



BMC-Leyland Australia Heritage Group Inc.

Celebrating 25 years

August 2023

www.bmclaheritage.org.au



A non-profit association of some hundreds of former employees and interested persons whose mission is to preserve the heritage of BMC-Leyland Australia and its associated companies as a significant part of Australia's automotive manufacturing history.

NEWSLETTER ISSUE 81

P76 Turns 50

In This Issue
P76 turns 50
Film Afternoon with Brian
Foley
2023 Reunion dinner plans



**Fees are
due now
Still only
\$20**

Renewal form included
with this newsletter

Heritage Group Office Bearers 2023

President **Greg Kean**
9 Tallgums Ave., West Pennant Hills, NSW 2125
0403 000 976 gjkean@tpg.com.au

Vice President **Bruce Elson**

Secretary/Public Officer **Kay De Luca**
12 Acacia Drive Glenhaven, NSW 2156
0410 688 886 tonkay@optusnet.com.au

Treasurer **Owen Johnstone**
22 Willowleaf Place, West Pennant Hills, NSW 2125
0400 540 040 owen.johnstone@bigpond.com

Committee Members

Will Hagon
John Ross Edwards

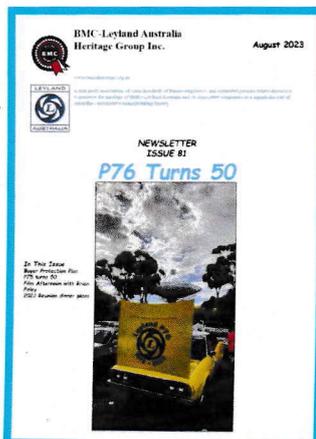
Ex-Officio Members
Motor Sport Historian
Rob Harrison:

toni.h7@bigpond.com

BMC-Leyland Australia Heritage Group
12 Acacia Drive
Glenhaven, NSW 2156

On the Cover

This year the P76 Nationals were held at Parkes, NSW over the Easter Weekend celebrating 50 years since the car's launch. This photo was taken on the Friday morning which included a run to the 'Dish'.



Inside

- 3 Film Afternoon
- 5 P76 turns 50
- 6 Barry Anderson remembers P76
- 8 P76 Nationals in Parkes
- 12 That V8 Engine
- 14 The story of a bolt
- 16 2023 Heritage Group Calendar



From the President

This edition of our newsletter includes a number of dates to put into your diary. As most of you will know Roger Foy passed away in April this year, unfortunately just before he was to receive his OAM. Roger was still involved in a number of groups and those groups have decided to honour Roger with a Memorial Day. Details are at right. It will be a great day and many of the projects that Roger worked on for Fagon Park will be on display.

All British Day is on again this year for the first time since 2019. Rain and Covid has stopped it for the last 3 years. Sunday September 17 is the date for what will be the 40th year of the event. The venue is Kings School, Pennant Hills Road North Parramatta.

This year's Annual Lunch will be on Sunday November 12 and, like our recent Film Afternoon, we have moved the location. It will be at Wenty Leagues Club and you will find details on the back page of this newsletter as well as on the entry form included with this newsletter. We will be celebrating not only the heritage of the company but 25 years of the Heritage Group! I'm sure that the P76 will get a mention as well. With Warren Brown as the guest speaker and Wil Hagon as our MC it will be a great afternoon.

50 Years after its release the Leyland P76 still creates opinions both informed and uninformed. This year, the combined P76 Car Club's celebrated by travelling to Parkes for a national meeting over Easter. It was a great event with a turn out of P76s both original, modified, and fully restored. There was also a Force 7V in attendance as a further reminder of what could have been.

Greg Kean

Vale

From the outset, it was decided that our Newsletter should not be a 'deaths notice' list. However a couple of years back, it was decided that occasionally we would list the names of those who we heard had passed away.

Recently, a number of members who were instrumental in setting up and continuing the work of the Heritage Group have died. They are Peter Davis, Ron Moss, Chris Rogers and Roger Foy. All of these members served on the committee in various roles and worked on the book 'Building Cars in Australia'. They all continued to serve or assist in some way while their health allowed.

We have also heard from Bob McKay's Family informing us of his passing. Bob moved around the world working for various companies before ending up in the USA.



At Ross Bell's house as the book neared completion: Ron Moss, Peter Davis, Ross Bell, Reg Fulford, Chris Rogers, Roger Foy & Barry Anderson

MEMORIAL DAY FOR THE LATE ROGER ALLAN FOY OAM

SUNDAY 22ND OCTOBER 2023



ROGER FOY MEMORIAL DAY – SUNDAY 22ND OCTOBER 2023 – CANCELLATION

*Unfortunately this Event has had to be cancelled due to circumstances beyond our control. However, we will certainly be celebrating the life of the Late Roger Allan Foy OAM at the Heritage Group Luncheon to be held on **Sunday 12th November 2023 at Wenty Leagues Club** – see flyer in this Newsletter.*

We look forward to seeing you there.

Greg Kean

Please keep this day free if you would like to join us at FAGAN PARK GALSTON for a day of remembrance of Roger aka Allan Foy. He loved spending time at Fagan Park and the Friends of Fagan Park, the CMC, along with the BMC-Leyland Australia Heritage Group would like to welcome you there to get together and reminisce about all that was Roger. The Friends will show you around the Farm Buildings and the historic Netherby Homestead.

Contact: Kay De Luca 0410 688 886

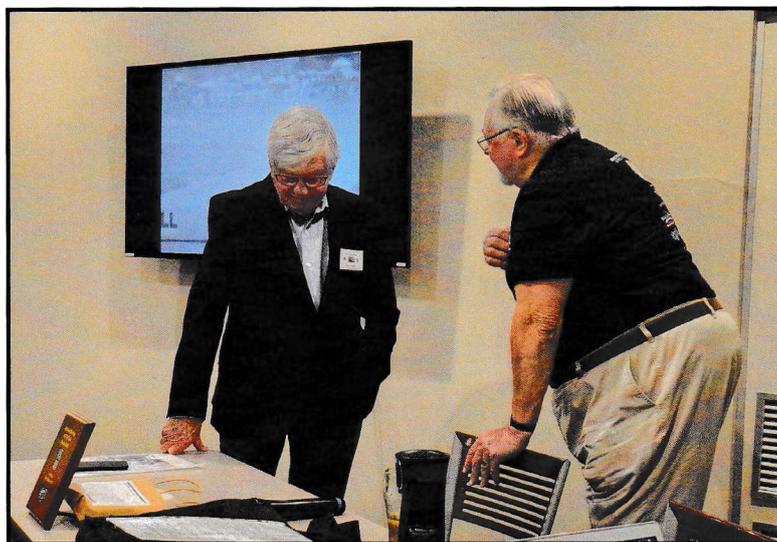
Parking \$6 per vehicle.

This year's Film Afternoon was very different from past events. More of a talk fest and at a different venue.....

First, the event was hosted by the Morris Register of NSW so it was held at the Vikings Club at Dundas as that is where they have their regular meetings.

