

# WESTWORDS

VOLUME 16

AUGUST 2013

ISSUE: 2



*Targas in the three classic colours at Canberra concours.*

OFFICIAL PUBLICATION OF  
THE LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA DIVISION) Inc

## Leyland P76

LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA DIVISION) Inc.

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**General Meetings** are held on the last Monday evening of every month at 7.30 PM (unless otherwise notified). The Meetings are held at the Kenwick Community Hall

**The AGM** is held in July. For dates of club meetings and events, refer to the Coming Events section of this Newsletter.

## Committee Members 2012-2013

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### **EDITOR'S CORNER:**

Whew! What a week that was! Upon returning from the action-packed 40<sup>th</sup> anniversary celebrations in Canberra I spent the next week just trying to get my head around the hive of activity and excitement that had whizzed about us. And of course the Crown and Bryson victory in the Peking to Paris rally could not have been better timed. One simply has to acknowledge that the P76 has enjoyed a renaissance of popularity and esteem at 40 years of age that it never knew at birth. The release of the World Cup rally model by Trax simply added to the festival of celebration. One can only surmise that the late Evan Green wears a smile of enormous satisfaction somewhere over on the other side.

And to top it all off, in its issue of Road Trip II stamps, Australia Post has Canberra represented by a P76 posing for a picture while hauling a grey-nomad caravan. Members who get a snail-mailed copy of *WestWords* will notice that this issue bears a copy of this very special stamp. For those of you who are into memorabilia, I would recommend purchasing a colourful souvenir wallet of the complete range of Road Trip II stamps for \$6.45 from your nearest post office. I should add that the linking of the P76 with Canberra by Australia post was entirely coincidental and not related to the 40<sup>th</sup> anniversary celebrations in the nation's capital. A case of pure serendipity!

This issue sees the inclusion of a fine article by none other than Noel Delforce, one of the legends of Leyland Australia, in which he tells of his adventures creating and racing his "P76 Chev Sports Car". Also, David Fox wraps up his current series on *Project P76*, with the promise of a new series on the "nut & bolt" restoration of his Executive.



### ***The Lighter Side***

*A police officer pulled over a driver and informed him that, because he was wearing his seat belt, he had just won \$5,000 in a safety competition. "What are you going to do with the prize money?" the officer asked. The man responded, "I guess I'll go to driving school and get my licence. "At that moment, his wife, who was seated next to him, chimed in, "Officer, don't listen to him. He's a smart aleck when he's drunk." This woke up the guy in the back seat, who, when he saw the cop, blurted out, "I knew we wouldn't get far in this stolen car." At that moment, there was a knock from the trunk and a voice asked "Are we over the border yet?"*

## WA Club Parts List

Andy Mentiplay has prepared the following parts list for interested Members:

Targa Hubcaps – set -	-	-	-	\$100.00
Rear Speaker Grills -	-	-	-	10.00
Steering Column Bushes	-	-	-	10.00
Short handbrake cables	-	-	-	5.00
7” Headlight Surrounds	-	-	-	5.00
Strut-top Bushes -	-	-	-	50.00pr
V8 Air Filter elements (Genuine Ryco A259)				35.00
Lower Front Guard Rust Repair Sections -				80.00pr
Timing Cover Seal -	-	-	-	45.00
V8 Oil Filters	-	-	-	24.00ea

**Contact Andy on 93932428 or 0457038877 to place an order.**



### **LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division) Inc.** **GENERAL MEETING 24 JUNE 2013**

Open: 7:30

Apologies: Tony Moisley, Gary Mentiplay, George Garofallou

Correspondence in: Nil

Correspondence out: Nil

Minutes for June were read and seconded by Dave Neuzerling and Ken Domeyer

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- The clubs upcoming 40<sup>th</sup> anniversary display was discussed, members to meet at kings park at 6:30am and leave Forrest place at 5pm
- Media coverage for the 40<sup>th</sup> display was talked about
- Latest issue of Australian classic car features a story about the P76
- The Annual Dinner will be held at Kalamunda Hotel, Set Menu of \$38.95 on the 28<sup>th</sup> of July
- Three P76's for sale on Gumtree were mentioned
- The State meeting at Gin Gin was talked about, more details to come
- The upcoming 40<sup>th</sup> anniversary in Canberra was talked about, 13 WA member will attend
- Members were updated on the Peking to Paris P76's progress
- Australia Post will be producing a 40<sup>th</sup> anniversary stamp
- The Evan Green/John Bryson World Cup Rally P76 will soon be available in model form from Trax.

