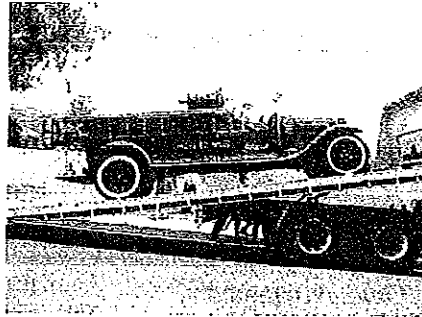


Number 12.

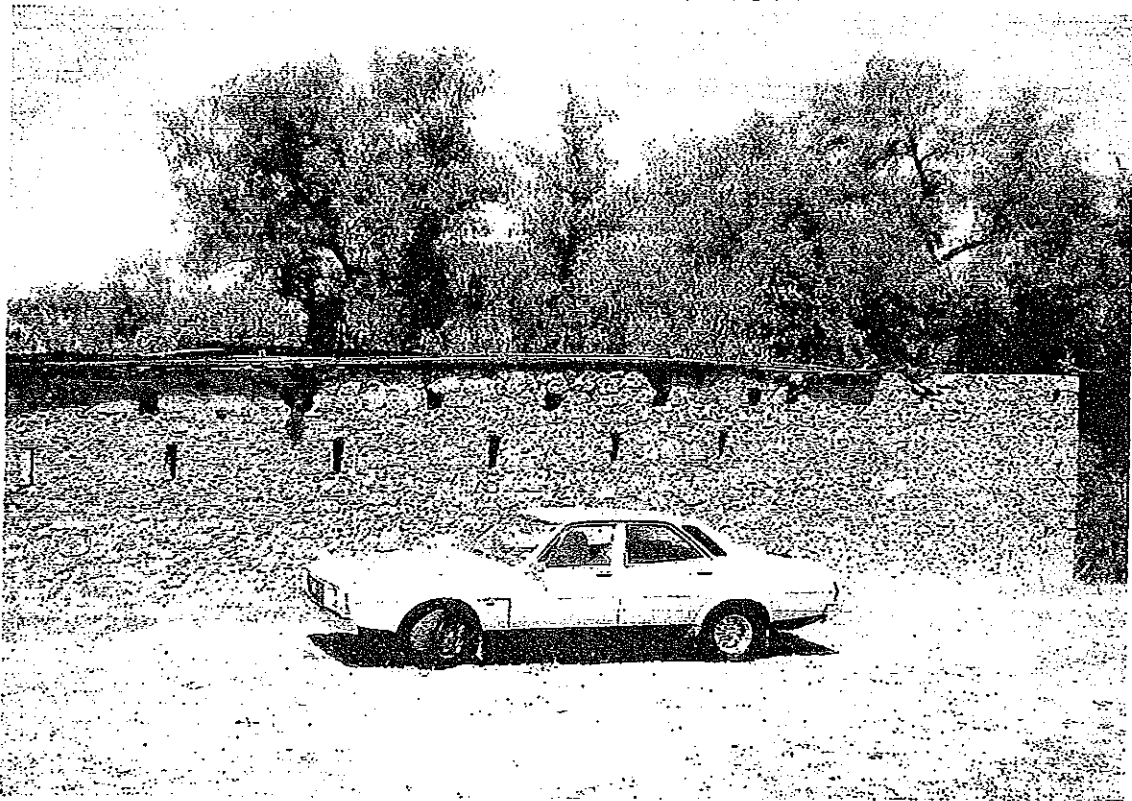
Jan/Feb 07



Michael's model A fire engine heading for a new home.

WORDS 'N ALL

MAGAZINE
COUNTRY P76 CLUB



Fred's Bold as Brass at Jugiong. Michael Livingstone Memorial run.

[2]

CLUB OFFICE BEARERS FOR 2006

Acting President	Eddie Sams	02 69 421 039
Vice President	Eddie Sams	02 69 772 409
Secretary	Gwen Livingstone	02 69 421 039
Treasurer	Ray & Sharon Douglas	02 69 421 508
Editors	Fred Holland & Josh Hugo	02 69 422 783
Plates Registrar	Michael Livingstone	02 69 421 039
Publicity Officer	Leonie Watson	02 69 772 409
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

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.

28/3/07

Gwen Livingstone 44 POOLIE ST

Next Meeting Held at Fred / June Holland's

COOTAMUNDRA

Berthon St Cootamundra 26 th March 2007

6.30 pm all welcome.

Acting President's report

With 2 months already gone I think we should give some thought to getting ready for the 2008 Nationals at Geelong. Anyone heading down I suggest that they book their accommodation

A.S.A.P as 2008 will be upon us before we know it.

Our last run was the Michael Livingstone memorial birthday run to Jugiong. It was a beautiful day and fairly hot . The swimming pool was well patronized. Members from Canberra and the central coast were present. Being Damian Haas, Jason Birmingham and Alex Shoobridge and family's

Standing out in the crowd was Jason's immaculately restored hairy lime executive . with white interior, maybe if Leyland had produced cars of this quality maybe they would still be in the market place. Well done Jason!! A report on Leyland Station Wagon's further on in this news letter by Damien Haas clears up the myth!!!! Also some fees are still out standing
>>>

Remember P76's are for driving not hiding...

Acting President... Eddie Sams

A Word from the Editor

Welcome all to 2007, Christmas and New Year parties are finished for 2006 where did it go, so quick. I have been busy putting up a shed to protect my P76 and caravan, all finished now and doing a fair job of keeping some of the drought dust out, but a losing battle some days. Went to Jugiong on Sunday 4th feb for the Michael Livingstone Memorial Run [very hot in the late 30's]

Very enjoyable day for all and all the cars performed as a p76 always will [great] swimming enjoyed by a large number of people.. 28 cars turned up for the day with P76 out numbering all other models, 5 all up, Eddies/Leonie, country cream V/8 super, My Bold as brass super V/8, Ray and Sharon's Corinthian Blue super V/8 [or is it Am Eye Blue] Alex Shoobridge, Super peel me a grape V/8.

Jason Birmingham in a very very nice Hairy Lime V/8.
Damian Hass in the, well, mixed colored V/8.

Jim Hugo came in his 1956 FJ sedan. His p76 coming along well.. Susan, Josh, Natalie in modern.

Josh's car very close to being on the road.

Also our magazine will be every two months this year.

All for now enjoy our P76's in 2007, hope to see all at outings during the year. Fred.

