



**THE QUEENSLAND
P76 OWNERS CLUB
INCORPORATED**



Leyland P76 Anything But Average

June 2008

THE QUEENSLAND BULLETIN



Adrian's, Graham's and Neville's cars in a reserved park at Imbil for the May club outing

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CLUB MEMBER OF THE YEAR POINTS ALLOCATED

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

General Information	2008
<p>The Queensland P76 Owners Club Inc holds its monthly Meetings on the 2nd Friday of each month at 8.00pm</p> <p>Venue: Norman Park Uniting Church Cnr Bennetts Rd & 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>June 29 Working Bee at Graham and Pat Rogerson's at Narangba</p> <p>July 11 Monthly Meeting 27 Club Outing</p> <p>August 8 Monthly Meeting 31 Club Outing - Clontarf</p> <p>September 12 Monthly Meeting</p>

Leyland, anything but average

From the Editors Desk

We are now almost at the halfway point of the year and the shortest day has just passed us by. Richard and I have just had a flying trip down to Victoria to collect our latest toy – a Bitter Apricot Deluxe. An attraction was it has LPG installed so the trip home was very much cheaper than driving back from the Nationals in the Targa. With the price of fuel continually rising it is getting costly to run these vehicles even just on a club run. I know all car owners are feeling the pinch and when I see the increasing numbers commuting on the train it is definitely getting to the stage where it is not viable to be running a large car. Those families taking kids to school, sports and other activities must certainly be wondering how they can keep up taxiing their children to all these places.

Damian Haas has written an article about the Station Wagon which I found interesting following on from an article we published recently so I have included it in this magazine. Thanks Damian for allowing us to use this material.

Our monthly outing for May was a trip to Imbil coinciding with the 10th anniversary of the Rattler. We only had three Ps for this trip – our Targa is currently off the road so we joined the convoy in a Ford Ute. This steam train has been travelling from Gympie to Imbil and return every Sunday for 10 years. We watched the train arrive and all the passengers get off. Then the engine left the carriages and chugged to the turn table to be turned around for the return journey. It was a very simple operation but fascinating all the same. The road we travelled into Imbil is designated to be flooded when a proposed dam is built. All along the road are signs of how high the water will rise and placards protesting the building of the dam. We had lunch at the hotel which was a set menu of a roast and all the trimmings due to the numbers of diners (the train carriages were full). We were also hosted to a Bush Rangers re-enactment with the actors in period costume and using a mini cannon and muskets.

This month we are meeting at Graham and Pat Rogerson's at Narangba on Sunday 29 June for a working bee commencing 9.30am. The shed where our parts are stored is falling down. It is all hands on deck to fix it and we need your help. The club is putting on lunch for all those willing workers. There is plenty of parking and if you don't know how to get there a phone call to Adrian, Neville or Graham will help you – it is not hard to find.

It is time again to renew your membership and a form is attached to the back of this magazine to fill out and return with your payment. If you have any queries about membership, please contact a committee member. Remember, if you want to club register your vehicle you **MUST** be a current member.

Happy motoring and safe driving.



Sonja, Marcus, Travis and Adrian



Pat and Ann

General Meeting

13 June 2008 at 8.00pm

Apologies: Ann, Richard, Allan, Andrew

Treasurers Report

Balance \$5937.92

Minutes of Previous Meeting

The minutes of the Meeting held in May 2008 were read and are a true and accurate record.

Incoming Magazines

1. Leyland P76 Classic
2. PenZed
3. Leylines #66
4. Anything but Average May
5. SA May
6. Westwords May, June
7. Wart N All

Incoming Mail

1. Invitation to Morris Minor 60th birthday Sunday 19th Oct
2. Letter and photos from David Morton in England
3. Sandgate PCYC car show 19th Oct
4. Preliminary Judging booklet for the 2010 Nationals, from Steve M
5. Leylines Parts (Sixth addition)
6. Club rego for Bob P and Adrian S
7. Aussie Muscle Car Day from Jeff open day is Sunday October 12 @10am. Still looking for a Marina 6 coupe.

Spare Parts

1. Graham discussed parts and new supplies
 2. Water pump bearing for V8 motors discussed
- Please remember that a supply of new parts may be available through the club by contacting Graham on (07) 38881345 If you are not picking them up then they will be sent by COD.