Meeting closed: 8:35



### **THANKS**

The WA contingent of members that attended the 40<sup>th</sup> Anniversary Celebrations Weekend at Canberra 28-30 June wish to express their gratitude and sincere appreciation for the generosity and support shown to them by Troy and Joe Green and their families and friends from the Leyland P76 Classic Club. It is to be hoped that at some future occasion we may have an opportunity to return the favour.

## ***COMING EVENTS***

### **GENERAL MEETING MONDAY 26 AUGUST 2013**

**7.30pm**

Kenwick Community Centre  
Cnr Kenwick Road and Brixton St, Kenwick.

**Targa West.** Friday 16 August – Sunday 18 August. [www.targawest.com.au](http://www.targawest.com.au)

**The State Meeting.** Saturday 24 and Sunday 25 August with an overnight in Gingin, a suggested visit to New Norcia Arts Centre on Saturday, and a tour of the GT Falcon Museum on Sunday on Toodyay Rd, Bailup. .

**Joint Club Run.** Sunday 22 September. Meet with Austin Club members at Centrepont Shopping Centre, Midland, 9.30am for 10.00am departure heading towards York for a BBQ Lunch and visit to a P76 “graveyard” property.

**Club Country Drive.** Gidgegannup. October. Visit to Tony’s Autos. Details to be advised.



## **STRANGE VEHICLES NO 4**



*A Cone of Silence on Wheels?*

## P76 CHEV SPORTS SEDAN

*By Noel Delforce*

Enter Roy Cullen again. After Leyland Australia closed, Roy became an assessor for various insurance companies, finally ending up with GIO.

Roy and I talked about building a P76 Sports Sedan on many occasions. Would you believe, on one of Roy's assessing jobs he came across a P76 six-cyl written off at the front. (Nicest thing that can happen to a 6 cyl!) Roy negotiated a ridiculous price for the purchase of the car, for which I was able to buy it. The original colour of the car was Burnt Orange.

As the car was written off at the front end, a decision was made to replace the front with a space frame, bolted to strengthened mounts on the bulk head. The lower main rails were continued through to behind the gear box and welded in place, which helped the front end strength and rigidity of the car.



The decision to use a Chev engine was a "no brainer". Sports Sedans at the time were mostly Chev powered, or if they were a car half the size of the P76 they usually had a really good 6 cyl engine. Mini's were about the only car to use the original style of motor.

Up to this point in my career, I had never finished last in a race. I didn't want to risk that happening now. The idea of using a P76 V8 could have increased the chances of this happening. Steve Maher, to this day, is very cool in his acceptance of the P76 Sports Sedan into the "Competition" category for P76. Steve obviously never raced a Sports Sedan in the 80's, or perhaps the idea of running last appeals to him. Bear in mind, this was by far the most powerful and fastest

P76 built, even to this day. Times of high 47s at Oran Park and 53s at Amaroo Park prove this. Steve's reasoning is it that did not have a P76 heart. Each to his own!

I started off using a 307 Chev, which was just under the 5.1 ltr limit if an engine from a different manufacturer was used. The block was bored .060" oversize which did make it illegal, I cannot recall anyone in Sports Sedans having their motors checked for capacity, so I was sure we would get away with it. 302 Chevs, in comparison with 307s, were very expensive. I liked the idea of the 307 as it had a smaller bore and longer stroke than the 302. I always did, and still do, like an engine that gives good torque for acceleration out of corners. The engine was built using a 327 steel crankshaft, Carrillo rods, "Turbo" heads, which were ported and polished by Benny Gatt at Supaflo Heads. (Benny would always wear slippers when at work - imagine the fun police allowing that these days!) and Manley domed forged pistons. The block was modified for 4 bolt steel main bearing caps.

The steel flywheel and heavy duty clutch I purchased from Neil Byers after he had stopped racing the Marina, to which he also fitted a Chev.

Breathing was taken care of by a Cross Over inlet manifold using 4 x 48 DHLA Dellortos. The manifold was purchased from Diablo Motors, a great place for sourcing "go faster" bits for Chevs in those days. The sump was my own creation using baffles and gates. The capacity was doubled, and a Morosso Oil Accumulator was used. The



P76 never suffered from oil surge, which was quite an achievement for a wet sump Chev. A large oil cooler was also used.