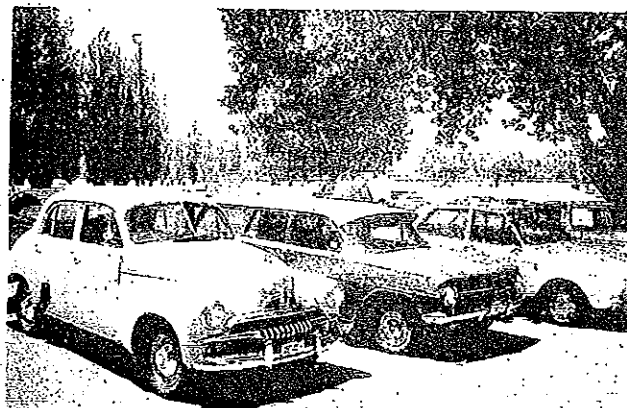
Below Jason Birmingham's from the central coast NSW.



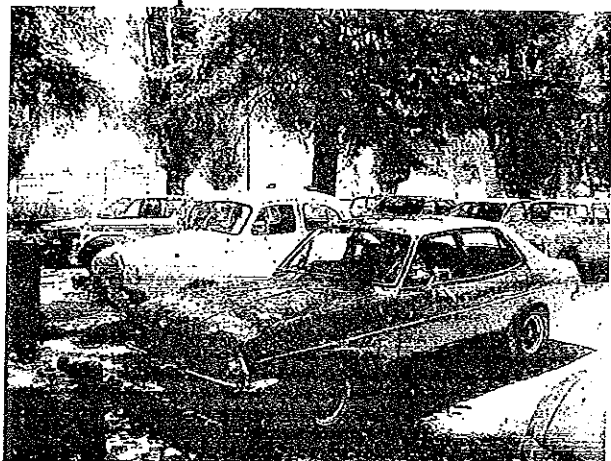
Other cars at Jugiong outing.



P76 line up



Jim's FJ and Gundagai members. cars



Cootamundra and Harden members. above and below

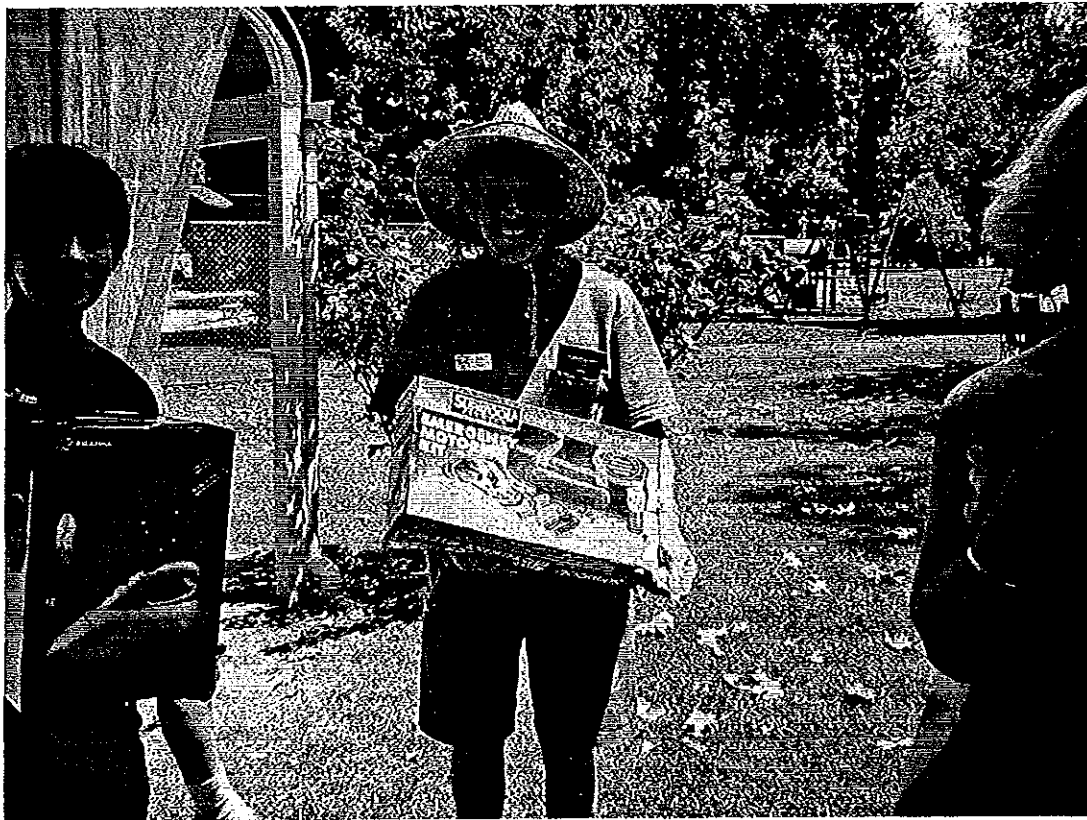


[6]

**LUCKY PRIZE WINNER'S
MICHAEL LIVINGSTONE MEMORIAL RUN**

TOOL KIT WON BY COOTAMUNDRA ANTIQUE CAR CLUB MEMBER

DON HART.



**JOSH HUGO[ON LEFT] WON SECOND DRAW, CAR
RECHARGABLE VACUUM CLEANER.**

[7]

Round Australia Trial 2008

I am looking into the possibility of running a Round Australia type event in September 2008 in the lead up to Rally Australia, which is moving to Queensland.

The plan is to finish the Round Australia event on the Wednesday before Rally Australia (which I assume will be centred on Brisbane or thereabouts) so that competitors and others could then stay on to enjoy the World Championship event. It may be possible to negotiate special seating etc for the Super Special stage of Rally Australia and other benefits.

The concept is to have a number of starting points around Australia, with separate semi competitive touring events of roughly the same length taking crews to a central assembly point at Alice Springs.

The required duration and length dictate that the event will not be "around Australia" in the true sense, but will provide competitors with an event typical of the classic Round Australia events.

After a rest day in Alice Springs there will be a six or seven day special stage rally over outback tracks in the Northern Territory and Queensland to the finish. **Total duration of the event would be 10 - 12 days. Total distance including the assembly stage would be approximately 9000 kms**

Vehicle eligibility would be Historic and Classic rally cars as per CAMS regulations, with the addition of PRC cars up to 1985. Turbocharged and four wheel drive vehicles would not be eligible.

For the rally proper there would be a Challenge section with an easier course and times, as in the Mobil 1 Trial in 1995.

The concept has been discussed with Garry Connelly, Chairman of the Rally Australia organising committee, and received favourably. There may be some synergies between the events, such as Round Australia competitors using Rally Australia special stages.

At this stage the entry fee is not known, but the intention would be to keep it in the region of \$5000-6000.