Hosted by Will Hagon the second, it was more talking than movie. But when Brian Foley and Will Hagon are the speakers nobody seemed to mind. Speaking with some slides as starting points and reminders of past events, Brian kept us all entertained. It was noted that Brian seemed to spend a lot of time on 3 wheels as the pictures on this page and the next attest to.

Quite a few attendees had brought various mementos for Brian to sign which he was happy to oblige.

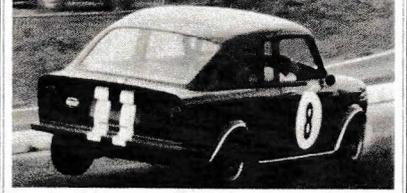


Will Hagon and Brian Foley





FOR SALE — THE WORKS BROADSPEED G. T. S.



The Broadspeed MINI GTS is now offered for sale. Overnight winner against all classes in the Sports Racing Class category it proved to be the most successful in these events during the 1966/67 season. Recognized as the fastest Mini in the world with a speed of 227.8 m.p.h. recorded at Bathurst during the Easter 1967 meeting. Complete with new five speed gear box, 1375cc full works engine 46 DVA. Downdraft Weber carburettor, Minilite mag wheels, etc. Full price \$1,750. Finance available.

BRIAN FOLEY MOTORS PTY. LTD.



GO WITH THE MINI SPECIALISTS!

Brian Foley Motors team cars have had a very successful racing season. Brian Foley in his MINI Cooper 'S' and Laurie Stewart in the Broadspeed MINI GTS have between them recorded an enviable list of outright and class victories and not once during the 1966/67 season did a car 'not finish'. The components and the engineering experience that make these cars GO and HANDLE is available to you!

Competition experienced and factory trained men are ready to tune, modify or repair your car. The Spare Parts department offers an exclusive range of local and imported speed equipment and accessories. Benefit from BRIAN FOLEY'S MOTORING experience!

Brian Foley MOTORS PTY. LTD.

With Over 15 Years of Competition & Engineering Experience
300 THE KINGSWAY, CARINGBAH
524 0761 — 524 0762



In 1960 Brian won his class in the Australian Touring Car Championship driving an Austin A40 Farina.

He ran an Austin-Healey Sprite in the Australian GT Championship in 1960 & 61.

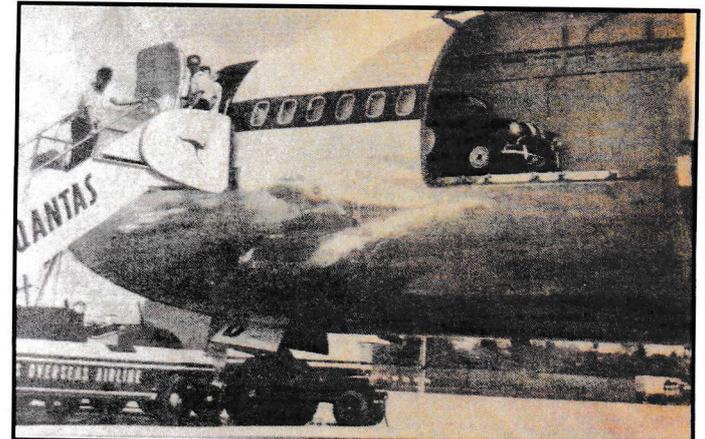
He entered the Australian Touring Car Championship in 1960, 1964, 1965 & 1967 through 1971. Best outcome was 2nd in 1967 in a 'Brian Foley Motors' entered Morris Cooper S.

Brian at the wheel of some of the BMC product that he raced....

In 1965 he had a podium finish in the Armstrong 500 (forerunner to the Bathurst 1000) winning Class C and coming 3rd outright in a Morris Cooper S.



Below: Who would have thought? Brian was off to race a Cooper S in Singapore and the Mini went first class! In 1967 some Qantas planes (707-138C) had a cargo area on one side of the nose of the plane with 1st class on the other side. By removing the wheel arch fairings and putting smaller (width) tyres on the car it fitted nicely in the space.



P76 Turns 50

The build up

The build up started early- Buyer Protection Plan in place, 'scoops' by national auto magazines, Dealer competition to move existing stock, and pre-release advertising by Leyland Australia. 1973 should have been Leyland's year. Sales penetration had been growing since the release of the Marina and dealers had been encouraged to brighten up their showrooms. The marketing department were ready to go with Sales Promotion Packs sent to dealers, even a TV 'program' which was really an hour long advert was ready to go on national TV. P76s were rolling down the production line with the aim of building 2000 units to be ready at launch. All was ready for the launch of Australia's newest model.

On arrival the new model was the face on every car magazine. Commentary everywhere but no so much product. As history shows parts shortages and strikes in the supply chain left cars unfinished in the yard. A lot more people wanted the V8 than expected which is not helpful.

The P76 also represented Leyland's continued return

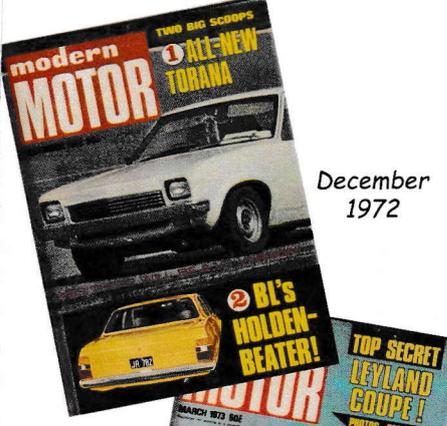
The Arrival

Future Expectations

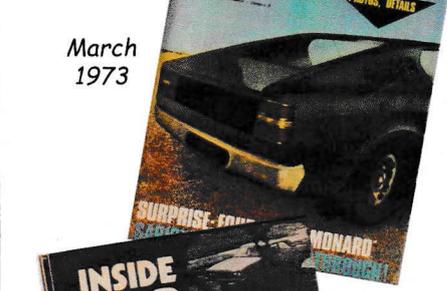
to conventional engineering, at least in Australia. At the same time as P76 arrived, the Austin Allegro was launched in the UK destined to be the replacement of the 1100/1300 in the UK where 'Morris' were to be conventional cars and Austins to be the advanced FWD models. If only it had a hatchback but that is another story.

In general the press liked the car and stated that in some key areas it was better than the opposition but there were places for improvement.

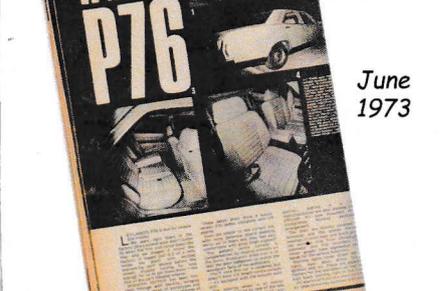
And in the wings the Force 7 and the station wagon were taking shape for a 1974 release.....



