

# WESTWORDS

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*Terry's immaculate Targa: part of his unique contribution to the preservation of the Leyland P76*

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 2014-2015

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<b>Vice President:</b>	<b>Dave Bryan</b>	<b>0400 884 841</b>
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### **EDITOR'S CORNER:**

There can be no sadder way to begin a new volume of *WestWords* than that of having to include a tribute to the passing of Club legend and founder-member, Terry Johnson.

Gary Mentiplay has prepared a fine obituary that recalls the fierce passion and loyalty that Terry bore towards the P76 since he helped to form the Club in 1982 as a 19-year-old. Terry's article that appeared in last month's issue speaks volumes for his courage and tenacity in driving his Austin A30 across the continent and over to Tassie, while suffering from the effects of illness. There is no doubt that while the WA P76 Club remains in existence Terry Johnson will be remembered with great respect and affection.



## WA Club Parts List

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

*(Correct as at 19/06/2015)*

<b>Targa Hubcaps – set</b>	<b>\$110.00</b>	<b>1 set</b>
<b>Rear Speaker Grills</b>	<b>\$10.00</b>	<b>3 pcs</b>
<b>Steering Column Bushes</b>	<b>\$10.00</b>	<b>2 pcs (1 set)</b>
<b>Strut-top Bushes</b>	<b>\$50.00pr</b>	<b>0 pair</b>
<b>Timing Cover Seal</b>	<b>\$45.00</b>	<b>1 pc</b>
<b>V8 Oil Filters</b>	<b>\$25.00ea</b>	<b>8 pcs</b>
<b>T bar shifter Handles</b>	<b>\$5.00ea</b>	<b>5 pcs</b>
<b>Heater and fan knobs</b>	<b>\$2.50 ea</b>	<b>13 pcs</b>
<b>Rust Repair front fender panels</b>	<b>\$80pair</b>	
<b>Indicator Switch mech (new)</b>	<b>\$250 ea</b>	<b>1 pc</b>
<b>Short Handbrake cable</b>	<b>\$5.00ea....</b>	<b>2 pcs</b>
<b>V8 Points sets</b>	<b>\$25.00</b>	<b>58 sets</b>
<b>V8 Valley Cover Gasket &amp; End Seal Set</b>	<b>\$100ea</b>	<b>10pcs</b>
<b>Valve Regrind Set</b>	<b>\$200</b>	<b>2 set</b>
<b>Sump Gasket bottom Set</b>	<b>\$55</b>	<b>3 sets</b>
<b>V8Rocker Cover Gasket (cork)</b>	<b>\$45 set</b>	<b>2 sets (4 singles)</b>
<b>V8 Head Gasket</b>	<b>\$35 ea</b>	<b>4 pcs</b>
<b>V8 Main Bearings</b>	<b>\$110 set</b>	<b>4 sets</b>
<b>Number Plate Lights Lenses</b>	<b>\$45 Pair</b>	<b>4 sets</b>

**Contact Paul on 0403774377 to place an order.**

# COMING EVENTS

## ANNUAL GENERAL MEETING

MONDAY 27 JULY 2015

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

**Annual Dinner and Observation Run.** Sunday 19 July. Meet 10.00am at Walliston Deli & Burger Bar, 55 Grove Rd (cnr Canning Rd), Walliston, for 10.30am departure, finishing at Jarrahdale Hotel, Jarrahdale, for Lunch. Please advise if attending to allow for booking numbers attending.

**Annual General Meeting.** Monday 27 July, 7.30pm, Kenwick Community Centre, Cnr Kenwick Rd and Brixton St, Kenwick.

**Targa West.** Sunday 16 August. Langley Park, South Perth. Club display. Details to be advised. To register go to [www.targawest.com.au](http://www.targawest.com.au)

**State Meet.** 17-18 October. Albany. Details to be advised (*see p.12*).

A comprehensive calendar of WA motoring events can be found at: [www.classicrally.com.au](http://www.classicrally.com.au)



Members are encouraged to attend the Annual General Meeting as this is an opportunity to propose and elect officers and members of your Committee to run the Club for the next twelve months. It is also an opportunity to put names to faces and make new acquaintances, especially those who have joined the Club within the past year. Members will be welcome to suggest new activities for the Club to undertake in the coming year.