I need to gauge the level of interest in such an event before proceeding further. Please send expressions of interest to me at **bobwatso@bigpond.net.au**

Information thanks to Adrian

Stella Blue	12134	Dulon & Duco	Plum Loco	15573	Dulon & Duco
--------------------	--------------	-------------------------	------------------	--------------	-------------------------

Page [9]

Strato Blue	15087	Dulon & Duco	Scarlet O'Hara	17333	Dulon & Dulux
--------------------	--------------	-------------------------	-----------------------	--------------	--------------------------

Sugar Cane	10874	Dulon & Duco	Spanish Olive	15417	Dulon & Acran
-------------------	--------------	-------------------------	----------------------	--------------	--------------------------

Velvet Grey	12973	Dulon & Duco	Yellow Devil	17422	Dulon & dulux
--------------------	--------------	-------------------------	---------------------	--------------	--------------------------

Viareggio Blue	12972	Dulon & Duco			
-----------------------	--------------	-------------------------	--	--	--

Zircon White	12969	Dulon & Duco			
---------------------	--------------	-------------------------	--	--	--

1971 / 72 Trim Colours

1973 / 75 Trim Colours

Aluminium Metallic	15229	Dulon	Black	17006	Dulon
---------------------------	--------------	--------------	--------------	--------------	--------------

Black	13268	Dulon	Blue	15830	Duco
--------------	--------------	--------------	-------------	--------------	-------------

Blaze Orange	15159	Duco	Cassino Blue	17004	Duco
---------------------	--------------	-------------	---------------------	--------------	-------------

Blue	13263	Duco	Chassis Grey	30490	Dulux
-------------	--------------	-------------	---------------------	--------------	--------------

Cannon Grey Metallic	13238	Duco	Imperial Leather	17005	Duco
-----------------------------	--------------	-------------	-------------------------	--------------	-------------

Classic Gold metallic	13259	Duco	Low Gloss Charcoal Metallic	17158	Dulon
------------------------------	--------------	-------------	------------------------------------	--------------	--------------

Engine Red	13264	Duco	Low Gloss Silver Metallic	17157	Dulon
-------------------	--------------	-------------	----------------------------------	--------------	--------------

Grille Silver Metallic	01058	Dulon	Navy	17003	Dulon
-------------------------------	--------------	--------------	-------------	--------------	--------------

Jetstream Blue	13327	Duco	Parchment	17002	Dulon
-----------------------	--------------	-------------	------------------	--------------	--------------

Metallic Green	13261	Duco			
-----------------------	--------------	-------------	--	--	--

Silver Ash Metallic	13357	Dulon			
----------------------------	--------------	--------------	--	--	--

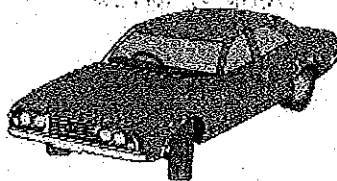
Silver Birch Metallic	13260	Dulon			
------------------------------	--------------	--------------	--	--	--

Silver Blue Metallic	13262	Duco			
-----------------------------	--------------	-------------	--	--	--

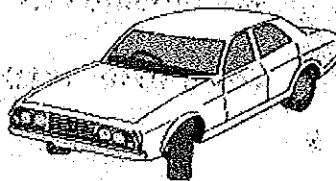
[10] colours of the p76

[not true to colour from printer]

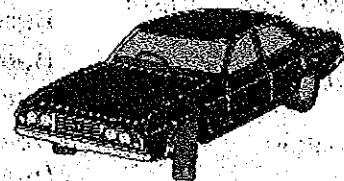
The 70's were a time of change. Some of the colours were as bold as the names.
Dulux colour codes are provided for reference.



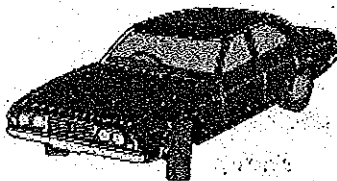
Home On Th'Orange - 15416



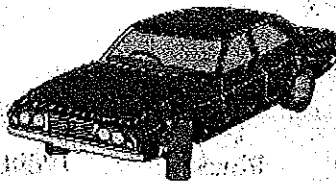
Crystal White - 11572



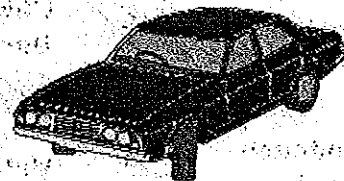
Nutmeg (Metallic) - 15641



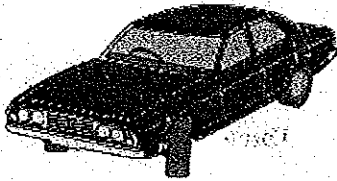
Am Eye Blue - 15572



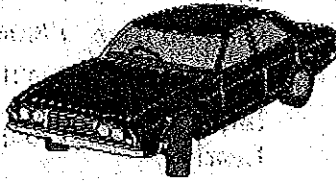
Bitter Apricot - 15695



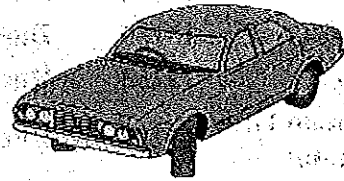
Hairy Lime - 15571



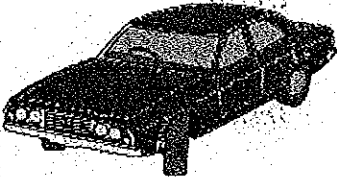
Dry Red - 15088



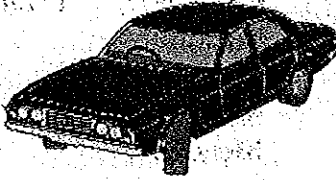
N. V. Green - 15696



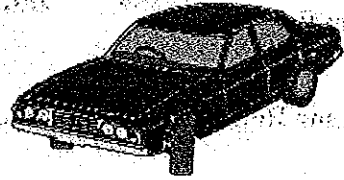
Bold As Brass - 15099



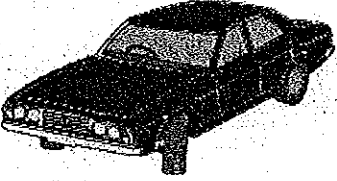
Aspen Green (Metallic) - 15694



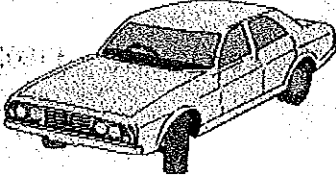
Oh Fudge - 15575



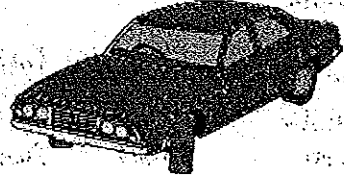
Peel Me A Grape (Metallic) - 15600



Omega Navy (Metallic) - 15693



Country Cream - 15086



Corinthian Blue - 15697

Marcus's

meanderings...or How I Got the Wiper Washers Working

What I am writing could be considered a follow up to a great article about rebuilding the P76 wiper motor. It was written by David Walker (davidwalker1977@hotmail.com ph 0409675648) and published in the Jan 06 magazine. Any new member could contact David and I'm sure he would forward you a copy of this great read.

