

MONTHLY ISSUE

AUGUST 2013

LEYLAND P76 CLASSIC CAR CLUB



EASTERN CREEK PICS & STORY NEXT MONTH

FUTURE EVENTS 2013

MEETING DATES - MEMBERS ARTICLES - EDITORIALS AND MORE

LEYLAND P76 CLASSIC CAR CLUB INC.

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IF ANY MEMBERS HAVE A VEHICLE OR SPARE PARTS FOR SALE, AN INTERESTING STORY ABOUT HIS OR HER CAR, WEATHER IT IS ABOUT A REBUILD OR REPAIR, OR OF YOUR TRIPS AWAY ON HOLIDAYS, PLEASE DO NOT HESITATE TO CONTACT THE EDITOR AND IT WILL BE GREATLY RECEIVED.

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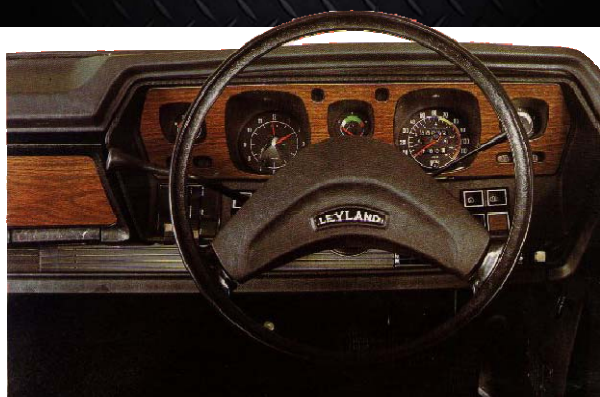
GENERAL MEETINGS

Venue: San Souci Literary institute
Address: 107 Ramsgate Road, Ramsgate
(cnr Campbell Street)

Time: 8:00pm Wednesday Nights

MEETING DATES 2013

AUG 21ST	SEP 18TH	OCT 16TH
NOV 20TH	DEC 18TH	



PLEASE NOTE

If you are able to write up an article for our newsletter, it will be much appreciated. If you wish to sell a car please send in your add. There is no cost, it is free. It must be received by the 1st of the month to be in the next newsletter, however to ensure that your write up or add is included in the newsletter, please observe the following:

Email it to force7v@hotmail.com

Post it to: c/o 9 Apsley Place Taren Point NSW 2229

follow up with a **phone call** to 9522 6529 to ensure it has been received.



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Editorial

Shannons Eastern Creek weekend will be over by the time you receive this newsletter and I hope the weather was great and also the show. The Council of Motor Clubs put an extreme amount of effort into this event and it always turns out to be very successful. Thanks to all of their committee for their dedication.

Our A.G.M. will be held next month at the club rooms on 18th September 2013 at about 8.30pm after our general meeting.

I would like to inform our membership that I will not be standing for the position of President; it is time for a change. However, I will be available to serve on the committee if nominated.

Next week, 25th August is King's School Show & Shine, a great event . Don't miss it.

Well, that's it for now, hope to see you all at our next meeting

Joe Green

PLEASE NOTE:

The 2013 A.G.M. will be held in the club rooms at the Sans Souci Literary Institute, 107 Ramsgate Road, Ramsgate (Cnr. Campbell Street) at approximate 8.30pm on the 18th September 2013.

If any member would like to have a proxy vote please return the following form to Leyland P76 Classic Car Club, C/o 9 Apsley Place, Taren Point, N.S.W. 2229.

I hereby nominatefor my proxy vote for the 2013 A.G.M. of the Leyland P76 Classic Car Club Inc. that will be held at the Sans Souci Literary Institute, 107 Ramsgate Road, Ramsgate at approximately 8.30pm on 18 September 2013.

Signed.....

THANKS TO

- Ross Rickard for picking up Ron Frith & bringing him to Eastern Creek
- Barry Anderson for his article
- Peter O'Brien for his article regarding fuel tanks.



P.O.B TECH TIP

FUEL TANK RESTORATION



At the 40th Event I had some fuel related problems with my car it was going well on the way down to Canberra but the next day we had a few problems which seemed to be the electric Fuel pump we gave it a few taps with a screw driver & got it going again....

When I got Home further inspection to the fuel filter revealed residue of rust in it. Well time to look at the fuel tank. After removing it from the car & draining ,the tank was not in great shape ,which is what I expected....



