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**Leyland display
BMC Day 2008**

OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB
OF WA

Leyland P76

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division) Inc.

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General Meetings are held on the last Wednesday evening of every month at 7.30 PM (unless otherwise notified). The Meetings are held at Unit 4 - 9 Yampi Way, Willetton.

The **AGM** is held in July. For dates of club meetings and events, refer to the Coming Events section of this newsletter.

CLUB COMMITTEE FOR 2007-2008

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<u>Vice President:</u>	Dennis Woodward 9397 0402
<u>Secretary:</u>	George Garofallou 9359 3673
<u>Treasurer:</u>	Tony Moisley 9350 6528
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In regard to products, services and/or procedures which are either advertised or mentioned in this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements. The Leyland P76 Owners Club of Australia (WA Division) Incorporated cannot accept responsibility for any product or service statement made herein, and the opinions or comments from any contributor are not necessarily those of the club, the committee, the members or the editor.

Front Page Photo.

Some of the cars on display for BMC Day

Photo: Nick Gye



BURGER RUN



JOIN THE CLUB FOR A
CASUAL TWILIGHT CRUISE.

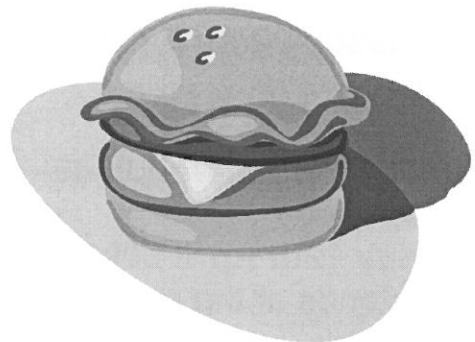
MEET AT HAMBURGER HILL IN
VICTORIA PARK NEAR THE BURSWOOD
DOME AT 6PM.

THEN WE WILL HAVE A CASUAL CRUISE
TO OUR DINNER DESTINATION
ALFRED'S KITCHEN IN GUILDFORD

BRING YOUR FAMILIES AND THE CARS
OUT FOR A GOOD NIGHT OUT.
THE BURGERS ARE THE BEST!!!

HOPE TO SEE YOU THERE

FURTHER INFORMATION
CALL GARY MENTIPLAY
ON 9497 7754



COMING EVENTS



Saturday January 10th 2009

Burger Run.

**Meet at 6pm in the Hamburger
Hill carpark**

**General Meeting
Wednesday 28th January 2009
7.30 pm
At Writegear**

2008

Coming Events

Saturday January 10th 2009– Burger Run. Meet at 6pm in the Hamburger Hill carpark and end up at Alfred's in Guildford for dinner.

January 17th and 18th 2009– Motorvation.

Wednesday 28th January– General meeting at Writegear 7.30pm

Saturday 14th February- Big Al's Poker Run. Burswood Park, Show and Shine 10am to 4pm. Poker run 4pm to 6pm. BBQ and Band at the end of the run til late. Entry fee applies. Great fun day

Wednesday 25th February 2009– General Meeting at Writegear 7.30pm

Sunday 15th March 2009– Classic Car Show at Whiteman Park

Sunday 12th April 2009– All Aussie Day Waroona

As it stands at the moment All Aussie Day falls on the Easter long Weekend!

SNIPPETS

Brett recently sourced a variety of parts for the P76 from Clark rubber such as boot seals, bonnet bumper stops, door seals bailey channels, bushes, clips and fasteners etc. He has a complete list of parts and prices which I will run in a later edition but if anyone is interested please contact Brett on 0447788018 and he can give you the part numbers

P76 Books

The P76 book that I had been advertising in the magazine a few months back are now available.

If you would like to purchase one please contact James by phone or email

They are \$85.00 each.

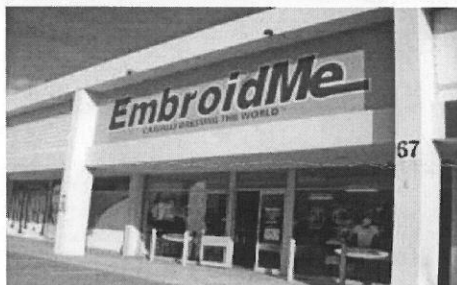
TRAX Models

Trax has recently released the latest P76 model, it is a 1974 Leyland P76 Targa Florio in Aspen Green

The models are 1:43 scale and are \$39.95.

