

# WESTWORDS

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*John Metcalf's Targa on display at Forrest Place, Perth, 26 June 2013  
(See page 5)*

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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**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

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<b>Secretary:</b>	Adam Woodward	0439 492 143
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### **EDITOR'S CORNER:**

It isn't very often that we get a chance to feature the much-maligned Leyland Marina in the pages of *WestWords*. So when I received an exclusive write-up from Noel Delforce on the story of his remarkable Marina V8 sports sedan, it was like a breath of fresh air. With his gritty sense of humour and equally gritty determination to get things done, Noel tells how he called on his many automotive friends, acquaintances and even rivals, to nail together the tale about how a humble Marina shell was transformed into a snarling beast snapping at the heels of supposedly high-performance classic racing cars on the challenging circuits at Orana Park, Warwick Farm and Amaroo. You can begin to enjoy the ride, starting on page 6 of this issue, and await the remainder of the saga next month. As a telling footnote to my comments last month on the rise of social media within the P76 clubs around the country, and its possible future effects on the role of the club mag, I noted that the Hunter Valley P76 Club of NSW has elected to reduce their newsletter to a quarterly publication. Is that the beginning of a trend?



## WA Club Parts List

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

<b>Targa Hubcaps – set</b>	<b>\$110.00</b>	<b>1 set</b>
<b>Rear Speaker Grills</b>	<b>\$10.00</b>	<b>3 pcs</b>
<b>Steering Column Bushes</b>	<b>\$10.00</b>	<b>2 pcs</b>
<b>Strut-top Bushes</b>	<b>\$50.00pr</b>	<b>6 pairs</b>
<b>Timing Cover Seal</b>	<b>\$45.00</b>	<b>1 pc</b>
<b>V8 Oil Filters</b>	<b>\$24.00ea</b>	<b>10 pcs</b>
<b>T bar shifter Handles</b>	<b>\$5.00ea</b>	<b>5 pcs</b>
<b>Heater and fan knobs</b>		<b>13 pcs</b>
<b>New indicator switch mech</b>	<b>\$200.00ea</b>	<b>1 pc</b>

**Contact Paul on 0403774377 to place an order.**

## CLUB MINUTES 28 APRIL 2014

NOTE: The Minutes of the April meet were not available at time of going to print.



### *COMING EVENTS*

#### GENERAL MEETING

MONDAY 30 JUNE 2014

7.30pm

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

**Club Run.** Saturday 5 July. Meet at Dome 10.00am. Pinjarra for tour of Galloway Engines, 25 Baker St, Pinjarra. On to Dennis Woodward's place at Peters Way, Oakford, for BBQ lunch put on by the Club

**Annual Dinner.** 20 July, 12.00pm. Kalamunda Hotel. All members invited to contribute an item for the club Raffle.

**Annual General Meeting.** Monday 28 July. 7.30pm. Kenwick Community Centre.

**State Meeting.** 11-12 October. Busselton. To include a Display at the Jetty from 10am-4pm. Details to be advised.

**Easter National Meeting 2015** April 3 -6. The Easter 2015 National Meeting is to be held at McLaren Vale, South Australia. Organising is well underway and Newsletter No 2 will be out soon. To make this event possible we need get a better idea of numbers so get your accommodation booked direct with the McLaren Vale Motel. Phone 08 83238265 or [www.mclarenvalemotel.com.au](http://www.mclarenvalemotel.com.au). Let Dianne or Nigel Bray know you are coming; Phone 08 83250512 [npbray@hotmail.com](mailto:npbray@hotmail.com)



