

WESTWORDS

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The Club's final display at Manning Park included Paul's barn find and Ray's drag car.

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 2013-2014

| | | |
|-----------------------------|------------------|--------------|
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| Vice President: | Dave Bryan | 0400 884 841 |
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| | Kirsty Carr | 0402 153 100 |

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EDITOR'S CORNER:

As we prepare to bid farewell to the 40th Anniversary Year of the launch of the P76, it was very gratifying to see the excellent turnout of members' cars for the last time at Manning Park for the Cockburn Rotary Spring Fair on 27 October. Two prominent features consisted of Paul Banham's "Barn Find" from Goomalling, and Ray Le Cocq's drag car whose arrival must have been heard all the way to Fremantle. A brief account of the day can be found on page 5.

This final issue for 2013 is a bumper one and contains a fascinating, detailed and informative article from Gary Mentiplay on the history of the P76 as a taxi in Australia. David Fox continues the story of the restoration work on his 1973 Executive.

We also begin an exclusive article by legendary ex-Leyland engineer, Noel Delforce, on his adventures with a P76V8-powered Wolseley.

So sit back with a jug of your favourite beverage and enjoy the read.



WA Club Parts List

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

| | | |
|---------------------------|------------------|------------------------------------|
| Targa Hubcaps – set | \$110.00 | 1 set |
| Rear Speaker Grills | \$10.00 | 3 pcs |
| Steering Column Bushes | \$10.00 | 2 pcs |
| Strut-top Bushes | \$50.00pr | 6 pairs |
| Timing Cover Seal | \$45.00 | 1 pc |
| V8 Oil Filters | \$24.00ea | 14 pcs |
| T bar shifter Handles | \$5.00ea | 5 pcs |
| Heater and fan knobs | | 13 pcs |
| New indicator switch mech | \$200.00ea | 1 pc |
| Rough Repair Panels | \$80.00 per pair | (Front Guards x 3 pairs available) |

Contact Paul on 0403774377 to place an order.

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

GENERAL MEETING 28 OCTOBER 2013

Open: 7:40

Apologies: Gary Mentiplay, Adrian and Kirsty Carr, Matt Truman, Geoff Smith

Correspondence in: Multiple Payments received for engine gaskets and Calendars.

Minutes for September were read and seconded by Dave Bryan and Ken Domeyer

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- Shed run date was amended to the 25th of January
- The WA Club Calendars will have a payment deadline of the 21st of November
- ACL Gaskets have ceased production of P76 Engine Gaskets
- ACL Bearings will no longer be available by the end of the year. Our club is putting an order in for bearings.
- Members discussed the possibility of getting dash tops re-conditioned, several companies will be researched and priced out
- The cost of rebuilding V8 engines was discussed with several engine rebuilders being available
- The club will soon be able to issue members with Certificates of Authenticity for their cars, detailing what the car was when it left the factory, how many of that model were made etc, with a total cost of around \$30 per certificate.
- The 10th November is the annual Maurice Brockwell Memorial run, several members expressed interest in attending
- The annual BMC Leyland Day will no longer be a club event due to failing numbers of attendees from all clubs involved, and also due to other significant shows/events being held on that day.
- The Spare Parts list was amended and new parts have been ordered such as rust repair panels.
- A Further thanks for the royal show display was extended to those who made their cars available and to those who attended the show to represent the club.

Meeting closed: 8:45



COMING EVENTS

GENERAL MEETING

(Christmas Special)

MONDAY 16 DECEMBER 2013

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

(BYO drinks and eats)

Shed Run. Sunday 25 January. Meet at 2.00pm Centrepoint Shopping Centre, Midland.
Route: to Adrian and Kirsty's place 40 Ridley St, Avey, then to Dave Bryan's pad, 195 Strettle Rd, Glen Forrest, and finally to Andy's hangout at 24 Dumsday Drive, Forrestdale for a BYO-meat-and-drinks BBQ.

THE LAST HURRAH!

A fine spring day at Manning Park, Spearwood, was the setting for the last appearance of the P76 Club at the Cockburn Rotary Spring Fair on Sunday 27 October. The members made a special effort and around 15 cars made a great display nestled between the Morris Club and some of the Austin Club cars.

As usual, the event took on a carnival spirit with all the fun of the fair on hand. Lots of visitors did the rounds of novelty and food stalls, and enjoyed the music, dancing and special acts in the central entertainment area.

