

LEYLAND P76 CLASSIC CAR CLUB

INCORPORATED



NSW

OCTOBER 2001

LEYLAND P76 CLASSIC CAR CLUB INC. NSW

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If any member has either a vehicle or spare parts for sale, an interesting story about his or her car, whether it is about a rebuild, repair, or one of your trips away on holidays, please do not hesitate to contact the Editor and it will be gratefully received.

The opinions expressed in this newsletter are not those necessarily of the Editor. Where possible, articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc. accepts no responsibility for the accuracy of information.

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EDITORIAL



It is hard to believe that 12 months have passed since Sydney was the host City for the 2000 Olympic Games, time does pass so quickly. Our annual Christmas Picnic Concourse Outing at Carrs Cottage will be on once again, so I would like to remind members that if you are bringing children along please Contact Sue Green and give her their names and ages so a gift may be obtained for them.

The 21st British Display Day will be held at the Liverpool Catholic Club Hoxton Park on Sunday 21st Oct, if you are intending to go along please contact Tony De Luca at our next general meeting night. There will be a swap meet on and also many Trade Displays and refreshments will be available.

Please if you have any articles of interest, either stories about your car or technical tips, don't keep them to yourself, share your experience with your fellow members. I hope to see a good roll up at our next meeting this Wednesday.

.....the Editor.

FUTURE EVENTS

- ◆ Sunday 21st October: 21st British Display Day, Liverpool Catholic Club, Hoxton Park
- ◆ Sunday 9th December: Annual Christmas Picnic Concourse Day, Carrs Cottage, Carrs Park

FOR SALE

Leyland P76: Phone Chris for more details, 0415 195 113.

ACKNOWLEDGEMENTS

We acknowledge the source 'the Sydney Morning Herald - *Mightabeens*' 8th Sept 2000 article by Tony Davis, for allowing our club to reproduce the article about the P76 Station Wagon.
(the Station Wagon is now owned by Joe Green)

A 'Thank You' to Joe Green for providing the old Leyland Press Release dated June 26th, 1973 and also the reproduced press photos.

GENERAL MEETINGS

Venue: Sans Souci Literary Institute
Address: 107 Park Road, Ramsgate. (cnr Campbell St)
Time: 8.00pm Wednesday Nights

MEETING DATES

October 17th
November 21st
December 19th

**Minutes of the Leyland P76 Classic Car Club Meeting held at the Sans Souci
Literary Institute on Wednesday 19th September 2001**

Joe Green opened the meeting at 8.15pm. Members in attendance as per attendance book.

Apologies: Astrid & Richard Green, Troy Green

The minutes of the previous meeting were read and accepted.

Moved – Peter O'Brien. Seconded – Ron Frith.

Business arising from The Minutes: Nil.

Treasurers Report:

Statement No. 89 dated 30/08/2001.	Cash At Bank:	\$2,011:70
<u>Income</u> for the month of August 2001.	Renewal Subscriptions:	\$256:00
<u>Outgoings</u> for the month of August 2001.	Hall rent:	\$ 27:50
	Postage & Envelopes:	\$ 50.16
	Public Liability Insurance	\$228.00
	Outgoings SubTotal:	(\$305.60)
	Total Available Funds:	<u>\$2,011.70</u>

Acceptance of the Treasurers Report. Moved – Ron Naylor. Seconded – Don Chappell.

Correspondence In:

1. Brochure on the Cronulla Classic Car Show.
2. Letter & application form for the Baulkham Hills, Orange Blossom Car Display on Sunday 9th September 2001.
3. Invitation to attend the 21st British Car Display Day and Swapmeet on Sunday 21st October 2001 at the Liverpool Catholic Club.
4. Letter from the Rotary Club of Kariong/Somersby regarding a Display of Motor Vehicles of yesteryear to be held possibly in February 2002.
5. Letter, brochure and entry form for the Gold Coast Tourist Trophy 8 – 12 August 2001.
6. Letter from Chris & Lana Grivas regarding Burnouts Smoke'N Model Cars.
7. Letter and donation from Anne and Bernie Hill.
8. Leyland P76 Owners Club Queensland magazine 'The Queensland Bulletin', July 2001.
9. Drive Chatter magazine, July & August 2001.

Correspondence Out:

1. Reply letter to Mr J.A. Bird

Acceptance of correspondence. Moved – Peter O'Brien. Seconded – Valda Chappell.

General Business:

1. Ian Lyons reported to the meeting that he bought the Automobile Quarterly book which features the P76.
2. Ron Frith informed the meeting that he now has a folder with many brochures on the P76. He also purchased 42 car magazines regarding P76 vehicles.

The meeting closed at 9:15pm followed by supper.



**British Leyland Motor Corporation Limited**

Public Relations Dept., Berkeley Square House, Berkeley Square, London W1X 6DL Tel: 01-499 6050 Telex: 22498

Not for publication until Tuesday June 26th 1973

BRITISH LEYLAND'S FIRST ALL AUSTRALIAN CAR

Announced today is the first car to bear the Leyland name since the 1920s - and it has been designed, developed and manufactured in Australia.

