

# WESTWORDS

VOLUME 16

SEPTEMBER 2013

ISSUE: 3



**A Tale of Two Classics: The Ancient Parthenon and the Modern Leyland Force 7**  
*Harry Zaglanikis' Green/White Force 7 is a rally regular, and has been to Greece, Turkey, Italy and Austria.*

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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**Email:** leylandp76@westnet.com.au

**Website:** <http://www.leylandp76.com/jameswa.html>

**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

<b>President:</b>	James Mentiplay	0408 918 127
<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
<b>WestWords Editor:</b>	Sam Murray	0415 768 485
<b>Public Relations:</b>	Paul Banham	0403 774 377
<b>Vehicle Scrutineer:</b>	Andrew Mentiplay	0457 038 877
<b>Vehicle Registrar:</b>	Gary Mentiplay	94977754
<b>Spare Parts Officer:</b>	Ken Domeyer	0408 940 593
<b>Non-Office Bearers:</b>	Adrian Carr	0417 991 089
	Kirsty Carr	0402 153 100

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### **EDITOR'S CORNER:**

Members will be starting to wonder when *WestWords* if going to get back to its normal delivery time each month after a late July issue and, now, an early September issue. Truth is, your editor is in the chaotic throes of moving house and had to rush out this issue before it became impossible to make it happen.

For the first time the Club combined the AGM with the Annual Dinner on Sunday 28 July at the Kalamunda Hotel. The event, being in the evening, did not make for a display of club cars, but was enjoyed by all who attended. The food was delicious and plentiful and the guest speaker, John Parker, certainly displayed an encyclopedic knowledge of the history of the local automotive industry. The Club is grateful to Dave Bryan for organizing the venue and to James Mentiplay and Mick le Cocq for chairing the proceedings that resulted in virtually the same Committee being elected to office for 2013-14. Details will be in the club minutes. Congratulations to Paul Banham who won the Club Raffle for a World Cup Rally P76 Trax model.

This issue includes a story I have written entitled *My First Car*, in the hope that it will inspire other club members to contribute an item under this heading in future issues of the mag. It does not have to be a long-winded spiel like mine. Even a half-page will be fine.

☺☺☺

### **LETTER TO THE EDITOR**

#### **P76 Chev Sports**

I do get the *Westwords* via the NSW club.

Sam, I have also done similar stories on the Wolseley 24/80 sports sedan and Marina V8 sports sedan, they are still in there rough form.

If you are interested I will get them sorted out and forward them on to you, my typist is my future daughter-in-law, she loves doing the typing and reading the stories.

I can't thank you enough for printing the P76 story.

Regards, Noel (Delforce). 5 August 2013.

□□□

# WA Club Parts List

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

<b>Targa Hubcaps – set</b>	-	-	-	<b>\$100.00</b>
<b>Rear Speaker Grills</b>	-	-	-	<b>10.00</b>
<b>Steering Column Bushes</b>	-	-	-	<b>10.00</b>
<b>Short handbrake cables</b>	-	-	-	<b>5.00</b>
<b>7” Headlight Surrounds</b>	-	-	-	<b>5.00</b>
<b>Strut-top Bushes</b>	-	-	-	<b>50.00pr</b>
<b>V8 Air Filter elements (Genuine Ryco A259)</b>				<b>35.00</b>
<b>Lower Front Guard Rust Repair Sections</b>	-			<b>80.00pr</b>
<b>Timing Cover Seal</b>	-	-	-	<b>45.00</b>
<b>V8 Oil Filters</b>	-	-	-	<b>24.00ea</b>

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



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

### ANNUAL GENERAL MEETING 28 JULY 2013

Meeting Open 6:17pm

President: James Mentiplay nominated by Ken Domeyer, seconded by Kirsty Carr, Accepted

Vice President: Dave Bryon nominated by Gary Mentiplay, seconded by Dave Neuzerling, Accepted

Treasurer: Mick LeCocq nominated by Gary Mentiplay, seconded by Dave Bryon, Accepted

Editor: Sam Murray nominated by Dave Neuzerling, seconded By John Metcalfe, Accepted

Secretary: Adam Woodward nominated by Dave Neuzerling, seconded by Kirsty Carr, Accepted

Public Relations: Paul Banham nominated by Mick LeCocq, seconded by Andy Mentiplay, Accepted

Club Registrar: Gary Mentiplay nominated by Paul Banham, seconded by Dave Bryon, Accepted

Spare Parts Officer: Paul Banham nominated by Mick LeCocq, Seconded Kirsty Carr, Accepted

Non Office Bearer: Dave Neuzerling nominated Adrian Carr, Mick LeCocq nominated Adrian Carr, Seconded by Sam Murray, Accepted

Meeting Closed 6:32pm

**COMING EVENTS**  
**GENERAL MEETING**  
**MONDAY 24 SEPTEMBER 2013**

**7.30pm**

Kenwick Community Centre  
Cnr Kenwick Road and Brixton St, Kenwick.

