



NEWSLETTER NUMBER 17

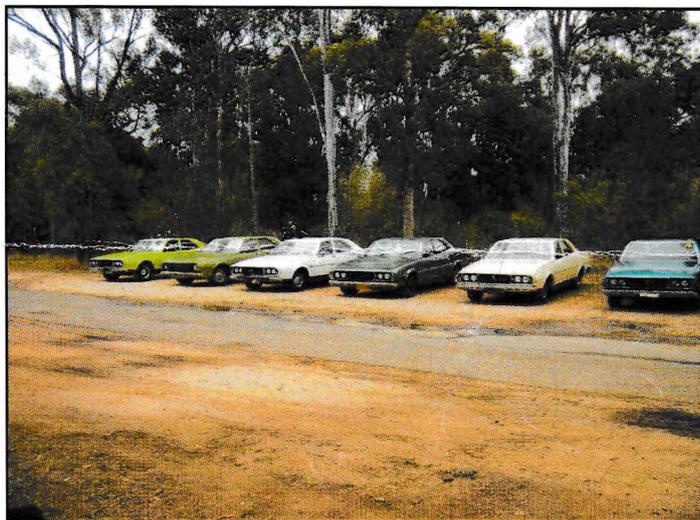
THE LEYLAND POST

LEYLAND P76 OWNERS CLUB OF NSW INC.



SINCE 1982

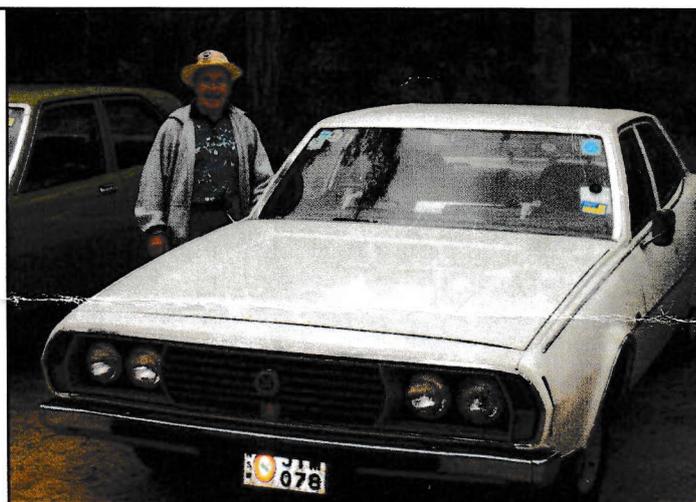
www.p76clubnsw.org.au



From left to right.....My Hairy Lime Executive, Noel Newham's Spanish Olive Deluxe, Jim, Reid's Chrystal White Executive (Blue interior), Martyn Stockwell's Targa, Mrs Bryant's Excellent Country Cream Super, & Glenn Gray's Excellent Blue Deluxe. The one in the foreground is a new model from Blacktown City Council (The Bin!)



Mrs Bryant's (Greg's Mum) Lovely Country Cream Super. VERY nice car, Imperial Leather trim, Column Auto, clean, neat & very original. Not too many like this!



Jimmy Reid's Chrystal White Executive. Nice original car, Jim has had it for nearly all it's life (It was only a couple of years old when he bought it)

Chrissy BBQ 2006

YOUR COMMITTEE FOR 2006-2007

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Steve Foldhazy		<i>A club is only as good as its members. Please attend meetings and have your say in future events. After all, it is your club too!</i>	
Marty Stockwell			02 9680 4648

IMPORTANT NOTICES:

#Submissions to this newsletter are published mainly unexpurgated, and the opinions expressed are not necessarily those of the Editor or the Committee.

Articles submitted for publication may be edited at the discretion of the Editor, under Committee guidance.

ALL CORRESPONDANCE TO:
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GENERAL MEETINGS:

The General Meetings are held on the FIRST SATURDAY of EVERY MONTH at the CROWN ON McCREDIE HOTEL, CNR. FAIRFIELD & McCREDIE ROADS, GUILFORD NSW 2161. Ph. 9632 1888 at 2.30 pm

**Next Meeting is.....
3rd February 2007**

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PRESIDENT'S REPORT

November/December

Wow! Where did that year go to? It only seems yesterday it was 1973 and already it's 2007. Oh well, what's another year. 07 will be an important year for the Owners Club as we will be getting more active out on the road and track. This year's calendar will certainly be a busy one. Check out the calendar elsewhere in this issue of Leyland Post.