There are a few different Fuel Restoration Kits on the market... The one I chose is supplied by PRO STICH at Carlton Who are advertised on the back page of the magazine you can talk to John or Michael



I decided to take the tank to JJ Smith Radiators at Marrickville to get it Cleaned by a steam process. David will look after members in Our Club with a good discount ,he did a great job & it looked really spotless when I picked it up.

The Main thing to do is follow the Instructions on the product as this explanation is a brief overview of what I did.

Well since I had the tank cleaned I didn't have to use the Chemical cleaner that comes in the kit. In the above photo you can see some Duct tape & some plugs I made up some to seal the tank leaving the fuel sender hole open to pour the product into.

The Gas Tank Etch is the next step & then I had made a piece of plastic & gasket material to put over the sender hole & lock it in with the original sender ring & then with the tank completely sealed roll the etch around turning the tank in all directions 360 ,180, side-ways, basically keep it moving for a good 5-10 mins Then you drain out the excess but don't waste it as it can be used again so drain into a nice clean container & let your tank sit for 12 hours, making sure when you do this process you are in a well ventilated area at all times.

FUEL TANK RESTORATION

The next day is time for the final step which is look & feel inside the tank & make sure it's not tacky that it has dried well then pour the Gas Tank Sealer into the sender hole & seal it up again with your plug & ring & rotate again in as many different directions as possible as you want it to coat in all the area's not forgetting the baffles.

Again Drain the excess product out back into the can using a funnel & you can reuse the excess again for another tank. A thin film is applied to the tank this is what is specified on the instructions unless you have deep scale rust damage & they suggest a second coat..

Again leave it dry this time for 48 Hours . Then your ready to go... I have installed the tank & I have driven the car on the road I guess time well tell how good it lasts..

The process is Easy & the great thing is that you have extra to do at least 1 or 2 tanks with the remainder of the product & the good thing about the kit from Pro stitch is if you run out of one of the products you can buy that one instead of buying a whole kit again.

POB





Barry Anderson speech at the formal dinner

Thank you Will Hagon for that introduction

And on behalf of the Victoria Park P76 people I thank the P76 people of Canberra & District, in particular, Damien Haas, Bryce French Alex Shoobridge and Col Gardner For conceiving and getting this event underway. And Kay De Luca, and the P76 people of NSW for the great support they have given to make the event even better.

But I also want to thank each and every one of you here tonight. Firstly, on a personal level: today's drive of a P76 after – for me - 37 years - brings me back full circle, to that most optimistic time in June 1973 when the market was eager for P76. I'm sure that all the Victoria Park guys here, who were all so much part of it, feel the same. Little did we know that - a scant 8 months later - UK Leyland would decide to close all its overseas plants and it would all be over. But, more importantly on a higher, historical, level, my thanks to all the P76 people here tonight and to all the other P76 owners. You maintain – in the real - the heritage of that car and the companies and the people involved in building it.

P76 is important historically. It represents the end of an era: It is one of the few cars to be wholly conceived and designed in Australia. As of now, it seems unlikely there will be any more. It was the first and last car ever to be designed from scratch by any overseas plant of the Morris, Austin, BMC and Leyland empires. The P76 prototype was assembled at the MG works in Abingdon. It was the last prototype seen there. Technologically also, P76 came into being at the end of an era. It was designed at the dawn of the computer age but too early to use the technology. The computer was to have an enormous impact on the product itself, the way it was to be designed and the way it was to be made. It was to have an enormous impact on the type of skills the people involved would need. It was to render irrelevant and obsolete many skills that were absolutely essential - at the time - for the P76 to come into existence.

It was John Lennon who said “Life is what happens to you while you're busy making other plans.” History is like that – it's happening all around us and we don't notice. It's important that we record what has happened and who did it.

Tonight I won't talk about the car. You here all know far more about it now than any of us who built it. Rather I will talk about those now obsolete skills that were so necessary in the P76 days and about some of the people who had those skills and who came together to make the P76 possible, those people who had what we called “Automotive Green Fingers” and who greatly influenced me – and many others - and gave us the opportunity to participate in the great P76 adventure. But before I do, a couple of issues: First: hands up all here who have read THE BOOK Thank you. The rest of you should see Roger Allen Foy tonight – this might be your last chance – not many left. Second, I will be proposing a toast later – so please don't drink your glasses dry.

