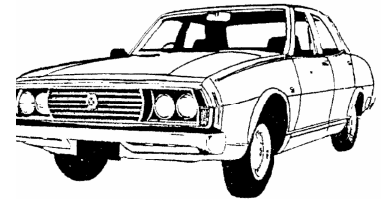




**THE QUEENSLAND  
P76 OWNERS CLUB  
INCORPORATED**



**Leyland P76 Anything But Average**

---

SEPTEMBER 2007

---

# THE QUEENSLAND BULLETIN



Motor Neurone Disease Association of Qld Lunch at  
Clontarf Beach, Redcliffe

The Queensland P76 Owners Club Incorporated  
P.O. Box 343, CARINA 4152,  
Queensland  
[www.leylandp76.com](http://www.leylandp76.com)

Title	Name	Telephone	Mobile	Email
President	Adrian Spencer	(07) 3314 0058	0414 383 503	<a href="mailto:yowee_98@yahoo.com">yowee_98@yahoo.com</a>
Vice President	Carl Gregory	(07) 3396 0464		<a href="mailto:bigcarle60@msn.com">bigcarle60@msn.com</a>
Treasurer	Warren Ashworth	(07) 5535 9311		<a href="mailto:ashworth@bigpond.net.au">ashworth@bigpond.net.au</a>
Secretary	Neville Humphreys	(07) 5494 5565		<a href="mailto:Nastyp76@hotmail.com">Nastyp76@hotmail.com</a>
Spare Parts Officer	Graham Rogerson	(07) 3888 1345		
Assistant Spare Parts Officer	Pat Rogerson	(07) 3888 1345		
Technical Officer	Carl Gregory	(07) 3396 0464		<a href="mailto:bigcarle60@msn.com">bigcarle60@msn.com</a>
Dating Officer	Stewart Halls	(07) 5598 2697		
Editor	Ann Mallon	(07) 5510 8186		<a href="mailto:ann_mallon@yahoo.com">ann_mallon@yahoo.com</a>

**IMPORTANT NOTICE**

ALL MATERIAL IN THIS MAGAZINE IS COPYRIGHT.

Other “P76 Owners” clubs are welcome to reproduce any original material in this newsletter providing a mention of “The Queensland P76 Owners Club Inc” and the “Author” of that material as the original source is made.

**CLUB MEMBER OF THE YEAR POINTS ALLOCATED**

Attend Meeting = 1 point: Raffle donation = 1 point: Organise Event = 1 point: Win Event = 1 point

<b>General Information</b>	<b>2007 Dates</b>
<p>The Queensland P76 Owners Club Inc holds its monthly Meetings on the <b>2<sup>nd</sup> Friday</b> of each month at <b>8.00pm</b></p> <p><b>Venue:</b> Norman Park Uniting Church  Cnr Bennetts Rd &amp; McIlwraith Ave  NORMAN PARK</p> <p>Various activities are organised by Club Members and are generally held on the last Sunday of the month. All venue details are confirmed at the General Meeting and are recorded in the Minutes on the next page.</p>	<p><b>September</b></p> <p>23 All British Day  23 Hot Rod, Car &amp; Bike Show</p> <p><b>October</b></p> <p>12 Club Meeting 8.00pm  13 Yatala Drive In (to be confirmed)</p> <p><b>November</b></p> <p>9 Club Meeting 8.00pm</p>

From the Editors Desk

It is now officially spring, another winter behind us and the days are getting longer. Our outing for the month was a BBQ lunch at Contarf Beach at Redcliffe, north of Brisbane, with the Motor Neurone Disease Association. We had a turnout of five cars (see cover photo). The weather leading up to the day had been wet, windy and generally not very conducive to going out. But, on a high, it was much needed rain for our dwindling dams and dry gardens and lawns. The MNDA do a great job and this is our way to get involved to show them that we appreciate all they are doing.

