

Anything But Average

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Official Publication of the P76 Owners Club of Victoria Inc.

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA (IAN-AO019822)

This publication is not for sale to the general public and is only available through membership.

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Cover: from Modern Motor Magazine, " P76 ROAD TEST" JULY 1973

Editorial

Another great day at hanging rock! Six cars in attendance, Trevor Brown with his immaculate super, his dad, Peter with his white deluxe six that he has had from new, my Spanish olive super, David Walkers Oh Fudge super six, Joe Blitz with his super six and Chris Bain with his hairy lime super.

I got there and talked my head off to anyone and everyone for about two hours and in the process should be picking up two new members, and found out about two V8 supers for sale in central Vic, a white 4 speed and an NV Green column auto. Great day!

The **nationals** are now full speed ahead I urge you to get in quick and book your cabin! For details see the letter Ken sent you.

Some of the events :

General Car Display – To be held if possible at Eastern Beach

Show bags

Convoy down the great ocean road to Lorne – Mystery Drive

Films

Parts sales / Swap Meet

Tech talk.

History talk

Visit to National Wool Museum; Ford Discovery Centre; Geelong Naval and Maritime Museum; Wineries

Final Dinner and Presentation Night (RSL)

Lots, lots more – details to come as they are finalized.

Well worth the trip this will be a once in a lifetime experience not to be missed, with the best P76's in Australia in attendance (with their owners of course) and **it's in our own backyard!!!**

Car watch...our very own Rod Warrick in Western Victoria has pulled off the coup of the century purchasing Warreyk Williams "Bold as Brass Force 7, Targa, p76 "general P", a beautiful low k white super and the aspen green reproduction wagon (originally built by Rods cousin in Mildura)...Rod has these cars on display and I can see a club trip to Nhill being organized sooner rather than later...good on ya Rod... **that's TWO force 7's in Victoria!!!**

Club plates:

We have 5 or six cars in the club at the moment on historic rego... why not try it...instead of letting the rego go on the old P and it becoming one big problem....put the car on club rego before the full rego runs out! This is better than letting the old girl run out of rego and rot in the garage!

The cost of one years club reg is about \$100.....great savings!!!

Details of how the club plate system operates now, and under the new legislation will be the subject of an article in the next magazine

Our thanks once again to Ken Western for printing this magazine. The high quality is great as are the colour pictures. The time and effort are considerable but the results are worth it

Michael

Future events



Indicates a P76 Car Club Function

British and European Car Day

4 March 2007 ring Mick if you want to go!



Test and Tune Day April – Date and Venue to be advised



**May Event: AOMC National Motoring Heritage Day
Sunday 20th May 2007. This will be a President's run to
Ballarat.**

Melbourne Members:

Meet at the Mobil / MacDonalds Service centre on the Western Ring road Northbound at 9.30 am. Plan to leave at 10.00 a.m. Club will stop at the Ballan BP Service station on the Western Highway for refreshments, and to meet with any country members that wish to join the club on its way to Ballarat.

Expected arrival time Ballan – 10.30 a.m. Departure Ballan 11.00 a.m.

Club destination in Ballarat – to be advised. We hope to be allowed some space in the Sovereign Hill car park. The club will bring the BBQ but it is BYO food and drink.

Non Melbourne Members:

Meet at the MacDonalds before 10.00 am, or in Ballan before 11.00 am; or we will see you in Ballarat.



**Sandown Australian Classic Car Day, 18 June 2007, Sandown Raceway Show Grounds. This is a big one so polish up the P76 and join us.
Meeting place and time to be advised.**

For Sale...CARS

NEW.....Two super V8;s white with 4 speed and nv green column shift auto, central vic. No reg \$2000 the lot with a mass of second hand spares both cars under cover deceased estate ring John Boyer 03 54721663 **not** after 8.30pm at night.

