

Number 11.
page one

Why do boys run faster than girls?

December 2006



Ball bearings and a gear shift!!

Memories of Michael above.

WORDS 'N ALL

MAGAZINE
COUNTRY P76 CLUB



CLUB OFFICE BEARERS FOR 2006

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President [Acting president]	Eddie Sams	02 69 772 409
Vice President	Eddie Sams	02 69 772 409
Secretary	Gwen Livingstone	02 69 421 039
Treasurer	Ray & Sharon Douglas	02 69 421 508
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Public Officers	Jim & Susan Hugo	02 69 432 696
Club Captain	Fred Holland	02 69 422 783
Club Photographer	Natalie Hugo	02 69 432 696
Vehicles Inspectors >>>>>>	Ray Douglas--Kevin Jarrett --Eddie Sams	
Movement Book	Eddie Sams	02 69772409

Committee: - June Holland, Guy Graham, and all the above

Membership Fees \$30.00 family or single. Financial year 30th June – 30th June

Meetings Last Monday of month

GET WELLS

RAY DOUGLAS HOPE TO SEE YOU WELL AND
DRIVING YOUR P76 SOON RAY.

LEONIE WATSON. HAVING A BAD RUN AFTER
YOUR OPP LEONIE HOPE TO SEE YOU ALSO
BACK ON DECK VERY SOON.

**Minutes of October meeting.
30/10/06.
7 pm open.**

Meeting...June and Fred Holland's house.

Present—!!!! Eddie, Leonie, Jim, Susan, Josh, Natalie.

Apologies! June Fred Holland, Ray and Sharon Douglas.

Discussed!

>Fees to be paid for 06-07—Fred to email and send reminders. List provided.

>Bank Statements needed for Aug-Sep-Oct. Fred to follow up.

>Statement of Incorp Assoc, Susan and Fred to finalise.

>Eddie to hold 2nd movements book.

>Ray Eddie Fred to go to South West slopes Credit Union to organise Eddie to be signature on account.

>Raffle tickets to be offered to members in reminders for fees due.

>Sharon/Ray to take photo of raffle prize to sell so we can send with fee reminders.

>Car run to Wagga on Sunday. [Hugo's] 05/11/06

Meeting closed 9.00 pm.

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P76 stuff at the museum

Our son Patrick has been to the storage area of the Power House Museum and has taken these photos of the wooden

P76 which is so heavy, they think it was used to mould the body parts.

There is also another P76 car there and the top of a station wagon he said. Any information wanted email him or I will pass the message to him.... Gwen....





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Photo's Thanks to Patrick Livingstone..

Backyard car collector builds shrine to lemon

Wednesday, 25 October 2006

Reporter: Anthony Scully

ABC

There is a fine line between passion and obsession for Beresfield car lover Hal Maloney, whose enthusiasm for a discontinued 1970s Australian fuel guzzler has overwhelmed his backyard shed. Mr Maloney is the proud owner of not one but two Leyland P76 Executives - a much loved but often maligned example of Australian engineering,



considered ahead of its time for using many lightweight components. But today Mr Maloney conceded he had far more spare parts for the vehicles than he could ever hope to use.

"What I have in the shed here is too many parts!" Mr Maloney said.

"Absolutely, by a long way! What I'm going to do with them I don't know!"

'They're a lovely comfortable car, there's no doubt about that,' Mr Maloney says. 'And plenty of room in them; they were just a great road car to go touring in.'

1233 Wants To Hear Your Story

If you use your backyard in a way that is creative, unique or enterprising - or you know somebody who does - we want to hear about it.

Continued next page.

Contact the 1233 breakfast program and we'll tell your story on the radio and online.

You can contact the breakfast program in a variety of ways.

Telephone: 1 300 233 222

Text: 1999 1233 For email, go to our Contact Us page.

Car hobby consumes a lifetime

Hal Maloney gently opens the door of his "aspen green metallic" Leyland Executive and sinks down behind the steering wheel into an accommodating bucket seat.

'They're a lovely comfortable car, there's no doubt about that,' Mr Maloney says. 'And plenty of room in them; they were just a great road car to go touring in.'

Fay Maloney reveals her husband's passion for cars has been a lifelong affair.

"I think he's always been very car oriented, ever since he was little," she says. "And ever since he's found that he liked these cars, he's just kept it going; constantly; all the time!

How Leyland missed the market

Mr Maloney, who has written a book on the Leyland's history, concedes the P76 sales figures 'certainly show that they weren't a success'.

'Just after the Leyland was released, the first of the fuel crises happened at the end of 1973,' Mr Maloney said.

He recalls an 'odd and evens number plate' system was put in place as fuel was rationed.

