

Leyland P76 Owners Club of Western
Australia (Inc.)

Westwords

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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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WA Club Parts List

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

Rear speaker grills -----	\$10 each
Strut top bushes-----	\$40 pair
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 rocker cover gasket (cork) -----	\$45 pair
V8 head gasket -----	\$35 each
V8 main bearings -----	\$110 set
Number plate light lenses -----	\$45 pair
Front indicators, unpainted, un-assembled ---	\$60 Pair
V8 valley cover gasket and end seal set -----	\$100 each

Contact Paul on 0403 774 377 to place an order.

COMING EVENTS

GENERAL MEETING

MONDAY 26th September 2016

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

September 25th: Run to Grass Valley to see "The Nuthouse Collection" Details TBA

September 28th: General Meeting

October 14-16th: 5th Annual P76 State Meeting Location: Geraldton More details to be released closer to the date.

October 31st: General Meeting

Nov 20th: Triumph & Standard Day - The Club has agreed to attend. More details to follow.

November 28th: General Meeting

December 19th: General Meeting



Targa West Langley Park

Six club members with five cars put their P76s on display at the annual Targa West Langley Park stage on Sunday the 14th of August. Great weather, great company and a great day. This is a good event to be at with lots of other car clubs displaying cars and also timed classic car racing on closed streets along the scenic Riverside Drive. All had a top day.



SPOTLIGHT ON P76 PEOPLE

WESTWORDS INTERVIEW - TONY MOISLEY

WW: Can we start with some of your background ?

TM: I was born in Leeds, England in April 1952. My brother and I were born in the UK only because my parents had gone to England for a holiday, but stayed on for a while. My father had originally come out to Australia when he was only 19 – my mother was a 5th generation Australian. Sadly I was a year younger than my brother Nick – he can still recall crawling through snow, but I have no memory of that at all.

My father had two jobs at the time I was born, things were fairly hard. He was working as a bus conductor and also at the Gas Works. The family came to Australia when I was 3 years old. We lived in the orchard areas of Victoria at first, before settling at Gairdner River in WA (near Jerramungup), where I attended Primary school. My parents were running a war settlement farm at Gairdner River during those years.

I attended High school in Albany, where we lived for 5 years. I was a big fan of model aeroplanes – we spent hours flying them via control cables. I can remember regularly getting to bed sometime after 11 PM most nights when I was a teenager, after homework and my hobby.

In 1963 when I was 11 years old, I went to Victoria with my parents on holiday. We drove across in an XL Falcon, and stayed overnight at a motel in Ceduna, South Australia. I was up early next morning, and when I went outside our unit, I noticed two impressive cars parked nearby. One was a R Series Valiant, and the other was a 1963 Studebaker Hawk. They would have been near-new then, and they were two of the most impressive cars I had ever seen. They were literally dripping with chrome – back in those days the more chrome, the better, and these two cars just had oodles of it. I couldn't decide which one I liked the best. That was one of the problems I had. Many years later, I now own one of each.

By the time I was 17 years old, I was getting keen on cars, and around 1969 a Police Sergeant in Albany had a couple of Simca Vedette's for sale – they had the small block Ford V8 engine and typical 1950s styling with fins, etc. Unfortunately I didn't have the required \$400 for them, so that deal didn't eventuate.

Nick and I shared our first car, a 1957 Vanguard – we used it to go to the beaches for surfing and messing about in. Nick got carried away one day driving on a sand track to Muttonbird Island, and threw the car around a bit too much, resulting in a bent lower arm on the Vanguard – we didn't say too much to Dad about that one !

We had good fun with that Vanguard, but unfortunately Nick was involved in a head-on collision with another car, and the Vanguard was badly damaged. We bought another Vanguard body and swapped everything over, however the second body was not as good as the original had been – increasing rust was a problem. My memories of the Vanguard are very good, it was a great car. It had things like a heater, electric wipers (not vacuum), terrific synchro on all gears including first – these items were not common on most cars in Australia in the 1950s. About the only thing I didn't like was the excessive body roll around corners (like most 1950's cars).

WW: Tell us about when you left school, and joined the workforce ?

