

MONTHLY ISSUE

JUNE 2014

LEYLAND P76 CLASSIC CAR CLUB



FUTURE EVENTS 2014



**B.M.C MAGAZINE
OUT NOW**

Easter 2015

MEETING DATES - MEMBERS ARTICLES - EDITORIALS AND MORE

LEYLAND P76 CLASSIC CAR CLUB INC.

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If any members have a vehicle or spare parts for sale, an interesting story about his or her car, weather it is about a rebuild or repair, or of your trips away on holidays, please do not hesitate to contact the editor and it will be greatly received.

The opinions expressed in the newsletter are not necessarily of the Editor. Where possible articles contributed by members are verified, however the Leyland P76 Classic Car Club Inc. accepts no responsibility of the accuracy of the information.

Leyland p76 Classic Car club Inc.
C/o 9 Apsley Place
Taren Point NSW 2229
Phone (02) 9522 6529
Email: force7v@hotmail.com

GENERAL MEETINGS

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

Time: 8:00pm Wednesday Nights

MEETING DATES 2014

JUNE 18TH, JULY 16TH,
AUGUST 20TH, SEP 17TH, OCT 15TH,
NOV 19TH, DEC 17TH



PLEASE NOTE

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

Email it to force7v@hotmail.com

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

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



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PRESIDENT'S REPORT



Hi everyone

It was reported that everyone had a great time at the 40th Anniversary of the Targa Florio at Motto Farm in Raymond Terrace. There is news in the magazine from those who attended the weekend.

Our next outing is Saturday 28th of June at 11am.

A visit to the Bankstown Aviation Museum. We will meet at McDonald's next to Bunnings on Milperra Rd at 10:30 and then drive to the venue.

We will have our own personal guided tour.

Please see or call Peter or Troy ASAP if you would like to attend.

All the best and looking forward to seeing you Wednesday night

Peter O'Brien

THANKS TO

- The B.M.C Experience Magazine... Craig Watson
- David Place for his article on the Targa 40th Week- End & pictures
- Member's who have already renewed their Membership
- Glen Grays Facebook Photo's from the Owners Club



MEMBERSHIP DUE DATE

Membership fees due 30th June 2014

If you would like to renew by Direct Debit, please email, to let us know its been paid by direct debit or send Payment, to

9 Apsley place

Taren Point 2229

Single \$35.00 Family \$40.00

Account Name :Leyland P76 Classic Car Club

Account No:622502814

Bsb:082 184



On the 7th , 8th & 9th June long week-end the NSW P76 Owners Club organised a weekend away to the Hunter Valley & surrounds to celebrate the 40th anniversary of the release of the P76 Targa Florio .

In short it was well organised fun weekend . With an excursion to "Fighterworld" at Williamtown airport , go karting , historic Tanilba House viewing , P76 swap meet at the hotel and a Saturday evening dinner with guest speakers & auction of P76 memorabilia on the Saturday alone.

Sunday involved a 2hr observation run through the lower hunter valley with it's picture postcard scenery arriving at Pepper Tree Winery for an " on the lawn" display of all cars & most importantly the Targa Florios.



A pleasant sunny afternoon was had by all who attended , with much chatting and photos being taken ,along with a few bottles of wine purchased. Evening was a short drive to a BBQ dinner at Noel & Leonne Delforces house.

Great hospitality was given by the hosts ,there family and friends to all the P76 people who attended . Sunday evening was exhausted at Ten Pin bowling .

Monday morning saw some of the interstate P76 enthusiasts leave, with others more local take a tour Maitland Goal , finishing with a very nice lunch .

What started out looking like a very wet weather weekend turned out to be a good get together by all P nuts who attended .



David Place





Passionate for Ps



Words and photos by Craig Watson.

To say James Mentiplay likes the P76 is a bit like saying James Cook liked to travel.

James Mentiplay has been a died-in-the-wool P76 enthusiast, since the age of eight, when he tagged along with his dad Gary to look for a second-hand car for the family, as James recalls. "Dad and I went out looking in the car yard lots at Victoria Park, which is the equivalent of Parramatta Rd in Sydney. He was looking at a few Valiants, but he'd always liked the P76, and bought a Bold As Brass six-cylinder P76. He just loved it and so did I."

