

LEYLAND P76 CLASSIC CAR CLUB

A Street Machine named
Desire



B.M.C. EXPERIENCE MAGAZINE

Words and photos by Craig Watson.

RAY IKIN'S STORY



FUTURE EVENTS 2014
Easter 2015



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.

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

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 2014

SEP 17TH,
OCT 15TH, NOV 19TH,
DEC 17TH



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

It is with much sadness I must inform our membership that Ron Frith, one of our long standing members passed away rather suddenly on 28 August 2014. Ron's funeral was held in Wollongong at 10am on Thursday 5 September 2014. Those members who attended were myself, Sue and Troy, Tony and Kay De Luca, Kevin Ward, and Ross Rickard. There were also many members of the South Coast Vintage Club in attendance. (Ron owned a vintage Austin).

Ron will not be forgotten; he was always a keen member travelling from Wollongong to Sydney for our monthly meeting at the club rooms at Ramsgate. He often donated many items to the club and they were always much appreciated.

Ron would phone Sue and myself very regularly and when I answered the phone to him he would say "Giddy Joe, its Ron from the Gong". Since he has had a great deal of problems with his leg he was not able to attend our regular meetings however, he would phone me and extend his apologies and would always want to know the news. He loved his two Leyland P76s and was a keen collector of badges and model cars.

Ron was always a happy person and at our annual Xmas night Ron would always bring along a great big plate of fruit. Ron will always be remembered by our members and we all send our Condolences to the family.

Joe Green



**RON'S Car's are for sale & some spares for more information
Contact Troy 0409 988**

RAY'S FORCE 7



It's 1976 and I am driving west on Toorak Road past the corner of Camberwell Road, Automobiles Car Yard is on the corner (KFC now) – they always have nice cars there.

The suburb is Camberwell in Melbourne. I could not believe my eyes, a car in the yard looks like a Leyland Force 7, brakes on, u turn back to the yard. Sure enough a yellow Leyland Force 7V white interior V8 4 speed. I had heard about them but had not seen one and I was in love! My Charger was just over 3 years old but the offer was not enough, I had it since new and it was still like new.

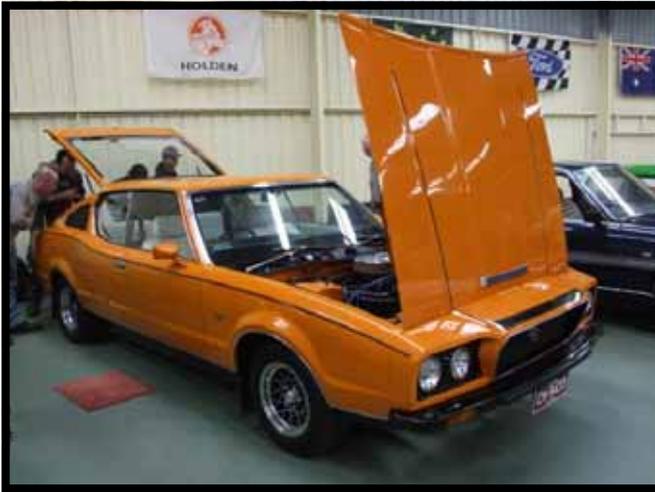
We had built a new house and moved in on 13 December 1974 so there was still lots to do, and very little spare money. Nan, my wife, would not have anything to do with another HP, we owned a vacant block of land and I rang the dealer and tried to trade the block on the Leyland. He said no, tried it once and it did not work very well for him. I told him I was still trying to raise the 11 grand. The Estate Agent said he could sell it quickly but not at a good price. We settled on a price for him to sell it ASAP.



Had the Charger valued for private sale. If I could sell both it was going to be near enough to buy the Force 7. Of course all this takes time. I called the salesman about a week or so later to tell him I was still trying but yes, you guessed it, the car was gone.

For years later whenever I would be talking cars with anyone that car would come up. I have looked at a lot of cars in my life but I have never forgotten that one. It is the car Rod Warrick has now.

