

# WESTWORDS

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*The ultimate gift for a P76 couch potato.*

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 2012-2013

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<b>Vice President:</b>	Dave Bryan	0400 884 841
<b>Secretary:</b>	Adam Woodward	0439 492 143
<b>Treasurer:</b>	Mick le-Cocq	0414 731 535
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### **EDITOR'S CORNER:**

Well, here we are, well into the 40<sup>th</sup> Birthday year of our beloved P76, following upon the heels of the Club's 30<sup>th</sup> anniversary year. At this point in time we have only two events planned to celebrate this milestone in the history of this remarkable car; the All-Aussie Car Day at Pinjarra Paceway on 14 April, and the all-important 40<sup>th</sup> Birthday Display in Forrest Place, Perth on 26 June.

Which is why your Club Committee has scheduled a meeting for Sunday 3 February. This meeting will look at other ways and means of bringing the public's attention to bear on the car's very special anniversary year. All members are invited to submit suggestions to any member of Committee whose contact details are always included in every issue of *WestWords*. So, let's get to it, and make 2013 a year to remember in the ongoing story of the Leyland P76.

Another area where members' suggestions and ideas would be most welcome is that of the content of *WestWords*. Without feedback and constructive comments it becomes a matter of sheer guesswork as to whether the mag's content appeals to members. As you read this maybe you have an area of interest or a fistful of ideas that you would like to have included in future issues.

Finally, your editor has decided to exercise a little self-indulgence and has included the first part of *A Tale of Two Targas*, an account of how his ownership of two Targa Florios came about some twenty years apart. Part two will appear next month.



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

*Back in the bad old days of BL a senior executive was walking round the Longbridge plant accompanied by the shop foreman. As they walked into the stores they were amazed to find a couple enthusiastically making love on a bench. The senior executive went purple with rage and spluttered to the foreman, "We're not standing for this, I want that man sacked immediately!"*

*The foreman replied, "We can't do that, he's the shop steward, the men will be out on strike straight away."*

*The executive rolled his eyes to heaven and said, "Very well then, sack the woman."*

*The foreman said, "That would cause an even worse dispute, she's the Union Convenor's sister."*

*The executive, now beside himself with anger, shouted "Right then, we'll show them who's in charge round here. Burn that bench!"*

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

GENERAL MEETING 17 DECEMBER 2012

Meeting opened 7.40pm

Apologies: George Garofallou, Roger Pattern-Williams

Correspondence in: Greg Keen, Harry Armstrong, N.Z Club

Correspondence out: Nil

Minutes for November were read and seconded by Paul Banham and Kirsty Carr

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- The club now has a V8 timing cover seal in stock
- Thanks to the Triumph Club for inviting the club to a driving event
- There will be a committee meeting on the 3<sup>rd</sup> of February, commencing at 10am at Andrew Mentiplay's, with member to then head into the city to finalise the 40<sup>th</sup> anniversary display.
- Boot mats and boot carpets will be available soon, with orders for February looking promising
- The club will be purchasing 24 V8 oil filters and will be available for \$24 each

Meeting closed: 8:10



**“All Australian Car Day X**  
An In the Loop ® Event  
**Sunday 14th April 2013**  
10am to 3.30pm at Pinjarra Paceway  
**Huge Classic Car Display,**  
( Featuring the 40th Anniversary of the Leyland P76)

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## ***COMING EVENTS***

☺☺☺

**General Club Meeting:**

**MONDAY 25 FEBRUARY 2013**

**7.30pm**

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

☺☺☺

**Club Committee Meeting.** Sunday 3 February at 10.00am. Venue TBA.

☺☺☺

**Big Al's Poker Run.** Saturday, 9 February. Refer to:

[www.bigalspokerrun.com.au](http://www.bigalspokerrun.com.au) for details.

☺☺☺

**Club Shed Run.** Saturday 16 March. Meet 12.30pm for a 1.00pm start from Centrepoint Shopping Centre Car Park, Midland. Destinations: (1) Adrian's Shed at Chittering, (2) Dave's Shed at Glen Forrest, and (3) Andy's Shed at Forrestdale. (BBQ---BYO meat).