"That was in 1981 and a year later the club started here in WA. He became very active in the club, so I used to attend all the meetings and go on all the club runs. It became a big part of our lives. Then the second one came, then the third one."

Gary soon became the magazine editor for the club, a position he held for many years, and began researching the cars. "We didn't know anything about this car, so he started researching and writing a lot. That's probably what prompted him into really

researching the car, to generate content for the club magazine. There is no doubt he was at the forefront of the knowledge of the car."

James said that growing up in the 1980s with a P76 was a tough gig, and you had to have thick skin. "The '80s weren't a good time to own a P76. You were laughed at. People said they were a pile of crap. We would go to car shows and people were just laughing at us – the public and the other car clubs. It was a hard time. I think that sort of galvanized all of us and made us very loyal to the car."

Naturally, when James got his driver's license in 1990 there was no question about what type of car he would have. "All my mates had Falcons and Toranas, and they thought that I was an idiot for getting a Leyland, but I got a Leyland V8 as my first car."

Understandably, James got involved in the running of the club and in 1996 became president. Apart from a break for a couple of years, he has held the position ever since.

Gary and James began a register to

try and find out more about production numbers, and became de facto custodians of a veritable gold mine of information. "In the '80s we didn't know how to identify a Targa Florio. We didn't know anything. All the things we take for granted now."

"Hal Moloney started a database in the early '80s and in the mid-'90s I rang Hal and said I want to take over the database – we'd started our own database, Gary and I, and said we wanted to establish a national list, so Hal flicked his over to us and we combined the two. Now we've got about 4,000 cars on the database."

"Gary and I got records from Leyland as well, so we know up to May '74 how many of each model were built. Combined with our database we now know exactly how many Executives and Deluxes were built, exactly how many Targas were built and we pretty much know how many per colour. Pretty close."

A few years ago they got hold of copies of the Federal Government cabinet papers related to Leyland, that helped them to understand a lot more about the closure of the Waterloo factory in 1974. "I got hold



"Peel Me A Grape" with black interior is a rare combination, found as one-owner in Victoria. Photos by James Mentiplay.



Am Eye Blue Super was restored in 1991, in Bendigo, Victoria, using virtually all New-Old-Stock parts.

of the National Archives and waited for the 25 or 30 years to come up, and I asked permission. The Federal Police cleared it, made sure I was OK to have it, and they read through it and cleared them and approved it and they gave them to us."

As any collector will tell you, once you get the information it is very difficult not to get caught up in collecting. Sales brochures and documents don't generally take up a lot of space, and collecting model cars can usually be confined to one room, but when you are collecting P76s space becomes a bit of a premium.

When I dropped by last year to see James' collection, only six of his cars were at his house. The others were at various locations in storage. "I've got about 25. I need to move and get a bigger shed. That's the plan", he admits.

Apart from the history, James says a big part of the attraction is the colour range. "Ideally, I want to get every colour. There were 18 colours, but some are a bit elusive. Hairy Lime, and Plum Loco, and Oceanic Green. Leyland only built about a dozen Oceanea Green, right at the end."

"My favourite car would probably be my Nutmeg Targa Florio, which isn't here. It's in storage. Or maybe the Peel Me A Grape one, because that's the colour I've always wanted. That's the last one sold new and registered in Australia. That one sold in 1977. It's got the black interior, which was really rare; they only built ten in that combo. So, that was always my ultimate P76."

"And the blue one. I love that colour combo – it looks stunning with the black vinyl roof. I don't normally like at vinyl roofs, but it just works. Pulfer's had it at the Bendigo Show in '74 and they had a matching Mini – Am Eye Blue with the vinyl roof. I've seen the photos of them at the Bendigo show. They were a pigeon pair."



The car that started it all: James' dad Gary's Bold As Brass 6-cyl DeLuxe.

"It was bought brand new by a guy who lived in Bendigo... and he pulled it off the road and rebuilt it in 1991, with all New-Old-Stock parts. Then he died and Chris Baine bought it and finished it off. I bought it from Chris a couple of years ago."

"I bought the Hairy Lime one from Chris in Bendigo as well, just last year (2012). The Spanish Olive car I just bought from the original owner last week."