Paul Banham's trailer-borne "Barn Find" from Goomalling along with Ray Le Cocq's Chevy-powered Drag Car, formed major focus-points at the P76 display. Ray's car announced its arrival with an ear-splitting roar of its methane-fuelled engine, while Paul managed to get the Barnfind's V8 motor kicking up an imitation racket by pouring fuel down the carby's open throat.

The display attracted a healthy spin-off from the crowds attending the Fair and we got to enjoy chats with Morris and Austin enthusiasts. One particular item took the form of a rare 1975 Austin Princess in pristine condition, while the other end of the spectrum was represented by a huge 70s-style Cadillac. A good number of well-presented Minis and Mokes completed the auto display in fine style.

The Club's senior member, John Metcalf, rocked up in his Targa with his gopher in tow, which he put to good use during his travels around the Fair. It should be noted that John celebrated his 93rd birthday on 30 October, still firing on all cylinders! A truly remarkable guy.

The final Manning Park event finished on a high, thus ending around ten years of association with the people and the Rotary Club of the City of Cockburn. –Ed.



Reading clockwise: The gleaming Austin Princess; a Morris Minor displays its neat engine bay; The P76 drag car's 200+*kph* Chevy motor; a rare Austin 1800 ute with its sister sedan next door.



Restoration of 1973 Leyland P76 Executive (Part 4)

The trials and tribulations of restoring a 1973 Executive

by David Fox.

Panel Beating was undertaken by a highly experienced professional who restored every panel to better than factory condition. Hammers and dolly's, then hand filing, slide hammers to pull out dents,

Spray putty, guide coats, hand sanding etc. etc. until all panels were perfect.



Rust holes in the lower guards were drilled out and butt welded and then hand filed and sanded.

The front lower panels were removed and NOS panels welded into place.



As this car is an earlier example of the marque the body panels and bolt on panels such as the indicator light panels had to be “massaged” by the dealers to get shut lines etc. looking half decent.

The panel beating process and some new panels have ensured that I will have to once again need to massage the closures on bolt on panels. *Next Month: Painting.*

VALE

It is with deep regret that we record the passing of long-time Club member Brian Shaw who left us on Wednesday 14 November following a brief illness. Brian joined the Club 25 years ago and served many years as a member of Committee. He participated in numerous Club events and remained keenly interested in the progress of the Club. We express our sincere condolences to his family.



WOLSELEY 24/80 SPORTS SEDAN

By Noel Delforce

I built the car early in 1969. I was able to purchase the body from the spare parts division for \$100 brand new. Rob Davies, who I did my apprenticeship with, returned home to Wyong on the Central Coast, prior to finishing his apprenticeship, to start a panel beating business. He painted the shell for me – ‘Crocus’ was the colour I chose, as this was also the colour of the Charlie Smith MK1 Austin Freeway that he raced in the Appendix “J” Class. I remember going to Bathurst for an Easter meeting with my brother Russell, John Cotter and Allen Kemp. Allen was the apprentice training instructor at BMC, whom would later become my instructor after I joined BMC as an apprentice in January 1964. I remember the excitement in the camp after practice as the Freeway recorded 126.9mph down Conrod Straight on Goodyear G800 Crossply road tyres. Charlie never did fit race tyres to the Freeway; all the “J” cars at the time were using mostly Goodyear Blue Streak. They were used by Bruce McPhee, Spencer Martin and Max Stahl. After Charlie finished racing the Freeway, it was returned to standard. My brother Russell purchased the car from Charlie and used it as his road car for some years. I actually got my Driver’s licence in the Freeway at Roseberry which was virtually next door to BMC at Zetland (I love the way God works!).

The other major thing I achieved in the Freeway was to crash it when returning it to Russell when he lived at Engadine. A guy decided to do a U-turn in front of me. I collected him with the Freeway on the driver’s door. The Freeway suffered a lot of damage. Barry Seton, who is a Panel Beater by trade, repaired the car at his workshop in Liverpool. Barry did an excellent job on the Freeway and it was hard to pick that it had been in an accident. Russell still reminds me of the day I crashed his pride and joy as recently as the last addition of the BMC Experience magazine. There are photos of the Freeway in relation to the Freeways and Wolseley 24/80 production at the BMC factory. The cylinder head and inlet manifold for the 3x1.75 SUs ended up on the 2780cc engine, which was built for the Wolseley. Later on, we fitted the MK2 Freeway head to the Wolseley, as it proved to flow a lot better than the MK1 head. Both heads were ported and polished. Camshaft was a copy of the Cooper “S” 648 grind which gave very good torque and top end (still a great grind, even by today’s standards.) Sonic extractors were used. No mufflers in those days; a two-inch ID pipe out the left hand side. Before I built the Wolseley, I purchased an Austin Lancer MK1 rolling Chassis from Geoff Symonds, a mechanic for mini-ace Lyn Brown. This car had MK3 Ford Zephyr disc brakes on the front and a Holden ltd slip diff modified to fit into the Lancer diff housing. I fitted the

brakes and diff housing to the Wolseley. The brakes were great. The lsd was awful, only lasting about three laps before it was useless.