TM: I worked for an electrical company whilst still at Albany High School. We were putting in miles and miles of wiring through conduits at the big grain silos. During the Christmas holidays, I also worked for CBH bulk handlers at places like Yealering. It was a great way to earn some cash, and get a good sun tan at the same time.

I started an Associateship in Industrial Chemistry at the WA Institute of Technology, but got halfway through a year on that and changed my mind – I couldn't see myself standing behind a counter in a laboratory. After returning from a Melbourne holiday in 1971, I decided to enrol in Teacher training. I then became a bonded student, which meant that you got paid whilst undergoing training, however the Education Department could then post you anywhere in the country areas once you were qualified. A country posting was just what I wanted, it held no fears for me.

My first year as a teacher was at Fitzroy Crossing, with all aboriginal students. I used to teach them remedial English by singing with them while I played a guitar – this worked a treat.

I spent the next year at Shark Bay, in the small town of Denham. It was only a two-teacher school, and I loved it up there. In my spare time, I started panel beating cars, doing mainly accident repairs. Prior to going teaching, I had done a bit of work on vintage cars. I picked up a lot of knowledge from them. Earlier, my father had taught me to hammer-weld and how to shrink steel, things like that. I had worked on vehicles like A Model Fords, a 1927 Chevrolet (complete restoration), and also a 1949 Anglia Tourer.

The panel beating at Shark Bay supplemented my income. Being on the coast, an exhaust system would only last something like 8 months or so. Some of the newer cars developed rust problems within 2 or 3 years. The strong winds off the ocean were always spraying salt everywhere. The salt used to etch the windows on the cars after a couple of years, you could see the marks on the glass. It was not a great area to preserve vehicles, but a great place to live.

I managed to live off the panel beating for a while, and banked my teacher's pay for one whole term.

I then returned to Perth, and was a relief teacher at North Beach Primary for 6 months. I found it was always harder doing relief teaching – the kids don't really see you as 'their' teacher. Some of the kids at that school were fairly spoilt, and I was glad to move from there to Blackmore Primary in Girrawheen. This was a fairly hard, low-income area, with about 50% of the kids coming from single parent families. Most of the kids were pretty good, and I stayed there for 4 years, before moving to Carine. That was a really enjoyable experience, and I liked my 4 years there.

East Maddington was my next school, and this was extremely rough. I kept getting a lot of colds and flu, and had a fair bit of time off sick. I also taught at South Thornlie Primary for about 6 months, but gave teaching away in July 1986. I didn't agree with all of the politics and directions of the Education Department, so I decided it was time for a change. If I ever went overseas, I would probably go back to teaching. I completed a three year course, and followed that up with a B. Education.

WW: What happened after you left teaching ?

TM: I sat around at home for a month or so, and then decided to get into panel beating after talking with friends. I had a shed at Midland, and worked on 4WD's at first, before moving after a couple of years to my own premises in Maddington. I was in Ryelane Street for around 11 years, and in 1999 moved to the current location in Davison Street (just around the corner).

I have always enjoyed working on cars, especially ones that are not 'run of the mill' variety. I have worked on cars like a large Daimler V8 limousine – the bottom 12 inches of that car's body just didn't exist, a bad case of rust. The inner and outer sill panels were gone, as well as the door frames. The replacement panels had to be formed by hand – a monster job, but we completed it successfully. Since then I have worked on more Daimlers, some Model A Fords, wedding hire Jaguar saloons, E type Jaguar, Ford LTD 2 door Hardtop, XT GT Falcon, and a large variety of other makes. One of the cars I did in the early years (1988) was a very good Leyland P76 V8 4 speed manual. This was originally in Bold as Brass, but the owner wanted it painted silver. This car was repainted in a Ford silver colour, with the engine bay painted in black (so no yellow was visible). I was very impressed by how good the Leyland drove. That particular car is today owned by club member Rick Aitken, and has only recently returned from Europe after driving in the Variety Club's Bash from England to Turkey.

We did a restoration job on an S Series Valiant, finishing with a pearl red paint job. This car had been fitted with a V8 engine. I have also worked on quite a few Valiant Chargers, including an E38 model.

I recall a major repair job on a very late model Charger, that still had the plastic on the rear seats. This was a fairly rare V8 optioned car that had hit a bridge very hard – so hard in fact that the doors overlapped the rear quarter panels. The motor and gearbox were removed, we took the skirts off the chassis rails, and all that was left was a firewall with the two chassis rails sticking out.

