

WESTWORDS

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Scoop: Nick Kounelis's Country Cream Deluxe barn find in Tasmania (See page 4)

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.

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EDITOR'S CORNER:

This issue of *WestWords* is missing the usual club Minutes as those were included in the January issue that came out late due to our printer being on annual leave for two weeks. However, I am hopeful members will find it of interest as we have included the CMC Calendar for 2014, an intriguing article by Nick Kounelis on a Tassie barn find (see cover pic), and yet another episode of David Fox's restoration saga.

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.

COMING EVENTS

GENERAL MEETING

MONDAY 24 FEBRUARY 2014

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

Northam Vintage Swap Meet. Sunday 16 February. Jubilee Oval (Showground)

Northam. Sellers (\$10 per site) 6.30am. Buyers (\$3 entry) 7.00am. Presented by the Avon Valley Vintage Vehicle Association of WA Inc.

☺☺☺

COUNCIL OF MOTORING CLUBS OF W.A. (INC) CALENDAR FOR 2014

- February** 1 Everything Chrysler Supercruise - www.chargerclubofwa.asn.au
8 Big Al's Poker Run - www.pokerrun.com.au
16 Northam Vintage Swap Meet - www.avonvintagecars.org.au
17 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
March 9 Shannons 1-Day Classic Rally - www.classicrally.com.au
16 Australian Grand Prix, Albert Park, Melbourne - www.grandprix.com.au
22 Brookton Old Time Motor Show - www.otms.org.au
22-23 Tin Dog Motor Weekend & Swap Meet, Dowerin - www.dowerincarclub.com
30 Olds Cool Car Cruise - Combined Torana Club - www.torrietorque.com
30 Vintage Motorcycle Club Swap Meet, Cannington Showgrounds
April 6 Northam Flying 50 - Vintage Sports Car Club - www.vscwa.com.au
9-14 Cadillac La Salle Nationals, Busselton - www.cadillaclasalleclub.com.au
14 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
(note not 3rd Monday)
27 Classic Car Show - Whiteman Park - www.councilofmotoringclubs.asn.au
TBA VAA Swap Meet, Polo Fields, Guildford - www.vaawa.org.au
May 16-18 V8 Supercars, Barbagallo Raceway - www.wascc.com.au
18 National Motoring Heritage Day
18 British Car Day, Gingin
June 1 Albany Round the Houses - www.vscwa.com.au
16 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
TBA Mini Moke 50th anniversary display
July TBA CMC Quiz Night
20 VCC Winter Autojumble, Canine Assoc, Southern River
August 14-17 Targa West - www.targawest.com.au
18 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
September 4-8 Buick Nationals, Perth - www.westernbuicks.org
21 German Car Day - Mercedes-Benz Car Club of WA - www.mbccwa.org.au
21 French Car Festival - Supreme Court Gardens
22-27 National Ford A Meet, Busselton - www.modelafordclub.com.au
October 5 Rotary Club of South Perth Car Show, Wesley College -
www.comorotarycarshow.com
5 VCC Auto Jumble - Cannington Showgrounds - www.veterancarclubofwa.asn.au
16-19 Lake Perkolilli Centenary of Speed event - www.motoringpast.wordpress.com
19-24 National Veteran Rally, Kalgoorlie - www.veterancarclubofwa.asn.au
20 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
November TBA Italian Car Day, Caversham - Northbridge Rotary Club
9 Brockwell Run - CMC - www.councilofmotoringclubs.asn.au
16 Celebration of the Motorcar exhibition – Cottesloe Civic Centre -
www.classicrally.com.au
16 GM Owners Day, Bassendean Oval
23-24 Bentley National Rally, WA

General enquiries: Council of Motoring Clubs of WA Secretary, Peter Boreham -
secretary@councilofmotoringclubs.asn.au

Updates for this calendar to Paul Blank paulb@classicrally.com.au

Visit the Council of Motoring Clubs website - www.councilofmotoringclubs.asn.au

A comprehensive calendar of motoring events can be found at website: www.classicrally.com.au



A COUNTRY CREAM CLASSIC FIND IN TASSIE

By Nick Kounelis

Much to the excitement of my wife (not) I have purchased a new P76! I received an email from Bob Findlay to give me the details of the Country Cream P76 Deluxe. So in late December I sent roving reporter Andy Frith to the Launceston address after confirming from the owners son that the car was for sale and still available. Andy took a heap of photos for me and some are included here. He connected a battery that was there and got tail-lights and an oil light to glow but nothing from the starter. I talked to the owners son and then went to visit my P76 friend and panel beater Kerry Quinn who also owns a Country Cream which is still registered and on the road and we made a plan to go up together and see if we could attempt to get the car alive again after its 29-year slumber.