Enter Charlie Smith again. Charlie raced an MGB in the Surfer's 12 hour race. After the race the car was returned to standard and sold as a road car. The MGB was fitted with a Detroit locker which ended up in the Wolseley. We had to modify some MGB axels to suit the Wolseley diff housing. The car was transformed as the diff never went off. The Wolseley used a four-speed "B" series gear box fitted with MK1 MGB competition close ratio gears. The gear box was 100% bullet proof. We did modify the gear box case to take the three- speed lay shaft as this was a larger diameter. Front suspension was basically standard apart from some extensions fitted to the top of the king pins to make them longer. This vastly improved Camber changes with body roll to very little. An anti sway bar was also fitted. Lever shocks in the front were retained. Although, we did fill them with castor oil as it did not lose its viscosity when hot. Rear shocks were telescopic replacing the lever type.

I need to digress here as the very first car I raced was a MK1 Freeway, my road car at the time. It had basically the engine and gear box that went into the Wolseley. This car was actually fitted with a Detroit locker. I managed to roll the car on the corner after pit straight after about three laps of practise. My excuse: the diff caught me out as I had never driven with a locker before. The circuit was Warwick Farm. Boy did I feel a mug. The car never made it to race day. It was repaired and I continued to use it as my tow car, after a standard 2430cc motor was fitted with standard four-speed gear box.

My first race meeting with the Wolseley was at Oran Park. I managed to finish mid field. The object was to finish and stay out of trouble (something I found hard to do later so as to obtain my full licence, which I managed to do). I started out using Dunlop R6s on the Wolseley. They were high profile and were of a compound several years old. Don Holland organised these tyres for me, as it was easier to get tyres from Dunlop in those days if you were a recognised driver with links to Dunlop, which Don obviously was. Something else that would happen quite regularly was Peter Brock would always find us in the pits if he was racing at the meeting to find out about any developments with the Wolseley. Brocky came up to me early in my racing career and said to me "you must be as silly as me", in reference to the fact he started in an A30, and me in a Wolseley. Brocky was always friendly and informative. To this day, I still look upon those times as very special to me. Actually Brocky is the reason I have not competed in the Classic Adelaide Tarmac Rally since 2005. I was about to send the entry away for the 2006 event. Something was nagging at me about sending it away. It was almost deadline for entries when I was working away in the shed on the XY when it came over the radio what had happened to Brocky in WA. I thought what hope have I got if that can happen to Brocky. *(To be continued.)*

Below: *The Wolseley in action at Oran Park.*



THE P76 TAXI STORY

This article is not intended as a history of the taxi industry in Australia. The main focus is on Leyland P76s used as taxi cabs when they were registered new in 1973, 1974 and 1975.

The history of taxis in Australia has not been well recorded, and even today there are only a very few taxi enthusiasts trying to record something for posterity.

Each Australian state has its own Taxi Authority or Council, and there are still some differences between states.

Taxi companies are mainly co-operatives, but there are exceptions. The vast majority of vehicles licenced as taxis are registered in the name of the taxi owner, not the company. In that regard, vehicle licence records are limited because they do not record the name of the taxi company.

In the 1970s, taxis were issued special plates for all areas (metro and rural) of NSW, VIC, and QLD. In WA and SA, only metro taxis were issued with taxi plates - taxis in rural areas carried normal state rego plates. In TAS, taxis were issued with normal state rego plates in metro and rural areas. As a result, it has been easier to research the number of P76 taxis in NSW, VIC and QLD, as they all carried taxi plates. It is therefore possible that a very small number of P76 taxis in regional areas of WA, SA and TAS are not included in the taxi figures in this article, as they have not been identified as taxis. A number of P76s would have been re-registered as taxis as second hand vehicles - only cars that have been verified have been included in the Tables below (one in NSW, two in WA).

An unknown number of P76s were registered from new on normal rego plates - owners often running them in on standard rego as the family car, then swapping them onto taxi registration. This could only be done when the car was fully fitted out for taxi work.

Pilbara Taxis in Port Hedland used more than 3 P76 taxis, however I have not included the cars purchased second hand as no firm details are available on them.