If you are anything like me then you will prefer things to work as leyland intended. The wiper washers are no exception. First thing to note is that the factory washers will never work like an aftermarket electric motor with its constant stream of water. The factory setup is a pump that operates off the rotation of the wiper motor so it squirts water in a more irregular fashion.

I am assuming that your wiper motor operates on first and second speed. Addisons garage have NOS wiper motors for \$70 and they look and work great. If you purchase a new one it also means that the factory washer pump will be working. If your old pump is faulty then see Davids article but in brief I agree completely with its contents that the most likely problem will be that the tiny copper wire soldered to the main connection on top will be broken. Re-solder it and hey presto! (Note: you have to remove the pump cover to inspect/do this).

Your pump may be working and you don't know it. Firstly remove the wiper arms. Connect the green/black wire to the top of the pump and try it- it is nearly silent in operation and all you will hear is a small click when you press the switch on the dash. This is the locking latch disengaging allowing the pump to be actuated by the rotation of the wiper motor. It is imperative that the whole system is as water tight as possible. Tighten all the screws on the top cover. The workshop manual says to use sealant on the cover but I found carefully tightening it was adequate. Next you need three metres of clear tubing for the water to run through. I got mine from Bursons, so just take a sample of what is on your car. You should also have a filter on the end of your pick up line. This is a factory fitted item and works well with the factory washer reservoir. I also added a one way valve that resides in the pick up line just after it comes out of the washer bottle. It keeps the water up to the squirter nozzles so they are primed and work pretty much straight away when operated. One can be purchased along with the new tubing.

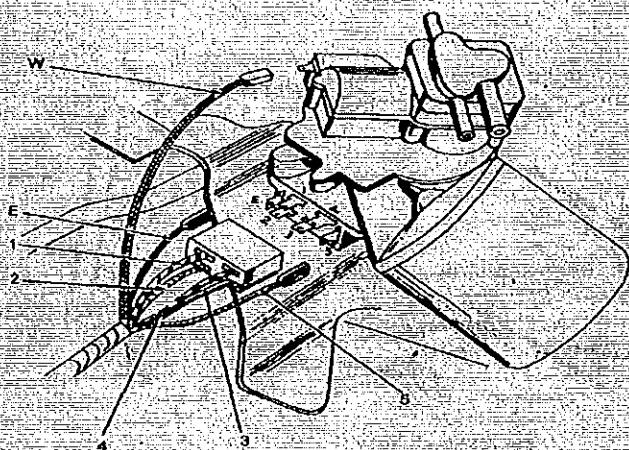


Fig. S-17

WINDSCREEN WIPER EXTERNAL WIRING CONNECTIONS

E BLACK	4 BLUE/LT. GREEN
1 RED/LT. GREEN	5 WHITE/BLUE
2 BROWN/LT. GREEN	W LT. GREEN/BLACK
3 BLACK/GREEN	

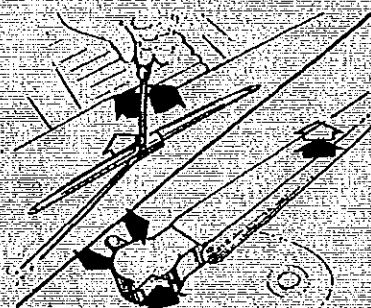


Fig. S-18

REMOVING THE WIPER BLADES AND ARMS

Victoria 7/06
Thank you.

Before you hook up all the line it is best to clean the squirter nozzles if they haven't been used for a while. Removal is via a nut underneath and the unit itself is fully rebuildable. You can unscrew the two tiny jets and clean them with a piece of wire and compressed air. When the jets of water are correctly adjusted you may find one of them is slightly loose in the body of the nozzle and therefore leaks a little water. A tiny amount of teflon tape on the thread fixes this problem and further water tightens the system. Re-install the nozzles and hook up the feed line to the wiper motor (the larger pipe). With the two nozzle supply lines also hooked up to the wiper motor (but not to the nozzles), have a second person hold down the washer switch with the wipers on second speed. Suck the water through the two tubes with your mouth to bleed the system. It will happen very quickly if your pump is OK. It may take 2 or 3 goes on the switch for the latch in the pump to disengage and actuate the washers but as soon as the water fills the tubes place both on their respective nozzles. As I said earlier it is best to still have the wiper arms off. Your washers should now be squirting and you can adjust the jets of water. Re-check the adjustment with the bonnet down because if aimed too high the water will hit the bonnet edge.

Now it is important to again check for watertightness. I put two small cable ties around the base of the nozzles to ensure the tubing is tight around the neck of each one. This made a significant improvement to the power of the four jets of water. Re-tighten the screws on top of the pump body and make sure all the tube connections in this area are not dribbling water. The only place water should be coming out of is the jets themselves. I know this may seem a bit over the top but it is great using the FACTORY setup. It looks much neater in the engine bay and makes no buzzing noise when operated. It is also a roadworthy requirement! Considering I was pulled over for a roadworthy check 6 months ago is enough reason for me. By the way the copper said he was impressed with the excellent condition of my car after looking over it. Thanks mate.

Put the wiper arms back on and everything should be great. Because of the one way valve water will only drop away from the nozzles about an inch so will work upon your command. Try to use them regularly to keep everything primed and enjoy another thing working as Leyland intended.

Next project is to fix my heater so it also works properly by not allowing any heat into the footwell area in summer.

Have fun..... Marcus

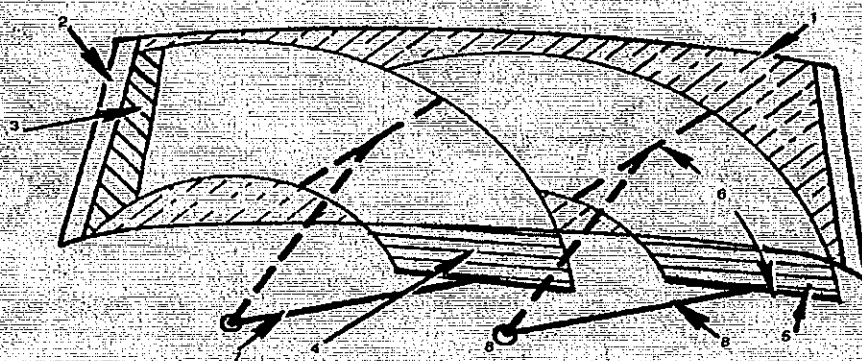


Fig. S-10

CORRECT WIPER ARM BLADE AND BLADE INSTALLATION

- | | | |
|--------------------|---------------------------------|-----------------------------|
| 1 WINDSCREEN GLASS | 4 HIDDEN PARK AREA | 7 RH ARM AND BLADE ASSEMBLY |
| 2 'A' PILLAR | 5 PARK POSITION | 8 LH ARM AND BLADE ASSEMBLY |
| 3 OVER RUN AREA | 6 OPERATING ARC — ARMS PARALLEL | |

**Victorian P76 Owners Club Concourse 2004 Victorian P76 Owners Club
Inc. - 2003
from Flags and Poles**

**Invitation to P76 National Meeting
Easter 2008**

4 Beaumont Street
Vermont
Vic 3133

31 January 2007

Dear P76 Owners and Families

Well we are underway with the planning for the 2008 P76 Nationals to
be

held in Victoria at Easter in 2008, over the long weekend starting on
Good Friday 21 March 2008 and finishing on Monday 24 March 2008.