General Business

1. Discussion on Parts day at Graham's
2. Paper work has been completed and the Club is now up to date with Fair Trading Dept. We are back in business.

Meeting closed 9.50pm

Coming Outings for 2008

- 29th June Working bee at Graham and Pat Rogerson's with lunch supplied by club. Also a great time to have a boot sale too!!!! 9.30am start
- 5th July All British Swap day at Clem Jones Field Carina
- 31st August Lunch with Motor Neurone Disease Association at Pelican Park, Clontarf.
- 21st Sept All British Day at Tennyson starts 8.30am for club displays
- Oct Heritage Day Lunch Sydney

Swap Meets 2008

July				
26	Nambour Swap	Nambour Showgrounds	Nambour	54768388 between 6.30-8.30pm
August				
2	Rockhampton Swap	Rockhampton Showgrounds	Rockhampton	49363915 Beth
31	Jimboomba Auto Extravaganza and Swap		Jimboomba	55379445
14	Beaudesert Swap	Beaudesert Showgrounds	Beaudesert	

President's Report

Hi everyone,

Let me say how pleased I was to hear from Warren (the Club Treasurer) that the Club was again incorporated. Over the years the Office of Fair trading was reviewing its rules and requirements for the running of clubs. These changes did require full accounting practices. The new rules have fixed this and the system that we use is very flexible and has some more benefits to club members. The insurance costs have not gone away, so a large proportion of your membership is used to have insurance coverage.

Graham and Pat are doing a great job with the parts so that helps keep the club very financial. As this is the last month of the financial year, the positions of the Committee are up for change. I would like to thank the present committee for a job "well done". In next months magazine you will receive nomination sheets so please come forward and take a position on the committee.

Now onto other matters. I am lost for words, but here goes. I would like to invite you and your family to some special events in the coming months.

- **Pelican Park Clontarf Beach** -The most important and also the best 'feel good day' you will have when you "Bring your lunch and join the **Motor Neurone Disease Association of Queensland**". A number of other car clubs have been invited to join us. Our club will be supplying lunch to the members of MNDQA and our members. In conjunction with MNDQA, I am hoping we can have a major raffle and a number of prizes on the day too!
- **All British Day** is the day you show up the old country car builders with Leyland products. You know that they left Leyland off their banner. Bring out your car for a run.
- Carle has asked us to join him at Ormiston on Sunday 19 October for the celebration of **60 years for the Morris Minor**. More details will be available closer to the day.

Steve Trost has start building his new show car. He is still chasing some new trim. His other show car was sold to a chap in Brisbane who is looking at joining the club.

Darren the Notthatmarinaman, has started to work again on his V8 marina and the race Marina for Peter Molesworth. I am looking forward to seeing what can be done with a Marina. Don't forget to visit the Marina web site "Oz Marina" at www.leylandp76.com/marian/index.html.

Another chap I have spoken too recently is Paddy; he has a Marina Six. Paddy usually turns his car into hot rods, but this Leyland Marina 4 that was saved from being scrapped, was going to be modified with Nissan motor and different gearbox but has now been rebuilt as a Six.

Ann and Richard have been to Victoria and picked up a Bitter Apricot Deluxe V8 on gas. They told me that the car went really well.

The Leyland Force 7 models arrived and I am very pleased with the finished result although Neville's model lost a wheel in transit.

Ann is always looking for stories; someone must be able to do a better job than me? So how about a few lines for Ann to use.

I have heard that a genuine Blue Targa may be up for sale in Brisbane. Any interested parties please contact me. The owner is not going to sell it to just anyone.

Thanks for your time

Adrian

Yowee's continuing sagas

Some of you may know that I drive my P to work every day, how nice it has been to see the rain. I thought this until one morning after a heavy night of rain, I came out to go to work only to find that the drivers side floor pan was holding a couple of cups (or four) of water!! Being myself I jumped in as I was running late and drove around Brisbane with water washing up the sides of my shoes. At a number of places the rag was out sopping up the water. The problem was that the rain outside and the condensation inside fogged everything up. As I did not have a chamois at the time I had to use my hanky to keep visibility clear. Need to looking into the air flow. Col in NSW has done some major modes to his P76.