WHEN YOU NEED A CAB

Family Outings . . .



Wedding Cars

PHONE 52 1122

BOWEY'S TAXI SERVICES

ANYWHERE ANY TIME

Table 1: P76 Taxi Numbers by State

| | NSW | VIC | QLD | WA | SA | TAS | AUST. |
|----------------------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| E6 Taxi's: | 30 | 12 | 19 | 3 | 6 | 0 | 70 |
| V8 Taxi's: | 16 | 21 | 11 | 10 | 7 | 3 | 68 |
| State Totals: | 46 | 33 | 30 | 13 | 13 | 3 | 138 |
| Metro: | 11 | 24 | 7 | 10 | 6 | 3 | 61 |
| Regional: | 35 | 9 | 23 | 3 | 7 | 0 | 77 |

Four of the taxis included above were not registered as taxis, as they carried normal state plates: Yellow Cabs x 2, and Footscray Delphic Taxis x 2. These were either company cars, or were perhaps used for other commercial reasons. They have been included in the totals. For the P76s registered in the name of a taxi company, the following have been included in the above table:

| | |
|--------------------------------|---|
| Footscray Delphic Taxis (VIC): | 7 |
| Yellow Cabs (VIC): | 6 |
| Sampsons Taxi Service (SA): | 4 |
| Sandy Bay Cabs (TAS): | 3 |
| Pilbara Taxis (WA): | 3 |
| Bowey's Taxi Service (SA): | 2 |
| Yellow Cabs (NSW): | 1 |

Prominent Areas of P76 Taxis:

| | | |
|-------------|--------------------|--------------|
| NSW: | Tweed Heads | 4 |
| | Taree | 4 |
| | Lismore/Casino / | |
| | Coraki | 4 |
| | Nowra | 3 |
| VIC: | Bendigo | 2 |
| | Morwell / Moe | 2 |
| QLD: | Bundaberg | 3 |
| | Rockhampton | 3 |
| | Mackay/Slade Point | 3 |
| | Goondiwindi | 2 |
| | Townsville | 2 |
| | Toowoomba | 2 |
| | Roma | 2 |
| | WA: | Port Hedland |
| SA: | Port Lincoln | 4 |
| | Victor Harbour | 2 |
| TAS: | Sandy Bay | 3 |

NSW, QLD and SA had a higher number of P76 taxis in regional areas than in the metro area (76% in regional areas of NSW and 76% in regional areas of QLD). This contrasts with VIC and WA, with only 27% in VIC regional areas and 23% in WA regional areas.

Only NSW and QLD had a higher number of E6 model taxis than V8 models, with approx 64% of state total being 6 cylinder P76 taxis in those states). It was a different story in VIC and WA, with 36% E6 model taxis in VIC state total, and only 23% E6 taxis in WA state total.

Overall, the P76 as a taxi did very well in the regional areas around Australia, with approx

56% of the National total of P76 taxis. The taxi numbers for each capital city were:

| | |
|------------|----|
| Melbourne: | 24 |
| Sydney: | 11 |
| Perth: | 10 |
| Brisbane: | 7 |
| Adelaide: | 6 |
| Hobart: | 3 |



A P76 Taxi at Brisbane Airport - this cab is in the green and yellow livery of Ascot Taxis

Table 2 (which appears below) is a full listing of all P76 taxis sold new in Australia.

Amongst the multiple P76 private owners, P. Watson of Taree (NSW) had two P76 taxis, as did M. Amarant of Ringwood (VIC).

Repeat P76 private owners included J. Phillips of Cooma (NSW), E. Royston of Leura (NSW), and also T. McKenzie of Walgett (NSW). They all bought replacement P76 taxis carrying the same taxi plates as their first P76 taxi.

Tom McKenzie was an uncle of the Walgett Leyland dealer, Barry McKenzie Motors. He bought his first 6 cylinder P76 taxi in August 1973, but was involved in a very serious road accident, which wrote off the P76. The Walgett taxi was side-swiped down the RH side which took both door skins off but left the impact bars jammed between the pillars. This accident occurred on the Coonamble Road. The anti-intrusion bars in the doors saved the owner's life. Hal Moloney saw this wrecked cab at Barry McKenzie Motors in Walgett. Tom bought another new 6 cylinder P76 taxi in December 1973.

A former Brisbane taxi driver recalls that there were two Yellow Cab P76s in Brisbane (one destroyed by fire in a workshop accident). He also believes that B/W (Black & White?) Taxis had at least one P76 taxi in Brisbane.