The gear box was the original single rail Borg Warner we used in the Marina, and also used in the Wolseley when the P76 V8 was fitted. All I did was fit a small parts kit before using it in the P76. It once again proved to be 100% bullet proof.

Down the back we used a 9 inch Ford diff with one of those beautiful Detroit Lockers. We fabricated mounting brackets to weld to the diff housing to allow it to be mounted with upper and lower trailing arms. The upper trailing arms were made to the same length as the bottom arms and mounted inside the car. This was done to prevent rear end steer caused by the unequal length arms. An adjustable sway bar made by Selby's was fitted along with some adjustable shocks. Rose joints were used at all mounting points. The rear springs were originally mounted on the diff housing located in some towers in the boot, which were adjustable for ride height. The springs were eventually mounted back in their original position on the lower trailing arms with removable spacers for height adjustment.

We also fitted a Panhard Rod

Rear discs were Falcon ventilated using 3 spot Jaguar front callipers. Wheels were 15 inch by 10 inch Simmons. They were among the first wheels Simmons made. They were prone to cracking. After a redesign they replaced all previous wheels free of charge. (They obviously didn't have a wheel Test Rig like we had in Experimental.) Ten inches wide was the maximum allowed on Sports Sedans.

Front suspension was basically XJ6 Jaguar. I did fit some XJ12 4 spot callipers in place of the 3 spot. The 3 spot went on the back remember. Brake master cylinder was an XY Falcon twin system unit off the 4 wheel drum brake model. This was mounted on a standard P76 brake booster. The brakes were great right from the start. I could regularly out brake smaller cars at the end of the straight at Oran Park.



Going back to modifications we did on the Wolseley regarding reducing camber change associated with body roll by lengthening the king pins, we did the same with the Jaguar uprights, and it worked beautifully.

Front shocks were Spax adjustables, front springs were basically Jaguar style reset to suit the ride height we were after. The rack and pinion and steering column were from an Austin Kimberley as these proved to be of the right dimensions, although we did

lengthen the pivot arms of the rack to improve the geometry. The P76 was the first race car I fitted a racing seat to. We still had to have a passenger seat in those days. The seat was actually the one used in the BMC Lightweight Mini. How I came to have it in my possession I can't remember. Maybe I have that thing that starts with "D". Just can't quite remember what it is.

The boot lid was fibreglass, the same as was used on the World Cup Rally P76. The bonnet was aluminium attached to the front mud guards. The whole thing would pivot forward when opened, which made working on the car much easier. Release two pins and the whole lot could be lifted off.

Front doors were aluminium skins over the original P76 frames which we lightened considerably. The intrusion rail was left in place on the driver's door. Rear doors were just an aluminium skin attached to the body. All the forming of the aluminium skins was

done by Moorebank Sheet Metal. The detail was amazing and you could not pick them from originals. I still have the front doors mounted on the wall in "Bar 76" at home, still with their original 76 numbers.

To digress a bit, Joe Mamone was in partnership with his brother Tony in Moorebank Sheet Metal. After I stopped racing the P76 I shared a HQ Holden with Allan Springett. After one race at Oran Park, I was discussing with Joe the tactics employed by one of the drivers to force me off the track during the race. Joe at the time was moonlighting as a security guard. Now, the surname Mamone should tell you something. Joe's solution to stop this other driver from harassing me ever again was to go and visit him for a talk, and show him his Magnum 45, which he was wearing in a shoulder holster. I said to Joe: 'Great idea. The only problem is that this is a car race meeting, not a Mafia convention.' Fortunately for the other driver, Joe begrudgingly agreed with my way of thinking. I was very worried that the officials might add that indiscretion to my record. Mind you, that would look spectacular on anyone's record, but perhaps it is just me that thinks like that. Another funny story about Joe that can't go untold is when we were doing some sheet metal work on the P76 after hours at their workshop. This was in conjunction with moving the engine back inside the cab. (Didn't make it handle any better after all that work.) At about 9:30pm, Joe decided it was time to have some fun, so out came the Magnum, and he handed it to me (bearing in mind the only weapon I've ever fired was a slug gun when I was about 10 or 12 years old). He said to me 'See if you can hit that piece of red steel at the other end of the work shop.' That was about 35 metres away. I said 'Joe, I can't throw the gun that far.' Joe's reply was 'Dickhead, I want you to fire the gun.' I said 'I would love to... how do I make it work?' Joe said something in Italian, took the safety off, and said 'Now have a shot, precious.' (I have actually thrown a mobile phone into our dam, a distance of about 60 or 70 metres in the past, a feat that still amazes my two sons, who are 6'7" and 6'8" tall. The reason the phone went into the dam is a story for another day.)

