

# WESTWORDS

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*Drag racing P76 in action (Is that Mick taking a keen interest?); Source: Club Website*

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 2011-2012

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<b>Vice President:</b>	<b>Dennis Woodward</b>	<b>93970402</b>
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### **EDITOR'S CORNER:**

By the time they get to read this editorial, members will have received a timely reminder from the Club treasurer that annual membership fees are due and payable. As we all must know, cash flow is the life blood of all human institutions, including your very own P76 Club. Mick le Cocq has made it especially painless for online members by providing the Club bank account details on each invoice. So get those keyboard fingers tapping! Plans are forging ahead to have the 30<sup>th</sup> Anniversary Commemorative edition of *WestWords* ready to issue to members at the Club Annual Dinner on 14 October. This will be a truly bumper mag only available in hard copy format and should prove to be a valuable addition to members' collections of P76 memorabilia in coming years. Our thanks are due to Dave Bryan who has agreed to focus his talents on this project in the background while yours truly continues to trundle out regular monthly issues of the mag. This month we get to feature the story of Lyn and Riley Bradley's trip to the 2012 National Meet in sunny Queensland. Their passion for all things P76 is most admirable. On Sunday 1 July, a small bunch of members turned up at the Woodward's shed, Oakford, to begin working on the P76 Driveline unit in preparation for its next showing on BMC Day at Manning Park, Spearwood, later this year. Apart from fitting some more essential features such as brakelines, etc, the exhibit will be graced with an all-new, all-metal nameplate that may also include a well-known Leyland slogan, e.g. "*Anything But Average*". I'm not at all sure, but suggestions may be welcome.

Finally, those members who ordered the book, *Building Cars in Australia*, will be enjoying reading the fascinating story of BMC/Leyland operations in Australia during the heady years of 1950-1975. If those of you who missed out on ordering a copy are unable to get one through the Club, you can try the following link:

<http://www.booktopia.com.au/building-cars-in-australia/prod9781920831912.html;jsessionid=DF5BDF2C31AAA36451F53FA0310080CB>. It's long-winded I know, but at \$50.95 plus postage, could be worth checking out.



### ***The Lighter Side***

***Dad and Dave were speeding down a 60kph road. A police car pulled them over.***

***"You were going eighty!" the officer yelled. "What's the big idea?"***

***"We have a good reason," Dave explained to the cop. "Our brakes are no good, so we wanted to get home quickly before we had an accident!"***

# Updated WA Club Parts List

Andy Mentiplay has prepared the following parts list for interested Members:

Targa Hubcaps – set-	-	-	-	\$100.00
Rear Speaker Grills	-	-	-	10.00
Steering Column Bushes	-	-	-	10.00
Short handbrake cables	-	-	-	5.00
7” Headlight Surrounds	-	-	-	5.00
Rust repair Panels R/L	-	-	-	75.00pr
Water Pump Cross	-	-	-	5.00
Strut-top Bushes	-	-	-	50.00pr
V8 Air Filter elements (Genuine Ryco A259)				35.00
V8 Water Pump Overhaul Kits	-	-		100.00
Lower Front Guard Rust Repair Sections	-			80.00pr

**Contact Andy on 93932428 or 0457038877 to place an order.**



## **LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA Division) Inc.**

### **GENERAL MEETING MINUTES: 25 June 2012**

Open: 7:40

Apologies: Ken Domeyer

Correspondence in: Brett Shea, Old machinery club of WA, NZ P76 Club, CAMS, Ken Haywood

Correspondence out: Nil

Minutes for March were read and seconded by Paul Banham Mick LeCocq

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- The clubs Spare Parts were discussed.
- The Annual Dinner was talked about and we will have Barry Lloyd as a guest speaker. A monster raffle will be held and members are asked to donate Items.
- Members who ordered their Building Cars in Australia Books received their copy.
- Concessional license inspections were discussed with a thanks to Dennis Woodwards for the use of his facilities
- Brett Shea applied for Concessional license for his Corinthian Blue Deluxe with all members in favour
- The up-coming club technical day/drive train busy bee was finalised
- Members were reminded that our next meeting is our AGM
- A BBQ Run to Yanchep on September 16<sup>th</sup> starting at Hamburger Hill at 10 am was organised (see coming events)
- The club now has a Facebook page ([www.facebook.com/leylandp76](http://www.facebook.com/leylandp76))
- Dave Bryon, one of our newest members, announced his purchase of a Crystal White Executive.
- The 17<sup>th</sup> and 18<sup>th</sup> of November was selected for the clubs state weekend in Donnybrook. (see coming events)