"An 85-year-old lady owned it. She bought it brand new from Winterbottoms... It's done probably around 300,000 kays, but she's just babied the car. It's not had a hard life at all. It's not a perfect car, just an honest one. She's given me a file of receipts from the day she bought it. Anything that needed to be done she got done. She was meticulous."

Another Bold As Brass example James recently tracked down, and which is in need of restoration, was the very first car built on Australian tooling.


Obviously, every car has a story to tell, and James is happy to tell them, but we had to move on.

With the resurgence in interest in the P76 recently, cars are now being restored to original specification. Original dealership stickers add a final touch to any restoration, but until recently those from Leyland dealers haven't been available, as James continues.

"I went to the Falcon GT Nationals and saw all these cars restored to like showroom condition, and they all had the dealer stickers. I thought that's a nice touch. Nobody was doing it for Leyland, so I started collecting images and started offering it."

"P76 guys probably aren't as keen as Mini guys for originality, and I saw the wider demand for it. I thought it's one big family, let's service it. I get them laser cut,

not printed, through a guy in the club, with his business, and I just felt that was the way to go."

If you can help James with images of dealer stickers, or you need one for a restoration, you can contact him through this magazine. 



Barn-find: James recently tracked down the first car built on Australian tooling.



Leyland P76 Colour Range

Please note: these colours are only approximate and should not be used for colour matching purposes.

	Am Eye Blue
	Aspen Green (Met.)
	Bitter Apricot
	Bold As Brass
	Corinthian Blue
	Country Cream
	Crystal White
	Dry Red
	Hairy Lime
	Home On Th'Orange
	Nutmeg (Met.)
	N.V. Green
	Oceanea Green
	Oh Fudge!
	Omega Navy (Met.)
	Peel Me A Grape
	Plum Loco
	Spanish Olive



FOR SALE

Unfortunately I have had to bite the bullet and admit to myself that I will never have the time or money to rebuild my Marina Coupe so I'm reluctantly offering it for sale within the club first if anyone is interested.

The car is 6 cylinder auto coupe. It is a very late build as the compliance plate says 9/74/37 which of course means it was built in the last week of September 1974. Its original colour is Spanish Olive and like all late model Marina's it came with the cloth upholstery which is gold. That being said, the upholstery and the interior need a complete refurbishment.

Although the car is still drivable (the motor is beautiful) it needs a full restoration. Bodily I must say it is the best I have ever seen. The only rust is in the lower left front panel where they all go except that it has never been repaired so you can see the full extent of the rust. The doors (inside and out) floor and boot still has the original paint on them and the whole car apart from the front is completely rust free. It doesn't look as good as it is in the photo because it was raining when I took that photo but it does show that it is a reasonable restoration prospect.

In fact I will drive it to the buyers place because I can use my son's trade plates. As most of you know I had a Marina rally car so when I sold it I kept quite a few parts from it including, 2 sets of Kimberley twin carbies complete with manifolds and linkages, the rally car head with a 28/66 cam grind which has the inlet opening at 8 degrees B.F.T.D.C, 2 front end telescopic conversions, a new 3.55 to 1 diff centre, sports steering wheel, 2 complete rebuilt motors with 20 thou oversize pistons etc, etc. Also included is my complete supply of Marina parts including a new dash (which you'll need) new carpets, some new original fabric seat covers and a near complete Leyland six cylinder gasket set in the original boxes as well as odds and ends too numerous to mention.

This is breaking my heart but as I said earlier I had to bite the bullet. I will require the buyer to take every thing I have because I want to clear my shed and I don't want anything left to remind me.

The price I am asking is \$2500.00 and to the right person I honestly believe it is a gift.

Ian Lyons

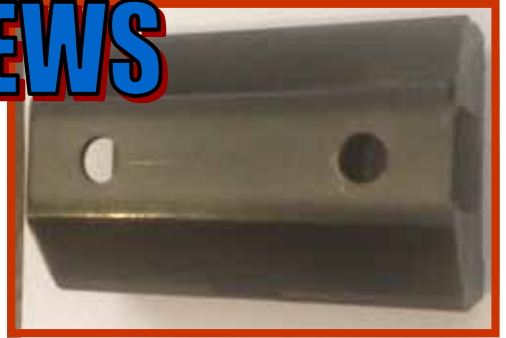
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PARTS NEWS