It would have been fantastic to have been able to add all of the taxi companies to the detail in Table 2. This has not been possible, due to the very poor records available on taxis around Australia. The passage of 40 years will not make this task any easier - as most research on this aspect will probably rely on personal memories of those that were involved at the time.

I have personally spoken to six former taxi drivers that used a P76. Every one of them spoke highly of the big Leyland in taxi service. Many of the cars reached very high mileages in taxi service - and were then sold onto the second hand car market. These cars generally received a very hard life from second and third owners - and they no longer received the regular maintenance they had received in taxi service. It is hardly surprising that very, very few have survived as road cars today. Those that still survive in the 21st century are nearly all "spares" cars resting in some back yard or paddock.

It is a great pity that very few photos of 1970s taxis survive. Photos of P76s in taxi trim are

today very rare.

I interviewed Jack Robbins way back in 1985 about his P76 taxis. The WA Leyland distributor Winterbottoms had brought over from the east (Sydney?) a P76 in taxi livery - it had a red roof and red front and rear guards -possibly Red Top Taxis? They had hoped to stimulate taxi sales in Perth, and when Jack saw this car (Deluxe V8 Automatic) in January 1974, he bought it. Winterbottoms repainted the car in Chrystal White, to suit the Swan Taxis livery, and the car carried Taxi Rego T748. This P76 became the Robbins family transport in July 1978, being re-registered as XZC 337. The car was eventually sold in 1981, after more than 356,000 miles. Jack purchased another second hand P76 (Deluxe V8 Automatic) in July 1978 to carry the taxi rego T748. This car was Country Cream with brown striping on the sides, and had previously been registered as XDJ 478 from new in Perth.

Jack's second P76 taxi also gave great service, before being sold in 1982 when Jack retired. This car eventually went to a northern WA town with its new owner.

Leyland would have needed at least three years to carve out a niche market of around 500 cars per year in taxi fleets. The P76 was only on sale to the public for just over 15 months before the public announcement of the factory closure in October 1974. It may well be true that car manufacturers don't make a fortune from even large taxi sales (they are mostly basic models) - however they do count as overall new car registrations, and more importantly the cars are always in the public eye in the major population centres around Australia.