We are
putting together what we think will be an interesting program of events
of which we will forward more information as we get closer and the
details are finalized.

This letter is to advise you and your club members of one of the most
important issues - the accommodation. Our committee has decided that
the

2008 Nationals will be staged in Geelong, the 2d largest city outside of
Melbourne. Geelong is about a 90-minute drive from Melbourne, and
one of

the oldest cities in Victoria. It is a major port, the home of Ford
manufacturing, and has some interesting tourist centres. It is not far
from the Great Ocean Road or from Ballarat - both major tourist
attractions.

One of the objectives set by our committee is to maximize the exposure
of our great car to the general public. We have been doing this within
our club with great results - our membership is increasing and the
standard of our cars is steadily improving. We want to continue this
process of public exposure at our National get together. So Geelong
makes a good choice we believe.

On behalf of all the clubs, our club has made a booking for a number of

continued

cabins in a campground in Geelong called the "Riverglen Holiday Park".

It is a good quality campground on the outskirts of Geelong, and close to shops and other accommodation should members wish to stay elsewhere.

I have enclosed a couple of brochures for your committee to see. The cost for one of the cabins we have booked is \$90 per night with a minimum of 4 nights over the Easter period - this can be the Thursday to

the Sunday nights; or Friday through Monday nights. This price is consistent with most campgrounds in Victoria over the Easter period as is the 4-day minimum booking. These are luxury cabins and will sleep six. The \$90 is for two people, with extras costing \$10 each per night. We will need to finalise and confirm the bookings as early as possible as accommodation is at a premium over Easter. We also have to pay a deposit when confirming. We have attached an accommodation booking form

for all P76 members to complete and return as soon as possible - no later than 25 March 2007 if they want to take advantage of the accommodation we have organized. Please copy and get out to your members

as soon as possible. Should members wish to arrange their own accommodation that is fine, but we do suggest they get in quickly, no matter where they want to stay. If members want to stay in the Riverglen, but want to camp - again let us know as we can add it to the bookings we have made. A \$50 deposit will also be required for these campgrounds. Cost of a powered campsite is \$29 per day again with a minimum of 4 days. We need to confirm our arrangements at Riverglen by

no later than Easter this year, so we would require anyone who wants to stay at the Riverglen to send us a \$50 deposit before then - no later than 25 March 2007.

One of the benefits of all staying at the one venue will be that the P76 talking and comparing cars can go on till late over a few beers without worrying about Booze Buses!! Riverglen will be the Nationals Headquarters, and all of our committee will be staying there. There are

continued

large parks opposite the campground with some good children's play equipment. We want to encourage family participation, and there is plenty for the family to do in Geelong.

As we finalise events and things such as club souvenirs and the final dinner etc., we will let all clubs know what the final costs for the 2008 nationals will be. We will keep them to a minimum, and make

most things and costs optional. We are looking forward to making this a great event for all clubs and their members.

If you have any queries please drop me an email on Ken.Western@exemail.com.au or give me a call on 03 9873 5581 or my mobile number below.

Best regards,

Ken Western Vice President Coordinating Committee - 2008 P76

Nationals

0417 364 894

Alternative Accommodation

Note: These are in order of closeness to Riverglen Campground

Barwon Valley Lodge (about \$170 per night 2 people)

99 Barrabool Rd

Belmont Vic 3216

(03)52442111 (These are serviced Apartments. Virtually next door to Riverglen)

Comfort Inn Parkside (about \$115 per night - 2 people)

68 High Street

Belmont Vic 3216

(03) 5243 6766

(Normal Comfort Inn Style Multi story Hotel. 5 minutes drive from Riverglen

Abbotswood Motor Inn

310 High Street

Belmont Vic 3216

(03) 5243 0122

continued

Normal Motel style - about 7 minutes drive from Riverglens

Form for booking Accommodation

Electronic Lodgement of moneys

Please find below bank account details for payment of deposits.

Could you please send an email at cybermuddin@dodo.com.au with their

name and address details so I can match names to deposits and provide

receipts?

Please also ensure that a deposit Description is used that will enable me to link transactions to names.

Commonwealth Bank

Account Name: M Hayes

BSB 063523

Account No: 00192500

Please use the following electronic form to finish your registration with the Victorian Club for Easter

**Victorian
P76 Owners
Club 2007**

Registration Information

**NATIONAL
MEET 2008**

NATIONAL MEET EASTER 2008

Geelong, Victoria

Accommodation Booking Form

General (Please Print)

Name:-

Address

Number :- **Street Name :-**

Town/City

Number of people

Number of cars

Accommodation (minimum of 4 nights)

Accommodation Required at Riverglen Campground Yes / No

Deluxe Cabin Yes / No (Deposit \$50 attached)

Powered Campsite Yes / No (Deposit \$50 attached)

Arrival date:-

(Please circle the date you will arrive at Riverglen Campground)

Thursday – 20th March 2008

Good Friday – 21st March 2008

Easter Saturday – 22nd March 2008

Easter Sunday – 23rd March 2008

Easter Monday – 24th March 2008

Please make all cheques payable to

P76 Owners Club of Victoria Inc.

Mail to Ken Western P76 Owners Club of Victoria

[18] MEET 2008 continued

4 Beaumont St
VERMONT
VIC 3133

Electronic Transfer

Please find below bank account details for payment of deposits.
Could you please send an email at cybermuddin@dodo.com.au
with their name and address details so I can match names to
deposits and provide receipts?
Please also ensure that a deposit Description is used that will
enable me to link transactions to names.

Commonwealth Bank
Account Name - M Hayes
BSB..... 063523
Account No..... 00192500

.....



[19]

The real deal — factory station wagon with a Force 7 and Sedan (Wheels 1982)

P76 Station wagons: Real and replica

Damien Haas

In Leylines 45 I wrote about the Easter 2006 Cootamundra P76 National Meeting. In my write-up of that event, I used a photo of a Leyland P76 station wagon which Michael Livingstone bought to restore, prior to his illness. Subsequently I received an email from Anton Frank correcting my assumption that the P76 station wagon in Michael's garage was the station wagon that Jilden Reichhardt built.

In order to set the record straight, and prevent a mistake from becoming 'fact' I decided to do a little research on the P76 station wagons that are floating around.