REDUCED PRICE!!!! **Brian needs some room in his garage car must go!!**

Six cylinder column auto deluxe bold as brass front deluxe black buckets one owner last 30 yrs no rust gas shocks 160,000 km ring Brian Kneebone \$1,500 03 9787 6097

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

1974 country cream deluxe 4 on the floor V8 , IBC933, engine number 44081146, after market air, super grill, fair imperial leather interior, fixed buckets, tow bar, LSD, George Hammond Bairnsdale 03 51523953

1974 t-bar super six bold as brass p76076 E4S3A26 8-74 18065 excellent condition 109k since new outstanding example both inside and out, engine great, auto trans not so good \$7,000 ono ring norm southern suburbs Melbourne 03 9546 3127

1974 country cream super 4 speed six superb vehicle in every aspect nothing to spend multiple prize winner ring Joe Blitz 9379 4583 or 0407 823857 \$7,500

V8 Exec brown with parchment interior previous concourse winner on gas RWC lrl919 \$6,800 ring Howard on 03 9782 5777

Nutmeg Targa not much known about car owner says recent respray \$1500 GEELONG AREA 0418 561043

For Sale...PARTS

Radiator mount bushes \$18 set, Headlight switch new \$30, LH Lower control arm new \$150 Handbrake cable (long) \$15 Petrol cap new \$25, six cyl fuel pump \$60 new, steering column lower bush new \$25, Ring Mick Clarke 03 97294005

New engine still in crate..V8..\$5000, also cars: blue targa exterior surface rust, bold as brass auto super V8 good nick Eric Johnson 03 97621248

NEW Targa caps and badges, ring the S.A. club GEOFF CUTTING 08 82703799.

WANTED

Imperial leather front bench seat. Mick 03 97294005

Road going Leyland P76 V8 auto, very good condition with little to do, no rust or very little, roadworthy, ring Ian Cranney 03 54496977 or Mark Behr 0400734387

Australia Day RACV and Federation of Veteran, Vintage and Classic Vehicle Clubs Historic Vehicle Display

To celebrate Australia Day I was fortunate enough to take my V8 1973 Bold as Brass Super to the "Historic Vehicle Display" held in the Kings Domain in Melbourne. The weather was perfect – about 26 degrees and Sunny all day. We arrived at the Kings Domain just outside of the Governor's residence at about 10.00 a.m. There were hundreds of Veteran, Vintage and Classic cars taking part covering the years 1910 to 1978; Buicks to Mazdas; but only one P76.

The venue was terrific, as the cars were spread over quite a large area, and parked under trees on the normal roads that run through the park, not in rows, as is the norm. Owners picnicked near their cars sitting on the grass under the beautiful trees.

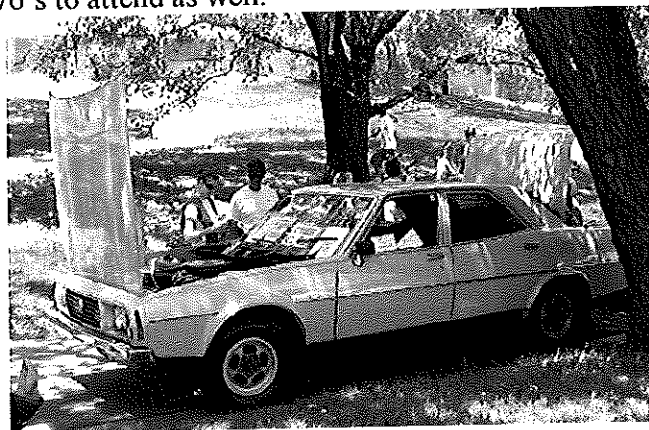
The organization and running of the event were extremely well done with good security for the cars. The RACV and the Federation should be congratulated for their efforts.

There were hundreds of people from the general public viewing the cars; walking through the park admiring some fantastic motoring history. The P76 came in for a lot of positive comment, and was greatly admired. Especially the 44-gallon drum that I had in the boot, painted in Bold as Brass colours! I had printed off a brief history of the car, and also brief comments about each of the P76 models, and placed them on the bonnet so that they could be read. These all came from our website and were originally written by Rick Perceval. Many people stopped and read these, and a lot of those then asked questions, and told of their experiences with the car – it seemed as if everyone in Australia had either owned one at some time or their father did! And they all heaped praise on the P76. I have a sticker on one window that proclaims that the P76 was the Wheels "Car of the Year" in 1973, which also drew a lot of surprised comment.

There were literally hundreds of people that took pictures of the P76, so we certainly were given a lot of attention. It pays to advertise!

One thing I did learn. The club should only ever send cars that are in really nice condition throughout, including clean and well-painted boots and engine bays. It makes a huge difference to the comments by the public. There were a couple of cars at the show that were in very ordinary condition, and these drew some very adverse comments from the passers by.

All going well, I would certainly like to enter my P76 in this event again next year. It would be great if we could get a couple of other P76's to attend as well.