They only make a set amount so be quick before they are all snapped up.

They can be ordered Through the following website
www.topgear.com.au



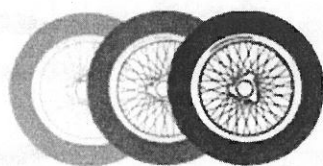
James has been in contact with EmbroidMe and we can now get our club logo put onto shirts, jackets and other clothing. The store has a range of clothing so you can pick something from their range or supply your own shirt and they will put the logo on it for you for \$7.00.

EmbroidMe
Unit 3, 71 Mc Coy Street
Myaree
Ph: 9317 1333



Club Plates

Phone James on 9457 7077
(work) or 9394 0152 (home)
for more details.



**COUNCIL OF
MOTORING
CLUBS OF W.A. (INC)**

ABN 58352277045

CALENDAR OF EVENTS

As at October 21 2008

2008 2008 2008 2008

- November** 2 Fabcar 1-Day Touring Road Rally - AEM (www.classicrally.com.au)
9 Brockwell Memorial Run - to Whiteman Park
23 Fiat Lancia Car Day - GO Edwards Park, Burswood (www.fiatlancia.org.au)
23 GM Owners Day - Steel Blue Oval, Bassendean
30 Vintage Stampede - Barbagallo Raceway (VSCC - www.vscwa.com.au)
- December** 15 Council of Motoring Clubs General Meeting

2009

- February** 7 British Auto Classic & Gourmet Wine & Food Fest - Donnybrook Amphitheatre
15 All Italian Charity Superkhana (www.classicrally.com.au)
15 Northam Vintage Swap Meet - Northam showgrounds (AVVVA)
16 Council of Motoring Clubs General Meeting
22 All Italian Car, Bike & Scooter Day - Technology Park, Bentley
- March** 15 Classic Car Show - Whiteman Park
- April** 9-13 Austins Over Australia national rally
20 Council of Motoring Clubs General Meeting
TBA Classic Challenge Touring Road Rally - AEM (www.classicrally.com.au)
TBA Northam Flying 50 round the hoses - Northam (VSCC - www.vscwa.com.au)
- May** 17 National Motoring Heritage Day
17 British Car Day - Gingin
31 Albany Classic round the houses event - Albany (VSCC - www.vscwa.com.au)
- June** 15 Council of Motoring Clubs General Meeting
- July** 3 CMC Quiz Night (Mercedes-Benz Car Club of WA)
26 German Car Day - Northam (Mercedes-Benz Car Club of WA)

General enquiries to Council of Motoring Clubs of W.A. (Inc) Secretary, Peter Taylor on 9343 4605 pcwh@bigpond.com

Visit the Council of Motoring Clubs website - www.councilofmotoringclubs.asn.au

A comprehensive calendar of motoring events can be found at website: www.classicrally.com.au

NOTES:

1. This page may be published in your club magazine.
2. Details are subject to change without notice and no responsibility is accepted by the Council of Motoring Clubs of WA (Inc), its member clubs or its servants for incorrect information.
3. Updates and additional information should be directed to Paul Blank on 9271 0101 or paulb@classicrally.com.au
4. CMC Website enquiries to the Webmaster via www.councilofmotoringclubs.asn.au

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division) Inc

Minutes of the General Meeting: 26th November 2008

Location: Willetton

Opened: 7.47 PM

Attendance: as per the Attendance Book

Apologies: George Garofallou; John Metcalf; Roger Patten-Williams; James Long; Andy Renn; Matt Renn.

Minutes of Previous Meeting: (Oct 08): Read by Gary Mentiplay. Moved by Tony Moislely, seconded by James Mentiplay that they were an accurate record. Minutes accepted and passed by Meeting.

Correspondence: CMC re Classic Car Show; All Aussie Day Waroona; Northam Swap Meet; CMC Minutes; Membership renewal from Jason Birmingham; Magazines from: SA P76 Club, VIC P76 Club, Mini Owners Club.

The President informed the Meeting of contents of all correspondence.

Treasurer's Report: The Treasurer gave an up to date account to the Meeting.