There are three extant station wagons, one factory produced and two replicas. For the sake of this article, let's name them 'Factory Station Wagon', 'Replica One' and 'Replica Two'. The factory wagons will be the subject of a later article.

The Factory Station Wagon

There is only one known factory produced station wagon still in existence. It is a Country Cream V8 column shift automatic with Super trim. This car was used at the Zetland plant as a runabout factory hack following the closure announcement, and then auctioned.

There were three, possibly four, station wagons constructed at the factory, two Country Cream V8's built in the experimental department and two on the production line, one Bitter Apricot V8 and a Crystal White which was never completed (and may never have existed). The Bitter Apricot production vehicle

[20] was sent to Ford Australia for crash testing and was destroyed. One car may or may not be a pre-production car and its existence and demise is not clear. The surviving car is from the experimental department.

Following the demise of the Leyland Australia manufacturing operation in Zetland, an auction was held to dispose of cars, spares and other equipment. The wagon was not

offered at this auction, but later when the plant was being cleared, John Smidt who was a Leyland parts dealer in Sydney bought the wagon. He was quoted in Wheels magazine of November 1982 as saying

"Leyland offered the station wagon and the Executive together, I bought them. I had to tender for them but I believe only two other people tendered, so I got them quite easily."

In the same issue, Wheels ran several articles on the P76, Leyland Australia and its demise. One of the articles was on John Smidts P76 collection and featured a sedan, a Force 7 coupe and the station wagon. Wheels noted that:

'The station wagon is much closer in design to the P76 than is the Force 7. It's almost the same length. The front is the same and the front doors seem to be virtually the same as the P76's. The rear doors were made up new. The rest looks pretty makeshift. The surrounds of the rear side windows are brass cut from a flat plate, not stainless steel or chrome, just to have something looking more or less right. The rear window looks too small and square, just a slab of flat glass with a rubber strip glued across the bottom and you can't believe it would have gone into production like that.'

John Smidt had the car registered and used it in his business 'Mini Kingdom' in NSW. He also used it as a 'factory hack'. Although it left Leyland in Country Cream, John had it painted Crystal White. After some time, he let the registration lapse and it was only used at his business. He then stopped using it altogether. The car began to deteriorate. At some point John started to restore the car but only got as far as replacing mechanical components. About twenty years ago Joe Green bought the station wagon and a Force 7 from John. Both cars are still owned by Joe Green.



Joe put the station wagon into storage and focused on his other cars, including the Force 7. In the last year, Joe took the station wagon out of storage and began to restore it. It has been stripped back to bare metal and will be painted in its

[21] original Country Cream colour. Joe has confirmed with Leyland workers that this is the colour the station wagon was originally painted. At present the car is in two pack primer.

Factory station wagon undergoing restoration

Joe advises that mechanically the car is very sound, but the body needed some work. While it was in bare metal Joe observed that the rear wings were all hand made and that the roof is one complete pressing. The rear door glass is custom made, but had a major glass manufacturers logo on it. The tailgate is one piece and folds up, but the glass slides

down. The glass winding mechanism is broken and Joe does not know what Leyland used.

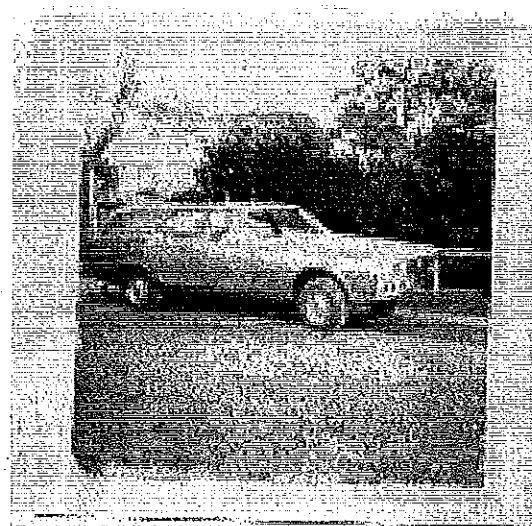
As time permits Joe will paint the factory station wagon and complete the restoration.

Replica One – Larry Cole



Larry Coles completed replica station wagon – photo taken in Mildura date unknown

The first replica was constructed by Larry Cole in Mildura in 1979. This car in NV Green with Executive trim is a close approximation of what a factory produced P76 station wagon would be. Larry had restored a Leyland Trojan and also owned a P76 Targa Florio. Larry's inspiration for building a P76 station wagon was very simple, he had ordered a wagon from the Leyland dealer in Mildura, but it was never delivered – as the company had ceased



[22] manufacturing P76's so he decided to build his own.

Almost finished circa 1980

In 1979 he collected two wrecked P76's: a Bitter Apricot Executive and a Corinthian Blue Deluxe, and began measuring, cutting and welding. Larry had never seen any photos of the factory station wagon, but knew what he wanted. Using a combination of a sedan roof, sheet metal and much hammering and forming, he constructed a wagon roof retaining the profile of the sedan roof. The tailgate and opening were based on XY Fairmont station wagon parts, with the P76 sedan bootlid skin welded on. The tailgate was one-piece and lifted up with an electric rear window operated by a key switch in the centre of the drop-down tailgate.

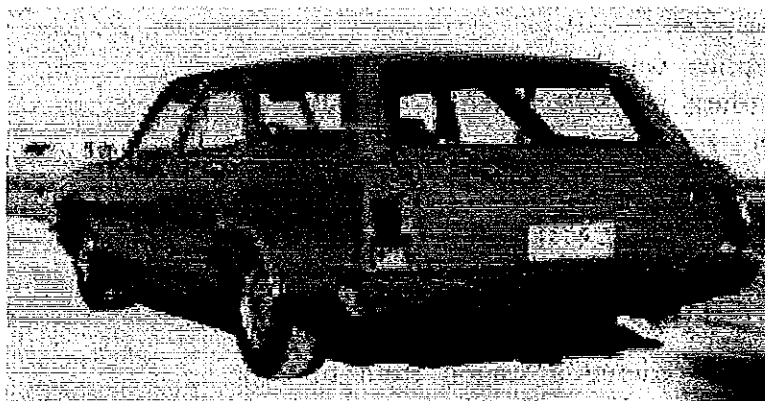
For the interior, Larry modified the P76 rear seat so that it folded forward. He also used Falcon hood lining and vinyl side panels. The base car VIN is 076 A4S2 M44 1160 11/73 making it originally a Corinthian Blue V8 Deluxe 4 speed. Larry converted it to Executive level right down to things like power steering, seats, mouldings, interior, A/C and even a rear radio speaker inset above the rear window opening. Construction took him about 18 months in 1979 and 1980.



Under construction circa

1979

Apart from the obvious work on extending the roof, modifying the C pillars and removing the structural panels between the C pillars, no other major work was required. The floorpan was not modified and this was a significant factor in gaining registration. When presented for inspection and registration it was instantly accepted, primarily due to the non-modification of the floorpan or running gear.



