

WESTWORDS

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Some of the cars that attended the recent annual dinner/lunch.

Leyland P76

OFFICIAL PUBLICATION OF
THE 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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	Ken Domeyer	0408 940 593

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EDITOR'S CORNER:

Well this is a bit of a change! Another AGM has been and gone and I've landed the job of Editor.

Before I go any further I'd like to thank Sam Murray, on behalf of myself and the rest of the Club for being editor for the last 5 years or so. Sam has done a great job and has sadly stepped down due to some health issues that he must address, to which we wish Sam all the best and hope to see him all sorted as soon as possible.

I won't lie, I have no idea what I am doing, and I'm sure it will take me a little while to figure out what I'm doing Westwords wise. I do have some ideas and plans I'd like to try out, but none of that's possible unless I have something to actually put into the magazine, so if you've been somewhere, or done something to your car, or anything at all, send a picture and a story to adam_woodwards@hotmail.com and I'll throw it in! Also, send me some feedback, tell me what you'd like to see in Westwords, or if I stuff up (I'm sure it'll happen!) drop me a line and let me know!

Anyhoo, that's enough from me,

Bye for now!



WA Club Parts List

Adrian Carr has prepared the following updated parts list for interested Members:

(Correct as at 20/08/2015)

Rear speaker grills -----	\$10 each
Strut top bushes-----	\$50 pair
Timing cover seal-----	\$45 each
V8 oil filters -----	\$25 each
T bar shifter handles-----	\$5 each
Heater and fan knobs -----	\$2.50 each
Rust repair front fender panels-----	\$80 pair
Indicator switch mech (new) -----	\$250 each
Short handbrake cable-----	\$5 each
V8 point sets-----	\$25 each
V8 valley cover gasket and end seal set-----	\$100 each
Valve regrind set-----	\$200 each
Sump gasket bottom set-----	\$55 each
V8 rocker cover gasket (cork) -----	\$45 pair
V8 head gasket -----	\$35 each
V8 main bearings -----	\$110 set
Number plate light lenses -----	\$45 pair

Contact Adrian on 0417 991 089 to place an order.

COMING EVENTS

GENERAL MEETING

MONDAY 28th SEPTEMBER 2015

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

State Meet. 17-18 October. Albany. Details to be advised

November: Club 'Shed' run. Details to be advised

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



4th Annual Leyland P76 State Meeting

Albany: 17th & 18th 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 (16th of October), and activities will be planned to cover the whole weekend.

Further information regarding the itinerary and accommodation will be released in the coming months.

Targa West Display 16/08/2015

By David Bryan

The W.A. club was represented today by Adrian, Ken, Paul & Dave B with four cars on display at Langley Park as a part of the annual Targa West weekend. It was a long but enjoyable day and we had lots of people approach us including a former Leyland employee and a former Leyland dealer employee. All very positive and appreciative with the exception of one individual who made a very original comment that we hadn't heard before by telling us that the cars are P38s, but he was quickly dispatched with a well-aimed f**k off which hit its target and he did, never to be seen again. A very pleasant day all in all.



The Multi-coloured P76

By James Mentiplay and Dave Bryan

I (James) purchased the Crystal White Super back in 1995. The car was located in Queens Park, and from memory it was advertised in the Sunday Times. The car was a deceased estate, and the family of the original owner was selling the car. I recall that the motor had a few cracked pistons, and the engine made a horrible noise. It was so bad in fact that I was worried about the car making it back to my place in Coolbellup. It took a few days of negotiating to buy the car, as there was a guy from the North West wanting to buy the car as well. Apparently he only wanted the car for the engine, as he planned on putting the engine into his speedway vehicle and scrapping the rest. The family was not too keen on seeing this happen to the car, and were happy for me to get the car if I could get somewhere near to the price he was offering. I'm not sure why I pursued the car, at the time I didn't have a driver's license (under suspension) and I had more P76's than I could cope with. I did end up buying it though and having a mate drive it home for me once I finalized the deal. The original owner must have been a very large man, as the driver's seat was stuffed. It felt like I was sitting on the floorboards when driving the car, as the seat was that badly worn. His family told me that in his last days, he was too sick/obese to turn around when reversing the car. This was a problem as he had a very long driveway, and it seemed that every time he reversed the car out he must have hit something, as the car had many dents and scrapes. Once I got the car home, I replaced all of the 4 x corners (indicator surrounds) with spare orange surrounds that I had along with new front and rear lenses. Andrew (my cousin) lent me the engine out of his Targa (which Dave B now owns) to replace the tired engine in the car. I had this engine installed and drove the car around (once I got my license back) on a semi regular basis. Back in the mid-90's the club was very active in the Kulin Charity Rallies, and I had previously shared a car with Andrew and my father in these events. I was keen to have a crack on my own with a few mates and decided the white car would be perfect for this event. I sourced sponsorship from numerous clients of mine including Chellingworth Motors (Porsche and Bentley Dealer) and had the back half of the car resprayed in blue. The car performed well in the event, and from memory we ended up finishing third. The only issue was on the second day we (the event) attempted to drive from Hyden to Norseman via a gravel road. Unfortunately, just prior to the event the area just out of Hyden had enjoyed enormous rainfall which turned the

