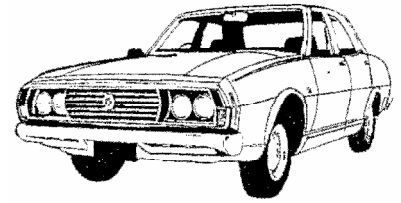




Leyland P76 Owners Club
Incorporated Queensland



Leyland P76 Anything But Average

October 2008

THE QUEENSLAND BULLETIN



All British Day 2008 - Brisbane

LEYLAND P76 OWNERS CLUB

INCORPORATED QUEENSLAND

P.O. Box 343, CARINA 4152,
QUEENSLAND

www.leylandp76.com

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General Information

The Leyland P76 Owners Club Incorporated Queensland holds its monthly Meetings on the **2nd Friday** of each month:

Venue: Norman Park Uniting Church
Cnr Bennetts Rd & McIlwraith Ave
NORMAN PARK QLD

Time: **8.00pm**

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.

CLUB MEMBER OF THE YEAR POINTS ALLOCATED

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

IMPORTANT NOTICE

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

From the Editors Desk

I am pleased to report that our Bitter Apricot deluxe is now running like all good P76s should be. I have decided that all the problems I had in August were sent to test me as a tourist guide when my parents were staying. Since then the car has not missed a beat and hopefully by now RACQ have forgotten who I am.

The cover picture is of some of the P76s at the All British Day held in Brisbane in September. Richard and I arrived with both our deluxe and Targa, and Neville and Sonya with their two Targa's. Good being able to give both cars a run. This was yet another beautiful Queensland day and we had a large number of P's there including a Marina; Carle finally managed to get it on the road in time for this display, good work Carle. There did not seem to be as many cars overall at the meeting as in past years. However, the cars that were there were a credit to their owners.

I have been speaking with Col Warnock and he advised he is making a good recovery. We look forward to seeing you and Sandra at the Christmas lunch at the end of November.

We welcomed new members Russell and Jan Kohen from NSW to our October meeting on Friday night. Hope you enjoyed your visit up our way. Hopefully we will see you again at the Christmas lunch.

Graham and Ricky have finally got one of their Leyland's up and running and registered and brought it along to the monthly meeting. It is really good to see yet another one on the road.

Some of you will notice that there is a red sticker on the front of your magazine. If you are one of these people we have not received your 2008 -2009 membership fees. This will be the last magazine that we will be sending to you as your membership has expired.

We have also included a copy of an article that was sent from our member Lisha Kayrooz to the editor of the RACQ Road Ahead regarding their use of the extract from Tony Davis' book.

As promised I have published the second part of the interview with Roger Foy who was the Road Proving Supervisor – Experimental Department: BMC / Leyland Australia. I hope you have enjoyed this and once again thanks to Westwords, Gary and Roger for allowing us to publish this.

Happy motoring and safe driving

Wisdom is the reward for listening over a lifetime

General Meeting Minutes

Minutes of the Leyland P76 Owners Club Incorporated Queensland General Meeting held on Friday 10 October 2008

The meeting was opened by the President at 8.00pm

Apologies: Adrian, Neville

Treasurers Report: The Treasurer reported the bank balance is \$8,816.14

Minutes of Previous Meeting: The minutes of the August meeting were accepted as a true and correct record. Moved Roger, seconded Pat

Incoming Magazines:	Renewal of Memberships <ul style="list-style-type: none"> • Peter Foote, Steve Trost New Membership <ul style="list-style-type: none"> • Darryl Packham BMC Heritage – September / October 2008 Westwords – October Leyland P76 Classic Car Club – September 2008 Leyland P76 South Australia – September 2008
Incoming Mail:	Shannon's 2008 Australian International Motor Show Auction - Sydney Bathurst Invitation Repco Application form
Outgoing Mail:	BMC Leyland Heritage Group Sub paid
Spare Parts:	Graham reported that is a white car for sale in Kingaroy – this is in bits. Contact Graham if interested. The Club has no rear lights left – Graham to order some more 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:	P76 StationWagon models – Russell Kohne will take one. This leaves only one left. Please contact Carle or Adrian if you would like to purchase this and advise whether you want it still kitset form or made. Discussion for the new shirt design will be held at the next meeting as Neville was not here to talk about this. Carle to check out Leyland parts at car wrecker. Garth spoke of getting lower steering bushes made. The committee has advised him to order 10 if they are a reasonable price. Discussion on new rules for Club registration. Carle read out the response Lisha Kayrooz sent to RACQ in response to their negative comment in the Road Ahead regarding the P76 Everyone is asked to bring a plate of food for supper for the meeting on Friday 14 November. This is our last meeting of the year.
Upcoming Outings:	Graham moved that the club subsidise the Christmas lunch for members. Seconded Pat. Motion passed. Graham spoke re outing to Australian Muscle Car Museum. May look at February outing to attend this. See Events further on in the magazine
Meeting closed:	9.05pm