'People wanted smaller cars, the same as they're doing now,' he said. 'We go through these cycles.'

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For sale

Hi everyone, [Adrain's Goods]
Graham Rogerson has a sale of P76's.

1/ Rolling body bitter apricot super with vinyl roof no engine or gearbox.
Been stored out of direct weather \$400.00

2/ Super deluxe v8 auto country cream ready for the road. Advertised
in Just Cars" or similar . \$2000.00
Graham number is 07 38881345 no email

.....

This P76 is for sale
3speed manual six cyl.
Has new clutch assy.
White / Casino Blue trim.
Trim is very good.

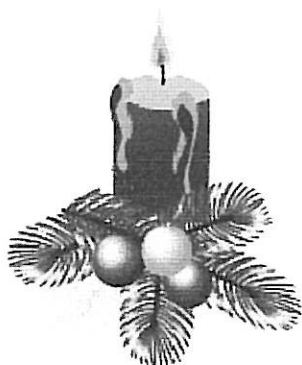
One owner since new.
Sold by GP & ZM White Maitland
76,000 miles
Rego till end 22/11/06 with pink slip
Ch: 2N26 1999
Build 10/73

No perforated rust but has paint worn through in places especially under
the bonnett. Car will need repaint.

Open to offers. Car is in Newcastle Contact, Howard Smith 0249 524099

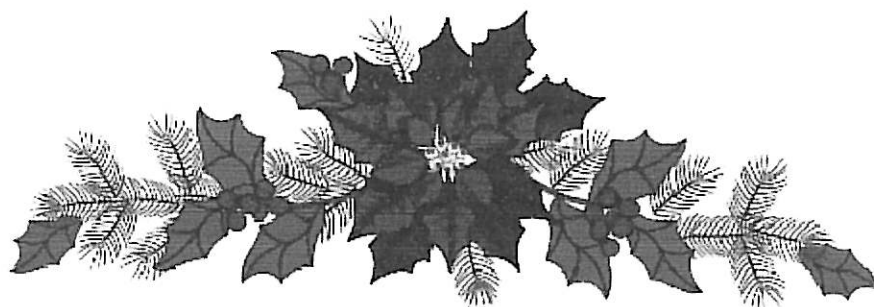


Coming Events.



Don't forget Our Country P76 Christmas party is being held at the Temora Lake Centenary on 17/12 at 6.00 pm. Or if too crowded we will move to Gloucester Park.[near hospital] BYO on the day... Parents please bring a present for your children. Elect Barby's in both areas.

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Merry Christmas!



Restoring the replica

Warrewyk Williams

It was 1989 when I first heard about the "clone" P76 wagon and had even contemplated converting a sedan to a wagon myself, but the further into it I looked, the more difficult the project appeared. Unless one has seriously investigated or has had a chance to see a factory-made P76 Wagon I don't believe they could appreciate the differences or work involved in building this type of vehicle.

When I was in Cootamundra for the P76 Nationals at Easter, I had chance to visit Michael Livingston who, due to health problems, had elected to sell the P76 'Clone' wagon he had purchased from Anton Franks in Adelaide. As I understand, Anton himself had purchased the vehicle from Larry Cole, the gentleman who built the wagon in Mildura, Victoria. Though I have never met Larry personally, he has earned my great respect for not only building the wagon but his attention to detail in making this vehicle appear as close to a factory Executive model as could be expected.

From what I can piece together, Mr Cole took a V8 4 speed Deluxe P76 that had sustained front end damage to the front D/S corner of the vehicle including the D/S front guard and rebuilt it into the wagon, using a Bitter Apricot Executive as a donor vehicle as well as an XY Fairmont Wagon to supply the basic componentry of the rear tailgate area. I say basic componentry as after actually looking carefully at the construction of this area it becomes obvious there is precious little Ford left.