The deluxe V8 engine bay

On the week of the last working days before Christmas I went to my parts store and found a working fuel pump, dizzy, cap, new points, purchased a set of plugs and found a working A4 WW2 Stromberg carburettor and a tested starter motor. I also bought a new 5 litre fuel can and made up hoses to bypass the fuel tank to run the car from fresh fuel in the engine bay. I also charged up a N70z truck battery and got the jump pack from my work as well as cleaning rags, an oil can, oil and a water bottle, spare spark plug leads and wire and consumables. On Friday the 27th I packed the work ute with all this stuff plus my jack and compressor and Kerry met up at my work leaving his Country cream super there. After 2 hours of driving, we met up with the widow at her house and laid eyes on the car.



The last rego sticker

We unloaded the ute and the first thing I did was remove the eight champion L92 spark plugs which were very tight (not original but probably the second set it has been fitted with) and oiled the bores. We then turned over the engine by the crank pulley and it was moving ok. We connected the big battery and had to disconnect the earth lead to the

alternator to make it fit and connect via the jump pack. We turned the key and . . . nothing, only the same as Andy found. I checked around the push on wires at the starter motor and, bingo, a lead was not pushed on. Somehow without getting under the car and with much patience Kerry enabled the wire to go on. Meanwhile I checked the cap and rotor, connected up the remote fuel set up and cleaned up the plugs none of which looked to be burning oil or signs of the blown head gasket that was why it was parked there in 1984.

We checked on the dash and the ignition light was glowing so we turned the key and the car wound over a bit slow but we had disconnected the high tension lead as we wanted plenty of oil in the ring grooves. We carried out a compression test and cylinders 1 and 3 were pretty much nothing and the others started a bit low initially but came up to around 120 psi, low but enough to get enough compression to fire. We re fitted the champions and connected up the coil lead but it would fire.

The fuel was not coming up from the pump so we removed the fuel can set up and blew through the fuel to help prime the pump which came up. We also removed the top of the carby and all was very clean so it didn't need any cleaning or blowing out. We reconnected the fuel, tuned over some more and the pump nozzles began to get the fuel in. Even with carby cleaner the car would not quite fire but it was getting pretty fast on the starter by now. I decided that with the blown gaskets and low compression on 2 cylinders that perhaps the old Champions did not have enough spark to quite fire. We fitted eight new Bosch plugs and on the second turn of the key she fired up and it ran on the auto choke perfectly! The exhaust flange gaskets were still sealing and it was quiet and even the rockers and lifters quietened down within 45 seconds.

However as expected the rear exhaust blew the oil smoke and rusty exhaust from under the rear of the car. I added some water and we ran the car until the thermostat opened and it started to burble and spit out of the radiator. I went inside the cabin to check the gauges were operating the temp gauge was heading to H so it was working correctly. I shut it down and checked a few other things out in there. The neutral park switch worked, as did the heater/demister, the hazards and reverse lights! This would be the first Leyland I have bought with perhaps the exception of James Mentiplay's white Super V8 that these all worked without pulling the indicator switch out to repair it. This will make the car a doddle to get registered with perhaps the wiper squirters' pump diaphragm the only thing to slow me down although I have used P76 parts in my XA Falcon which I got working enough to pass.



Well-preserved interior of the Deluxe

The owners daughter was visiting her mother and remembered the day that the family picked the car up brand new from Mitchell Motors . She went inside and came out with

every bit of paper work that her father had for the car and this guy was very fastidious about it. He had hand written notes with all the specifications of the big 4 cars of the era and I found the original sales receipt and also one from a Valiant dealer with a trade in price for the XY falcon SW that they traded on the P76! It had the BPP plan service books and it was serviced by that dealer until about 1980 when it had 45,000 kms and the rest by a local servo. These added up to the current 65,000 kms to show its originality (it beats my orange super v8 4 speed by 4000kms when bought in 2001) It also included RACT valuations and a market value price from the Hobart Leyland dealer Sparco when he must of been considering trading it in. There were brochures, an original price list, the comparison sheet and even letters to Mitchell motors with warranty points. I noticed that this car even though 300 cars newer than my white 6 Cyl 4 speed bought at the same dealership, had mark II door seals and sill tread plates and as the owner used it to tow his 20 ft caravan (it sold for \$300 the day we were there), it had an extra trailer brake booster, electrical switch and the car with no radio optioned new, had 2 pull out radios under the dash , one a CB as the car has two aerials on the back guards.



The typical Deluxe instrument cluster

As it was getting to after 2pm, I had already decided that my main aim for the day was to see if the can ran, so we told the widow that I would take the car but arrange to have it towed to Andy Friths place in Relbia when he came back from his annual holidays. The last thing I did was pump up two of the Olympic ER78 radials which seemed factory fitted (if perished). In fact, there is heaps of tread left!