The body was then stretched until the doors returned to their correct position, and we grafted on another front end. It looked great when it was finished, and I was very pleased with that job, which would have been in 1992.

I can also recall working on a Toyota 4WD Personnel Carrier, which was only a couple of years old when it suffered major damage to the rear. This job cost \$17,000. This same vehicle returned around a year later for more repairs after being tipped onto its side. The repairs that time cost around \$13,000. Twelve months later, that vehicle was involved in a roll-over, was severely damaged and written off. It had belonged to a Catering company, and was used by their employees up north. They very often drove the vehicle when tired, which resulted in them falling asleep while driving.

WW: Tell us about your interest in P76s ?

TM: When I was about 22 years old, I recall reading all of the media stories about Leyland closing their Australian factory. I had seen P76s on the road of course, and I had been to Winterbottoms to look at them in the showroom.

I was very disappointed to see the car that was basically the 'most Australian' car you could get was being killed off for a variety of reasons, finance being one of them. I always thought that an aluminium V8 was a perfect engine, giving good power without the weight penalty of the other V8s. I was very taken with the P76. I had a Falcon at that time and wasn't overly impressed with its handling.

I was quite aghast when I read in the newspapers that Leyland were going to destroy more than 50 Force 7 coupes, even though they had people offering up to \$10,000 for one of them. The Force 7 was unique, in that all other large coupes at that time only had bootlids, whereas the Force 7 was a genuine fast-back with a very large hatch. I couldn't believe that Leyland chose to destroy those cars – that decision has bothered many people since, of course.

My father Harry, almost bought a new P76. He went down to Winterbottoms showroom in Adelaide Terrace and checked out the range. He was looking at something like a Super V8 Automatic, however the only colours they had at that time were Bitter Apricot and Spanish Olive (there weren't that many cars on the showroom floor at that stage). If they had had a white car in stock, he would have purchased it. Some years later, of course, he purchased a Targa Florio P76.

Dad was driving a Mercedes at that time, but it was a column automatic and lacked power steering. He had emphysema and had trouble with large non-power steered cars. My brother and I purchased another Mercedes with all of the fruit, and transferred the floor shift automatic and power steering onto Dad's car. What a job ! I have definitely had easier tasks.

That particular job involved a fortnight's solid work to finish. The captive nuts that held the cross shaft with all the linkages on was hidden behind the air conditioner / heater unit – so out came the dash, and the heater, and all the other bits and pieces. Two weeks later, Dad had the car he wanted.

He was quite happy with the Mercedes, but not long after our conversion job, a P76 Targa Florio came up for sale, and Dad and Nick rushed off to check it out. Dad came home with this car. He quickly preferred the P76 to his Mercedes – he could steer the P76 with just one finger around the corners. He was also very impressed with the ride and comfort of the Targa Florio. We eventually purchased another Targa Florio, but this second one got damaged in an accident when Dad was driving it. We still have both Targa's.

A few years ago I wanted a new carpet fitted into Dad's Targa Florio, so I took the car to a Trimmer and arranged for him to supply and fit it. I didn't know at that time that he was an alcoholic, which was affecting his work. Despite telling him I wanted the correct colour fitted, when I picked the car up, I found that he had fitted multi-coloured boat carpet – I couldn't believe it. I eventually purchased the correct moulded carpet, but have not yet fitted it. A few more Leylands joined the Moisley family after that. I was always quite taken with the metallic purple colour, 'Peel Me a Grape' (it is bright and disgusting, a typical 1970's colour). I hunted high and low for one of the purple cars, and managed to purchase an Executive purely for its colour (I still have that car). Only fairly recently, I bought another purple P76 Executive from club member Dennis Woodward.

My trade keeps me very busy most of the time, so I have a fair bit of restoration work on my own cars to catch up on – this can only occur as time and money permit, of course. A lot of my cars will probably be 'retirement jobs' for me in later years.

WW: What about some other cars that you have owned / driven ?

TM: The Datsun 200B was a very under-rated car. I made a lot of money, supplementing my income by buying them fairly cheap, fixing and painting them, and then selling these cars. Over the years I also have had a number of Toyota Corolla's, Holden Gemini's, Mitsubishi Sigma's, etc. I would generally be driving something different every couple of weeks as these cars came and went.