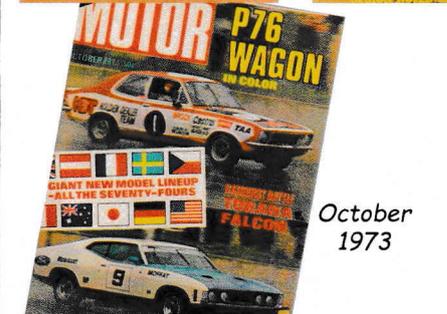
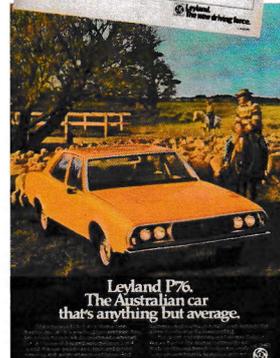
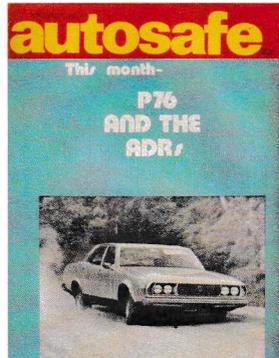
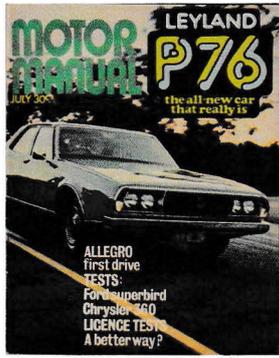
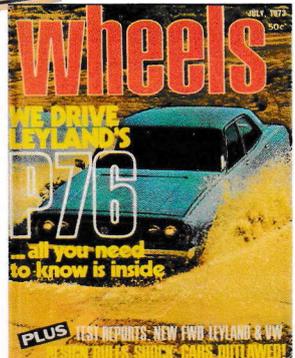
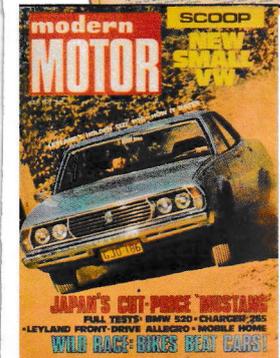
December 1972



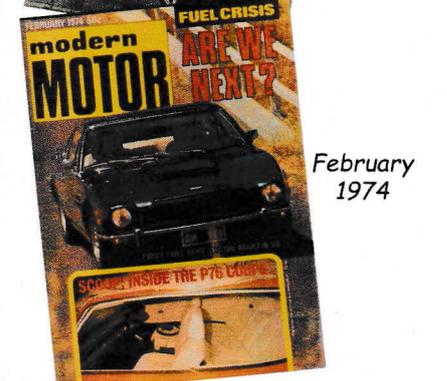
March 1973



June 1973



October 1973



February 1974



Barry Anderson was one of the guest speakers at the P76 Nationals' Sunday night function. Fittingly, he spoke of his time with P76....

If you had an Austin 7 or Morris 8 in first year Engineering at Sydney Uni in 1953, you were in a select group. Those with Morris 8s feeling superior as our cars had hydraulic brakes. We had transport and were soon in the company of the nurses - who at that time lived in - at nearby RPA Hospital.

This distraction probably caused me - having sailed through first year - to flunk a subject in second year. The commonwealth scholarship system was sudden death. I lost funding for a year.

My father said "Get out and work. I've organised an interview with Nuffields as you seem to like cars". He was a journalist of the old school. Having no garage at home I had dismantled my Morris 8 engine - it needed a re-bore - in my bedroom. This probably gave rise to Dad's comment.



So I became a Nuffield cadet engineer, with an afternoon off for lectures just as the machine shop was being populated with wonderous machines and building of the Press Shop and Car Assembly Building got underway.

2 years later - still a cadet - I was in the newly formed Experimental Engineering department. There Bill Abbott, Bill Serjeantson and Reg Fulford - all General Motors car men - were mentors, a term not then coined. This is where I met colleagues such as Roger Foy, whom many of you know, and Alan Nicholson - who spoke at the 40th reunion.

We started testing things.

My first task: A curb idle test - plotting the radiator temperature against time - while the engine idled - until it either boiled or stabilised. Hardly glamorous!

We tested local heaters - usually in summer. Once, Kim Wilcox and I drove a Morris 1100 south looking for cooler temperatures. We found ourselves on top of Kosciusko - when you could drive to the top. One winter Alan Nicholson was testing a transmission cooler and had disappeared for days. He finally rang in. Where are you? I'm in Darwin.

There were bush trips to test new body structures. We would do 10,000 miles on unsealed roads in 3 weeks. Based at places like Bourke, Lake Cargelligo, Dirrandbandi, St George and finally Charleville. We had no

proving ground and councils kept sealing all our lovely dirt roads.

We built a dynamometer house to test engines and lots of rigs to test chassis systems. Recordings were by pencil and paper and calculations were by slide rule! We developed a prototype manufacturing shop where superb craftsmen could make almost any car part by hand - from crankshafts through castings and seats to large body panels.

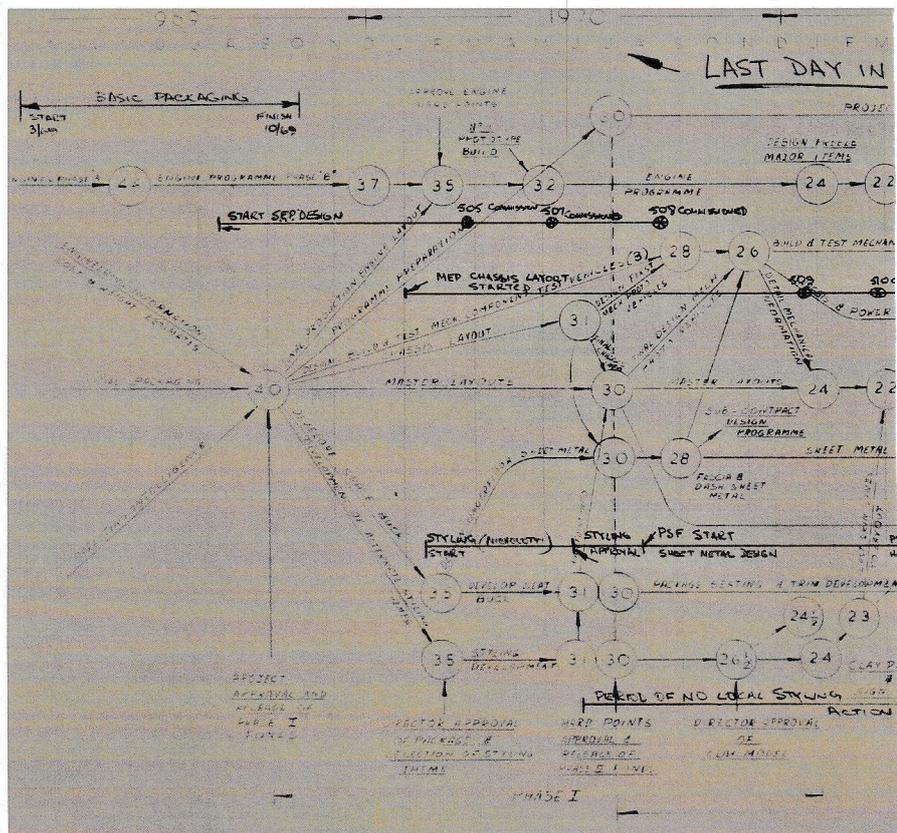
After 10 years of this, I had progressed to Experimental Engineer in charge of both prototype manufacture and testing. I had also done some design projects - The Austin 1800 Ute being the biggest. On that job, the body planning engineer said it was the easiest tooling job he ever had - which pleased me immensely.