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

**June** 1 Albany Round the Houses - [www.vscwa.com.au](http://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](http://www.targawest.com.au)  
**18 Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall**  
**September** 4-8 Buick Nationals, Perth - [www.westernbuicks.org](http://www.westernbuicks.org)  
**21 German Car Day - Mercedes-Benz Car Club of WA - [www.mbccwa.org.au](http://www.mbccwa.org.au)**  
**21 French Car Festival - Supreme Court Gardens**  
22-27 National Ford A Meet, Busselton - [www.modelafordclub.com.au](http://www.modelafordclub.com.au)  
**October** 5 Rotary Club of South Perth Car Show, Wesley College -  
[www.comorotarycarshow.com](http://www.comorotarycarshow.com)  
5 VCC Auto Jumble - Cannington Showgrounds - [www.veterancarclubofwa.asn.au](http://www.veterancarclubofwa.asn.au)  
16-19 Lake Perkolilli Centenary of Speed event - [www.motoringpast.wordpress.com](http://www.motoringpast.wordpress.com)  
19-24 National Veteran Rally, Kalgoorlie - [www.veterancarclubofwa.asn.au](http://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](http://www.councilofmotoringclubs.asn.au)**  
16 Celebration of the Motorcar exhibition – Cottesloe Civic Centre -  
[www.classicrally.com.au](http://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](mailto:secretary@councilofmotoringclubs.asn.au)**  
**Updates for this calendar to Paul Blank [paulb@classicrally.com.au](mailto:paulb@classicrally.com.au)**  
**Visit the Council of Motoring Clubs website - [www.councilofmotoringclubs.asn.au](http://www.councilofmotoringclubs.asn.au)**  
A comprehensive calendar of motoring events can be found at website: [www.classicrally.com.au](http://www.classicrally.com.au)



## *The Lighter Side*

*A man has been driving all night. He decides to stop in the next town for a few hours and get some sleep. As luck would have it, he pulls up by a park frequented by early morning joggers. No sooner has he settled back to get some shut-eye when a jogger starts knocking on his window. 'Excuse me, sir,' says the jogger. 'Do you have the time?' The man looks at his car clock and says, '8.15.' The jogger says his thanks and leaves. The man settles back again, but just as he's dozing off there's another jogger knocking on the window. 'Excuse me, sir. Do you have the time?' asks the jogger. '8.25!' snaps the man. To prevent any more interruptions the man writes a note saying 'I do not know the time!' and sticks it to his window. He settles back but is disturbed by yet another jogger knocking on the window. 'Excuse me, sir,' says the jogger. 'It's 8.35.'*



## WELCOME TO THE CLUB

While he is a little young as yet to hold a driving licence, the Club is pleased to welcome new member, Josh Farr, to the ranks. Josh (16) lives in the Donnybrook area and aspires to one day own a P76. It is certainly refreshing to know that younger folk are being attracted to the big Leyland sedan. If you come across Josh at any of the future Club events, make sure you extend a welcoming hand.



### WA CLUB TARGA NO 3

(Owner: John Metcalf)

*This is the third in a series of brief articles covering the roadworthy Targas currently owned by WA Club members. The series is part of the Club's celebration of the 40<sup>th</sup> anniversary of the launch of the car in July 1974, in recognition of the P76's victory in the World Cup Rally Special Stage that was run on the legendary Targa Florio racing circuit on the Isle of Sicily in May 1974.*

John Metcalf has owned his Targa since 1985 when he procured it from a Perth used car dealer for \$1200. Bearing production no 17889, and dated 31 July 1974 on the compliance plate, it was bought new from Winterbottoms in Perth for \$5397 (including towbar) by Mr William Honisett of Dianella on 3 October 1974. Interestingly, John knew Mr and Mrs Honisett for some years prior to the purchase when they ran a business in Dowerin, where John has a farm. As the second owner, John had some interesting mods done to his Targa. These include central locking, stretched Leyland radiator, LPG system, and a 4-speed turbo auto gearbox from a VN Commodore. He recently undertook to re-install Leyland driver and front passenger bucket seats in an effort to have the car assume some originality.

Over the years John has been on trips to Sydney (when his Targa was one of the first cars to traverse the newly-opened Harbour Tunnel in August 1992), Ballarat, and to Canberra and Sydney again in 2001 during the Australia Centenary celebrations. In WA, the car has journeyed to Carnarvon and Exmouth, and, of course, has been on numberless commutes to the family Wheeldon Farm at Dowerin.