Let's start by looking at just three examples to remind us of how it all was. Back then the styling studio would produce a full size clay model of the body skin surface. Draftsmen would then measure, by hand, the x-y-z co-ordinates of thousands of points on that surface and transfer them – again by hand - to a full sized drawing. This took time. They would then draw all the feature lines in three views and the cross sections of the surface at 10 inch inter along the length of the body. This became a very large and complex drawing. The drawn surface was always far from smooth and had to be corrected, point by point, until it was acceptably smooth. With thousands of points, this took a very long time.

The next step was to make a full sized wooden model: usually mahogany. carved by hand to the drawing shape and arranged so that sections, each representing one body panel, could be individually removed. This took more time again. Those wooden representations of each panel were then used on large machines fitted with pantograph mechanisms to mill the surfaces of the press dies that made the panels themselves. All these processes involved high levels of unique craftsman skills for many thousands of man hours. Today, thanks to computerized equipment: the clay model can be scanned by laser the data loaded directly into a computer which, directed by a few specialists, will automatically smooth the surface.

What took months, now takes days. And the mahogany model is no more. The smoothed surface data in the computer can be used to drive directly the computer controlled milling machines to make the tools for presses. We are fortunate today; A historic record of that now obsolete process - in the form of the mahogany model for the P76 sedan and station wagon – resides in Sydney's Powerhouse Museum, and Some of your place mats tonight feature it. Similar revolutions have occurred to every aspect of the design, tooling and manufacture of the car.

Looking now at the product itself – just one example: When the P76 was being designed, man landed on the moon in a craft with the computing power of an early PC Later, the space shuttle flew with computers having half a million lines of code Today's airliners have 5 to 6 million lines of computer code Today's top level luxury cars have nearly 100 millions lines of computer code. P76 and other cars of its day had not one line of code.

A significant change indeed. Turning now to the people who had none of these modern skills but who brought the skills of the day to bear on the P76 project: Hundreds of technical staff from many departments made significant contributions – we have time to mention but a few, focusing on those Product Engineering guys: who had those “Automotive Green Fingers” who, in the absence of today's computer aided resources, were intuitive automotive engineers who had it in their DNA long before that term was coined.

Dave Beech: I first met Dave Beech when I was a cadet engineer. Recently arrived from Birmingham he was to get the Unit Plant equipped and up and running. He was staying at a hotel near my place and, unthinkable today, had no car. I, on the other hand, had a 1938 Morris 8 tourer with neither muffler nor adequate side curtains. I drove him to work for a few weeks and he wanted me to wear a chauffer's cap. He did get a new Austin A50 and I got to drive it – the first new car I had ever driven! Dave, a quiet, reserved man rose to Technical Director. he was the champion of the P76 project. Without him it would not have eventuated. He chaired the concept meetings. He stuck his neck out, set up the Advanced Model Group and pushed project approval through UK. Later in mid 1971 when the UK halted the whole project, he ignored the directive, told no one at Victoria Park and soldiered on. He got the UK to re-start it 6 weeks later and the project was finished – even though that delay had disastrous effects on the prototype build progress. The press called him “The father of P76”. I guess that description was well earned.

Bill Robinson arrived with Dave. Bill, a foreman millwright, was to install all the machines and conveyors in the factory. He hailed from the “Black Country” between Birmingham and Wolverhampton- With an earthy turn of phrase. Under Tom Jessop's training scheme – an exemplary story in itself – I spent a month with Bill during the installation phase in the Unit Plant.

He could align those transfer machines – some 100 feet long – perfectly;

He could make those interlinked conveyors work flawlessly. But he was his own man and ignored the bean counters' directions when it came to overtime. I queried his reaction to their directives and he responded in best black country “You works overtime at beginning of adjectival project, not the end” No project ran late because of him. I wish I could say that I have always followed his work practice. We used to chat at tea breaks. He took a shine to me and he once said (I forget the context) “Choose your wife carefully – she'll be the best friend you ever have”. Fortunately, I did follow that advise - she is. So, like so many trainees, I was guided by Tom Jessop through my training. In late 1957 I joined the new Product Engineering Department for the last year of my cadetship.

