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*The joint P76 and Austin Clubs Run to the Austin Club House in September 2013.
(Photo by Terry Johnson)*

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:

With the hurly-burly of Christmas and New Year celebrations behind us, this month's *WestWords* is a kind of catch-up issue, what with a highly opinionated "ramble" by Terry Johnson along with some of his photos of the P76/Austin Clubs joint run back in September last year.

Noel Delforce concludes the article on his Wolseley 24/80 P76-V8 powered track blaster that, alas, has gone to the automotive heaven to join his P76 Chevy Sports. Surely, they must have some great yarns to swap with each other!

With the dawning of yet another year we look forward to some interesting motoring events emerging to tempt us. Notably, the 40th Anniversary of the launch of the Targa Florio is planned to be celebrated in the NSW Hunter Valley region on the weekend of 7-9 June. Those members who can access Facebook can get a closer look at how this is coming together by using the link:

<https://www.facebook.com/groups/150296428501790/>

Meanwhile those of us who are particularly interested in preserving old cars as close to their original factory specs as possible, may be keen to consult a new quarterly national motoring magazine, *Survivor Car Australia*, that was launched in November



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 25 NOVEMBER 2013



Open: 7:32

Apologies: George G, Gary M

Correspondence in: Numerous calendar payments, CAMS, Avon Valley Vintage Vehicle Association, BMC Leyland Australia heritage group, Council of motoring

Correspondence out: Nil

Minutes for October were read and seconded by Paul Banham and Sam Murray

Matters arising from the minutes: Nil

Treasurer's report: As per Statement

General Business:

- The members expressed their sympathies on the passing of long time member Brian Shaw after a short illness.
- Members welcomed Allan Barnes to the club. Allan is a previous member and long-time P76 owner who has re-joined the club
- Club Calendars were discussed, in excess of 45 orders have been placed
- ACL Gaskets will only be making 35 gasket sets state wide
- BMC Leyland day was discussed and the club will no longer be running this event.
- Armadale Auto Parts open day was talked about with positive feedback from members who attended.
- Thanks were expressed to Andy Mentiplay for organising and supplying food and drinks for the upcoming shed run.
- The up-coming Xmas meeting was discussed
- P76's for sale and P76's changing hands were talked about
- Members discussed the new *Survivor Car Australia* magazine.

Meeting closed: 8:35



GENERAL MEETING 16 DECEMBER 2013

Open: 7:40pm

Apologies: John Metcalfe, Jim Taylor

Correspondence in: Nil

Correspondence out: Nil

Minutes for November were read and seconded by Ken Domeyer and Sam Murray

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- Members who had ordered calendars received their calendars and thanks were expressed to Dave Bryan and Paul Banham
- Rear bumper rego plate light covers will be re made by our club
- The shed run on the 25th of January was discussed
- Adrian expressed interest in a *Hot Summer Nights* club run on Jan 4th

Meeting closed: 8:10

COMING EVENTS

GENERAL MEETING MONDAY 27 JANUARY 2014

7.30pm

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

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

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.



WOLSELEY 24/80 SPORTS SEDAN (*concluded*)

By Noel Delforce

Talking to Leo Geoghegan's mechanic in the pits after a race meeting (people were always interest in the Wolseley, mainly because it was odd); Ian Anelzark was his name. He suggested I talk to Leo about buying his tyres off the open wheeler Leo was racing at the time. Ian noticed that the rim size I was using on the Wolseley was the same as the open wheeler. These tyres were usually only one race meeting old and of the latest compounds. He said to speak to Leo as Pete was a bit harder to deal with. Leo was only too happy to sell me the tyres. I remember the price was minimal, which I really appreciated. The tyres were fitted for the next Oran Park meeting. The car was transformed, lapping over three seconds faster than I had ever gone before. I ended up on pole position for my heat of the Division Two races. Boy did people take some notice then. There were various newspaper and magazine articles written about the Wolseley performance. I won the race and set the fastest time again which put me on pole position for the final. The field made up out of the fastest cars of the two heats. The Wolseley led from start to finish. I slowed down over the last two laps to allow the 2nd and 3rd place cars to catch up. I was trying to avoid being promoted to Division One as I was learning a lot in Division Two. That didn't work as I was promoted to Division One for the next meeting. Boy that was where I learnt fast. From memory I don't think I finished lower than 7th or 8th in Division One for the rest of the Wolseley races at Oran Park. There were some very spectacular cars and driver combinations in Division One in those days.

