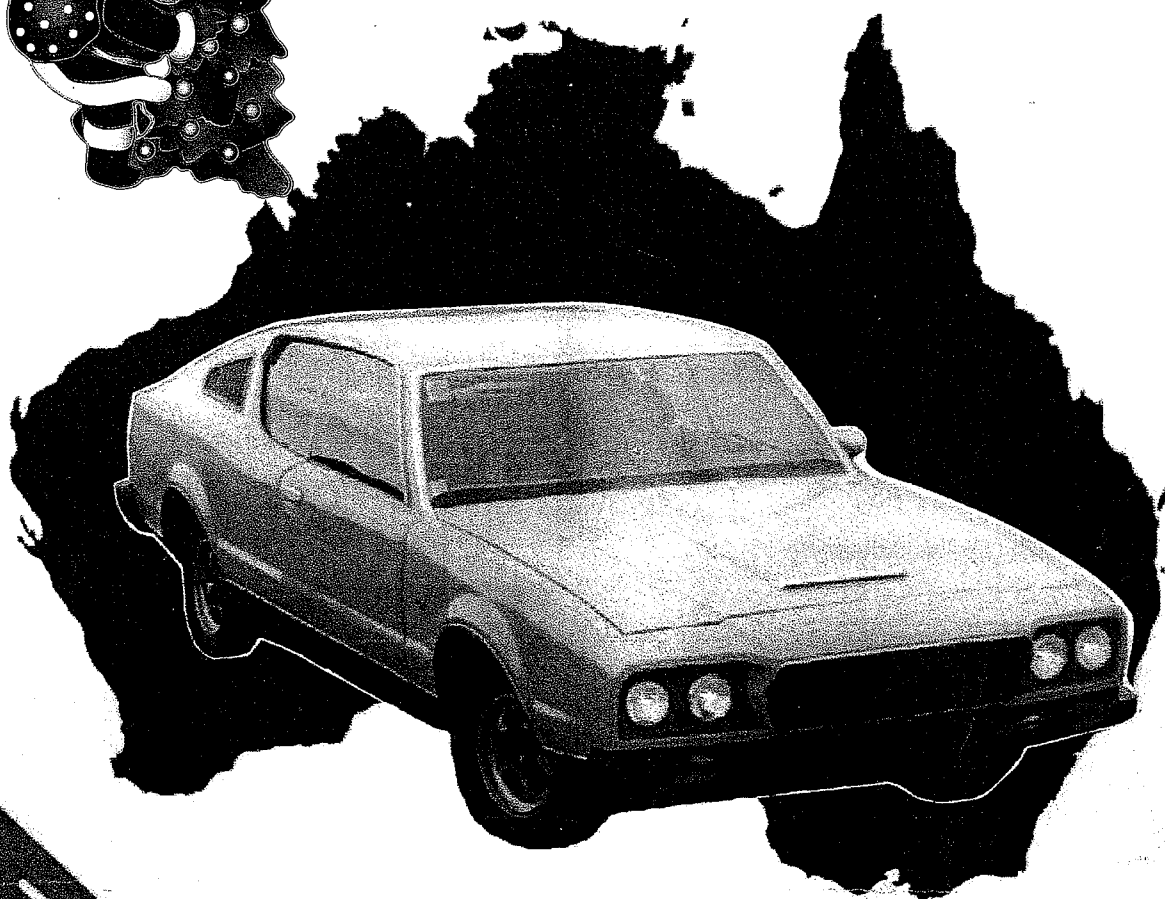
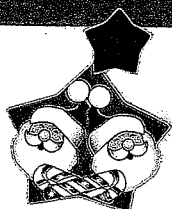


LEYLAND P76 CLASSIC CAR CLUB INCORPORATED



NSW



DECEMBER 2007



LEYLAND P76 CLASSIC CAR CLUB INC. NSW

This newsletter is produced by a sub-committee of the above club and all articles are protected by the copyright laws and must not be printed without the written permission of the Leyland P76 Classic Car Club Inc. and the writer (author) of such article. The above Club hereby thanks and acknowledges the use of any articles etc. that have been reprinted from books, newspapers, magazines, etc.

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.