# VALE TERRY JOHNSON



It was with great sadness that we learned of the passing of Foundation member and former President **Terry Johnson** on Thursday 11<sup>th</sup> June 2015.

Terry was born in Adelaide South Australia in December 1962, and his family moved to Perth in 1966/67. Terry grew up in the north western suburbs of Scarborough, Innaloo and Balcatta.

He was only 11 years old when his father, Neil purchased a new Leyland P76 from Vincent Motors in Mount Lawley. That car took the Johnson family on many WA holidays over the years, and also across to South Australia on a number of occasions.

Terry got his driving licence in 1979, and purchased his father's P76 – it had by then been repainted from its original Oh Fudge to a (Chrysler) Crystal Turquoise with white roof. He had this car during the foundation era of the WA P76 Club in late 1981 and early 1982.

Terry of course added a few extras to this P76, things like front and rear spoilers, mag wheels, extractors, Holley carburettor, rear anti-roll bar, surfer racks, and being a young bloke he sometimes drove it like he stole it!

Terry played a large part in the nucleus of the WA P76 Club – he took part in the informal meetings and planning sessions that led to the formal founding of our group in 1982.

His Club service record is impressive:

- 1982: Foundation Member and inaugural Vice President
- 1984: Publicity Officer
- 1985 – 1988: President
- Clubman Awards Winner: 1985/86; 1986/87; 1992/93
- Club Championship Winner: 1986/87
- *WestWords* Trophy: 1986/87; 1992/93

Terry kept his various P76s for long periods, and enjoyed all of them. He entered a clapped-out P76 in two Demo Derbies at the Avon Valley Speedway in Northam, and on both occasions was awarded the prize for “inflicting the most damage on other cars.”

He was a keen competitor at the club motorkhanas in the 1980s and 1990s.

In more recent times, Terry’s P76 stable consisted of:

- Omega Navy Targa Florio
- Dry Red Super 6 cylinder Column Auto (with white roof)
- Crystal Turquoise Super V8 Auto (rebuilt using some parts of his original P76)
- Dry Red Project Car: originally a 6 cylinder Super from Beaufort River – Terry had plans to build this into a V8 4 speed manual.

Terry was also a very keen collector of diecast scale model cars, and had a good number of the P76 models amongst his collection of over 200 cars.

He was also a keen enthusiast of motorcycles, and Austin A30 cars.

Terry’s legacy for our club would be that he was always prepared to help fellow members whenever he could. He always shared information on how to overhaul various parts such as water pumps, etc. He wrote a good number of technical articles for the club magazine “Westwords.” He also had a regular column “From the Northside” in the early years – these tongue-in-cheek broadsides got people talking – but it was all for a good cause.

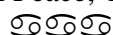
He became a cult hero and a legend of our club.

Terry attended the 2013 P76 Nationals (40<sup>th</sup> Anniversary) in Canberra with a large group of fellow West Australians. He really enjoyed that event.

His courageous fight with cancer slowed him down in the past two years or so, but did not prevent him from driving over to the Austin Nationals in Tasmania at Easter 2015. He took ill in Melbourne on the return trip, and had to fly home.

Terry passed away peacefully in Bethesda Hospice on the morning of Thursday 11<sup>th</sup> June 2015. Our thoughts are with his wife Fleur, and we also extend our sincere condolences to the Johnson and Jackson families.

\*\*\*\*\* Rest in Peace, Terry \*\*\*\*\*



## **P76 Annual Inspection and Club Run all in one!**

*By Tony Moisley*

Sunday 31 May was chosen for this year's annual car inspection and the good news was we combined a run to the Bailup Ford Museum. Also the weather was great. I'd heard of the museum, but had never been there and being a part time Ford enthusiast below the P76's it was a great chance to catch up with a heap of Ford's and the owner, Tony Pernechele.