At 40 years of age this year, John's Targa will still be a youngster when compared with its owner, as John will be hitting his ninety-fourth birthday in October this year, a fact that makes him possibly the elder statesman of the P76 fraternity in Australia.

While John shows little sign of slowing down, he is currently preparing the Targa for sale on the open market. Anyone interested should keep an eye on the car sales media over the next couple of months.-Ed.



## MARINA V8 SPORTS SEDAN

*By Noel Delforce*

Working in Experimental at Leyland was a-dream-come-true for someone with a passion for motor racing. This allowed me access to a lot of unofficial factory help from some really clever people. I was also allowed to work after hours on my Marina or to make specialised parts.

When I was on afternoon shift my supervisor would ask me what I needed to do for the race car when he knew a race meeting was coming up and allow me time to do whatever I had to do--- what a great boss!

One memory that will last with me forever was one Friday night before a race meeting I fitted some new brake pads, I decided I would bed them in before I put the Marina on the trailer to go home. Bearing in mind there was a 10kph speed limit in the factory I proceeded to drive up and down the alleyways between the various buildings accelerating to about 90kph before applying the brakes, I am sure every afternoon shift worker off the assembly line came out to have a look and cheer. I can't imagine what happened on the various assembly lines.

Security heard what was going on and arrived to find out what all the cheering was about, I should have been in a lot of trouble. Fortunately they saw the merit in what I was doing and proceeded to crowd and traffic control!

What a great place to work. I still tell people to this day I didn't go to work, I went on holidays. I loved what I did that much.



The Marina shell was imported from the UK for some Experimental design and test work; it was never assembled as a complete car. I managed to acquire it when Experimental had finished with it, can't remember if I paid for it or not, if I did it would have been purchased through the Salvage Department for an agreed price, for some reason \$10 sticks in my memory .

I was given permission to store it in a compound next door to the Competition Department. When I wanted to work on it we would move it to Experimental where we would work on it after hours and weekends.

To complete the initial build I then took the Marina to the home of my brother Russell at Engadine and took over his single car garage. I think Frances (Russell's wife) at times got a little bit annoyed with me turning up at any time day or night and working on the Marina. I now realise I should have been more considerate and stopped working on the Marina at 3am and not 3.30am.

Russ has always been very good with all things electrical and actually made all the wiring looms and fitted them to all 3 cars I built and raced. As a result, none of the cars ever experienced any electrical problems.

I know I am going to digress here, one of my memories of Russ, when I was about 6 years old and Russ was 10yrs old, was watching him walking around our house in Wyong

(Central Coast) with a shoebox on his head with a propeller mounted on the front driven by an electric motor and a flashing light on the back all controlled by a panel held in one of his hands. Very clever stuff for a 10yr old in 1953.

Russ is obviously a very clever guy as well, although not as good looking as me!

I was very lucky to have some extremely clever people to call on for help. At the top of that list is Roy Cullen. Roy's main job in Experimental was to assemble the prototype bodies by hand. He was also involved with the fitting of the P76 floor pans to the Holden's used for early development of P76.

Squeezing the Rover V8 into the Marina I thought was going to be a very time consuming and difficult exercise. I think it took Roy about 2 weekends of cutting, fabricating and strengthening panels then welding the whole lot together. Amazing! The Marina was almost the first Sports Sedan to have a fully welded in steel roll cage which obviously gave the car some much needed strength. The other almost first was a drop fuel tank and ballast weights which we used in an effort to get the car to handle better.

The ballast weights we used were actually wheel weights from a Nuffield tractor. Somewhere out there is a Nuffield tractor without its wheel weights (a very belated sorry to its owner.)

We realised when building the Marina the track to wheelbase ratio was going to be very suspect, if you ever saw the Marina parked in the pits the front wheels were always on lock, this was to disguise the fact we had lengthened the wheelbase by 75mm which was totally against the rules even for Sports Sedans. The Scrutineer's never picked it. One for the good guys.