The 25th Anniversary Christmas BBQ at the Nurragingy Reserve was a fun day. The weather was perfect – cool and overcast with no burning sun and after a damp Saturday there was no problem with having BBQs as there was no fire ban. It was great to see a couple of faces we hadn't seen for a while. Some discussion has been had on this year's Christmas Party and we are looking into having a nice sit down dinner somewhere, but more of that later.

Our first Club outing for 07 will be the Berrima Rally run by the Berrima District Historic Vehicle Club at Mittagong on the NSW Southern Highlands on the 17th and 18th of February. You can attend one day or both – the choice is yours. All the info is elsewhere in this issue. I know that some are already planning to go down. You may also run into some Classic Club members. On the Saturday of that same weekend the Club also has the opportunity to take part in the Hunter Challenge tarmac rally organised by the Newcastle MG Car Club. Check out the info sheet elsewhere in this mag and if you are interested in taking part, give me a call or email. I will be competing with my daughter and her friend in our Corolla. Not quite a P but it's the best I can do while the beast is in resto.

I was recently contacted by the Cultural Programs Officer of the Historic Houses Trust of NSW who asked if we were interested in supplying a vehicle for their "Living In The Seventies" Festival in The Rocks on 25th March. Many Thanks to Jason Birmingham who volunteered his time and Hairy Lime Executive to the event. The organisers only wanted one of each make of car. Everyone is off course invited down to keep Jason company and relive those wild 70s. Once again I will be tied up competing in the Kosciuszko Classic tarmac rally that weekend which is of course another great driving/navigating event that the Club can participate in.

Further on in April we are planning a weekend away to Bathurst/Orange to visit Norm Julian and Mt Panorama. Stay tuned for confirmation of dates. The only other thing I can think of at the moment is that work is progressing on the new Club website by our webmaster, Glen Gray, keep a lookout for it. Also a request for all members to send me their email address so that info can be passed on much more quickly. My email address is steve@graffitigo.com.au.

Well that's all for now. See you at the next meeting.

Steve Maher
President
Leyland P76 Club NSW



Leyland P76. Anything but average.

THE EDITORS SAY....

January/February 2007

Shit! It's 2007 & the clock is ticking on the bloody taxi project.... I haven't even finished the Green one yet.... Better get my finger out huh! I was talking to Marty Stockwell on the phone the other day & he mentioned it being hard to get going after the Chrissy/New years break.... Man, do I know what he's on about. It's like falling off a big wave & not being able to get on again...Lazy, forever tired, cant be bothered..... Ohhhh enough whinging!!!

The Christmas BBQ went well... Quiet, but well. We had to compete with the Tasman Revival at Eastern Creek the same day.....& they weren't Austin Tasman's....So unfortunately we were a little "light on" in the turnout department. Anyway a really nice day was had by all I think (I had a good day, so that's all that matters!) & it was great to see Jim Reid come along as well. Jim is no "Spring Chicken" & I must say a special "Thanks" to his Daughter, Rosalyn (I hope that's spelt right!) for taking the time out of her weekend to bring Jim along (in his Chrystal White, Yes that's how Leyland Spells it!) Executive. I'd spoken to Jimmy a few times over the last couple of years & it was good to finally meet him. Also new to me was an old member, Noel Newham. Noel was one of the original "Owners club" members & one of the few that are still around & still driving a P76! It was great to chat with him, as me, being a relative "Youngun" to the club, can't get enough info on the golden days of the club. The weather was overcast & cool, but the rain stayed away the BBQ was cranking well with the Steaks & snags sizzling well into the arvo. It was a really nice, easy, Sunday afternoon.

The green one made it's debut to the P76 world that weekend as well. It was it's first long drive since it made it back on the road which was Thursday Previous at my Eldest Daughters year 10 formal. That formal was good fun, with the big rig made a great impression...arriving "Fashionably late" just in time to steal the show from a Mustang Convertible (Sucked in!). "EVERYONE" looked... & Oohhed & Ahhed, I loved it... though the Mustang owner was a bit pissed off, he kept blowing his horn to try & drag attention back to him!. You don't get overlooked in the green one... I have received more positive comments, thumbs up, people blowing horns blah blah blah, in the month that it's been on the road than my white car has EVER got! I went to the tip on the weekend & I was like a bloody celebrity! I had three guys talking to me at once! The worst comment to date is "it's in beautiful condition, but it's still bloody ugly"... I can live with that!