My Battle with the Brakes part one.....

I have always been a bit fearful of doing up brakes and have consequently paid through the nose every time I have had them done.....recently I practiced on my wife's Tarago first changing pads....later discs....and when I did the discs I noticed a little brake fluid oozing out past the caliper pistons... (by the way the discs were DBA and you can buy brand newies for the P if you want)

As my family was going away this preyed on my mind and I resolved to tackle it and with Marcus "truck boy" Kneebone encouraging me (from afar) I whipped the calipers off (3 bolts) and set to work...it was all relatively straight forward the trick was to use compressed air to get the pistons out, clean everything with metho, and lubricate everything with brake grease before putting back together....and of course, follow the instructions....

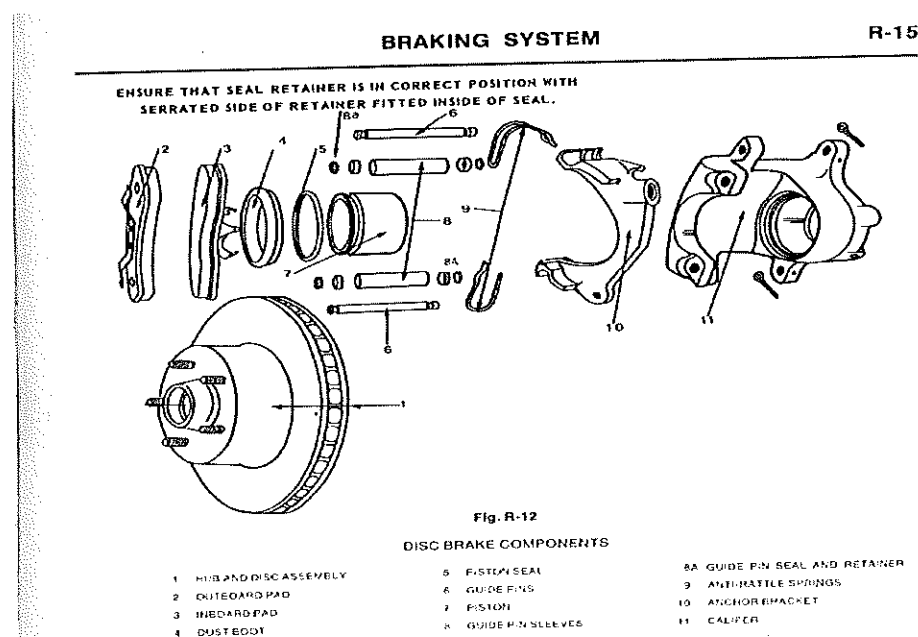
Totally emboldened a week later I decided to do the same to the P, both master and calipers...of course it's been a while since I took an old master cylinder off and forgot how easy it is to strip those little 5/16 nuts holding the brake lines in...grrrrr. Martyn "paper cuts" Hayes mentioned pipe spanners would do the trick so I whipped down to the local Chinese import shop and found 'em...ring spanners with a gap in the ring! You beauty!

Everything went well after that...unbelievable how much crap collects in the master cylinder and calipers, put the kits in, everything back on, desperately trying not to cross thread those same 5/16 nuts going into the master...

Bleed the brakes...nothing happening no brake fluid coming out the calipers or rear cylinders...quick call to Marcus and he recommended take the master back off and prime it, fill it and then pump the piston in and out until it starts exiting the brake fluid at the right points. Needless to say this worked! All back on the car...

Bled the front then the rear...interesting the rear nothing coming out the bleeder at all until I had a scratch around in there with a piece of wire to clear it out.... Then some nasty black stuff!

She has come up quite nicely except there's a fair bit of travel....which leads me the rear brakes...next months edition..... **My battle with the brakes part two!!!**



Michael Clarke

AM-EYE-BLUE six in trouble!!

I checked the oil on old reliable the other day...a small top up required doesn't really use much oil for a car, which blows a cloud of blue smoke on start up!

After a fair bit of driving some at speed that day I noticed a sudden roughness at idle...something I hate! I took it easy from then on and next day took the car down to the local transmission place that had recently done the auto, thinking it would be a torque converter problem.