Raced at Warwick Farm and Amaroo on various occasions. At Amaroo I qualified second fastest with a time of 60.00 seconds which put me on the front row beside Barry Seton in his Torana. Lap record at the time was held by Wayne Rodgerson, in his light weight Falcon 289 V8 with a time of 59.1 seconds. My time of 60 seconds required an all-out approach to the circuit. Bearing in mind this is the first time I had raced at Amaroo. I can still remember Brabham Loop, which you had to take two bites at to get around. Drifting the Wolseley all around with the tail slightly out. Also the right hand sweeper at the back of the circuit flat out with the tail out all the way. Fantastic feeling.

Barry Seton came up to me before the first race on Sunday concerned about my driving style, in regards to my own safety. One of his pit crew was at Brabham Loop during practice and was amazed at how I was getting around the loop. I just assumed Barry was trying to put me off as he and I shared the front row of the grid. In the first race I ended up rolling the Wolseley at the dead stopper at the back of the circuit after being rammed in the back by an Anglia. It couldn't stop, putting me up the bank and rolling once back onto the wheels. All I could think about during the rollover was Barry's words and that it wasn't my driving style that caused me to crash - it was being hit up the arse by Gary Harrington in his Ford Anglia.

Previously that day, Jan Holland, wife of Don (Don and I have been friends since Bathurst 1968, and that's a whole other story) raced the Wolseley in the ladies race. She finished either second or third, and was a great driver. I took the Wolseley home after the meeting and repaired it. Changed its colour to blue. The colour change was done by Roy Cullen at his parent's house in the Sutherland Shire. After that meeting the ARDC decided to remove some trees from around the circuit to make it safer, I was very vocal about them turning the circuit into a place for 'Sissy,s'.

In practice for the first time after the tree removal I spun the Wolseley on the flat out sweeper at the back of the circuit, it had rained just before practice, so if you got off the dry line you had a major problem which I managed to do very successfully, I was able to park the Wolseley very neatly in reverse in a big hole left by the removal of a very large tree, the hole was full of water which cushioned the impact doing no damage to car at all apart from half filling it with muddy water. It is an understatement to say I was very glad the ARDC had the foresight to remove the trees to make the circuit safer!

While the Wolseley was being repaired we fitted a std bore (Blue Streak) 2430cc motor and added a Roots Supercharger. Went back to Oran Park for the first race meeting after all its mods. I managed to crack the cylinder head in practice, fitted the spare head (high comp) between practise and racing, and made the start line for the first race, which was a handicap. It was raining for the start, managed to almost spin the car off the start line due to lots of wheel spin, snaked all the way down the straight, caught and passed Barry Sharp in his V8 Falcon like he was stopped, then blew the engine. Shit! The Wolseley was later fitted with the 2780cc. I continued to race it in that form for some time. The car was eventually sold to Allen Springett. Later on a P76 V8 was fitted using a single rail Borg Warner gear box. As fitted to the Leyland P76 we still retained the Wolseley rear axle and same Detroit locker (love those Detroit lockers), although we did fiddle with diff ratios. We also fitted P76 discs and calipers to the front, this was done by simply cutting the Wolseley stub axle off and welding the P76 stub complete with caliper mount on in its place, we also bolted it from the back. I will never forget the first time we turned up at Oran Park with the V8 fitted. Because of the limited room for exhaust pipes we ran them out through the inner guards which limited the amount of steering lock we could use. The scrutineers noticed this and were concerned the car didn't have enough lock to get around the track (Wankers!) so they asked Kevin Bartlett to do a few laps before our practice, to see if it would get around the track, which it did easily. Actually Kevin was impressed with the straight line speed and thought the car pointed and turned in very well. He was also impressed with the brakes. I was elected to drive the car for this meeting and qualified fastest in practice and won two races from pole position (sounds familiar?!). The scrutineers never commented about the steering again. The Wolseley raced in this form until Allen decided to strip it down and sell off all the bits. From memory I think I got the engine and gear box back as I supplied these in exchange for

sharing the drives. The single rail Borg Warner gear box was previously fitted to the Marina V8 Sports Sedan I built and raced during the early 70s. There's another story. Going back to Leo Geoghegan, after I opened my first workshop at Moorebank in Sydney, Leo became a good customer. After the Geoghegan's sold their car yard on Parramatta Road, Leo for some time bought and sold used cars from his home just out of Liverpool. These cars would sometimes require some repairs which I was very glad to do. I got to know Leo very well and gained the utmost respect for him, which I still have to this day. Leo and I still bump into each other (never on the track!) from time to time and enjoy a catch up chat at various old motor racing get-togethers. Actually Leo's cousin Bob is a Councillor on Maitland Council. I usually see Bob at local musical society concerts. We always have a chat about Leo and Pete. The Wolseley went to God the same way as the P76/Chev, via Simms Scrap Metal.



TERRY'S RAMBLE

(This item was submitted back in late October last year and was held back due to lack of space. Readers are asked to take this time lag into consideration and remember that the views expressed are entirely those of the writer.-Ed.)

