

P76
Penzed



Oldies but Goodies



July 2007

Penzed is published bi-monthly during the first week of every odd month.

Deadline: If you want it in **PENZED**, send it to The Editor, P O Box 18, Masterton 5840, as soon as it's ready. No more deadlines. **PENZED** is a live (but often late) developing document.

Contributions: Are welcome (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions. **PLEASE**

Advertising: *Is even more welcomed.*
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Southern	Don Alexander	12 Seamount Tce Christchurch 8081	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

P76, anything but average

Penzed for July 2007

Maybe I should slide into an even month production schedule and get back on track that way? It may be late but you can rest assured it will always turn up.

This issue borrows a lot from our neighbours across the ditch. Thanks must go to Damien Haas of the ACT Club for writing such an interesting article on P76 station wagons, and to the February issue of the Victorian Club magazine for presenting it so well I just had to copy it and put it in Penzed. Sorry it's not in colour, you will just have to imagine the dark Pink Targa Florio station wagon at the end of the article. Don't miss the note advising that it is a digitally altered image! This story has appeared in every Aussie magazine I think, so why should we miss out?

Speaking of colours, we also have "P76 Colours" from James Mentiplay in WA. I will add a few comments to reflect local differences but I hope this will help you to identify the colour of your P76 correctly. Our registration system simplifies our colour choices for obvious reasons, however, I think we need to realise there is more to red than red. There is Pimento, Dry Red and Bitter Apricot, or is that Orange? We may have done colours a long time ago but there is always someone new to benefit from this information.

Just to be a bit different we also include an item on a P76 powered plane from the NSW P76 CCC magazine of 10/06. We recently had a parts enquiry from a local builder of such a plane. I have suggested he joins the Club but this remains to be seen.

Thank you to all our neighbouring contributors.

And we have more on the Wairarapa AGM weekend in a report from member Dave Bray that was originally published in the Daimler Enthusiasts Club Wellington magazine, Dec Torque. Photos from Richard Fong and Paul Heath will support this. Richard has supplied a huge collection of photos from the weekend that I will forward to Patrick Harlow for use on the web site once I've finished with them. Thanks Richard, Paul and Patrick.

Look out for the blue **Reefton Registration Form**, probably on the last page so you can remove it for mailing to Mr Biddick as required. Get in early as I know Fleming has had several enquiries already. It will be the place to be in 2008.

We also have the Oz Trail, event notices; items for sale and all the other usual items that fill out Penzed so I hope you enjoy it. Remember that your contribution is welcome and it saves people reading my ramblings.

WEB SITE

Patrick tells me it is now available and the contact details for the Club have been updated. It may not yet contain a lot of information/news etc but at least we are on line and can be contacted by enquirers, as we have been already. The address is:

<http://www.levlandp76club.org.nz/>

Patrick is to prepare a request for your contributions to the site shortly. This will be published in Penzed for you to act on. Soon we will be up and running at a level similar to most of the Australian Club sites. A great leap forward for us.

Troop Movements

Change of Address

Merv Cox and Rose Bendall have moved again, this time to 51A Kings Drive, Levin. We all hope the move went well and that once you have recovered from that little effort and the new motor is running sweetly in the P76 you will find time to have another house warming party, like you did in Kirk Street. I can think of a bunch of us who would love to come.

Chrys Paget, our new member up North has moved to 1362 State Highway 2 RD1 Pokeno 2471. We learnt of this by observation. Steve saw a P76 in a shed and told Mike who went to look at it and that's where he met Chrys. We are always looking out for P76's in sheds.

Resignation

We have received a letter of resignation from Jenny Chater and Rob Parker who have moved from Leeston and sold their Leyland of 15 years. They wish the Club the best and have recommended the new owner of the car to join the Club. They also wish to convey their thanks to Don Alexander, Southern Group Parts Manager for the very obliging help he rendered them when parts were required for the P76. Good luck in your new life without a Leyland Jenny and Rob.

Parts for Sale

Targa Florio Stripes and boot badges. We have a reproduction set of these for sale for \$100 plus delivery. They are in the Silver Grey colour as close to original as possible. These are held with me in Masterton, for sale on behalf of another member. Contact Rob Jones as per page 2 details.

1983 Rover SD1 Series 2 Rolling chassis, no motor, factory alloys, power steering, factory sun roof, tidy upholstery, diff is poked. Open to offers around \$300. Call Mike King on 07 543 4478 or mobile 027 544 0815...note, this is a new mobile number for Mike.

Club Parts Stocks See page 2 for details of where you can source either the parts or information on their supply for your car. We all know of other members who have large stocks of parts and they are happy to help out. Most of us have had more than one P76! Need a new wotsit or just a small piece of trim to complete the look. Call your nearest parts person and tidy up your P76.

The following is offered for sale through **Andrew Larsen in New Plymouth on Ph 06 754 4942** on behalf of the vendor. Please contact Andrew to for any further details you need to know.

P76 parts: 4 complete cars worth of parts and 1 rolling chassis (most rust removed and new metal welded in) This includes 4 x V8 engines, 1 of which has a worked cam, extractors, new lifters etc. Work carried out by Ross Calgher. 1 dismantled engine, 3 V8 auto gearboxes, 1 Celica 5 spd gearbox with modified bellhousing for P76, 5 diffs, dashboards, 10 front strut assemblies, steel rims and 1 set of Falcon mags that fit P76, 5 sets of glass, 2 complete LPG kits including tanks for P76, radiators and a myriad of trim and other bits too numerous to list.

The vendor wants to sell for \$5000 the lot and is not keen to split. Contact Andrew as above.

Cover Photo Two long serving and supportive members of the NZ Leyland P76 Owners Club in the forms of Merv Cox and Jim Fong seen discussing the merits of a big breakfast.