General Business:

Concessional Licence: Dennis Woodward has applied for the transfer of Concessional Vehicle Licence for the ex-Bill Brain white Executive. Dennis has now purchased this vehicle. The application was unanimously approved by the Meeting.

Club Shelter: Brett Shea raised the idea of replacing the club's now defunct shelter, for use at displays, etc. Prices range from around \$400 for a suitable shelter – Brett will check the prices and what is available, and report back to the Club.

New P76 Book: James Mentiplay informed the Meeting that the bulk order of Gavin Farmer's new P76 book will be available to members at the next Meeting on December 17th. Members wishing to purchase a copy are requested to bring their payment on that night.

Xmas Meeting: on December 17th, will feature a sausage sizzle and a few drinks. Gold coin donations from members will be appreciated as a fund-raiser.

Busselton Car Show: on Sunday 30th November 2008 – there will be approx four P76s from our club in attendance.

Technical: Brett informed the Meeting that he has located a new part for the 4 speed manual gearbox – the locking ring that holds the gear lever intact into the extension housing – he will print full details in Westwords.

Committee Meeting: will be held sometime in January 2009 – the President will contact committee members with details.

Meeting Closed: 8.55 PM

Following the Meeting, NSW member Warrewyk Williams gave an informal talk on organizing publicity for local club displays, etc. Warrewyk was in Perth on business.

PRESIDENTS REPORT January 2009

Gavin Farmer's excellent new book on the Leyland P76 is now on the market. It is available in either a special limited-edition leather bound version, or a standard cover. I have already purchased one of the leather-bound editions (only 100 are available), and I am very satisfied with the book.

It is lavishly illustrated with many colour and black & white photos, many that have not been published previously. Gavin has done a superb job in bringing the whole P76 story to life in the pages of his work, which covers much of the post-Second World War history of BMC in Australia. He has managed to uncover many facts from the people that were intimately involved with Leyland during the 1960's and 1970's. The book is not just for P76 enthusiasts – it is an important addition to the book shelf of anyone interested in the automotive and industrial history of Australia.

If you regard yourself as a P76 man, then you really cannot miss out on buying a copy. Believe me, the P76 book represents excellent value. Motoring books are not in the same price category as books on the latest fad diet or cooking recipes. If you visit a motoring book shop, or regularly purchase motoring books (as I do), you will know what I mean. You are not going to get a decent motoring book for \$20 or \$30 (which means you have to get the wallet out of your pocket, you tight arse !). Gavin's book is only the second ever published on the P76. It will probably be the last one on the P76 for a very considerable time to come. Let's be honest – the P76 movement

is fairly small in comparison to some other car club groups around Australia. So...the message to all keen P76 people out there is.....GET IN NOW AND GET YOUR COPY !

The next P76 National Meeting is scheduled for Easter (April 1st to 5th) in 2010. It will be staged in the Hunter Valley region, and is being organized by the P76 clubs in NSW. Although 2010 may seem a way off at this stage, you should keep in mind that it is now only 15 months away.....and that 15 months will go real quick. So you should already start thinking about transport, time off work, money, etc, etc. A group of people sharing the same car for the trip over is probably the cheapest method, although flying takes less time for those with work commitments. The 2010 Nationals will be a big event, and hopefully they will get the full support of the P76 movement all around Australia (not all of the clubs are as far away as we are).

Once again, it will be very important to book accommodation early, if you don't want to be sleeping in the car at night. Full details of the 2010 Easter Nationals will be advised in Westwords, as they become available.

I hope to see as many members as possible on our upcoming events in the early part of 2009. Our Burger Run (details in Coming Events) has been scheduled as a twilight / evening cruise, so hopefully we should enjoy a balmy night. This is a family event, so bring the kids, mates, or whatever. It is another chance for us to show the general public that the P76 is still alive and well, and still very much loved.