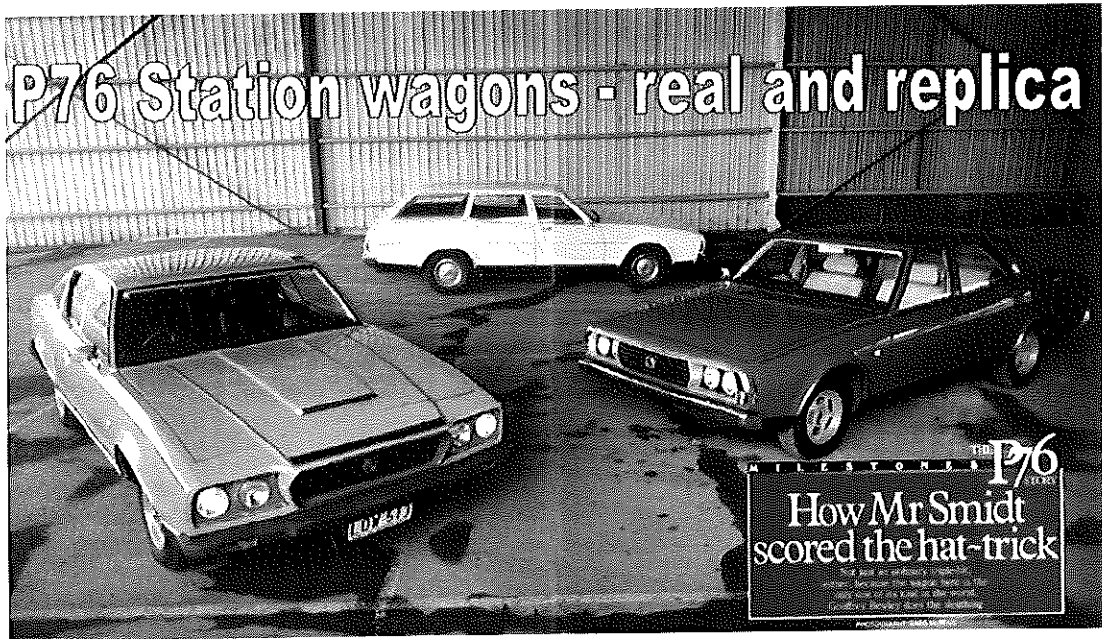
The mechanic had a listen....then asked me to switch her off and check the dipstick...hells bells no oil! It seemed to be coming out the breather....how could this be? I cleaned her down and had another look...nothing to see at idle but when I gave her a rev air was being blown OUT the breather at high pressure, and no doubt taking a fair bit of oil with it!

A quick call to David "air tools" Walker diagnosed the problem as most likely blown head gasket, as the sump was being pressurized by air from the combustion chamber(s). Thanks "air tools"!

Let this be a lesson to all six owners out there... wherever you may be!

Michael Clarke





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.



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.

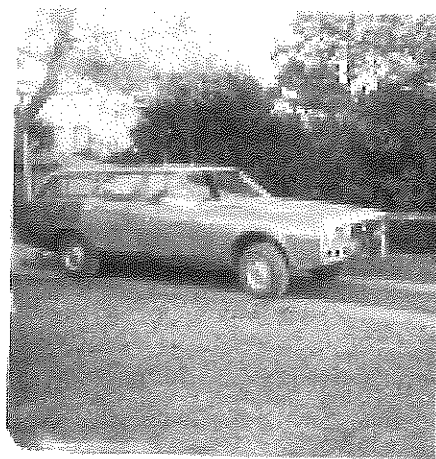
As time permits Joe will paint the factory station wagon and complete the restoration.

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

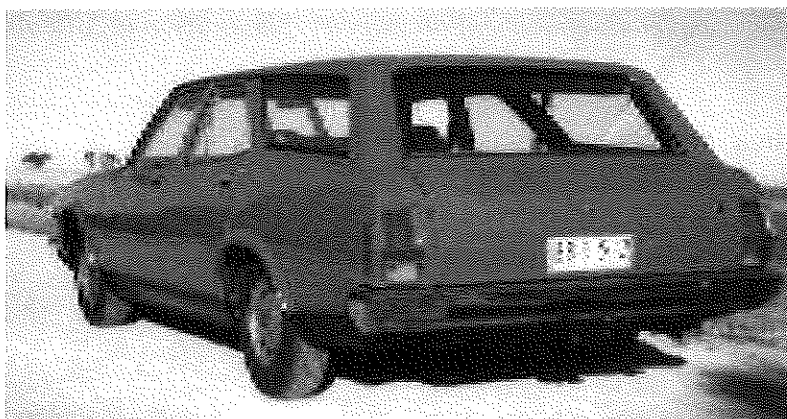
was one-piece and lifted up with an electric rear window operated by a key switch in the centre of the drop-down tailgate.