In the mid 1960s, BMC Australia was working 2 shifts at capacity and sending a dividend to the parent. But the new product cupboard in UK was bare. The Mini never made a pound of profit. A classic case of Profitless Prosperity. So with no funds to develop new products - trouble loomed.

During the Christmas shutdown 1967, Engineering Director Dave Beech - often termed "The Father of P76" called me. He produced a dossier and said "Read this, we are going to design our own cars and this is the plan. Starting January 1 you will join 3 others

Leyland P76 Turns 50

Left: A young Barry Anderson; Right "8" stroking machine



to form the Advanced Model Group and start the detailed planning.

I have that dossier with me tonight. Greg Kean has promised to arrange for anyone here who wishes to read it. The P76 story had begun and I had spent 10 years being schooled for my part in it. The Product Engineering Department had, over those 10 years, developed every system in the car but never had it done a whole car. The Advanced Model Group of 4 had two production engineers - one body and one mechanical - and two product engineers - one body and one mechanical. I was the mechanical product engineer.

I will focus on my role. The project was bewildering. Where to start? What do we need to know? So many unknown unknowns as they say today. We spent all 1968 doing research - lots of it:

Here are three items as examples:

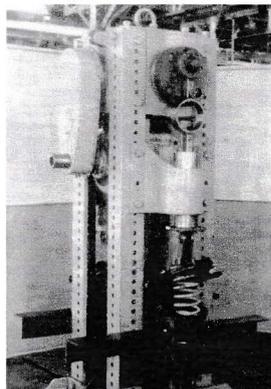
How to establish weight and cost budgets?

We analysed the cost and weight of every part in the Morris 1100 with a car set cost of 10 cents or more. We found that car bodies and seat frames had the same cost per pound. Similarly steering racks and alternators had the same cost per pound. We had made a start.

Should we use aluminium for the engine?

This was quite detailed but the engine weight saving over iron allowed many other systems to be lighter - but only as we were starting afresh.

Anything but average



Issigonis crouch driver's seating in the Mini and other less than ideal driver seating positions. We were going to get this one right.

In parallel, I developed the overall engineering program - a large copy of which is on display here today. For the mechanicals and overall car function we were to design and build 6 mechanical prototype cars using Holden body shells. These were used to progressively develop all the

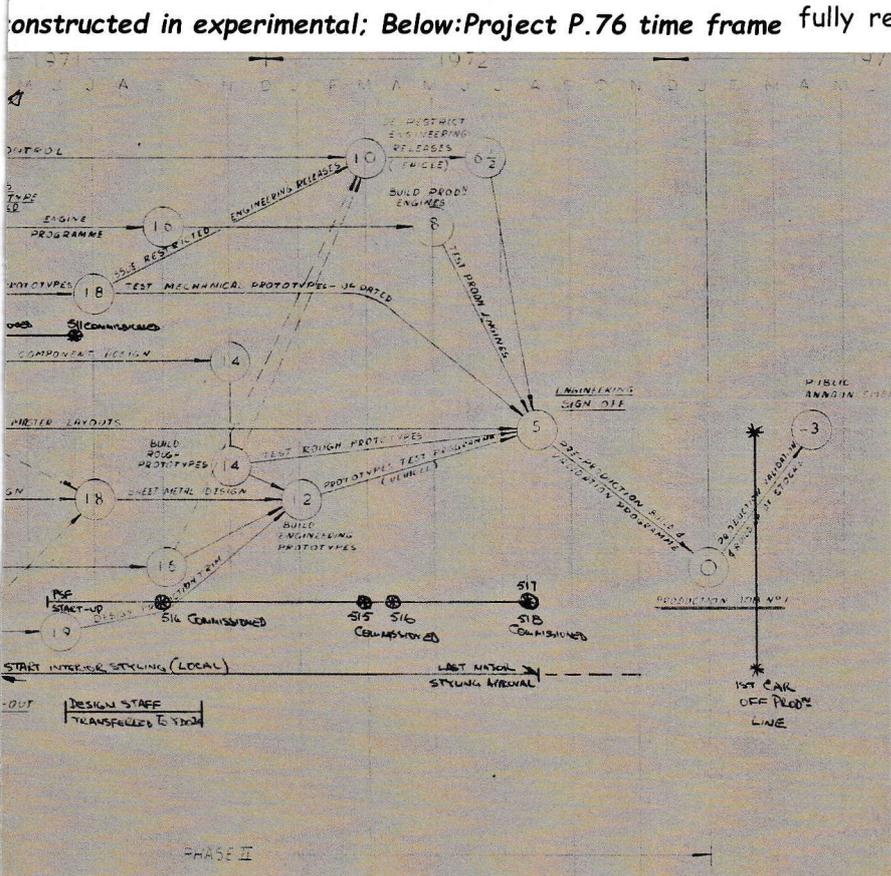
mechanical system variants. The last few cars being fully representative of the final design. This meant the mechanical systems would be fully proven before the new prototype bodies arrived.

In April 1969 this program was approved and the first phase of program funds was released. The mechanical design authority - including for the V8 engine program - remained in the AMG until the hand over to the main drawing office in November 1970. I retained a watching brief over the commissioning and testing of the last engineering prototypes. Like the original dossier I have here tonight a copy of my report for that handover and Greg Kean will arrange for anyone here who wishes to read it. But don't expect thriller novel.

That report covers the status of the mechanical systems design at that point; and the discussions and contract negotiations with the 22 major suppliers who provided valuable design input.