**Joint Club Run.** Sunday 22 September. Meet with Austin Club members at Centrepoint Shopping Centre, Midland, 9.30am for 10.00am departure heading towards York for a BBQ Lunch and visit to a P76 "graveyard" property.

**P76 Display: Royal Agricultural Society Show.** Saturday 28 September – Saturday 5 October. Claremont Showgrounds. See Dave Bryan's article for details.

**Club Country Drive.** Gidgegannup. October. Visit to Tony's Autos. Details to be advised.

**BMC/Leyland Day.** Sunday 27 October (date to be confirmed). Gates open 8.00am for display cars, etc. Public admitted 10.00am.



**STRANGE VEHICLES NO 5**



*Can you suggest an appropriate caption for this picture?*



***The Lighter Side***

*Friday evening:- a bar in Los Angeles - two customers at bar, one in jeans and T shirt - the other with gold medallion and large Rolex. Hiya - how are you? Good! Can I ask what you do for a living? I drive a truck - what do you do? I am a movie producer. What are you working on right now? Treasure Island by Robert Louis Stevenson...can I ask you what you are paid as a truck driver? \$500 per week - why do you ask? It's just that we are stuck for the part of Long John Silver, and you look exactly right for the part - I could hire you next Thursday at \$500 per DAY! For \$500 per day I will start Monday!!! Sorry - we are taking your leg off Monday!*



## P76 Movie Career

The above picture is taken from a recently-released movie featuring the P76. Members who get email will now know all the details, but those who depend on the printed mag are invited to contact the editor by phone or letter with their suggestions as to the title, main cast and year of release. *Answers next issue.*

***(Nigel Walker has alerted us to the interesting fact that the above vehicle is listed on Gumtree SA for sale at \$6000.)***



## MY FIRST CAR

*By Sam Murray*

*This is the first in what is hoped will become a series of articles in which members are invited to submit the story of their experiences associated with the acquisition of their first car. For most of us ownership of our first vehicle constituted a major coming-of-age event, signifying a quantum leap into independence and a sense of personal freedom. While today's young adults strive to get their driving licence secured and a car in their possession before the end of their 18<sup>th</sup> year, for many of us from previous generations the idea of owning a car was a distant dream only realised when we were well into our twenties.*

As a child growing up in a near-poverty-stricken working class environment near the dockside area of Belfast, during and after World War II, my vivid memories of motoring include a massive black 1940-something Austin 18 owned by an uncle who had climbed into the dizzy heights of running his own business. In fact, his car was the only one in the entire enclave in which our family lived.

A second memory was of a seemingly vast grey American Buick, of the same era, that sat for days outside a terrace house in neighbouring street. Apart from a natural tendency for us kids to marvel at anything American, the significance of the memory is enhanced by the fact that some time later a boy of my age who had lived in the said house, was tragically killed by a train on the line that ran through the district.

A further vivid recollection involved my only-ever ride in a Rolls-Royce, as a child of around 10, when I attended the funeral of a grandparent. Strange to say, I have never sat in a Roller from that day to this. Maybe the association with funerals has something to do with that.

As a teenager, I was naturally interested in cars and got to know all the early post-war models that emerged in the UK. When I started work as a 14-year-old in a small printing factory in 1953, I was enamoured by the boss's Hillman Minx and the neighbouring boss's Vauxhall Velox.

In those unsophisticated times in Northern Ireland, one simply had to reach the age of 17 to acquire a driving licence. Fortunately I managed to pass that magic milestone before driving tests were introduced, and as a consequence, I have never undergone a driving assessment in my life.

So, there I was, fully qualified to drive, but having never driven a vehicle. However, the opportunity to redress that wrong came in the form of a black Ford Consul, owned by my brother-in-law who risked his life, limb and precious car to allow me to experience the delights and terrors of driving a three-speed column-shift manual without synchro in first gear. My memories of some of those drives include skidding on icy roads, accelerating madly towards a ditch at a T-junction and skidding to a halt just before the car reach the edge, and stopping so close to a couple of young ladies one dark and wet evening that their hand prints were left on the bonnet.