Meeting closed: 9:30

## ***COMING EVENTS***

**General Club Meeting:**

**Monday 27 August 2012**

**7.30pm**

At The Kenwick Community Centre  
cnr Kenwick Road & Brixton Street KENWICK

**Perth Motor Show Live** Friday – Sunday 10-12 August-

[www.perthmotorshow.com.au](http://www.perthmotorshow.com.au)

**Targa West.** 16-19 August. [www.targawest.com.au](http://www.targawest.com.au)

**Brett's Run to the Hills.** Sunday 16 September. 10.00am  
Hamburger Hill, Burswood to Yanchep National Park

**Club Annual Dinner.** Sunday 14 October – Luncheon at The  
Elizabethan Village Pub, 23 Canns Road, Bedfordale.

Members are asked to contribute prizes to a Giant Raffle to be held at the  
Dinner. Let Andy Mentiplay know if you have something to donate and he will  
arrange to have it collected. Prizes can include P76 memorabilia, books,  
magazines, spare parts, die-cast models, owner's handbook, and workshop  
manuals. You can even donate a P76 if you have one to spare!

**BMC/Leyland Day.** Sunday 28 October, Manning Park,  
Spearwood.

**Brockwell Run to Whiteman Park.** Sunday 11 November –

[www.councilofmotoringclubs.asn.au](http://www.councilofmotoringclubs.asn.au)

**State P76 Meeting.** 16-17 November. Donnybrook. For  
Itinerary details see page 5.

**Classic Rally 20th Anniversary Retrospective Rally – 24-25 November -**  
[www.classicrally.com.au](http://www.classicrally.com.au)

### **The Lighter Side**

*Sign on a public bus in Adelaide:*

*"When you exit this vehicle, please lower your head and watch your step.*

*If you fail to do so, please lower your voice and watch your language.*

## WA P76 State Meeting:

With most P76 National Meetings being held on the East Coast of Australia, it is difficult for most WA P76 owners to attend due to work or family commitments. Therefore, the Club's committee has decided to hold an annual event along the lines of the National Meetings to give members a similar experience while maximizing exposure of the P76 in regional areas of WA. The idea is to hold the event in a different location each year, and hopefully promote the P76 to a wider audience.

This year's event will be held in Donnybrook over the weekend of

**16/17 November.**

If this year's event is a success we plan on increasing it from a one night/ two day event to a two night/three day event next year.

The itinerary is as follows:

### **Saturday 16th**

10am – 1pm Display in main street of Donnybrook (the club intends to invite TV stations GWN and WIN plus local newspapers to cover the display)

2pm Visit local car museum (Paul Banham has been able to get us access to a large privately owned car museum in Donnybrook that is not usually open to the public, the display includes a large number of cars and motorcycles)

6pm Dinner at a restaurant/hotel (location still to be decided)

### **Sunday 17<sup>th</sup>**

Breakfast in Boyanup

10am Visit Dardanup Transport museum

1pm Lunch Location TBA

If there is enough interest amongst those attending, I have located a car museum in Mandurah called the West Coast Car Museum which looks terrific, and we can visit this on the way back to Perth. We will need to book this prior though, so will require expressions of interest if we do visit this museum.

Those attending will need to organize their own accommodation for Saturday night. The intention is to depart from Armadale in convoy at around 7am Saturday morning.