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 concourse winning Aspen Green Targa Florio) and

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



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

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

Replica Two - Jilden Reichardt

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

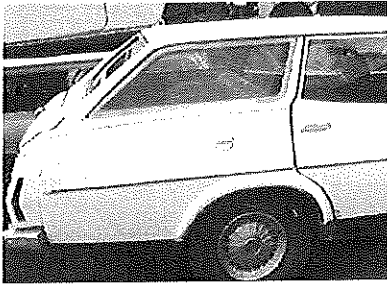
Comparing the real with the replicas

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

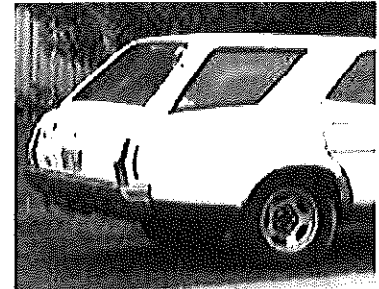
looks better than the replicas use of the sedan C pillar. Replica one came closest to the factory C pillar shape.



Factory 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.

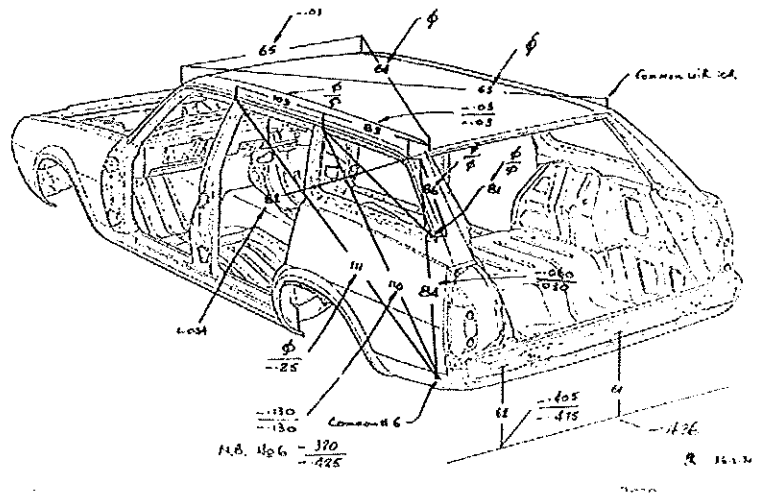
So what engineering challenges would the wagon present? As a stressed monocoque design, I'd be curious to know how Leyland managed to pare down the C pillar and maintain structural integrity, especially as the rear parcel shelf is gone, replaced by a fold down rear seat (visible in the photo below).



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

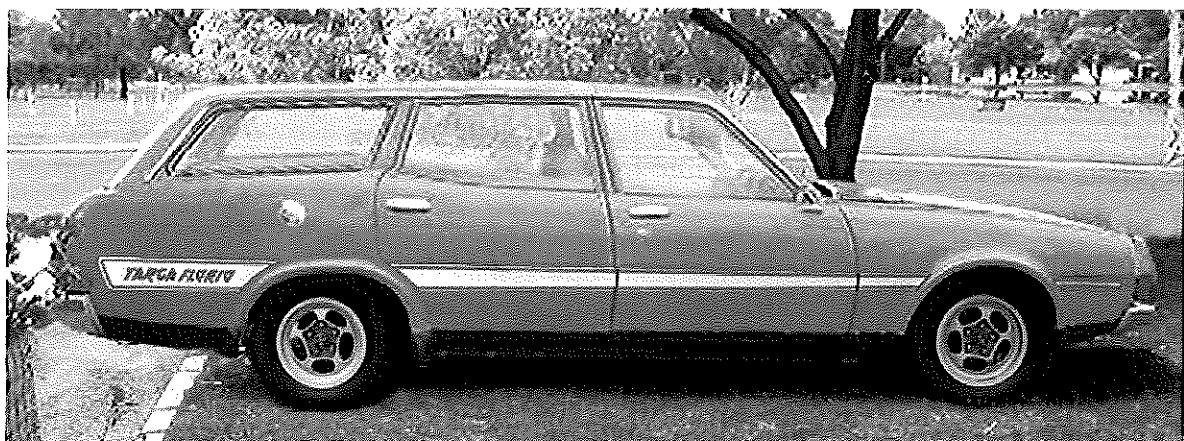


shelf. Hal Moloney advises that this is a gusset panel, and was fitted to the two wagons constructed in the experimental department, and the production chassis. It can be seen (concealed by trim) in the factory photo above.

