

WESTWORDS

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*Mick's rally Targa has an exotic history
(See page 5)*

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.

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EDITOR'S CORNER:

This issue has a major focus on car restoration, with David Fox continuing his detailed series on his Executive re-build and Paul Kristenson's excellent recounting of his V8 Deluxe re-birth. Great reading for members currently tackling restore projects.

With the increasing prevalence of social media such as *Facebook* and *Twitter*, one is tempted to wonder if there is much of a future for the monthly club mag in the classic car fraternity. I have had occasion to have a "sticky beak" into the WA Club *Facebook* page and was impressed by the amount of up-to-the-minute material available as well as the quality of contributions by members and friends of the Club.

There is no way that a monthly publication can hope to be as "up with it" in the week-to-week activities of the members. The result, unfortunately, is that your club mag tends to carry what many members may consider to be old news that was logged on *Facebook* some weeks ago. It would be interesting to get members' thoughts on this modern phenomenon. Perhaps we might see a few blogs on the Club page that will throw some light on the subject.



WA Club Parts List

Paul Banham has prepared the following parts list for interested Members:

Targa Hubcaps – set	\$110.00	1 set
Rear Speaker Grills	\$10.00	3 pcs
Steering Column Bushes	\$10.00	2 pcs
Strut-top Bushes	\$50.00pr	6 pairs
Timing Cover Seal	\$45.00	1 pc
V8 Oil Filters	\$24.00ea	14 pcs
T bar shifter Handles	\$5.00ea	5 pcs
Heater and fan knobs		13 pcs
New indicator switch mech	\$200.00ea	1 pc
Rough Repair Panels	\$80.00 per pair	(Front Guards x 3 pairs available)

Contact Paul on 0403774377 to place an order.

CLUB MINUTES 31 MARCH 2014

Open: 7:35pm

Apologies: Gary Mentiplay, Dennis Woodward, George Garofallou, Kirsty Carr, Roger Patten-Williams

Correspondence in:

Correspondence out: Nil

Minutes for February were read and seconded by Ken Domeyer, Tony Moisley

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- The club would like to thank Mick for his efforts in regards to the engine gaskets and bearings from ACL
- Members received the sad news on the passing of Geoff Cutting from SA. Members expressed their condolences to Geoff's Family
- The 2015 national meeting in South Australia was discussed and members planning on going are urged to book accommodation early
- The up-coming All Aussie day in Waroona was finalised. A big thanks to Ken Domeyer for calling members and organising numbers
- James gave a brief report on Dave Bryan's white executive restoration
- The latest issue of BMC Experience features article/s on the P76
- An observation run was organised for the 18th of May, meeting at Bunnings in Rockingham at 10am, finishing at Mundijong Tavern around midday for lunch and a display.
- The annual dinner was discussed, with the Kalamunda Hotel being this year's choice

Meeting closed: 8:10



COMING EVENTS

GENERAL MEETING

MONDAY 26 MAY 2014

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

Ken's Observation Run. Sunday 18 May. Meet 10.00am at Bunnings car park, Patterson Rd (cnr Pedlar Cres), Rockingham. *Destination:* Mundijong Tavern, 32 Paterson St, Mundijong, for Display and Lunch 12.00pm.

AGM & Annual Dinner. July. Kalamunda Hotel. Date and time to be advised.

State Meeting. 11-12 October. Busselton. Details to be advised.