Above: Ken Hartup's Red & White Star Taxis P76, in Maitland NSW

Table 2: Full Listing of new P76 Taxis in Australia**NEW SOUTH WALES**

| First Reg. | Reg. No. | Eng. | Location | Taxi Company - Owner's Name |
|-------------------|-----------------|-------------|-----------------|--|
| Jul-73 | T2232 | V8 | Chatswood | Not Listed - owner M. Walsh |
| Jul-73 | TC3666 | E6 | Taree | Not Listed - owner R. Wilson |
| Aug-73 | T4499 | V8 | Arncliffe | Not Listed - owner J. Felton |
| Aug-73 | TC249 | E6 | Killarney Vale | Not Listed - owner C. Wellsmore |
| Aug-73 | T4409 | E6 | Campsie | Not Listed - owner M. Ntaflos |
| Aug-73 | TC952 | V8 | Leura | Not Listed - owner E. Royston |
| Aug-73 | TC202 | E6 | Orange | Not Listed - owner P. Ryan |
| Aug-73 | T2313 | E6 | Summer Hill | Not Listed - owner M. Zoltan |
| Aug-73 | TC3037 | E6 | Walgett | Not Listed - owner Tom McKenzie |
| Sep-73 | TX43 | E6 | Garran ACT | Not Listed - owner P. Maguire |
| Sep-73 | T1845 | V8 | Oatley | Not Listed - owner J. Higgerson |
| Sep-73 | T7127 | E6 | Windsor | Not Listed - owner C. Stewart |
| Oct-73 | TC460 | E6 | Albury | Not Listed - owner E. Hooke |
| Oct-73 | TC3578 | E6 | Lismore | Not Listed - owner F. Greenhalgh |
| Oct-73 | TC3575 | E6 | Lismore | Not Listed - owner E. Saul |
| Oct-73 | TC3587 | E6 | Wagga | Not Listed - owner N. Brown |
| Nov-73 | TC126 | E6 | Casino | Not Listed - owner E. Gill |
| Nov-73 | TC3634 | V8 | Dareton | Not Listed - owner W. Harding |
| Nov-73 | TC3927 | E6 | Dubbo | Not Listed - owner D. Moon |
| Nov-73 | T7135 | E6 | Glossodia | Not Listed - owner L. Capper |
| Dec-73 | TC3427 | E6 | Hay | Not Listed - owner I. Mitchell |
| Dec-73 | TC3037 | E6 | Walgett | Not Listed - owner Tom McKenzie |
| Jan-74 | T2169 | V8 | Sydney | Not Listed - owner J. Moore |
| Jan-74 | GQS970 | E6 | Wentworthville | Yellow Cabs company car - not a Taxi |
| Mar-74 | TC3136 | V8 | Taree | Not Listed - owner P. Watson |
| Mar-74 | TC3829 | E6 | Guyra | Not Listed - owner B. Vanderwolf |
| Mar-74 | T1638 | E6 | Panania | Not Listed - owner M. Kelly |
| Mar-74 | TC3115 | V8 | WeeWaa | Not Listed - owner W. Baker |
| Apr-74 | TC213? | E6 | Maitland | Red & White Star - Ken Hartup (prev. GTH064) * |
| Apr-74 | TC3999 | E6 | Nowra | Not Listed - owner P. Stewart |
| Apr-74 | TC3478 | E6 | Nowra | Not Listed - owner L. Keenan |
| May-74 | TC3546 | E6 | Nowra | Not Listed - owner J. Sewell |
| May-74 | TC208 | V8 | Cooma | Not Listed - owner J. Phillips |
| May-74 | T2523 | V8 | Newcastle | Not Listed - owner T. Charlton |
| May-74 | TC3099 | E6 | Tweed Heads | Not Listed - owner C. Millar |
| Jun-74 | TC142 | E6 | Tweed Heads | Not Listed - owner E. Loder |
| Jun-74 | TC144 | E6 | Tweed Heads | Not Listed - owner C. Anderson |
| Jul-74 | TC087 | V8 | Taree | Not Listed - owner R. Smith |
| Jul-74 | T2025 | V8 | Parramatta | Not Listed - owner V. North |
| Aug-74 | TC3555 | E6 | Coraki | Not Listed - owner K. Kennedy |
| Oct-74 | TC3539 | V8 | Taree | Not Listed - owner P. Watson |
| Oct-74 | TC3545 | E6 | Tweed Heads | Not Listed - owner W. Simpson |
| Nov-74 | TC261 | V8 | Coonabarabran | Not Listed - owner M. Tunks |
| Dec-74 | TC208 | V8 | Cooma | Not Listed - owner J. Phillips |

NEW SOUTH WALES (continued)

| | | | | |
|--------|--------------|----|---------|--------------------------------|
| Dec-74 | TC952 | E6 | Leura | Not Listed - owner E. Royston |
| Apr-75 | T7207 | V8 | Campsie | Not Listed - owner W. Pedemont |

VICTORIA

| First Reg. | Reg. No. | Eng. | Location | Taxi Company - Owner's Name |
|-------------------|-----------------|-------------|-----------------|--|
| Aug-73 | TC9775 | E6 | Colac | Not Listed - owner W. Cole |
| Sep-73 | TC5590 | V8 | Ballarat | Not Listed - owner A. Armstrong |
| Sep-73 | TC6275 | V8 | Mt Eliza | Not Listed - owner G. Nicoll |
| Oct-73 | TC9956 | V8 | Mildura | Not Listed - owner A. Davey |
| Oct-73 | LRC256 | E6 | Footscray | Footscray Delphic Taxis company car - not a Taxi |
| Nov-73 | T4361 | E6 | Sth Yarra | Not Listed - owner J. Westhead |
| Dec-73 | TC6299 | V8 | Ringwood | Not Listed - owner M. Amarant |
| Dec-73 | T4474 | E6 | Northcote | Not Listed - owner A. Dimitropoulos |
| Dec-73 | LSF192 | V8 | Sth Melb. | Yellow Cabs company car - not a Taxi |
| Jan-74 | TC5665 | V8 | Morwell | Not Listed - owner H. Adamson |
| Jan-74 | TC6303 | V8 | Camberwell | Not Listed - owner E. Fitton |
| Feb-74 | TC6308 | V8 | Camberwell | Not Listed - owner R. Matthes |
| Feb-74 | TC6312 | V8 | Ringwood | Not Listed - owner M. Amarant |
| Mar-74 | TC5690 | E6 | Geelong | Not Listed - owner T. Klemm |
| Mar-74 | TC6315 | V8 | Clayton | Not Listed - owner G. Tsardakas |
| Mar-74 | T4563 | V8 | Footscray | Footscray Delphic Taxis |
| Apr-74 | TC5671 | V8 | Morwell | Not Listed - owner D. Gordon |
| May-74 | LWG279 | V8 | Footscray | Footscray Delphic Taxis company car - not a Taxi |
| May-74 | TC5672 | V8 | Moe | Not Listed - owner R. Burchell |
| Jun-74 | TC5618 | V8 | Bendigo | Not Listed - owner N. Burgess |
| Jun-74 | T4646 | E6 | Footscray | Footscray Delphic Taxis |
| Jun-74 | T4683 | E6 | Kew | Not Listed - owner P. Tsipouras |
| Jun-74 | TC6336 | V8 | Camberwell | Not Listed - owner R. Davies |
| Jun-74 | T0198 | E6 | Melbourne | Yellow Cabs |
| Jun-74 | T0221 | E6 | Melbourne | Yellow Cabs |
| Jun-74 | T0197 | E6 | Melbourne | Yellow Cabs |
| Jun-74 | T0291 | E6 | Melbourne | Yellow Cabs |
| Jun-74 | T0237 | E6 | Melbourne | Yellow Cabs |
| Jul-74 | TC5619 | V8 | Bendigo | Not Listed - owner L. Francis |
| Sep-74 | TC5883 | V8 | Camberwell | Not Listed - owner T. Gessey |
| Nov-74 | T0337 | V8 | Footscray | Footscray Delphic Taxis |
| Jan-75 | T0408 | V8 | Footscray | Footscray Delphic Taxis |
| Feb-75 | T0456 | V8 | Footscray | Footscray Delphic Taxis |