Events for 2008

October 2008

26 Sunday

No Official run this month as we hope to have a few Leylands turn out for the Morris Minor Picnic & Display Day the previous week.

November 2008

14 Friday

Monthly General Meeting

8.00pm – bring a plate as this is the last meeting of the year

30 Sunday

Xmas luncheon

12.00 Noon Jondaryan Hotel

Contact Adrian no later than 14 November if you wish to attend

President's Report

Hi everyone

This month's meeting was great! As we had 13 members turn up. A couple from the Inverell district had just joined and we in Brisbane to put names to faces - it was good to have them along as well as a few other new (well to me they were) faces. There were only a few P's parked outside. Some were being shown for the first time. It would be good to see a few more P's or indeed classic cars in the car park!

Well I finally got the marina finished for the All British day at 3.30pm the Friday before that weekend. There was a good rollup of P76's with I think 8 turning up plus the Marina T.C. I found out on the day that the President is the designated cook for the BBQ (that wasn't in the job description, lol) but with the Vice President's (Richard Mallon) help, the BBQ went well with everyone being fed and staying vertical. Thanks Richard for your skill at cooking. With that day over, work on the Nomad started and crawls along with the time going quicker - bugger! But I should be able to make it to the Morris Minor day on Sunday the 19th at Ormiston. Hope I see a few P's there as well.

Don't forget our Christmas party at Jondaryan on the weekend of 30th November. Accommodation is available from the club, just let Adrian know and monies to be forwarded as soon as you can to Adrian please, via the club address which is located inside the front cover of the mag.

The November meeting is after that with the return of Neville and Adrian from the Heritage Club lunch in Sydney so there should be a few stories told then.

Only a shortish report as I have to get back to getting the Nomad ready for r.w.c.

Cheers for now
Carle

Don't forget
Phone Adrian to book your place at the Christmas Lunch
Sunday 30 November 2008
Numbers needed by Friday 14 November 2008
Further information below



Adrian's Adventures



Service centres and the staff knowledge, are they compatible with older car (your love)?

I normally do the work myself, but, damaging my wrist I will probably not be able to do the work for a considerable time, so ...

My older car (34 years old now you know) service centre staff (that have never or rarely worked with older cars) - do they work for you when your joy is in need of attention. I would like to say YES but in my case I have a lot of NO's.

Over the last weeks I have spent a considerable amount of money on a couple of my Leyland cars. Upon getting this work done, I have found an unacceptable number of unfinished items associated with their work, left to be completed. Some have been minor while others could be life threatening.

Car # 1 went into a Suspension centre for an overhaul of springs, shocks and installation of power steering rack. This work came to over \$1000 for parts and labour. Not that this is really a problem as I had budgeted for this. Excited I was at the prospects of a serviceable and new ride, I have had a number of frustrating problems with further outlay. The manager told me after paying the account that the workman thought the car was better than some of the later cars. Did I get the wool pulled over my eyes? A quick optic and physical run over the car of the work to see that the major safety components had bolts and nuts fitted, but did not take the time to inspect other areas.

Drove Car #1 home, but detoured to Sandgate to meet up with a colleague. I pulled into the parking bay, turned the ignition off only to find that the horn started blowing. The service person had the wires around the wrong way on the horn pad, plus had not known how the pad is attached to the steering wheel. We have broken rubber grommets which now need sourcing at an additional cost.