After about 30 minutes and countless rounds of ammo, we decided it was time to go home. I will never forget the kick of that Magnum the first time I fired it. Almost as good as the kick in the arse the P76 Chev (Steve) gave when you stood on the accelerator. I did manage to hit the target a few times, Joe didn't miss with any of his shots.

The P76 used a half roll cage braced into the rear seat area, incorporating the mounts for the rear upper trailing arms. As I mentioned before, the engine was moved back as far as was allowed by the rules, and the balance of the car was marginally better, which made it easier to drift the car, rather than hang the tail out when the weight was further forward. The car was faster, and I feel that was because of the step up to a 350 Chev from the 307. Regardless of all of that, the car was very easy to drive and very forgiving.

First race meeting was at Oran Park, naturally. Making pole position after practice, and winning both races from pole position, the next weekend it was off to Amaroo with the



same result. Not bad for a brand new car, and, best of all, a P76. We continued with small modifications while racing the car over a period of two years. Mainly things like reducing body roll and the fitting of an air dam at the front.

I competed in the NSW Sports Sedan Championship at Oran Park. I was under the impression I could use a rear wing, being a Championship round. So the boys at Moorebank Sheet Metal made a rear wing supported on some uprights to the maximum height allowed. The wing was a work of art. We took the car out to Oran Park on the Friday before official practice, to see how it worked. The grip at the back was certainly better, and apart from that, it looked fantastic. The fun police from CAMS were there to have a look at the cars competing in the Championship round and took great delight in telling me to remove the wing. The reason being that I was not doing all the rounds of the Championship. I love CAMS officials!

We removed the wing overnight and competed in the race on Sunday. I managed to back the car into the wall at BP bend after having to spin the car because of a lack of brakes due to the rear brake pads getting knocked back. We recovered from all of that and finished mid field. Bugger!



I mentioned my love affair with CAMS officials. When the car was built, Roy and I decided the bonnet needed to be stiffened up in the middle, so we used an A9X Torana bonnet scoop to achieve this. Because there was actually no reason to have the scoop in relation to creating room for injection trumpets or any other parts, the scrutineers made us remove it for the next race meeting. The mud guard flares were A9X Torana, but they didn't

make us remove those. Harry Firth was Chief Scrutineer at Oran Park on several occasions during the P76 racing life. At one meeting, Harry and I got talking at scrutineering, Harry revealed to me, he needed a genuine Mini (don't quote me on the car) workshop manual for a project he was doing. I said I had one back at my workshop and would bring it the next race day. I gave it to Harry and said I didn't need it back, so he could keep it. He was very appreciative and I thought that would give me some brownie points at scrutineering in the future, if Harry was involved. I was wrong. When we built the P76, we used tinted Perspex in all the windows apart from the windscreen, which was laminated. At the next race meeting, Harry was again there and picked up the tinted Perspex and noted in the Log Book that it had to be replaced before the next race meeting. I think one of the other Scrutineers picked up on it, and told Harry. So I suppose he had to uphold the law of the "fun police" in front of the junior Scrutineer. I never gave Harry another workshop manual! He never picked up on the illegal Chev engines we used in the P76 racing life. Take that Harry!

During the P76's racing life Roy decided he would like to obtain his full Competition Licence. In those days all you had to do was compete at 3 different race meetings without any major disaster's I am pleased to say Roy achieved this without any dramas at all.

I also competed at the 3 race meetings which gave the P76 a fair workout doing anything up to 4 races per meeting.



Thinking back to what Roy achieved it was a great effort as Roy had never driven a car with 450 HP before. I would have liked to read Roy's mind the first time he stepped on the gas, I am sure Roy would agree it is definitely the best way to have fun with your pants on.

A little known fact is Roy was one of the first people to rally a P76. The car was one of the original prototypes. Richard Hill who worked in Experimental was able to buy the car when Experimental had finished with it. Richard competed in several rallies before selling the car to Roy.

The car completed every rally it was entered in.

An interesting point is the P76 was registered as an Austin.

