

Anything But Average



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**Official Publication of the P76 Owners Club
Of Victoria and Tasmania Inc.**

ANYTHING BUT AVERAGE

IS THE OFFICIAL PUBLICATION OF THE LEYLAND P76 OWNERS CLUB OF VICTORIA & TASMANIA

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

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Front Cover -

At last month's Belgrave Car Show member Kevin Smith won the trophy for "The Most Unusual Theme Entry" being his Leyland Experimental Super 6 P76.

ANYTHING BUT AVERAGE, PRESIDENTS REPORT

Hi Members,

It is with regret that I have to inform you that Marcus has resigned from the position of President. Unfortunately, Marcus' personal commitments have increased over the past few months to the point he was unable to continue in his role on the committee. As a result, I will be care-taking the position of President until the next AGM. Although this deviates from standard practice, where the role defaults to the Vice-President, I am honoured that the committee nominated me to take on the responsibility for the next few months.

Perhaps it's just me but 2019 seems to be passing us in a flash! It's already April, school holidays are upon us and Easter is in a few weeks. This means the AGM is rapidly approaching. The Committee will set a date in the coming months and will communicate it as soon as it is finalised. I'd like to ask you all to start thinking about the role you currently play as a member of the club and whether there is something further you could contribute to the club by standing for a committee position at the coming AGM. The club functions and grows as a direct result of the time and effort applied by the committee members and other supporting club members. As always, we're calling for members to consider nominating for a committee role. There is no need to live locally as we currently have committee members from across Victoria and Tasmania. If you're interested, let me know and organise to come along to a committee meeting, or be dialled in. If you feel you can't dedicate yourself to the committee, perhaps think about writing an article for the newsletter or organising a club run to your local area. I truly believe we all have skills and a little time we can donate to making the club even more successful.

On another note, it was recently mentioned by a member that we unintentionally skipped a Concourse. The 2017 Concourse was postponed due to the Targa Florio Tribute Run and pushed into 2018 to be held in conjunction with the Classic Aussie Car Show. Due to the success of this event, the committee decided to continue coordinating the two events which brings us to 2019. As previously noted, the event has been postponed due to sponsorship changes and it is now scheduled for August. Although it is unfortunate that we inadvertently missed a Concourse, there is no plan to rectify the situation by holding an additional event. Instead, let's focus on the next one; mark the calendar and start preparing your vehicle for the 2019 Concourse.

Wishing you all a happy and safe Easter.

Regards,
Rachel

Editorial



Fellow Pnuts

I welcome Rachel as our stand in President till the next AGM. I am sure you will all put your support behind her. This is an important role she has undertaken for the good of the club.

Sadly fellow members, there has been some notable passing's amongst the P76 fraternity recently. A couple you may not have heard, but one, I would imagine to be well known.

Kay and Tony De Luca from the Leyland P76 Owners Club Inc. of NSW posted this in their latest club magazine. Our clubs do not have many overseas members, thus I thought it nice to mention, quote:

"I was extremely saddened to receive news today of the passing of Alan Firth, our esteemed P76 Owners Club Member from the UK. Alan passed away yesterday following a long illness and we extend our deepest sympathy to his lovely wife Jane and their family. We will miss him so much.

Alan and Jane have visited Australia and New Zealand on a number of occasions to be part of the P76 Nationals with us, in various States as well as NZ and we've all enjoyed their company over the years. Some of us have even visited and met up with them whilst in the UK and they made us very welcome in our travels. It's going to be a difficult time for Jane but we know that the family will be around her, giving her hugs and well wishes from all of us here in Oz. We have lots of fond memories of Alan and his P76 experiences – Jane and the family will be in our thoughts at this sad time.

*Regards,
Kay and Tony"*

On the local scene down here in Launceston a Mr. Don Wright passed away. Don was a very accomplished engineer who served in the Navies of three different countries. Whilst not greatly known amongst the majority of P76 owners he did have a link with us. As an engineer he enjoyed the challenge of designing and building anything mechanical. Don had a fascination for the 4.4 P76 engine. One of his most loved interests was building blue printed P76 engines. A secret desire of his and one that was on the drawing board was to build a V16 engine out of two P76 engines mounting them end to end. Alas we will never see that happen. Don will be missed by those who knew him.

On the National scene as most would know, Peter North passed away after a long illness. Peter was at one stage Managing Director who joined Leyland in 1971 as finance Director. He had industry experience in finance, marketing and product engineering. He was a pivotal part of Leyland Australia. Our thoughts go to his family. There is an article later in this issue which I feel is a fitting tribute to a man that was nothing short of innovating.

It never ceases to amaze me the number of articles written about the P76. It could be in a car magazine or just a car related magazine, and not even that. Also, there's the newspaper articles, they just keep coming. When you think you have read them all, up pops another one. Now this has been happening right from the start for the last 45 plus years. I personally consider it's brilliant. For something that has borne the brunt of some pretty ordinary comments it clearly shows to me just how popular the P76 is with the media, in whatever form you choose. All this interest in a plain standard road going vehicle.

I ask, do you see, hear, or read, of as many articles about any other standard Australian car from that era. Yeh sure you see stuff about Falcons, Holden's and Chryslers from those days, but they are always banging on about the race car. How many articles do you see about the road going HQ, XA, XB, VH etc. I tell you what, as a road going car, and if the media is any sort of reference to go by. (I just swallowed hard when I wrote that) The Leyland P76 by far sparks the most interest in Australian cars of that era, ever. Articles, bring em on! You just gotta love it.

Note: The opinions expressed in this editorial do not necessarily represent the views of the management!

How to put your vehicle on the Club Permit Scheme (CPS)

The steps you need to follow to get your car onto the Club Permit Scheme

1. Your membership of the Leyland P76 Owners Club of Victoria & Tasmania needs to be current at application and remain current while you have a vehicle on the CPS.

2. Get a roadworthy Certificate for your vehicle.

3. Take photographs of your vehicle to be kept by the club for our records. Photos must include the following:

- Front view of vehicle
- Rear view of vehicle
- Drivers side view of vehicle
- View of the driving position (side on with the drivers door open)
- Photos of any identifiers such as chassis number and engine number.

Electronic photos or hard copy prints.

4. Fill out the club permit **Application form AND a Vehicle Eligibility and Standards Declaration Form**

These forms may be picked up from your nearest VicRoads office or downloaded from their website.

<http://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/get-a-club-permit>

5. Send the following items to the CPS signatory for signing:

- Roadworthy Certificate
- Club Permit Application Form
- Vehicle Eligibility and Standards Declaration Form.
- Photos of your vehicle.
- Stamped self-addressed envelope

Refer to the Committee contact list for current CPS signatories

If you have any further enquiries, please contact Philip McCumisky on 0408 842 800

Renewals should also be sent to CPS signatories with a self-addressed envelope. Members have 90 days after CPS expiry to have your renewal processed by VicRoads otherwise you must obtain another RWC. That will cost you whatever the fee is at the time charged by the RWC authorise agent.

REGISTRAR'S REPORT NO.3.....FEBRURY 2019.

A big welcome to the following New members to our Club approved at the March Committee meeting:

1. Keith Collins, Lynbrook Victoria, on the lookout for a P76 (?).
2. Neville and Gwenda Hall, Nyah West Victoria, restoring a P76.
3. Gerard Murphy, Benalla Victoria.
4. Michael Nugent, long term P76 member returning to Victoria, has owned three P76's over the years, currently has a Peel me a Grape '73 Executive.
5. David and Jan Pike, Hoddles Creek Victoria, own several American cars, looking for a P76 (?).



Letters to the Editor

Well, the following article was passed onto me by a fellow club member, sorry I can't recall who it was but if that person would like to email me I will acknowledge them in the next newsletter. This is a really good article about a very sad time in Leyland Australia's history. **Article from Wheels 1975**
Warning, some of these pictures you might find upsetting.

Thousands of assembly line hands, tradesmen, designers,
engineers and management staff once teamed to make cars in a mini-city now reduced to . . .

THE LEYLAND WASTELAND

By Tony Curtis



YOU DRIVE through the big Leyland plant in Sydney's Zetland along wet, deserted company streets flanked by rows of brightly colored two-door Marinas glistening in the rain, then swing into Middle Way.

There, beside a waiting truck, are six car bodies, each flattened to the width of a man's hand — Force 7V coupes, the vaunted V8-engined hatchback that never graced a showroom or thrilled an eager buyer, en route to Simms scrap metal yard.

Other relics of the stillborn coupe are stacked dismally nearby; seat frames, beginning to rust, side panels, trim

fittings: These didn't even reach the now silent assembly line.

But Force 7V components aren't the only items being junked and sold in the 25 hectare wasteland that was once the fortress of the British motor industry in the South Pacific.