I emailed Andrew to confirm this and the next day back at home, I pulled out a set of batch 3 cylinder heads (these are fitted with valve stem seals) and spent the day removing the blue paint from the outsides (the things you do when you are young). These had been reconditioned in about 1990 and did about 90,000 kms on my white 4 speed car. When the reconditioners get back, I will get the valve seating checked and externally clean then and surface them if necessary. I bought an imperial tap and dye set and went over all the inlet and exhaust threads of which some were not great. Luckily no helicoils are needed and I have been going through my gaskets without having to use or buy a new VRS set. I am looking forward to the challenge and plan to get the car registered initially, see what the driveline is like, and to get a Deluxe on the road in Tassie. From what I have seen I don't think there is any currently registered P76 Deluxes on the road in Tasmania although Andrew Farelley's recently sold Bitter Apricot would be register able. Kerry Quinn has already found/donated for me the left rear window section of the car which is the only area of major rust we can find in the car. I would like to re-spray the engine bay, and external blow over to make the car presentable and make it last.



Restoration of 1973 Leyland P76 Executive (Part 6)

The trials and tribulations of restoring a 1973 Executive

by David Fox.

I ended last month's chapter with the words "Home at last! Now comes the hard part!!"

Five years have passed and I still haven't completed the car but it is tantalisingly close.

However back to the story...

Like the decision I had to make about the paint colour I now had to make another fundamental decision. Should I restore the car to the factory standard (concourse) or subtle modifications or complete change (modified). This decision confronts all car restoration projects and the arguments are endless in all car clubs. I don't wish to enter into any arguments on the subject in this forum. My decision was based upon a few facts namely:

- The car would be driven on public roads 40 to 50 years after it was designed and I wanted the car to be safe, reliable and enjoyable.
- After the effort and money that has been expended I didn't wish to ever touch the car again, except for services.
- I wanted to preserve the car as it came from the factory for future generations of enthusiasts.

The points listed above can be in conflict but I decided to build as close as possible to concourse with subtle improvements to safety, reliability and enjoyment.

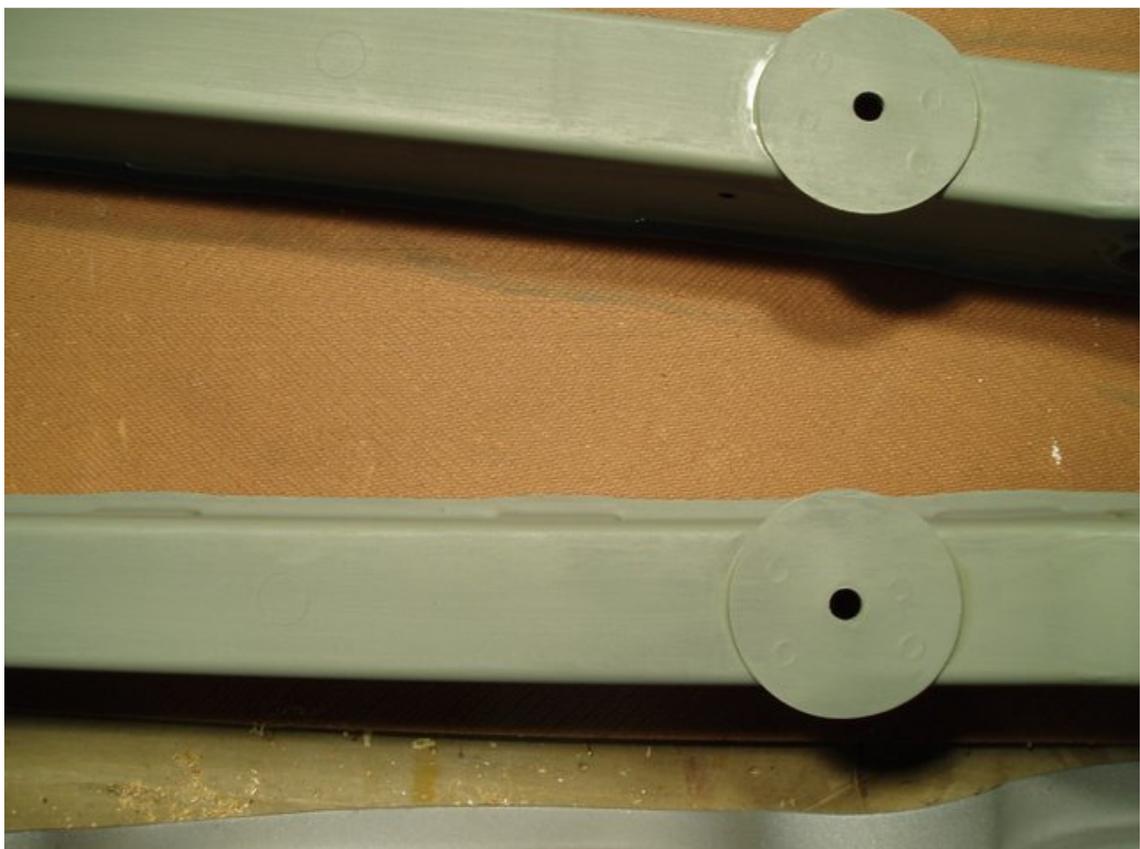
I was confronted with racks, shelves, boxes, cupboards of parts mostly covered in oil and grease and dirt. I took all the suspension parts, cross members, engine mounts etc. etc. to the sand blaster. Upon return I etch primed, primed and painted all parts in KBS paint. KBS manufacture (expensive) coatings for all automotive needs and they match the matt, semi gloss and gloss finishes found in the p76. The coatings are very hard and should preserve this car for another 40 years. I cleaned the petrol tank both inside and out and also used KBS coatings to enhance and preserve.