This month's outing is the All British Day at Tennyson on Sunday 23 September. This is a good day out and a chance to display your car. Bring your family and be prepared to enjoy the cars and motorbikes of yesteryear and the stories that go with them. Details re cost and times are further on in the magazine. Unfortunately we won't be attending this year as we will be Sydney for the weekend.

We had another good turn out for our monthly meeting. Richard Bull was there and gave us a brief outline of his intention to build a car for next year's Variety Bash. We wish him well with this project.

Christmas is now only three months away and we need you to send in your ideas of a club outing. Adrian is waiting for you to phone or email him with suggestions.

Easter National Meeting 2008 – This is being held by the Victorian Club starting on Good Friday 21 March 2008 and finishing on Monday 24 March 2008 at Riverglens Holiday Park, Geelong. Contact Ken Western on (03) 9873 5581 or 0417 364 894 for details. A deposit of \$50.00 is requested to ensure a booking at a popular Easter holiday spot. Details <http://www.leylandp76.com/clubs/vic/easterinvite.html>

Remember, if you haven't paid your membership now is the time to do so.

If you are interested in new rubber boot mats contact Neville on (07) 5494 5565 or email him at [Nastyp76@hotmail.com](mailto:Nastyp76@hotmail.com) to place an order. The mats will cost between \$320 to \$350 each.

*When everything's coming your way, you're in the wrong lane*

Happy motoring and safe driving.

## **General Meeting 14 September 2007 at 8.00pm**

### **Apologies**

Andrew Gibbons, Carle Gregory, Garth Morris, Warren Ashworth

### **Treasurers Report**

There was no Treasurers report this month as Warren is away overseas.

### **Minutes of Previous Meeting**

Moved Richard Mallon, seconded Graham Rogerson that the minutes of the Meeting held on 8 August 2007 are a true and accurate record.

### **Incoming Magazines**

1. Westword – August 2007
2. SA P76 Club – August/ September 2007
3. Classic P76 Club – August 2007
4. Penzed – July 2007
5. Victoria – August 2007
6. Heritage

### **Incoming Mail**

1. Letter from Caboolture Community Info Centre
2. Letter from Shannons
3. Letter from Colin Krause
4. Membership Renewal – Reg and Anne Jones, Alan Schutz, Percy Hough, Andrew Gibbon, John Judd, Chris Berndsen, Richard Bull

### **Spare Parts**

1. Discussion on parts by Graham
2. Discussion on getting new rubber boot mats made – cost is \$320 to \$350. Invitation to members and P76 owners to place orders. Please contact Neville
3. Discussion of windscreens for Marinas
4. Control arms are now available

Supply of new parts are available by contacting Graham on 07 38881345

### **General Business**

1. Club wishes Louise and Andrew well on the birth of their second child
2. Discussion on letter from Active Auto Body from North NSW regarding getting your car restored by Colin. His contact number is 0410108176
3. The secretary is to respond to Caboolture Community Info Centre
4. Carle informed that not much information is happening on the Combined Car Council Group
5. Discussion on the sale of Geoff Jones cars – 12 x P76 and a 4 door six Marina
6. Targa for Sale at Carole Park. Contact Adrian
7. All British Day, 23 September at Tennyson.

### ***Outings for the coming months***

- |              |  |
|--------------|--|
| 23 September | All British Day at Tennyson              |
| 23 September | Eliminators Hot Rod Show at Beenleigh    |
| 13 October   | Drive-In at Yatala (Still to be advised) |