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,



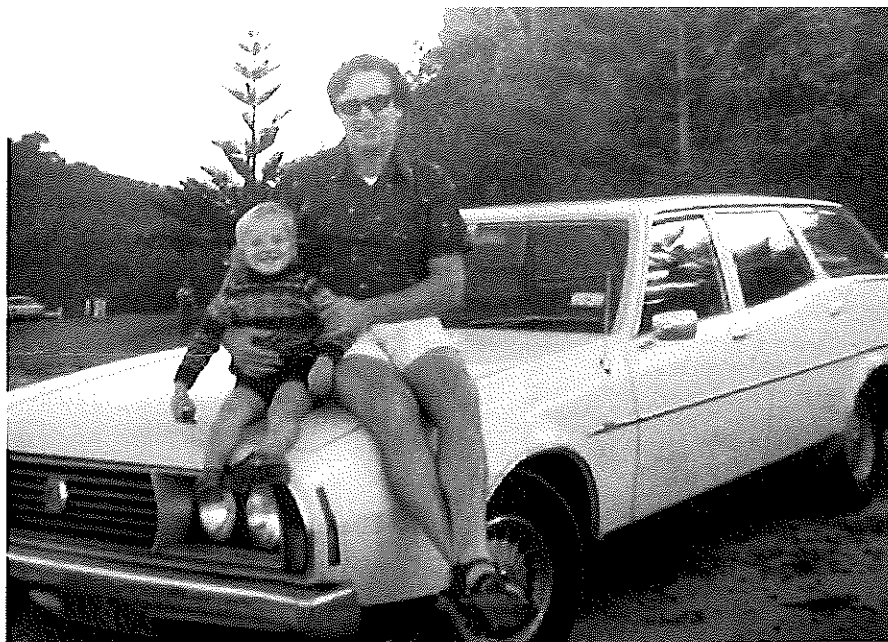
What could have been

(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.



From the President's Desk

February 2007

Hello to all our members and enthusiasts alike . Most of you would know that it has been some time since I last wrote a "Presidents Desk" and for this I must apologize but some significant changes in my life have demanded my attention elsewhere. I would like to thank those of

you that have been patient with my unfortunately slow response to some of your ideas and questions but I hope to clear the backlog in the next few months. This year is a year of great change for both myself and the club and with it comes the need for some adjustment but I for one are very excited about the year ahead.

I would like to take the time to congratulate your committee as there has been times they have needed to function without your president as I have been unavailable. All of the committee have done outstanding jobs and many forward thinking decisions have been made in my absence. CONGRATULATIONS ON A JOB WELL DONE – don't be afraid to applaud them.

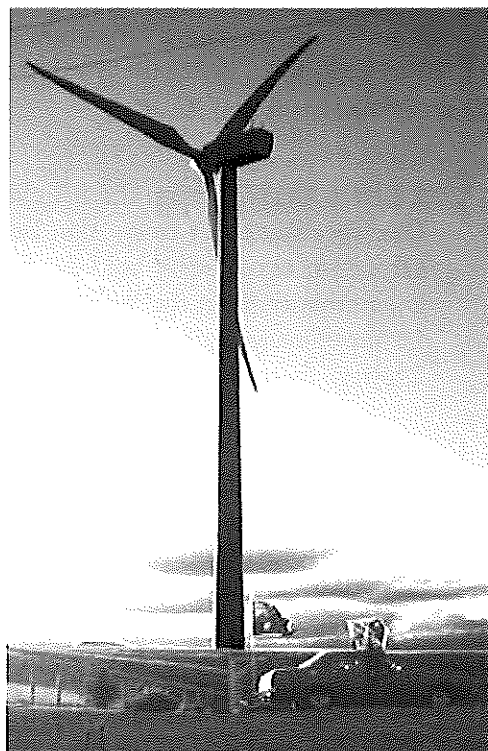
The committee have made great savings in the area of mag production but of course this has created some teething delays as all the bugs are sorted out. Color is starting to make an appearance in the mag on a regular occasion and we are working toward the fully electronic creation of the mag and this is hoped to give us more flexibility with our printing options.

