

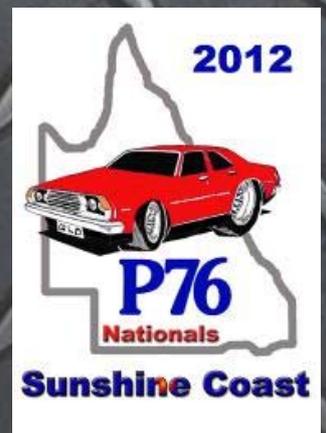
LEYLAND P76 CLASSIC CAR CLUB



Leyland Force1 Part 1

FUTURE EVENTS 2011

GET READY GET SET FOR NATIONALS APRIL 2012



MEETING DATES - MEMBERS ARTICLES - EDITORIALS AND MORE

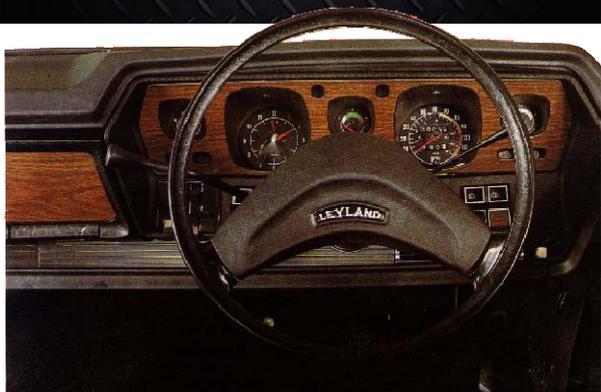
LEYLAND P76 CLASSIC CAR CLUB INC.

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IF ANY MEMBERS HAVE A VEHICLE OR SPARE PARTS FOR SALE, AN INTERESTING STORY ABOUT HIS OR HER CAR, WEATHER IT IS ABOUT A REBUILD OR REPAIR, OR OF YOUR TRIPS AWAY ON HOLIDAYS, PLEASE DO NOT HESITATE TO CONTACT THE EDITOR AND IT WILL BE GREATLY RECEIVED.

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Leyland p76 Classic Car club Inc.
C/o 9 Apsley Place
Taren Point NSW 2229
Phone (02) 9522 6529
Email: force7v@hotmail.com



GENERAL MEETINGS

Venue: San Souci Literary institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell Street)

Time: 8:00pm Wednesday Nights

MEETING DATES 2011

- August 17th
- September 21st
- October 19th
- November 16th
- December 21st

PLEASE NOTE

If you are able to write up an article for our newsletter, it will be much appreciated. If you wish to sell a car please send in your add. There is no cost, it is free. It must be received by the 1st of the month to be in the next newsletter, however to ensure that your write up or add is included in the newsletter, please observe the following:

Email it to force7v@hotmail.com

Post it to: c/o 9 Apsley Place Taren Point NSW 2229

follow up with a **phone call** to 9522 6529 to ensure it has been received.



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Editorial



Another club year has passed by & the A.G.M is on once again. Well next weekend we have the Eastern Creek Show which is always a highlight of the year & a must go event it's becoming the largest car display in New South Wales.

The following Sunday is the British Display Day at Kings School this is also a Great Event & is always a good family Day so hope to see you all there.

Joe Green

President Report 2010-2011

Well the past year has been very good ,with many great events & there has been plenty of help from all club members. Kevin Cross our new Club Secretary has blended into the job very smoothly..... Many thanks to him & also the help from Peter O'Brien & Troy who has been working hard getting the monthly Newsletter out.

Thanks to all our Club members who have been supporting the events over the past year. It's seems only yesterday that we were at Raymond Terrace for 2010 National Meeting & now next Easter 2012 The Nationals are on again & this time they are on in Queensland & I am sure it will be another Great National Meeting.

Joe Green

Eastern Creek

Eastern Creek tickets are available now so please pick up your tickets at the next general meeting or phone Joe Green on 9522 6529

Thanks To



Peter O'Brien at our last club meeting gave A technical talk & demonstration of how to replace & repair the P76 Strut top inserts. Peter had the alternative parts that have been made & gave a great visual demo of how to fit them. Peter is going to follow up this month with a talk & demo of the Oil Filter conversion set up So come along to the meeting & see how its done.

It was great to see **John Browne** from the South Coast at our last Club meeting hopefully we will see you again this month.....