After reading Dave's article on the Royal Show display it was interesting to see how much little has changed since the early eighties. In the fact that the same sort of idiots keep popping up that know way more about the car than us club members actually do (or ever will according to them!) And of course there are the ones (heaps of them) that know they are Valiants because of the steering column crush tube! Gives it away every time, idiots all of them! As we all know.

Well you can imagine my dismay when one of our own club members in his recent article on the combined Austin/Leyland run referred to our cars as Morris's (like calling a Holden a Ford!) And even more so when he called my little A30 a "Morry!!!" He takes the gong for the biggest idiot of the year in my book. P.S Saw Pauls dog take a crap by a tree at the BMC Leyland day (which he didn't pick up) and will send the photo I took to the local council along with his name and address!!! Bloody valiant owner!

Sad to hear the P club isn't going to the next BMC Leyland Day just as I'm getting a few more of our Austin Club members coming along as they are slowly getting sick of Pinjarra racecourse. So in that case, I might take my Targa down next year instead of the A30 so there is at least one P76 there. (In Targa's 40th Year). *Terry Johnson*



JM's "Peel-me-a-Grape" looked impressive on the Joint Clubs Run.

THE PHILANDERINGS OF AN OH FUDGE SUPER

BY Nigel Walker

My dad Peter bought the car around 1982 , from a bloke in Kalamunda, who was heading overseas, for \$1200. I can still picture dad leaning on the bonnet writing out the cheque! At the influential age of about 9.

The car was in very good condition and was dad's pride'n'joy as we had had approximately 3 P's prior to this one which had all been quite dubious !

The Oh Fudge Super would prove to be a very reliable and well used family car for the 5 of us running between the farm at Esperance and Perth and another property at Boyup Brook. All up about 400,000 kms before dad decided it was time for a birthday , somewhere around 1989. So off to Perth for engine and trans rebuild at Rovermotive in Welshpool, after which we couldn't stop breaking flex plates for some strange reason and we are still yet to rectify the cause. After about 6 months Dad gave up and bought an XF falcon and retired the P to a shed on the farm.

Fast-forward to about 1998 and I arrived back on the scene , newly married and needing a cheap car., "Can we have the P Dad?" Away I went all smiles to visit the local licensing centre and away went the new wife wondering what the hell she'd married into! But luckily for me she persevered and drove the big ol Oh Fudge to work and back for 12 months until she'd saved enough to be able to say, "best we be selling this!!" So reluctantly I told a local guy who collected Valiants about my dilemma and he said, "I'll buy it. It'll fit right in with all my Vals!" So after 18 years, she left the family..

Terry, the new owner drove her on and off for 18 months and did about 1000 ks in that time before parking her in the shed – about 2002 by this time. F-forward again to Jan 2013 and I get a call from Terry saying he's selling all his cars and did I want the old girl back?!!

Well... I couldn't say no could I?!! So quietly I arranged a trailer and got her home and drove it into the garage where my car normally would sit, next to the wife's, and just sat inside the house and waited.....



Nigel's Oh Fudge with the wheel arches 'well-filled' and wearing the evidence of long-distance travel on WA's gravel roads

Well you can decide what you think happened next. Suffice to say I had to move the P down to the shed where she is now.

Over the years in sheds a little rust had crept in the usual places but nothing major so I had little trouble getting over the pits which was a relief. Fresh fuel , oil ,filters and some new rims and tyres (I've wanted to fill those rear wheel arches since I was a kid!!) so some 10" rims with 295's did that trick and away we went.

I wrestle with the dilemma I'm sure plenty of us Pnuts do: "Do I spend 20 or 30k restoring a car that will still only be worth half that if I'm lucky at the end of it "or just get in it and drive it as much as I can and not worry about too much originality? As you can see I've chosen the latter and am thoroughly enjoying the ride and the onlookers!!

Future mods maybe a 3.3 ratio diff and a turbo 700 auto when the BW dies but plenty of fun to be had before that all happens.

Hope one day I can entice a few of you for a run down here to Esperance. That would really blow the cobwebs out!



American Cars that Never Made it to the Showroom Floor

From the people who brought you the basis of the P76 V8 motor. . .



THE 1956 BUICK CENTURIAN II

. . . and one that looks like it could have initiated the space race . . .



1959 GM FIREBIRD III



Restoration of 1973 Leyland P76 Executive (Part 5)

The trials and tribulations of restoring a 1973 Executive

by David Fox.

I thought about changing the paint colour from Crystal White to either Aspen Green or Dry Red. The painter found the original colours listed on “Car Refinishes Australia” computerised catalogue and painted a beer can in Aspen Green and another in Dry Red.