Well that afternoon I went about to find out where the water was coming from. The screw driver attacked the metal work on the firewall. A lot of dead plant bits to be moved. Behold, under the sealastic type filler were dirty great rust holes. I took some photos and sent them to a fellow P76 owner to find out what I needed to do. My friend who was once a panel beater suggested tar compound.

Great bloke Rick, he found the compound but instead of being a heavy mixture to spade on, the new stuff is like water, so when you attached it to the area it flows through and around the holes. I forgot to mention that we let it metal work dry first and treated it with rust converter. Then the tar was left till a skin formed and then added more. Jenny's old hair dryer helped. The holes take a long time to fill this way so I found some fibre-glass wool and used it in conjunction with the tar and was able to quickly fill the holes and smooth the surface. After that dried I put additional coats on. This may not be the best result, but the compound is also a rust converter and it seems to have worked well. Time will tell.

It just so happens that my Peel Me Grape that I rolled out of the shed suffered a similar problem but I found a mighty big hole over the steering column brace and a hole in the firewall as well. All have been patched. This rust is caused by the water under the sheet sound deadener user on the executives. I would recommend its removal, checking for rust and new deadener added.

... and there is more!!

Guess I won't be coming to many people's homes in the future as there are puddles of hydraulic oil left on the driveway; not from the usual place, but the power steering rack. On the weekend I did the right thing and checked where the oil was coming from. I cleaned the area and found the oil creeping over the surface from an unseen pipe on the top of the rack. Checked the reco rack and noted that it could only be coming from a return pipe. A couple of days later, I loaded the reco rack into the boot of the car, and on the way home, dropped into Pedders to get a quote to do the work. Pedders cost was \$185.00 for changing the power rack and wheel alignment (3 hours work). So what do I do as I am not able to get into Pedders till a weeks time? Well, I thought I have to do the work myself so placed the car onto the ramps, went to tea, but with a full tummy, the enthusiasm lacking, failing eye sight and a possible need for parts, left it. The next morning I was going to drive the Henry but I drove the car off the stands and off for work.

So out with the phone, talked to Neville, told him my tale and Neville had an idea. Before I rush into changing the rack, pull the pipe out and change the O ring. If that does not work keeping pulling everything off. Let you know next month what happens, and I will be looking forward to driving onto your driveway with other oil leaks (motor, auto and diff).

Cheers Adrian

Leyland Factory Station Wagons - where are they now?

Damien Haas



At the recent P76 Nationals in Geelong, several people asked me about the replica station wagon article and the fate of the genuine original Leyland P76 station wagons. When researching the replica article I did uncover quite a bit of information on the genuine wagons, some of which I used.

Unfortunately the Leyland movement has a myth generating capacity so I decided not to publish my genuine Leyland wagon article. This is mainly due to the belief by some people that the wagon that Joe Green owns and is restoring may be one of two different vehicles. I have no intention of muddying still waters, so I have decided to publish this article and let people decide for themselves.

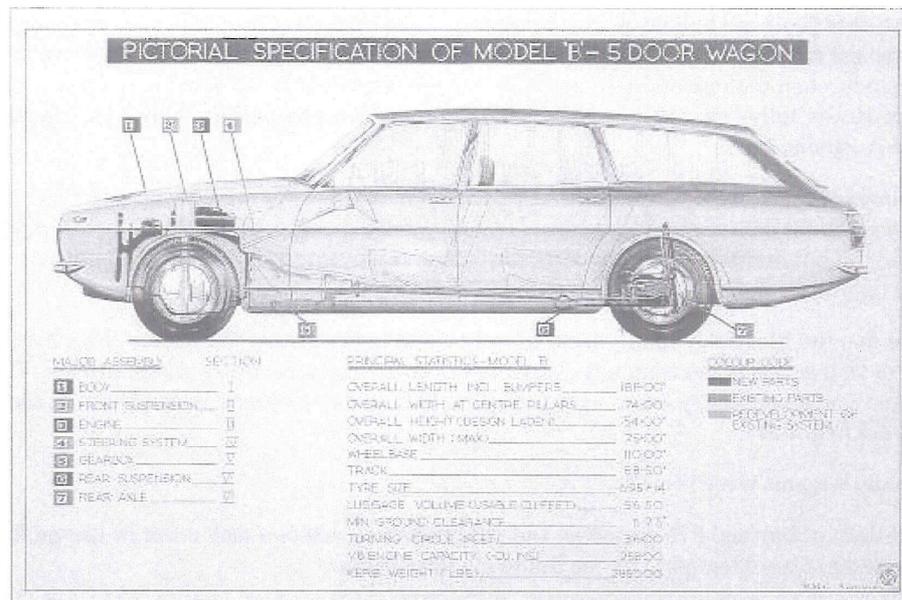
I believe that only one genuine station wagon currently exists, and it is owned by Joe Green and undergoing restoration. I believe it is the car sold to John Schmit by Leyland in 1975.