We all gathered at Centrepont, Midland around 10 a.m. and had a gossip as well as catching up with old faces. I'd been in Victoria for some time as my mother had passed away and we needed to sort out an orchard that the family owned, but hadn't been operating for some years so I'd missed several meetings and was suffering the guilts. I had just fitted another brake booster to old Dry Red early that morning and after getting a crick in my neck (sod of a job) the engine was idling better and there was no more squelching sounds due to vacuum loss when braking. Plus the car wanted to GO and Stop, so it was a good feeling.

I managed to have a chat with Gary, Dennis, Andy, Paul, Ken and Terry Johnson before heading off. This was a sad day in some ways as Terry was ill and passed away the following week. He certainly was a fighter and has to be admired for his fortitude and example by attending and he will be missed.

From memory, there were five P76's plus a lovely Ford Ltd and a tidy Jensen Interceptor that tagged along for the ride. We made a colourful convoy as all the cars had different colours.

The Austin Car Club came along and amongst its fine cars was an Atlantic convertible.

I've always admired the fine lines of these British cars.

Once we arrived, Tony greeted us as well as a lot of other car enthusiasts that came today.

Entry was a \$10 donation by adults which goes to the Princess Margaret Hospital, a very good cause and a credit to Tony for his kindness.

There were several large buildings on the 95 acre property that covered items such as the parts shed, muscle cars in another, plus a 50's type diner with chrome seating and pictures plus memorabilia everywhere.



*The XC Cobra*

The main shed housed everything from an early model T to Zodiacs, Ford Pilots even down to marinised Ford V8 engines. There were old speedway pictures and early historical photos everywhere and one really would need a couple of visits to take it all in....it was GREAT.



I managed to have a joke with Tony about the good old days when he ran Bright Shine Wreckers in Division St ,Welshpool before starting up 'Tony's' which his son manages today.



*Rare twin glass Golden Fleece bowser and Ford memorabilia*

Tony would bring the part to the counter and sort of shake it in his hand like he was weighing it, then he'd tell you the price. It must have worked as he was quite successful. I'm not too sure if he remembered doing that as it may have been a habit. Ah well.... Andy came over and had a check up on the cars which came out with all good news and after getting tired legs we headed off back to Gidgegannup for something to eat at the bakery which had a nice enclosed area to eat and is worth visiting. A few of us caught up and said goodbye, so all in all it was a great day and something to look forward to next year.



*The beast . . . a 64 Mercury comet*



## Restoration of 1973 Leyland P76 Executive (Part 11)

The trials and tribulations of restoring a 1973 Executive

*by David Fox.*

### THE INTERIOR (continued)

The dash , glovebox, dashpad and radio were the next components to face restoration and installation. Luckily all components were in good condition as the car had been garaged most of its life. The Wood Grain had lifted and shrunk over 40 years but was in good condition. The only exception was the woodgrain around the Transmission lever which needed replacement.

After 40 years the woodgrain material is brittle so requires very careful handling. I used a heatgun on low settings to restore some pliability to the material. Judicious use of glue and some spring clamps have given an original finish. I had searched for years for Woodgrain material that looked the same as the original and eventually found some that





was slightly lighter but similar thickness and pattern. I used some of this material to redo the console for the Transmission lever.



I used a NOS Radio and speaker and radio surround to complete the centre dash. The original instruments were in good order so I cleaned them and replaced some globes. I used NOS Light and window wiper switches to complete the instrument panel. Some repairs were required for the dash wiring and the Kopex tubing on the heating and demisting tubing.





The end result after years of work.





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## THE 'WHEATBELT' TARGA GOES NATIONAL

It can't be often that a WA P76 features in a national motoring magazine, but your Editor's 'Wheatbelt' Targa managed to pull that off in fine style. Launched in November 2013, *Survivor Car Australia*, focusses on featuring historic unrestored cars that have been maintained as close as possible to the condition in which they emerged from their respective factories. Issue 7, released in May, tells the stories of 6 vintage Aussie cars: Falcon GTHO, VJ Valiant Hardtop, P76 Targa Florio V8, Centura Sports Pack, Torana XU-1, and XY Fairmont, all under the title "Brothers-In-Arms". Quite an impressive list of Aussie classics!