Rear Cross member after sand blasting.



Front Cross member after blasting.



Suspension parts after blasting with primer.

I decided to replace all nuts, bolts, washers and screws with new equivalents. I also decided to upgrade the nuts and bolts to the next level of high tensile i.e. from grade 5 to grade 8. Interestingly I couldn't find all imperial bolt and nut sizes in the original 'gold' colour but had to settle for some black and some silver.

All suspension bushes were replaced by nolathane equivalents. Rear shock absorbers and front struts were NOS items. This will probably be a mistake as after 40 years they may not work effectively. If after driving the car I find them to be ineffective then I will replace with newly manufactured items.

I purchased new springs from King Springs in Sydney and new brake disks from DBA.

(To be continued.)



UNIQUE FURNITURE



A stretch-Bugatti for the Lounge . . .



. . . and a flat-top Mustang for the Games Room



What is a 67P?

We all know what a P76 is but how many of us know what a 67P is? No, not a P76 in reverse gear! In actual fact, it is a comet that is scheduled to be intercepted by a probe called Rosetta, in November this year. Rosetta was launched by scientists 10 years ago and, after being in hibernation for the past three years, woke up recently and sent its first radio message back to earth from 800 million kilometres away in deep space. Rosetta's purpose is to land on 67P and analyse sample of its composition of dirty ice, dust and rocks, as part of scientists' probe into the origins of our Solar System. For those of you who may want to know more, the comet's full name is 67P/Churyumov-Gerasimenko, and its story can be found on the following link:

<http://news.nationalpost.com/2014/01/20/scientists-jump-cheer-as-hibernating-rosetta-comet-probe-wakes-up-sends-first-signal-to-earth/>

CALLING ALL TARGA LOVERS EVERYWHERE

The NSW Hunter Valley P76 Club is hosting an exciting weekend in July this year to celebrate the 40th Anniversary of the much-loved P76 Targa Florio. The following details are provided for those who may wish to participate in this once-in-a-lifetime event.

40 Years of the Leyland P76 Targa Florio

Dates: 26th & 27th July 2014

Friday Night.....Greet arrivals.....

Please note that is the same venue used in 2010 but is now a Country Comfort Motel.

Saturday: 26th July 2014

One...Car run.....

Two.....Targa Display.....+... all Leylands.....

Targa + Other Leyland Display.....Site to be nominated.....

Saturday Night Dinner @ Heatherbrae:...Presentation of Targa Trophy + Guest speakers.....

Sunday: 27th July 2014

One...Run to lost in the 50's.....

Two.....View of private car collections.....

Sunday Night...Bar B Que at the Moloneys + view P76 Material Collection.....

Monday:

Farwell Breakfast:.....Still to be discussed.....

Other:

Targa Booklet.....To be printed.....

Guest Speakers:.....To be arranged.....

Display Screen for Overhead projector:...For Sat night

Any Targa photos and stories for theTarga Booklet gladly accepted.

Our Committee is:

Hal & Faye Moloney halmoloney@gmail.com

Craig & Kelly Anderson craigp76@hotmail.com

Manus Andrews 0265 722 645

Brian Andrews 0265 711 569

All updates will be distributed

Members can get Registration Forms by contacting Hal Moloney on **02 4966 1763** (*home*) OR **0457 978 802** (*mobile*). Costs: Rego \$30 (incl Bar-Be-Que); Saturday Dinner \$25.

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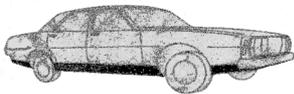
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Members on the Club emailing list also receive copies of interstate P76 club magazines when they become available.

Your co-operation in this regard would be much appreciated. Simply send your email address to the Editor: samurai2@westnet.com.au

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