You can buy a forklift truck there now for \$2500, with a lucky bid. Or a motorised lathe for around \$300. At the public auctions held at the plant each month stackable steel storage bins are going for \$24 each, spot welders for \$60 and three-foot steel rules for \$4. The laboratory items attract spirited bidding, and someone paid \$50 for a

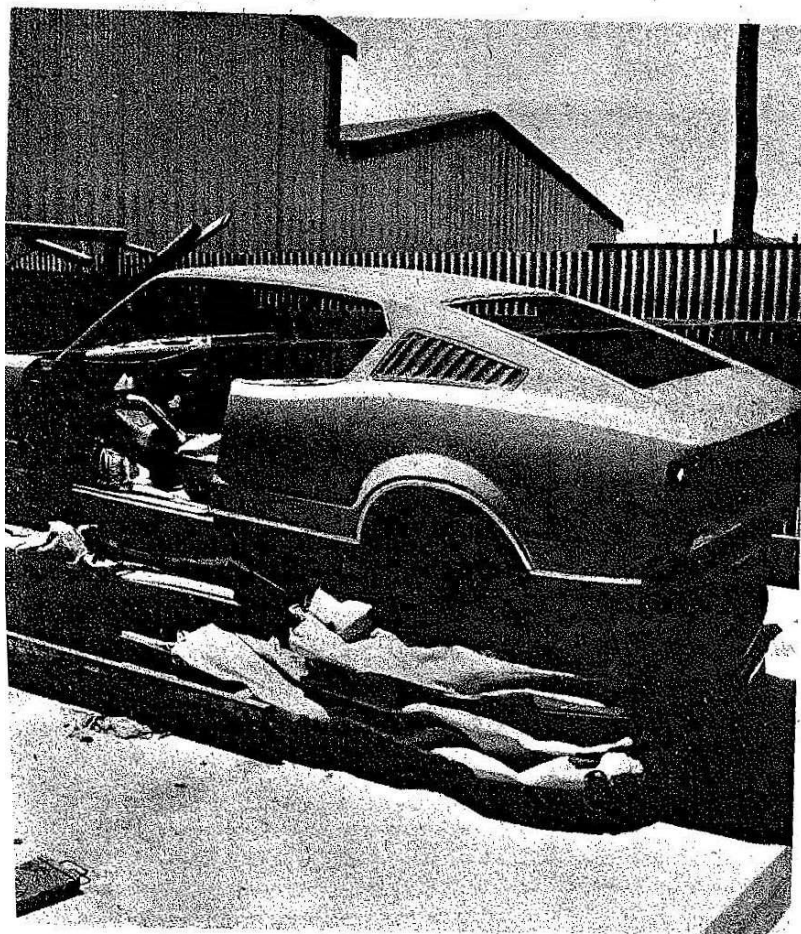
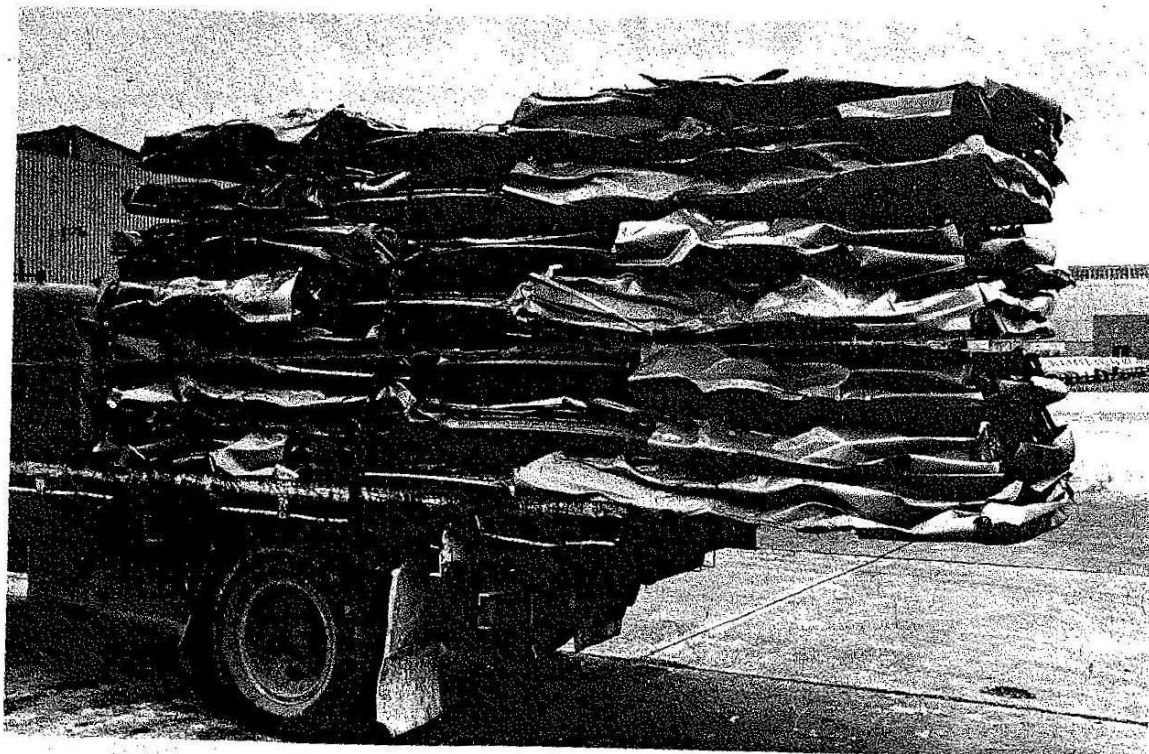
Some of the last of the 56 Force 7V coupes, stripped of their engines, await destruction. Only eight of these cars have been preserved, mainly for museum, show use and promotional stunts for eager dealers.

Dynamax electric flask shaking machine, no doubt to mix cocktails.

It's a gigantic clearance sale of just about everything but the building shells, paving the way for a formal but probably uncereceremonious handover to the Australian Government on June 30.

Not everything is being flogged to the public or trucked to the scrap yard. The four and six cylinder engine

THE LEYLAND WASTELAND



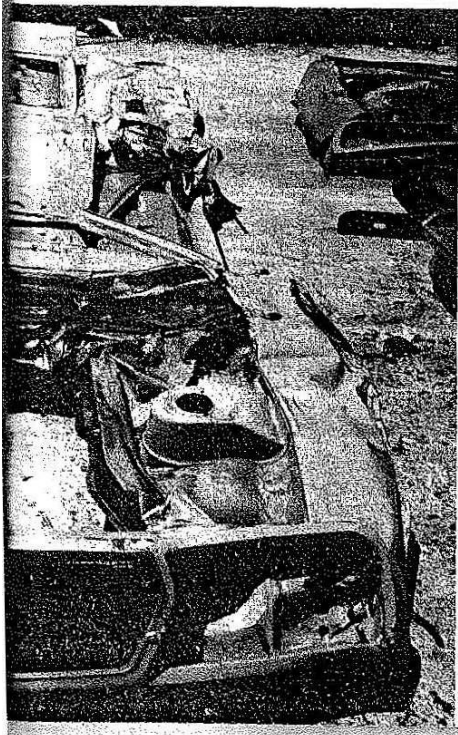
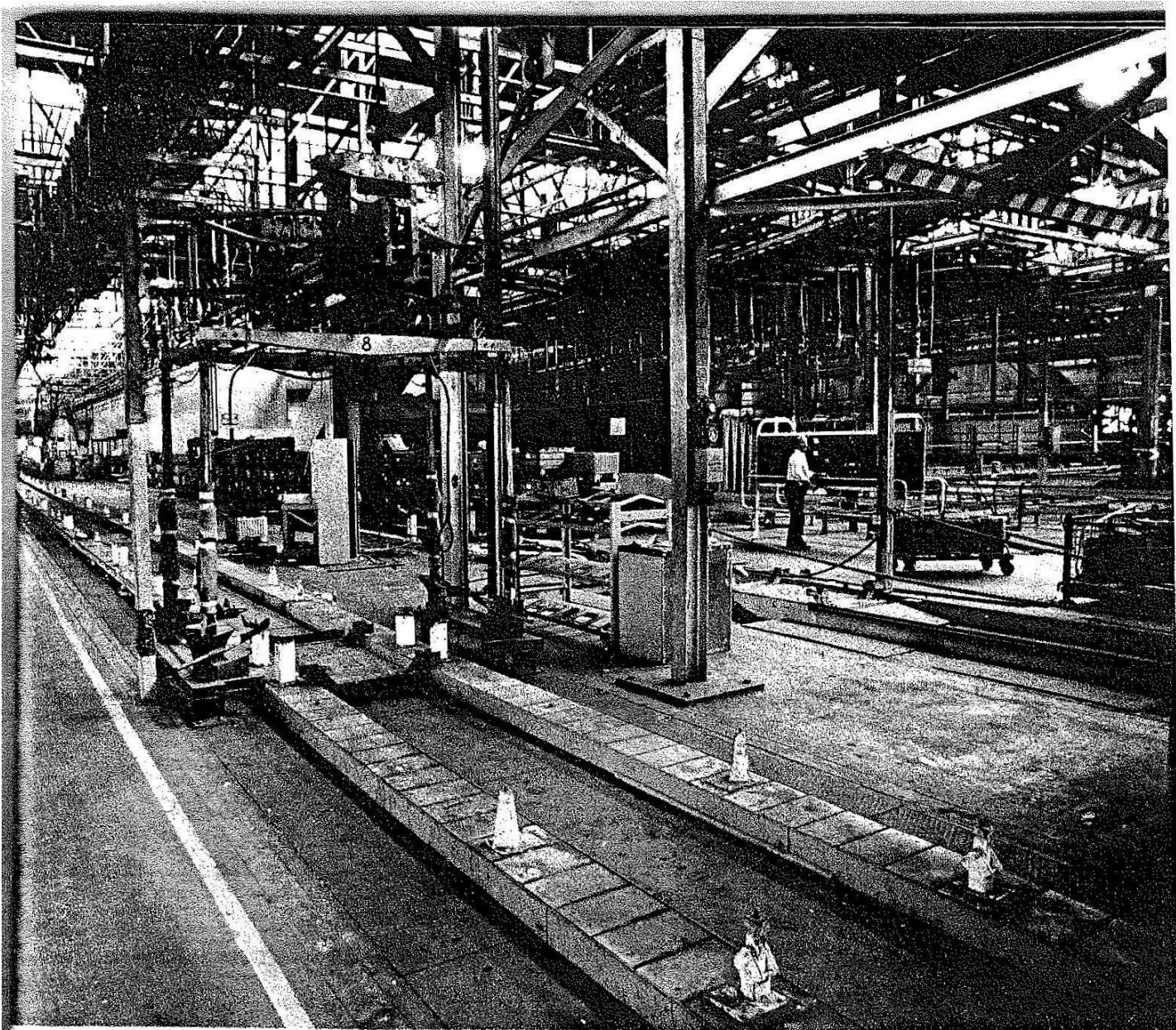
Above:
Seven flattened car bodies headed for the scrap metal yard. Before their short life ended they were to be the pride of the P76 fleet, sporty performers distinguished by their hatchbacks and their roomy interiors. They would have sold at more than \$5500 apiece.