STAINLESS STEEL INSTRUMENT FACIA
\$100.00 + \$15.00 POSTAGE



GEARBOX MOUNT \$170.00 +\$ 10 POSTAGE & ARE STRICTLY ON A EXCHANGE BASIS



STEERING COUPLING \$40 + \$5 POST-

Mentiplay Leyland
CONTACT JAMES MENTAPLAY
0408 918 127

Anything But Expensive

If people buy multiple items, I can bundle them together to save postage costs

GASKET UPDATE

Great news the gaskets are available now talk to Troy to arrange pick up
Troy 0409 988 757

FOR SALE



Black 72 marina coupe up for sale
I'm asking for \$6000 as I have done a lot to this car & it would cost a lot more to do this conversion. Ive installed a rover v8, t5 5speed, borg warner75 diff, disc brakes, bonnet scoop, rear spoiler, 16" simmon wheels, fairlane tail lights, magna dash all engineered & street legal in nsw rego till oct 27 bad point really should have a respray & has a tiny amount of rust at the bottom corners of the rear screen & left rear corner of the boot.

Email: kristelarlidge@bigpond.com
Contact: Graham 6562-5254

Easter National Meeting

3 – 6 April 2015



REGISTRATION FORM
RSVP 30 September 2014

Please let us know who is attending

NAME(S)

Contact Details

- | | | |
|---------|--------------|------------|
| 1. | Phone | Email..... |
| 2. | | |
| 3. | Address..... | |
| 4. | | |

Meals

Thursday	
Dinner	Complex
Friday	
Lunch	Complex
Dinner	Bowling Club 2 course
Saturday	
Dinner	Alma Hotel Willunga - 2 course
Sunday	
Presentation Dinner	South Adelaide Football Club - 3 course
Monday	
Farewell Breakfast	Complex

Options

Goolwa Motor Museum	\$10.00 per person
Murray Mouth Cruise Goolwa	\$34.00 per adult
<i>Minimum numbers required</i>	<i>\$18.00 per child (5-15 years)</i>

BOOK NOW

NB If insufficient numbers for cruise money will be refunded

Registration Cost \$80 per Adult \$20 per Child under 10

Number Adults.....	@ \$80.00	\$.....
Children.....	@ \$20.00	\$.....

Meals \$120.00 per person

Number Adults.....	@ \$120.00	\$.....
Children.....	@ \$120.00	\$.....

Options

Goolwa Motor Museum

Number Adults.....	@ \$10.00	\$.....
Children.....	@ \$10.00	\$.....

Murray Mouth Cruise

Number Adults.....	@ \$34.00	\$.....
Children (5-15 Years).....	@ \$18.00	\$.....
No charge under 4 but need to be counted.....		
Total Paid		\$.....

Payment by

Cheques / Money orders payable to: Easter 2015 – National Meeting
Please post along with **Registration Form** to:

Christine Cutting Leyland P76 Owners Club SA Inc 21 St Helena Street Flagstaff Hill SA 5159
or

Eftpos BankSA Easter 2015 – National Meeting BSB 105-079 Account 051633240

Please return **Registration Form** by post as above or email to

Christine Cutting email editor76@chariot.com.au



40th

On Sunday the 27th July there will be a 40th Targa Birthday One Day Event Hosted by the Hunter Valley Club which will include a tour of the Lost in the 50,s museum and a BBQ afternoon & memorabilia followed by a large Targa cake.....
more info to come in next months magazine or
For more information contact Troy or Hal Moloney



Restoration pics



It's Always Great to See
P76's Getting Restored

76

BANKSTOWN AVIATION MUSEUM



Starkie Drive, Bankstown Airport

Admissions :

Adult	\$8.00
Concession	\$6.00
Child - 5 to 15 years	\$5.00
Child – under 5	\$3.00
Family (2a + 2c)	\$20.00



WELCOME TO NEW MEMBER

Ray Ikin we welcome you & hope you have an enjoyable experience



BMC EXPERIENCE MAGAZINE



A must for our members it has two great articles in it about our Leylands.

One features the WA President James Mentiplay & his Great collection of P76s it is indeed very impressive.

The other feature a 10 Page story on the Force7's, it's very informative & highlights many photo's that have not been seen before.