Apart from Leylands, I also have an interest in S Series Valiants, and I have also been involved for a long time with Studebakers. Over the years I have had plenty of Larks and Hawks. The first Studebaker I bought was in 1971, the car was a 1959 Silver Hawk. I was then still a student, and I still have that car.

Later I purchased a Gran Turismo Hawk, which had originally been in Albany. It had been originally painted in a colour called 'Adelaide Blue', however the original owners had the car repainted in an EH Holden colour, 'Mayan Gold'. Together with my father, I also purchased a 1962 GT Hawk.

Before we moved to the farm at Gairdner River in 1960, Dad worked for the Lees family on their farm at Jingalup (near Kojonup). He purchased from them a 1963 Studebaker Wagoneer, which had a sliding rear section of the roof, which could be slid forward to carry oversize loads, or act as a sun roof. Our good friends the Lees family also gave us an ex-military Jeep, and I can remember being a very young bloke with the job of putting the poison in the gum nuts and then throwing them down the rabbit warrens. We drove that Jeep all over the farm during those years. This vehicle was later fully restored, and was painted up as a South African Air Force Jeep. My father had been in the RAAF, and was detached for a while with the South African 12th Squadron during the war.

Over the years I have had plenty of Valiants and Studebakers, but have also had other makes, such as a 1963 Dodge Phoenix, which I spent a lot of money on. This car was big enough to fit two bicycles across the back seat when my wife and I went on holidays to Margaret River. Other vehicles included a 1960 DeSoto Adventurer (a rare car in Australia), a 1960 Dodge Pioneer 2 door hardtop, a 1962 Dodge Dart 440 (virtually a larger version of an S Series Valiant).

Some other cars in my current collection include a Studebaker 457 Golden Hawk (LHD), a 1963 black GT Hawk, a Mercedes 350SL roadster, and other Studebakers ranging from 1926 to 1964. A 1934 Studebaker with only 42,000 miles on the clock still had Tasmanian registration when I bought it – my wife and I used it for picnics until the licence ran out. It is a very good car.

Let's see, there is also an R Series Valiant, a couple of S Series Valiants, two VG Valiant hardtops (getting rare today) and also a few Valiant utilities. There are around 11 P76s in my collection, including the wrecks and spares cars.

WW: Tell us a bit more about the Moisley P76s ?

TM: My brother had a white P76 Super V8 fitted with LPG, which had come from Moora. He was at that time the Headmaster at Coorow Primary, and used to regularly drive the P76 between Coorow and Perth. He had this car for 3 years, and really liked it. This P76 towed a heavy caravan from Perth to Tamala Station (near Shark Bay), and got through the rough roads near Shark Bay to reach the coast – Nick drove car and caravan right up to the beach !

Nick and I then hatched a plan to import some used Triumph sports cars from America and restore them. To fund the trip to the USA, he sold his P76. The chap that bought it came from Moora, which proves it really is a small world. I don't know what became of that car – it had been de-chromed, and had no rust at all, it was a very good car. My brother still regrets selling it.

For a few years I was using a Bitter Apricot Executive as a regular driver, and I still have this car. I also purchased a Nutmeg Executive from an aboriginal fellow in Fremantle for the huge sum of \$200. That is a very restorable P76.

As far as my own P76s go, the first one that will be finished will probably be a project car that I started a few years back. This was originally a 6 cylinder Column Automatic, but now has a V8 t-bar auto, and Super grille and dash. It has been painted in a Toyota colour, 3H1, which is a pearl red with just a hint of magenta in it – not quite a true burgundy. This was a bare metal respray of a very straight rust-free car. During restoration I made a number of modifications. Things like where the skirts meet the chassis rails in the engine bay, I removed the overlaps (which are a water trap) and then butt-welded the skirts to the top of the chassis rails, so they can't rust.

In the front bonnet area there is a false chamber where the water tends to collect, and when this water drops, it falls straight into the lower apron under the radiator. I made three tubes for that area, and downpipes take care of any water, so it doesn't drop into the lower panels. On the front doors especially of the Leyland, they have a very large overlap area at the rear bottom corner. I opened up the overlap, made it wider than standard and put in a down-drain area, so if water gets into that area, it allows it to get out.