☺☺☺

**All-Australian Car Day.** Sunday 14 April. 10.00am-3.30pm. Pinjarra Paceway. Featuring the 40<sup>th</sup> Anniversary of the Leyland P76. All cars are required to be in position well before official opening time. Club details to be advised. See details on page 3.

☺☺☺

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

*Blonde to counter assistant in spares department: "I need a new dipstick, please".*

*Counter assistant: "What's wrong with your old one?"*

*Blonde: "It doesn't reach the oil any more".*

## COVER PICTURE

If anyone knows the origin of this fascinating piece of P76-inspired furniture please advise the editor as we would like to express accreditation where it is due.

The colour co-ordination is quite striking in that it tries to match the two dominant colours in the P76 rear light assemblies built into the arms of the lounge. One may suppose that this tribute to the car gives a whole new meaning to the term “back-seat driver”.



### **P76: Star of the Small Screen**

*Those of us who attended the Club pre-Christmas meet on 17 December 2012 were treated to a showing of the “tongue-in-cheek” promotional film produced by Leyland Australia to celebrate the launch of the P76. Gary Mentiplay submitted the following copy of a review of the movie that appeared in the Australian Women’s Weekly two weeks prior to the release of the car on 26 June 1973. Members may like to know that copies of the DVD version are still available at a cost of \$15 on the following webpage:*

<http://bmcexperience.com.au/books-and-dvds/dvds/the-carmakers-the-p76-story.html>

**The Australian Women’s Weekly Wednesday 13 June 1973**

### **“The Carmakers” takes the mickey out of secrecy**

*TCN9 special is a light-hearted look at the cloak-and-dagger efforts of a car manufacturer to keep competitors from his new product.*

*By Julie Kusko*

Ray (“Troubleshooter”) Barrett stars in a send-up of industrial espionage in a special on TCN9 on Monday June 11<sup>th</sup>, at 10.30 p.m. Made in Australia during Barrett’s visit earlier this year, the show titled “The Carmakers” takes a light-hearted look at the real life secrecy surrounding the production of a new car.

In this case, the new car is Leyland Australia’s P76, and the efforts made to get pictures of it, and even a sample lead to one of the most spectacular – and funniest – car chase scenes.

Barrett stars as a bigshot who arrives from London to launch the car. Being interviewed at the airport on his arrival, he takes a fancy to a girl reporter – Katy Wilde, one of TCN9’s “Spyforce” stars – and she becomes involved in the adventures that follow.

During his stay, Barrett is constantly shadowed by professional spies (Noel Ferrier and Walter Sullivan) who have been hired to get information about the new car for an international motoring magazine.



*P76 Prototype undergoes testing*

If anyone steals the show, if not the car, it's Ferrier. He's brilliantly funny as a spy who bungles every task. Also in the show are TV and stage actor Nick Tate (one of the stars of "Don's Party") as a garageman, and Terry Jowett as a mechanic (he also did a lot of the stunt driving). Sydney columnist Ron Saw has a cameo role as a waiter.