For those who intend on being a part of this event, please let James Mentiplay know so he can arrange parking spaces for the display area with the Donnybrook Tourist Bureau for the Saturday morning. James can be contacted on

**0408 918 127**

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## 2012 Nationals Maroochydore Qld

*Being the Adventures of Lyn and RILEY Bradley*

**Wednesday 27 March:** We set off on our way to the Nationals in Maroochydore on the Sunshine Coast. It had rained overnight in Albany so we had to have the wipers on. We had only been going 40 minutes and came across road works and it was wet soggy gravel (not very impressed). After that the rain disappeared and the sun was quite warm. Between Jerramungup and Ravensthorpe the grasshoppers came out and the front of the car was covered with them. We had to buy a brush to get them off. After the clean-up and lunch we were on our way again.



We stayed in Norseman overnight. It was sunny and hot the next day. Fuel at Caiguna was \$2.03 unleaded and Milk Arrowroot Biscuits \$4.50 a packet or 2 for \$6.50 not very cheap. (We are not sure of the prices now but back in 1977 they were 33c and 19c on special).

As we parked in the shade at Caiguna a man came straight for us and said he had obtained 2 P76's and wanted to use the motors. This was a regular thing whenever we stopped. We stayed at Border Village one night and Ceduna the next night. Most fuel was a reasonable price along the way. Had a rest day in Port Augusta and stayed 2 nights. When we were getting fuel at Peterborough a man said he owned a brown P76 and his wife took off with it and another had a Targa and sold it. Had a few more stops along the way and arrived at Maroochydore on Thursday 5<sup>th</sup> April at lunch time after travelling **4645** kilometres. We were welcomed by Adrian in the door way and then Barbi Packham, Pat & Graham Rogerson, and Neville Humpreys in the registration room: all very friendly and inviting.

After we registered in and got our room it was time to unpack. The coach house was on the banks of the river and was very peaceful. Gradually more and more people started arriving. Allan and Jane Firth from the UK were in the room alongside us again (We were together at Raymond Terrace Newcastle 2010). It was like meeting up with family again.



***The Events Schedule was as follows:***

**Thursday** night we walked around the corner to the Waterfront Hotel for dinner. This was very pleasant.

**Friday.** All breakfasts were at the coach house and a good selection of food to choose from.

The rest of the day was spent catching up with other members and talking cars (surprise) and cleaning all the dust and dirt on the car. Dinner was fish and chips cooked at the Coach House Bistro.

**Saturday.** Breakfast, then the Observation run and ending up at “Buderim” Ginger Factory. This was interesting we did a tour and heard all about ginger. How it is grown and processed along with some sampling. Lunch was there as well, all different foods with and without ginger. After that we went with quite a few others to the Big Kart Track at Landsborough and watched them in the karts. When we returned to the Coach house the Swap meet was on with several car boots up and everyone having a look and buying.

Dinner that night was a sausage sizzle by the waterfront. After dinner was a talk by Steve Maher about the National Council of P76 Clubs. Then the Monster Auction followed all in the main dining room.



**Sunday.** Breakfast, then to the concourse at Aussie World near the Ettamogah Pub. It looked good to see the cars lined up. It drizzled for a short time but it didn't stop people from wandering around and looking at the cars. We were able to get a discount on our lunch then departed for Bowdens Own Car Museum, which had a lot of Australian Racing Cars driven by Peter Brock, Dick Johnson and Allan Moffat just to name a few. They have over 80 cars around the area. The tour guide was the owners son and he knew all about each and every one (all its history from start to finish). Then it was home time and to get ready for Dinner and 70's Fancy Dress Dance and musical entertainment night. It was fun.

**Monday.** Breakfast as usual followed by the delegates meeting and then packing up and saying our goodbyes. But we were invited by Barbi and Darryl to stay a couple of days with them and Allan and MaryAnn Schutz said the same thing. So we followed Barbi home and had an enjoyable couple of days with them, Barbi showed us around the area. Then we drove through the centre of Brisbane to Allan's and they showed us around some more. It is more interesting when someone knows the area and can tell you about it.

We were lucky enough to be able to attend the Qld club's monthly meeting, something we are unable to do in Perth.