Developing the Leyland P76 Station Wagon

As part of the Model B program, which became the Leyland P76, there was always an intention to offer the same product as the existing big three in the Australian car market. Designs for a sedan, a coupe and a wagon were developed by the design team. While the sedan and coupe version eventually made it to the public (albeit in small numbers for the Coupe), the wagon was never sold.

Development was considerably advanced and several examples had been taken down the production line in readiness for full scale production. Testing in the outback had revealed some small structural problems, around the C and D pillars, which were being worked on by the engineering department. The Force 7 coupe had demonstrated similar structural issues around the hatch when it underwent testing.

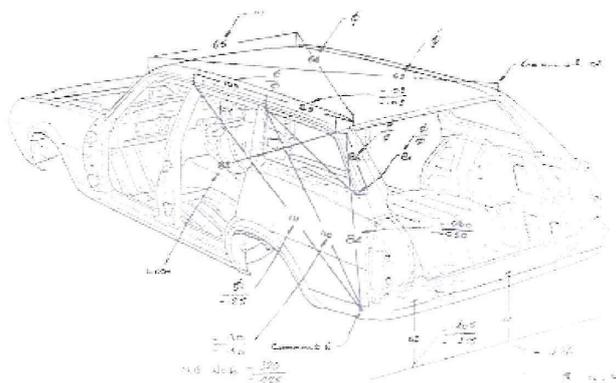
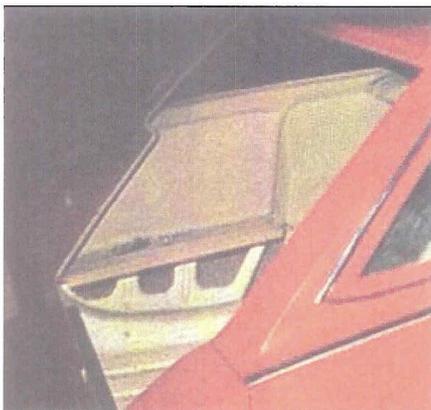
Advertising material for the Force 7, witnesses and photographs exist that prove it was shown in public as part of a sales campaign prior to release. The same cannot be said of the wagon. Apart from a few leaked pictures in the motoring press, there was no sales literature or production version shown to the public prior to the Leyland experiment being cancelled.



Dating from around 1970, a model 'B' station wagon design

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, 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. A structural diagram taken from Hal Moloney'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.



Leyland had extensively road tested the station wagon prototypes, including letting employee Ian Davis take his family on holiday to Port Macquarie in 1973. It was fitted with a passenger side wing mirror for the trip. While on holiday the electric rear window failed twice causing them to unload the wagon through the rear doors so access to the tailgate could be obtained in order to rectify the problem. It was fully registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia.

At the time of the closure of the Zetland Factory, Force 7 coupes were being produced in some numbers ready for delivery to dealerships. Leyland wanted these on the road well before releasing a new model. Unfortunately when the P76 was killed in November 1974, the station wagon due in perhaps only six months never made it to the market.

Material that the Mentiplay family have from Leyland indicates that the Station Wagon was to be offered in Deluxe and Super trim only. There was to be no Executive trim package offered. This isn't to say that you theoretically could have ordered a Deluxe and optioned Executive trim, like sedan owners did frequently.

How many wagons were there?

The full story of Leyland P76 prototype and pre-production vehicles may never be known, but I am indebted to Gary Mentiplay for the following information.

There were seventeen P76 Development vehicles built, four of which were wagons. The first FEP's or Full Engineering Prototypes were constructed using P76 bodies in September 71. FEP 514 was a Leyland Sedan, FEP 518 was a Leyland Coupe and FEP 520 was a Leyland Wagon. Pressed Steel Fisher stamped the panels out and the vehicles were assembled in Abingdon, before being shipped to Australia.