Fast forward to September 2005 Eastern Creek Raceway Fathers Day Historic Race Meeting. I was there with the ex race Charger I own, the West Heidelberg Motors car raced at Bathurst in 1971 by Brian Reed and Graham Ritter (a photo of it was on the back page of the club magazine the following month).



While wandering around the club display I came across Dave Nelson's Force 7 and tried to buy it off him – he was not interested even though I though I offered a good price. Found Joe Green and tried again, same result. After chatting a while a name came up, Force 7 owner from Lismore who might sell his, no details were known.

When I got back to my mate's place that night I got on to information on the phone, gave the name and Lismore, what address she asked. "No idea" I said, "oh there is only one", she said. I rang that number and a woman answered and I told her who I was looking for. "You have the right number and he wants to sell it", she said. He came on the phone and talked about the car for some time and agreed I would ring back.

A couple of days later when I got back home I rang again and we agreed on a price. Next thing was to get it. We have friends who live on the Gold Coast and after a call to them they said they would take me to Lismore from the airport at Coolangatta. A train to Melbourne, bus to airport, plane to Coolangatta, picked up by friends and on arrival at Lismore I was met by the man's wife. While waiting form him we chatted on and it was plain to me she did not like it (The Force).

She wanted a new car. When the chap arrived the wife left. I asked how long he had owned the car and he said over 20 years. "How long have you had the wife", I asked? "4 weeks" he said, "this is my third wife". "Mate" I said, "whatever you are doing you are doing it wrong".

Paid for the car and headed for Casino and then on to Tenterfield; out past Casino it started to rain. Oh no, the wipers don't work and it was getting dark by now and I had to stop as I couldn't see. I discovered the wiper blades were stuck to the windscreen as they hadn't been used for a long time. They were not very good but better than nothing.

It was slow going but made it to Tenterfield, still raining, enough for one day so I booked into a motel for the night. Next morning it was a beautiful day, sun shining, rain stopped. I filled up with petrol and headed off down the New England Highway. I stopped and purchased a fire extinguisher as it crossed my mind that if this thing caught fire out there in nowhere land I would have to stand there and watch it burn. It was hot and sunny by now, perfect travelling.

I was heading for a friend's place in Canberra, a long way to go. The power steering had stopped working. I put some oil in it and when I started it up it spat the oil back out the dip stick hole. Never mind, it was not too bad to steer while going along. Got to Canberra just after dark and stayed the night then headed for home next morning.

Going really good until about Cann River, still 300ks to go, the engine was getting noisy. I rang my brother and put him on standby with the tandem trailer. By the time I got to Sale I was sure it was not going to make Traralgon, another 50ks. I was not too worried about the engine as it was not the original one, it came with the car but was being sent down on a truck later. He had changed the engine years before as he said the original engine had no guts.

Rang my brother again from Sale and asked him to get ready and told him where I was – all the worry was for nothing as it made it home.

The next day when I started it up it sounded fine while the oil was cold so I figure the big end bearings have had it, I have never pulled it to bits to find out. The original arrived a while later.

I am a motor mechanic by trade but I have never restored a Leyland motor before. I must say it was one of the easiest motors I have ever done. Bored 30thou, new quality pistons, crank 10-10, new roller chain set, cylinder head parts cleaned up and faces decked and a mild grind on the cam with new valves and lifters, a 500cfm holly carby, it now has some guts. Transmission serviced, brakes done, interior cleaned up, minor paint repair on the hatch, Commodore rear springs to lower the rear 50mm.



It was sitting too high at the back for my liking. Wheels are a personal thing and I just don't like the look of the skinny factory mags, so I have put 14"x8" hot wire mags on the rear with 265-50x14" tyres and 14"x7" hot wires on the front with 215-65x14" tyres. Wheels are the simplest way of making a car look individual without altering anything and easy to change back if ever required.

It is coming up to 9 years now since I got my Force 7 and I want to tell you I will never sell it; my wife will after I am gone I expect. I love it and very proud to have it.