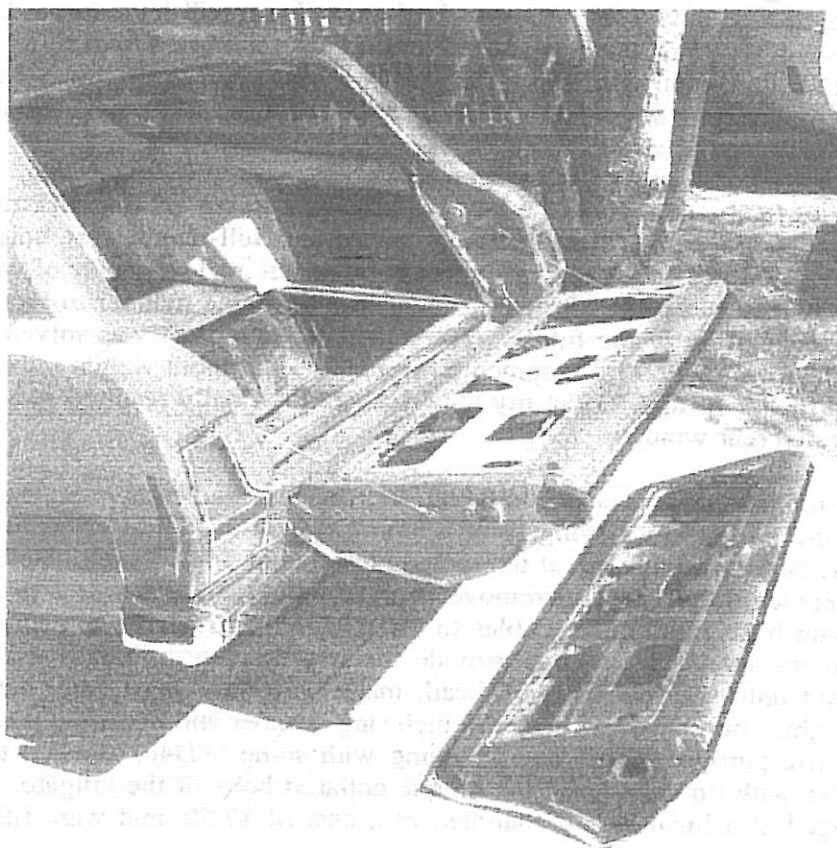
*The replica wagon after a cleanup. Nice Exec interior.
I like the fold down centre in the rear seat*

While the tailgate is based on a Fairmont tailgate, in reality only the inner panel has been retained as the sides and bottom panel areas have been remade to a P76 shape. Obviously the outer skin is from a P76 boot-lid but even the hinges are not Ford hinges, these items have been fabricated to suit the specific application. As the Ford torsion rods could not be used to relieve the weight of the tailgate when opening, a custom-made

Leylines November 2006



torsion rod system was installed to suit the P76. Wiring for the electric window had been rerouted to suit the P76 application also. In fact as P76 tailgates go, from the outside at least, the only give-aways to its non-genuine heritage are the indented upper paneling, a leftover from the skin's boot-lid heritage, the key switch being mounted in the centre of the tailgate as opposed to the D Pillar on the genuine article (the factory-built Leyland wagon did not have this and thus presented a much cleaner rear end) and finally the tips of the hinges protruding from both lower, side, corners rather than from under the tailgate. (Personally I think this might actually look better!)



Fairmont tailgate and Larry Cole's handmade wagon tailgate.

The problem in this area is simply the sheer amount of rust present. Mr Cole while being brilliant with his panel beating seemed to fail when it came to proof-coating his work and this apparent unfortunate oversight has seen the tailgate rust out to a point where it is unrepairable. (I know Joe Green will say, and I'd agree, that nothing's unrepairable, but



the sheer amount of time and labour makes this exercise uneconomical.) While the wagon came with a spare Falcon tailgate, the precise problem here is exactly that – it is a Falcon and not a Fairmont tailgate – and while the two are similar, the wind-up window of the Falcon has additional substructure that would need to be cut out prior to its use for the P76. Fortunately, on my first foray onto eBay for some time I discovered a Fairmont tailgate in excellent condition and managed to secure this for the princely sum of \$21, an amount for which, I'm sure, the seller was not exactly impressed.

Obtaining the Fairmont tailgate is one thing, conversion for P76 use to quite another. As I mentioned previously, most of the Ford tailgate will have to be discarded before new sides and lower paneling are added and finally a modified boot skin. As I am insistent on the tailgate looking like the factory wagon, and not a sedan, the upper indented area will be removed and 'smoothed'. Only a subtle mod, but still a substantial one.

When took delivery of the wagon its tailgate was in the load area. While it didn't take long to fit the rear door, the key switch was missing and the electric window had to be operated via some wires hanging out of the full-length rust hole in the outer skin. Naturally, I not only had to wire this back up but made a couple of wiring mods along the way that would route the wiring in a more desirable manner to facilitate easier removal and installation in the future. The key switch problem was solved when I managed to locate a key switch from someone wrecking a Fairmont wagon (albeit without any keys) for \$10. A further \$32 at my local locksmiths finally resulted in a fully functional key operated rear window.