**Sunday 15<sup>th</sup> April.** We set on our homeward trek, the weather wasn't too bad to start, but not too far down the road it started to rain rather heavy and as I looked out the side window the motorist in the next lane had a big grin and the thumbs up so he approved of the car. The rain hung around off and on most of the way. We saw evidence of the floods around Forbes and West Whyalong because the water was still in the paddocks and the road side. The fuel prices were a bit high at times coming home, e.g. Border Village \$2.06, Madura Pass \$1.99 and Balladonia \$2.17. But all in all it was an enjoyable trip almost 10,000Ks and looking forward to Canberra next year to celebrate the 40<sup>th</sup> Anniversary. *Lyn and Riley Bradley*



## May The delFORCE Be With You

Noel Delforce is known to many in the Leyland movement. He is a member of the Leyland P76 Owners Club NSW and BMC/Leyland Australia Heritage Group and an ex-employee of Leyland Australia. This is his story about his involvement with the Leyland P76 V8 engine.

Noel started at Leyland Australia or at least BMC Australia as it was known then, in January 1964 as an apprentice fitter machinist. This came about through the fact that his family owned a BMC dealership in Wyong on the NSW Central Coast, Delforce's River Garage. Noel and his older brother by 4 years, Russell, both worked around the dealership generally helping out where they can, cleaning, moving new cars around the yard etc. When they became old enough approaches were made by the family to BMC Aust through the company sales rep to get the boys into an apprenticeship at the Zetland factory. Russell joined up in 1959/60 and Noel in 1964. Through his 5 year apprenticeship as a fitter/machinist he was moved around to a number of different departments. This was the norm at BMC/Leyland as it gave the apprentices a sound training in all aspects of motor vehicle manufacture. After 3 years however, management had caught on to Noels ability and interest in motor cars and transferred him to the Experimental Department. This was a very unusual move as apprentices rarely got the opportunity to work in this department. Noels particular interest was in engines and so

was set to work in the engine dynamometer section. It was here that Noel began work on the P76 V8 engine development.

Work on the P76 V8 engine started with the Rover 3.5 V8. A standard Rover 3.5 V8 from a Rover P6B was installed on the dyno to gain a set of base line figures to compare with the P76 V8 when they get them. The next process was to acquire a single plane steel billet crankshaft from Repco similar to the ones used by Jack Brabham in his Repco Brabham V8 Formula 1 engines and install this into the 3.5 block. The result was a 4.2 litre engine capacity. Engineering had already made the decision that the P76 V8 was going to be a 4.4 litre engine so this gave them another set of performance figures to work with. Because of the design of the single plane crankshaft and the resultant firing order an inherent engine vibration resulted and even though Repco had balanced the crankshaft the vibration could not be stopped. This was due to the firing order specific to the single plane crankshaft. This problem was not solved until sometime later when Noel was preparing his V8 Marina race engine.

The first P76 V8 cylinder blocks were machined at the Lithgow Small Arms factory and Lynx Engineering did the engine balancing. The original engine was designed to be a wet sleeve block but this idea was discarded in favour of the dry sleeve, the same as the Rover block. The wet sleeve was considered due to its cheaper manufacturing cost. At this time they had no inlet manifold as it hadn't been produced yet so the Experimental Department used the Rover 3.5 manifold with the twin SU carbys. These engines were run on the dyno to again gain some base line figures. In an effort to keep up local content in the car, the twin SU setup was not going to be an option for the P76. Stromberg carburettors had been made in Australia for many years going back to the 1950s so the decision was made to use one of these. Leyland acquired a Holden 253 V8 inlet manifold with WW Stromberg carby to use as a guide for developing the alloy inlet manifold for the P76. The WW Stromberg 2 barrel became the original equipment component. On the dyno the Stromberg produced slightly reduced horsepower with about the same torque. The camshaft profile was basically the same as the Rover 3.5 and the hydraulic lifters virtually identical to those used in Holden engines. Pressed cup rockers were incorporated in the head design rather than the Rover cast rocker and shaft, again for cost reasons. Holden, Ford and Chrysler had been successfully using pressed cup rockers in their engines for many years with few downsides. The Rover V8 has an extra row of head studs. You can in fact see where the extra row would be in the P76 head. As the P76 was using a better composite material head gasket it was found unnecessary to have the extra row of head studs. The final specification had the same clamping pressure as the Rover.