WESTERN AUSTRALIA

| First Reg. | Reg. No. | Eng. | Location | Taxi Company - Owner's Name |
|-------------------|-----------------|-------------|-----------------|--|
| Sep-73 | T070 | V8 | Mt Pleasant | Swan Taxis - owner D. Were |
| Oct-73 | T030 | E6 | Vic. Park | Not Listed - owner T. Sofulak |
| Jan-74 | T748 | V8 | Palmyra | Swan Taxis - Jack Robbins (prev. Red Top Taxi) * |
| Feb-74 | T432 | V8 | Palmyra | Swan Taxis - owner C.J. Smit |
| Feb-74 | UAA175 | E6 | Port Hedland | Pilbara Taxis |
| Mar-74 | T720 | V8 | Bedford | Not Listed - owner G.H. Smith |
| May-74 | T765 | E6 | Bedford | Swan Taxis - owner B. Watson |
| Jun-74 | T802 | V8 | Inglewood | Not Listed - owner P. Young |
| Jun-74 | T267 | V8 | Manning | Swan Taxis - owner W. Noonan |
| Jul-74 | PT051 | V8 | Port Hedland | Pilbara Taxis - owner R.R. Hust |
| Nov-74 | UAA176 | V8 | Port Hedland | Pilbara Taxis - owner R.R. Hust |
| Feb-75 | T682 | V8 | Perth | Not Listed - owner J. Somers |
| Jul-78 | T748 | V8 | Palmyra | Swan Taxis - Jack Robbins (prev. XDJ478) * |

QUEENSLAND

| First Reg. | Reg. No. | Eng. | Location | Taxi Company - Owner's Name |
|-------------------|-----------------|-------------|-----------------|------------------------------------|
| Aug-73 | T20252 | E6 | Annerley | Not Listed - owner A. Bateman |
| Aug-73 | T20299 | E6 | Goondiwindi | Not Listed - owner G. Talbot |
| Aug-73 | T20259 | E6 | Kedron | Not Listed - owner C. Trott |
| Sep-73 | T20342 | E6 | Greenslopes | Not Listed - owner N. Clarke |
| Oct-73 | T20413 | E6 | Bundaberg | Not Listed - owner C. Leeson |
| Oct-73 | T20438 | E6 | Dalby | Not Listed - owner M. Adams |
| Oct-73 | T20436 | E6 | Goondiwindi | Not Listed - owner C. Manton |
| Oct-73 | T20409 | V8 | Mackay | Not Listed - owner F. Krainoff |
| Nov-73 | T20457 | V8 | Rockhampton | Not Listed - owner R. Etherden |
| Nov-73 | T20472 | V8 | Petrie | Not Listed - owner E. Ryan |
| Dec-73 | T20562 | E6 | Taringa | Not Listed - owner C. Holdway |
| Jan-74 | T20630 | E6 | Toowoomba | Not Listed - owner L. Petersen |
| Jan-74 | T20642 | E6 | Townsville | Not Listed - owner G. Clancy |
| Feb-74 | T20660 | V8 | Mackay | Not Listed - owner K. Wilkinson |
| Feb-74 | T20688 | E6 | Nambour | Not Listed - owner H. Page |
| Feb-74 | T20668 | E6 | Rockhampton | Not Listed - owner E. Rayner |
| Mar-74 | T20704 | V8 | Rockhampton | Not Listed - owner K. Mitchell |
| Mar-74 | T20723 | E6 | Toowoomba | Not Listed - owner L. Polek |
| Apr-74 | T20756 | V8 | Slade Point | Not Listed - owner F. Houston |
| May-74 | T20813 | V8 | Bundaberg | Not Listed - owner A. Nielsen |
| May-74 | T20837 | V8 | Caboolture | Not Listed - owner W. Brooks |
| May-74 | T20822 | E6 | St. George | Not Listed - owner A. Francisco |
| May-74 | T20834 | E6 | Tully | Not Listed - owner L. Blair |
| Jun-74 | T20871 | E6 | Townsville | Not Listed - owner F. Beri |
| Jul-74 | T20909 | E6 | Bundaberg | Not Listed - owner C. Green |
| Jul-74 | T20897 | V8 | Roma | Not Listed - owner T. Gladwell |
| Aug-74 | T20947 | E6 | Maryborough | Not Listed - owner R. Smyth |
| Aug-74 | T20985 | E6 | Roma | Not Listed - owner G. Gladwell |
| Oct-74 | T21046 | V8 | Chermside | Not Listed - owner R. Carmock |
| Mar-75 | T21201 | V8 | Wilston | Not Listed - owner R. Maher |