I went for a run with Troy Green & his partner Julie from the Classic Club during the Chrissy/New Year break. We went down through the National Park at Heathcote, across the Audley weir, coming out at Stanwell tops. Troy had his brother, Richard's Chrystal white Super automatic, & I was in Greeny, gee it was a nice day. The weather was sunny but not hot, so you could enjoy the sunshine without being fried. When we pulled up at the lookout that overlooks the new ocean bridge (The bridge that runs along the coast, but out in the water...What a feat of engineering), we had people coming up to look & talk about the P76. One bloke I couldn't get away from! Troy & Julie were in their car, engine running & this bloke was still talking!!! I don't know if it was just the holiday season, but everywhere we went people were keen to chat about the cars..... I even had people talking to me whilst sitting in traffic! I really think the "tide has turned" with the P76.... I feel proud to have this great piece of motoring history! Anyway, back to the drive. We then traveled south along the coast until we got to the base of mount Ousley where we stopped in at Macca's for a bite to eat. We then shot up Bulli Pass & headed back to Joe & Sue Green's house where Sue fed me up with a variety of cakes, biscuits & drinks until I nearly couldn't move. Joe pulled out the P76 Photo albums & then we had a squiz at the wagon Restoration which is ticking along very nicely. By that time it was after 6 pm, & it was time to go...Like I said, a very nice day.

Early January saw Myself, Big Steve, Chris, Glenn & Shannon at the Bull & Bush pub. The subject?... Trying to get some enthusiasm & life back in the club. The main conclusion we came to was to do more social outing with the cars, to enjoy the big rig, have some fun & to raise the public profile to increase interest in the car & the club. Soon we will have a calendar of events we can attend throughout the year. Please support your club, have some fun & drive the best thing to come out of the Australian Motor industry... The P76!



Overlooking the Pacific Whilst someone admires!