Please send all mail to:

Leyland P76 Classic Car Club Inc.
C/o 9 Apsley Place,
TAREN POINT NSW 2229
Phone: (02) 9522 6529

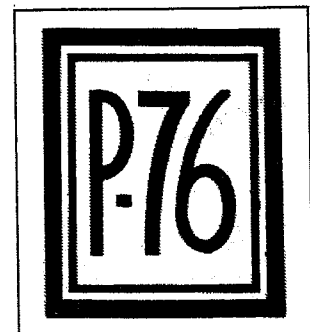
Email: (to be Advised)

GENERAL MEETINGS

Venue: Sans Souci Literary Institute
Address: 107 Ramsgate Road, Ramsgate
(Cnr Campbell Street)
Time: 8.00pm Wednesday nights

MEETING DATES - 2007

July 18th August 15th September 19th
October 17th November 21st December 19th





MERRY CHRISTMAS

To all of our members and their families.



EDITORIAL

Well its Christmas party time again and I would like to wish all of our members a Merry Christmas and a happy and safe New Year, and also all the members of all the other P76 clubs throughout Australia and New Zealand.

A reminder about our party night at the club rooms on the 19 December 2007. Please bring along a nice plate of food and also a gift for our raffle. Soft drinks, tea and coffee will be available.

We have had a busy club year of events in 2007 and 2008 looks to be just as active. We have at least 13 outings organised for the New Year and the first one on Australia Day; the street parade and Show and Shine at the historic township of Berrima should be a great start and it is to be followed up in less than four weeks by the Berrima Rally at Mittagong. The theme for this year is Australiana. It doesn't get better than this.

So best wishes from me to all of our club members and their families. I look forward to seeing you all at our Christmas party night and another active club year and thank you to all who have assisted the club in 2007.

SUE GREEN

PLEASE NOTE WELL

No newsletter will be sent out in January 2008. The first one is February 2008.

CONGRATULATIONS TO

- Kay De Luca for being elected to the position of Treasurer for the C.M.C.
- Tony De Luca for being re-elected as Vice President of the C.M.C.

FUTURE EVENTS

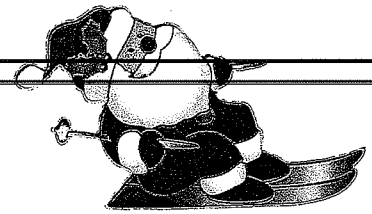


| | |
|-------------------------------------|--|
| 26 January 2008 | Australia Day N.R.M.A. Motorfest at the Rocks, Sydney. |
| 26 January 2008 | Australia Day, Berrima Club. Invitation to their country fair, motorfest and street parade Berrima. Meeting place park opposite White Horse Inn at 9am to 10am (more details 9522 6529) |
| 17 & 18 February 2008 | Berrima District Rally, meeting place Mittagong school at 10am. Cost for rally \$30 per car (dinner dance Saturday night cost \$33 per person, Australiana theme). Further details Joe Green 9522 6529 |
| 8 March 2008 | Wings over Illawarra Open Day Show & Shine Day at the Historical Aircraft Restoration Society Museum, Albion Park. |
| Easter 2008 March 21 to March 24 | National Meeting at Geelong Victoria, hosted by Victorian P76 Club |
| 2 May to 5 May | Thredbo Jazz Festival. Thredbo in the Snowy Mountains. Further details Lynelle 4267 3578, 0422 513 256 |
| May 2008 | Robertson Historical Society's Show & Shine at Robertson |
| 22 June 2008 | South Coast Holden Owners Club Mixed Show & Shine Day at Kembla Grange Racecourse, entry fee - \$20 per car. |
| 23 & 24 August 2008 | Shannon's Eastern Creek Raceway |
| August 2008 | British Display Day Kings School. |
| 6 & 7 September | Muscle Car Masters Day Eastern Creek. |
| September 2008 | Orange Blossom Festival |
| September 2008 | B.M.C. Heritage Day |
| October 2008 | Highlands Motorfest and Country Fair at Chevalier College, Bowral. |



THANKS TO

- Barry Anderson (ex Leyland B.M.C. employee) for his article about his recent talk at the Powerhouse Museum.
- To all of our members who have assisted the club in many ways over the past year.



AVAILABLE EASTER

A 1:43 scale model kit of the Force 7 is being produced in limited numbers by a friend of Steve Maher's. The model will be unpainted and the cost we have been informed is approximately \$90 each. Orders may be made through the club.