With the final design settled on, testing and tuning became the Experimental Departments priority. Carburettor tuning was done using adjustable jets from early Holden Stromberg carbies. Piston skirt cracking did become apparent during the 500 hour durability testing. These findings were passed on to the Engineering Department for rectification. A revised piston design was made and they thought that the problem was fixed. The cause of the problem was put down to overheating. Of course years on we know that the piston problem is still with us. The revised pistons started having problems at around 100,000 kms but not in all engines. They are possibly still sensitive to overheating. The general design was signed off as spot on with no major faults and went into production. Those who push their P76 V8 a little harder have experienced oil surge. The only time this became apparent was during the filming of Carmakers just prior to the launch of the P76. In one of the final scenes of the movie a number of P76 Super V8s are seen giving chase around the grounds of the Leyland Australia Zetland factory. Noel, who was racing his V8 Marina at the time, got the job driving one of these cars. If you watch the movie he was driving the Am-Eye-Blue P76. During the filming of this

sequence Noel was being a bit more exuberant than the others, throwing the car around with gay abandon. His car suffered oil surge and took no further part in filming that day as it was returned to Experimental where Noel diagnosed and fixed the problem so he and the car could return for filming the following day. Leyland later issued a Service Bulletin for a Dealer fix sump baffle to help stop oil surge.

Early in 1974 Noel became involved with engine testing and subsequent modification for all Leyland engines to comply with the upcoming Australian Design Rule, ADR27a, covering engine emissions. ADR27a was not due to be implemented until 1976 so compliance would have been applied for during 1975. Changes for the V8 to comply were quite minor. The ignition was retarded a little, idle jets leaned off and some fine tuning made to the carburettor. The result gave very little change in horsepower but would have been a bit sluggish at low engine speed.

The V8 Marina Sports Sedan

Noel Delforce was also a race car builder and driver. In late 1971 he started building a new Sports Sedan based on the Morris Marina which at that time had not been yet released to the public. Noel acquired, from the Experimental Department, an English Morris Marina Coupe body shell which originally had been sent to Australia as a complete car for evaluation purposes. To this shell he fitted his race engine and driveline. The engine was a brand new 3.5 litre Rover V8 short motor and heads from the Rover P6B, acquired from Experimental. He also acquired two 4.2 litre stroker single plane crankshafts, from Experimental. These were the same crankshafts that were used in the P76 V8 engine development program that came from Repco for the Repco Brabham Formula One engine. The single plane crankshaft had an inherent balance problem which became apparent when they built the early 4.2 litre prototype P76 V8 engine. Delforce discussed this problem with John Brudelin of Lynx Engineering and Brudelin set about devising a way to balance the crankshaft so the inherent vibration disappeared. John Brudelin came through using a method of counterweights and balancing it as two 4 cylinder crankshafts.

Leyland Australia had also acquired the 3.5 litre V8 Traco Oldsmobile engine from Jim Smiths ex Leyland Special Tuning UK Rover P6B and you'll never guess - this engine also ended up in Experimental. This engine was stripped and inspected for ideas. The crankcase girdle was copied in steel as the Traco unit was made from aluminium alloy. The Traco Olds sump was also used on the race engine. Standard Rover conrods were fitted initially to standard 6 cylinder Falcon pistons however these pistons failed during testing so TRW forged alloy pistons to suit a 6 cylinder Falcon were used. Lynx Engineering worked the standard Rover heads and also machined a special steel billet camshaft to suit the single plane crank. Cam grinding and finishing was done by Merv Waggot at Waggot Engineering. A custom made crossover inlet manifold was fashioned fitted with 4 Dellorto 48mm DHLA carburettors. Cross bracing was added to the manifold to stop the engine block cracking through the centre. Ignition was via a standard Rover distributor. The engine was dynoed at Leyland's Experimental Department producing 335 bhp and 440 ft-lb's torque whilst revving comfortably to 7000 rpm. When fitted in the Marina it was mated to a Borg Warner single rail 4 speed gearbox from a Valiant Charger that had been lying around the Experimental Department. Down the back was a BMC C Series diff from the Austin A95/Morris Isis fitted with a Detroit Locker centre from an Austin Healey 3000. A potent package in a straight line but an evil handling car. During the build time the motor sport press had gotten wind of the car and there was speculation that Noel was planning on running a P76 V8 engine in the Marina. As the P76 had not yet been released it was not technically a production engine and therefore a prototype and prototype engines were not allowed in Sports Sedans. Gary Connelly and a Scrutineer from Confederation of Australian Motor

