

WESTWORDS

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The Lone Targa in far-flung UK.

OFFICIAL PUBLICATION OF
THE LEYLAND P76 OWNERS CLUB OF AUSTRALIA (WA DIVISION) Inc

Leyland P76

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

Postal Address: PO Box 507 Kwinana WA 6167

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

President:	James Mentiplay	0408 918 127
Vice President:	Dave Bryan	0400 884 841
Secretary:	Adam Woodward	0439 492 143
Treasurer:	Mick le-Cocq	0414 731 535
WestWords Editor:	Sam Murray	0415 768 485
Vehicle Scrutineer:	Andrew Mentiplay	0457 038 877
Vehicle Registrar:	Gary Mentiplay	94977754
Spare Parts Officer:	Paul Banham	0403 774 377
Non-Office Bearers:	Adrian Carr	0417 991 089
	Kirsty Carr	0402 153 100

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EDITOR'S CORNER:

When Christmas is behind us for another year (and for some people, thankfully), we face the undoubted challenge of 2015, and if the year just past is anything to go by, there will be plenty of drama, emotion, celebration and tragedy to occupy our minds over the next twelve months.

Perhaps the most notable entry on the national diary will be the centennial of the Gallipoli landings on 25 April that gave birth to the ANZAC legend. This event will certainly elevate the sense of national pride and patriotism across Australia and New Zealand. Thousands of Aussies and Kiwis will make their way to the sacred site at Anzac Cove in Turkey. Our two nations will be in the global spotlight as the sacrifice of thousands of young lives that almost wiped out a generation and created an enduring sense of national identity is remembered.

One may be tempted to wonder what kind of Australia we would have today if that fateful generation had survived intact and returned to contribute to the infant nation's development. Of course, we will never know. But the legacy lives on and seems to grow each year.

Similarly, we in our relatively tiny P76 community will never know how Australia's only 100% home-grown mass-produced car would have looked like today if its mother-ship had survived. Like the ANZAC spirit, the legacy lives on, thanks mainly to the consistent enthusiasm and loyalty of club members around Australia and New Zealand.

Finally, as our trusty printers close down on 23 December for their well-earned summer break, this issue of *WestWords* goes out a week earlier than usual. We wish a Happy (and safe) Festive Season to all our readers and their families.

☺☺☺

WA Club Parts List

Paul Banham has prepared the following updated 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	3 pairs

Timing Cover Seal	\$45.00	1 pc
V8 Oil Filters	\$25.00ea	8 pcs
T bar shifter Handles	\$5.00ea	5 pcs
Heater and fan knobs	\$2.50 ea	13 pcs
Rust Repair front fender panels	\$80pair	2 pairs
Indicator Switch mech (new)	\$250 ea	1 pc
Short Handbrake cable	\$5.00ea....	2 pcs
V8 Points sets	\$25.00	18 sets
V8 Valley Cover Gasket & End Seal Set	\$100ea	10pcs
Valve Regrind Set	\$200	sets
Sump Gasket bottom Set	\$55	3 sets
V8Rocker Cover Gasket (cork)	\$45 set	4 sets
V8 Head Gasket	\$35 ea	4 pcs
V8 Main Bearings	\$110 set	7 sets
Number Plate Lights Lenses	\$45 Pair	4 sets

Contact Paul on 0403774377 to place an order.



COMING EVENTS

GENERAL MEETING

MONDAY 26 JANUARY 2015

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

Adam's Burger Cruise. Saturday 24 January. Start: 4.00pm E Sheds Markets, Fremantle; Finish: Mandurah Foreshore.

Easter National Meeting 2015 April 3 -6. The Easter 2015 National Meeting is to be held at McLaren Vale, South Australia. 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.mclarenavalemotel.com.au. Let Dianne or Nigel Bray know you are coming; Phone 08 83250512 npbray@hotmail.com

All Aussie Car Day. Sunday 12 April 2015. 10.00am – 4.00pm. Waroona Showgrounds. See details on page ?.

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



COVER PHOTO

The P76 Targa Florio has a lone representative alive and well in the UK. Owned by Dave Eadon, who recently paid a visit to WA, the car undoubtedly continues to turn heads when it takes to the British roads. Dave has probably had many opportunities to recite the history of the car's origins to those Brits interested in the vehicle.

THE LEGEND OF TARGA FLORIO

Most auto historians agree that the legendary Targa Florio race was first held in 1906 in the Madonie Mountains area of Sicily, but there appears to be some confusion over just when the last great race took place.



The last “official” winner of the Targa Florio 1973: Muller & Van Lennen’s Porsche 911 Carrera RSR

However, the following table suggests this occurred in 1977. Others claim the final “official” race was run in 1973, when it was apparently removed from the international list of racing car events due to safety concerns following several accidental deaths involving drivers and spectators.