Parts Wanted

Phil Scott (member) of Albany up North wants to outfit his car with power steering. He is looking for any parts, or whole system that might be for sale, or advice on an alternative. If you have any parts or know of an alternative system he could use please contact Phil on 09 415 3378 or 027 493 6248. He eagerly awaits your call.

Local Group Activities

Northern Group

Yes, you are seeing it in print. Philip Meyer summoned the "locals" to the Horse and Trap hostelry for a meeting on July 3 2007. He was gratified to have seven people in attendance and is keen to see more at the next meeting. There were two items requiring urgent input.

The establishment of regular meetings for the Northern Group. It was decided that there should be monthly meetings at the Horse and Trap on the first Tuesday of each month.

The Horse and Trap 3 Enfield Road Mt Eden Auckland from 7.30 p.m. on the first Tuesday of each month with the exception of August as Philip has been in the UK and will hopefully float back to host the August meeting on the 14th. This is great progress.

Northern Group hosting the 2009 AGM. Several ideas were discussed with Alec Reid explaining the pros and cons of trying to organise an AGM weekend at Waiheke Island. His feasibility study and trip to the Island proved that it would be unlikely to proceed under current conditions. There will be further discussions on this topic. The region must offer no end of opportunities!

Some technical items were discussed, the missing of dancing and sports engagements lamented but it was agreed that it was a good thing to have some members (and non-financial) members get together in the name of the club.

Philip will have sent out invitations (he calls them a summons) to the locals already but if your reading this before August 14 and your near Mt Eden go along and join in the fun.

Central Group

The Feathers on Featherston Street in Wellington will see us in attendance on

August 7 September 4 October 2 November 6 December TBA

Everyone is welcome to join us for food, beverage and P talk. With all our new members these meetings are becoming a lot more fun!

There aren't many events scheduled yet. When we get organised the locals will be advised directly. We have a few in the planning stages to get us through winter and into the new year even! Wait for our call/letter/e-mail or pigeon.

However, there is one on the horizon that will be very interesting and we have four P76's registered for the show. If you are not one of these people and you wish to participate, rather than be an onlooker, then you will need to contact me, Rob Jones, as per page 2 of Penzed.

Look out for:

The MTA 90 Year Celebrations, parade and display on October 13 2007.

The parade starts from Manfield Park at 10.30 a.m. and proceeds to Manchester Square in Feilding where there will be live entertainment and plenty of people wanting to look at your pride and joy. There will be public choice voting over a range of categories giving you the opportunity to win some fantastic prizes. Members not displaying their cars should come along to see the amazing display of all sorts of vehicles that are sure to be there.

Southern Group

They have been active as the following event report shows. For the next adventure with the Southern Group, contact that great Leyland man, Fleming Biddick on 03 322 9397 and he will put you in the picture and the driving seat.

Southern Jottings from Fleming Biddick

On Sunday July 8, 7 P76's carrying 18 adults and 3 children drove to North Canterbury to visit the NZ Helicopter Heritage Museum. It is a privately owned museum established by Andrew Brian on his lifestyle property and only recently opened to the public. There are 6 helicopters on display, all rebuilt from crash sites. These are supported by a large photographic and parts display, all laid out in a purpose built building. It was well worth the drive to see this display.

Upon returning to the Cranmer Bridge Club in central Christchurch we were welcomed by Mrs President, Beverley Clifton-Mogg to a mid Winter Christmas dinner, prepared and cooked by herself and two friends. Everyone thoroughly enjoyed the meal. Thank you Bev and friends. There was great surprise when Father Christmas arrived and gave everyone a small gift. *There was no word on his other secret identity.* A great way to spend a mid winters outing.

Inter Group Activities

In backwards time order for reasons best known to me only, don't forget the **National Rally in Geelong, Victoria, Australia** over Easter 2008. That is March 20 to 24 2008. Registration details were in the March Penzed but it is never too late. You won't be alone as at least 9 Kiwi's are registered to my knowledge. If you have lost your Penzed contact me, Rob Jones for details.

NZ 2008 AGM in Reefton March 14 to 16 2008

You have all been waiting for this. See the back page of Penzed for your official Registration Form. Get registered. All Australian Clubs are welcome to join us if you wish. Rest assured, it will be a top weekend, not to mention the week's holiday either side of the AGM weekend (if you're organised). **Get in early as it will be one of the biggest Leyland events we have seen for awhile.**

The Centre Island Meeting November 2 to 5 2008

We shall call this one **"The Lost Tour"** for reasons that will become obvious. Starting on Friday Nov 2 at Stratford we proceed North along the Lost Highway to Taumarunui. Previously we have only done this North/South so we are going the other way. From Taumarunui we drive to Ohakune where we stay Saturday night. This will give us somewhere new to stay and shave 50/60 km's of Sunday's journey. On Sunday, after **buying your picnic lunch** we head out to Pipiriki and turn left (South) to drive the Whanganui River Road through such legendary places as Jerusalem and Upokongaro, arriving in Wanganui for a leisurely stay on the Sunday evening.

The Lost Tour

Accommodation for the three nights is set out overleaf. Friday night Nov 2 is in Stratford at Antonio Mews. Saturday night Nov 3 is in Ohakune at The Peaks Motor Lodge. Sunday night Nov 4 is in Wanganui at B-K's Magnolia Motor Lodge. B-K's is the motel under the most strain at time of writing so book early if you are staying in Wanganui on the Sunday night. These motels have been selected on the basis that they should be able to take the participants expected to make the run.

Meet in Stratford on the Friday and we will take it from there. Any questions phone Rob Jones.

The Rules

DO NOT WASH your car. There are significant tracts of good but unsealed road on this course. Most of us are familiar with the Lost Highway through Whangamomona (compulsory beer) however; the Whanganui River Road is much less familiar. It has been described as a beautifully scenic tour over unsealed and sealed roads of a narrow winding persuasion. I have been told it is unsealed from Pipiriki to Koriniti. Look on your maps. It is expected to take up to 4+ hours to make this run, without stops for looking at the beautiful scenery and our picnic lunch.