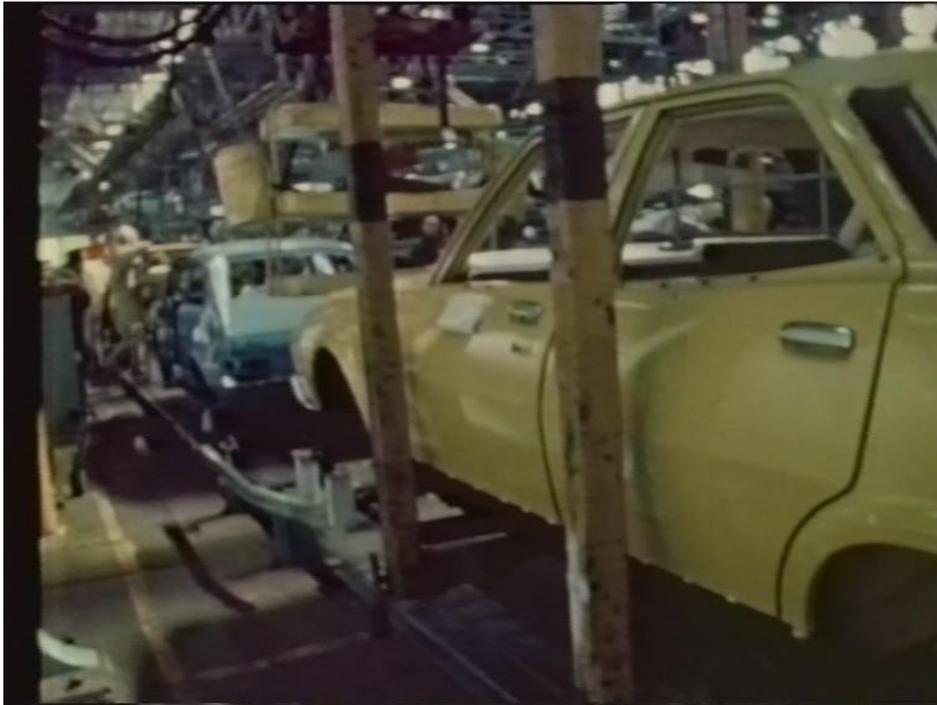
The program was directed by Terry Ohlsson, who has filmed cars and rallies all over the world, including the Monte Carlo Rally, Le Mans, and several East African Safaris. In England he was the director of a film unit attached to a large car company. Ray Barrett, who has worked with some of the top directors overseas, had high praise for Ohlsson. "Ohlsson could hold his own with any director I've worked with in Europe," he said.

John Pola, Public Relations Director for the car company, who thought up the idea for the program, said the show was like "a bit of a lot of movies" such as "What's Up Doc?" and the "Italian Job."

"It's a very different film and I think very entertaining, particularly the car chase scene. There's some great photography and choreography in that. I mean you can't have six cars chasing each other and often just missing crashing into each other by inches without careful planning and timing."

"Some crazy things happen during the chase, like one of the cars being lifted up by a fork-lift truck."

"The program was shot over three months in Sydney at our Waterloo plant, at Palm Beach, and in Queensland at our secret testing ground."



*P76 Production Line (Is that a Marina Coupe up front?)*



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

*A truck driver sat eating his egg and chips in a transport cafe, when ten Hells Angels walked in. They walked up to the truck driver, started eating his dinner and drinking his tea. The truck driver just stood up and walked out. The Hells Angel leader walked up to the counter and sticking his chest out said:  
"He wasn't much of a man was he?" "Nope" said the café manager, "he wasn't much of a truck driver either, he's just reversed over ten motorbikes."*

## A TALE OF TWO TARGAS

By Sam Murray

### *Targa 1*

On the last day of September 1984, a mechanically-minded work colleague and I took a slightly extended lunch break to motor to Octwel Pty Ltd, a used-machinery and equipment company, now defunct, located on the corner of Lloyd St and Gt Eastern Highway, Midland.

I was interested in one of their bits of used machinery in the form of a somewhat dilapidated-looking Leyland P76 Targa Florio, Reg No XHA159. It had been advertised in the *West Australian* as something that “goes like the wind”.

On meeting the rather burly representative of the company and after the usual cordialities, my companion, Dave, and I slipped into the two spacious bucket seats of the big car with Dave taking the Force 7 steering wheel in his hands.

Taking the Targa onto the less-busy back roads of Midland, Dave put the vehicle through its paces, and I can still remember how true the experience was to the advert. It really went like the wind. Dave was suitably impressed, as was I.

On arrival back at Octwel the burly guy generously knocked ten dollars off the advertised price of \$1000, issued a rough receipt (that I still possess) and I drove the Leyland back in time for the afternoon shift.