ITEM OF INTEREST

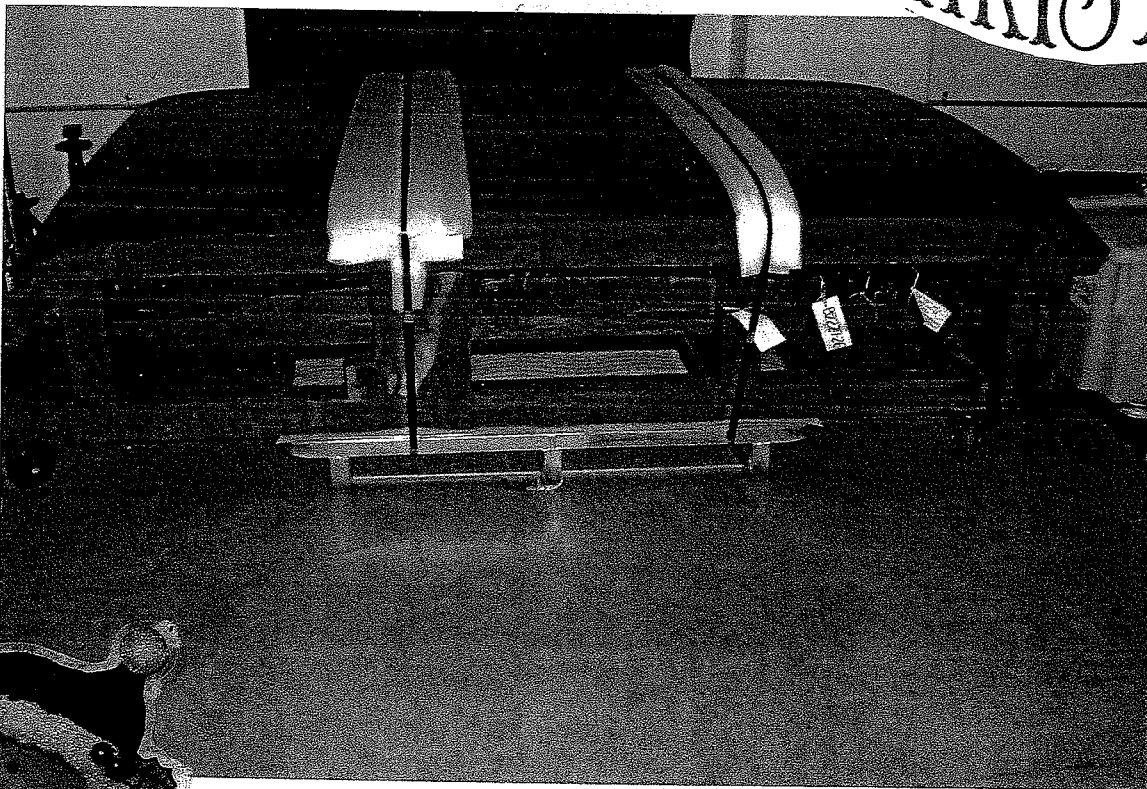
Muscle car calendar for 2008 is now available from Muscle Car Magazine.

FOR SALE

Leyland P76 Super same owner for many years, has been under restoration. Whole car is in primer, no rust, never been in an accident, column change auto, no motor but heaps of spare parts. \$2000 – O.N.O. Phone: Wall Wells on (02) 4966 4194