In hindsight we should have reduced the track. I wanted to use a 'C' series diff assembly as it had the strength needed, and shortening axles was not a common thing to do at the time, although I later learnt Roy Denny, who navigated for Evan Green on various occasions, had a factory where he would make axles to your requirements.

The diff was fitted with one of those beautiful Detroit Lockers from a Healey 3000.

Peter Mansfield designed most of suspension for the Marina, Peter was a Mechanical Engineer. He achieved this by going to University, and people who went to University were referred to as cadets as opposed to apprentices who went to Tech now referred to as TAFE.

Peter actually served several years in Vietnam during the war after being called up in the ballot. Thankfully, he returned safe and sound.

I know this is jumping along way forward to the P76 Sports Sedan. When I moved to my 2<sup>nd</sup> workshop in about 1980 the workshop opposite was occupied by Chris Soulos. Chris specialised in building 9 inch Ford diffs. He is also a returned Vet. On more than one occasion Chris apologised to me for his funny behaviour. He had served on the front line. He never went into detail on what he witnessed, we can only imagine the horror he saw.

Unfortunately there was no such thing as counselling in those days when they returned home.

When he apologised I would laugh it off and say, 'Chris, it is ok. We all have our off days'. Sometimes Chris and I would work late and always have a cup of coffee together. I really felt this was a great help to Chris. Mind you, we soon realised after meeting for the first time, that we both shared the same weird sense of humour.

Rear suspension was equal length trailing arms top and bottom, coil over adjustable shock absorbers and a Watts linkage that we could adjust for various roll centres. The handling was not greatly affected by altering the roll centres. All of the suspension arms were rose jointed.

In those days a handbrake was a requirement. We used a solenoid valve off some sort of early model Jaguar. All you had to do to apply the handbrake was put your foot on the brake pedal and flick a switch to activate the solenoid. This was suggested to me by Dave Hill who was a Technician in Experimental. We didn't call them mechanics in Experimental.

After Dave left Leyland he opened a business called Penshurst Power Steering in Sydney. Front suspension was basically MGB. Roy grafted the MGB cross member ends onto the Marina chassis rails. The MGB lever shocks, which were also the top arm, were replaced by a rose jointed wishbone which allowed camber and caster to be adjusted easily. Shock absorbers were telescopic adjustable. Kingpins had an extension added to the top to improve the geometry; springs front and rear were made by Lovell's at Rosebery. Dave Mawer of Mawer Engineering made the wheels. Dave actually worked in Experimental as a machinist before he started Mawer Engineering. A top guy and an enormously talented man.

The gearbox was a single rail Borg Warner (it was actually a Chrysler Charger type). These have a slightly longer input shaft and a longer splined area to accommodate the twin plate clutch which we used in the Marina. The flywheel was a work of art made by Lynx Engineering from a steel billet.

The engine started life as a brand-new 3.5 L Rover short engine which had never been run. The cylinder heads came from another Rover engine which had been stripped for some development reason. A single plane steel crankshaft, as used in the Repco V8 sports car engine, was fitted to the block after some machining by Lynx to accommodate the rear main seal arrangement. Lynx also made a steel billet camshaft. Waggott Engineering at Greenacre ground the camshaft to suit the different firing order associated with the single plane crankshaft. Lynx also ported and polished the cylinder heads.

Roy Goodman of Goodman Engineering was working at Lynx in the Headroom at the time and was given the job of modifying the heads.

Lynx also developed a method of balancing the crankshaft to eliminate the vibration problems inherent in single plane crankshafts.

Laystall Engineering and Repco could not eliminate the vibration periods usually associated with single plane crankshafts. John Bruderlin, who was part owner of Lynx Engineering along with Leon Thomas, developed a method of balancing the crankshaft which eliminated all vibration---another very clever man. My brother Russell worked at Lynx at the time so it was obviously a good place to have a contact.