Gary Mentiplay

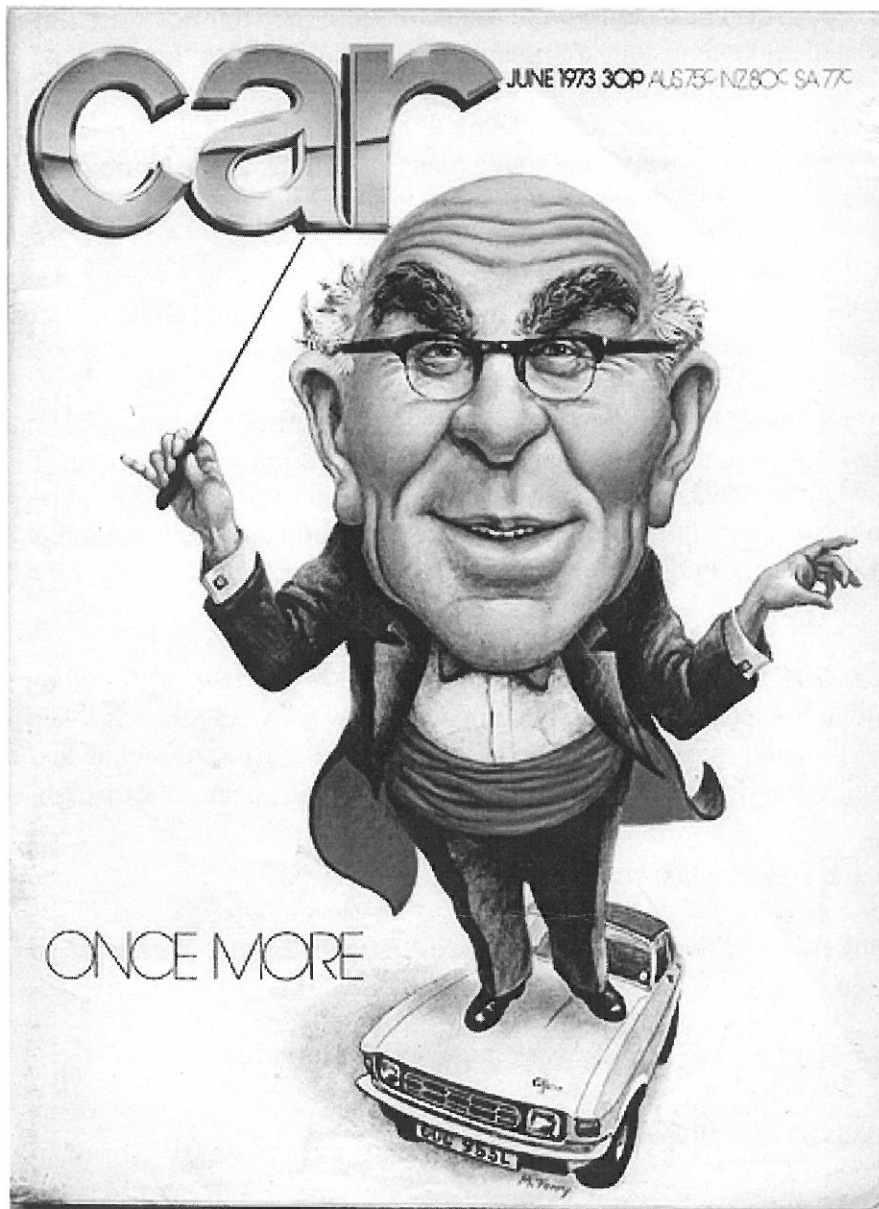
garymentiply@bigpond.com

Lord Stokes – an obituary.

Damien Haas

When Leyland P76 owners defend the integrity of their car from the great unwashed, who still insist (thanks to persistent and ongoing negative media propaganda) that the P76 was the car that sent Leyland Australia broke, they can easily point to British Leyland (BL) as the culprit. Lord Stokes was the head of BL when the decision to close Leyland Australia's manufacturing capability, and sell all the assets to the Australian Government, was made.

In 1968, the then Sir Donald Stokes, who died in July this year aged 94, was given a key role in trying to turn round the ailing British car industry. He had just become chief executive of British Leyland Motor Corporation (BLMC), the flagship company created from Leyland Motors and British Motor Holdings (BMH).



This marriage was not one made in heaven. The Labour government of the day had already nationalized most of the failing British car industry and formed BLMC. Leyland was a profitable company, which had started to expand from its solid history in buses and trucks, to incorporate passenger car manufacturing with the acquisition of Standard and Triumph in the early 1960's. The idea was quite simple: merge Leyland and BLMC and let the competent management of Leyland turn around the fortunes of the merged entity.