The sad part about this story is Richard Hill is no longer with us

When I decided to retire for the third time, I tried to sell the P76. There was not a great demand for second hand P76 Sports Sedans, so I decided to strip the car and sell it for parts. The engine was sold to a guy in the West somewhere; it was going to end up in a boat. Strange that two of my race engines have ended up in boats. (No, they didn't use them as anchors.) The diff assembly and space frame front end was sold to John Erak, I think to be fitted to a Torana. I don't think that ever happened. I got to know John when I was doing left to right conversions at my workshop in Chipping Norton. John also did conversions at Smithfield and supplied me with all the dashboards for the Chevy Camaro's I did over about four years. He also did odd American cars for me as well using the original dash. Clever guy!

The body shell went to Simms Scrap Metal, same place all 120 P76 bodies went to after I removed the V8s for fitment into Triumph Stags. At least there are 120 decent Stags out there somewhere.

I must admit, I did have second thoughts about scrapping the P76. The engine was the first item to be sold, so one day I decided to see if a Jaguar V12 engine would fit. And guess what? It did. So I almost started the cycle all over again. Unfortunately or fortunately, depending on how you look at it, it was not to be. John Goss had a workshop behind me, which explains the Jaguar connection. I actually went to Bathurst with Gossy and the XJS in 1986. There's another story.

One racing incident with the P76, which was at Oran Park, involved Allan Moffatt when he was driving the Mazda RX7 at its first race meeting. I think he was either beside me or just behind me on the grid. Off we went to the first corner, Moffatt alongside me on the inside. He obviously wanted more room for the first corner so he gave me a couple of hits around the passenger's door to get me to move out. After the second hit I said to myself 'F\*\*\* you!' and hit him back a lot harder. Bear in mind, David Seldon was having an end for end accident (in I think a Datsun of some sort) on the extreme right hand side of the track. A report went to the stewards after the race that I had caused that too. Bear in mind, it was on the opposite side of the track to where I was at the time. How could they confuse a P76 with anything else??

When I hit him, we became locked together, causing us to spin off together to the inside of the track. (The thought of being locked together with Allan Moffatt is a very frightening thought. Maybe it's just the way I think.) I had actually received a couple of hits on the right side from someone else trying to avoid the David Seldon accident. Allan could not open his door, so he climbed out of the window and walked across the rear of my bonnet (remembering that the bonnet is made from aluminium) and caused a lot of damage in the process. He came around to my window and said something along the lines of 'What happened?' I said that there was an accident happening on the right hand side of the track, which he claimed he did not see. (It is rumoured that he has tunnel vision.) So your love taps were never going to do any good. He claimed afterwards when being interviewed that I was screaming that it was not my fault. Believe me when I say, I

was not screaming and nothing would ever make me afraid of Allan Moffat. The stewards had an enquiry after the last race. We waited around until 7pm for Allan to attend the hearing. The stewards called it off after I gave my evidence, fined Allan \$500 for walking on the bonnet, and \$500 for not attending the enquiry. See invoice enclosed. Before we went to the next race meeting at Oran Park we made up some stick on footprints and put them on the bonnet were Big Al had walked across at the previous meeting. Everyone got a laugh even Big Al thought it was funny. Don't why I call him big Al as he is about 150cms tall.

**NOEL DELFORCE**  
**23 LUSKINTYRE RD**  
**LOCHINVAR 2321**  
PH. 02 49307934 M 0424538933

DATE: 07/12/10 TAX INVOICE: 00076

TO: ALAN MOFFAT RACING

Please find enclosed an estimate of repairs needed to the bonnet of my Sports Sedan known now as a LEYLAND P76, once referred to as THE QUEEN MARY by you in a news paper report. I like to think of it as a MAZDA RX7 DESTROYER myself.

To remove footprints from Bonnet (why were they all left footprints)	\$500.00
To supply aluminium sheet	\$500.00
To hire craftsman to reform intricate panels	\$500.00
Reimburse Noel and crew for beer consumed while waiting for Alan to turn up at Stewards Meeting	\$500.00
Total	\$2000.00

Alan I have a much better idea than you paying this outstanding account, why don't we just have a beer instead (your shout).

Alan I hope you are well, maybe our paths will cross one day, it is amazing how many people still bring up our altercations on the track, you know what they say any publicity is good publicity!

Regards,  
Noel Delforce

P.S. This was Barry's idea.

### ON TRACK INCIDENTS

I would like to state right from the start none of the incidents were my fault. I have said earlier that time has distorted the facts in my favour.