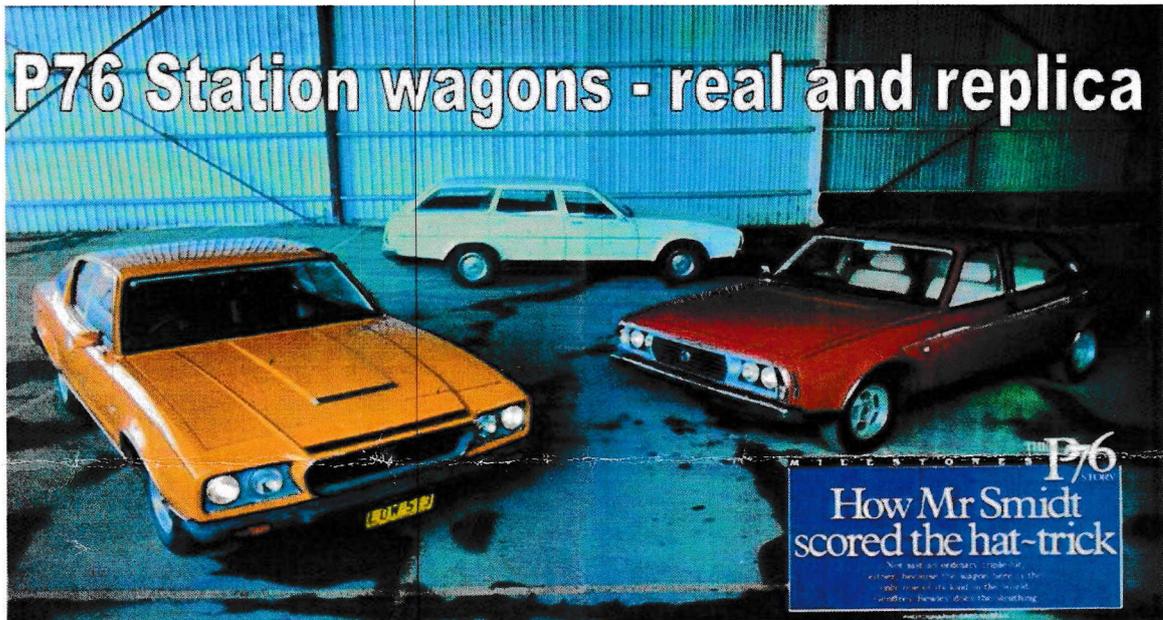
Taxi Talk

Hmmm Like I said on the previous page, the clock is ticking on the big Taxi project. Having gotten the Green one on the road, one would think that it was time to "have a go". Ummm not quite. You see even though Greeny is "a goer" it's far from finished. The main priority being Air conditioning & fixing a few teething problems, more on that later. Anyway, back to the Taxi. I left you last time with the whole interior pulled out & ditched, & a bit of a gander around it to sort out what I needed. It never ceases to amaze me where & how stuff turns up. I won a couple of new die cast front corners off Ebay from Andrew Kloot in SA & not long after, a pair of Headlight surrounds & Grille (Both Used) turned up as well. I promptly bid & won them too! They guy selling them turned out to be a bloke I bought the Nomad from a couple of years ago & we got talking (As you do), seems he also had a complete power steering set up as well (Pump, Rack, Hoses, Brackets, intermediate shaft, even the fan belt) & did I want to buy them too? Hell Yes! \$150 & they were mine! Stoked! When I went to pick them up, he asks the question, "Don't need a transmission as well do you?" Thinking he meant automatic, I replied with "no... I need a manual". "Yes it's a manual" he said... "Three speed column shift" Score another for Jason! As an added bonus it came with the cross shaft & linkages from the box to the cross shaft & it was a V8 box too!(Different ratio's)



I picked up the bench seat from the trimmers the other day & I am stoked with how it came out. If you don't remember, it had been in storage since the mid 80's but some critter had chewed a few holes in it around the place. The Pirelli webbing had also lost it's stretch & the seat was a bit saggy on the drivers side. Now as you all know, Parchment vinyl trim is pretty hard to come by nowadays, so I gave my trimmer mate a good rear seat cushion to steal the vinyl from to replace the holey panels in the front bench. He also replaced all the Pirelli webbing & tightened the whole thing up. As I said... Came out tops! Neville Humphries from Qld had given me the big piece of vinyl from the back of a bench seat to use for the door tops, but unfortunately I could only get two door tops out of that piece (Bloody ashtray cut out in the vinyl stuffed it up for a third) so if anyone out there has some more parchment Vinyl, or a dead bench seat that I could cut the back out of, my number is in the 2nd page of this mag! I got a few other bit's & pieces from the Vic club (Eyebrow moulds, "Leyland" letters for the spot, spare wheel strap, extractor vent "C" mouldings, heater tap, no. plate light lenses) So the old car is still happening, even though not much has happened on the car itself. In the break between Christmas & the New Year, I jacked it up & swapped the wheels for the Old Targa Mags that were originally on Greeny, so I can get the tyres off them, sand blast the wheels & paint them. All the old tyres were stuffed (one blew on me when I pumped it up) so the Targa mags at least help me to move it around. I also spent about 6 hours under it with a pressure washer trying to get some resemblance of clean underneath. Man it was a mess. I know it was a country car, but I reckoned it must have been "Paddock Bashed" before they killed it... There was mud & filth everywhere. Oil & mud make a good mess that is very difficult to get off. I'll have to give it another go underneath... It's Still not clean enough. Cleaning off the mess around the LH chassis rail revealed the rust there was much worse that I had first thought. What do they say? "In for a penny, in for a pound" Oh well, I bet the car will get a whole lot worse when I strip it right down. It's a bit depressing really.... You should avoid looking at the whole car as one job... It's just too big. I try to concentrate on one bit at a time, & devote my energies to that one section. When that parts done you move on to the next & do the same & eventually you get around the whole car & the sections/jobs get smaller until WOW, the whole job is not so big after all.... But sometimes I slip up & stand back, appraise the whole thing & think "what am I doing?" It would be easier to get a better car, but then this one would have to be scrapped, & I am not keen on that idea, so I put those thoughts away & keep moving forward with what I have. I want to finish Greeny first, then the Nomad needs a bit of remedial body work done & there are a couple of biggish jobs on the racing Magna wagon that are looming, as well as getting my house ready for sale..... If I can get it started by Easter, that will give me a year to do it, remembering I want to have it ready for the 2008 Nationals in Victoria... Gunna give it my best shot!