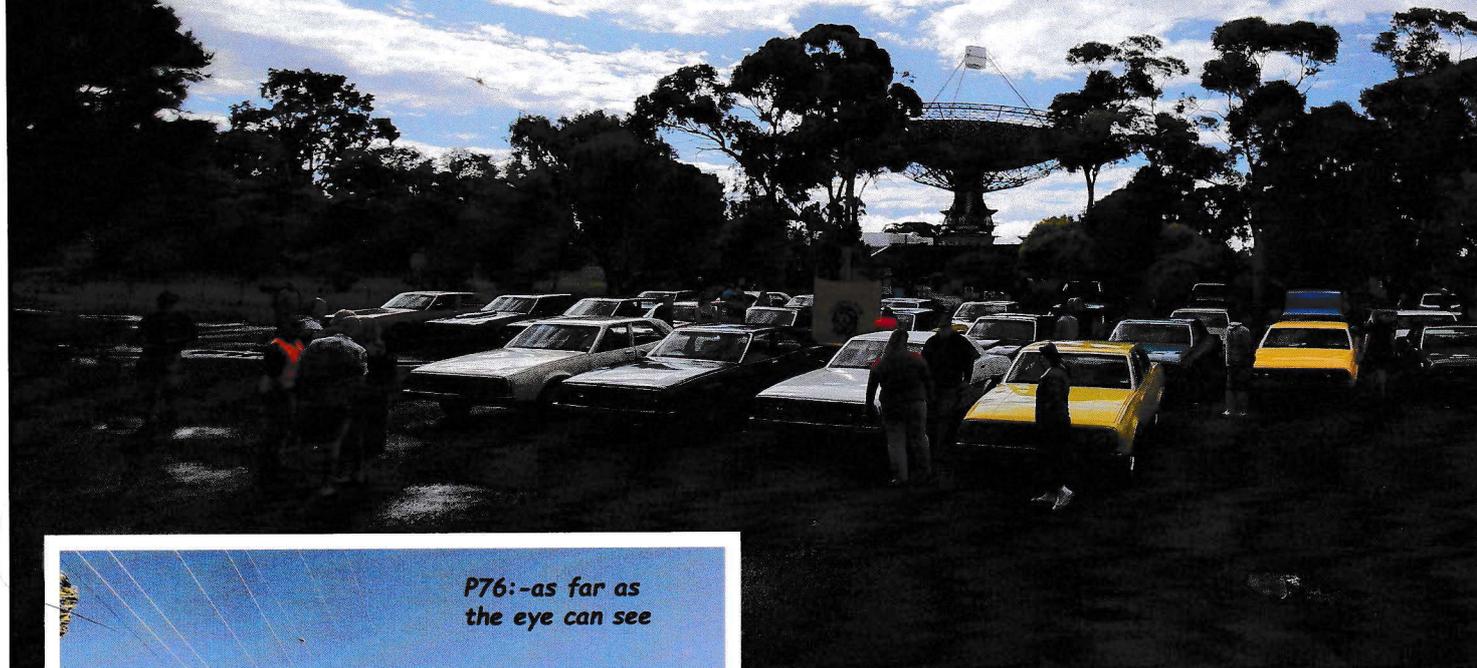
From 1971 I had no formal responsibility for P76. You could say that I had all the fun and left guys like Alan Nicholson to make it all work.

And I wouldn't have missed it for quids.

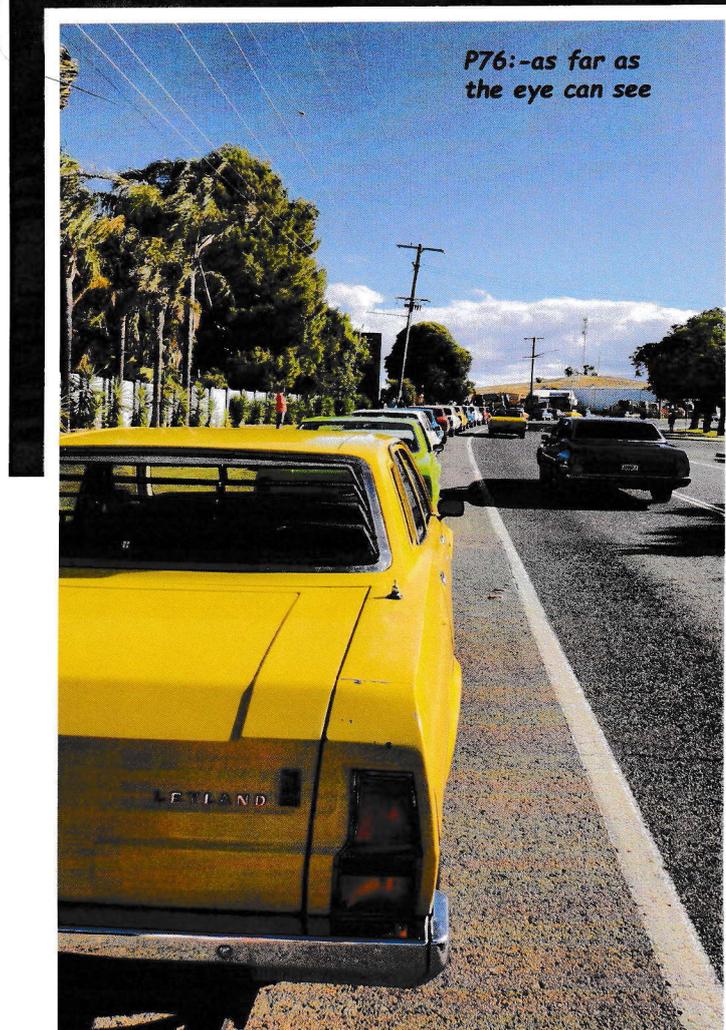


P76 Turns 50

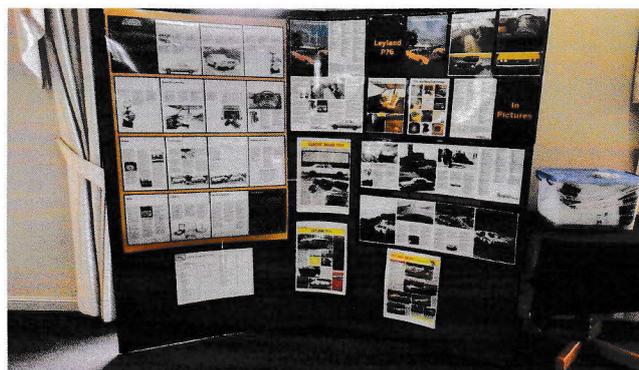
At the 'Dish'



P76:-as far as the eye can see



Upon arrival at registration, participants were greeted with a welcome cup of tea and an excellent display of P76 memorabilia



P76 National Rally Parkes

Back in April, the combined P76 car clubs got together to celebrate the 50th Anniversary of the P76.....

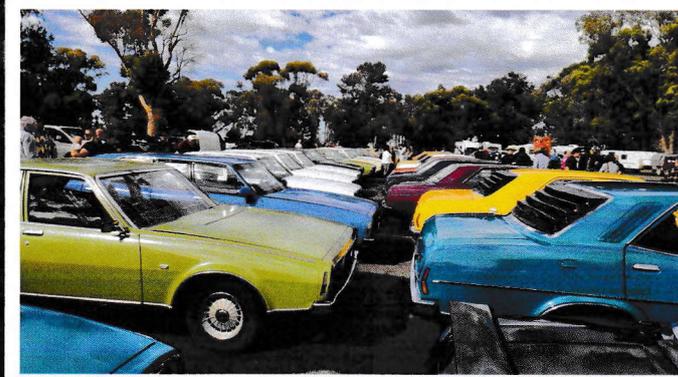
Coming from around Australia and New Zealand, members from the various P76 clubs met in Parkes to celebrate the anniversary. 77 P76s were on hand and they looked spectacular and drew a crowd where ever they went. It is always spectacular when a car club gets together but when they are all the same model it is even more of a spectacle. And all those seventies colours- no sea of just white, gray or black here!