Larry and his family enjoyed the station wagon for about ten years and used it extensively on family trips to Melbourne several times a year. On the road it

[23] handled identically to his Targa Florio sedan. As his children grew older the station wagon was used less often until Larry took it off the road and it sat in a shed unregistered for several years until Anton Frank purchased it in 1999. Larry only has 2 photos of the station wagon, advising that the others were probably burnt by his ex-wife. The photos do show that the work was performed very professionally. Larry is still a Leyland man, owning a 1920's Leyland Trojan.

Anton Frank planned to restore the station wagon but with too many projects and too little room, after a few years he decided to sell replica One.

In November 2004, Michael Livingstone from Cootamundra procured the wagon constructed by Larry Cole, from Anton Frank. Michael has meticulously restored a number of P76's (including his concourse winning Aspen Green Targa Florio) and

intended to rebuild the wagon. As can be seen from the more recent photos of the wagon, it needs considerable work. Michael unfortunately contracted an illness which impacted upon his health considerably and has now parted with several of his cars, including the station wagon replica.



As this photo shows, there is plenty of room in the rear of a P76 station wagon.

Replica One is now owned by Warrewyk Williams. Warrewyk says that the attention to detail shown by Larry Cole when it was constructed was a key factor in his decision to buy and restore the car, despite its current state. Restoration work on this car began in August 2006.

Replica Two - Jilden Reichardt

The second replica wagon was constructed by Jilden Reichardt in 1996 in time for the SA P76 Owners Club planned expedition across the Simpson Desert.

[24] Jilden has documented its construction thoroughly in several articles for his club newsletter.

For many years Jilden had the kernel of the P76 station wagon idea in his head and would wander around carparks looking at station wagons and measuring them to find one that would suit his purposes. Finally he settled on an XE wagon roof and obtained a complete wagon body to use.

He cut the XE Ford roof off and placed it on a P76. He measured everything and then started cutting. He took the P76 roof off between the side rails. He seam welded the XE Ford roof on to the sedan body, fabricating panels to connect the C pillars and panels for the back side windows. The C pillar remained full size because of seat belt anchorages, but the C pillar vents were closed because of bad airflow causing loud noises from the rubber seal flaps. Jilden thought a full production wagon would have had vents further back, perhaps in the D pillar



Jilden Reichardt's P76 Station wagon – constructed in 1996

For the tailgate he used the XE Falcon tailgate and the P76 boot, shortened to fit. The P76 boot lock was used. A combination of P76 boot seal and Falcon wagon tailgate seal was used to ensure dust stayed out. The tailgate is a lift up design with the lower half being half the boot lid, not just the skin. Jilden prefers this design for loading compared to the wind-up type as used in the prototype. Leyland Australia designed the Nomad this way, but followed the Falcon/Kingswood path in the P76 wagon.

Jilden noticed a lot of flexing about the tailgate area and to ensure structural integrity added stiffeners level with the floor - a seam welded panel of steel along the chassis rail and vertical struts under the new D pillars. He was intrigued to see factory pictures showing gusset panels in the same area in Hal Maloney's book. This means the engineers must have had similar problems with their prototypes. The difference between the two solutions is that replica two retains the original upright spare tyre position, giving more flexibility in the cargo area. Jilden believes the rear rigidity of the sedan is mainly due to the

[25] bolted in seat back. His wife's P76 creaked loudly when the seat back wasn't fully tight due to some stripped bolts. His wagon also 'creaks' around the seat catches. He thinks the stiffeners around the rear hatch area are essential to keep the aperture stable.

Satisfied that the structural soundness was restored he attended to trimming the car. He used a Falcon seat upper and a Leyland seat lower for a folding rear seat and this combined with a plywood panel in the boot area gave him a flat floor. The Ford rear seat upper enabled the use of factory made catches and hinges, and makes for a level floor when down. When folded down the front seats must be moved forward which delivers a 2m long floor. The interior is trimmed with Commodore fuzzy lining on the roof. The rear windows are perspex and fitted using Falcon window seals.

Apart from a few small faults identified during the roadworthy test, registration was easily achieved based on the lack of modifications to the structure of the P76 and that the work was completed to a high standard. Jilden says that the engineering was deliberately kept simple for registration purposes.

Replica Two – jacked up suspension with off-road wheels and tyres.

In one of his articles on the station wagon Jilden says "as soon as it was legally registered as a wagon, I jacked up the suspension, fitted 15 inch off road tyres, a sump guard etc and crossed the Simpson Desert with it."

Recently Jilden advised that 'I always intended to build another wagon with improvements after destruction testing the first one on bush tracks. However, it never broke and time ran away from me...'

Replica Two is currently off the road, but still owned by Jilden Reichardt. He has a long term plan to restore it.

Comparing the real with the replicas

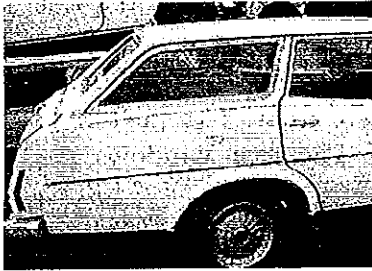
As the various photos show the P76 didn't need a lot of extra engineering to produce a station wagon. If you look in your own P76 boot you will see a circular depression, which suggests that the floor pan for the wagon and sedan would have been identical. The design for the spare position copies the Holden HK-T-G design which Leyland engineers used as test mules. The petrol tank shape is uncannily similar.

The line of the roof and rear quarters on the factory wagon indicates that if further developed and produced it would have been an attractive spacious wagon. The Force 7 coupe has a fold down rear seat, and this would have been used on the wagon. I have seen one of these in a P76 (Warrewyk Williams 'General P') so they do seem to be an interchangeable component.

Compared to the replicas, the factory wagon seems to have neater finish in the rear around the D pillar and rear wings. This is to some extent evident in replica one. Replica two seems to be quite different with the window area apparently deeper into the D pillar, making it appear more angular and less integrated. The biggest obvious difference between

[26] the real and replicas is that the factory wagon has rear doors which are noticeably different from either of the replicas. They are squarer with a much less pronounced C pillar. The door glass is also different. I think the factory wagon C pillar

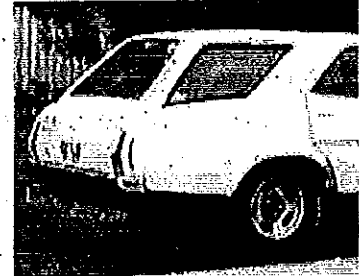
looks better than the replicas use of the sedan C pillar. Replica one came closest to the factory C pillar shape.



Factory wagon



Replica One



Replica Two

The factory wagon also has a more angled D pillar and tailgate. It's almost Audiesque in its angle. It is quite sporty looking, and unlike its local rival wagons which were much squarer. The D pillar on replica One is far squarer and more like the 60's donor Falcon that it came from. Replica Two using an 80's donor car shares the angular D pillars. Out of all three the factory D pillar angle looks the best, that doesn't mean the other two D pillars look bad.