Article Courtesy of Damian Haas & The ACT P76 Owners Club



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

P76 Station wagons: Real and replica

Damien Haas

Previously 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 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 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 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 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 con-course 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. 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 car parks 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 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.

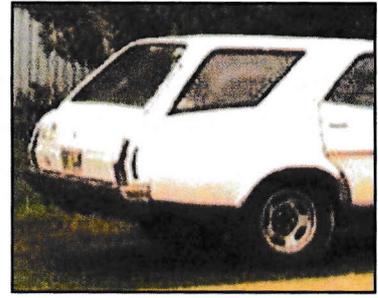
Compared to the replicas, the factory wagon seems to have neater finish in the rear around the D pillar and rear wings. This is to some extent evident in replica one. Replica two seems to be quite different with the window area apparently deeper into the D pillar, making it appear more angular and less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



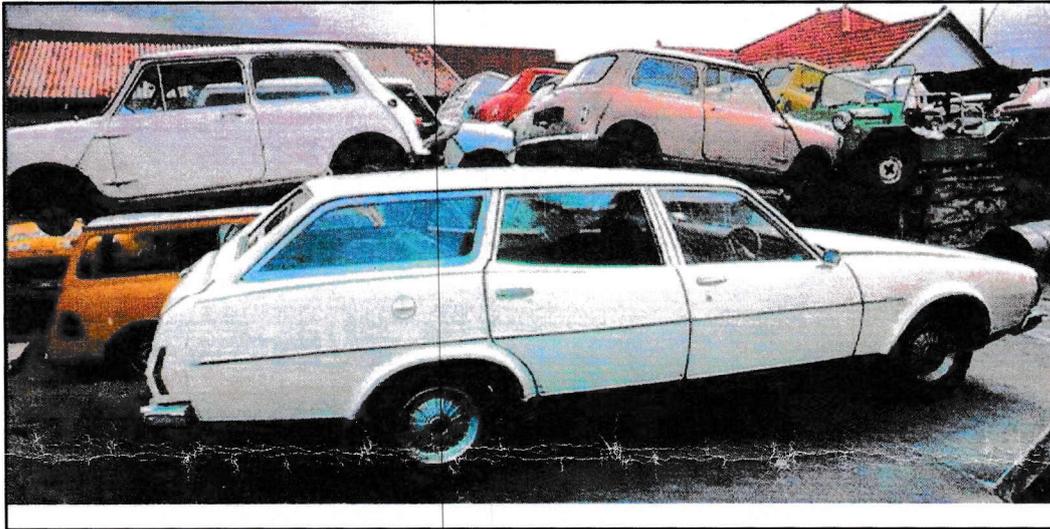
Replica One



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).

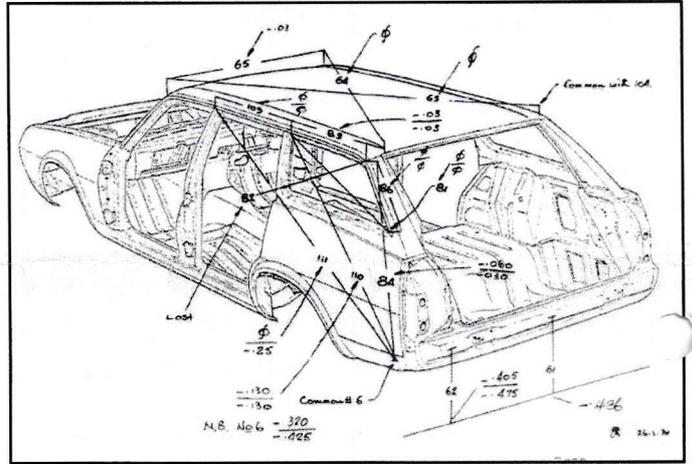


The factory station wagon (Wheels, 1982)

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.

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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 tshelf. 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 below.



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 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.



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?