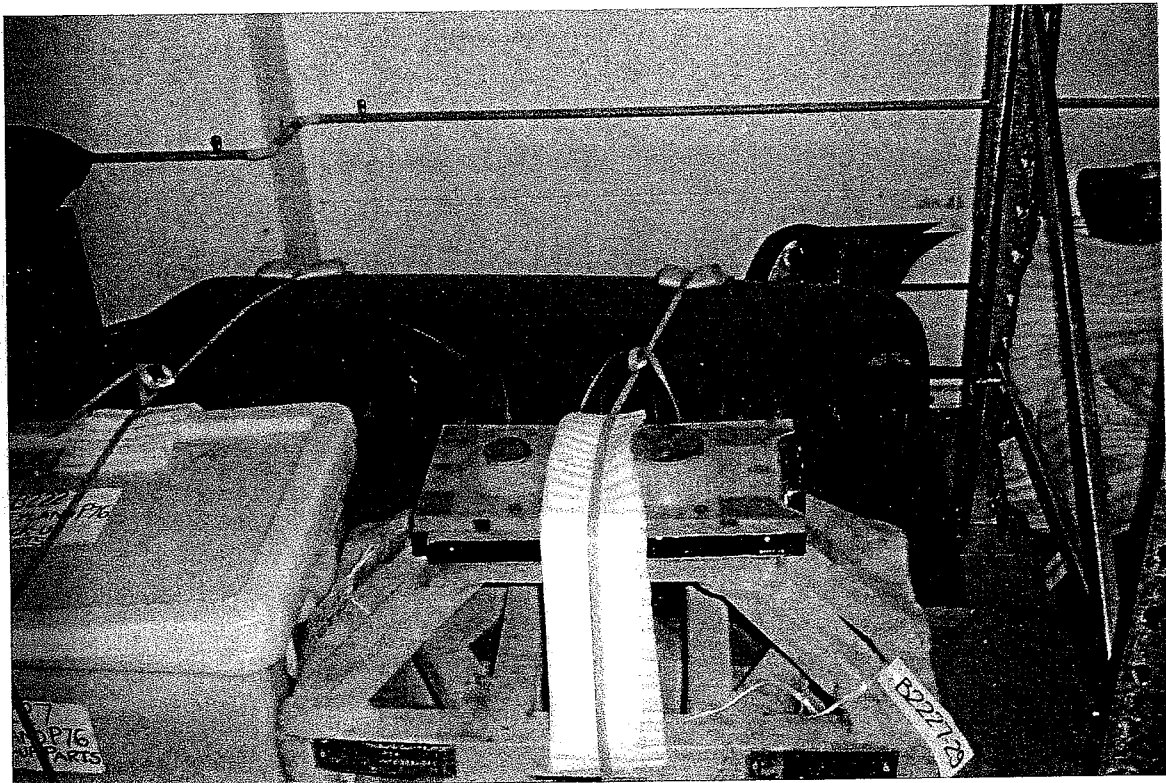
MERRY CHRISTMAS



P76 STATION WAGGON WOODEN BLOCK PARTS

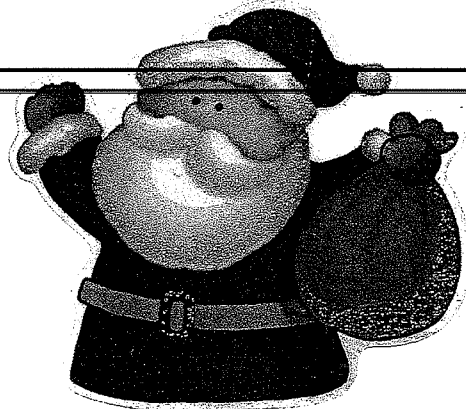
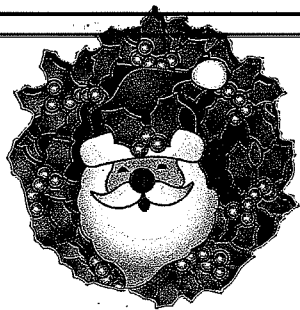


WOODEN BLOCK P76 SEDAN ALL MADE UP



MORE WOODEN BLOCK PARTS





**BARRY ANDERSON'S TALK AT THE POWERHOUSE MUSEUM,
CASTLE HILL ON 10th NOVEMBER 2007**

**P76 – The End of an Era
Manufacturing Technology**

I have spoken about the plant and the car -- an example of this is in front of us -- and how the demise of both represented the end of an era.

This coincided with the end of another era -- in car body manufacturing technology.

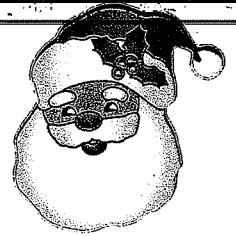
Pressed Steel Corporation in England was responsible for the design of the P76 body from the floor pan upwards. We did the floor pan and chassis systems in Australia.

The full sized clay styling model had been prepared for us by Michelotti in Italy and it was shipped to Pressed Steel.

The process that Pressed Steel went through to manufacture the press tools to make the body panels was very time consuming. It involved:

- Measuring the locations -- height, longitudinal and transverse -- of thousands of points on the clay model and recording them manually;
- Transferring these points -- again by hand -- to a full sized drawing on a horizontal aluminium plate;
- Drawing cross sections and longitudinal lines in the three views -- front, side and plan -- a process that was done by crawling on hands and knees over the aluminium plate;
- Making thousands of small changes to the cross sections to achieve smooth surfaces so that reflections in the surface are not disjointed;
- Defining the joint lines between the panels;
- Making prints of the cross sections of each panel on wood and creating three dimensional wooden patterns -- one for each panel on the car;
- all this involving thousands of hours of painstaking work...