Are you and your car up for the challenge of some backcountry driving?

Picnic Lunch DO NOT FORGET THIS you have been warned. Simple lunches are available from **The Highlander Bakery** in Ohakune. This opens at 5.00 a.m. Eunice assures me they do the best filled rolls for miles around, and they do other things as well. And there is **NOWHERE** to get lunch on the road once we have left Ohakune, and if there is we aren't stopping there anyway, so she must be telling the truth.

Petrol/Diesel. Fill up upon arrival in Ohakune before leaving the next day. The distance to travel belies the amount of fuel you **WILL** use. You have been warned. **Fill up on Saturday evening.**

Travel at your own pace. We are not in a race. This is about seeing your country. Periodic nice bits of road may be excused but in general we are touring, not racing. And remember we are not on a major SH on this trip. No, SH 43 is not a major road in the sense I refer to!

When you make your motel bookings TELL THEM YOU ARE WITH THE LEYLAND P76 CLUB. There is another rally on in the area and we don't want to get confused with them/double booked etc. I've already had a query from one motel. **Book early.**

Have fun in your Leyland, Land Rover, Jaguar, Toyota or whatever you decide to ride.

Happy Birthdays are to wished upon the following members.

Ed Tubman, Annette Purcell, Paul Heath, Bruce Cooper and Geoff Ogilvie have all celebrated the ageing process in the last few weeks, or are about to.

We hope you all had a good time celebrating these milestones and the coming year is better than you ever thought possible. I'm lucky my birthday falls in a gap in the publication schedule!

Happy Birthday to you all.

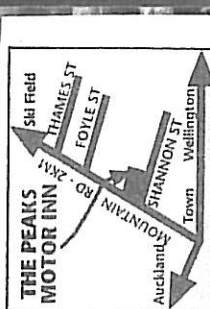
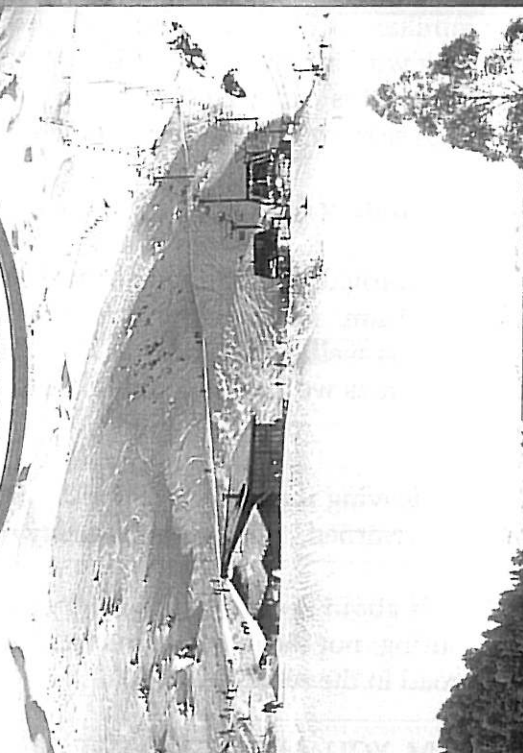
Welcome to Antonio Mews MOTELS

424 Broadway South, Stratford
Telephone: 06 765 8313
Facsimile: 06 765 8317
Email: antonio.mews@xtra.co.nz

Your Hosts Ian and Sheryl



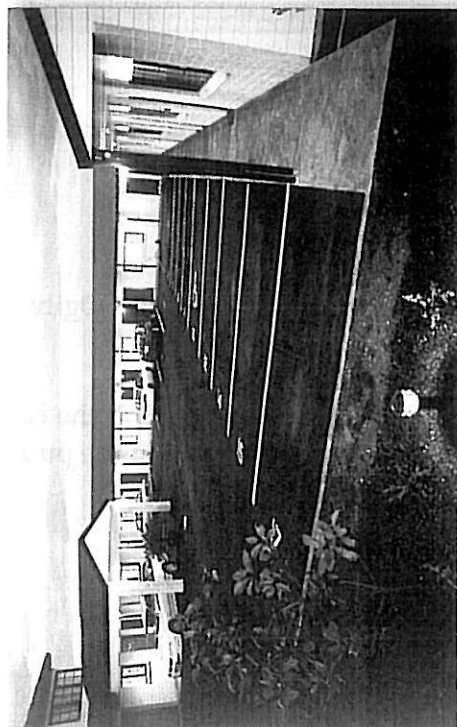
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Weekend in the Wairarapa with the 'Peenuts'

Dave Bray

Over a wonderfully warm weekend recently, half a dozen members of DECW who are also members of the Leyland P76 Owners' Club enjoyed the luxury of having someone else organise their driving fun as well as their eating and drinking – all as part of the P76 Annual General Meeting 'happenings' in Masterton.

Clive & Carol Cottle, Bryan & Beth Lawrence and Sandra & I have all joined the P76 club in recent times, not as owners of said big V8-powered specimens of Aussie engineering but more as our way of acknowledging the enjoyment that we have had in travelling with these folk on their serious club runs.

Not 'serious' in the sense of being no fun, I hasten to add – but serious in that they really believe in driving their cars, and we have variously toured around East Cape, the Coromandel and parts of the Waikato with them in recent years.

This latest foray started with a trip over the hill on a Friday to a "Welcome" barbecue with the assembled group, a lovely evening occasion and a chance to catch up and review the planning for the coming couple of days.

Saturday dawned bright, crisp and cool enough to have covered the cars with overnight condensation and we reconvened around the barbecue for an al fresco breakfast of sausages, bacon, beans, scrambled eggs and so on before heading off to "Magoos" to view their specialist hot-rod workshop and retail store in Masterton. *(For a brief visit. Ed)*

This is a very smart set-up displaying some very complex and doubtless very expensive workmanship, as well as a shop purveying such motoring goodies as model cars, tinplate signs and so on.