**Meeting Closed at 9:40 pm**

## Swap Meets / Events 2007

- 23 Sep -Eliminators Hot Rod, Car, Bike Show & Swap Meet, Beenleigh, Reg for car show closes  
10.00am  
-All British Day, Vivian Street Tennyson Ph 0429780980  
-All Ford Day, Kedron Sporting Field Ph 0419676139
- 30 Sep -All Holden Day, Clem Jones Park, Carina Ph 33415619  
-Chrysler Expo and Swap Meet, Mt Gravatt Showgrounds Ph 0412082954  
-GM Day, Caboolture Historic Village, Beerburrum Road Ph 32645040  
-Rothwell Car Club Swap Meet, Redcliffe AFL Ground McGaley St Rothwell Ph 32841406
- 1-5 Oct -Hudson National Meet, Toowoomba Ph Bob 32744308
- 7 Oct -Chrysler Expo, Mt Gravatt Showgrounds Ph 0412082954
- 14 Oct -Swap Meet, Bundamba State School Ph 32888208
- 26-27 Oct -Gatton Showgrounds, Motorcycle only
- 10-11 Nov -Aurora Gold Coast Antique Auto Club Annual Invitation Rally,  
Ph John Wood 0755785378
- 17 Nov -Rotary Mega Mart, Toowoomba Showgrounds Ph 46347400
- 25 Nov -Swap Meet, Middle Park Tamborine Village Ph 55412785

## Swap Meets / Events 2008

- 1-2 Feb -Toowoomba Swap Meet, no non reserved sites, bookings close mid Dec Ph 0400345564

## September 2007 Outing

### All British Day, 23 September 2007

**8.30am – 2.00pm**

St. Josephs College Sports Ground, Vivian Street, Tennyson, Brisbane (near Yeronga Power Station). For club members who wish to display their vehicles, the club will have lunch and soft drinks available. Meet onsite by 8 am.

Entry fee is \$15, which includes entry for all passengers.

The first 450 display cars will receive a metal souvenir badge and program.

Contact Adrian 07 33140058 or 0414383503 re numbers for lunch - Look forward to seeing you there.

*You don't stop laughing because you grow old;  
you grow old because you stop laughing*

*I don't mind the rat race, but I could  
do with a little more cheese.*

## President's report

Hello everyone

This is my first message for the new club year. I would like to thank the outgoing committee for a great job last year. A couple of important activities for the club members are the National Meeting at Easter and the Xmas party late November.

National Meeting 2008 Geelong Victoria: We will have a convoy of cars going south to the National meeting and would welcome others to join us on the trip down, picking up others at a number of stops. We are hoping to have an itinerary of places and meeting people of interest relating to the Leyland cars on route. I will put this information out in the New Year. I would also welcome other ideas before hand.

The Xmas party is the best outing of the year. This is where you meet other members who find it hard to get to the meetings and our families can mix and look at everyone's pride and joy. If you know somewhere that has catering and does a lunch for about \$20 per head please put forward the venue.

I would like to welcome some new members to the club: Roger and Rickie from Yatala, Richard Bull and family from Brassall, Serge and family from Mackay and those from around Brisbane who have returned from being absent for many years.

At the meeting we received a letter from the Victoria Club. The President was commenting on the cost of newsletters and other office matters and how they were a financial drain on the clubs money. They have had to raise their membership from \$40 to \$60 per year to cover these costs. Your club has been fortunate in that we have a loyal membership and strong parts base. I would like to thank our Parts Manager and Assistant for their untiring support.

A large collection of P76' have come onto the market. The information has been sent to the internet mail group, (which I invite you to join). Information about the cars can be seen on the web site and later in this newsletter.

On behalf of the club I would like to congratulate Andrew and Louise on having a beautiful baby girl, Hannah Lillie, weighing in at just less than 8 pounds.

Dixie and Suzanne will be missed as they are spending a few years in New Guinea. Their cars have been stored for their return.

The club has joined the BMC Leyland Heritage group and Neville and I are heading to Sydney for their reunion in two weeks. If you are able to attend please meet us at the German Lowenbrau Restaurant for lunch in the Sydney Rocks Area on 30 September. Booking is necessary.

Anyway, thanks for your time, see you at the outings  
Adrian

## Lunch with MNDQA

After having a full week of beautiful rain, Sunday turned out to be cracker. There was hardly a breeze, but still cool in the shade. I even took time out to soak up the UV. This year the Queensland Leyland P76 Club was invited to lunch with the Motor Neurone Disease Association of Qld, at Pelican Park Clontarf, Redcliffe. As an active member of both clubs I had the honour of cooking and arranging the food. I would like to thank the Leyland club members who made it to the day. Next year I would like to see more people come, so that we can be seen to be working with the community.