Top right:
Track six in car assembly building number one. Four hundred people once worked here assembling thousands of P76s and the all-but-stillborn Force Seven. The hoists are to be sold soon to the highest bidder.

Left:
The axles, wheels, glass and dashboard instruments have been removed and the car awaits its nemesis, the metal crusher.

Right:
A flattened grille still bears the Leyland sign, but the crusher has yet to finish its work.





assembly lines in the machine plant are being shipped to a Leyland subsidiary in South Africa. The eight-cylinder line is going to England.

The Landrovers and Minis — car, moke and van — will now be put together around imported engine blocks at Enfield, 10 kms farther west, home of the subsidiary Pressed Metal Corporation and one of the hold-out remnants of the Leyland empire. The others are at Revesby (Sydney) and Footscray (Melbourne) — for truck and bus assembly — and Liverpool (Sydney) for spare parts.

All this "restructuring" means that Leyland's Zetland headquarters building, its flag-bedecked showpiece and the scene of a score of jazzy new car previews, will fade to a two-floor monument to past glory and present failure, unless the Canberra authorities decide to pull it down.

Future success — should Leyland survive the crushing new import quotas with its argument that it's a "special

case" — will be guided from offices on seven leased floors of a highrise above the shops at Bondi Junction. From here Managing Director David Abell and the new administration team he has imported from London will enjoy a view of the surfing beach that every Englishman has heard about. The sight may soothe them during the tough months ahead.

In its loss-cutting effort, Leyland's wasted assets include not only the hardware that's going under the auctioneer's hammer and the scrap metal press, but people, most of them highly skilled and experienced.

At a Sydney Press conference last October — called to announce the abandonment of Leyland manufacturing — David Abell estimated that 2600 people would lose their jobs; but the figure today is more than double that.

Out of a total company workforce of 8000 in Sydney and Melbourne, only 2500 remain. The closure at Zetland, like a rock tossed into the company

THE LEYLAND WASTELAND

pond, has raised waves at other installations, all of which have been scaled down, although the Enfield plant may add a few hundred more workers to boost its mini-range assembly.

With Roger Foy, an engineer pressed into public relations service (Leyland's PR section has also disappeared) I toured the Zetland wasteland with its vast empty buildings, so silent that you wonder, momentarily, what you're doing there, as though you've been left behind in an evacuation.

In the car assembly building number

one perhaps 400 people worked in an area 30 by 100 metres long around the assembly tracks, where 16,000 P76s changed from chunks of welded metal into bright new "full sticker" cars, needing only registration plates to join the bustling traffic in nearby South Dowling Street.

In the wheel alignment pit, where crews once worked feverishly on the second last stage of the finished car, all that's left is a rusted muffler and an empty yellow four gallon drum. The pit looks like an empty concrete grave.

Fifty Force 7V coupes rolled over this pit to the headlight setting bay — last stage on the line — while supervisors and engineers stood by beaming, eyeing the lines and stroking the duco gloss of the cars that were to revolutionise the sporty performance market.

The workers paused by the tracks to cheer their collective effort as the first coupe cleared the line early last year, but the atmosphere of that heady, exciting moment has gone with them — and the cars that lie junked there out in the rain.

But reminders that people once sweated and laughed and talked beneath the empty hoists and beside the vacant tracks linger faintly. A wry sign on the assembly tally blackboard chalks the last day's production with a single slash — one car — and the accident report for the last shift, recorded under a green company crest, is marked negative.

The cigarette machine outside the executive office still spews out a packet for a 70 cent input, but the office itself is bare except for telephones on the floor and a single framed photograph of 32 men, grouped like a football team over a BMC rosette and a sign which says: CABI, Quality Control, December, 1966.

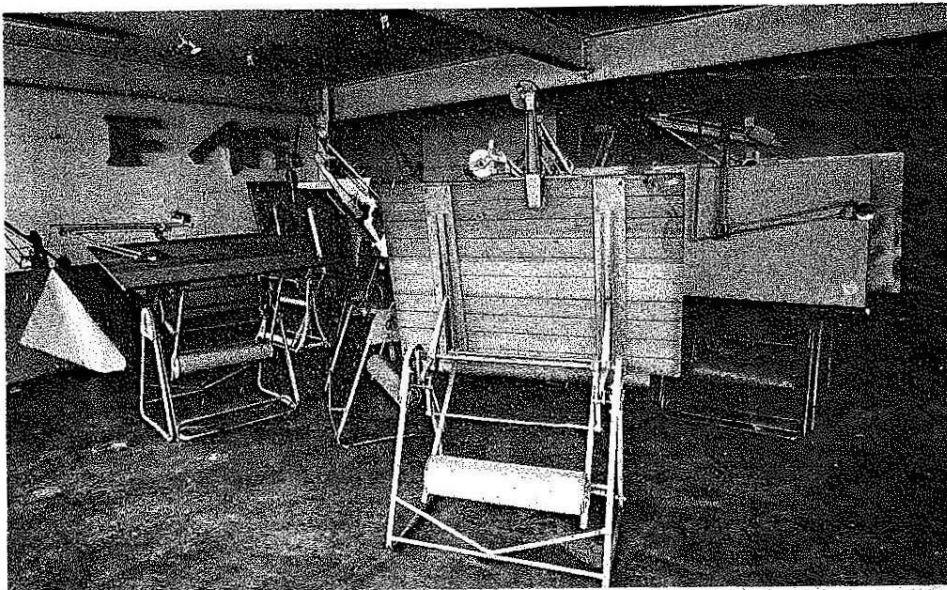
We walk to the nearby CAB 2, where equipment is being marshalled for the next sale, and a clerk from the auctioneering firm bars the way for Foy, a Leyland employee for 17 years. Foy doesn't bother to introduce himself. The people he knew have gone but he knows every corner of that 25 hectares like the back of his hand, and he feels no need to acknowledge any authority in the newcomers who are selling the place to the highest bidders.

I ask the clerk how much the forklifts are fetching. "Oh, between \$2500 up to \$4000," he says, adding "but they're pretty clapped out." The first sale, spread over two days, grossed \$160,000 with nothing passed in, but the reserves are high and they're hoping for bigger returns next time.