Easter National Meeting 2015 April 3 -6. The Easter 2015 National Meeting is to be held at McLaren Vale, South Australia. Organising is well underway and Newsletter No 2 will be out soon. To make this event possible we need get a better idea of numbers so get your accommodation booked direct with the McLaren Vale Motel. Phone 08 83238265 or www.mclarenvalemotel.com.au. Let Dianne or Nigel Bray know you are coming; Phone 08 83250512 npbray@hotmail.com



COUNCIL OF MOTORING CLUBS

OF W.A. (INC)

CALENDAR FOR 2014

May 16-18 V8 Supercars, Barbagallo Raceway - www.wascc.com.au

18 National Motoring Heritage Day

18 British Car Day, Gingin

June 1 Albany Round the Houses - www.vscwa.com.au

16 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall

TBA Mini Moke 50th anniversary display

July TBA CMC Quiz Night

20 VCC Winter Autojumble, Canine Assoc, Southern River

August 14-17 Targa West - www.targawest.com.au

18 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall

September 4-8 Buick Nationals, Perth - www.westernbuicks.org

21 German Car Day - Mercedes-Benz Car Club of WA - www.mbccwa.org.au

21 French Car Festival - Supreme Court Gardens

22-27 National Ford A Meet, Busselton - www.modelafordclub.com.au

October 5 Rotary Club of South Perth Car Show, Wesley College -

www.comorotarycarshow.com

5 VCC Auto Jumble - Cannington Showgrounds - www.veterancarclubofwa.asn.au

16-19 Lake Perkolilli Centenary of Speed event - www.motoringpast.wordpress.com

19-24 National Veteran Rally, Kalgoorlie - www.veterancarclubofwa.asn.au

20 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall

November TBA Italian Car Day, Caversham - Northbridge Rotary Club

9 Brockwell Run - CMC - www.councilofmotoringclubs.asn.au

16 Celebration of the Motorcar exhibition – Cottesloe Civic Centre -

www.classicrally.com.au

16 GM Owners Day, Bassendean Oval

23-24 Bentley National Rally, WA

General enquiries: Council of Motoring Clubs of WA Secretary, Peter Boreham -

secretary@councilofmotoringclubs.asn.au

Updates for this calendar to Paul Blank paulb@classicrally.com.au

Visit the Council of Motoring Clubs website - www.councilofmotoringclubs.asn.au

A comprehensive calendar of motoring events can be found at website: www.classicrally.com.au



The Lighter Side

Elsie, an elderly lady, stopped to drive into a parking space when a young man in his brand new red BMW drove around her and parked in the space that she had been waiting for. Elsie was so angered that she approached the young fellow and enquired, through gritted teeth, 'I was about to park there.'

The man looked at her with disdain and replied, 'That's what you can do when you're young and bright.'

This annoyed Elsie even more, so she got back in her car, backed it up and then she stamped on the accelerator and rammed straight into his BMW.

The young man ran back to his car and shouted in a stunned voice, 'What did you do that for?'

Elsie smiled at him and said, 'That's what you can do when you're old and rich.'





Mick's Targa in action

WA CLUB TARGA NO 2

(Owner: Mick Le Cocq)

This is the second of a series of brief articles covering the roadworthy Targas currently owned by WA Club members. The series is part of the Club's celebration of the 40th anniversary of the launch of the car in July 1974, in recognition of the P76's victory in the World Cup Rally Special Stage that was run on the legendary Targa Florio racing circuit on the Isle of Sicily in May 1974.

Bearing production no 17806, Mick's Targa made its debut at an unknown Eastern States Leyland dealership. So far it is the earliest, and therefore the oldest, Targa in the WA Club fleet. At some point in its eastern states history it fell into the hands of Phillip Limbert who prepared and raced it in Targa Tasmania around 1998, winning the coveted 'Targa Plate'. Mick bought it from Phil in 2001 and brought it to WA. Although Mick entered the car for the 10th Anniversary of the Targa he didn't quite make it to Tassie. In 2003 Mick entered again and in company with Andrew Frith, completed the course but missed out on getting his 'Plate'. Two years later Mick and his Targa made a gallant and final attempt at the challenging TT event and, although the car finished second in its class, the 'Plate' once more lay just out of reach.

As a rally-prepared vehicle, Mick's Targa boasts unboosted AP 4 pot callipers up front and a set of big AP discs on the rear wheels. It is equipped with a full 6-point roll cage and Velo racing seats. With the rear seat removed the Targa is registered as a two-seater, so it is unlikely to satisfy the criteria as a family car.