The production station wagon, floorpan C, 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



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, Warreyk 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

Oakville Fire Brigade's Family Day, Car Display & Auction

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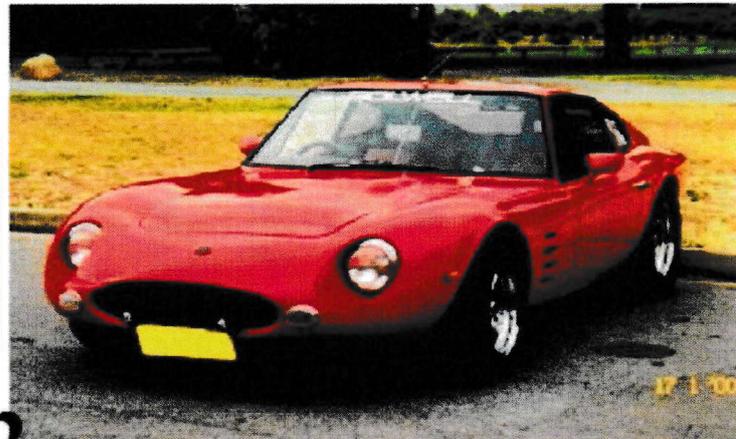
Off Road Buggies, Wooden spoked cars, Micro cars & scooters, E types, Mustangs, Motor Bikes/old, new, sidecars, Vintage trucks, tractors & bus's
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THE LEYLAND P76 CLUB OF NSW INCORPORATED

PROPOSED CALENDER OF EVENTS FOR THE YEAR 2007

- JANUARY:** Meeting first Saturday of the Month.
- FEBRUARY:** Meeting first Saturday of the Month and also on the 17th & 18th Berrima Car Rally with the NSW P76 Classic Car Club.
- MARCH:** Meeting first Saturday of the Month.
- APRIL:** Meeting first Saturday of the Month and a club run to the Bathurst International Motor Fest on the 6th & 7th during Easter.
- MAY:** Meeting first Saturday of the Month.
- JUNE:** Meeting first Saturday of the Month.
- JULY:** Meeting first Saturday of the Month and an invite to display our cars at the Motor X display day.
- AUGUST:** Meeting first Saturday of the Month.
- SEPTEMBER:** Meeting first Saturday of the Month and show our cars at the Muscle car Masters at Eastern Creek Raceway. And if the dates do not clash, members will be invited to run in the MG spring Classic scheduled for the 11th & 12th of the month.
- OCTOBER:** Meeting **second** Saturday of the Month.
- NOVEMBER:** Meeting first Saturday of the Month.
- DECEMBER:** Meeting first Saturday of the Month where we have our Christmas party.

- 1 An observation run organised by the President will be held at a date to be advised.
 - 2 A day at the race track will be organised by the Treasurer (Chris) at Wakefield Park in Goulburn at a date to be advised.
- A Burger/Economy run will be organised and held at a date to be advised.

Funny Stuff to fill a hole (From Gwen Livingstone)

One dark night in the township of Taupiri, a fire started inside the local fireworks factory and, in a blink of an eye it exploded into massive flames. The alarm went out to all the fire departments for miles around.

When the volunteer fire fighters appeared on the scene, Martin the fireworks company president rushed to the fireman in charge and said, "All our secret formulas are in the vault in the centre of the plant. They must be saved. I will give \$50,000 to the fire department that brings them out intact."

But the roaring flames held the fire-fighters off. Soon more fire departments had to be called in as the situation became desperate. As the firemen arrived, Martin shouted out that the offer was now \$100,000 to the fire station who could bring out the company's secret files. But still the fire companies could not get through. From the distance, a lone siren was heard as another fire truck came into sight. It was the nearby Ngaruawahia Maori rural township volunteer fire company, composed mainly of Maoris over the age of 65.

To everyone's amazement, that little run-down fire engine roared right past all the newer sleek engines that were parked outside the plant. Without even slowing down it drove straight into the middle of the inferno. Outside, the other firemen watched as the Maori old timers jumped off right in the middle of the fire and fought it back on all sides.

It was a performance and effort never seen before. Within a short time, the old timers had extinguished the fire and had saved the secret formulas.

The grateful fireworks company president, Martin announced that for such a superhuman feat he was upping the reward to \$200,000, and walked over to personally thank each of the brave fire fighters. The local TV station caught the thank you on film and asked their chief, "What are you going to do with all that money?"

"Well," said Hohepa, the 70-year-old fire chief, "The first thing we gonna do is fix the brakes on that f\$#cking truck!"

**Leyland P76 Owners Club Of
NSW**



Qld P-76 Owners Club

P.O Box 343

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4152

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