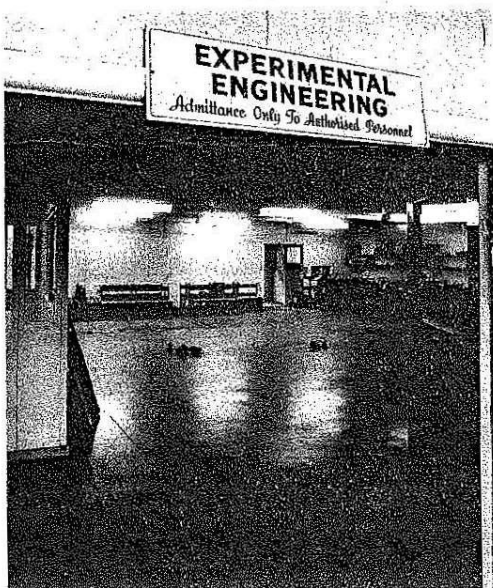
Nowhere, it seems, can we escape the heavy air of depression that hangs over the plant. Nothing exists except relics of fine achievement rendered futile, and the few people spotted in the distant corner of an empty building or for a fleeting moment in an otherwise deserted street are concerned only, in one way or another, with cut-price salvage.

Last time I left the Leyland plant it was past a showfloor of polished Targa Florios into a chauffeur-driven "courtesy car" provided for the trip back to town.

But the Targas have gone now and this time I waited beside a few show Minis among furniture with auction labels on it while they called a taxi. It was a Holden, inevitably, and driven by a bloke who thought all Leyland cars were bombs, anyway. *



The design office in which the Force Seven was meticulously planned. The drawing boards and the men who worked over them held secrets that opposition companies would once have paid a fortune to acquire.



Bare floors, empty offices. Most of the engineers are now either unemployed or in other jobs. The chairs piled in the corner carry stickers for a coming auction.



Dismal Force 7V components. Plush seats still encased in plastic and an automated gearbox housing awaits the industrial scrap heap.

Cheer up. Now for something completely different.

Aphorism is a statement of truth or opinion expressed in a concise and witty manner.

- ◆ I read that 4,153,237 people got married last year. Not to cause any trouble....but **shouldn't that be an even number?**
- ◆ I find it ironic that the colors red, white and blue stand for freedom, until they are flashing behind you.
 - ◆ When wearing a bikini, women reveal 90% of their body. Men are so polite they only look at the covered parts.
 - ◆ Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?
 - ◆ America is a country which produces citizens who will cross the ocean to fight for democracy, but won't cross the street to vote.
 - ◆ You know that tingly little feeling you get when you love someone? That's common sense leaving your body
 - ◆ My therapist says I have a preoccupation with vengeance. We'll see about that!
 - ◆ I think my neighbour is stalking me as she's been Googling my name on her computer. I saw it through my telescope last night.
 - ◆ Money talks ... but all mine ever says is good-bye.
 - ◆ You're not fat, you're just easier to see.
 - ◆ If you think nobody cares whether you're alive, try missing a couple of payments.
 - ◆ I always wondered what the job application is like at Hooters. Do they just give you a bra and say, "Here, fill this out?"
 - ◆ The location of your mailbox shows you how far away from your house you can go in a robe, before you start looking like a mental patient.

Now, don't you feel better knowing what an aphorism is?

An Interview with Roger Foy

Road Proving Supervisor – Experimental Department: BMC / Leyland Australia.

Kindy printed with permission by the West Australian Leyland P76 Club.

WW: Can you tell us a bit about the Marina 6?

RF: The consensus was that the 6-cylinder Marina should never have been done. I always used to say that. Bill Serjeantson told me some years after 1974 that he thought all of our problems with the P76 went back to the introduction of the 6-cylinder Marina.



The E6 Marina was something that was thrown into the programme because management, particularly Dave Beech, more or less said: “well, we haven’t got much to do now, P76 is virtually finished and nearing production – no further work is required on P76.” This was about 6 months before the P76 release. Someone got this bright idea – why not put the 6-cylinder E series engine into a Marina, it should go straight in, no problems at all – much the same as Ford had done with the Cortina. Well, the result of that decision was that our engineering expertise was divided at a crucial stage of the P76 programme.

People that were working on refining P76 and getting everything right, ensuring that the correct fixtures were going to be used in production, were suddenly pulled off those tasks and put on to the Marina 6 programme. Our engineering resources were stretched and divided. This was by management direction – we had no say in the matter, we were just told to do it. Bill Serjeantson was adamant that the 6-cylinder Marina should never have happened. All that effort that went into that project should have been concentrated on refining the P76. We only had a relatively small Experimental team at Leyland Australia, compared to some of our local rivals. The workload was very heavy at times, and the available resources were always very thinly spread.

WW: What about the early days with the P76?

RF: Because of the way it had been decided to produce P76, i.e. Body Styling, Body Engineering and Tooling in Europe, and Mechanical Engineering in Australia, we decided to develop and test our Mechanical components in a series of hybrid Holden-bodied prototypes, before the full-bodied P76 prototypes became available. The hybrids were used to test all of the mechanical items, power train, suspension, brakes, air conditioning, power steering, etc.



The full-bodied P76 prototypes were late being delivered to us from Pressed Steel. The original delivery schedule was something like 1 car per month, but this was never met, consequently the testing programme was affected. Initially I think we only got two hand-built cars from Pressed Steel, instead of the six or seven that we had asked for. The prototypes arrived slowly and well behind schedule. Experimental got more cars once the tooling arrived in Australia, and the first cars were then assembled at Zetland.

The P76 had originally been planned with the alloy V8 motor. There was no thought of offering anything other than a V8 model. About halfway through the development programme, Marketing began making noises about offering a 6-cylinder version as well as the V8, so this got thrown into the development project. I was there the day that Bill Serjeantson got the “rounds of the kitchen” from Dave Beech because we hadn’t done anything about a 6-cylinder engine for the P76. The whole programme had already been signed off with just the V8 engine model, and then Dave Beech gets cross with ‘Sarjo’ because nothing had been done about a 6 cylinder!

So, a crash programme was put in place. What engine were we going to use? A check was made of all available engines, but they all proved to be too long to fit in the available space. It quickly became obvious that the only solution in the time frame we had was to use the E series 6 cylinder, enlarged to 2.6 litres from the original 2.2 litres. That was the only way that we could be ready in time for the P76 release date.

The E6 engine was ready for testing about the same time as our first Force 7 (S2) prototype became available. We decided to fit the E6 into the Force 7 prototype, so that we could do durability testing on the engine and the coupe body at the same time. After the trip to Charleville with the first S2, it was stripped down for marking purposes. We found that the stiffener panels at the lower B Post / floorpan area had not been included on the body shell (by Pressed Steel), which affected the structural rigidity of the body.

WW: Can you explain the terms 'Mark Up' and 'Mark Down' on test cars?

RF: Before any vehicles went on durability test runs, the complete vehicle was placed on a large flat jig-plate and all measurements in relation to the body panels, apertures, etc were recorded. This was called 'Mark Up.' The measurements included vertical, transverse, longitudinal, and diagonal from reference points on the body.



Following durability testing, the vehicle was returned to the Experimental workshop, and again placed on the jig-plate and all measurements taken again ('Mark Down'), to give an accurate comparison with the original records. This allowed us to see where there was any movement, cracking, or other faults on the body shell. Remember this was before the advent of computers. The mark up method was a reliable way of checking the structural rigidity of body shells, but it was labour-intensive and time consuming. The first P76 body shell came back from Charleville with a problem – the tail was sagging, having dropped something like ¾ inch.

WW: Were any of the Force 7 prototypes accident-damaged during testing?

RF: We were doing a "familiarization trip with management" you might say, around the Snowy Mountains area in early 1973 (sometime before the P76 release). Our group was driving a Kimberley, P76 sedan, and a Force 7 coupe (which I was driving). We were at the end of a 3-day trip, and were on our way home when we stopped for lunch at Crookwell.

The cars were parked around the back while we grabbed something to eat at a local café. By the time lunch was over, it was raining fairly heavily, and we made our way in convoy up the main street through local traffic. A woman in a Torana came to a dead stop on the road in front of me for no apparent reason, and as I braked, the Force 7 slid into the back of the Torana – the roads were very slippery. It was only a low speed collision, there were no injuries to anyone. There was superficial damage to the prototype fibreglass nose cone of the Force 7, around the LH headlight, but otherwise there was no damage to any other panel.

The Torana had suffered slight damage, with a rear guard bent. Ironically, the woman worked for the local Holden dealer, and so we arranged for the Torana to be repaired by her employer at our expense. I think it cost us something like \$70. The moulded plastic nose cone was the big problem on the Force 7. This was what stopped it from going onto the market. The nose cone moulding caused endless problems and delays.



WW: What happened to the P76 station wagon after Zetland closed?

RF: The only surviving P76 station wagon went to Leyland's Moorebank plant when Zetland was closed down. Moorebank had previously been our main spare parts depot. The station wagon was a Level 3 V8 automatic, in Country Cream. This had been the Engineering prototype, and had never left the Zetland plant prior to closure. Unfortunately, at Moorebank, the wagon was treated like a hack – that's all it was used for.