Mick has no solid plans for the car's future, and would be prepared to part with his Targa if he was presented with an outreached palm holding an acceptable amount of legal tender. Any takers? – *Ed.*



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ALL-AUSSIE DAY, WAROONA 2014

A grand total of sixteen P's rolled into the Waroona Showgrounds on Sunday 13 April for the All-Aussie Car Day. It was good to meet up with Lyn and Riley from Manjimup plus Geoff and Rob along with new young club member Josh all from Donnybrook. We were greeted by an unusually warm April day, so the club marquees went up quick smart. Despite an obvious drop in visitor numbers to the overall event, it was pleasing to see the number of people coming along to view the Club display.

Of course, the Big Three were well represented, with a star turn being a white genuine XY GT315 wearing an appropriate rego plate proudly proclaiming "NO FAKE".

Holdens included an array of Monaros, Toranos and high performance Commodores, while Chrysler seemed to major on the Valiants from the 60's era, with the Charger conspicuous by its absence!

There were, of course, cars present that were anything but Aussie-built: Humber, E-type Jaguar, and JBA Ford kit cars from the UK, along with a selection of iconic American vehicles.

It has to be said, though, that no model matched the big Leyland in terms of sheer numbers present, which says a lot for the WA Club members who supported the event that involved a 200km round trip for most of them.

Note: At the time of going to press no advice had been received as to which car had been awarded the Best Leyland prize by the event organisers, but thanks go to all the members and friends who made this event a resounding success for the Club. – *Ed.*



Assembly point-at Pioneer World, Armadale



P76's line-up stretches near to the horizon



Sixteen of the best viewed from the other end

Deluxe Column Auto V8 Restoration

By Paul Kristenson

Recently I was looking around for a project car, I wanted something Australian made thirty to forty years old, registered and reasonably priced, much to the disgust of my Valiant owning brother I picked it up the P76. I think his dislike of Leyland's came from childhood, we owned a Marina back in 1974, my brother was in the back seat when it had an untimely demise heading to Mount Magnet, they hit an emu doing 110km, neither car or emu stood a chance, If I recall correctly my mother said there was a loud bang a big ball of feathers and it was all over for both of them.

Anyway we took the P76 for a test drive twenty minutes watching the temperature gauge and listening for tell-tale engine noises, all seemed ok, a quick look under the car I could see new front disks and pads, new tie rod ends, rear coils, shocks and sway bar bush kit. The engine and gear box appeared ok although the squeaky clean, just been degreased appearance left me wondering a little.



After checking for any encumbrances and a short negotiation and we agreed on the price, as I'm counting the money my first thought was as soon as I get home I'm removing the fake Rolls Royce ornament.

The car itself appeared straight and in reasonable condition for its age, I was thinking rather than jump straight into the restoration I would drive it around for a few weeks hoping I would identify any hidden problem.



A few weeks driving and I had a list of things that would need work during the restoration. My brother said "It's got more rust than the Titanic". Lucky I can weld. The engine will need a complete rebuild along with the gearbox.

First on the agenda was remove the doors, talk about rainbow, I have a green one a brown one and a white one and one with a bit of pink.



A couple of holes under the rear door scuff plates



As the windows came out, evidence of the previous repairs could clearly be seen on the A pillar, the rust appears to have been treated well so no spreading was evident in this area.



Next on the list was removing the engine and gear box. The engine was relatively easy to get out, only a little trouble with rusted bolts on the exhaust manifold.



After removing the engine it was up onto the jack stands to drop the suspension diff and fuel tank. With the engine out I could get a good look at the work ahead of me. The rusty fire wall will be a challenge I have also removed the front guards to provide extra access for the repairs as you can see from the photos,





One thing I decided early on in the project was not to rush also to make my life easier I purchase a rotisserie. I picked it up on eBay for a reasonable price, a couple of days later it was delivered so I went to work attaching it to the car. I'm so glad I did it gives a lot better access to the underside, no welding upside down. I bolted 25mm square tube into the bumper bar mounting points on the front, and the rear I used the holes where the towbar had been attached.