The coordination and purchase of NOS parts and the subsequent sale to our members has seen the clubs finances increase and this will presents us with greater opportunities to increase services to members and promote the club and the nationals .

The nationals are progressing well with Ken Westernn at the wheel and the bookings for this event are filling fast so you need to start shining your chrome early .

Australia Day

Well .. having set the standard for Australia day last year I could hardly let it pass uncelebrated. My Australian flag was first put on the car last Australia day and has been on it for a 5500km trip to the nationals and QLD and every club event since. This year I placed three flags on the car and leisurely drove to Yarram in Gippsland . The top photo is my P76 on a hill overlooking Wilson's Promontory and the lower one is in front of one of the wind powered electricity generators in Toora in Gippsland ... Enjoy Rick



- Rick extended his apologies to the club as due to work commitments and family life he has been slow to respond to letters received and has been unable to provide much time for club affairs.
- Club website still being updated.
- Looking forward to a year of great change.
- Presidents report being typed up.

Vice President:

- Ken is in the process of writing a report on the Australia Day RACV Car show he attended.

Treasurer:

- Silvia provided a detailed treasurers report.
- A new Bendigo Bank Account has been opened for the club, funds from the old Westpac account to be transferred and the account closed.

Editor

- In the absence of the Editor no report was submitted.

Parts & Tec

- Marcus would like to remind club members that all parts inquiries are to be submitted to him to provide quick and efficient service.

Registrar

- Martyn provided a detailed Registrars report.

Secretary

- Two stubby holders sold.
- Stubby holders **\$10.00** and Caps **\$15.00** (Caps incorrectly priced at \$20.00 as printed in last months mag)+ P&P still available, Contact David.
- Attended Australia Day RACV Car show and meet up with Ken, had a great day and hope to see more P76s attend next year.
- Quote for new club stickers to be acquired.

6. General Business

- Ken to investigate alternative front and back covers for the club magazine. Kens daughter Ami will provide some new artwork and fresh ideas to spruce up the magazine.
- Marcus to acquire the peoples choice award and have changed to the Jim Wallace memorial trophie.
- David to respond to the letters from the AMOC.
- Next Presidents run on the 20th May to Ballarat, David and Rachel to look into a venue and accommodation.
- The Committee is instigating an open registrar to make the clubs database available to all P76 clubs around Australia.
- Rick to determine date and venue of the Test and Tune day – most likely at the Rover Centre

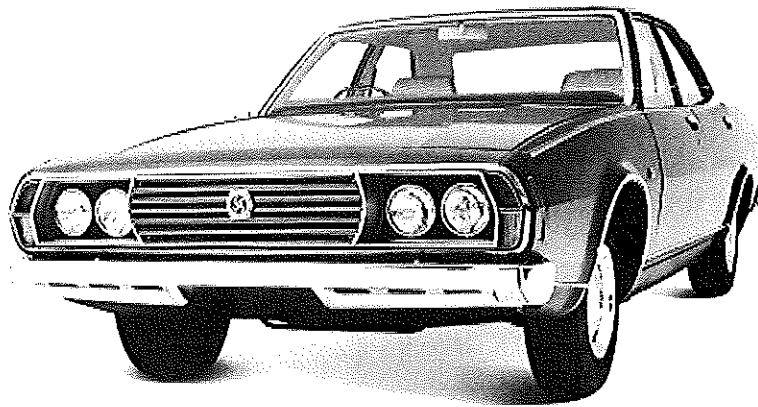
7. Close of Business

The Meeting was closed at 10.20pm

The next committee meeting will be held at David & Rachel's house on the 5th March starting at 7.00pm.



Leyland P76



“Henry Ford’s model T has been voted car of the century. Yet the standout candidate did not even rate a mention.

Organisers trotted out plausible justification for their choice: its assembly line production and affordability for the masses.

But these are trivial innovations compared to the edge of the seat excitement and red-hot flair of Leyland’s
P76”

The Australian – date unknown.

Join the Leyland P76 Owners Club of Victoria; we will assist you to acquire one of the classic cars, and also to maintain it. The club is a source of tech tips; parts and social get togethers to celebrate this great Australian historical car. Call Michael on 97294005 for more information.