Cheers Adrian (President Leyland P76 Club of Qld and Technical Advisor MNDQA)



*Club members at Clontarf Beach, Redlands*



*Adrian and the Motor Neurone Disease Association of Qld Representatives at Clontarf Beach*

## For Sale

Targa Floria for sale at Carole Park. Please contact Adrian on email [yowee\\_98@yahoo.com](mailto:yowee_98@yahoo.com) or phone 0414 383 503

Lyn has a secondhand Marina six motor which has had the rings replaced but never used, also a three speed column gear box from a six P76. Also maybe other parts and pieces in the shed. Located between Gympie and Kingaroy – Postcode 4601. Please contact Lyn on 4168 4196 if you are interested.

Geoff Jones – Just to let you know I am selling selling ALL my P76`s & parts.

- 1/ Bitter apricot - super v8 4spd
- 2/ Targa - omega navy - gas & petrol
- 3/ White v8 5spd celica box
- 4/ Blue v8 auto with the light exec material on back seat
- 5/ Red v8 auto
- 6/ Corinthian blue v8 auto
- 7/ Corinthian blue v8 col auto
- 8/ White exec v8 5 spd supra box disc rear brakes
- 9/ Bitter apricot v8 auto
- 10/ Bold as brass v8 4speed (has air brakes installed)
- 11/ White v8 auto (219kw balanced & blueprinted)
- 13/ Country cream exec v8 - 42,000 klms
- 14/ Spanish olive v8 on gas 119,000 klms
- 11/ rear winged car - v8 manual 4 floor
- 12/ Spanish olive marina 6cyl 4 door sedan with twin carby

If you know anyone who is interested please give them my contact number. Phone: 07 55 412 579 (Please ring after 3pm) or Email: [geoffp76@gotalk.net.au](mailto:geoffp76@gotalk.net.au)

## Wanted to Buy

My old steering wheel is dead and I need a replacement. I would like a Force 7 one. Please phone Serge 08 9173 4312

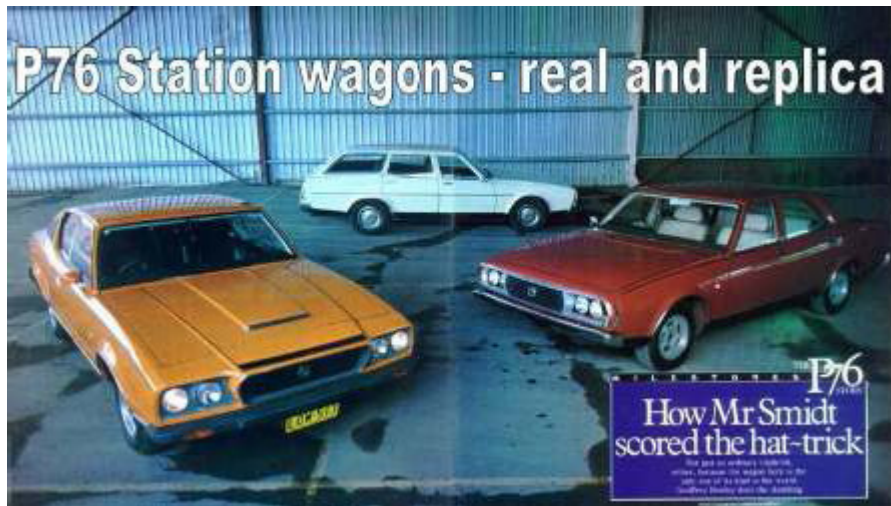
I have a person in Sydney chasing a Marina six coupe to do up like the 1973 Bathurst race car. Anyone know of a shell etc please let me know. Phone Adrian 0414 383 503, Email: [yowee\\_98@yahoo.com](mailto:yowee_98@yahoo.com)