SOUTH AUSTRALIA

| First Reg. | Reg. No. | Eng. | Location | Taxi Company - Owner's Name |
|-------------------|-----------------|-------------|-----------------|------------------------------------|
| Jul-73 | RLG779 | V8 | Victor Harbour | Bowey's Taxi Service |
| Jul-73 | RLG778 | E6 | Victor Harbour | Bowey's Taxi Service |
| Jul-73 | TX2417 | V8 | Seacliff | Not Listed - owner W. Lepp |
| Jul-73 | TX2100 | E6 | Underdale | Not Listed - owner A. Staltari |
| Aug-73 | TX2299 | E6 | Rostrevor | Not Listed - owner O. Kassai |
| Aug-73 | RXX573 | E6 | Port Augusta | Not Listed - owner D.C. Marden |
| Aug-73 | RLE673 | E6 | Port Lincoln | Sampsons Lincoln Taxi Service |
| Oct-73 | RZH822 | V8 | Port Lincoln | Sampsons Lincoln Taxi Service |
| Oct-73 | RZG782 | V8 | Port Lincoln | Sampsons Lincoln Taxi Service |
| Nov-73 | TX852 | V8 | Holden Hill | Not Listed - owner J. Lawrence |
| Dec-73 | TX2139 | V8 | Belair | Not Listed - owner P. Dwyer |
| Jan-74 | TX2322 | E6 | Enfield | Not Listed - owner J. Mathie |
| Sep-74 | SGM204 | V8 | Port Lincoln | Sampsons Lincoln Taxi Service |

TASMANIA

| First Reg. | Reg. No. | Eng. | Location | Taxi Company – Owner's Name |
|-------------------|-----------------|-------------|-----------------|------------------------------------|
| Oct-73 | AE3259 | V8 | Sandy Bay | Sandy Bay Cabs |
| Dec-74 | AI2884 | V8 | Sandy Bay | Sandy Bay Cabs |
| Dec-74 | AI2885 | V8 | Sandy Bay | Sandy Bay Cabs |

** = not registered new as a taxi*

Summary

There are a couple of salient points that need to be emphasised.

Firstly, 49% of the national total of P76 taxis were V8 models. This is a surprisingly high ratio, and would have to be unique in the taxi industry. The overwhelming majority of taxis around Australia in the 1970s were Holdens and Falcons. You can bet that V8 models of Holden or Falcon did not make up 49% of their total - the vast majority would have been basic 6 cylinder models.

Finally, the minimum number of P76 taxis in Australia was 138 (which is about twice what I had thought prior to this research project). In comparison to the Holden and Falcon totals (whatever they were), the P76 number may seem very small. Until you realize that they were ALL sales won from entrenched competitors. Prior to the P76, when did you see any BMC Leyland car being used as a mainstream taxi in Australia?

Put simply, the P76 had opened up doors that had previously been closed for BMC Leyland in Australia.

Gary Mentiplay



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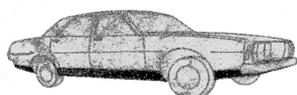
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