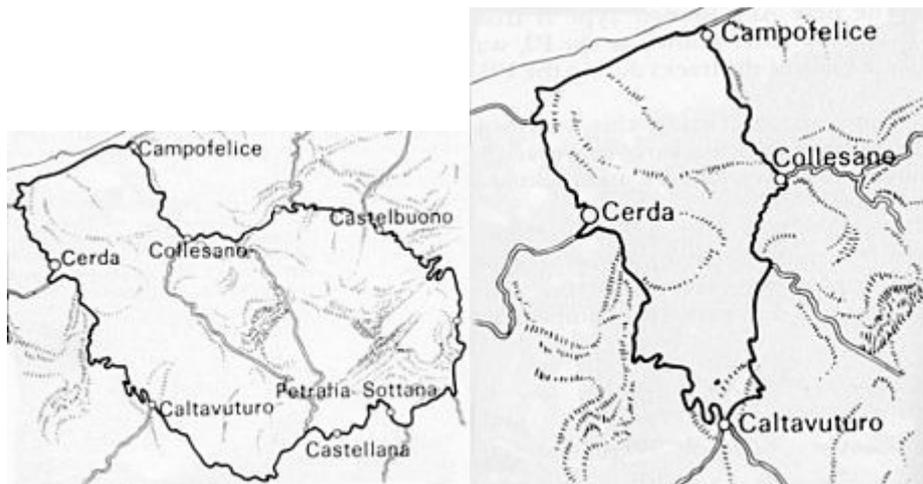
YEAR	DRIVERS	VEHICLE
1906	Alessandro Cagno	Itala
1907	Felice Nazzaro	Fiat 28/40 HP
1908	Vincenzo Trucco	Isotta-Fraschini
1909	Francesco Ciuppa	SPA
1910	Tullio Cariolato	Franco Automobili
1911	Ernesto Ceirano	SCAT
1912	Cyril Snipe	SCAT
1913	Felice Nazzaro	Nazzaro
1914	Ernesto Ceirano	SCAT
1919	André Boillot	Peugeot EXS
1920	Guido Meregalli	Nazzaro GP
1921	Giulio Masetti	Fiat 451
1922	Giulio Masetti	Mercedes GP/14
1923	Ugo Sivocci	Alfa Romeo RL Targa Florio
1924	Christian Werner	Mercedes PP
1925	Bartolomeo Costantini	Bugatti T35
1926	Bartolomeo Costantini	Bugatti T35T
1927	Emilio Materassi	Bugatti T35C
1928	Albert Divo	Bugatti T35B

1929	Albert Divo	Bugatti T35C
1930	Achille Varzi	Alfa Romeo P2
1931	Tazio Nuvolari	Alfa Romeo 8C-2300 Monza
1932	Tazio Nuvolari	Alfa Romeo 8C-2300 Monza
1933	Antonio Brivio	Alfa Romeo 8C-2300 Monza
1934	Achille Varzi	Alfa Romeo Tipo-B P3
1935	Antonio Brivio	Alfa Romeo Tipo-B P3
1936	Constantino Magistri	Lancia Augusta
1937	Giulio Severi	Maserati 6CM
1938	Giovanni Rocco	Maserati 6CM
1939	Luigi Villorosi	Maserati 6CM
1940	Luigi Villorosi	Maserati 4CL
1948	Clemente Biondetti / Aldo Benedetti	Ferrari 166
1949	Clemente Biondetti / Aldo Benedetti	Ferrari 166 SC
1950	Mario Bornigia / Giancarlo Bornigia	Alfa Romeo 6C 2500 Competizione
1951	Franco Cortese	Frazer Nash
1952	Felice Bonetto	Lancia Aurelia B20
1953	Umberto Maglioli	Lancia D20 3000
1954	Piero Taruffi	Lancia D 24
1955	Stirling Moss / Peter Collins	Mercedes-Benz 300SLR
1956	Umberto Maglioli / Huschke von Hanstein	Porsche 550
1957	Fabio Colona	Fiat 600 (regularity test, following the Mille Miglia accident)
1958	Luigi Musso / Olivier Gendebien	Ferrari 250TR
1959	Edgar Barth / Wolfgang Seidel	Porsche 718 RSK
1960	Jo Bonnier/Hans Herrmann/Graham Hill	Porsche 718 RS60
1961	Wolfgang von Trips/Olivier Gendebien	Ferrari Dino 246SP
1962	Willy Mairesse / Ricardo Rodriguez / Olivier Gendebien	Ferrari Dino 246SP
1963	Jo Bonnier/ Carlo Maria Abate	Porsche 718 RS64
1964	Colin Davis / Antonio Pucci	Porsche 904 GTS
1965	Nino Vaccarella / Lorenzo Bandini	Ferrari 275 P2
1966	Willy Mairesse / Herbert Müller	Porsche 906 Carrera 6
1967	Paul Hawkins / Rolf Stommelen	Porsche 910
1968	Vic Elford / Umberto Maglioli	Porsche 907
1969	Gerhard Mitter / Udo Schütz	Porsche 908/2
1970	Jo Siffert / Brian Redman	Porsche 908 /3
1971	Nino Vaccarella / Toine Hezemans	Alfa Romeo 33/3
1972	Arturo Merzario / Sandro Munari	Ferrari 312PB
1973	Herbert Müller / Gijs van Lennep	Porsche 911 Carrera RSR
1974	Gérard Larrousse / Amilcare Allestrieri	Lancia Stratos
1975	Nino Vaccarella / Arturo Merzario	Alfa Romeo 33 TT 12
1976	Armando Floridia	Osella
1977	Raffaele Restivo	Chevron