The weekend started with a Lions Club served BBQ. Friday saw the group drive out to the Dish and then to the Henry Parkes Centre which is also the location of the Parkes Antique Motor Club Museum. There were some excellent cars on display including a 1959 Austin Lancer, a split screen Minor Ute, and a 1971 Morris Minor Traveller.

The afternoon was spent at the HARS Aviation Museum. The museum is located at Parkes Airport for obvious reasons and has an extensive collection. Some of the exhibits were open with access stairs for a closer inspection.

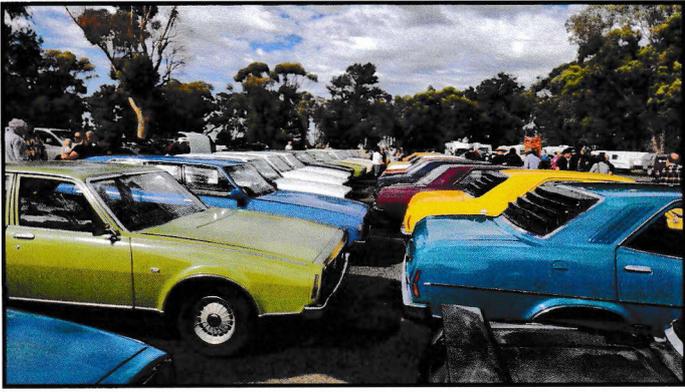
Saturday had an observation run to Forbes with a visit to McFeeters Motor Museum while we were there.

This brings us to Saturday night and one of the event highlights- rocker cover racing!



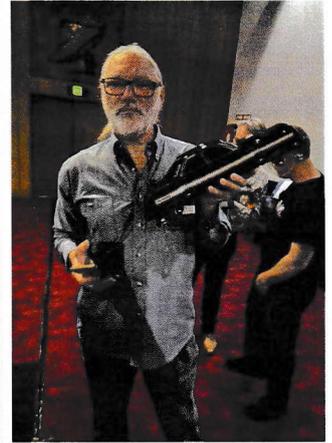
Parkes laid on spectacular weather





So, in case you haven't seen rocker cover racing (I hadn't) then the name says it all. Basically there is a track that has two lanes. Entrants bring their 'modified for racing' rocker covers and compete against each other. Now you might think that you just add wheels but many of the competitors have spent a lot of time and effort on re-engineering their rocker covers for their new role. Weight added, weight removed, CDs as wheels (they can shatter if you are unlucky). But as Barry Anderson said: "it's all about rolling resistance"

Here are the winners and their 'racers' which shows how varied the rocker covers can be.



Class Winners: L to R:
Jnr- Kayla Gibson; Snr- Marty Stockwell; Runners Up:
Jnr- Joshua Gibson; Snr: Peter Velthuis

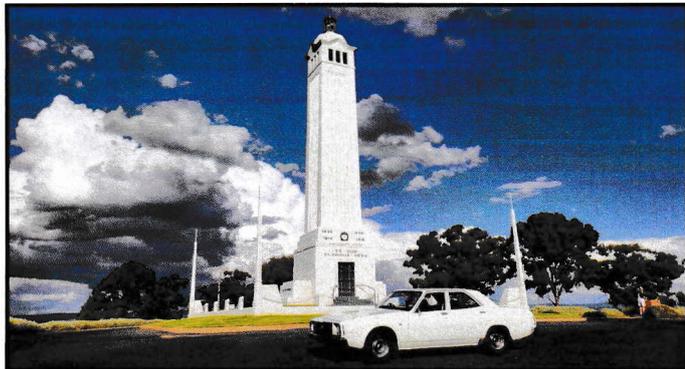


Sunday was the Concours-Show & Shine day and Parkes turned out another perfect day. This was followed by a swap meet and, as can be expected with a P76, lots and lots of parts came out of the boot.

Sunday night was the final event for the weekend and it was a Black Tie or 70s theme. Our own Barry Anderson was a guest speaker along with Matt Bryson. Matt of course is the son of John Bryson who competed with Evan Green in a P76 in the 1974 World Cup Rally. But Matt has his own connection to P76 as he encouraged Gerry Crown to run a P76 in the Paris to Peking. Matt competed as a co-driver/navigator and prepared the car. They were outright winners in 2013 and 2019. Matt shared that he will continue to rally a P76.

It was a great weekend celebrating a car that brought all of these people together.

Greg Kean



P76 National Rally Parkes

And what of the future?



Amelia drove this P76 from Lightning Ridge to Parkes. It is a manual V8. She was accompanied by her father in another P76. I asked her is the car hers to which she said, "Yes it's mine.....although Dad thinks it's his".

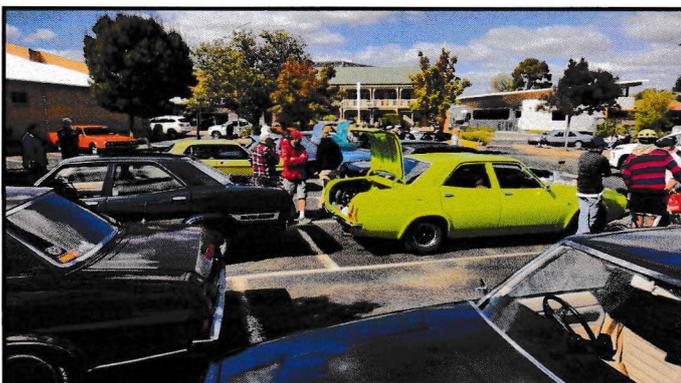
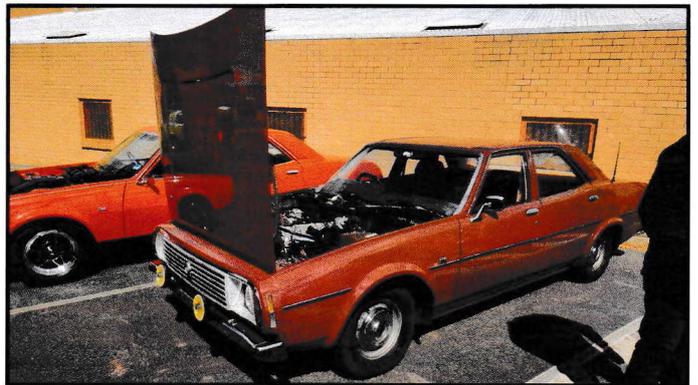
This one was driven by Hannah most of the way from Sydney to Parkes. The yellow in the middle of the bonnet is her 'L' plate!



On top of the 77 P76s were a couple of Marinas- a coupe and a sedan as well as a Force 7.



Wil Hagon acted as MC, Barry Anderson & Noel Delforce are cutting the cake.



P76 Turns 50

Barry Anderson writes regarding the beginnings of that Alloy V8



It was recognised well before 1969 that aluminium was ideally suited to permanent mould (ie not sand) casting because its casting temperature was lower than iron. This, in turn, can lead to the use of individual cylinder liners housed in an "open deck" aluminium crankcase and restrained by the cylinder head/s. Thus, sand cores are eliminated in that component with a significant cost saving.