Ray Ikin

VALE

To Ron Frith – he will be remembered by us all

THANK'S TO

- Ray Ikin for his great article about how he purchased the force7
- Craig Watson The B.M.C Experience Magazine Article

**Beehag & Sheppard FOR ALL YOUR ELECTRICAL
NEEDS:STARTER MOTORS, ALTERNATORS, ETC.....
9524 6057**

AUTO ELECTRICAL



PLEASE NOTE

The A.G.M will be held on the 15th of October Meeting

WANTED!

Ray would like to buy a Vinyl Boot Matt for a Leyland P76
Ray's phone no (03)51766086

A Street Machine named *Desire*



Words and photos by Craig Watson.

Most people have an affinity for their first car, especially if it is something a bit out of the ordinary. But, when you get your first car at a young age and spend years rebuilding it for when you get your license, it can become an integral part of your life.

That's exactly what happened for Troy Green, who bought his P76 as a bit of a wreck, in 1984, when he was only 12 years old.

"It was in a bad state of disrepair", Troy recalls. "It had panel damage down the left-hand side, the near side. The front guard and the doors were wiped out. It had a bit of an electrical fault in it; the wiring was all shot."

The front was patched up and Troy spent a couple of years getting involved in motor sport with the Sporting Car Club. "It was a six-cylinder, the Deluxe, bottom of the range, so the first thing we did was got rid of the six-cylinder and dropped a V8 in it and ran it as a V8 three-speed, column change, and took it out to Oran Park and

Silverdale hillclimb and ran it out there for a while."

"Then I thought I'd better start restoring it the way I want it. So, I put it in the back yard and started stripping it; stripped it down to a bare shell, took everything out of it."

Troy was about 14 at the time, but his dad Joe was already a long-term member of the Leyland P76 Owners Club, as Troy explains. "Dad nearly had one from brand new. He bought it off a friend whose wife wanted to sell it, because they heard the company was closing down and they were panicking about not being able to get parts and the rest of it."

"It was a Crystal White V8 executive, top of the line. We did a lot of holidaying and that in the car. Then about ten years later it was getting to the stage where it needed a few things doing to it and we struck the car club at the Macquarie Centre, at a car show. We joined the club and in effect I grew up going out on club outings and that."

As a teenage boy in the 1980s, it wasn't surprising that Troy was a fan of the Street Machine movement, so he had definite ideas on what he wanted to do with the P76.

He did as much of the work as he could, with guidance and help from Joe and other members of the club. "We got all the body prepared. I've done a couple of courses, too, in panel beating and spray painting. Dad had done some of that time too, so we did all the body work here and got the car painted. Dad painted it with me. I did all the primer work and he did the finishing coats with another guy. In effect we just hired a booth off someone we knew and went and did it over Christmas, in about 1988."

"A lot of work did go into the repairs, and making sure things were straight and right and rust-free. There was probably a good 12 months just in body work, at least, and we made sure all the panel gaps were even, which took a lot of time."

"We had all the engine stripped down and I painted the block the same colour as the car. I had heaps of parts chromed. Every second week I was at the chrome place picking up a new part."

The V8 engine was rebuilt in a mild state of tune, keeping at 4.4lt, and mated to the regular Borg-Warner four-speed floor-shifter gearbox. After all, the standard P76



The deep burgundy paint is a custom colour, that lightens in the sunlight.