Gary & James Mentiplay & the Western Australia P76 Owners Club for the interesting Origins Story. Part 2

Adrian for Photo's from the P76 Homepage

LEYLAND FORCE 7 COUPE (Part 2)

Planned Production:

A Leyland Australia Production Schedule (dated April 1974) shows that a total of 5101 coupes and 8802 P76 sedans were planned for the period of May to December 1974. All of the coupes would have been V8 models, as follows:

Level 3 (Force 7V): Automatic: 3027

Level 3 (Force 7V): 4 speed Manual: 764

Level 4 (Tour De Force): Automatic: 1310

The top-of-the-line Tour De Force was not scheduled for production until July 1974. No 6 cylinder or V8 base coupe models were scheduled for build in 1974 or early 1975. Interestingly, no P76 station wagon production was scheduled for that same period.

Actual Production:

As mentioned earlier, nine coupes had been built in a pilot run in December 1973. All nine were Level 3 V8 Force 7V versions, seven 4 speed manuals and two automatics. Further batches of coupes were produced from May to June 1974, resulting in a total production of 100 to 120 coupes (not including prototypes). All of the cars were the Level 3 V8 Force 7V versions, including manuals and automatics. No more coupes were built after June 1974.

Final Months:

All of the production coupes were stored in a large woolshed in Botany, which had been used on previous occasions by Leyland. There were something like 100 to 120 coupes stored there. Some of the cars were 100% complete, however the majority were around 90% complete, missing only nose cones, back windows, and minor trim items.

Two of the Botany storage fleet were returned to Zetland sometime in July 1974. One car was used for a door window development programme, whilst the other was used for final nose cone development. The Experimental Department were not happy with the original door glass hardware. The body engineers had used the same door glass

Public Auction:

On 9th September 1975, eight Force 7V's were auctioned at Geoff Gray Pty Ltd in Rosebery NSW. The vehicles sold from between \$6250 to \$10,100 (with buyers having to add 27.5% extra for sales tax).

QLD car dealer Hans Strik bought two coupes: a yellow manual and a green Automatic. SA Leyland dealer Dennis Campbell also bought two coupes: an orange automatic and a white automatic.

Other buyers were: Eric Petty (WA) – orange manual; Warren Wright (ACT) – yellow automatic; Barry's Motors (NSW) – green manual; and John Smidt (NSW) – orange manual.

The compliance/chassis plates had been removed from all the cars prior to sale. The 8 coupes sold at auction were not prototypes – they were all pre-production pilot run cars.

The auction company produced a large colour poster advertising the auction of the 8 Force 7s, which is today a collector's item. The brown car on the poster was never put up for sale by Leyland, it was replaced at the auction by an Orange coupe with white interior (not shown on the poster).

How Many were made ? Various motoring press reports in 1975 stated that something like 56 to 70 coupes were built before the axe fell, and those figures have been quoted for many years. However, recent information from former Leyland experimental and production people has revealed that there were a lot more coupes built than that – there was something like 100 to 120 coupes in storage at Botany at the time of the factory closure.

The Force 7 CKD (Completely Knocked Down) programme for New Zealand was almost ready by the time Zetland closed, so there would have been quite a number of complete “car sets” of panels already produced by October 1974.

Where are they now ? Of the ten survivors, two are in motor museums. The brown coupe is in the Birdwood National Motor Museum (SA), and the white coupe is in the Whiteman Park Motor Museum in WA.

Seven other coupes are in private collections in Australia, and the dark blue coupe was purchased from the UK and is now in a private collection in New Zealand.

All ten surviving coupes are trimmed as Level 3, Force 7V models. Five are automatics and five are 4 speed manuals.

Hybrid S2: This was built at the Town & Country Gas Workshops in Sunshine, VIC by Les Ross in 1985. He had obtained most panels for the S2, and those he didn't have, he had apprentices copy from the opposite side, using existing panels as patterns.

An Executive P76 sedan that had suffered rear end damage was the basis for this project, with all of the S2 panels grafted on. The two doors have window frames, unlike the factory coupes, and it was fitted with Ford tail lights.

Nothing further was heard of this vehicle for a very long time, however in late 2009, this car was offered for sale on the P76 clubs website as an unfinished project.

ADR Compliance: Leyland Australia's original application to the Australian Motor Vehicle Certification Board for 1973 Force 7 compliance with Australian Design Rules (ADR) was dated 20th June 1973. This application for 1973 compliance was cancelled by the company on 17th September 1973 as the public release for the Force 7 had been put back to 15th February 1974.

Leyland's application for 1974 compliance for the Force 7 was dated 24th April 1974. This application was eventually cancelled by the company in September 1974.