To be continued

FUTURE EVENTS



August 25th

British Display Day Kings school

Pennant Hills Road
Parramatta



September 29TH

2013 B.M.C Leyland Australia Heritage Group Reunion.



Cost \$40 per head, full buffet lunch.

If you wish to display your car on the rooftop
contact Roger Foy on 9449 1524

Venue: Ryde Eastwood Leagues Club

October 27th

Chevalier College Motorfest at 566 Moss Vale Road
Bowral, N.S.W. Entrants in Show & Shire - \$10

Date to be Announced

Visit to Club Member Rick Hopkins Auto Museum

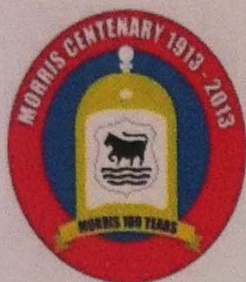




BMC LEYLAND AUSTRALIA HERITAGE GROUP



2013 REUNION—Sunday 29th September



1939 MORRIS 8 Series E - 4 Seater Tourer



Celebrating 100 Years of Morris And 40 Years of P76

RYDE EASTWOOD LEAGUES CLUB

Rydedale Road, West Ryde will be the venue once again for this year's
Heritage Group Reunion

Please contact Roger Foy — 9449 1524

If you would like to take part in the rooftop display
Cars on show should be in place by 10.30am

Cost \$40 per head

includes full buffet (with carvery/hot dishes), desserts, tea/coffee & mints

PAYMENT SLIP FOR BMC LEYLAND AUSTRALIA HERITAGE GROUP 2013 REUNION

Please forward this section with your payment of \$40 per person to:

Kay De Luca, 7 Savoy Court, West Pennant Hills 2125 (phone 02 8812 2479 or 0410 688 886)

RSVP: 20/09/2013 (Cheques/Money Orders payable to BMC Leyland Aust. Heritage Group)

NAME: **AMOUNT PAID:**

PARTNER/FRIENDS NAMES:

ADDRESS: **POSTCODE:**

PHONE: **EMAIL:**

I would like to be seated with:

I would like assistance with transport: YES/NO (please circle)

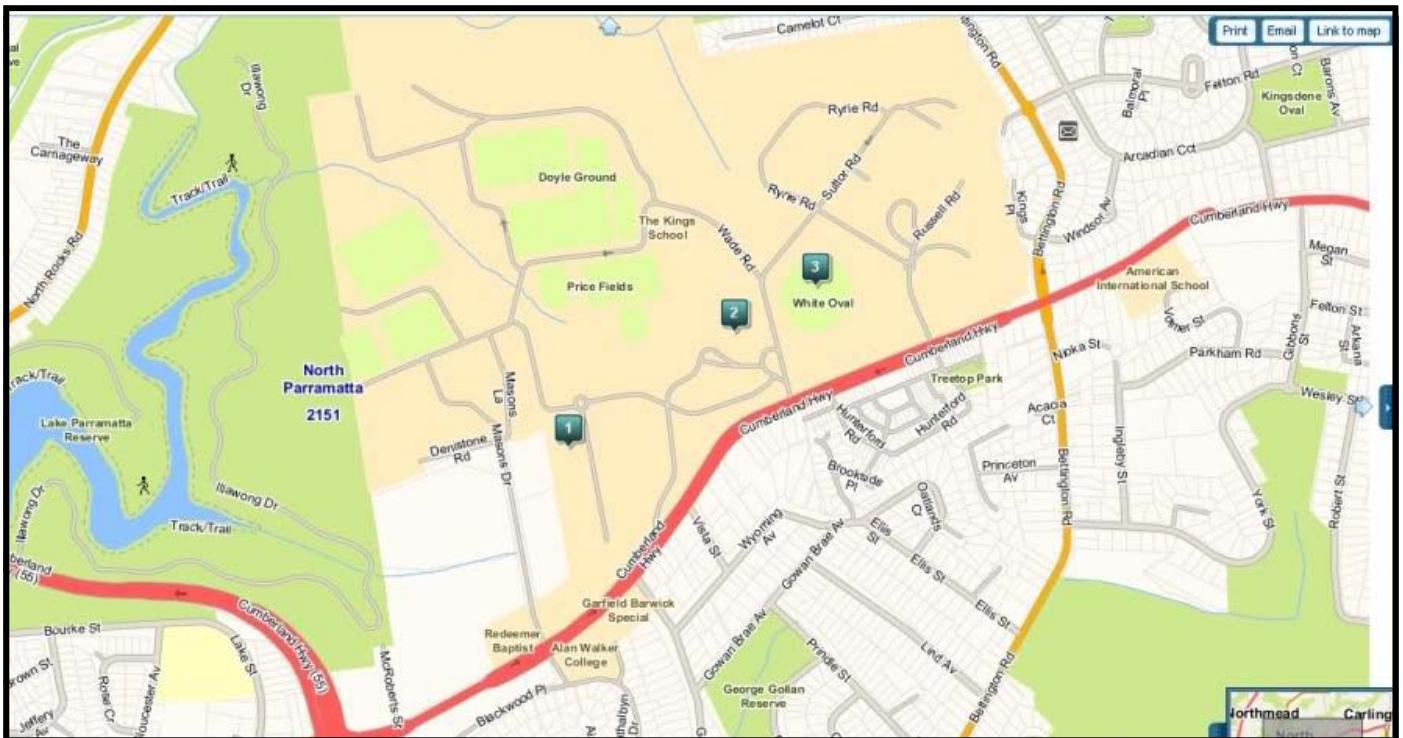
Special Dietary Requirements:

ALL BRITISH DAY

All vehicles will enter the school via Russell Road gates from 7:00am. This is the main gates on Pennant Hills Road where the traffic lights are located. It is our aim to have all cars in place by 9.30.

Continue along Russell, Ryrie and Suttor Roads to the senior swimming pool then up to the tennis courts where 'A' ticket holders will be diverted via Hay Shed onto the Price Fields. B, C and E ticket holders will then be directed around to Doyle fields. Maps detailing the location of all clubs will be on this site from August 17th. Remember to put your ticket on your windscreen!

Enjoy the cars, enjoy the food, enjoy the art, enjoy the day!



http://allbritishdaysydney.asn.au/index.php?p=1_1

Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute on Wednesday 17th July 2013

Joe Green opened the meeting at 8.00 pm. Members in attendance as per the attendance book.

Apologies – Ross Rickard, Angelos Frangopolous, Bev & Ian Lyons, Ron Frith, Sue Green, Valda Chappell

The minutes of the previous meeting were read and accepted.

Moved – Peter O'Brien **Seconded** – Tony De Luca

Business arising from the minutes: Nil

Treasurers Report:

Income

M/ship	\$ 185.00
M/ship	\$ 70.00
Total	\$ 255.00

Outgoings

BMC Heritage Group Fees	\$ 20.00
TELSTRA White Pages	\$ 90.00
Hall Rent	\$ 39.60
Car Banners	\$ 200.00
Total	\$ 349.60

Bank Statement No 231 Dated 28th June 2013 Balance - \$1533.87

Moved – Tony De Luca **Seconded** – Terry Route

Correspondence In:

All Stars Custom Apparel brochure
Orange Blossom Festival Registration Forms

Correspondence Out: Nil

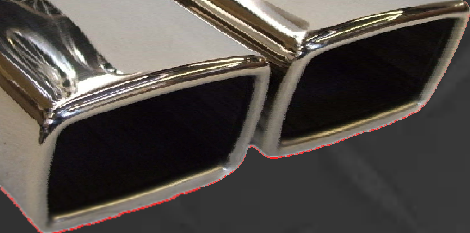
Acceptance of correspondence.

Moved – Troy Green **Seconded** – Peter O'Brien

General Business:

Copies of Australian Classic Magazine that were donated to the club.
Tony gave an extensive report on the 40th Anniversary P76 gathering held recently in Canberra
Shannons Eastern Creek – 1780 cars entered at the moment
30th CMC Anniversary raffle tickets to be drawn soon

The meeting concluded at 8.55 pm followed by supper.



TAILPIECE



INTERESTING
STUFF

EASTERN CREEK PICS



TRIMMING

PRO STITCH

Motor Trimming

REPRODUCTION DOOR TRIMS BY PRO-STITCH

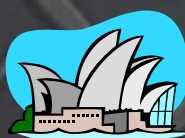


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21ST AUGUST

CLUB ROOM MEETING

BE THERE