Two Permanent Mould studies were directed - in 1968/9 - to proving the open deck concept for a V8 motor - judged to be the best layout for engines over 4 litres with room to grow:

1. Commonwealth Aircraft Corporation were engaged to design and build a permanent mould to produce prototype aluminium crankcases to accommodate Holden (186, I think) in-line 6 engine components (we supplied a complete engine). The crankcase was to be orientated with the cylinders slanted at 45 degrees to reproduce our V8 orientation on one side, the six cylinder being chosen as there was optimistic talk at the time of one day producing V12 engines - maybe!

This exercise was completed and the complete engine delivered. This provided initial experience on permanent mould casting and CAC were prepared to provide technical assistance later in the project.

• There had been a Buick-Oldsmobile-Pontiac 3.5 litre engine built in USA for several years but it was not long continued. Repco Brabham, however, benefited as the BOP engine was the basis for several R-B racing engines. And Rover (which was not part of Leyland when the AMG was set up) bought the whole engine rights from BOP for use on models such as P6B.

2. So we got hold of several BOP engines to use as mock ups for P76. One of these had the water jackets of the cylinder block machined away and individual wet cylinders dropped in and held in place by the cylinder heads. This passed (we initially thought) our 500 hr endurance cycle on dynamometer and gave us initial confidence

At the same time the crankshaft to give increased stroke and hence 4.2 litre capacity (the size defined in the original "dossier") was being designed.

• The Repco Brabham engine of the day had 4.2 litre capacity (the capacity indicated in the original dossier) so, to have an engine of the right size we bought and installed an R-B crankshaft. This was a single plane crank

and lacked the Ford V8 complete balance (primary and secondary, forces and couples). But it dropped right into the journal bearings! This gave the right power and did a job but it had dreadful vibration and was dubbed the "viber-8".

• SG iron was all the go for crankshafts at the time and BMC hadn't done one yet. So I hunted around for someone to cast ours (we machined them). I stumbled over a guy in Wollongong who made SGI crankshafts for large mine water pumps. He was a great help - we learned that with SGI you must grind the journals with the shaft revolving in the engine's rotational direction as the material retains a roughness against the opposite rotation.

We also redesigned the whole front module of the engine to incorporate:

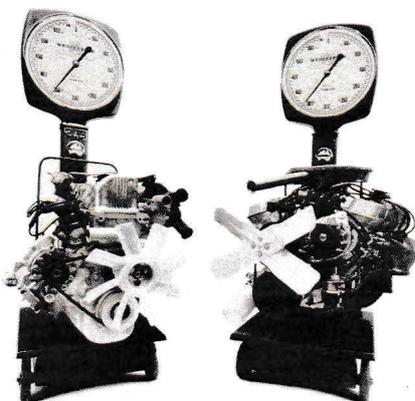
- The existing oil pump;
- A slightly larger water pump - without any testing at all! The impeller diameter and axial length were increased slightly so that the impeller passage area was increased by the engine capacity ratio (4.2/3.5). I didn't want to have to increase the pump (and fan speed)
- The A/C (reciprocating unit) compressor neatly without massive brackets (A/C was rare then)

• Good accessibility to servicing points and R&R items like P/S pump, distributor etc

Other design changes included:

- Steel rocker covers; (weight and cost)
- Pressed steel rockers w/o rocker shafts;
- A connecting rod bolt which required no machining - all auto forged from thick steel wire and only \$300 tooling - all prototype parts made on production tooling - after a fight with accountants reluctant to spend production money until funds for that phase were released. See appendix story from July 2014 issue of BMCLAHG Newsletter reprinted on page 14 of this issue.
- Removal of 2 additional bolts holding each cylinder head. They appeared to have been added as they spoil the symmetry of the head bolt pattern.

By this time we had committed to the BOP (and hence Rover) engine outline, size and configuration (except carburettor which was made by Email Industries just across the street). By that time we had forgotten whether it was a BOP or Rover design we were altering.



The Visit from UK.

When Rover eventually became part of the Leyland group, Rover engineers showed great interest in our activities and, c1971, a group, headed by Eric Wright visited the Victoria Park plant. They were supportive of almost all of our work but had grave concerns about the idea of using an open deck cylinder block.

They offered, as an alternative, the use of a cylinder block that they had designed and tooled but not yet produced. This had a cylinder height (at 45 degrees) increased by 15/16 inches to allow an increased stroke without increasing the angular articulation of the conn-rod.

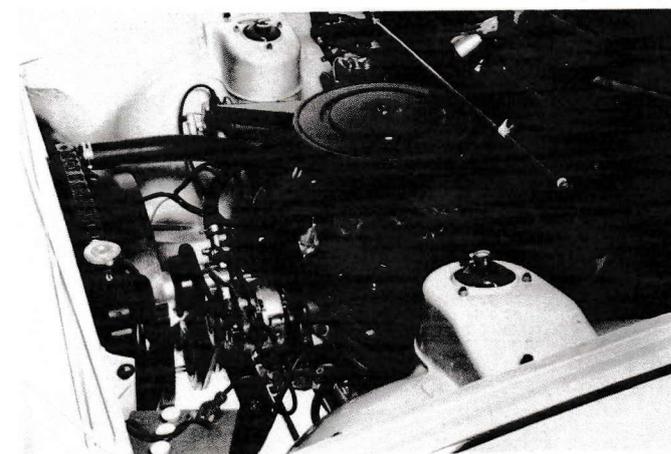
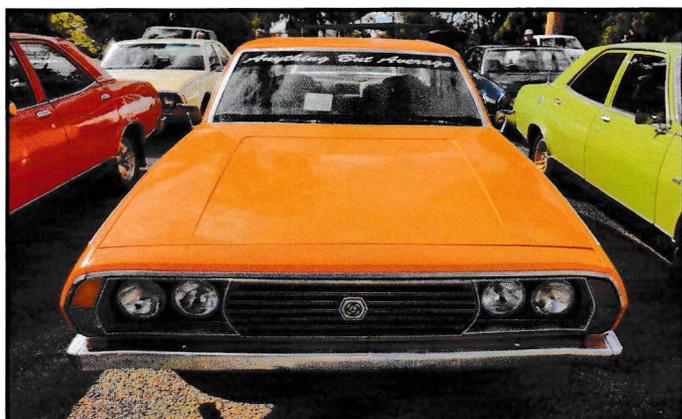
In the meantime, we had learned that one of the individual wet cylinders in our 500 hour test engine had developed a crack.

So, it was a no brainer. What they proposed was low risk and they were able to supply - for some months - completed cylinder block castings leaving us to focus on the cylinder heads. It was a thoroughly satisfactory meeting and the engine was the better for it.



There was one point with aluminium that we missed. Cast iron when machined produces swarf in small fine particles. With Aluminium the swarf curls up - often into a long spiral - and can become lodged in water galleries. The existing water wash machines could not dislodge the swarf and early production engines suffered cooling problems.