In fairness to Leyland, the P76 wasn't too bad as far as rust is concerned. I've worked on XA and XB Falcons, and similar era Holdens, and the P76 certainly stands up well compared to its main competitors. Remember that technology for rust-prevention in the early 1970s wasn't as good as it is today. Modern cars also use a different steel, they are a much-more high tensile steel. The main message here is that when restoring cars, you should use good quality rust-preventatives – if done properly, the cars will last virtually forever.

Getting back to my red project car, it is about 80% complete. It will have Mitsubishi cloth material in the seats and interior, and will also have power steering and 4 wheel disc brakes. I also intend to fit a 4 barrel carburettor and extractors, but it won't be a big horsepower street machine. I have got a set of Dragway mag wheels for the car, which will be a regular driver. I want it to look fairly standard on the road. My main intention is for a nice comfortable road car that will be a pleasure to drive. My wife Chantal prefers this P76 to our R Series Valiant. The huge boot will allow an LPG tank to be fitted, and will still have more volume than a Commodore's boot. This car will be our main family holiday vehicle.

I also hope to start work on the first 'Peel Me a Grape' Executive that I bought some years ago. This car has integrated air and power steering – it is a car that I am quite fond of, and it will be fully restored.

I also have aspirations of owning a Force 7 coupe, however there are not that many of them around, unfortunately. Some of my other vehicles I would like to start work on include a 1960 Studebaker Lark convertible (LHD), and a 1936 Studebaker Dictator, a 3 window coupe – a very rare car.

WW: You have done a lot of repair and restoration work on P76s at Out Back Auto Restorations. Tell us about some of them ?

TM: I can't remember all of them. James Mentiplay's Spanish Olive Super V8 4 speed manual was one car that was repainted. That was a very nice car. In more recent times, we have worked on a Home on th' Orange Super 6 cylinder for Mal White. We also did some frontal repairs to Nick Gye's Corinthian Blue Deluxe V8, and also accident repairs to the rear of a blue Targa Florio.

We did a lot of work on Brendon Truman's NV Green street machine, which he now has on the road. I can remember an urgent job on a white Super V8 that had suffered some transit damage coming from the eastern states – that was a rush job to get it ready for the 30th anniversary P76 display in Perth in 2003. We spent all night finishing the job before the car was driven to the Perth CBD for the display (We P76 people are all crazy).

Currently in the workshop we have a Nutmeg Targa Florio under full restoration. Future jobs could include accident repairs to a Deluxe V8, and a full restoration of a rare P76 prototype.

The good thing about Leylands is that once you know the design layout, they are good cars to work on. There are a few areas which are difficult to work on – the fact that they have welded front fenders, for instance. But by and large, they are good cars to work on.

WW: What are your other interests ?

TM: Fishing has always been a favourite past-time. We have a holiday home at Denham, and we try to get up there as often as we can, and get in some boat fishing. I've still got a hankering to fly some more model aeroplanes one day, and I probably will. I've still got all of my old models. I guess you could call me a 'hoarder'.

My brother and I are also keen to eventually build our own aluminium boat, as our fishing vessel.

WW: Final Thoughts ?

TM: My brother Nick still maintains that the P76 was Australia's best car of that time, and the only true modern Australian car. He found the P76 steered and drove better than his other cars, a WB Statesman and a HQ Monaro, and always preferred the P76 to them.

I think the P76 in some ways still looks fairly modern today. The current new car models have moved away from the large glass area / less metal area of the 1980's cars, and in a subtle way have reduced their glass area. If you put cheap plastic front and rear bumpers onto a P76, rounded off the headlight and taillight areas, the P76 would not look out of place among today's new cars.

The P76 Club's efforts to keep the P76 in public profile can only be a good thing. This is leading to some of the good cars becoming very collectable. It is also good to see the younger guys getting into the movement – many of them would not have been born when the P76 was new.

Tony Moisley was interviewed for WESTWORDS by Gary Mentiplay on 2nd June 2005





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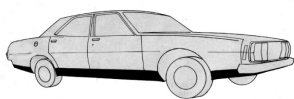
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