There were really only 2 major incidents that people still talk about to this day the second one has already been covered in the P76 story, both involved Allan Moffatt. The first one at Oran Park when I was driving the V8 Marina and Allan was in that beautiful Brut Mustang. It was a 30 lap race. Towards the end Allan caught me at BP Bend, mind you he had Leo Geoghegan on his rear bumper, maybe he was watching Leo, I gave him plenty of room on the inside to pass, all he did was tee bone the Marina on the left hand side, it was like he just drove straight ahead and forgot to turn the corner, Leo witnessed all of this and said to me in the Pitts later he thought Allan suffered from tunnel vision and did not see me.

Allan made some comments in the Press after the meeting in reference to \$200 shit boxes being allowed to race, next race meeting at Oran park we were both at Scrutineering at the same time, we had repaired the Marina as far the panel damage was concerned(good old Roy Cullen) but did not have time to paint it, Allan made a comment about, couldn't I afford to paint it, My reply was why would I bother it is only a \$200 shitbox. We both had a good laugh and continued on our merry way.☺



### P76 Movie Career

The above picture is taken from a movie that the P76 appeared in and represents the last of our series of challenges for club member movie buffs. Can you identify the movie and its release year? Can you then go one better and list the leading cast? *Answers next issue.*



## Project P76 Part 6

*By David Fox*

Chassis layout objectives and compromises (continued)

### (B) Front Suspension

- 1 An over-riding consideration in the front suspension geometry determination is the type of front brake to be used. Two packages were offered by both local suppliers. The first was a 0.5" thick solid disc with two piston caliper as currently used on ADO17 (Austin 1800) and Holden. The second was a thicker, ventilated disc with a larger single cylinder caliper and much more lining area.

If split brakes are to be provided for, a direct acting booster is virtually a must to give good control over front to rear braking, particularly in the booster failed mode.

Cylinder bore limitations on the smaller calipers result in tandem booster being required to achieve acceptable pedal efforts. The boost force available and with split systems there is a minimum master cylinder bore that can be used to give the required volume displacement.

The larger Caliper packages can be used quite satisfactory with a single diaphragm direct acting booster.

Although the larger calipers are more expensive than the smaller units, this cost penalty is fully offset by the saving in booster cost between tandem and single units.

Finally the competition in Australia will all have ventilated disc brakes in 1973. So these have been specified for P.76, resulting in an extremely well-braked vehicle with excellent pad life.

- 2 The disc diameter was determined after considering what other vehicles used while positioning the inner (W.R.T car centre line) face of the disc as far outboard as possible.
- 3 Bearing in mind tyre wear at low speeds in City operation, a target toe out figure on full lock was set at 50% of the theoretical Ackerman angle. Ackerman figures would be 10 degrees toe out for 40 degrees inner wheel lock. Our target was 5 degrees at 40 degrees inner wheel lock.
- 4 The steering rack location ahead of the front wheels was selected
  - a. To allow the front crossmember to be placed ahead of and hence protect the engine sump , and
  - b. To give a reasonably small angle at the steering column coupling. The length of the rack side rods was limited by the need to place the control valve of the power steering gear alongside the engine. This in turn limited the length of the suspension lower arm.
- 5 Engine centreline, determined by ground clearance and body space requirements set the maximum height for the steering rack; allowing for a power steering version.
- 6 With these requirements in mind and aiming for the absolute minimum of roll steer characteristics at the front, the geometry shown on drawing no. EXP 5413 was selected.

#### COMMENT

After 40 years I am still impressed with the combination of ground clearance, ride quality, steering response and braking performance. These features, combined with light weight and ease of service, demonstrate the technical excellence of the various engineering, technical and experimental divisions of Leyland Australia. The two Auto Brake providers discussed were PBR and Girling both of whom provided braking systems to BMC and BLMC in Australia. Austin 1800 cars manufactured in Australia first utilised Girling and later PBR components. Ackermann steering geometry is a geometric arrangement of linkages in the steering of a car or other vehicle designed to solve the problem of wheels on the inside and outside of a turn needing to trace out circles of different radius.



#### A HISTORIC MOMENT



*Keo Enderby, Minister for the ACT, unveiling the P76 on 26 June 1973*



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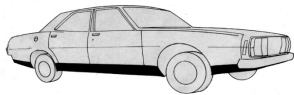
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