Barry Anderson
12 April 2023



The Overall Result

By mid 1971 the design was settled and had morphed to the stage that very few parts on the P76 V8 were the same as on either the BOP or Rover V8s.

Non-interchangeable parts included:

Cylinder block, Crankshaft, Conn-rods, Pistons;
Cylinder heads, Pushrods, Valve Rockers & pedestals,
Rocker covers, Inlet manifold & gasket; Carburettor,
Sump;

Aircleaner, Front accessories housing; Water pump,
P/S pump, and, of course, exhaust mainfolds.

Interchangeable parts included:

Valves, Springs & connections
Oil Pump & Drive; Belt pulleys
Crank & Conn-Rod Bearing shells

Possibly: Starter motor; Alternator & Distributor

So the P76 engine was not a reproduction of either the BOP or Rover engines. But it certainly was a development of it/them.

Leyland P76 Turns 50



Even the police took notice!

During the display day a 'young' policeman asked me what the cars were and where they were made- I had a clipboard so must have looked official- When I told him they were 'the P76' made by Leyland in Australia. He had never heard of Leyland but did know what an original Mini was.



See Marinas are cool!



The Story of a Bolt

More from Barry regarding the V8 engine:

The photos, below, are of the bolt we designed in 1969 for the P76 V8 connecting rod.

The bolts on the Rover version were machined all over, heat treated and then ground on the cylindrical surface to fit into reamed holes in the connecting rod. This involved several manual operations and was very expensive to make in Australia so, in conjunction with the local bolt manufacturer, this solution was developed.



Top: The V8 Conn-Rod bolt

At right is a closeup of the head

The Bolt is 50 mm long with 8mm thread O.D.

The local bolt was cold headed, sized, thread rolled and, then knurled - all in one automatic bolt heading operation. It was then heat treated - no machining and significant lower cost. Eliminating the reaming in the conn-rod itself was a further saving.

The upper photo shows the rolled thread, relieved diameter near the thread - avoiding a stress raiser, the sized length and the knurling to provide a firm, permanent, fit for the conn-rod. The lower photo shows the bolt head detail: undercut radius - avoiding another stress raiser and a forged shape clearing the radius on the conn-rod while positioning the bolt as close as possible to the crankshaft journal - all very elegant!

To make prototype parts we had to pay for production tooling - even \$300 was a real problem for the accountants as we were in the prototype phase - but we had valid parts for testing.

To my knowledge, not one ever failed. This memento has been in my desk drawer since 1969.

Barry Anderson





2023 CALENDAR

| | | | |
|---|-----------------------------------|--|---------|
| AUGUST | | | |
| Sunday 20 th | Shannon's Sydney Classic (CMC) | Sydney Motorsport Park Eastern Creek | 9am-4pm |
| SEPTEMBER | | | |
| Sunday 17 | All British Day | The Kings School | 10am |
| 30 th September | Newsletter No.82 | | |
| OCTOBER | | | |
| Wednesday 18 th | Heritage Group Committee Mtg | 12 Acacia Drive, Glenhaven Green | 10.30am |
| NOVEMBER | | | |
| Sunday 12 th | Annual Reunion Lunch/AGM 11.30am | Wenty Leagues 50 Smith St Wentworthville | 10.30am |
| DECEMBER | | | |
| Our Member Car Clubs MEETING DATES & VENUES: | | | |
| 2nd Tues bi-monthly | Morris Minor Car Club NSW | Mt Lewis Bowls Club, Greenacre -Feb/Apr/Jun/Aug etc. | 7.00pm |
| 1st Friday | Morris Register NSW | Vikings Club, Dundas Valley | 7.30pm |
| 2nd Friday | Mini Car Club NSW | Strathfield Event Centre, Weeroona Rd, Strathfield | 7.30pm |
| 2nd Tuesday | Leyland P76 Owners Club NSW | The Hills Club, Jenner St, Baulkham Hills | 7.30pm |
| 2nd Tuesday | Nepean District Morris Minor Club | Werrington Community Cottage | 7.30pm |
| 2nd Tuesday | Sprite Car Club of Australia | Parramatta RSL Club | 7.30pm |
| 2nd Tuesday | MG Car Club Sydney | Strathfield Golf Club | 7.15pm |
| 3rd Wednesday | ACT Mini Car Club Meeting | Deakin Sports & Social | 7.30pm |
| 3rd Wednesday | Leyland P76 Classic Car Club | Sans Souci Literary Institute | 8.00pm |
| 4th Tuesday | Austin A40 Car Club NSW | Bankstown Sports Club | 8.00pm |
| 3rd Wednesday | Wolseley Car Club NSW | Last Wed. Croydon Park Club, 55 Seymour St, Croydon | 8.00pm |
| 4th Friday | Austin Motor Vehicle Club NSW | Cumberland High School | 7.30pm |

Heritage Lunch

This year we are changing locations for our Heritage Lunch.

Sunday November 12th 2023

Wenty Leagues Club

50 Smith St, Wentworthville

The car display will be in an area out the front of the club. Put the date in your calendar now!

\$40 for Members & \$60 for non members

Guest speaker this year is Warren Brown. All the details on the back of your address sheet.



Celebrating 25 years of the BMC-Leyland Australia Heritage Group



**Fees are due now
Still only \$20**

Renewal form included with this newsletter





The Sydney Opera House opens

1973

Federal voting age
dropped from 21
to 18



The first of Australia's F111s arrive



The Majestic Class aircraft carrier HMAS Sydney(111) is decommissioned

Prime Minister
Gough Whitlam
NSW Premier
Sir Robert Askin
NSW Governor
Sir Roden Cutler

AC/DC perform
their first major
gig.

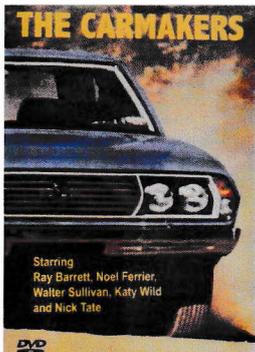
Swimmers Susie
O'Neil and Kieren
Perkins are born

January 11, 1973
Australia's involvement in
the Vietnam War officially
ends

Actors Abi Tucker,
Portia de Rossie,
Kimberley Davies and
Alex Dimitriades are
born



Sports stars George
Gregan, Louise Sauvage,
Steven Bradbury and
Cathy Freeman are born



'The Carmakers'
is broadcast on
national TV

Gala Supreme wins the
Melbourne Cup
Australia defeats
South Africa 3-0 in the
Federation Cup



Blue Poles is purchased for \$1.3m.



Vegemite turned 50



the 499 ton ferry
Bellubera retires
from service in the
Sydney fleet. The 63
year old Manly Ferry
was later scuttled at
sea.

One of the biggest
films of the year is
'Alvin Purple'



Production
commenced on
a new TV show
called 'Class of
'74' which was set in a
high school and due to go to air
on ATN 7 in March 74. The Headmaster,
shown above with 3 of the 'students' was
played by the late Leonard Teale.
And in the show, he drove a P76.