I did notice that Clive was unable to resist a tinplate sign saying "Speed Limit – NONE!" which I now see is already a feature of their driveway in Te Horo.

From there we took an interesting drive of perhaps 200kms through the Wairarapa countryside under cloudless blue skies, on sealed but very minor roads from Masterton out through Pongaroa. This was quite an amazing drive, and the rumble of this number of V8 motors certainly broke the rural silence for a while and made the occasional local perk up, pay attention and in many cases wave at the passing parade – whether in admiration or amazement, I couldn't tell.

There were of course those of us Triumph-travelling or Jaguar-jaunting and even the odd oriental vehicle in the group but the P76 was of course the feature of the weekend.

Rare as the P76 is these days, it was good to see thirteen of them turn out, including a 'Force 7V' coupe one of only ten to survive. The Force 7V is a car which was never marketed in the normal way, the story being that Leyland Australia apparently sold them off at auction when production was suddenly aborted.

We returned via Pahiatua and a side trip to the "Middleton Model Railway" – an amazing layout in a large farm shed with its controller running a whole variety of trains simultaneously and to a timetable, through very complex and realistic scenery.

Afternoon tea was taken here in the welcome shade of some trees, and this provided our chance to sample some of their specialist cheeses (ever tried cheddar with juniper berries?) as well as buying the odd sample to take home.

Most of us attended a very brief AGM in the evening (two of our number [C&CC] missing it by having a wee snooze after the day's drive) followed by a very nice buffet meal at the Services Club.

And so to bed...

Sunday again dawned bright and clear, and after a very leisurely breakfast and packing of the XK we decided to head for home and get some work done on a certain other car.

The majority of the others headed for the Pointon Collection in Masterton – and maybe someone else will report on that.

A weekend of driving like this, in conditions like this, in an open car and in the company of like-minded people really does take a lot of beating, and our thanks go to the P76-ers and everyone else who took part.

Pongaroa – the country lunch stop.

Pongaroa is 90-odd kms from Masterton on what is officially described on sign posts as being Route 52.

A 'route' is apparently a 'revoked state highway' so presumably this means that R52, which runs from Masterton to Waipukurau out to the east of State Highway 2 was once a state highway, but somewhere along the way was downgraded to a local road, probably when SH2 came into being.

No problems – that just means that it's a bit narrow and twisty in places, somewhat storm damaged in patches but – and this is the good bit – it's just about free of traffic.

The metropolis of Pongaroa where we stopped for lunch claims to have population of 250 (most of them must have been in hiding somewhere) and boasts a general store-cum country café where the food was fine but the speed of its production tended to indicate that they weren't used to having 20 or 30 hungry folk all turn up at one time.

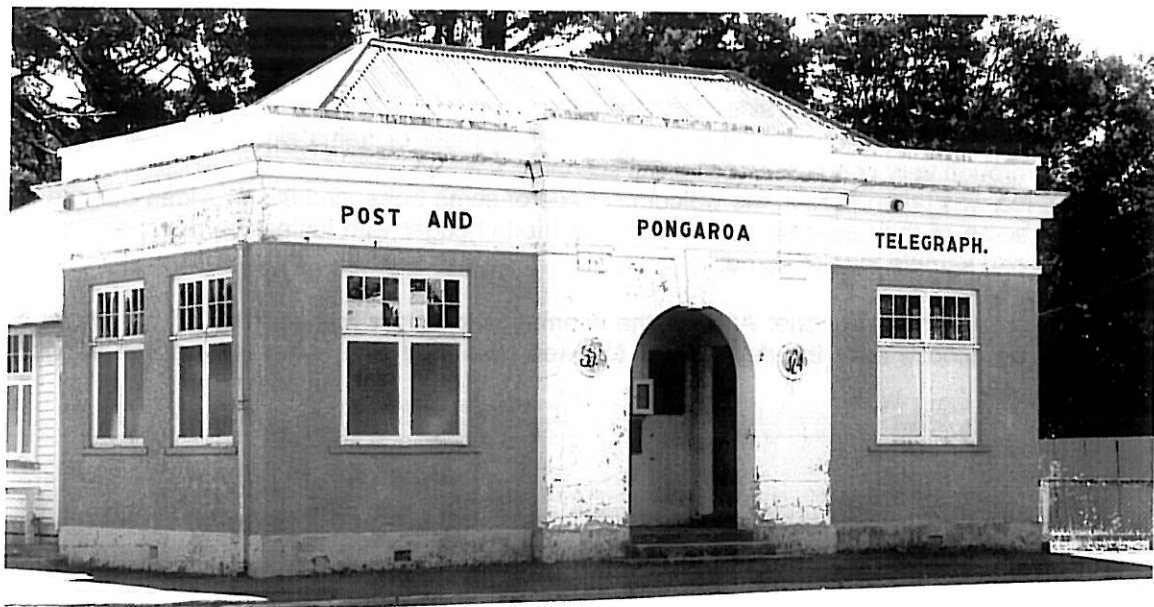
But, hey this is the country and it's hard to find a reason to rush anything, especially when the sun is shining.

Other facilities locally appeared to include a pub (closed), several more small shops (closed), a town hall (closed), health clinic (closed), while the modern toilet block was open as was the social hall which was hosting a lodge meeting for a number of formally-dressed gentlemen who looked quite out of place in such a location.

You just don't expect to see penguins in the heat of rural Wairarapa!