Sport arrived at Lynx one day to check out the engine's legality. After discovering it was a Rover engine, all was good. Noel began racing the Marina in early 1973 with some success and a certain amount of notoriety. Early in 1974 the engine was bored out to 4.7 litres which obviously increased the horsepower but also made it harder to drive quick consistently. Noel blames this for his grey hair today but says he still loved driving it. Output figures are not available for the engine in this configuration as it was never put on the dyno. The V8 Marina was sold to Bathurst Marina owner Neil Byers in late 1974 as a rolling chassis. The V8 was sold separately and ended up in a ski race boat. Where it is today is unknown. The rest of the car was sadly broken up for parts.

#### Competition P76 V8s

Noel Delforce has built probably hundreds of P76 V8 engines over the last 40 years. There are three though that are the most significant. The first being for the most famous of Leyland P76s, the Evan Green/John Bryson 1974 World Cup Rally car. This car was built during the mid part of 1974 while Noel was still in the Experimental Department of Leyland Australia. Director of Product Quality at Leyland, Kjell Eriksen had discussions with Evan Green and John Bryson on what was to be expected on the rally and what was expected of the car. Based on these discussions Eriksen established the specification for among other things, the V8 engine. Leyland Australia was not an official sponsor of this team but such was the enthusiasm for the project from within Leyland that many of the company's resources were made available to the team – unofficially of course. A number of components were looked after at the Experimental Department including the engine building. Delforce, with the assistance of Eriksen, built the rally engine. The specification was for a basically stock engine but hand built and done right. With the factory at large at his disposal Delforce set about putting together the best engine possible. All engine components were fully blue printed and balanced with the component balancing done at Lynx Engineering. All the blue printing and machining was done in Experimental by Noel. The only non standard part of the engine was the galvanised steel Welch plugs that were lock screwed into place to ensure that if the engine got too hot it wouldn't blow the Welch plugs out of the block or heads. After assembly the engine was dynoed at Experimental with the result of an increase of only a couple of horsepower but torque was up about 15ftlbs and was a sweeter running engine. A last minute change was made when, possibly by Leyland Engineer Roger Foy, the carburettor on the dynoed engine was changed for an ADR27a spec Stromberg which worked OK after initial problems due to a fuel blockage in the carburettor. The engine performed otherwise faultlessly throughout the World Cup Rally and its subsequent return trip to Australia via the 1968 London to Sydney Marathon route. Noel drove the car at a Leyland Open Day at Oran Park after its return to Australia and it ran as sweet as the day it left. The World Cup Rally car exists today in private ownership.

Well satisfied with the job Noel had done with the World Cup Rally car engine Evan Green got Noel to build another for his new rally car, a P76 Super V8 4 speed that he and navigator Roy Denny were entering in the 1974 Southern Cross Rally. This engine was again blue printed and balanced in Experimental and Lynx Engineering except this time it was fitted with a 35/70 Waggot hydraulic camshaft and 500cfm 2 bbl Holley carburettor along with a modified baffled sump. The change was dramatic with a gain of some 35-40 bhp and also 35-40 ft-lb's of torque with peak output being produced further up the rev range. Evan Green loved it. Noel went along on this rally as part of the service crew and it was on the first night service of the rally that Noel and the rest of the crew were told of the closure of the Zetland plant and therefore the end of the P76. The whereabouts of this car is unknown today.