It didn't work. The British car industry faced enormous challenges and was uncompetitive with foreign imports. There were too many factories, spread all over Britain, building too many cars for too few buyers. The designs were old fashioned; the factories were falling down and using outdated and exhausted equipment. The biggest problem by far was industrial relations. This last factor was further complicated by a Labour government in debt to the union movement for its existence, and a desire to maintain jobs in the British car industry at any cost. The Labour government made many directions to the board of BL that interfered with plans to improve the business and make it competitive with imports.

By 1970, the merged Leyland/BLMC produced fewer cars than when they were separate companies back in 1967. This was due to government interference, high production costs, falling sales, unappealing designs and rolling strikes halting production.

In 1974 the company was close to collapse. In June/July 1974 Lord Stokes sought a one hundred million pound injection of capital from the British Government to stave off the inevitable. This was when the decision to close Leyland Australia was made. With the parent company bleeding to death financially, money was needed as soon as possible. Leyland Australia was closed, the assets sold and the money went back to England to temporarily save BL.

Lord Stokes remained with BL, finally leaving the board in 1979. By then BL's market share was down to 20%. Indian, Chinese and German companies now own the remains of BMC and British Leyland. Many marques no longer exist. Lord Stokes once said that he had been like a man walking quickly in front of a steamroller. Eventually the steamroller caught up.

Second wife Patricia and son Michael survive him.

Donald Gresham Stokes, Lord Stokes of Leyland, industrialist, born March 22 1914; died July 21 2008

Further information on Lord Stokes and his work at BL can be found at:

<http://www.aronline.co.uk/index.htm?stokesf.htm>

A more detailed obituary is also online at:

<http://www.guardian.co.uk/business/2008/jul/22/automotive.past>

MISSING THE CUT

The Lost 347 P76's of 1974

Some time ago I wrote a couple of articles on Leyland Australia's production forecast for 1974/75:

Leyland's Master Production Programme 1974/75 covered all Leyland cars (Mini, Marina, P76, Force 7) – and was published in the May 2007 issue of Westwords;

Downturn focused on the production forecast and actual build for the P76 between April and September 1974 – this was published in the September 2007 issue of Westwords.

The information for those articles came from a factory document compiled in April 1974. As we all know, that production forecast was quickly overtaken by events, which resulted in none of those forecasts being maintained – they were replaced by a greatly reduced output from May to October 1974. Nevertheless, the April schedule was interesting in that it gave an idea of what Leyland's 12 month outlook (including Force 7 production) had been in early 1974.

Unfortunately no factory documents detailing the actual production build for the P76 in the later part of 1974 have so far come to light. Through the National P76 Data Base, we have been able over the last few years to build up very accurate production tallies for all P76 models. Whilst they are not official factory records (and that claim has never been made for them), the production tables we have compiled give a detailed record of P76 manufacture from the beginning of production in May 1973 up to November 1974.

During recent research for an article on ADR (Australian Design Rules) compliance for the P76 in the later months of its production life, I came across two factory documents that have been in my possession, along with a number of other ADR-related documents, for a number of years. Thorough scrutiny revealed a number of figures hand-written onto the document – which was a submission by Leyland Australia to the Australian Motor Vehicle Certification Board in late 1974 (Leyland was seeking compliance approval for the P76 sedan for 1975/76).

These official documents were two copies of Form VSB.34 (Attachment 2). They were compiled by Leyland Australia, and were addressed to the Australian Motor Vehicle Certification Board (based in Canberra).

Application No. 4656 was for the P76 manual transmission sedan (6 models) - vehicle code 1207; manufacturer code 08 (LMCA);

Application No. 4657 was for the P76 automatic transmission sedan (7 models) – vehicle code 1208; manufacturer code 08 (LMCA);

The documents were signed by B.R. Wells, the Safety Engineering Co-ordinator for Leyland Australia, and dated 9th September 1974. The applications sought approval for continuing ADR compliance for the P76 sedan for the period 1st January 1975 until 30th June 1976.