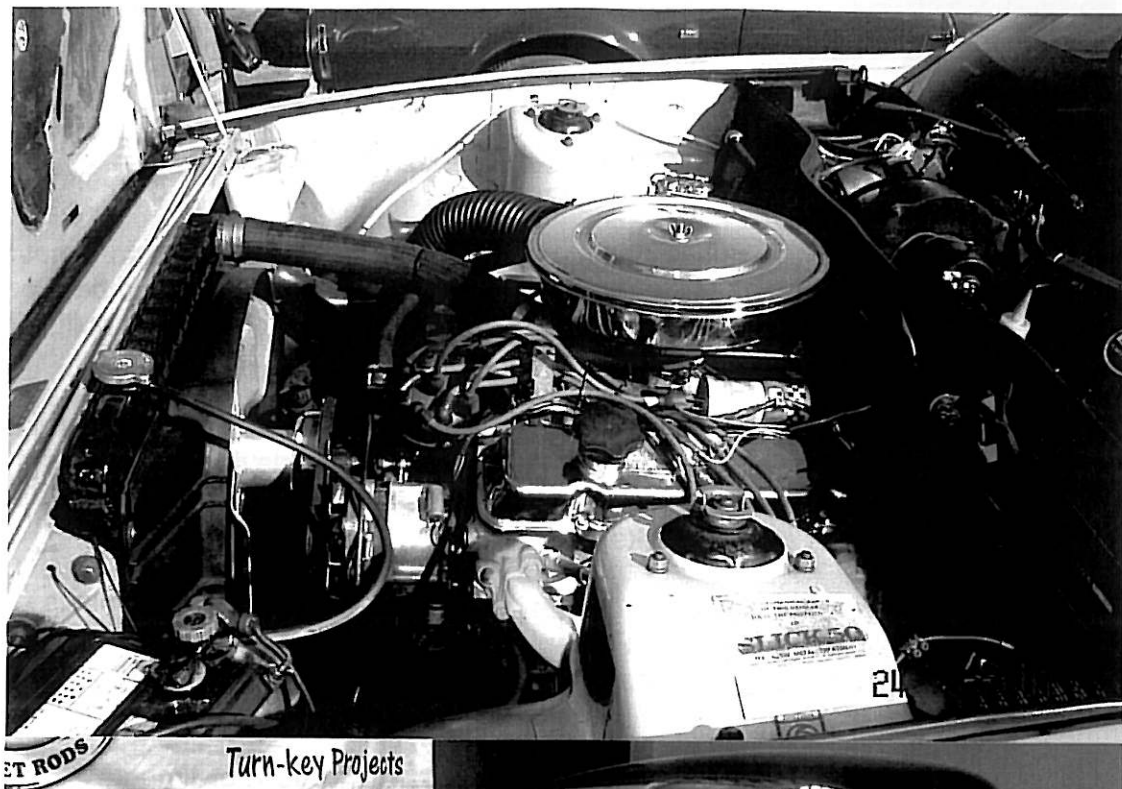
A small park area provided some history of the place, and its main claim to fame seems to be as the birthplace of one Maurice Wilkins who, in 1962, was awarded the Nobel Prize for his discovery of the DNA double helix.

It's a pity that this discovery didn't take place in Pongaroa, but Maurice and his parents moved to England when he was six years of age.



It's all about
the cars.

Now here is
an interesting
engine bay.
The Golding
express.



1940 Ford ex
South Africa
and now
assimilated
into NZ by
Magoo's.



AWOL
Jim's Honda
Clive's Triumph
Dave's XK120
Bryan's XJ6
and the
Mustang



WOW !!
P76 ENGINE - IN A LIGHT PLANE

By Joe Green

At the recent British Display Day at Kings School Parramatta, I met Steve Cavanagh who expressed great interest in our Force 7. I found him to be a person of extreme knowledge and interest as he described to me how he hand built a light airplane and powered it with a P76 motor.

His interest in airplanes began at the age of 4 years and throughout his school days and adulthood he had a great passion for achieving an ambition to build his own plane. He made many model planes in his childhood and was always an avid reader of aircraft books.

He had an American magazine (1932) that had in it the plans of how to build a Pietenpol High wing Parasol aircraft with tandem seat (one was first built in 1928 with a Ford engine and up until this present time are still being built by enthusiasts in the USA).

He constructed the plane by using about 1000 ft of timber, the wing was made of wooden spars and plywood ribs covered with fabric and aircraft dope. Two fuel tanks were fitted into each side of the wings which contained 30 gallons of petrol and were made of galvanized iron. You were also able to adjust the position of the wing so as to alter the centre of gravity.

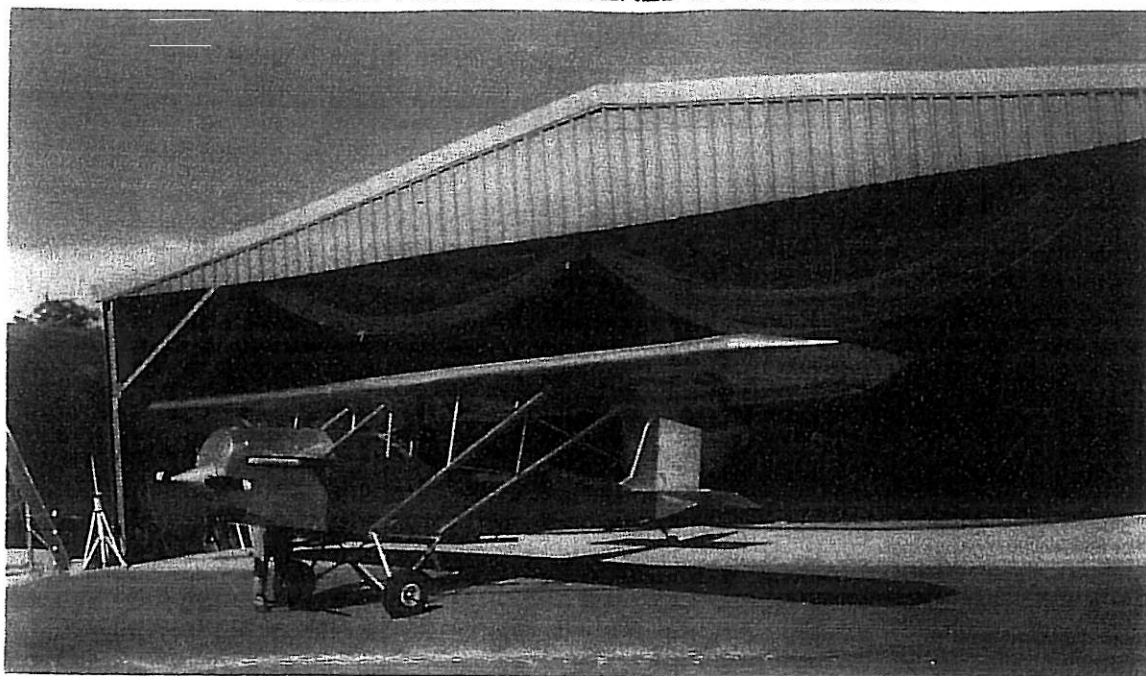
The first engine he tried was a B Ford however he was not happy with it and so he purchased three second-hand P76 engines. This engine he liked because of the light weight of the alloy. He used the same wooden mounts, same starter, alternator, coil, carby and harmonic balancer, then made the prop hub and used a propeller from a 150HP Lycoming engine. The radiator was first of all mounted in the front; however this was not practical as it obscured your vision. So they fitted it flat underneath the engine and also modified the sump to increase the oil capacity.