# **4<sup>th</sup> Annual Leyland P76 State Meeting**

## **Albany: 17<sup>th</sup> & 18<sup>th</sup> October 2015**

The beautiful south west town of Albany has been chosen as the location for the State Meeting that our club holds each year.

The weekend will be full of activities to ensure that the long drive is well worth while.

Some members will be heading down on the Friday (16<sup>th</sup> of October), and activities will be planned to cover the whole weekend.

**Itinerary:**

### **Friday 16<sup>th</sup>:**

**Morning: Depart from Pioneer World Armadale to Albany**

**Afternoon: Visit the The Gap and Natural Bridge in Albany**

**Evening: Dinner (venue to be announced)**

### **Saturday 17<sup>th</sup>:**

**Morning: Free Time and Socializing**

**11am – 1pm: Car Display in Albany Town Centre**

**1.30pm: Observation Run to Whaling Station**

**Evening: Dinner at Rustlers Restaurant**

### **Sunday 18<sup>th</sup>:**

**Morning: Visit Anzac War Museum**

**Afternoon: Depart for Perth**



**Editor's Note:** I wish to acknowledge the fine contributions made to this issue of *WestWords* by Gary Mentiplay, Tony Moisley and David Fox. It is the submissions of members that make the continuance of the club magazine possible and worthwhile. If you have something to say, or a story to tell, send it in to the Editor, whose name and email address will always appear in the Committee listing that is included in each issue.



## MAN ON A MISSION TO SAVE MEN'S LIVES

A few weeks ago my wife Shirley and I had occasion to pass through Bindoon on the Great Northern Highway. On stopping at our usual watering hole at the popular Bindoon Bakery, we couldn't help but notice a high-powered VE Commodore SSV8 and trailer in the car park. Both vehicles were covered with decal signage bearing a stern message that ***"33 MEN SUICIDE every week in Australia"***.

We approached the owner of the vehicle, a 62 year-old burly man's man by the name of Storn Petterson. Greeting us with a firm handshake and broad friendly smile, Storn took time out to answer our questions by launching into the story of an incident that changed his life forever.



Battling with severe depression after years of alcohol and drug abuse and two failed marriages, Storn had taken a 200km/h suicidal drive on a lonely road minus seat belt and one hand on the steering wheel. Mercifully, at that crucial moment, a friend had called Storn on his mobile and he pulled himself back from what would have been a disastrous crash.

From that moment, Storn knew he had found a new purpose in life. Cashing in his super, he acquired the VE and the trailer, filled them with information on the perils of men suffering from depression and the associated stigma and took to the road. Over the past number of years Storn has driven thousands of kilometres to deliver a life-saving message: to smash the stigma that shrouds depression and help guys talk about their inner pain.





Storn is greatly concerned that male suicide and depression is at epidemic proportions in Australia but is not talked about nearly enough. He re-told the story of a man whose son had suicided and who had never spoke of the tragedy since the day of the funeral. The man had met up with Storn 24 years after the event, shared his story and cried for the first time in 24 years.

Says Storn: "People just feel relief when they feel that someone out there understands what they are going through."

Despite still experiencing and battling with bouts of depression himself, Storn says he more often feels a sense of contentment that fills him with peace. "For me this has been a calling and if I didn't have this I wouldn't be here now," he said.

Storn's advice to guys under stress is that people simply needed to hang in there. "It doesn't matter how tough it gets you will be brought through despite yourself. The greatest thing a man can conquer is himself and that's what the journey is about – it's about conquering yourself and then it's about helping other people"

You can contact Storn via his facebook page "Bindoon Mobile Recovery Campaign" or at a local GROW meeting: [www.grow.net.au](http://www.grow.net.au). Anyone needing help can call Lifeline 13 11 14.-Ed



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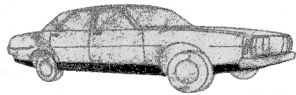
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