

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.

Find us on Facebook!

[facebook.com/leylandp76](https://www.facebook.com/leylandp76)



## Committee Members 2015-2016

President:	Dave Bryan	0400 884 841
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Secretary:	Marcus Flegg	0439619777
Treasurer:	Mick le-Cocq	0414 731 535
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Spare Parts Officer:	Paul Banham	0403 774 377
Publicity Officer/Events:	Kirsty Carr	0417 991 089

Supplementary Committee Member: Chris Kiosses

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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 30th January 2017 @ 7.30pm**

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

**January 30th:** General Meeting

**February 11th:** Big Al's Poker Run, Perry Lakes Reserve, Floreat

**February 19th:** Northam Vintage Swap Meet. Jubilee Oval (Showground) Buyers from 7am

**February 27th:** General Meeting

**March 27th:** General Meeting



## **PRESIDENT'S CORNER**

As we say goodbye to 2016 and usher in a new year, this my first as president, I'd like to take this opportunity to introduce myself to those who don't know me and to pay tribute to all those who have helped the club during the past year.

Looking back on 2016, it's quite amazing how fast it seems to have gone and our beloved cars will in 2017 be turning either 43 or 44, depending on the year of manufacture, yet the club movement seems to be consolidating and growing stronger. It's great to see several cars across Australia and New Zealand being recommissioned, refurbished or restored and in the few short years I have been associated with the cars, the values continue to rise as their popularity increases. A far cry from the 1980s!

On a personal note, the restoration of my Chrystal White Executive stalled due to a distinct lack of funds, although I'm sure it will be back underway again before too long. The Super V8 four speed multi-coloured car is looking (relatively) good and of course I purchased a Spanish Olive Super 6 cylinder, four speed manual. Originally as a parts car, but once I saw it in the flesh, it was too good a car to wreck so it sits, along with its siblings, in the yard awaiting some more TLC. During the year I also sold my beautiful, original Spanish Olive Executive (with a genuine 150,000 kms from new) to club member Richard Wayles in England and I am very pleased to say that the car is being appreciated so much in the U.K. as it graces the roads and car shows in that country.

Looking back, as a club we have enjoyed many outings and get-togethers, with the biggest of course being our annual State Meeting, held in October this year in the mid-west city of Geraldton. It was a great opportunity to meet more like-minded people from associated clubs in the eastern states and to get to know them over dinner and a few quiet drinks was a highlight for many of us. We really appreciate the effort they made to venture west to join us as we know full well the tyranny of distance and the commitment required.

Planning is already underway for 2017's State Meeting which will again be held in October, this year in Margaret River in W.A.'s south-west, in the midst of state forests and world-renowned wineries and surfing beaches. We sincerely hope that as many friends from the eastern states and New Zealand as possible decide to join us in what is becoming a "must attend" event on the Leyland calendar. Our intention is to make this annual gathering a major event for all Leyland P76 owners and enthusiasts.

I would like to take this opportunity to thank our two committees for their ongoing work and support over the year, the first committee being replaced of course at the Annual General Meeting mid-year. Without the dedication of these people and the general members who contribute, there would be no club. A special mention to the club stalwarts who have been around since the club's inception and to James who has steered the club for several years as the former president.

I am actually not normally a club person so it is a testament to this club that I have been a member for about four years. I once went along to another club meeting (a Ford club) but chose not to stick around because I didn't feel as though I belonged. But when I made contact with the Leyland P76 Owners' Club of W.A., from the very first contact with James who arranged to meet me for a coffee in Kalamunda and give me my very first drive of a P76 (the ex-Jason Birmingham Chrystal White Super now owned by club members Dave and Cristy), to going to a meeting and associating with the club members from the city and the country, I have wanted to be, and remain, a part of this great group of people.

I was made to feel welcome from the beginning and to be able to interact with, and go away on trips with, such a fantastic group of members is what makes it such a good club to be involved with. Add to that the common love of the P76 and it's a recipe for success. I hope, as president, to be able to continue to grow that culture and both retain current membership and attract new membership to the club.

The vast knowledge that is held by the "older" members of the club never ceases to amaze me. If you want to know anything at all about the cars, the company or the history, it is just a case of asking, as everyone is so keen to help everyone else.

As a club, we have made the decision to welcome members who own other classic marques and this has brought some lovely people into the club who have subsequently gone on to Leyland ownership, which is great to see.

Also this year, the club committee made a decision to again (for a second time) make a purchase of a P76, but this time along with a quantity of spare parts. The spare parts were recently auctioned to club members which helped to boost the club's finances and the club car is currently undergoing a series of repairs and improvements.





Although many people have helped with this venture (and it is always dangerous to start mentioning names because someone will invariably be accidentally missed), a huge thanks must go out to Adrian and Kirsty for not only taking the project on to their property, but also undertaking to do the work required to get this vehicle roadworthy and saleable again. It is appreciated.

The whole purpose of undertaking projects such as this, is to attract new members, keep another car on the road and maintain a healthy club bank balance so that we can continue to help more club members in the future.

Once completed, the car will be sold to a fellow enthusiast (and hopefully a current or new member of our club), but wherever the car ends up, if it is with a P76 aficionado then that's a good thing.