Both of these colours still look good today but I decided that the extra effort involved in changing the interior colour (Casino Blue) meant that the car would be as it left the factory.

The underbody was sprayed with a sound deadening black paint. The next pictures tell the rest of the story.





Home at last! Now comes the hard part!! *(To be continued)*

Book Review

I cannot recall a book review appearing in *WestWords* before, but there's always a first time for everything.

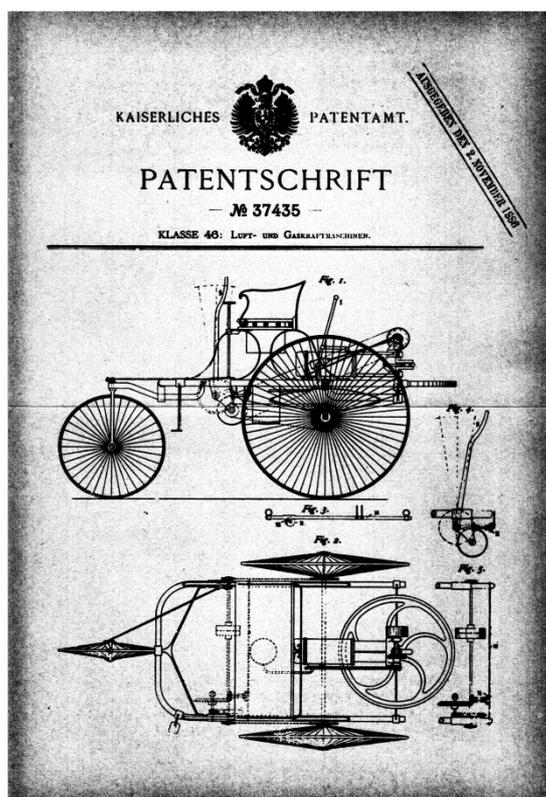
I was in the process of using up the proceeds of a gift card in one of our major department stores just before Christmas when I spotted a book with a title that would catch the eye of any car buff. Written by Rod Green (unsure if he's related to any of the well-known Greens within the P76 fraternity), and entitled *The Car: The Evolution of the Beautiful Machine*, I grabbed it immediately and, along with another thick hardback, Nelson Mandela's autobiography, *Long Walk to Freedom*, surrendered the card and a few coins to complete the purchases.

Rod Green's book is a truly high quality production that seeks to cover the history of the automobile in a succinct and well-researched manner, complemented by lots of historic illustrations. But the feature that distinguishes this book from the rest is that it includes four sturdy paper pouches scattered throughout the pages. Each pouch is attached to the spine of the book and contains three or four excellent reproductions of important automobile documents, posters, designs and blueprints.

For example, there is a copy of Karl Benz's 1886 application for German Patent No 37435 covering his "Motorwagon" and including plans of said machine. The text is in German of course, but the document has been described as the "birth certificate" of the motor car, and was officially inscribed in UNESCO's *Register of World Documentary Heritage* in May 2011, where it joined such illustrious publications as the Gutenberg Bible and the Magna Carta.

The book, measuring 290mm by 250mm and with 96 pages plus document pouches, was published in hard back format by Carlton Books Limited, London, in 2012, and is priced in Australia at \$49.95.

Highly recommended as a gift to anyone bitten with the automobile bug.---Ed.



The plan of Karl Benz's "Motorwagon"

NUMBER PLATE LAMP LENSES



Hi Gents,

As some of you would be aware, I have taken the plunge and invested in the remanufacture of the rear number plate lenses for our P76's (as per attached photo). With some of you being Parts Delegates or holding senior positions within your clubs, I am hoping to get each P76 club to place orders with myself for the lenses. I have emailed the P76 community at large, offering the lenses to individuals at \$45 per pair plus \$5 postage. I am offering a discount rate to the clubs, with the club price being \$40 per pair.

If a club orders a minimum of 20 pairs, I will post them free of charge (including NZ). These lenses are vastly superior to the previous lenses that have been remanufactured in the past, with my lenses being made out of poly carbonate. The poly carbonate I have chosen is UV resistant, which means they will not suffer from the discolouration that both the reproduced lenses and the genuine Leyland lenses suffer from. They will also be much stronger, which will mean less chance of cracking and breaking. The lenses that I am having made will also be painted with the silver section around the outside of the lens as per the original Leyland spec lens, this means that are supplied ready to install.

I understand that decisions on purchases by clubs require approval by their committees, etc, so I am setting the deadline for orders and payments by the **31st January 2014**.

Hopefully this gives all of the clubs plenty of time to get the orders in.

If you have any questions or queries, please do not hesitate to contact myself via email: leylandp76@westnet.com.au or phone **0408 918 127**

Kind Regards

James Mentiplay

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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.