Although Leyland cancelled the application for Force 7 compliance, the coupe fully met all of the ADR requirements. The compliance plates were removed from the cars prior to the auction because formal approval from the Board was not required after the cancellation, as the cars were now never going to be sold through the dealer network.

Example Chassis Number for V8 floor automatic Super P76 4 door sedan:
P76 076E4S3A44 15052 (commencing 1001)

Example Chassis Number for V8 floor automatic Force 7V:
P76/S2 076E3S3A44 1052 (commencing 1001)

June 1974 prices:

Force 7:	V8 Force 7V manual:	\$5270
	V8 Force 7V automatic:	\$5390
P76 Sedan :	Super V8 manual:	\$4215
	Executive V8 automatic:	\$4890

Summary:

It is a mistake to classify the Force 7 as a “concept car”. It was not just a “one off” special, and was not a design exercise. More than 100 coupes had been built, and CKD packs for New Zealand assembly were being finalised when Leyland announced the closure of all manufacturing operations at its Zetland plant in Sydney.

All Australian vehicle compliance criteria had been met before Leyland cancelled their application in September 1974. All of the “public release” material had been prepared and was ready to go. Force 7 Owner Handbooks had been printed, advertising posters and dealer promotion material was also prepared and ready.

In hindsight, it is obvious that the Force 7 was never going to be sold through the Leyland dealer network after the resignation of Peter North as CEO on 15th July 1974. He was replaced as company CEO by David Abell, who had been sent from the UK by British Leyland to close down local operations and sell the Zetland factory.

The surviving Force 7V coupes attract enormous interest whenever they are on public display at car shows. Values have risen steeply over the past 10 years, and will continue to climb. With only ten survivors, they don't change hands very often.

Specifications: Sedan and Coupe:

P76 4 door sedan:

111 inches – 2825 mm
59.5 inches – 1511 mm
59.7 inches - 1516 mm
192 inches - 4878 mm
75 inches - 1910 mm
54 inches - 1394 mm
2773 lbs - 1256 kg
6.75 inches - 172 mm
16 gallons – 73 litres

Wheelbase
Track Front
Track Rear
Length
Width
Height
Weight
Ground Clearance
Fuel Tank

P76 Force 7 Coupe:

111 inches – 2825 mm
59.5 inches – 1511 mm
59.7 inches – 1516 mm
190 inches – 4826 mm
75.8 inches - 1925 mm
53 inches - 1370 mm
2779 lbs - 1263 kg
6.75 inches – 172 mm
18.25 gallons – 83 litres

(Note: Above specifications are for V8 4 speed manual sedan and coupe)

Gary Mentiplay



BMC LEYLAND AUSTRALIA HERITAGE GROUP

2011 REUNION

Sunday 25th September 2011

The 2011 BMC Reunion will once again be held at Ryde Eastwood Leagues Club,
117 Ryedale Rd, West Ryde (a short walk from West Ryde Railway Station).

The Heritage Group look forward to seeing you this year and would be pleased if you could contact anyone who worked at the BMC Leyland Australia plant and invite them to come along too. We 're hoping for a big turn-up this year.

The usual great Buffet Lunch at Ryde Eastwood and the BMC cars on display on the rooftop make for a wonderful day and everyone enjoys the time to catch up with old workmates and friends.

Why not come along—we can arrange to seat you with your friends and if you need help with transport we will try to assist with that too!

If you would like to bring along a BMC made vehicle, you are requested to contact Roger Foy on 9449.1524 and discuss details with him.

The Car Display will begin at 10.30am and the Conference Centre on 1st Floor will be open at 11.30am with Lunch being served at 12.30pm.

Please tear off the booking slip below and return it with your payment.

PAYMENT FOR BMC LEYLAND AUST HERITAGE GROUP 2011 REUNION

Please forward this section with your payment of **\$37.50 per person** to:
Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (Ph.(02)8812 2479 or 0410 688886)

RSVP: 11/09/2011 (Cheques payable to BMC Leyland Aust Heritage Group)

Please give your preferred first name for nametags.

YOUR NAME:.....SPOUSE 'S NAME:.....

PARTNER/FRIENDS NAMES:.....

YOUR ADDRESS:.....P/CODE:.....

PHONE:..... EMAIL:.....

Please advise if you have a Special Dietary Requirement:.....