Car # 1 seemed to drive well but had a shudder in the steering, which I thought might be caused by the front brakes. Accepting this as the possible cause, I drove the car and the problem got worse. This morning before work I decided to go over the steering rack, only to find that the top bolt in the intermediate shaft was loose. So with tools I tightened it. The problem fixed the immediate problem of a shaking steering wheel, but the brakes are still pulsing. Off I drove to work into Brisbane only to receive a call from my darling to say I left my entry keys and cards at home, so I turned about and headed home. The engine was playing up again. Maybe I have got some timing problems to correct also, another story to come. When I got home, I lifted the bonnet and checked the points, set up the timing light and started the engine, only to find that the timing indicator was missing. Gone, I say Gone! Looking around the bay I find that part of the gas system was swinging in space. So out again with the tools - bad luck for the hand.

Also, the night before I was sitting in the back of the P, I noticed that there was quite a lot of noise from around the springs. I also noticed that the strut top bushes were still in the car when I emptied out the boot a couple of days earlier. So back I drove to the service centre with my list only to find that there was no sign of the timing indicator or bolt. Onto the stand the car goes and the front is checked out, all is well there, but the springs at the back needed the bottom bolts tightening. The springs have the wrong shape on the ends (did you know that) and the staff were told to check this area when they took the car off the hoist and put the car down onto the ground. Discussing further the top bushes with the manager, he was not aware that they were needed. I did tell them that the bushes were there and what difficulty they would have in fitting them. So now I have to get some tops to him and the bushes so that they understand what is needed. They did say that if necessary they would fix this at no cost.

Car # 1 - I had arranged to have the callipers reconditioned and then I asked to have them fitted plus to have the rubber hoses front and back changed as well. Drove away thinking everything was OK, but the shutter continued. The brakes were done, but the Service centre did not check whether the rotors were warped or ask if I want to have them skimmed. Now I need new rotors and another cost for lifting the car, removing the wheels and having them tested and the work done to fix the brakes. Why I WAS not asked to have this additional service done at the time is because I did not have a list.

Car # 2

Well seeing that I was going to get the underneath of the car # 1 done I should at least do the panel work on the car, rust in the lower guards, door corners etc.

The club has these great pressings so buying two I arranged to take my car to the panel shop. I was also working on the corner of the doors as well so fixing these was a priority too, but my hand got in the way. So I arranged to have the guards repaired and I suggested that they might like to finish my other repairs to the front left door. I had negotiated an hourly rate which I felt to be reasonable. As I was away until Tuesday with Neville in Sydney, the car was booked in for Monday (thought it was Tuesday) but got to the panel shop on Tuesday instead. Well I payed another hefty amount for the guard work but I was very disappointed that the door was left unfinished so the car is not even showable (Sorry Carle). I will over the following days find time to have a closer inspection of the work on the guards.

So to say I am nearly fed up with the lack of knowledge and the inability of service centres to see opportunities to do extra work, you do really need to itemise your work and be very particular in what is done. Sorry to say you have to play hard ball with your service centres and get a good warranty.

The next instalments will be a diff replacement, automatic rear seal and engine changes, both V8 and Six. So looks like those who would like to buy my Car # 1 will need to bigger barrow. Estimated cost now \$6500.00.



Two elderly ladies had been friends for many decades. Over the years they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards.

One day they were playing cards when one looked at the other and said, 'Now don't get mad at me. I know we've been friends for a long time.....but I just can't think of your name! I've thought and thought, but I can't remember it. Please tell me what your name is.'

Her friend glared at her. For at least three minutes she just stared and glared at her. Finally she said, 'How soon do you need to know?'

The following text was sent to the editor of the RACQ Road Ahead regarding their use of the extract from Tony Davis' book:

Dear Editor

Your short item titled "6 Pack: Motoring Under-Achievers" in the last edition of Road Ahead, which quotes from Tony Davis' book "Lemon? 60 Heroic Failures of Motoring" can easily be taken as offensive by those of us who own and appreciate the wide range of advanced technical and safety features in the Leyland P76.

Tony Davis is someone who has spent quite some time lampooning the "P" in the popular press while steadfastly refusing all invitations to actually drive the car. His opinions are therefore shallow and second-hand at best.