Sometime later my brother-in-law wisely reneged on a promise to lend me his car to drive to distant Donegal for a week's camping with a group of my scouting friends. Instead, he dropped us off at the camp site and arranged to pick us up the following week. Not to be undone, I managed to borrow an old Ford panel van from our host farmer and we rattled around the Donegal coastline. At one point, over-estimating the effectiveness of 1940-type Ford brakes, I nearly had the van crash headlong into a shopfront window.

By 1960, and well past my 21<sup>st</sup> birthday, I had gotten tired of cycling everywhere summer and winter, and had just completed my printing apprenticeship. Discovering the delights of hire-purchase, I decided to launch my motoring career with the purchase of a black 1953 MO Morris Oxford. With the appearance of an overgrown Morris Minor and with huge flashing stainless-steel teeth forming an aggressive front grill, I grew to love my first car with a vengeance.

Built like a Churchill tank, and fitted with a WWII side-valve 1.5 litre all-iron motor, the car was a slow starter but the engine, like Churchill himself, refused to give in and battled on through all that was thrown up before it. On one occasion the car was buried under two metres of snow for three days caused by a severe winter snowstorm. When the thaw finally set in I returned to the vehicle and to my surprise and delight the engine sprang into life on the first turn of the key.

On another icy night, while trying to negotiate a hill, the car started to slide backwards. I slammed on the brakes, but the locked rear wheels simply mounted the footpath and the rear quarter-panel collided with a thick concrete fence post, breaking it in two and bending the internal reinforcing metal. The car suffered a minor dent in its tough metal skin that was soon obliterated by a well-placed piece of bog.

I decided to enhance the Oxford with a windscreen washing kit. Not having the wherewithal to drill a suitable hole to accommodate the washer pump control knob, I removed the never-used dash light rheostat and installed my much more useful washer control knob. In the full-flush of my achievement I entirely forgot about the cast-off rheostat lurking on the metal shelf under the dash. As a consequence shortly after, while motoring with a full load of my friends, a strong burning smell, accompanied by acrid

smoke and an involuntary display of sparks, created an acute sense of alarm. I slammed on the brakes, the doors flew open and I swear that vehicle emptied in less time than it takes to blink.

One weekend outing along the Antrim coast went pear-shaped when the generator failed. One of my friends was a first year electrician apprentice. He did a job on the regulator that resulted in the car's ignition system running on battery power alone, leaving us to coast home in the dark with only park lights on to conserve just enough power to keep the plugs firing.

The following year we returned to our camping site in Donegal. On our approach to Kerrykeel, we were sideswiped while being overtaken by a badly battered, fully loaded and scratched VW Beetle. On reaching the town I approached the VW driver who challenged me to find evidence of a collision on his vehicle. As the car was covered with the evidences of many such incidents and the driver and his friends seemed to be of a rough and aggressive nature I retreated to the local police station to report the incident. As no one had been injured it became obvious that the Garda attached little importance to my complaint.

That evening in the home of our host farmer we learned that the occupants of the Beetle were a notorious bunch of local republican thugs well used to violent attacks on innocent people. It appeared their antics were habitually overlooked by the police. I decided to leave well enough alone at that stage.

When the time eventually came to change my car I elected to trade it in against a 1956 Hillman Minx. The last time I saw my old Oxford it had been painted a garish shade of green. Hopefully the new owner got as much fun out it as I had done. For me, the MO Oxford will always have a special place of affection.



*A well-preserved example of the Editor's first car*



*And the car I traded it in for!*

## P76 DISPLAY AT THE 2013 ROYAL SHOW

*By Dave Bryan*

In this, the 40th anniversary year of the Leyland P76, we have been lucky enough to secure a display area at this year's Royal Agricultural Society's Perth Royal Show which will operate from Saturday, September 28th to Saturday, October 5th inclusive at the RAS show grounds, Claremont.

The area allocated will accommodate approximately six cars and as a club we are looking for members who wish to display their cars for the duration of the Royal Show.

The cars displayed must be there for the entire eight days, unless arrangements can be made for special circumstances (such as country cars).

We are indeed privileged to be able to attend the Royal Show as a car club (this is not normal) and the RAS have been most helpful in making this happen for the P76's 40th anniversary year.

Last year the pedestrian numbers through the gates totalled approximately 410,000 so this is a **massive** opportunity to showcase our cars and our club. With an average of 50,000 + visitors per day it is probably the largest (in terms of people numbers) display ever undertaken by the club and provides for huge exposure.

Should you wish to have your car displayed, please advise by email and we will compile a list of potential cars.