There were four definitely and possibly five Leyland factory built station wagons.

- One station wagon FEP 520 was built in Abingdon and shipped to Australia.
- FEP 524 and FEP 525 were station wagons built by the experimental vehicles department.
- Two station wagons went down the production line.

Let us look at each car, what it was used for and its current status.

Car 'A' Station Wagon 520

- Crystal White V8
- Super Interior – colour unknown
- Transmission details unknown
- Suffered severe cracking around D pillar following testing

Status: Unknown. Probably crushed.

Car 'B' Station Wagon 524

- Country Cream V8 Column Shift Automatic
- Super interior in Imperial Leather colour
- Bucket front Seats

- Force 7 Steering wheel.
- Electric rear window (it suffered from problems.)
- Fitted with a tow bar very early on in its history.
- Fitted with self adhesive protecta strip along the sides at the same level as the guard badges.
- A radio was fitted with the aerial being mounted on the front passenger side guard. (No other wagons had radios.)
- Stainless steel moulds on rear quarters that extended half-way along rear doors

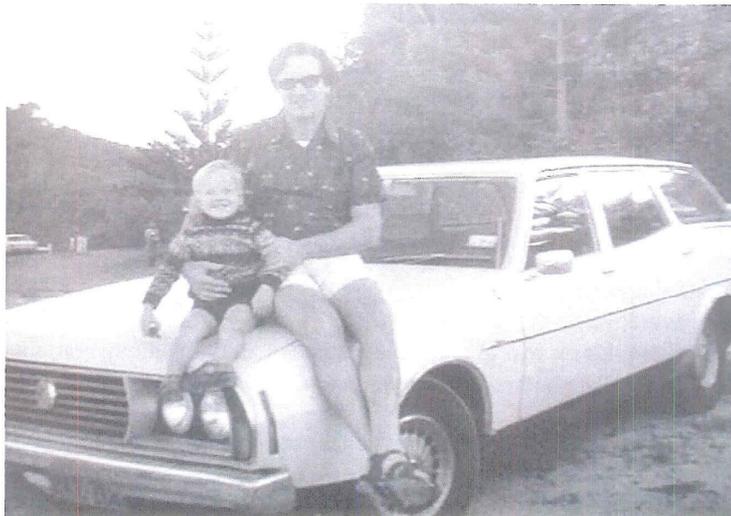
The electric tailgate windows in P76 wagons were operated by a key switch at base of passenger side D pillar.

This wagon was fully road registered in NSW as HKE-264. No other wagons were road registered by Leyland Australia. This car underwent extensive road testing. Wagon 524 went to Charleville and was used there around the clock for some time early in '73. Road testing showed some minor cracking at the top of the C pillar.

This wagon was returned to the Experimental Engineers with 10,445 miles on the odometer, went through a final mark up and was destroyed.

Before it was destroyed, it was used by Leyland employee Ian Davis to go on holiday with his family and was fitted with a passenger side wing mirror prior to this.

Status: This car was dismantled and ultimately **crushed** according to two eye witnesses including Ian Davis.



Ian Davis on holiday in the P76 Station Wagon

Car 'C' Station Wagon 525

- Country Cream V8 Column Shift Automatic
- Super Interior
- Imperial Leather Interior
- Bucket front Seats
- Standard Steering Wheel
- Wind up rear window (due to electric window problems).
- Fitted with self adhesive protecta strip along the sides at the same level as the guard badges.
- Stainless steel moulds on rear quarters that extended half-way along rear doors

Status: This vehicle was used around Leyland factory following the plant closure and then sold to John Schmit with the last P76 sedan in September 1975. It is believed to be owned by Joe Green and undergoing restoration



FEP 525 in 1974

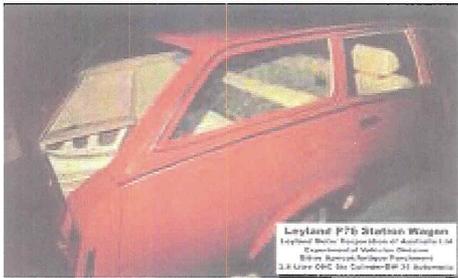


In 2006 at Joe Greens

Car 'D' Station Wagon – first production version

- Bitter Apricot 6 cylinder Column Shift Automatic
- Deluxe interior
- Antique Parchment interior
- Bench Front Seat
- Standard Steering Wheel
- Electric rear window
- Stainless steel moulds on rear quarters that extended half-way along rear doors
- The rear end behind the bumper of this wagon was a little different from the others.

