occupation was also changing, as I became Heavy Commercials Production Foreman for some 5 years. Due to wanting to improve myself, an opportunity came up to move into Production Engineering (Body Shop), as a Production Planner. I became the Planner on the pending Austin 1800 model, and then later moved to the position of Senior Production Planner (Body Shop), all models.

Due to MG production being recalled from Pressed Metal Corporation, the MGs were then built in the former Spare Parts building, after Spare Parts had been transferred to a new site at Liverpool.

I was then again approached as to my feelings of the position of Production Planning Manager for the whole project - of course, the challenge and salary increase could not be tossed aside, so I took it, and had great satisfaction at the success of the project.

About this time, the P76 programme was well on its way in the Experimental Department and also the Production Engineering Department. With the MG production up and

running well, my ex Manager approached me regarding the position of Senior Production Engineer's job for this new car, with future possibilities for a New Zealand project. So away I went to the biggest challenge I ever took on - the car was big, the project was big, the problems were big.

Just imagine, here we were building the Austin Kimberley and Tasman, and now in the same production building area we are going to build the P76 with a much bigger production schedule. You have heard the saying, "You can't get a pint (quart? - Ed.) out of a pint bottle" - well we were going to get 2 pints out of the same bottle (it was very, very squeezezy)

We did the 'Engineering Build' in an area where we would have to remove stages of build out to build the next stage. We built six prototype units this way to prove equipment, jigs and fixtures, etc. The six prototypes were built in the SMBD (Body Division) inside a special sealed-off section, which was not large in area - working 'room was very tight. The P76 was the biggest body ever built in the same buildings previously used for production of the 1800, 1100 and Mini models, with a much more quantity forecast, to be followed by the Force 7 model. Above all of this we got out there in all areas - it was quite an achievement to all concerned.

In later months, we also built the 'Engineering Build' Force 7, but we suffered proving problems with the rear end. The UK said 'Hey no more money - do it from there'. Things were starting to look a bit of a worry. From memory, about 90 or so Force 7s had been built by that stage and we were looking OK.

About this time the New Zealand P76 CKD packs and assembly tooling was on its way to New Zealand. I followed, and did the build there at Petone in Wellington, to the final assembly stage. I then returned to Australia to prepare the Force 7 project for New Zealand. In fact, it was all packed and ready to go not long after my return to Australia.

Then word came about the closure. It was the greatest shock of all to the most dedicated bunch of people being scrapped. Production ceased in November 1974. I took the redundancy package in July 1975.

It is very hard to cover all the little things that took place so many years ago. I would like to say that if Leyland Australia was still alive, we would still be producing quality rustproof vehicles with a great team.

"We were robbed"

Barry R. Wilson
April 2004

The WA P76 Club takes this opportunity to thank Barry Wilson for recording his memories of working at Nuffield / BMC / Leyland Australia, and for his kind permission to print them in Westwords.

Politically Incorrect Page

In the 1970s, advertisements like the one reproduced below were quite common. Fortunately, because of changing community standards, items like this are no longer seen. Alex has thoughtfully provided a copy, only as I am sure that you will understand, as a historical reminder, so that we can see how far society has progressed in the past 30 years or so.

**Leyland P 76
BODY PARTS**
at Seductive prices

**NEW RANGE OF
BODY PARTS**
P76s
The prices of an
extensive range of
Leyland P76 body parts
and related goods have
been
dramatically reduced.
At these fantastically
low prices it's no longer
economical for you to
repair or fit one second
hand panel. No need to
waste valuable labour
time on repairs. No
problems trying to fit
second hand parts.
With new genuine
Leyland P76 panels you
save time and money
and get a perfect result.

AVAILABLE FROM
LEYLAND PARTS & ACCESSORIES

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