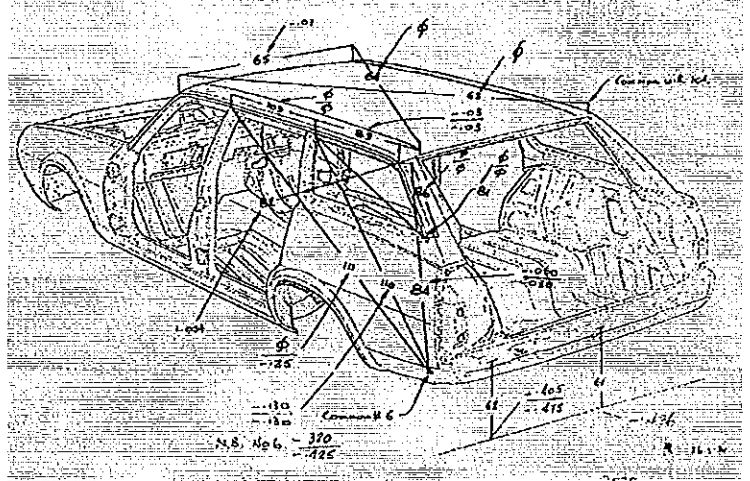
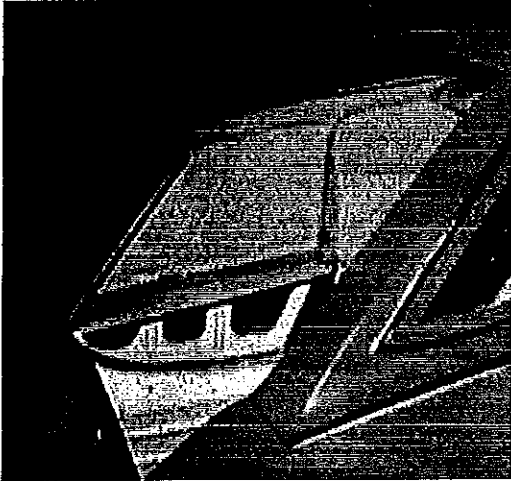
So what engineering challenges would the wagon present? As a stressed monocoque design, I'd be curious to know how Leyland managed to pare down the C pillar and maintain structural integrity, especially as the rear parcel shelf is gone, replaced by a fold down rear seat (visible in the photo below).



The factory station wagon (Wheels, 1982)

Both replica builders removed the parcel shelf and this does not seem to have affected structural rigidity. If Jilden can climb sand dunes in the Simpson Desert without the car coming apart, I don't think structural safety is an issue in the replica wagons.

[27] A structural diagram taken from Hal Maloney's book, shows that in the boot area where the spare tyre would go in a sedan (and on the opposite side) a large sheet metal pressing with a cross configuration has been fitted. This may be to



take the place of the parcel shelf. Hal Moloney advises that this is a gusset panel, and was fitted to the two wagons constructed in the experimental department, and the production chassis. It can be seen (concealed by trim) in the factory photo above.

There is also the issue of flow through ventilation which would need addressing. By not using the sedan C pillars, the flow through air vents need to be moved somewhere else. That location doesn't appear obvious, even on the structural diagram.

Delivery date of your new P76 station wagon

How close was the factory to delivering P76 station wagons? At least one had gone down the production line. Hal Moloney advises that the wagon would not have been produced until well into 1975. The last station wagon production specification from "Production Planning" was signed off on 16th July 1973. The production station wagon, floorpan C,



What could have been

(digitally altered image)

Unlike the Force 7, the station wagon would have been a variation on the sedan and feature the same trim options as the sedan. The Targa Florio package was a Super option and if the wagon had been produced would there have been Targa wagons offered?

[28] had been crash tested by Ford in Melbourne and with that completed, the wagon could receive its compliance plates and be offered to the public.

Leyland had extensively road tested the station wagon prototypes, including letting employee Ian Davis take his family on holiday to Port Macquarie in 1973. It was fitted



The Davis family on holiday in an 'experimental' P76 station wagon

with a passenger side wing mirror for the trip. While on holiday the electric rear window failed twice causing them to unload the wagon through the rear doors so access to the tailgate could be obtained in order to rectify the problem. It was fully registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia.

At the time of the closure of the Zetland Factory, Force 7 coupes were being produced in some numbers ready for delivery to dealerships. Leyland wanted these on the road well before releasing a new model. Unfortunately when the P76 was killed in November 1974, the station wagon due in perhaps only six months never made it to the market.

Some people seeing the obvious logic in a P76 station wagon, and the ease in which this conversion could be achieved, decided to create what the factory couldn't deliver. At least one builder had never even seen a photo of the factory station wagons, and yet both replicas were very close to what could have been.

This article was prepared with assistance from Hal Moloney, Larry Cole, Joe Green, Jilden Reichardt, Warrewyk Williams (and his photoshop software), Anton Frank, and some people who wish to remain nameless.

Thanks to Peter Davis, son of former Leyland employee Ian Davis for permission to use a family photo.

Hal Maloney's book on P76's was used in relation to factory wagons. This book is still available and is highly recommended. Thanks to Hal for permission to use a diagram from his book, and for answering in detail, my emails.

Information published in Wheels, Nov 1982 was also used. Wheels magazine www.wheelsmag.com.au (136 116 for subscriptions) granted permission to use this material.

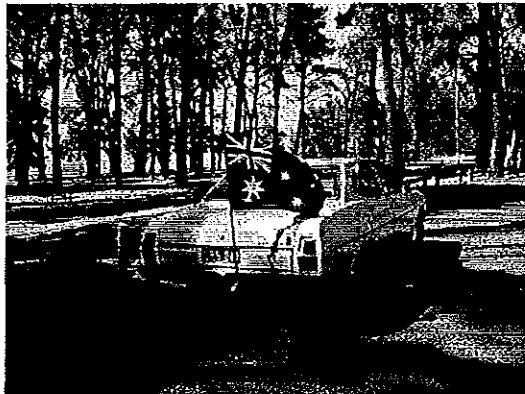
[29]

FOR SALE

Super V/8 country cream,T bar auto.

Very good condition, needs a little T.L.C to look A1
\$2500.00 Ring Eddie Sams on 0269772409
Temora N.S.W.

.....
1973 Deluxe White V8 3speed column shift, towbar, 2 spare
tyres,All Tyres as new. 92,000miles . 2nd owner...last 5 years.
Good sound straight body. Interior good. New clutch and fuel
pump. \$2,675.
Situated Albury/Wodonga Russell 02 6059 4824.
.....



Sorry for being late with this newsletter for Jan/Feb
Editor.. Fred