WW: When was your job changed from the Experimental Department?

RF: Around July 1974 I was seconded from Experimental to Public Relations at Zetland. This was at Peter North's instigation, as there was no-one in the PR area who had had any Motor Industry experience. One of the things I inherited was the Press Road Test Fleet. This was around the time of the Targa Florio introduction. I was responsible for the three Press Fleet Targa's (all Omega Navy cars) – they were probably the best cars we ever built. I followed the production process on each car, from the body press shop to the final assembly track.

The bodies were thoroughly checked in the press shop to ensure that everything was spot on. I then watched each car through the assembly process. After Zetland closed, Alan Nicolson purchased one of these cars, the one that had been road tested by 'Modern Motor' magazine, as well as some others.

WW: What was it like at Zetland during those last few months of full production?

RF: You always thought that something might happen, but you were hoping that everything would continue. We were still optimistic. Basically, when David Abell took over in July 1974, you had to ask: "hang on, what's going on here?" Almost immediately large cut backs were occurring around the place, the Experimental Department was virtually gutted. I guess that Abell thought that he didn't need that group of people anymore, and this also occurred in other areas as well as Experimental.

I stayed until March 1975, until the closure of the Zetland plant. People could buy cars at value. I told Alan Nicolson he could buy one of the Press Fleet Targa Florio's – I think it was the one that John Rogers had been using. Ironically the dealers had been complaining that they couldn't sell the cars, however they purchased around 70 per cent of the cars at grass. The week before they couldn't sell the cars, then they couldn't get enough of them.

I preferred working in Experimental rather than Public Relations. Things changed dramatically in Experimental around the time (July 1974) that I went to PR. Most of the work that the Experimental Department did after July was basically preparing to sell off most of the stuff as well as moving equipment out to the Moorebank site.

John Kay and the sales team thought they were going to get around \$50,000 each for the few Force 7 coupes they were going to sell. I thought that idea was crazy. They should have prepared every one of the coupes, equipped them with a pack of the unique spare parts, and sold all of them off for around \$5,000 each. Not all of the cars were complete, but they were drivable, and could have been completed without too much effort. However, the majority of the coupes were stripped out in the Experimental yard at Zetland by a team of workers. Everything was removed, interiors, trim, glass, power train, suspension. The body shells were then crushed by a large fork lift using a large press tool. At the auction in September 1975, the 8 coupes didn't fetch \$50,000 each. They went for between \$7,000 and \$12,000. They probably got less than \$50,000 for the lot. The surviving Force 7's were all on display at the 1975 Royal Easter Show in Sydney.

WW: Where did you work after leaving Leyland in 1975?

RF: After leaving Leyland I was the Assistant Secretary of the Plastics Institute (a trade organization) for 12 months. I then became the Manager of a small company in the steel industry that was involved in profile cutting of steel plates. They were located at Revesby, and I was there for something like 17 ½ years. In that time, the company grew from 5 people to 25 people. I eventually retired in 1994.

WW: You have remained very active in retirement. What are your main interests?

RF: Old cars and motorcycles. I am a member of the Velocette Motor Cycle Club, and have restored a 1954 Velocette. I am also a Past President (and Honorary Life Member) of the Veteran Car Club, and have served as President of the Council of Motor Clubs.

Currently I am a member of the Austin Motor Vehicle Club, and also the Wolseley Car Club. I also spend one day a week at a Rural Museum at Galston where we are currently restoring a 1932 Leyland 'Cub' Truck. I still have the Austin Freeway prototype that I purchased from BMC in 1962 and it is still in regular use. One of my current roles is the Car Club Liaison Officer with the BMC Leyland Australia Heritage Group, of which I am also a Life Member.

Roger Foy was interviewed by Gary Mentiplay on 19th March 2008.

I believe the following article from the Financial Times 1973 would be an appropriate tribute to Peter North.....ABA editor

This is an article about management. It describes the “new spirit” within the company as it prepared to launch its most important product.

The new life of Leyland Australia

Michael Southern
Financial Times June 26 1973



Peter North and P76

TODAY'S launch by Leyland Australia of the all-Australian designed P76 medium-sized car marks the high point in the reorganisation of this much troubled British Leyland offshoot.

Like its parent, Leyland Australia has faced the whole gamut of motor industry problems, bad labour relations, bad customer relations because of poor workmanship, bad dealer relations because of a poor supply situation; all problems over which the management theorists would shake their heads and solemnly pronounce 'bad management.'

But the management of Leyland Australia has taken firm hold of its problems and set about seeking and implementing solutions. Whether these are right or not is another matter and one that only time can judge. However, signs of the reorganisation, and the new mood of Leyland Australia, are already visible to the Australian public and may sometime even produce profits for its British parent.

At the end of February, Leyland Australia announced its buyer protection plan. This was a new deal for car buyers which abolished the old wordy warranties and instead offered a simple statement of less than 100 words—subject to certain conditions, If anything went wrong with the car and it was Leyland's fault, Leyland would fix it.

As a promotion, it was successful. For once, Leyland had stolen the initiative. Ford, General Motors and Chrysler were forced on to the defensive.

‘It crystallised everything we have been trying to do for the last 18 months,’ the managing director Peter North said. ‘When the idea first came up of a promotion based on the fact that we were building better cars, could afford to back them better, and to produce a simple warranty statement, we realised that here was a way to recognise consumer demands for better cars and to overcome a credibility gap all at once.’

The first hurdle was the product but now rationalisation and better design has produced a range of cars, some still to be introduced, which could set the company on its feet again. The P.76 is the group’s challenge in the six- and eight-cylinder market, still a major one in Australia in spite of a trend towards smaller cars, and one in which Leyland has been very weak.

But resolution of the product problem was not enough. The real changes necessary were in the style of management. Starting from the top, North, a former Ford and McKinsey man, has switched much of the discussion and some decision-making emphasis away from the non-executive Board to an executive ‘management committee which meets regularly, and at which new projects and ideas are brought up and have to be justified.

Thus, in naming one of the new cars, the marketing people’s advice was rejected by colleagues and they had to rethink the whole marketing concept until reaching a conclusion satisfactory to all. Further, some lines of emphasis have been changed.

Management services is a prime example. In the pre-North days, the department comprised a small group of computer men reported to the finance department. Their job was to use computers for normal systems, payroll work and information on part, accessory availability and warranty claim analysis.

North changed this, elevating the department of one which reported directly to him and broadening its base to a corporate level. Adrian Wallace, a former IBM man, was brought in to head the department, which is now essentially run by management specialists., some of whom have computer knowledge.

Its function is now one of providing corporate systems from the point at which a pencil is raised to begin the information process right through until, say, the delivery of an order. It has evolved a programme that can track any individual car order down to its place in the factory, and project its delivery schedule. This is important in the light of Leyland’s change to a system of producing cars as ordered rather than mass manufacture of vehicles and hoping they will sell.

It involves dealers and customers as well as the factory, and computers take a place that is important, but secondary to the management function. It is an essential part of the buyer protection plan in that it has evolved a system to ensure that any telephoned complaints are quickly processed and answered. In fact, these changes were such that if one drew the shape of the management in triangles, the old pre-North system had a narrow base and high apex, the new one a broad base and low apex.

North, in his search for new talent, moved in many cases outside the motor industry. His new PR man comes from a hotel group, others come from PA Management, accountants’ offices and computer companies. The task was to identify the jobs and find a man to fill it, with the ultimate product, cars, taking second place—almost heresy in the motor industry. So, on the finance side, with sales running at \$A150m. a year, North looked for men who knew money and the operation of money markets rather than cars and car manufacture.

This change at the top in turn expressed itself with a direct contact at the grass roots level. The company objective of producing better cars is being achieved by a programme of consultation and co-operation with foremen and workers, with a two-way exchange of views rather than, say, a zero defects system. At this level, however, there was also a determined drive to stop absenteeism. This in consultation with unions, meant some punitive action against some workers but the effects on morale were good. Still the problem of turnover of assembly workers— it is still over 100 per cent. —has not been solved.

This, however, is a problem that has its roots mostly in the fact that the car industry generally is a focal point for new arrivals in the country. Some stay, many just join for a quick job till they settle down. On the assembly lines, however, major changes have been made in order to relate one person's job to the total concept, and in increased scrutiny of the quality of the product.

This has a twofold effect—one is to identify trouble spots much more quickly and make remedial action swift, the second to simply produce better cars whose knobs don't fall off. At the end of the assembly, each car also goes through a special check-out of 112 inspections and, if it fails one, it goes back to the beginning and starts again.

Leyland in Australia was a complex group, with the truck division executives and the car production people all entangled. Trucks have now been hived off as a separate group and production rationalised. Other activities, such as the pressed steel operation for car bodies, were also brought into proper perspective—some employees did not even know it existed. The earth-moving division of Aveling Barford has been sold back to the parent, excess property owned by the group sold, and the company withdrawn completely from dealership and car retailing.