gravel road into a mud heap. This meant a lot of driving through mud and slush and the poor old Borg Warner 35 didn't like it much and started slipping quite badly due to getting hot. In hindsight I should have fitted a transmission cooler, but never envisaged driving through such trying conditions. In the months after the event I replaced the slowly dying auto with a 4 speed manual gearbox. This really transformed the car, and made it a far more enjoyable thing to drive. I also replaced the quiet single exhaust system with a loud twin system to give the car some attitude. In 1997 I started my own office supplies business, which meant the car didn't get driven much and was neglected somewhat. I didn't help matters by letting the registration run out (accidently), which meant the car sat around idle. In about 2005, I sold the car to my uncle who was looking for a project and had always liked the P76. He never got around to doing much with the car due to relocating to Tom Price for work and ended up selling the car to Adam Woodward. I said to Adam that if he wanted to sell the car, I'd be keen to buy it back. Which I did about 2 years ago.



The Car in 1995

Which is where I (Dave) come in. I'd been thinking about building a car as a "GT" model - sort of what Leyland might have built had they ever decided to go head to head with Falcon GT and Holden Monaro GTS back in the day.

I intended to use period-correct parts such as brake and suspension components, etc.

James was aware of this and approached me to see if I'd be interested in buying this car. He knew that I didn't want to molest a genuine matching numbers car and because this one already didn't have its original engine or gearbox, thought it might fit the purpose.

I went to have a look at it and it did look a bit sad. Different coloured panels all over, almost stripped interior, etc. Not exactly eye candy.

It was originally a Super V8 column auto with Casino Blue interior. I knew that I had some Casino Blue interior trim parts, carpets, etc that had come out of my Chrystal White Executive that is being restored by Mentiplay Leyland, so I decided to grab it and make a go of it. I think it might have been the offer of, "We'll throw in a back screen for you" that did the trick, as it didn't have one. :)

The car was taken to Andy's place and he began the rebuild.



The Car at Andy Mentiplay's

The brief was to do just enough to get it over the pits on concessional licence whilst spending as little as possible.

After talking to Andy about the best way to go, it was decided to use the engine that came out of my white Executive, as it was in pretty good nick, and because the Executive's original engine was being fitted into that car.

Carpets, door cards, etc were transferred over and Andy tidied up the V8 and slotted it in, at the same time adding power steering and under-dash air conditioning.

The car is currently close to registration but just needs a few little things finishing off.



The car today

The original "GT" idea has probably gone by the wayside (a \$ driven decision) but I'd still like to gradually improve the car as it is being used.

One thought is to build a replica Road Traffic Authority (RTA) car from that era, as the RTA cars were white and this one has a blue interior. I reckon it would look great with the original RTA lights and signage, a roof bar and spotties, long range police radio aerial, etc. Or maybe just eventually paint it in a colour to compliment the Casino Blue trim. Possibly Am Eye Blue.

Time will tell, but in the meantime I'm just going to enjoy having a manual P76 as this is the first manual P I've driven. Thanks to Andy for the work done on it to date.

Dave B.

Congratulations!

Marcus Flegg, who has recently joined the club, has purchased Andrew Mentiplay's Omega Navy Targa. The car has been off the road for some time after the engine bay was stripped and sand blasted in preparation for some rust removal from the firewall etc. Marcus has collected the car and is now the third P76 to go into K-Paz Automotive Spray Painting. Well done Marcus!



Another WA Targa under construction

Winton Wasey, another recent addition to the clubs membership all the way from Esperance, has bought his Omega Navy Targa up to Perth to Mentiplay Leyland for a bit of a tidy up and to be put back on the road. The car is a fine example, and doesn't need much "tidying up" as such, so Winton should see the car back on the road sometime in the near future.



For Sale

Richard Bull currently has this blue Deluxe rolling shell for sale. It needs some TLC, and has new front strut inserts and rear shocks fitted. Richard is asking \$500 and can be contacted on

0447 014 712



Torony Extractors

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the only after market extractor developed specifically for the P76 V8.

The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains.

On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning.

These extractors are available now exclusively through Mentiplay Leyland.

Mild Steel: \$600.00

Stainless Steel: \$800.00



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

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