Thus began my first practical acquaintance with a car that was then regarded as something of a pariah among the motoring elite of Australia. I sometimes think that was the element that sparked my passion for the big Leyland. I have always been a bit of a sucker for the underdog.

Strangely enough, I had joined the local P76 Club a month earlier and still have the receipt to prove it, signed by none other than Dennis Woodward.

On examining the paperwork for the car I discovered that it had been sold only two months earlier to Octwel by a Mr Bryan Lakeman, of Brentwood.

As I was keen to know what mechanical work had been done on the car by the previous owner, I tracked down Lakeman to his home in Langford and found him to be a personable young man with a mechanical background. Bryan agreed to undertake a number of jobs on the car. The subsequent receipt amounted to over \$200, a considerable amount in those heady days, but is strangely dated 11/9/84, nineteen days *before* I officially acquired the vehicle. Some mysteries are best left unsolved!

Oddly enough the most expensive job I ever commissioned for the Targa has gone undocumented in my archives.

It was agreed with my family that the Targa badly needed a facelift. Among other things this involved a repaint and the decals renewed. I found a local couple who undertook re-sprays at a reasonable price and, for around \$750, they produced what for us was a very satisfactory result.



*Targa 1 in its prime*

The Targa was used as an everyday car during its tenure in our family. My wife drove it every day to Cottesloe for many months while she was running a little business venture there. On some occasions when I took it to Vic Park to my workplace a witty colleague referred to it in colourful terms, such as “the dinosaur” or “the Mafia staff car”! One thing is true about the Leyland, it is seldom ignored when on the road.

We used the Targa for a number of family holidays, mainly down south in summer. At this late date I cannot recall having any major problems with overheating, apart from one 40-degree day in Margaret River, when the air-conditioning struggled somewhat to cope with the climate, while crawling through the town. However, once out on the open road there were no problems whatever.

A very generous friend once offered us the use of his caravan to take on our annual holiday and we jumped at the chance. The Leyland had no difficulty dragging the van, so little difficulty in fact that it took us about 100km to Waroona before we discovered the van’s braking system was still on! The problem rectified, we resumed our journey and for over a week or so we took in most of the South-West, with Augusta the furthest point. In those days before GPS and with doubtful maps, it was easy to go astray and we managed to do just that. We found ourselves on a gravel road that gradually deteriorated to become a narrow, red sand track atop deep and treacherous ditches that was obviously going to get much worse before it got better, if ever. It was decided that we had no option but to go back the way we had come. But there was no way the Targa would have room to do a U-turn with the van, or a 3-point turn for that matter.



*The caravan ready for hitch-up to the Targa after its manual U-turn.*

There was nothing for it but to unhitch the caravan and manually turn it on its lone axle. After a lot of pushing, pulling and grunting, the five of us, my wife, our two daughters and our 10yr old son, managed to get the reluctant van to look the other way without sliding into the ditch on the side of the track.

We were thankful when the Leyland got us back to the bitumen and vowed that would be our one and only venture onto dirt roads.

The rest of our holiday was relatively uneventful but very enjoyable, with the Targa never missing a beat as we did the rounds of the south-west townships before heading north and home.

Financial constraints and the demands of raising a growing family combined at one point to force me to take a “friend’s” advice and have the Targa’s motor serviced by his “friend”. The result was disastrous, and for us costly. The car was never the same after the guy had worked on the engine and this, along with rising fuel and servicing costs,

caused us to arrive at the decision to dispose of the Targa along with the Deluxe body I had bought for parts at the princely price of \$90. A young mechanic from a local servo took both vehicles and that was the last I saw of the Leyland until more than 20 years later when I had rejoined the P76 Club and, via the Club's database, found our old Targa looking sad and forlorn behind a wire-mesh fence at Tony Moisley's yard in Maddington. It had apparently met with a few prangs on the road over the years and had been retired.



*Targa 1 Then and Now*

The tale of Targa 2 will appear next issue.