I would like to be seated with:

I need assistance with Transport: YES / NO

Leyland P76 Owners Club QLD invites enthusiasts to the



Sunshine Coast

**At the Maroochy River Coach House.
Lots of events and fun for the whole family.
Concourse, Swap meet, Monster raffle, 70's night,
Auction of NOS parts, Go-karting, Observation run.**

Easter 2012

For more info on this great event go to

www.leylandp76nationals.com

FUTURE EVENTS 2011

- August 21st Shannons Show & Shine Eastern Creek
- August 28th British Display Day Kings School Parramatta
- September 11th Orange Blossom Festival, Baulkham Hills.
- September 18th Burwood Spring Festival Show & Shine
- September 25th 2011 Annual Reunion BMC Leyland at Ryde Eastwood Leagues Club
- October 23rd Chevalier College Motorfest Show



Peter O'Brien
demonstrating the replacement of strut tops inserts

**Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary
Institute on Wednesday 20th July 2011**

Joe Green opened the meeting at 8.00 pm. Members in attendance as per the attendance book.

Apologies – Sue Green, Ron Frith, Angelos Frangopolous, Ian & Bev Lyons

The minutes of the previous meeting were read and accepted.

Moved – Peter O'Brien Seconded – Troy Green

Business arising from the minutes: Nil

Treasurers Report:

Income

M/ship Fees \$635

Outgoings

Hall Rent \$33.00

Aust Post \$30.00

Typing \$30.00

SA P76 Club \$325.60

Total \$418.60

Bank Statement No 207 dated 30/06/201 Balance 42869.16

Moved – Tony de Luca Seconded – Ron Naylor

Correspondence In:

SA Leyland P76 June & July 2011

Drive Chatter June & July 2011

Westwords July 2011

Correspondence Out: Nil

Acceptance of correspondence.

Moved – Ron Naylor Seconded – Peter O'Brien

General Business:

Joe welcomed new member – John Brown

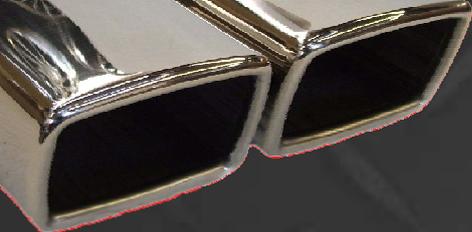
Joe gave a report on the Sth Coast Holden Owners Show recently

Troy is waiting on additional info for 2012 National – Details to follow

Tony de Luca gave a report on the CMC – HVRC forum

Joe advised of a number of car shows either currently on or coming up on Foxtel

The meeting concluded at 8.50 pm followed by supper.



TAILPIECE



**INTERESTING
STUFF**



WHAT A WASTE.....CAN I STILL HAVE IT ?..
I STILL DONT THINK IT'S A WRITE OFF...

UNDER INSTRUCTIONS FROM
LEYLAND MOTOR CORP.
OF AUSTRALIA LTD.

TO BE SOLD THE ONLY EIGHT
PROTO-TYPE "FORCE 7V'S" MACHINES IN CAPTIVITY

UNIQUE
PROTO-TYPE
AUCTION

7:00 P.M. -
TUESDAY - SEPTEMBER 9 - 1975
AT
34 MORLEY AVE. - ROSEBERY
N.S.W. AUSTRALIA

INSPECTION AT -
SYDNEY MOTOR SHOW - AUGUST 29 TO SEPTEMBER 6 - 1975
ALSO AT:
34 MORLEY AVE. - ROSEBERY ON SEPT. 7-8-9 BETWEEN 11 A.M. AND 4 P.M.
THE VEHICLES DO NOT HAVE CERTIFICATION APPROVAL FROM THE AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD, BECAUSE OF THIS COMPLIANCE PLATES ARE NOT AVAILABLE.
FOR LEYLAND'S OWNER INSTRUCTION MANUAL & SPECIFICATIONS
ON "FORCE 7" SEND \$5-AUSTRALIAN TO:

THIS SALE IS UNDER THE SUPERVISION AND WILL BE CONDUCTED BY:
GEOFF K. GRAY PTY. LTD.
34 MORLEY AVENUE, ROSEBERY, N.S.W. 2018. PHONE SYDNEY 669-2822

AUSTRALIA'S LARGEST AUCTIONEERS

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NEXT NEWSLETTER

If any members are able to write up an article for the newsletter about their car or their holiday trip please do not hesitate to send it in; it will be gratefully accepted.

IF YOU WOULD LIKE THE MAGAZINE EMAILED TO YOU IN FULL COLOUR INSTEAD OF SNAIL MAIL PLEASE EMAIL ME AT : force7v@hotmail.com