FOR THE REST OF THE STORY GET THE B.M.C. EXPERIENCE MAGAZINE OUT NOW



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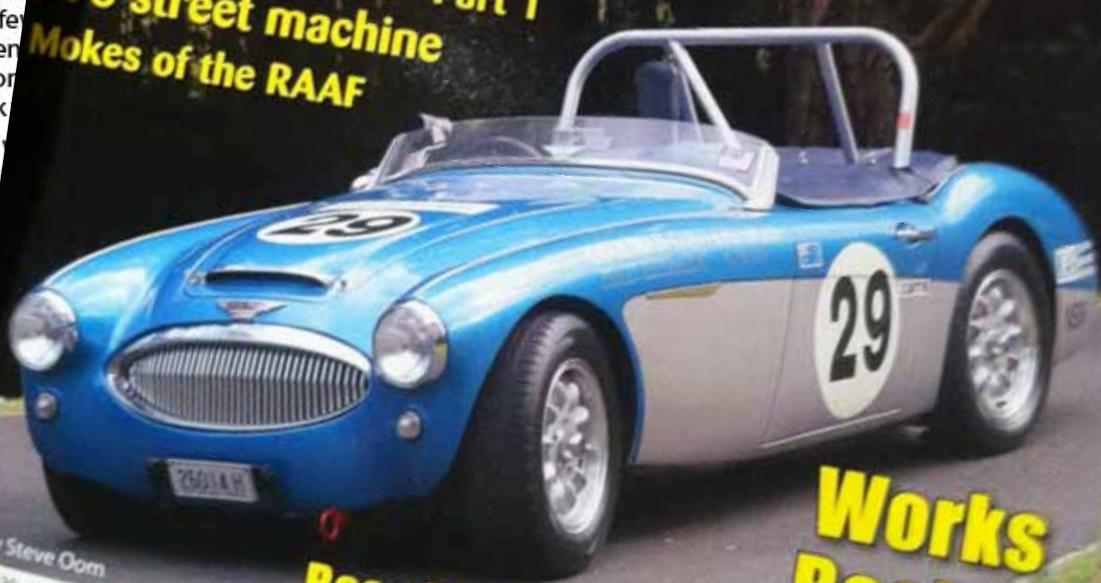


Take a ride on a rare Morris 25 railcar



Postwar Renaissance: MG's TC and TD

Closure of Waterloo - Part 1
 P76 street machine
 Mokes of the RAAF



Works Beater

Ross Bond's Austin-Healey 3000



Austin A40 Coupe



Darwin DC & Bust



2014 REUNION



RYDE EASTWOOD LEAGUES CLUB, RYEDALE RD, WEST RYDE

DATE FOR YOUR DIARY: SUNDAY 21st SEPTEMBER 2014

COST: \$40 PER HEAD includes full buffet (from 12 noon)

BMC LEYLAND CAR DISPLAY on the Rooftop Car Park from 10.30am—
please contact Roger Foy 9559.1524 to participate in this Display.

PAYMENT SLIP for 2014 REUNION | Forward this section with your cheque for \$40.00 per person to:

Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (phone 02 8812 2479 or 0410 688 886)

OR: Electronic transfer: A/c No.131 434 941 St George Bank BSB 112-879

If paying by EFTPOS please send receipt with this Payment Slip to Kay De Luca, address above.

RSVP: 12/09/2014 *Cheques/Money Orders payable to BMC Leyland Aust. Heritage Group*

NAME: AMOUNT PAID:

PARTNER/FRIENDS

NAMES:.....

ADDRESS:..... POSTCODE:.....

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

I would like to be seated with:

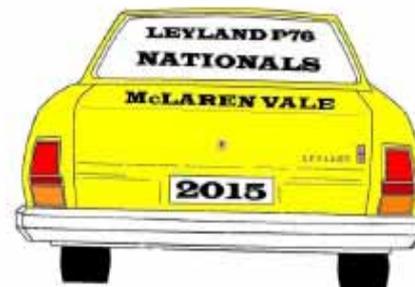
I would like assistance with transport: YES/NO (please circle)

Special Dietary Requirements:.....

Hurry its this SUNDAY

Easter National Meeting

3 – 6 April 2015



P76 ROCKER COVER RACES

This is intended as a fun social event aimed at engineering aptitude

THE RACERS

- The racers shall have no power source. All motive force is provided by gravity.
- Racers shall be based on a rocker cover from P76 V8 or 6 cylinder motor or Rover V8.
- The racer shall be no more than 40mm longer than the rocker cover base overall.
- The wheel track shall be no more than 200mm.
- Racers shall have 4 wheels no more than 150mm diameter.
- The maximum racer weight shall be no more than 3 kgs.
- The racer shall be clean (no sludge). If the racer drips oil or grease it will be disqualified

THE COURSE

- The course shall consist of a launch ramp 2.4m long, followed by a level run of 6m.
- The launch ramp shall be divided into 2 lanes, each 450mm wide and shall be 600mm high at the rearmost part and level with the course at the front edge. The front edge shall be beveled to provide a smooth transition from the ramp to the run-out lanes.
- The official starting line shall be 600mm from the rear edge of the ramp. A mechanized starting gate shall be employed. Details of the release mechanism dimensions to be decided.
- The run-out section of the course shall consist of 2 clearly marked lanes 900mm wide.
- The finish line shall be marked 6m from the front edge of the launch ramp.