On the sales side, major changes have been made, with increased pressures on dealers to improve the quality of their showrooms, and to improve their sales. A new system has also been introduced by which a dealer orders the cars he wants, and thinks he can sell, and these are then made. Under the old system, the company simply made the cars it thought the dealers (and hence the public) wanted, and either sent them out or had them standing in the factory yard for ages. It is said that one car stood in the yard for nine months waiting for an order. Now, when systems work properly, it is no more than a five-day period from manufacture to distribution.

Throughout the group, North's aim has been to establish early recognition of problems with a view to turning them into opportunities, by now a classic management approach. His structure, he says, is flexible to the point that some jobs may have only a short life, and once that life is over, then the job changes to meet a new need.

But above all, the aim is to make the group viable as a car manufacturer in Australia

Perhaps the greatest measure of North's success lies in the ever-increasing morale of the middle and lower executive level, and a greater corporate identity among all the workers.



The new life of Leyland Australia

Dr Philthy Tech Tip...article by Phil Crowther



This tech tip is a re-write of an article I wrote a few years ago in response to a club members call for help when his bonnet release cable broke. If that hasn't happened to you yet, you should consider yourself lucky, because in keeping with Murphies Law, P76 bonnet release cables will only ever break at the most inconvenient time.

This modification will only take about 30 mins, and it will only involve a minute work with an angle grinder.

Open your P's bonnet, and undo the two ½" bolts which hold the bonnet catch on the mounting bracket. Directly above the bonnet release cable, make two cuts with a fine cutting disc to remove a small section of the mounting bracket so the cable and the bonnet catch can be lifted out of the mounting bracket. Obviously, be careful not to cut the bonnet release cable itself.

Examine the inner cable to determine if it is frayed. If it is, now is the time to replace it. If the inner cable appears to be undamaged you can proceed with the next part of this modification.

Your "emergency bonnet release" cable, string or wire needs to be of relatively small diameter, and very flexible so that it will sag under its own weight, and lay along the floor of the plenum chamber and not obstruct the operation of the wiper arm linkages. I have found that a short length of twin cored speaker wire is ideal. I tied one end of the speaker cable around the end of the bonnet catch release arm, right next to where the original release cable is attached. I made the cable just long enough to be loosely attached to a small bracket which I mounted on the small vertical panel at the right hand side of the plenum chamber.

By sliding my hand down the windscreen into the plenum chamber, between the right hand side wipers pivot post and the right hand side end of the plenum chamber, I can comfortably grasp the speaker cable, and by gently pulling it up, I can exert enough tension on the bonnet catch release arm to release the catch. Obviously, I still need to go to the left side of the vehicle to release the safety catch before I can open the bonnet.

Fitting an emergency bonnet release cable wire or string does not detract from the appearance of your p but it is a nice little piece of insurance just in case Murphies Law strikes at your P.

Coming Events/Social Pages

Leyland P76 Owners Club of Victoria & Tasmania 2017/2018 Club Event Schedule

SOCIAL REPORT – VICTORIA

I am excited to announce that we can confirm the date and venue for the Clubs Concourse.

August 25th 2019, Yarra Glen Racecourse

The AOMC RACV Aussie Car Show

with the generous support of the RACV.

We need members to come to the Concourse, mark the date on your calendars, put it in your diaries, whack a sticky note on the fridge! It doesn't matter if your car isn't in concourse condition (mine certainly isn't) Come along and show your P76 with the rest of us and have a chat.

Let's show the crowds that there are more than 6 P76's still around!

In the last issue I said that there were around 3000 display vehicles at the 'Picnic at Hanging Rock' car show – this was incorrect; according to the event coordinators the number was just shy of 4000!

CLUB RUN

Sunday May the 5th B24 Liberator Restoration Australia facility in Werribee (**\$5 entry per person**) See the museum & workshop hanger, restoration techniques, tools and machinery including metal, wood, hydraulics, instrumentation and electrical on a grand scale. Walk through and be amazed at the restoration of a B-24 four engine bomber, Airspeed Oxford trainer and a Boomerang fighter aircraft from World War II in a Heritage listed hanger from the period.

They have very knowledgeable local guides or you can look around on your own.

There is also the opportunity to have a photo taken with your car and the Liberator at an additional charge.

Following this we will cruise some country roads in convoy to Bacchus Marsh for lunch before making your way home.

Meet at the Todd Rd service Centre outbound @ 9:00am for a 9:30am departure towards Werribee.

Take the Werribee exit off the Princes Hwy.

Drive through Werribee.

Turn Left to stay on the Princes Hwy and you're less than a kilometre away from the Museum which is on the left.

Arrive approximately 10:00am if you want to meet us there.



Events of Interest

Flinders Heritage Motoring display - Easter 2019

Sunday 21 April 2019 - 9:00 am until after judging



Someone has already registered a P76 – Who is it?

A fun Easter display of unique veteran, vintage, classic and modern motor cars. Flinders Lions Club is fundraising for Peninsula Health Rosebud Hospital's Children's Play area and Dialysis departments plus local community projects and charities.

This is our third year of the event and again will have fantastic support from major car manufacturers and clubs with an amazing array of cars booked already.

There are spaces for some more and we have lots of prize categories and specialist judges.

Clubs are welcome and we will allocate a space for you to be together but please call me to discuss first on 0428788855 - Peter Dawson.

Sausage sizzle and so much more to enjoy in the Mornington Peninsula seaside village of the Flinders. SPACES ARE LIMITED - BOOKING IS ESSENTIAL. BOOKINGS ARE FOR CARS ONLY - 1 TICKET per CAR. All drivers and passengers are free so no ticket required.

LOCATION

Flinders Village

Cook Street, Flinders, Flinders, Vic 3929

KING PROCESS PLEASE GO TO TRYBOOKING AS BELOW:

<https://www.trybooking.com/book/event?eid=441633&>

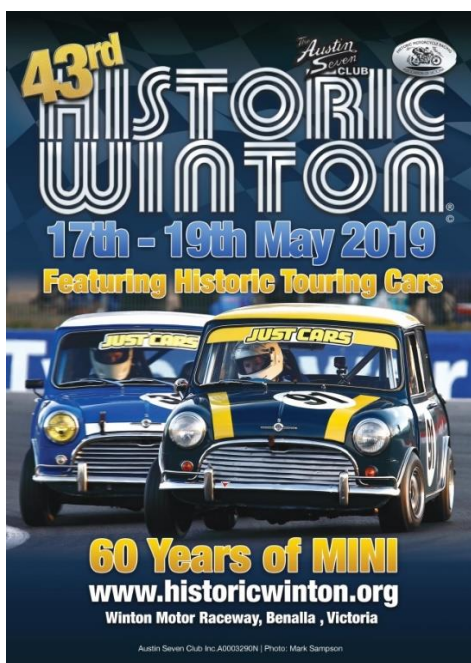
Historic Winton

17-19 May 2019

Discounted tickets to Historic Winton are available online until midnight, Thursday 16th May.

Just go to their brand new website: www.historicwinton.org to get your tickets sorted for less.

Camping can also be booked online too.





The Black Saturday Remembrance Cruise 10th Anniversary 2019





Picnic at Hanging Rock Car Show, almost 4000 entries. Yes that's right almost 4000 vehicles.



At Woodend where we met up with Trevor Brown



The area behind us quickly filled with other cars

Member Articles

Out for a coffee, any excuse for a drive! by the editor

Hope you are all well. What a great time to get out and enjoy a drive in your P76. With this in mind, I recently suggested to my wife (Judy) that we should go out for coffee some place mmmm. I proposed the ART café' at Scottsdale, about a 45min casual drive from Launceston. As the name suggests the café includes local art work, picture framing service, as well as information for tourists and of course great food and coffee. The people who run it are also great people with a good sense of humour.

Well, I dusted off the P, we jumped in and off we went. Weather was great, as usual. Oh, come on really, it was. It's a great drive to Scottsdale no matter which road you take, I chose to go over the sidling this time, twisty, winding, awesome piece of asphalt. The drive was made even better by the odd person or two who threw their hand out the window to wave whilst driving past in their flash new cars, one being a nice new Mustang.

Moving right along, whilst traversing the twisty sidling I casually said to Judy. "you know the way to cure nausea from driving on a winding road is to go quicker. The adrenalin kicks in, takes your mind off the nausea and away you go feeling better." She just looked, said nothing. Getting closer to Scottsdale a couple in a Porsche drove past going the other way. I suggested we turn around, catch up to them and give them a run over the sidling. I just got another one of those looks.