The Leyland P76 has a specification which will enable Leyland Australia to compete in the large car sector of the market currently dominated by Holden, Ford and Chrysler and which accounts for 60% of all car sales in Australia. The locally manufactured Marinas, Minis and 1800/2200 based Tasmans and Kimberleys with which Leyland Australia currently holds 8% of the market will continue in production to back up the marketing and sales efforts for the P76.

Peter North, the 40-year old Managing Director of Leyland Australia who has helped to give the company its "new look" over the past 12 months, says:- "P76 is the first Australian produced car in which the design parameters and execution have been established and carried through totally by an Australian company. Although it is in the main stream of Australian automotive design and will provide strong competition for the American owned companies which currently dominate our market, we believe that P76 goes several steps further. In particular we think the Australian customer is going to appreciate the fact that this new model has European rather than American standards of handling. Priced from \$A 3250 to \$A 4525, the car will be available in three versions, Deluxe, Super and Executive whilst other derivatives will follow during the next 12 months."



Two engines are available - a six cylinder in-line overhead camshaft 2623 cc and a V8 aluminium alloy 4416 cc which is standard equipment on the executive

(a)

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model. There is also a choice of transmissions - three speed with steering column manual change, four speed floor mounted manual and a three speed automatic with either floor or steering column change.

Leyland Australia claims that the P76 offers far more in every way as a total package than all its competitors in the large car sector of the market. Among the items specified as standard on the Deluxe model but which are only available as options on competitive cars are - front disc brakes with servo, rack and pinion steering, side impact protection panels, hazard warning lights, forward opening bonnet, collapsible fascia, retracting wipers, three-piece bumper, and an improved heater/ventilation system.

Other claims for the car are that in its class it has the smallest turning circle (37 ft), largest interior package and biggest boot, highest ground clearance, good engine accessibility, very light steering, an impact protected petrol tank and excellent visibility for the driver. It is also the lightest car in its class on the market.

Commenting on the new car in London today, Lord Stokes, Chairman and Chief Executive of British Leyland said:-

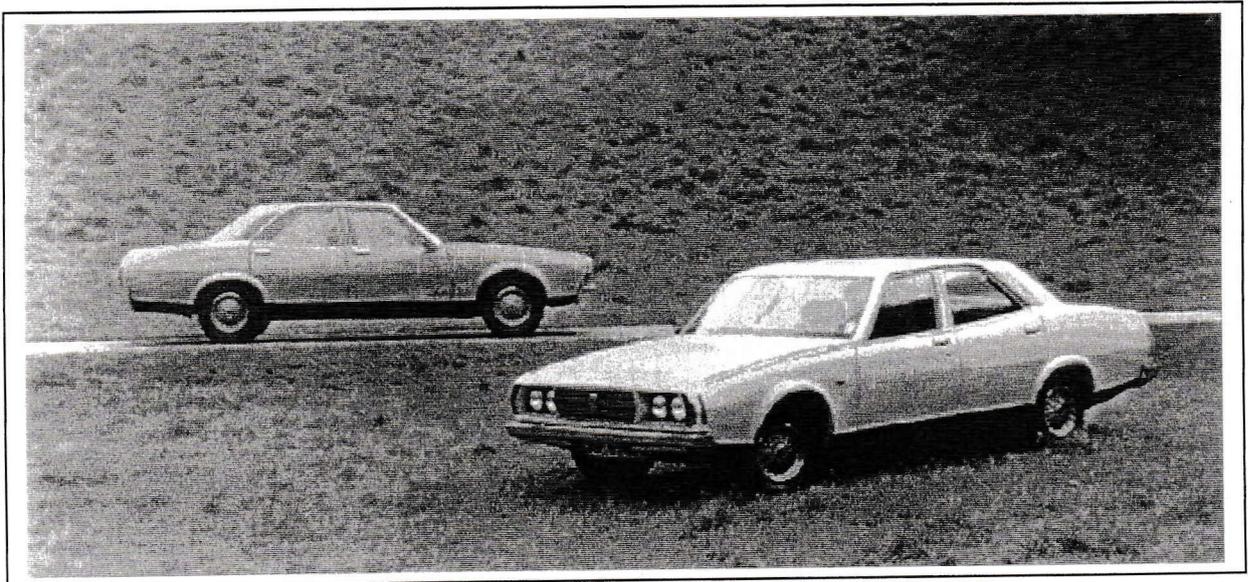
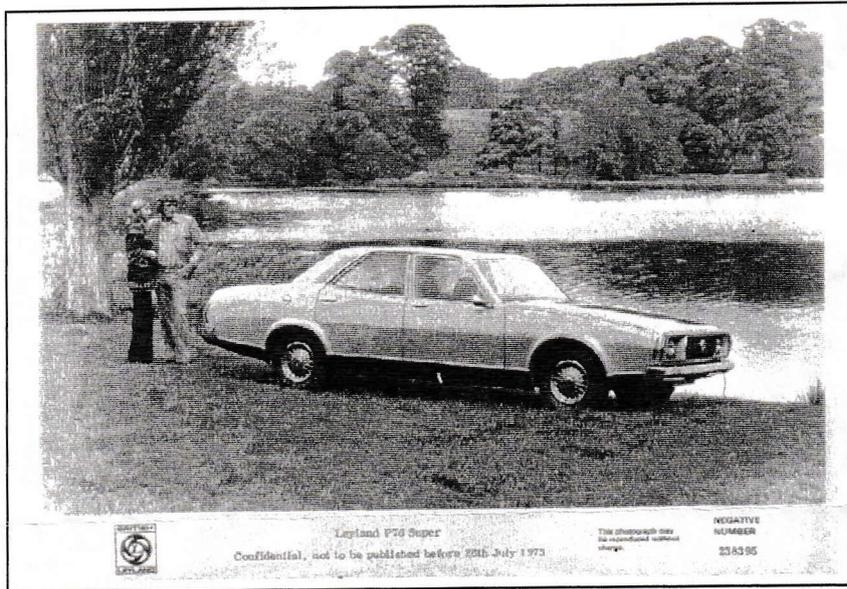
"P76 is the most exciting overseas project yet undertaken by British Leyland and we believe that its advent has not only revitalised our Australian company but will also enable us to take a much bigger share of the Australian car market and bring about an improvement in our financial situation in that country.