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

*An Irishman, looking to do odd jobs, knocks at the back door of a country house.*

*The owner hands him a can of Dulux and a 2" brush and says "Go round to the front entrance and paint the porch".*

*An hour later Paddy goes to the back door again for his wages and as he is leaving says to the owner "By the way, if you hadn't told me it was a Porsche, I would have sworn it was an Aston Martin"*

## THE BURGER RUN

It was a typical WA summer day on Saturday 19 January when six P76s, one Triumph and a Standard Super 10 rocked up to the Marine Museum car park in Fremantle to set off on the first Club Burger Run of 2013.



*The Gathering at Fremantle*

became scintillatingly clear that the targeted car park had become unavailable due to having been transformed into a building site.

As a consequence, around five cars found themselves temporarily parked illegally in the nearside lane, to the disconsolation of traffic entering the avenue from the highway.

At that point, Ken was advised that the other three vehicles had decided to push on past Winthrop Avenue along the highway to Mounts Bay Road.

*Below:: Ken gets the guys to "listen up"*



*Above: "Let's move it, we're blocking the thoroughfare"*

Meanwhile, we set off again, hoping to re-unite with our errant colleagues upon entering the "Stovepipe", as the Graham Farmer Tunnel is lovingly referred to in the vernacular. Once through the Tunnel, we diverted along East parade to avoid the paralyzing road works on Great Eastern Highway, took the right fork on to Guildford Road at Mt Lawley and headed out through the picturesque countryside on the approach to the historic township of Guildford.

The run ended at the iconic Alfred's Burger Kitchen by the Guildford railway station, where we were joined by two more P's, namely John Metcalf's Targa and Adrian and Kirsty Carr's Corinthian Blue, making a grand total of eight Leylands, along with our friends from the Triumph Club.

*Left: Line-up at Alfred's Burger Kitchen*



Alfred's is one of the last, if not *the* last, of a dying breed of popular eating places around the Perth Metro Area, and provides a great

range of appetizing casual meals, as well as a meeting place for people wishing to socialize without having to spend a small fortune to do so. It also became apparent that the venue was also a fine car-spotting site, as during our brief rendezvous, the car park was graced by a beautifully appointed 6.6 V8 Pontiac convertible, a fiery red HQ Monaro, and a 1940s Ford Roadster.

*Below: The Pontiac finding a park*



*Below: The Monaro*



*Left: The Ford Roadster*

*Adrian & Kirsty's  
Corinthian Blue*

The owner of the Pontiac was very happy to show us the artistry under the bonnet of his prized possession and took the opportunity to laud the Leyland by saying that he believed the P76 was on the way to the big time in the world of classic cars. Naturally, we agreed enthusiastically.

After lots of chatting, eating and responsible drinking, we all went our separate ways, well fed and watered, having enjoyed the camaraderie and fun of another Club event. ☘



*The Club's oldest Member, John Metcalf, predate his Targa by more than half a century.*



*Club members enjoy chatting in Alfred's car park*



## 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
Timing Cover Seal	-	-	-	45.00
V8 Oil Filters	-	-	-	24.00ea

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



### *The Lighter Side*

*A guy was driving when a policeman pulled him over. He rolled down his window and said to the officer, "Is there a problem, Officer?" "No problem at all. I just observed your safe driving and am pleased to award you a \$5,000 Safe Driver Award. Congratulations. What do you think you're going to do with the money?" The driver thought for a minute and said, "Well, I guess I'll go get that drivers' license." The lady sitting in the passenger seat said to the policeman, "Oh, don't pay attention to him - he shoots his mouth off when he's drunk and stoned." "The guy from the back seat then shouted, "I told you guys we wouldn't get far in a stolen car!" At that moment, there was a knock from the boot and a muffled voice said, "Are we over the border yet?"*

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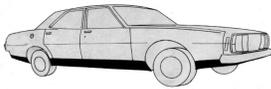
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**Contact details inside.**

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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)

It is understood that some members do not have online access and will continue to require hard copies sent by ordinary mail.