Oh hum, cruising into Scottsdale we parked outside the café in a twas a warm day. Whilst sitting back enjoying our food and drink I comment on how good it would have been driving the sidling in a 380 Mitsubishi. We had one as a pool car at work at one stage. One of the best cars I have ever driven, really fun to drive. Quite often used to drive it hard on the way to St Helens through all the winding passes, flicking it out of auto into the sport sequential manual shift. Oh, what fun keeping it on the boil through Weldbrough pass. Judy just said, "well I prefer to be in the P76". She knows I would never drive my P in anger so to speak.



little bit of shade, happened to

On the road again I started the drive back home via a small detour. Thought we might go across to Bridport on the North East Coast. Well we arrived at the tee junction just outside of Bridport, and instead of turning left into the small sea side town, I turned right. "Oh" said Judy, "where are we going?" "Just up the road a bit", I said. About 40min later we arrived at a place called Tomahawk, right on the coast. It's a nice little place to have a shack and somewhere I hadn't been for a number of years, neither had Judy, very out of the way. We got out and stretched our legs with a walk along the beach. The tide was coming in whilst working our way along dodging the drift wood that had been washed up.

After our lungs were adorned with that beautiful sea air it was time to hit the road. This time we did stop at Bridport and enjoyed an afternoon ice cream. Now it really was time to head home. Food eaten, a gulp of water or three and we were off again. I steered onto the road that would take us to Georgetown. About 30min down the track we got to Pipers River where I turned left to take the Pipers River Road back to Launceston. Yep, you guessed it, another winding road through the country side, bit of a short cut though. Hey, I SO much like travelling on these roads rather than the highways all the time, at least when I can. It's a lot more interesting re the scenery and driving is just so much more enjoyable.

Well chum's, what could have started off as a five-minute drive down the road for a coffee ended up a full day on the road. $\frac{3}{4}$ of a tank of fuel later we arrived home. Time to wash the bugs off the car, put her to bed and have a nice easy rest of the day with our feet up. Bloody top day!



Bonnets, assume the vertical position. From left: Nick, Greg, Ray and Pam putting their P's on show at Old Beach car show and swap meet.

More of Kevin Smith's experimental Super 6...below



P76 on show at the Australian F1 GP.....article by Mike Hare

I had my Car on display at the F1 GP for the full 5 days. Had to leave her there from Wed to Sun, that was a little odd for me, but all worth it in the end. I was lucky enough to get an invite late last year to attend in the Aussie Classic Car Display Group with 19 other Cars, & with the Bumpers & Windscreen trim (Better than New!) back from Vinnies & installed just in time, I was ready to go! Had a great time & met some great people & had no end of attention for my car from both Aussies & Internationals alike. Where we were on display, as you can see from the photos was only about 20 seconds walk from the track & just fantastic.

It doesn't seem to matter where Mike parks his P, it always stands out in the crowd. Well done mate keep the flag flying.



STRUT PIVOT - STRUT TOP BUSHES.

Your Club now has New Strut Top Bushes for sale made from Engineered Nylon Compound suited to high pressure low speed application in dirty environments. The Bushes also come with New Stainless Steel Crush Tubes.

\$40.00 per set (Members Only Price)



GENERAL FITTING GUIDE

Please use these hints and tips along with any professional advice when fitting the bushes.

1. Clean all paint, rust and rubber deposits from the bore of the Strut Top.
2. Inspect for damage, pitted or worn Strut Top.
3. After fitting the bush if required resize the bush bore by removing some material so that the tube can be pushed into the bush by hand.
4. Use a PTFE BASED lubricant.
5. COAT all bush surfaces designed to pivot such as the flange face and internal bore of the bush.
6. Tighten all bolts and nuts as per Leyland specifications whilst the vehicle is at normal ride height.

Your club now has Ryco **Z86 Oil Filters** in stock.

Cost to members is **\$30 plus postage.**



BOOT MATS NOW AVAILABLE



The P76 Owners Club of Victoria and Tasmania are pleased to announce that we have remanufactured P76 boot mat's which are now available. The mats are made from superior Urethane rubber with the correct factory surface finish.

Vic/Tas Club Member Price \$170 ea
Other Club Members \$180ea.

To place your order please contact Brian Carte on 0407400468. It is preferred that Greater Melb Metro members pick up their purchases, as these are very difficult to pack and freight. For country interstate and across the "dutch" club members, Postage/Freight will be advised depending on destination location however you should allow \$20 to \$30

Payments can be made to Bendigo Bank Acc Name Leyland P76 Owners Club of Victoria Inc BSB 633000 AccNo. 129542155 Please ensure that you indicate you're Name in the Payment Description.

Club Bumper and Window Stickers...contact the Editor.



LEYLAND P76
Owners Club of Victoria
& Tasmania Inc.

LEYLAND P76 ANYTHING BUT AVERAGE

www.p76.com.au



Bumper sticker \$5.00 including postage



Inside window sticker \$3.00 including postage

Need your water pump reconditioned?

Just see John at:
JDM Industries
25 Godber Rd.
Eltham Vic 3095
(03) 9438 5291



CLASSIFIEDS

Parts Trader

Windscreens -The Victorian Club has new Laminated Windscreens in stock priced at \$185 Ea. **Please contact Brian Carte (Parts and Tech).**

Z295 V8 Air Filter Cartridges – We have a stock of original fit airfilters for sale at \$35 each. These are no longer being manufactured by RYCO **Please contact Brian Carte (Parts and Tech).**

V8 Ignition Points- The club has recently managed to procure the a number of P76 V8 Points. There is mixture of Echlin CS217V, Repco L20, Bosch GL27 contact sets. These are available to Members Only. If you want a set **Please contact Brian Carte (Parts and Tech).**

P76 V8 Engine Main Bearing Sets . With the closure of ACL the Club has made a last ditch purchase of engine bearing sets for the P76 V8 Engine.

Bearings are available in .010 and .020 oversize at \$130 per set **Please contact Brian Carte Parts and Tech**



P76 Restoration Decals

Due to demand from a number of P76 enthusiasts, I have re made some of the Leyland restoration decals that complement the Engine Bay Decals offered by the Vic/Tas Clubs. Windscreen decals have been re manufactured with extra UV resistant materials to the Original Design.

- To Club Members the prices are as follows
- Quality OK panel and Paint \$5.00
- "I'm Driving the Car of the Year" internal reversed decal \$20.00
- Leyland Part number decal (a new one) where you can write in the part number you are displaying \$5.00
- Leyland Australia 2 sided Service decal (with use Castrol oil) on the inside (a new one) \$10.00
- Radiator inhibitor decal (Rolls Royce). Limited stock \$15.00
- Leyland Part number on a 1.25 metre roll. The "L" symbol in the Leyland logo is missing. This can be used as bunting or cut down to do part numbers (on NOS parts that the labels have fallen off!) \$10.00

Postage on all these is \$1.00 per each on individual orders (bubble wrapped and cardboard outers). On large orders, say 5 total I will pack and post for free.

Please email me directly with your name and address and my CBA bank account details are 7000 00685400. Contact **Nick Kounelis 0418882043**

Under Bonnet and Front End Decal Set. The Vic club has reproduced the underbonnet Decals ideal for that restoration of the engine bay where invariably the original decals are damaged or destroyed on removal. The decals are printed on Metallic Silver and include;

- Type Pressure Chart
- Emmissions Control Label
- Radiator Coolant Label . Both Types
- Hot Run Tested and Electronically Tuned Label
- Warning Label – Alternator Fitted with Negative Earth
- Front Guard side Badge Replacement Exec/Leyland/Super/Deluxe and Six/V-Eight



Due to the reflective surface the Decals are difficult to photograph and appear blurred. Sold Items are good quality.

\$20 per set If you want a set **Please contact Brian Carte Parts and Tech.**

For Sale two Leyland 4 Speed Gearbox

Both gearboxes are condition unknown and therefore suitable for reco. One gearbox comes with 6 cyl Bell Housing (\$250) the other without Bellhousing(\$150). **Contact Brian Carte (Parts and Tech)**

V8 VRS Gasket Sets Come Complete with Valley Cover gasket and rubber seals Limited Stock **\$250 Contact Brian Carte (Parts and Tech)**

VRS Gasket Set Conversion (Crank Case Overhaul) 60\$ Contact Brian Carte (Parts and Tech)

The following parts have also been developed by the West Australian club and on offer to interstate P owners – Office Johnny Parts

[Office Johnny Parts \(contact Marcus on 0439 619 777\)](#)

The following parts have been developed as part of the restoration of my P76 and are now available for others.

Reproduction Headlinings

Base kit includes full headlining, A and B pillar material, panel for the below rear screen section and smaller pinch-welding for around the rear screen. They can be supplied with the C Pillar holes inserted or without.

Options available include additional material that can be supplied for a Deluxe header board or alternately colour matched vinyl paint can be ordered to colour a Super/Executive header board and sun visors.