BUY IT NOW

FUTURE EVENTS



28th June

Aviation Museum at Bankstown



13th July

CCCI Club Breakfast Run Meet at Northgate at 9am Heading North

27th July

Hals 40th Anniversary Day



17th August

Shannon's Eastern Creek



31st August

British Display Day Kings School



21st September

BMC Heritage Lunch re-union Day

October

Chevalier College Highlands Motorfest

Easter 2015
3-6 April

National Meeting South Australia

Date to be Announced

Visit to Club Member Rick Hopkins Auto Museum

Date to be Announced

Orange Blossom Show & Shine



Minutes of the Leyland P76 Classic Car Club held at the Sans Souci Literary Institute on Wednesday 21st May 2014

Peter O'Brien opened the meeting at 8:15 pm. Members in attendance as per the attendance book.

Apologies – Sue Green, Angelous Frangopolous, Ron Frith, Ross Rickard, Bev & Ian Lyons, Valda Chappell, Kevin Cross, Terry Rout

The minutes of the previous meeting were read and accepted.

Moved – Kevin Ward **Seconded** – Tony de Luca

Business arising from the minutes: Nil

Treasurers Report:

Income

Lenses & M/ship	\$ 175.00
Refund form Alan Shultz	\$ 81.34
Total	\$ 256.34

Outgoings

Bank Fees	\$ 4.00
Hall Rent	\$ 39.60
Hall Rent	\$ 39.60
WA Club Numberplate Lenses	\$ 1050.00
Eastern Creek Fees	\$ 120.00
NRMA Insurance Club Car	\$ 70.00
Total	\$ 1323.20

Bank Statement No 241 Dated 30 April 2014 Balance - \$1044.42

Moved – John Daley **Seconded** – Kevin Ward

Correspondence In:

B.M.C Leyland Australia Heritage group Magazine, Museum of fire Invitation, Sydney Classic Antique Truck Show invite, Open Day at Fairfield High School 60th Birthday, Open Day Liverpool Swap meet

Correspondence Out:

Sympathy Card sent to Christine Cutting & family

Acceptance of correspondence.

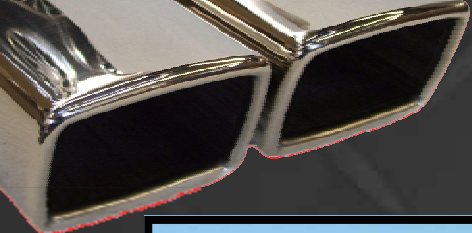
Moved – Troy Green **Seconded** – Kevin Ward

General Business:

Kevin Ward informed us that Roger Martin has not been well. Kevin Ward also gave a report on the run we had with the Holden Club. Tony De Luca informed us about Bella Vista Show

The meeting concluded at 8:45 pm followed by supper.





TAILPIECE



INTERESTING
STUFF

Intangible Force

Words by Craig Watson
Photos by Craig Watson,
BMCIA Heritage Archives
and as indicated.

The Force 7 coupe was
Leyland Australia's last
grand Supra, but was doomed
before it was production
ready. Only ten survived.



At the Leyland 75th anniversary
event in Canberra last year I was offered the
rare opportunity of driving one of only ten
survivors of what is one of Australia's great
racing programs - the Force 7.

I had been told in 1974 that the Force 7
passenger car of the car was designed
with the other race cars what was a
two-door coupe. It's driving the car back
to Canberra in the afternoon last night.

It was one of the first cars that I saw
the sporting world of motor sport in Aus-
tralia. In fact it was very well proportioned
and very good and the driving position
was comfortable and comfortable.

The record was just how well the car
did. The three average handling that
helped its size. The body roll, sharp con-
ting and a real race-Australians, which will
make the Force 7 the most perfect
racer. This is a car that was 40 years old
had no more from the suspension due to
age and was not production ready.
or was it?



10 PAGES

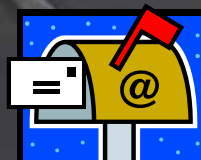


B.M.C EXPERIENCE MAGAZINE OUT NOW



www.leylandp76.org.au

If you would like the magazine emailed
to You in full colour instead of snail
mail CONTACT US force7v@hotmail.com



18th june

Club room Meeting

Be There