"The last car to bear the Leyland name was the Leyland Straight Eight, which was lauded by automobile connoisseurs in the 1920s and a special version of which held the world's landspeed record at that time. The Leyland name has a fine reputation in Australia based on the quality and reliability of our trucks and buses and we feel it is very appropriate that our first truly Australian car should profit from this reputation and I am sure indeed that it will add to it.

"We believe too that there is an important minority market for this type of vehicle and its future derivatives in the UK and next year therefore we shall be importing them at a rate of around 3500 units per annum. It is impossible to pinpoint UK prices at this time but we estimate that they will range from £3500 to £4000."

gms

The Leyland P76 is already in production at the Sydney plant, there is a launch stock of 1200 units and production schedules call for an eventual output rate of close to 30,000 units per annum.





Mightabeens by Tony Davis

Very sorry estate

The story behind the P76 sedan – the Holden-Falcom-Valiant competitor unveiled by Leyland Australia in mid-1973 and dead in the water 15 months later – is well known. Almost as famous is the Force 7 derivative, which narrowly missed making it to the showroom floor.

The rarest and least-known P76, however, is the station wagon. Leyland had looked up for the Force 7 coupe, but the wagon project was much earlier in its development cycle when the big iron gates shut. Nonetheless, three drivable examples were finished and one hand-built prototype survives today.

In profile, the wagon body diverted attention from the most heavily criticised aspect of the sedan's styling, the tall-heavy rear. The rear-most view of the prototype suggested, however, there was still work to do around the tailgate window area.

To save money, it was planned to produce the P76 wagon on the same wheelbase as the sedan, unlike its Big Three competitors, which produced extended platforms for shared use by wagons and long-wheelbase luxury models.

The P76 looked shorter than its competitors, not that this necessarily was a bad thing. It still had a large rear payload and, potentially, could have been priced more sharply.

The biggest impediment to production was that wagon sales were (and are) usually much lower than those of a sedan variant – and it had quickly become obvious that the P76 sedan was selling Leyland's balance sheets, rather than the world, on fire.

A few years ago Andrew Curwen, treasurer

The sole P76 wagon to survive Leyland's purge spent time as a factory hack, then was auctioned as part of a job lot.

of the Canberra & Districts Leyland P76 Owners Club, sent this writer a letter explaining why information about the wagon and other P76 variants is so hard to come by.

"When the crunch finally came, [Leyland's] axe man, David Abell, did his job well. So well in fact, that all records of how many P76s were actually produced have been completely destroyed.

"Stores of body panels and spares were hastily destroyed so as to distance the company from the car, panels being crushed for scrap and spares used as landfill.

"The eight Force 7s that were auctioned didn't even have compliance plates until some unknown saviour posted them out to the lucky new owners."

The sole wagon to survive the P76 purge spent time as

a factory hack before being acquired in 1976 by John Smitt, principal of Mini Kingdom, a parts outlet in Sydney.

Smitt had paid \$23,000 for a job lot which also netted him the last P76 Executive sedan made.

The wagon was in poor repair and Smitt undertook a long and expensive refurbishment which ensured this interesting addendum to Leyland Australia's history was preserved.

One last piece of P76 trivia: Production of all P76s stopped in Australia late in 1974, but the car continued to be assembled in New Zealand until early 1976.