Three years on another major rally was being organised. The second running of the London-to-Sydney Marathon was on the horizon and Evan Green and John Bryson decided to team up again. This time their rally car of choice was a Range Rover. The Range Rover was stripped back to a bare shell and chassis at the Moorebank, Sydney, workshop of Delforce Automotive Services. Noel of course was laid off from Leyland Australia after the closing of the Zetland plant and after a short stint working for Lynx Engineering started his own business. Once again Evan Green returned to Noel to have him help build the Rangie. The engine was of course the Leyland P76 V8 and Noel once again put his talents to work on this engine. Blue printing and balancing was done by Noel and at Lynx Engineering and for this engine he went middle of the road as far as engine spec was concerned. Without the need of the peaky horsepower that the Southern Cross Rally car had but wanting more than the standard engine he went back to a standard camshaft and reduced the carburettor size to 350cfm 2bbl Holley. The Range Rover was a lot heavier than the P76 and drove 2 diffs instead of 1 so the bigger engine was definitely a plus but with fuel quality an unknown across southern Europe, the Middle East and Indian sub continent compression ratio was kept standard. The Rangie finished 11<sup>th</sup> Outright and first 4WD home. It was eventually sold and was raced in the Wynn's Safari during the 1980s where it was sadly written off in a crash.

Today Noel has just finished a complete restoration, with a few mods, of a Leyland P76 Targa Florio. The P76 model that bears the name of the famous Sicilian race whose course made up part of the 1974 World Cup Rally. A special stage section that was won by the car that he had a hand in building nearly 40 years ago. He still builds engines to this day so if you are interested he can be contacted at [noeldelforce@hotmail.com](mailto:noeldelforce@hotmail.com). Noel is proud to be part of the history of what he believes was the best designed Australian car in the 1970s.

Steve Maher  
2012



### **BMC EXPERIENCE MAGAZINE**

The evolution of *BMC Experience* magazine from the previous *Mini Experience* version has created a whole new platform for featuring articles and pictures for the whole range of prototype and production vehicles that spawned from the various mergers of UK car manufacturing companies (Austin, Morris, Rover, Jaguar, Triumph, Leyland) over the past half-century or so.

Thus the new magazine now includes material of great interest to P76 enthusiasts. For example, Issue 2 includes these little gems that are pertinent to your Club.

On page 24 Neville Humpherys, writing on the 2012 Nationals meet in Queensland, comments "*the award for furthest distance driven in a P76 went to Riley and Lyn Bradley who for the 5<sup>th</sup> consecutive Nationals drove their immaculate Bold as Brass from WA*".

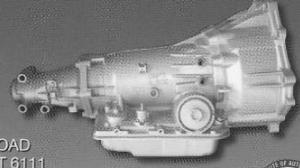
On page 32 Steve Maher takes up the All Aussie Car Day at Pinjarra held last April and observes in regard to the P76 Display: "*Peoples' Choice went to Brendon Truman's NV Green Super and Best P76 went to Sam Murray for his immaculate and unrestored Omega Navy Targa Florio. Next year the WA Club hopes to have 50 P76s on display to celebrate the car's 40<sup>th</sup> birthday.*"

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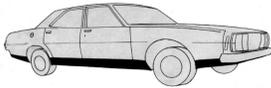


### THE P76 DRIVELINE



The above is what we hope will come to be seen as the “Before” image of the P76 Driveline currently being subjected to a makeover by some “tech” Club members. It is hoped to drum up a set of Targa wheels, along with additional features such as full exhaust and brake systems. Along with a bit of spit and polish the driveline will be graced with a brand new metal nameplate in readiness for its next public appearance at BMC Day at Manning Park, Spearwood, on Sunday 28 October. If you think you can help Contact Andy Mentiplay on 93932428 or 0457038877 and help create the forthcoming “After” image.

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LEYLAND P76 Owners Club of Australia (WA Division) Inc.

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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](mailto:samurai2@westnet.com.au)

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