He started this project in 1970 and finished it in 1977. Toward the finalisation of it he obtained the help of a friend, Evan Davis, who was also a qualified pilot. The aircraft had its maiden flight at a private airstrip called Cranbrook which is situated near Penrith. Evan took off solo and made a successful take off and landing three times. They were both elated at this success. The take off speed was 3,000 rpm, cruise 2,600 rpm, climb 1,000 ft per minute and cruising speed of 70 knots. The highest they went was 7,000 ft.

This aircraft was flown by them for about 300 hours and had over 200 take offs and landings. One day they had a forced landing at a private airstrip at Kenneth near Luddenham when an oil line blew off. Luckily they landed safely. They had many trips to Gunnedah, Coonabarabran, Kempsey and many other country areas.

Steve was a shoe repairer by trade and he virtually built this light aircraft with basic hand carpentry tools, just about all on his own until he met Evan who helped him finish it. His workmanship would have had to be incredibly accurate and precise (image him restoring a Leyland P76). It is a credit to him and I applaud him for his dedication; he had such a big project. He flew the plane and enjoyed it for about 30 years and sold it about two years ago. I thank him for sharing his experience with us.

LIGHT PLANE – POWERED BY P76 ENGINE



The Colour Conundrum.

James Mentiplay is probably one of the most knowledgeable guys anywhere when it comes to P76 and anything to do with them. So not only do we get all the colours listed in the following article, we also get % production figures and time frames in which they were used. Obviously these are Australian figures and there will be exceptions and differences to these in both Australia and New Zealand.

Below are the editors unsubstantiated opinions about some of the exceptions and differences as I see them in New Zealand.

Colours uncommon here in NZ include Country Cream, Hairy Lime, NV Green, Plum Loco and Peel Me a Grape. Of these there are several PMAG cars in the South Island, no one seems to have seen a PL car in years, but there were some, I've never seen an NVG car in NZ. There are a few CC cars still with us but it was always known to be an imported colour. I have seen 1 HL panel in NZ suggesting that there was at least one car. While a lot of the colours were more popular than some if you think back most of the others appeared reasonably frequently.

Other colours we have in limited number which don't appear in James's list include Pimento and French Blue, colours currently represented by good cars in the Club.

Oceanea Green is another rare colour. There was a car in this finish in Whitby near Wellington for many years and I now believe it to be in a member's P76 collection. It was never in the Club while on the road. Gold, Silver and Black cars have been seen over the years but they have all been repaints. I hope you can work out the correct colour of your car from this list.

Nearly all the colours look great when fresh, or freshened, especially B as B, Home on the 'Range (Orange) Dry Red and CC but if you really want to wake up the neighbours, try HL or PL as colours. And don't be put off, you can still find the recipes on your local PPG paint suppliers computer. They are in there under Leyland or Austin or BMC or BLMC but they are there.

"P76 Colours"

By James Mentiplay

The P76 "colour range" has fascinated for as long as I can remember. It is the combination of crazy names given to some of the colours and the wild hues that they came in which intrigue me the most.

In Western Australia we saw very few, if any of the rarer colours such as Hairy Lime and Plum Loco. In my opinion, Leyland's in these colours have an aura about them. The same goes for the Nutmeg and Aspen Green Targa Florio's. Winterbottom's, not Leyland Australia, handled the distribution of the Leyland Targa Florio in Western Australia. It is for this reason that W.A only received Omega Navy Targa's. Hence, I have always had a special interest in the Green and Brown Targa Florio's. It has always been extremely important to me to eventually purchase either or both colour Targa's someday.

So it came to pass that my interest in the Leyland "colour range" should not stop there. As our Club Register of Leyland's grew to several thousand, I decided to examine which colours really were rare and see if my gut instincts were correct.

How accurate could our register be without having every P76 built on record? Taking this variable into consideration, I cross referenced our register at the time it listed only a couple of hundred Leylands to the current spreadsheet of several thousand P76's. At regular intervals in building the data base I completed a chart showing the breakdown of colours and their percentages per model. Amazingly the figures have been virtually identical each time, which leads me to believe that my workings are fairly accurate. In addition, we have collected details of Leylands from every state which provides an even more accurate representation of the P76 build variances.

The P76 was the first BMC/Leyland product built in Australia that was available with metallic paint. However, to date I have no record of any P76 being in a metallic colour until August 1973. As this was the fourth month of production it raises an interesting question mark as to why the delay?

It would appear as if there was some delay due to technical problems, but I have not been able to confirm this with anyone from Leyland Australia.