Those hand-written sets of figures on the bottom of each application looked strangely familiar, and very close scrutiny revealed that they were the starting body serial numbers for 1975 P76 sedans (all 13 models). In other words, this document gives a now very clear indication of what Leyland planned to produce to the end of 1974. The document is dated 9th September 1974, so it would have been using up-to-date production schedules that were available in September 1974. Now we know how many P76's were scheduled for production in November and December 1974, before the axe fell in October.

	Planned Production @ Dec 1974	Actual Production	Short Fall
Deluxe: 2C26	2168	2118	50
2N26	2377	2342	35
2M26	539	516	23
2C44	1564	1532	32
2N44	1317	1281	36
2M44	382	380	2
Deluxe Total:	8347	8169	178
Super: 3C26	1149	1132	17
3A26	386	380	6
3M26	735	719	16
3C44	1962	1928	34
3A44	2293	2256	37
3M44	1069	1047	22
Super Total:	7594	7462	132
Executive: 4A44	2413	2376	37
P76 Total:	18354	18007	347

The shortfall shown above would, of course, have been produced in November and December 1974. In effect, when P76 production ceased in late October 1974, 347 cars planned for Nov / Dec production "missed the cut" and became "the cars that never were."

So now we know that had production continued for a few more months at Zetland, the first P76 produced in 1975 would have carried the chassis serial number **19355** (chassis serial numbers were always 1,000 ahead of actual build numbers).

Not only does the above full 1974 build schedule give us another factual base to work from, they also confirm that the final production figures we have compiled from the data base must be very, very close to the official factory records.

The final few weeks of P76 production in late October are somewhat hazy from a historian's perspective. David Abell stated in his Press Release on 10th October 1974 that Leyland were ceasing manufacture at their main Zetland plant, and would concentrate on limited assembly of the Mini at Enfield, as well as a renewed focus on importing cars from British Leyland. He also stated that production of the P76 would phase out "fairly quickly."

In the short period after that 10th October Press Release, Leyland built approx 255 P76's (according to the cars' compliance date/week) before production ended. The question that needs an answer is: were all of those last 255 cars built in the month of October, or did P76 production continue into the month of November ?

There are a small number of P76's on the data base that carry 11/74 (Week 45) on their compliance plates...however it is possible that those cars were built in October, but not quite finished and therefore did not have compliance plates fitted until November.

Some ex-Leyland employees have told me that full production was wound up very quickly after October 10th. Most of the assembly line workers employment would have been terminated before the end of October.

Leyland did produce a significant run of Marina's at the end (more Marina's than P76's actually), but I suspect that this would have been to "soak up" the supply of Marina body panels, etc already in stock.

There is a photo of the last Marina built at Zetland, it is an unpainted body shell, not a completed car. The photo was obviously taken in the Body Division, just before the car went into the paint shop. There are a number of workers around the body shell, which is adorned with a "skull and crossbones" drawing in the windscreen aperture, and there is also a floral wreath and sign on the front of the car, which reads:

MARINA
RIP
3-11-74

The photo is unfortunately not of good quality, however it does give us a clear date of when the last Marina was built at Zetland. Which means of course, that if the Body Division was capable of building Marinas on 3rd November 1974, it was also capable of building P76s up until that stage.

Similar photos of the P76 exist, however the photo taken in the Body Division has a sign with October 1974, and there is at least one more P76 body shell visible behind the main shell in the photo. The workers are all dressed in formal clothes (unlike all the other photos), as though they are all heading off to some company social event.

The other P76 photo is in colour, and actually shows the last P76 (Bitter Apricot Executive) on the final assembly track, adorned with streamers and signs added by the workers. Clearly visible in this photo are a couple of Marina body shells on adjacent assembly tracks

(but not the final assembly track). In other words, the two Marina's were behind the last P76 on the assembly lines. Which clearly means that the last P76 would have been finished before the last Marina on 3rd November 1974.

One last point: 3rd November 1974 was a Sunday....it seems very unusual for production work to be performed on a Sunday at that very late stage in the life of the factory.

Gary Mentiplay

Services available to Members

The W.A. P76 Owners club accepts no responsibility for any problems that may arise from these services



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Nigel Woodward

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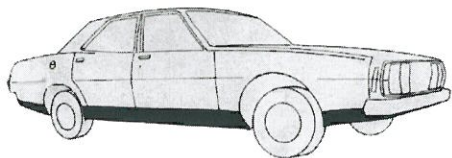
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