The "P" can hardly be called gigantic by any standards – the much-revered Falcon of the same era was larger and far less nimble. All of us in P76 clubs across Australia readily admit the quality of finish was inconsistent but would ask the question that if they were so poor and faulty, how is it that there are still so many being driven all over the country today? The failure was in the company not the vehicle. Leyland Australia was in its death throes before the "P" even hit the showrooms – the company pulled down the car, not the other way round.

The ultimate compliment is that all the P76's 20-odd advances in technical and safety design were taken up by other manufacturers within a few years of the car's short production run. I won't take up column space listing all these features here.

Motoring history should record the truth about this car's incredible advances for the sake of honesty and the good old Aussie 'fair go', rather than to allow misinformed scuttlebutt to pass as legitimate comment.

*Your faithfully
Lisha Kayrooz
Townsville*

Christmas Lunch

Hi everyone

On behalf of our club Carle, our Club President and the club committee, I have been asked to convey to members of the Leyland P76 Owners clubs and non member owners and families, an invitation to come to a Queensland P76 Christmas lunch at the Jondaryan Hotel on Sunday 30th November 2008.

To make this a weekend event, we have booked the Jondaryan Woolshed Shearer's Quarters for Saturday night for members and friends to use. We would love you to come and join the club on this our special outing.

November 2008

30 Sunday

Xmas luncheon at the Jondaryan Hotel - \$13.00 per person

10.30am for car display ---- Lunch 12.00 noon

Details: Arrive about 10.30am for a car display and get your lucky door ticket and as well, buy some raffle tickets. This is followed by the P76 Christmas Lunch at midday. The club has booked for lunch at \$13 per head (the choice of three main meals, a dessert and with tea/coffee available). We need numbers so let me know those of you who are coming. The club will subsidise members for the meal.

Saturday night - accommodation at the Jondaryan Woolshed (07) 4692 2229 has been booked by the club so we have plenty of room.

Jondaryan Woolshed Shearer's Quarters contain beds and a light, some have a dresser drawer and power-point access. All Shearer's Quarters are \$50.00 a night (including linen), excluding Shearer's Quarter 10, which is \$100.00 a night.

Shearer's Quarter 1: Sleeps 4 (all single beds) – booked

Shearer's Quarter 2: Sleeps 4 (all single beds)

Shearer's Quarter 3: Sleeps 4 (all single beds)

Shearer's Quarter 4: Sleeps 4 (all single beds)

Shearer's Quarter 5: Sleeps 4 (all single beds)

Shearer's Quarter 6: Sleeps 5 (1 double bed, 2 singles & 1 cot)

Shearer's Quarter 7: Sleeps 3 (all single beds)

Shearer's Quarter 8: Sleeps 3 (all single beds)

Shearer's Quarter 9: Sleeps 3 (all single beds)

Shearer's Quarter 10: Is under renovation - not available

Self-Contained Cabin – Wainui Cottage - booked

Powered sites available for \$14.00/night and non-powered sites for \$11.00/night.

Accommodation is also available at the Jondaryan Hotel (\$50 hotel accommodation) or surrounding areas ie Toowoomba, Oakey Dalby etc. Call Adrian on 0414383503 if you would like to book accommodation at Jondaryan Woodshed.

Ray Trost (an active member from Toowoomba) is offering to take people on Saturday afternoon for a car run to the Bunya Mountains and to have tea there. This will be a great get together. Saturday evening is yours to socialise or to get out and about. If you are unable to come Saturday then meet us Sunday at the hotel for lunch.

Remember to book by Friday 14 November 2008.....

Regards Adrian

Forgetting and laughing are better than remembering and being sad

Part Two - An Interview with Roger Foy

Road Proving Supervisor – Experimental Department: BMC / Leyland Australia

GM: 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.

GM: 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 / floor pan area had not been included on the body shell (by Pressed Steel), which affected the structural rigidity of the body.

GM: 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.

GM: 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.



JN002: Force 7 prototype near Charleville. Roger Foy is inspecting the sump guard.
Note the disguise panels on front and rear of prototype in both photos.

GM: 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.

GM: 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.

GM: 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.

GM: 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.

GM: 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.