Most of the colours that a Leyland P76 could come in were new to the range. Any exceptions I have listed in the following table:

COLOUR	INTRODUCED	DROPPED
Chrystal White	1969	1976
Chrystal White Re-Introduced	1978	1979
Country Cream	1971	1976
Dry Red	1971	1976
Bold as Brass	1971	1976

All other colours were still available to Mini owners even after the P76 ceased production. However, they were dropped in 1976 with the exception of Oceanea Green which was only made in small numbers in late 1974.

The metallic colours were available in the Super and Executive models. Leyland listed Omega Navy being only available for the Executive P76, but our register shows a number of Supers (not including Targa's) that were also built in this colour.

On the following pages I have supplied a breakdown of each colour and the percentage built per model. I would like to stress though, that these are not the official production figures, but I do believe them to be very close.

COLOUR	DELUXE	SUPER	E/TIVE	OVERALL
Chrystal White	25.16	16.92	24.16	21.14%
Am Eye Blue	3.78	3.81	2.50	3.54%
Dry Red	5.92	5.55	7.27	6.47%
Home on the 'Range	5.42	5.60	3.05	5.03%
Bitter Apricot	10.52	7.62	6.11	8.30%
Oh Fudge	6.25	4.41	2.22	4.59%
Country Cream	12.33	12.27	12.50	12.34%
NV Green	2.46	1.19	1.94	1.77%
Corinthian Blue	7.23	8.34	4.44	7.19%
Spanish Olive	10.03	10.60	9.16	10.12%
Hairy Lime	0.16	0.47	0.55	0.38%
Bold as Brass	9.37	11.32	6.66	9.73%
Plum Loco	0.49	0.47	0.27	0.44%
Nutmeg	N/A	3.81	6.11	2.96%

Peel me a Grape	N/A	2.38	4.54	1.99%
Aspen Green	N/A	2.86	4.32	2.21%
Omega Navy	N/A	0.59	5.00	1.27%

Please Note:

1. I have not listed Oceanea Green in the above figures because only a handful were built in this colour and it was not available until late 1974 near the end of P76 production.
2. The Nutmeg, Aspen Green and Omega Navy figures do not include Targa Florio's as these were the only three colours the Targa's were available in.

In conclusion, based on our figures it would appear that the breakdown of the 600 Targa Florio's is as follows:

Omega Navy: 440

Aspen Green: 80

Nutmeg: 80

Of interest also, is that almost all of the Nutmeg Targa's were not fitted with factory air conditioning. However, virtually all of the Aspen Green Targa Florio's came with factory air. The Omega Navy versions have a 50/50 split.

Some Unusual Coloured Leylands:

- A) Black Leylands do exist! Our records indicate that four Deluxes and three Executives were built in this colour.

Two of the Deluxes were built for a Funeral Director in Sydney and came down the line in August 1973. They were Column Auto V8's and both are still registered, with one now residing in Canberra.

Of the three Executives built in Black, at least one is still exists and resides in Tasmania. This car was purchased by the Tasmanian State Government for use by the Governor and came down the production line in October 1973.



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 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.



Factory station wagon undergoing restoration

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.

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 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.

This car has now passed into Rod Warrick's care.

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 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 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.

Jilden's car is now back on the road. Refer to SA 4/07 in the Oz Trail.

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 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.

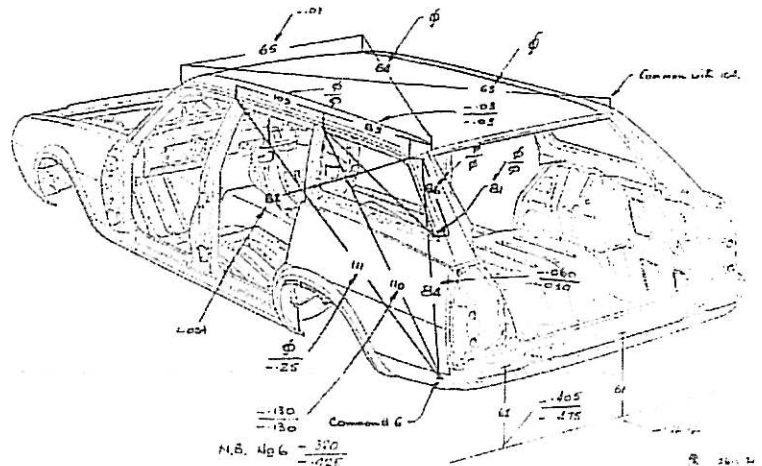
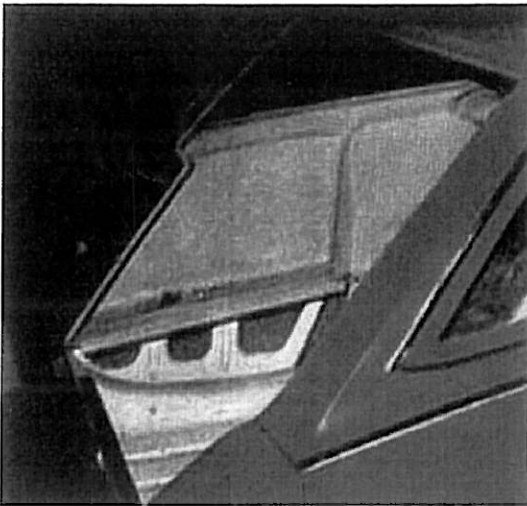
So what engineering challenges would the wagon present? As a stressed monocoque design, I'd be curious to know how Leyland managed to pare down the C pillar and maintain structural integrity, especially as the rear parcel shelf is gone, replaced by a fold down rear seat (visible in the photo below).



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.