The sump came from a Traco Oldsmobile engine which was originally fitted to the Rover sport sedan as raced by Jim Smith from Victoria. Experimental acquired the Traco to examine it. When they had finished with it I was also given the cylinder heads which I did try on the Marina. They did not perform as well as the Lynx modified heads.

Frank Ure who was building a lightweight Torana at the time ended up using the heads as he was building a 215ci Buick to fit to the Torana.

As an aside to Frank Ure, it was Frank who I was driving down the inside of in the Wolseley at Amaroo when I rolled it after being hit up the arse by Gary Harrington in his Anglia. (Have I mentioned this before?) I had cooked the clutch on the Wolseley as the front row of the grid was slightly uphill, I was passed by several cars of the line, Frank Ure being one of them in his FJ with a 202ci red motor fitted.

Breathing on the Marina was taken care of by 4x 48 mm Dellorto side draught carbys. Ray Chegidden also worked in Experimental alongside Roy Cullen. They often talked about starting a business called RC and RC conversions. I personally thought it all sounded a bit too religious although Roy did go to Church and yes, you guessed it, he was the Roman Catholic variety.

Anyway, Cheggy (for short) helped me build the inlet manifold after hours. We looped the manifold so the r/hand pipes actually fed the cylinders on the r/hand side and same for the l/hand side. The manifold incorporated cross bracing to stiffen the Valley area of the block. The manifold was chromed by the same people who did all the chroming for Lynx (my brother was such a handy guy), and looked very spectacular. We later converted it to a crossover pattern with no obvious increase in power or torque.

Sonic Exhaust at Caringbah made the free flow exhaust system. Bruce Peters, one of the partners at Sonic, is a good friend of Russell. I love my brother.

There were no mufflers required in those days, due to the different firing order of single plane crank it had a very flat sounding exhaust note, nothing like a normal V8.

Front brakes were Vanden Plas Princess, which were purchased through the spare parts division at cost price. The brake master cylinder was similar to a P 76 type. A VH 44 brake booster was mounted under the dash operating on the front brakes only. The brakes were very good although later on we did fit P76 discs and callipers to the front. They improved the braking to the point where there was no fade at all over the length of any race. Marina front discs and callipers were fitted to the rear incorporating a pressure limiting valve.

Radiator was a P76 V8 prototype, if you look at the standard vertical radiator mounts on a P76 you will see an extra bracket, where the radiator was originally designed to mount. I think a lack of the wider core being available locally could have been the reason it was not used. This would have improved the cooling on the V8 to point that cooling was not a problem.

We did have a cooling problem during early testing and racing caused by the way the exit pipes from the front of the cylinder heads were positioned into the common collector. One pipe was restricting the flow from the other. My father-in-law-to-be at the time, Jim, was working in water treatment and noticed the problem with the collector pipes and suggested a fix which we did. That was the end of all cooling problems, another smart man, especially for an Englishman.

Ignition was a standard Rover 3.5 distributor; I did modify the mechanical advance curve to suit the requirements of the motor.

In Experimental we had a distributor mapping machine that we did all our distributors on to suit whatever engine we were developing at the time.



*The Marina en route to a spectacular roll-over at Amaroo Park  
(Full story and pictures next month)*

Now to the racing: the Marina was never short of attention, this still comes back to me to this day. I was in London at St Paul's Cathedral on a tour. We were there for the start

of the 2000 London-To-Sydney Marathon. I built an XY Falcon for the Marathon. According to the regulations it had to be a pre-71 vehicle. I still have the car to this day, and it is almost the best car I have driven in competition. The XY is another story waiting to be told.

I was standing looking at some tombs of some very famous people (to this day I don't know who they were). During history lessons at school I would spend the entire lesson planning the next go-kart I was going to build. They weren't really go-karts in the true sense of the word as we mostly used motorbike engines, usually Triumph 500 twin cylinder. They were scary and I loved every second driving those things, and we never fitted brakes.