RULES OF ENGAGEMENT

- Scrutineering will take place to ensure compliance
- The competition will be conducted I heats of 2 racers at a time.
- The racers are to be launched with their front wheels on the starting line. The first racer to have its front wheels cross the finish line is the winner. If neither racer makes it to the finish line, the racer going the furthest in its lane wins.
- If the wheels of the racer should touch or cross over the lane markers, the racer shall be disqualified. The remaining racer automatically becomes the winner.
- Winning racers will advance to the next round until all are eliminated except 1 racer, which will be declared the outright winner.
- Other methods of deciding the winner may be developed. i.e. a round robin type event where every racer gets at least 4 runs before the knockout starts

FUTURE EVENTS



21st September

**BMC Heritage Lunch re-union Day
& afternoon drive to Bobbin head**

5th October

Southern Run to Mittagong early

12th October

**CCCI Club Breakfast Run. Meet at
Northgate 9am, heading South.**

26th October

Chevalier College Highlands Motorfest

2nd November

**Royal National Park cruise Stanwell
Tops & south to the Wollongong
Early morning**

Date to be Announced

Visit to Club Member Rick Hopkins Auto Museum

**Easter 2015
3-6 April**

National Meeting South Australia



Unfortunately due to Sydney's current unseasonal rain this weekends event has been cancelled. The fields at the school are already waterlogged and with more rain over the next couple of days the fields will not be usable on Sunday.

There is a possibility that the show can be moved to September 14th. Watch this space!

<http://allbritishdaysydney.asn.au/>

This directly from Association of British Car Clubs WEBSITE

MAYBE 14 SEPTEMBER CANCELLED



Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute on Wednesday 20th August 2014

Peter O'Brien opened the meeting at 8:05pm. Members in attendance as per the attendance book.

Apologies – Angelous Frangopolous, Ross Rickard, , Ian & Bev Lyons, Ron Frith, Valda Chappell, Kevin Cross,

The minutes of the previous meeting were read and accepted.

Moved – Sue Green **Seconded** – John Dalli

Business arising from the minutes: Nil

Treasurers Report:

Income

M/ship fees	\$300.00
Eastern Creek Fee	\$ 45.00
Total	\$ 345.00

Outgoings

Hall Rent	\$39.60
Officeworks	\$39.50
Total	\$79.10

Bank Statement No 244 Dated 31/7/2014 Balance - \$2144.24

Moved – Terry Rout **Seconded** – Kevin Ward

Correspondence In:

NZ Penzed, BMC Heritage Group, P76 Owners Club SA Magazine

Correspondence Out: Nil

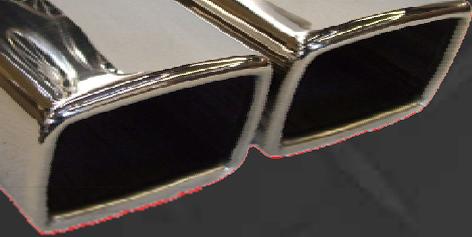
Acceptance of correspondence.

Moved – Tony De Luca **Seconded** – Troy Green

General Business:

Terry Rout spoke about problems with RTA Re: Green slips ,Heritage Rego, Tony reported about the Eastern Creek Event, also Tony mentioned the Oasis Run on the 1st Tuesday of every month.

The meeting concluded at 9:00 pm followed by supper.



TAILPIECE



INTERESTING STUFF



MORE OF RAY'S COLLECTION



www.leylandp76.org.au

If you would like the magazine emailed to You in full colour instead of snail mail CONTACT US force7v@hotmail.com