I have started chipping away at the rust, it's going to be a long process I will cut out a replace anything that is rusty.

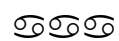


Before



After

I had to remember how to lead wipe to finish the joint like the factory did.



Restoration of 1973 Leyland P76 Executive (Part 8)

The trials and tribulations of restoring a 1973 Executive

By David Fox.

The BW 35 auto gearbox was rebuilt by a specialist transmission shop. The shop hadn't worked on a BW35 for some time but assured me that the shift points and quality would be identical to original. The driveshaft was blasted and repainted. A NOS sliding yoke and universals were installed. Engine and gearbox were re-united with new nuts and bolts. I resisted the temptation to paint the gearbox although I did paint the sump.

After 40 years I was concerned with the state of the braking system. As my intent is to never do any major work on the car after the restoration I decided to replace or refurbish the entire braking system. I have been using a local mechanic for 33 years and he undertook all services and mechanical work on my Leylands. He is a specialist Brake Repair shop so the work was entrusted to him. The owner decided to undertake the work himself which was very pleasing. All components were replaced or refurbished including the Vacuum unit, master cylinder, proportioning valve, rear slave cylinders, pads, shoes, hand brake cable etc. He also replaced all the brake lines including flexible hoses.



I would strongly recommend renewing your braking components after 40 years. This is a major safety issue and I can almost guarantee that your brake proportioning valve is not working properly if you have the original unit installed. The flexible hoses have reached the end of their life and should be replaced. As I am building a concours car or as (close as possible) I cleaned and reinstalled the original firewall insulation.



Engine bay ready for braking system



PBR VH44 refurbished



All components cleaned and painted

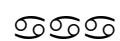


New Braking system installed



New sliding pins, pistons etc.

Next month: Installing power pack.



For the full story on the Corvette featured overleaf go to
<http://www.foxnews.com/leisure/2014/03/21/pristine-167-chevrolet-corvette-found-in-garage-to-be-auctioned/>

1967 CORVETTE 427 DISCOVERY

Bequeathed by original owner to his neighbour of 22 years.

Released from dry storage in 2012

- Unrestored with 2,996 original miles
 - One owner until July 2011
- Original 427/390 HP V-8, M20 4-speed and 3.36 Positraction rear end
 - Original paint, interior and chrome
- Documented with practically every original document including the window sticker, Protect-O-Plate, purchase receipt, title, registration, photos and owner's manual
- The original owner, Don McNamara is the only person to have driven the car
 - 3 people are known to have sat in the car
 - No one has sat in the passenger seat
 - Factory original side exhaust
 - Telescopic steering wheel
 - Tinted glass, AM/FM radio
 - Original Kelsey Hayes bolt-on wheels
 - Double whitewall and Blue stripe tyres
- Last driven regularly in October 1967 and not driven since the mid 1980s
- Stored in a dry Colorado Springs garage for over 40 years under a car cover
 - Displayed in the entrance to the Bloomington Gold Great Hall in 2012
 - Mr. McNamara's belongings remain in the car
 - Discovery photos from McNamara's garage
 - Unveiling video from 2012 Bloomington Gold
- One of the best preserved, lowest mile, original 1967 big block Corvettes in existence



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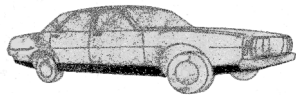
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Members on the Club emailing list also receive copies of interstate P76 club magazines when they become available.

Your co-operation in this regard would be much appreciated. Simply send your email address to the Editor: samurai2@westnet.com.au

It is understood that some members do not have online access and will continue to require hard copies sent by regular mail.