Back to the Marina: a guy was standing next to me also looking at the tombs. He turned and looked at me and asked, 'Are you Noel Delforce?' I said, 'That depends on why you're asking'. He then proceeded to tell me he would look through the entry list for Oran Park and, if I was racing the Marina, he would always go there, knowing that he could always expect me to do something out of the ordinary. I think that was a compliment. After chatting for a while we shook hands and went our separate ways. (*To be continued.*)



### CLUB OBSERVATION RUN

In spite of the threat of rain, eight cars assembled at Bunnings car park in Rockingham, on Sunday 18 May, to participate in an Observation Run that meandered along the foreshore to Safety Bay, then struck inland up through Baldivis and finally across to Mundijong where the thirsty drivers, navigators, and family friends, congregated at the local Hotel to partake of refreshments. A further contingent of around five supportive P's, including three Targas, joined the contestants in the car park opposite the pub. Some of these went through the annual Club licence inspection conducted by Andy Mentiplay. As it turned out, the weather held up and the Run was thoroughly enjoyed by all. The winning prize went to Adam Woodward and girlfriend, Kate, to whom congratulations are due. A generous pub lunch was ordered up and consumed with relish by members and friends. After some enthusiastic socializing and sharing of stories and experiences, the members gradually dispersed and made their several ways homeward.

The success of the Run was mainly down to the organizational work of Ken Domeyer, to whom thanks must go for his great effort and diligence in putting the Run together for the benefit of club members. Well done, Ken. - *Ed.*



*Early-risers at Bunnings, Rockingham*



*The full complement of P's full-up Mundijong car park*



## Restoration of 1973 Leyland P76 Executive (Part 9)

The trials and tribulations of restoring a 1973 Executive

By David Fox

### *Installing the Engine and Gearbox.*

I fitted the power steering pump to the engine before it went into the engine bay. I used a heavy duty engine hoist to lift the powerpack into the engine bay. We managed to accomplish this task without any damage to the car or powerpack. I also fitted the reconditioned steering rack before we fitted the engine.

The only problem was a strange one involving the rear gearbox mount. The arms on which the cross member sits appear to have spread so judicious use of force by 2500kg ratchet straps pulled them into place. New engine mounts were used along with new bolts, nuts etc.

Dressing the engine with all pipes, hoses, linkages, carby, alternator etc. was the next task.

I had the radiator rebuilt by a specialist company in Canberra. I knew I had gone to right place when I walked in the door with old radiator and the person said "Ah, P76. I haven't seen one of them for years".

My father had fitted a huge core in the early days of the car because it constantly overheated. We had also run twin Davis Craig fans to ensure the car was always cool. The professional advice this time was to make it look factory but ensure it never overheated in any situation. He asked advice from the radiator manufacturer and they had a 2 pass core for the P76 with more fins per inch than standard. The radiator needed a new top tank so in effect is a new unit. He also fitted new brass fittings for the auto transmission cooler lines and repainted the lot. The radiator looks magnificent and I think the best piece of individual work I have had done.

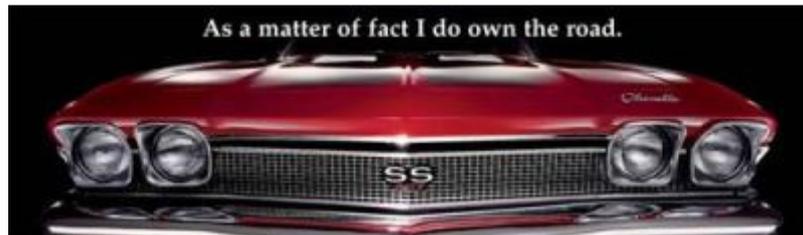


*(To be continued)*

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## YANK TANK HUMOR

*A selection of Chevy billboards posted around Detroit, Michigan, USA.*



### P76 FOR SALE

We are advised that Club member Alan Barnes is prepared to part with his Corithian Blue L6, if anyone out there is willing to pay around \$900. As we do not have phone contact details for Alan, anyone interested can contact any Committee member who normally attends club meets as Alan is usually present.

*(Committee contact details are on page 2)*



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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.