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 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,



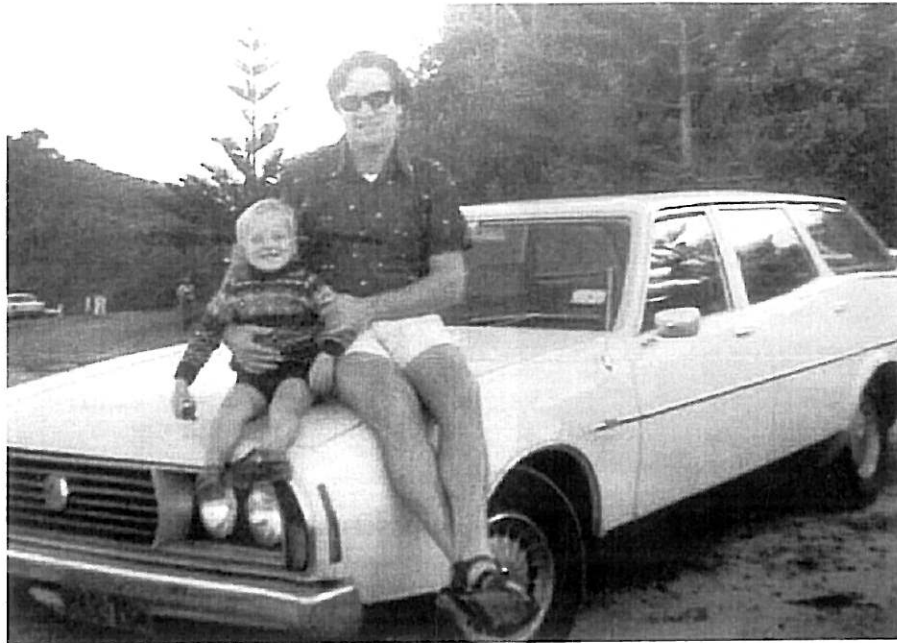
What could have been

(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?

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.

The Oz Trail

Westwords 5/07 Extensive Leyland factory production history and an interview with a local Leyland Parts Manager now retired. This continues the building of Leyland's history undertaken by Gary Mentiplay and other family members.

6/07 Celebrating their Silver Jubilee year Western Australia have listed and described in brief, all the car shows attended since June 1982 at the Causeway Carpark. Great photo layout of the All Australia Day cars with 15 P76's on display. A good effort. Tech tips on front pulleys and fuse boxes also presented.

NSW LP76 CCC 5/07 Good to see you out and about with lots of events to attend. The Mudgee trip caused me to reminisce a lot. I've been to the Gulgong Museum for most of a day! Also been to the Wellington caves twice...simply brilliant, and to the Peter van Gynt winery. Keep active and colourful in your P76's.

6/07 More reports on great events with good photos, have you got a new printer? Vintage Sunbeams are fascinating cars aren't they. Great to see P76 welcomed to all these mixed events. Is the rest of the car world coming of age at last?

7/07 A brief issue with an enthusiastic report on a Holden owners Club event attended by 3 Club members in a range of Leyland's from Deluxe to Force 7V. All makes were well represented from the little Fiat 500 through to the big Ford Thunderbird, along with motorcycles and fire engines.

Queensland 3&4/07 Great to see a P76 win Best British at an all comers car show. Well worth the visit. Lots of Leyland history and info on the P82 that never was.

7/07 Great cover photo showing Neville Humphries receiving an award for the "Best 1970/79 Car in Show" at a Sunshine Coast car Show. No mean feat. Lots of event reports and newsy bits from the committee. Welcome to Ann Mallon, the new Editor and member of the NZ Club from long ago. Ann and Richard now have an Omega Navy Targa Florio, a step up from the Spanish Olive Super they had back here!

Victoria 4/07 Lots of event notices, P pictures and news of parts, cars and repairs for sale or undertaken by or for members. The little things can make a big difference, like a new indicator switch. Beats holding it left! Those old Zetland photos have been around awhile now, but they are still great value. A V8 1800!

South Australia 3/07 That was a surprise, 3 months worth of magazines in one hit. This issue has tech tips, interesting event reports and the invitation to the 2008 National Rally.

4/07 Some photos of the Rod Warrick car collection including lots of P76's, a Force 7V, station wagon replica and a Triumph Stag. Jilden has his station wagon back on the road "with new engine, 4 spd auto, power steering, cruise control, car phone kit, brakes and all the other stuff needed to reverse 4 years of neglect" A confession from a good keen man.

5/07 Further adventures in the Secretary's P76 restoration. Where does it end? An oft asked question! Make sure you check the C pillar Rubber seals. Water entry tech tips and an offer to supply "The Carmakers", a promotional CD on P76 production.

P76 P76 P76



P76 P76 P76

REGISTRATION FORM

NATIONAL AGM MARCH 14 -16TH MARCH 2008 TO BE HELD at REEFTON

NON MEMBERS WELCOME

OWNER/MEMBERS NAME:.....MEMBER: YES/NO
(OR NON MEMBER) (Preferred first name) (Surname)

SPOUSE/PARTNERS NAME:.....MEMBER: YES/NO
(Preferred first name) (Surname)

ADDRESS:.....PHONE:().....

REGISTRATION FEE: **\$100.00 per person** (Includes Saturday evening meal, complimentary Cap & Deposit on Accommodation)

(\$50.00 per person if accommodation is not required)

Full social activities planned for the entire weekend (ladies and children included)

ACCOMMODATION: Accommodation will be at the Dawsons Hotel Reefton

Above accommodation available on first in first served basis.
Other accommodation can be arranged if required (Price on application)

For those requiring accommodation we need to know the following:

NO. of adults.....NO. of children.....NO. of nights.....Share unit YES/NO

ARRIVAL BY: **P76 PLANE TRAIN OTHER** (PLEASE CIRCLE)

TRANSFERS: On your arrival in Christchurch do you need to be met and transferred to your place of accommodation? YES/NO
(If yes, please advise us of your expected time of arrival as soon as possible)

REGISTRATION FORM AND DEPOSITS MUST BE RECEIVED BY 31 JAN 2008

POST TO: **Fleming Biddick (Canterbury Branch P76 Owners Club)**
5 Patterson Terrace. Halswell 8025
CHRISTCHURCH (For further information contact Fleming on (03) 322-9397)