Status: This vehicle was used for ADR crash testing and written off at Ford proving grounds. Ford have no records of the vehicle.



Bitter Apricot wagon written off at Ford Proving Grounds. Note that the interior paint appears to be either Crystal White or Country Cream.

Car 'E' Station Wagon D – second production version

- White V8 Auto
- May have been white undercoat.

This vehicle was never completed. It is believed to have been completed to a complete shell only and not fitted with any running gear or trim.

Status: Unknown. Hal Moloney believes this vehicle never existed.

Some people believe this could be the car Joe Green is restoring.

Any others?

- A design buck rumoured to be at the Harris Street Motor Museum in Sydney
- A station wagon mock-up using Fairlane-style wrap-around rear lights. This vehicle shown in Hal Moloney's book is in fact a 1/24th scale model.

The two cars 'D' and the mythical 'E' would not have received FEP allocations as these were given to complete vehicles with trim, engine and drive train.

Joe Green's Wagon

There's no doubt that Joe's wagon is a genuine Leyland built factory wagon - but which wagon is it? It is either one of the country cream wagons, probably FEP 525 or the mythical incomplete white wagon.

Questions

- The wagon at Joe's has no rear glass or window mechanism for this car and yet when it was John Schmit's it was complete.
- The Wheels pictures indicate that the wagon is Country Cream (with a little rust in the doors) but it's hard to know for sure.
- When Joe obtained the wagon from John Schmit the wagon was white.
- The wagon's paint job looks exactly like a factory job with overspray and underspray in all the right areas but no trace of Country Cream.
- Two people who have seen the car in torn down state at the Greens advise they have seen no trace of Country Cream.

However

- Joe Green advises that when he stripped the car there was Country Cream paint on the body.
- The car does have the interior load area gusset panels, designed after testing indicated structural weakness.



The Greens collecting the Wagon from Mini Kingdom

As Leyland destroyed most of their documentation when the Zetland plant closed, the information in this article is based on research by myself, Hal Moloney, Warwick Williams and Gary and James Mentiplay.



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?



Leyland P76 Owners Club

Incorporate Queensland



Membership Application or Renewal

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

Signed

Contact Details

Name:		Home Phone:	
Address:		Mobile:	
Suburb:		Town:	
State:		Postcode:	
Email:	@		

I would like to receive my Magazine by (please tick preference) Mail Email

Please find enclosed a cheque made out to: The Leyland P76 Owners Club for \$ This entitles me to a monthly magazines (except December), Club functions and access to buying Club parts. Members are invited to be on the committee.

Suggestions for Outings: (ie would you like us to arrange an outing near where you live)

1.
2.
3.

Car Information

Vehicle Identification No.	Manuf (Mth/Yr)	Model	Registration No.	Last Registered (Year)	Last Registered (State)	
076						
Engine Capacity	Engine No.	Paint Colour	Trim Colour	Manual <input type="checkbox"/>	Column Shift <input type="checkbox"/>	
				Automatic <input type="checkbox"/>	Floor Shift <input type="checkbox"/>	
Power Steering <input type="checkbox"/>	Factory Air <input type="checkbox"/>	Factory Alloy Wheels <input type="checkbox"/>	Bench Seat <input type="checkbox"/>	Bucket Seats (Fixed) <input type="checkbox"/>	Bucket Seats (Reclining) <input type="checkbox"/>	
Body Restored <input type="checkbox"/> Repairable <input type="checkbox"/> Rust/Damage/Paint Good <input type="checkbox"/> Parts Only <input type="checkbox"/>		Interior Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/>		Engine Reconditioned <input type="checkbox"/> Good <input type="checkbox"/> Reco Required <input type="checkbox"/> Parts Only <input type="checkbox"/>		Rear Arm Rest <input type="checkbox"/> Towbar <input type="checkbox"/> Mudflaps <input type="checkbox"/> Original Cassette <input type="checkbox"/> Original Radio <input type="checkbox"/>
Non Standard Equipment			Year Purchased _____ Original Owner <input type="checkbox"/> Purchased From (If Known) _____ _____			