What you see here is the result of that work.



This model is a collection of all the external panel patterns produced by the process I have just described. It is arranged so that:

- The smoothness of the whole body surface can be evaluated;
- Each panel pattern can be removed and used on a mechanical pantograph controlled machine or machine the male component of the press die for that panel;
- The panel patterns for model variants can be accommodated by removing one set of patterns and replaced by the other set. In this case the saloon and station wagon variants can be demonstrated by exchanging the patterns for roof, rear side panels and some minor parts.
- The completely assembled model can, after the tools have been made, be used as a checking fixture for prototype and production pressed panels.

When we were working on the P76 engineering, I visited Pressed Steel in England and saw the work they were doing to automate the process using digital computers. Not many years after that the process was revolutionised:

- The surface of the clay model was – and still is – scanned by lasers and the co-ordinates recorded digitally;
- The surface smoothing is done using computer algorithms which do it much better and very much quicker than can be done by hand;
- The press dies are machined using the digital information directly; all of which
- Saves very large amounts of time and money; and
- Produces a very much higher quality product.

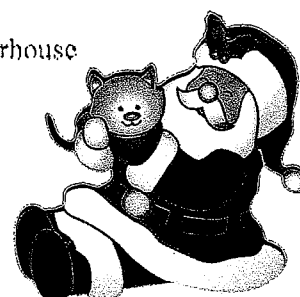
As an exercise, I suggest that you look at the surfaces of modern low cost cars today. The surfaces are extremely smooth and pure so that any reflections – particularly at the joints such as door margins – are continuous.

Manufacturers today can produce bodies with a quality appearance without the use of any chrome strips and the like. Decades ago most cars had such things to draw the eye away from surface imperfections.

So the P76 was developed at a time when the transition from the completely manual generation of the external surfaces for the press dies to the completely automated generation was beginning.

So it also represents the last of the cars designed using these craft skills and so, in this sense also, was at the end of an era.

If you are interested in technology history, there is example of era ending here at the Powerhouse collection.



Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute
on Wednesday 21st November 2007.

Joe Green opened the meeting at 8:16pm. Members in attendance as per the attendance book.

Apologies: Valda & Don Chappell, Troy Green, Angelos Frangopoulos, Steve Maher, Kevin Ward.

The minutes of the previous meeting were read and accepted.
Moved-Peter O'Brien. Seconded-Ian Lyons.

Business arising from the minutes: Nil.

Treasurers Report:

\$4,426.04 in bank. Statement No. 163 dated 31/10/2007.

Income for October 2007. Membership fees \$75.00.

Outgoings for October 2007. Typing \$35.00, Australia Post \$35.00, Hall Rent \$27.00,

Public Liability Insurance Aust National Machine Assoc \$360.00. Total \$457.00.

Acceptance of the Treasurers Report. Moved-Kay De Luca. Seconded- Bev Lyons.

Correspondence in:

1. Trax Catalogue Christmas 2007.
2. Trax Catalogue Kingswood Series.
3. Letter & brochures for the Shannons Nostalgia Drag Racing Series Sunday 2nd December 2007 at Eastern Creek.
4. Letter from Professor Michael Hough of the Historical Aircraft Restoration Society Museum Albion Park regarding Wings Over Illawarra Open Day Saturday 8th March 2008.
5. Letter of thanks from the Power House Discovery Centre Castle Hill regarding our display on 10th November 2007.
6. West Australia P76 Club Magazine Westwords November 2007.
7. Queensland P76 Club Magazine October 2007.
8. South Australia P76 Club Magazine November 2007.
9. Victoria P76 Club Magazine October 2007
10. Drive Chatter Magazine October 2007.

Correspondence Out:

Nil.

Acceptance of correspondence. Moved-Alan Torrance. Seconded-Peter O'Brien.

General Business:

1. Steve Maher reported to the meeting through Tony De Luca that we need to get numbers for the Force 7 model.
2. Joe Green informed the meeting that while Motorfest is on in the City on Australia Day, the Berrima District Historic Vehicle Club will be hosting an Australia Day Display Day on 26th January 2008.
3. Joe Green informed the meeting that the Berrima District Historic Vehicle Club will be holding the Berrima Rally on the 16th & 17th February 2008.
4. Joe Green asked the meeting on what they would like for the Christmas meeting in December. It was decided to have the meeting the same as last year.

The meeting concluded at 9.00pm followed by supper.