Mention should also be made of the club's Facebook page. The idea to start this was that of our WestWords editor, Adam. I must acknowledge that it has been one of the best decisions we made as a club because it has attracted so much interest to the car, not only from fellow clubs across the nation, but also from regular "car people" who just love classic cars, whatever the make. It has done so much to promote the Leyland P76 as an interesting and desirable classic car and gain recognition in the general classic car movement.

As I write this article, we have 427 "likes" and through Facebook we have met some truly great friends and it has been proven to be a great way of communicating with club members and the wider community at large.

So in closing, as the new year approaches, I would like to take this opportunity to wish everyone here in W.A. and also in the many other clubs across Australia and New Zealand who I am getting to know, and enthusiasts around the world, a very safe and prosperous year ahead.

All the very best for 2017.

Dave B.

President



# Celebrating our 10<sup>th</sup> Anniversary

with our restored “Bold As Brass”

*By Riley and Lyn Bradley (2012)*

In September 1973 I liked the look of the “NEW” LEYLAND P76, so went about purchasing one from South-state Motors in Bunbury, 133Km from my home in Manjimup. The ownership took place on the 4<sup>th</sup> October 1973 for the total cost of \$4180.00, trading in my 1963 EJ Holden Ute.

Six months license cost \$65.67. To get the car relicensed in 2002 cost \$442.55 for twelve months.

Well of course the “BOLD as BRASS” P76 was an eye catcher in our small country town.

Early in 1976 Lyn and I set off for a month’s holiday across the Nullabour and up the East Coast to as far as Sydney towing a caravanette, with no major problems.

For the next 5 years the car catered for the growing family of 3 children. The first trip to Perth with a new baby, the boot carried a big Steelcraft pram, bassinet, bath, high chair, you name it we took it, being, as we were, new parents. As the family grew some things were left home as we learnt to make do but we still packed the “P”.

In 1981 after a regular service it was noticed that rust was starting in the main sub frame. This was the family car and we decided on Sunday night it wasn’t safe, and by Thursday we went to Bunbury again to trade the ‘P’ for a Holden Commodore Station wagon. It was a sad day when the “P” went down the road. This was the first brand new car I had purchased and appearance wise it was immaculate inside and out. We thought we had seen the last of it, and it was now time to move on.

In May 2001 the Perth P76 Club, getting ready for the National Meeting, was asking for memorabilia in *The West Australian* newspaper. After an hour long phone call to James and a mention of the number plate and other details, we were told our car had been club registered and was in the northwest in Karratha some 1900km away. It just happened we were going on holiday to the northwest that year as it had been about 12 years since we had been that way. With only a mobile number as a contact we set off on our holiday.

On our arrival to Karratha we phoned the number several times and finally an answer to be told it had been sold to someone in Roebourne 32kms further. We eventually saw our “P” again but not like we had left it. It now had a flaking pinkish mauve paint job (house paint); the back window was on the back seat and protruding out the window aperture, with the motor in the boot looking a “bit sad”. The man didn’t want to sell as he wanted some parts from it for a Rover Vanden Plas.



We continued on our journey up as far as Kununurra, with a lot of discussion about how the car looked. On our return we called in to see these nice people and have another try to get our car back. After a lot of talking and quite a few cans (hot weather and fast talking) and a further look at the reason for wanting the car, it was found out that the part didn't fit and they agreed to sell for \$250.00. So, on the 5<sup>th</sup> August 2001 almost 20 years later, it was ours again. Then, after being trucked to Perth, we trailered it home to Manjimup.



November 2001 was the start of many phone calls, hard work and sleepless nights. A fitter turned into a panel beater and a lot of money. Part of the shed that hadn't had the floor finished now had it finished and was transformed into a car bay, with the "P" up on steel trestles. It was stripped to bare shell and rebuilt. In the rebuild all the rust was completely cut out and replacement sections were welded in. The left hand sub frame was re-manufactured right through to the floor pan and when the car was inspected for licensing the inspector couldn't notice the difference. The reason for the quick action was to go to the National Meeting in Perth April 2002 but unfortunately, as we were about a week short of getting it licensed, we took it to the meeting.

Since then we have driven it to:

- **2002** Perth WA for the National Meeting. Taken on a trailer.
- **2004** Tallabudgera Qld. Travelling with Andy, Karen, David and Michael in their car and with a total of 5114kms one way and putting our car on a truck and returning home with our Daughter and Son in law.
- **2006** Cootamundra NSW this time travelling with Andy, Karen & Michael in their car and James, Gary, Mick and Terry in car number 3. This way people turned their heads to see 3 altogether. Total K's travelled 7862 kms.
- **2008** Geelong Vic This time alone and 7468 kms.



**2010** Newcastle NSW Alone again and seeing the country side on the way home, Tamworth, Bathurst (drove around the circuit), Victor Harbour and home a total of 9995 kms.



2012 Maroochydore Qld for the National meeting alone and estimated about 4530 kms one way.

On our return our "P" will be home in a shed safe and sound.

As the children have all left home to start their lives, this is now our hobby that we both share and enjoy. It is one way to see the country and meet many interesting people.

Riley and Lyn Bradley, Manjimup WA (2012)





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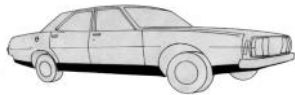
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