Cost: Base Kit \$550 - Vinyl paint \$45 per can - Deluxe header material \$45

Replica Force 7 Tacho

Modelled on the Leyland factory VDO tachometer that was to be included in the Force 7V. These reproduction tachometers have been created utilising an original Leyland VDO housing and lens with brand new internals and a complete wiring instructions. They come calibrated to suit a V8 but can also be setup for a 6 if desired.



Cost \$320 (\$350 for non-members)

Reconditioned Dash Gauge Service

A common issue due to our cars age is the fading of the instrument colours and clouding of the plastic lenses. Having restored the dash on my Targa, and recently Gary Mentiplay's Deluxe, a dash restoration service is now available to club members.

The service includes the repainting of the hi-vis orange and polishing of the plastic lens to reduce any clouding. Images below are of before and after showing dash with a reproduction Force 7 Tacho installed.



Cost: \$40 per gauge

Restored Armrests

A common fault with Leylands are the armrests which seem to self-destruct and look very average and unusable. In restoring my Targa, I have worked out a way of restoring armrests which have expanded or pulled apart and with the correct Vinyl paint can be returned to as new condition. From top to bottom are original condition through to fully restored and repainted.



Cost \$75 per armrest (subject to no cracking/peeling of original skin)

VPG for LEYLAND 1973-74 P76

* Note: Any unavailable items marked with ~~strikethrough~~



BONNET & GRILLE

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
232.045	1 pr	Bonnet bump stops	8.97		

Old Auto Rubber Australia

Unit 1 / 44 Peachtree Rd

Penrith, NSW 2750

P 02 4721 1414

E dispatch@oldautorubber.com

CUSTOMER SERVICE ITEMS

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
613.008	ea	Auto Glue 250ml	16.86	(Excellent for fixing door & boot seals to vehicle	
613.016	ea	Super Glue 3ml	1.96	(Instant adhesive for butt joining applications)	
614.112	ea	Rubber Gloss & Lubricant 50ml	6.11	(Enhances appearance & assists sealing properties)	
606.001	ea	Screen sealant - tube	12.10		

GENERAL PRODUCTS/MULTI PURPOSE

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
264.109	/m	EFI Hose - 5/16" ID	20.15		
264.103	/m	Fuel Hose - 5/16" ID	10.38		
264.104	/m	Fuel Hose - 3/8" ID	12.41		
264.105	/m	Fuel Hose - 1/4" ID	9.52		
607.004	/sheet	Sound deadener - bituminous sticky-backed	37.82	(Sheet size 1.2m x 600mm x 3.5mm thick -	
607.005	/sheet	Sound insulation 1m x 1.5m	75.35	(use under bonnet)	

BOOT/DICKIE LID/BEAVER

(1 row)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
225.019	1/car	Boot seal	88.86		

ENGINE/FIREWALL/GEAR BOX

(3 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
322.004	2m/car	Firewall strip	22.69		2.00
277.076	1/car	Gear box mount (rerubber)	154.00		
277.117	ea	Engine mount (rerubber) V8 only	90.64		

GLASS

(5 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
350.458	9.5m/car	Bailey channel - main	9.00		9.50
351.085	1pr/car	Weather strips - inner - front	107.17		

351.086	1 pr/car	Weather strips - outer - front	107.17		
351.087	1 pr/car	Weather strips - inner - rear	107.17		
351.088	1 pr/car	Weather strips - outer - rear	107.17		

CLIPS & FASTENERS

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
892.235M	ea	Badge clips	0.66		
892.265	ea	Chrome mould clips - 8mm wide	0.69		
892.523	ea	Grille mould clips - top and bottom	0.15		
892.368	60/car	Top chrome mould clips - on side of car	0.69		
892.271	ea	Wheelarch plus sill mould clips - 10.5mm wide	0.69		
892.529	ea	Windscreen mould clips	0.20		

SUSPENSION/STEERING

(6 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
N52269	1 pr/car	Control arm bushes - urethane	128.98		
N82386	1 pr/car	Radius rod bushes urethane - to chassis	0.00		
N52270	1 pr/car	Radius rod bushes urethane - to control arm	73.57		
N44045	1 pr/car	Strut top mounts urethane - wheel alignment	641.01	rectification (camber/castor adjustable)	
N62291	1 set 4/car	Trailing arm bushes urethane - lower	423.21		
N62290	1 set 4/car	Trailing arm bushes urethane - upper	143.10		

DOORS/TAILGATE

(4 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
530.037	1/car	Door seals - complete - front LH	64.16		
530.038	1/car	Door seals - complete - front RH	64.16		
530.039	1/car	Door seals - complete - rear LH	64.16		
530.040	1/car	Door seals - complete - rear RH	64.16		

ELECTRICAL

(2 rows)

Prodid	Qty	Description	Retail Inc GST	Notes	Minqty
238.076	3/car	Horn plate insulator	5.47		
238.077	1 set x3/car	Wiper motor mount grommet	13.74		

Need a new speedo cable?

Then try the guys at Flexible Drive Hobart or at Kensington Victoria. Just send them your old speedo cable and they will build you a new one to the same length or different length if required. Everything brand new, but you do need to supply the orange gear. Once made both your new cable and the old one will be posted back to you.



Contact them on/at:

Flexible Drive
15 Chesterman St.
Moonah
Tasmania 7009

Ph. (03) 6273 3490
Email tassales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Flexible Drive
86 Stubbs St.
Kensington
Victoria 3031

Ph. (03) 9381 9222
Email vicsales@flexibledrive.com.au
Web. www.flexibledrive.com.au

Parts Wanted

WANTED Leyland P76 Super/Deluxe Boot Mat –
Used but in good condition for age.
Please contact Ray Ikin 03 51766086

WANTED-

- (1) Set of GC P76 Window Seals Inner @ Outer.
- (2) Under Dash Conduit (Large size from Box to Vent) 1x needed only.
- (3) W/Screen Trim Front Top Section only x1 GC
- (4) Original Boot Rubber Mat in GC

Contact Michael Hare Mob- 0401092265

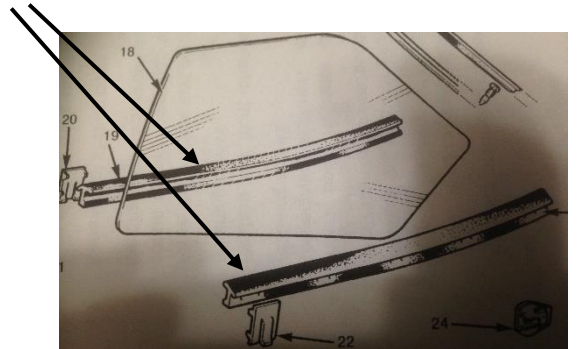
Parts for Sale

For Sale Reconditioned Marinized Leyland P76 V8. Has had extensive performance work done to it. Motor has been assembled and crated for four (4) years. **\$3750.00 ONO**
Contact Phil McCumisky for more details. Ph. 0408 842 800

For Sale: NOS window scrappers (waist seal) 22 in all. These things



Above: these are the numbers of the scrappers and how many of each.



I bought these with thoughts of using them but now have no need for them. All are NOS
\$400 for the lot.

Contact Andy on 0408 121 401

Vehicle Trader

Vehicle Wanted

I'm looking for a V8 executive or preferably a Targa, either transmission I don't mind. I would prefer a completed restored car, but would also consider a refurb job **Contact Rob Calvert Newcount 0419 885 189**

You may remember Phil McCumisky's Nutmeg Super advertised here over the last few issues of ABA. Well, good news it was sold.

VIC - TAS club member John Bonney purchased Phil McCumisky's Nutmeg Super advertised in recent issues of ABA. Therefore, John is selling his V8 manual Deluxe (converted to Super specs) – asking price \$8,950.00 ONO. This car is in Alexandra VIC – John's contact number is 0419 115 484.



FOR SALE BOLD AS BRASS P76

Please give John a call on 0419 115 484 for more info on this car.

FOR SALE, LEYLAND P76 SUPER V8
COLUMN SHIFT MANUAL 3 SPEED
Corinthian Blue Original vinyl back floor
Exterior windscreen sunvisor
interior venetian panel rear window
bar radio CD player
New right hand front rubber door seal
complete engine overhaul
bar Re Painted
bar Purchased in 1974 From Kelbow Faulker
Sometimes gears are hard to engage but otherwise
the car is in very good condition
Price \$15000.
Also Please find enclose something for
anything but average electric motoring.

Yours Faithfully
Donald Morrison

41 ST. GEORGES CRESCENT ASHBURTON



If you have an interest in this car please contact Marcus Kneebone.

You can advertise your vehicle IN HERE for free

**Please contact Editor at
andyfrith@netspace.net.au and provide a
short description**

**Please Include the VIN or Engine Number
and photos for your entry**

**Items will be advertised for three months.
Contact the Editor to extend your
advertisement or to remove it if sold.**

That's all



Falcons