### ***The value of a Catholic education and a #2 pencil***

*Little Mary Margaret was not the best student in Catholic School and was always falling asleep in class. One day her teacher, a Nun, called on her while she was sleeping. "Tell me Mary Margaret, who created the universe?" When Mary Margaret didn't stir, little Johnny who was her friend sitting behind her, took his pencil and jabbed her in the rear, "God Almighty!" shouted Mary Margaret. The Nun said, "Very good!" and continued teaching her class. A little later the Nun asked Mary Margaret, "Who is our Lord and Savior?" But Mary didn't stir from her slumber. Once again Johnny came to her rescue and stuck Mary Margaret in the butt, "Jesus Christ!!!" shouted Mary Margaret. The Nun once again said, "Very good," and Mary Margaret fell back asleep. The Nun asked her a third question, "What did Eve say to Adam after she had her twenty-third child?" Again, Johnny came to the rescue. This time Mary Margaret jumped up and shouted, "If you stick that damn thing in me one more time, I'll break it in half!" The nun fainted.....*



(Thanks to Damien Haas from the ACT Club for the following article)



*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 that 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 V8s 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 Smut’s 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 door 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 manufacturer’s 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 Cole's 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 with 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 P76s, he decided to build his own.



*Almost finished circa 1980*

In 1979 he collected two wrecked P76s, 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 boot lid 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 two 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 P76s

(including his concours 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 affected 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 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 two metre-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 60s 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 next photo).

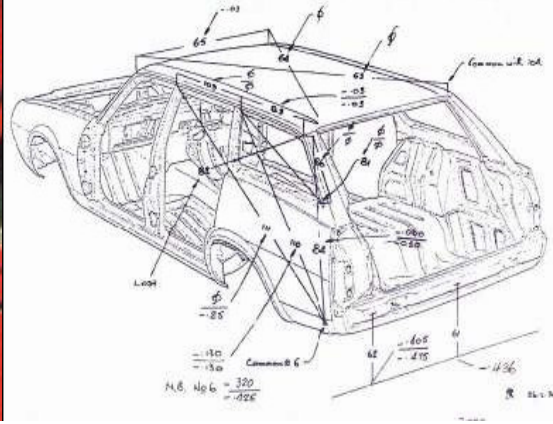
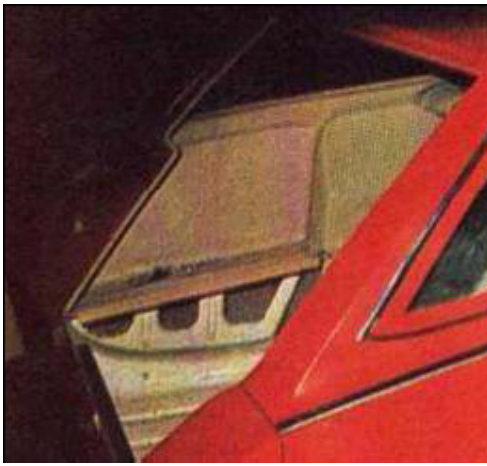


*The factory station wagon (Wheels, 1982)*

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 that would need addressing. By not using the sedan C pillars, the flow through air vents need to be 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](http://www.wheelsmag.com.au) (136 116 for subscriptions) granted permission to use this material.



# THE QUEENSLAND P76 OWNERS CLUB Incorporated



Leyland P76 Anything But Average

---

## Membership Application

I ..... hereby request full membership of the Queensland P76 Owners Club. I understand that there is a once off joining fee of \$10.00 and there is an annual membership fee of \$40.00.

Signed:

.....

Name: .....

Address: .....

Suburb: .....

State: ..... Post Code: .....

Telephone: ..... Mobile: .....

Email: .....

Please find enclosed \$ ..... Cheque/ Cash / Money order (**please circle**)

Rego Number: .....

Year: .....

Colour: .....

V8 / 6 cylinder (**please circle one**)

Manual / Automatic (**please circle one**)

**The Queensland P76 Owners Club Inc. PO Box 343, Carina, QLD 4152**

*Leyland P76, Anything but Average*