Also, we are looking to set up a roster in order to have at least two club members present throughout each show day, which runs from 9.00 am to 9.00 pm so this is a big commitment on the part of the club and its members.



*Photo: Courtesy of The Mentiplay Collection*

### The Winterbottom Display at the 1973 Royal Show

We are looking for volunteers who may be able to assist in this regard (whether or not you have a car displayed), to not only provide security for the cars on show, but also to engage with members of the public on the merits of the P76 and to promote our club with a view to increasing membership numbers.

If you can't attend for the full twelve hours each day, maybe we can look at splitting the days into two 6 hour shifts.

The RAS are providing night security patrols following the show's closure each day. We have secured free passes to the show for those able to commit to being there as club representatives each day.

We will also be investigating the possibility of securing two car parking spaces in a nearby location for the eight day duration to enable volunteers to be able to park their car there for free.

Again, anyone willing and able to assist in any way, please contact me via email, detailing the days you would be available.

On a personal note, I first saw the Leyland P76 on display at the 1973 Perth Royal Show when I was fifteen years old so it would be great to have the cars back there again forty years later in 2013.

As we all know, it certainly has stood the test of time.



## **Restoration of 1973 Leyland P76 Executive (Part 1)**

### *The trials and tribulations of restoring a 1973 Executive*

*by David Fox.*

My father purchased this car from Arthur Pulfer of Pulfer Motors in Bendigo. Dad had previously purchased a Morris Minor 1000 four door, a 1960 Morris Oxford series V and a 1964 Wolseley 24/80 Mk 2 from Arthur. Pulfer Motors had been in Bendigo for decades as a Morris Dealer then BMC, BLMC, Leyland Australia and after the demise of Leyland became Bendigo's Mazda dealership. Arthur Pulfer was a highly ethical and honest man and as a consequence buying a vehicle from him was a safe bet as all problems were readily rectified.

The 1973 Leyland P76 Executive was Chrystal White in colour with a blue interior. Rubber floor mats and carpet floor mats were also purchased as genuine accessories. The car was much loved and proved a competent family car including the ability to tow caravans, boats and trailers.

It had its faults including killer boot lid, poor door fit and overheating. The overheating was cured by installing a very large heavily finned radiator core into the standard top and bottom tanks. I believe it came from a 350 Holden Monaro or something similar. Strangely I can still remember the Radiator service in Bendigo that undertook this very successful upgrade; Ron Twitt Radiator Service! Ron told Dad that this car will never overheat now! Even towing large vans on summer days didn't faze the P76. The core was still in the car until a few weeks ago when I upgraded to the latest and greatest radiator. We also had trouble with spark plugs fouling and points burning out, but both of these problems were rectified by Leyland with appropriate product updates. The spark plugs were originally Champion L10 but were changed to Champion L92Y and later L92YC. The later plugs had a higher heat range and were extended nose and hence less likely to foul. The points were also subject to upgrades in design including larger bearing surface where they ran against the distributor lobe. Both upgrades proved successful and the P ran better than ever with reduced fuel consumption.



As can be seen in this photo (without compliance plate), the compliance number is P76 076 B4S4 A44 1252 with a build date of 7/73. The engine number is 4404/1259 and as you can determine came without air conditioning.

All major components are still as they emerged from the factory ie Engine, gearbox, rear axle, power steering and seats; although they have all

been recently reconditioned.

I owned the car from the early 1980's and drove it daily for years as a family car in conjunction with a Bold As Brass Super V8 4 speed manual I also purchased from Pulfer Motors. Both cars ended up languishing in my garage as a succession of newer cars took their place. In 2007 I decided that my dream of fully restoring one of my Leyland's should be turned into reality and finally set about dismantling the Executive. The dream has been interrupted by the stark reality of family life and now in 2013 I have finally (nearly) completed the restoration. This project has tried my patience sorely and I admit to wishing I had left the car alone! But .....more next month.

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## LAST MONTH'S MOVIE QUIZ

Hi Sam,

The movie is *The Man From Hong Kong* and the cast was Yu Wang, George Lazenby, Hugh Keays-Byrne.

Directors:

Brian Trenchard-Smith, Yu Wang

Writer

Biran Trenchard-Smith

***Kirsty Carr*** / *Credit Officer*

26/07/2013

Once again, Kirsty takes out the guernsey for a correct answer to the movie quiz. If any members are aware of any other movie clips featuring the P76, simply email in the details and it will be included in a future issue of *WestWords*.---**Ed**.

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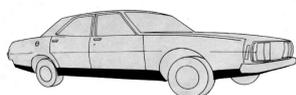
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Contact details inside.**

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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 regular mail.