The tailgate support cables had both lost their swaged ends, meaning the tailgate couldn't be opened without having some support system available. Surprisingly, Ford still had these parts available but at the incredible price of \$48.50 each! Before deciding whether to replace them I had to remove them anyway, and this was a problem in itself. The special bolts holding the cables to the tailgate had rusted into position and the fact that ordinary spanners couldn't provide the necessary grip, and it was impossible to fit a socket onto the low-rise bolt-head, made sure they were going nowhere. After some thought, I purchased a cheap 5/8 inch ring spanner and modified it with a grinder for one specific purpose. This device, along with some WD40, allowed the removal of these cables with no damage to the unique collared bolts or the tailgate. The cables were re-swaged at a local ship's chandler, at a cost of \$7.50, and were fitted that day with no problems.

Another mystery highlighted by the tailgate is that if a Bitter Apricot Exec donated its front and rear, and in fact also its four doors, then what was wrong with this vehicle in the first place? Maybe it sustained underbody damage? This is perhaps something only Mr Cole can answer, but while on the subject of underbody I was pleasantly surprised to find that the wagon's underbody area was completely undamaged – very dirty and loaded with clay, but otherwise perfect. In fact, it displayed none of the usual scrapes and dents that every other P76 I have purchased (aside from a one-owner Super I bought in Tasmania) has shown.



While the rear was Fairmont-based, I suspect the rear-side windows are Cortina station wagon. This is another area where the dreaded tin-worm has attacked and where I am hoping to make some changes. The rubber rimmed Cortina glass (if that's what it is) will be removed and the frames changed to accommodate glass that is sealed in place in the same way as the P76 windscreen. As new glass will have to be made, an opportunity exists to realign the windows in an effort to take away the "droopy" look they have at some angles.

The final body related curiosity is the roof panel that is in fact not Ford but actually has been hand made to the P76 shape using another P76 roof panel. Honestly, the time and labour involved in this exercise alone is mind-boggling. And not just to me. As I've hawked the wagon photos around various panel shops I've noticed more than a few jaws drop as they suddenly realise the amount of work that has gone into this rig.

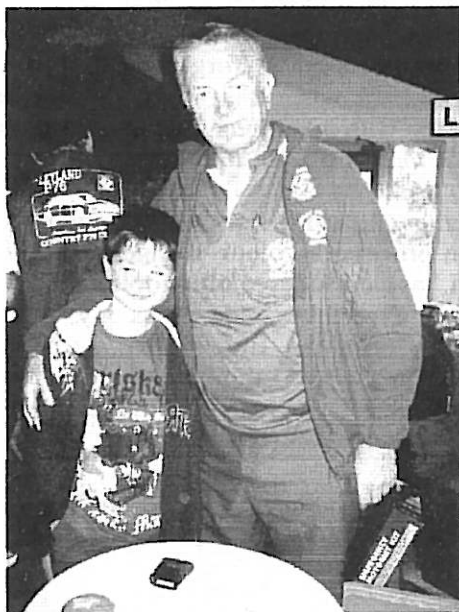
While Leyland never made an Executive wagon, Larry Cole had other ideas. The basic Deluxe sedan he started with was upgraded in every way. Power steering (although the rack is long gone), auto transmission, seats, door ajar lights, C-pillar lights, radio – all the usual Exec appointments, and even air conditioning. The most impressive attention to detail however, was reserved for wagon appointments like the fold-forward rear seat not made possible by installing a Force 7 rear seat, but actually achieved by making the existing rear seat into a fully operational wagon-style unit. Other little things, like the rear radio speaker (normally installed in the parcel shelf) that had been positioned, along with an Exec courtesy light, in the roof area just inside the rear window opening only added to the list of impressive attention to detail features.

One thing I can't fathom though, is that there appears to be no way to operate the electric rear window from the driver's seat, something that I intend to remedy at some time in the future. Another oddity is that the aerial is installed in much the same position as a sedan. I guess Larry had no way of knowing that Leyland's wagon would have the aerial installed on the front passenger-side guard, so this oversight is forgivable, especially considering the unique mount (remembering it was 1981 when this was built) required for this purpose. In fact, as I intend to install a stereo with an automatic antenna system, the aerial switch, I envisage, will ultimately become the control for the rear window.

Finally the colour. Once all the rust has been removed, and given that the wagon will have to be stripped entirely during the restoration process, a colour change is certainly possible. While NV Green is a beautiful colour, I have considered other options – Plum Loco, or even returning it to its original colour of Corinthian Blue. Ask my wife or daughter and they will tell you they don't like Corinthian Blue. I've even tried suggesting a metallic candy-apple version of this colour, which I think would look pretty cool, but since the paint is a long way off anyway I guess I've plenty of time to dwell on this facet of the project.

As for the future: Returning it to a 4 speed, fitting a dual exhaust system, adding some bigger wheels and rubber, lowering the suspension and retrimming the interior are all on the cards too... just a long way off. Stay tuned!

Merry Christmas to all and happy new year.



Thanks for the memories Michael