The two world wars put the race out of commission for a total of eleven years from 1915 to 1918 and from 1941 to 1947.

After the race had been established over a number of years, all major sports car producers were soon entering their newest, fastest models and the great rivalry between Mercedes, Ferrari, Maserati, Jaguar and other illustrious names was played out along roads of the Madonie. The hairpin curves, sheer drops and muddy mountainous tracks were irresistible to the world's best drivers too. Stirling Moss and his great rival, Juan Manuel Fangio, both participated in 1955. Moss won, for once getting the better of the Argentine, who regularly beat him on Grand Prix circuits.

Despite the elimination of the official race from the annual international calendar, Ferrari continues to organise an annual Tribute to the *Targa Florio Classic* in September of each year, by inviting any of its clients to enter their vehicles in the event which consists of three different circuits, the longest being the 148km around the mountainous Madonie region.



The 148 km (92 mi) course from 1906-1911 and 1931 and the 72 km (45 mi) course from 1932-1936 and 1951-1977

As most of us know, the 1974 World Cup Rally special stage of the Targa Florio circuit won by the P76 was only 25.7km in length.

As a result, the big Leyland will always have a historic link with the legend of the Targa Florio racing car circuit. And we can hope that as long as the occasional P76 Targa is seen on the highways of Australia that link will be kept alive in the minds of the motoring public.



Night Time Car Cruises #6 December 6th, 2014

By James Mentiplay

In the past few years, the old car scene in Perth has grown enormously, and along with that growth we have seen a dramatic increase in events being held to cater for this growth.

On any given weekend in Perth, there are multiple events to choose from ranging from informal car displays to car cruises. One of these events is Night Time Car Cruises, which started as an informal group on Facebook. The guy who started this group is Clint Ford, who happens to be a bit of a Valiant nut.

Clint also has a healthy respect and liking for the P76, and has been badgering me to get our club to attend one of his events. Unfortunately, in the past all of his events have clashed with one of our own and we haven't been able to attend. Thankfully, his most recent cruise on the 6th of December wasn't filled on our events calendar and we decided to attend. A quick email around

to our membership base generated some interest and we agreed to meet prior to official start point at the BP Service Station on Abernethy Road in Kewdale.

We had hoped to have seven cars on the cruise, but Jared Simpson and Adam Woodwards were late withdrawals. Never the less, we had five greats turn up, which included Mick Le Cocq's Omega Navy Targa Florio, Adrian and Kirsty Carr in their Corinthian Blue Deluxe, Andy and Michael Mentiplay in the Am Eye Blue Deluxe, Gary Mentiplay in a Peel Me A Grape Executive and myself and 4 x kids in my Am Eye Blue Super.

Once we had all gathered at the BP, we headed down to the Belmont Forum Shopping Centre where the cruise was starting from. One of the things I love about these events is the sheer variety of cars that turn up, and Night Time Car Cruises is no different. Everything from tough American and Australian Muscle Cars to cool Panel Vans and even a late 60's Mercedes with a big turbo charger hanging out of the bonnet were on show. The P76's generated plenty of interest as well, and I was quite happy to find out that a 44 gallon drum fits in the boot as well. The cruise started at around 7pm, and took us on a tour of the northern suburbs (they give you a printed sheet with route instructions prior to departure) before heading down to Captain Munchies in Fremantle for the finish.

These events are fun to attend and are of course great exposure for our cars, and if the events calendar isn't too full in 2015 I can see us attending a few more while the weather is still warm. Happy Motoring,
James Mentiplay



Four of the five cars that joined the Night Cruise



Close-ups of the two Am-Eye-Blues and the Targa



THE WORLD'S FASTEST DE LOREAN DMC-12



The story of the DeLorean DMC-12 is a fascinating account of one man's dream becoming reality before it disintegrated into financial oblivion. John DeLorean rose from the lowly ranks of General Motors to the heady heights of Vice-President before leaving to follow his dream to design and build a car from the ground up. After nearly two years in production at Dunmurry, Northern Ireland, the company collapsed into bankruptcy, leaving over 9,000 vehicles without a place to call home.

However, like the P76, the car gathered up groups of enthusiasts who refused to let the vehicle die completely. DeLorean car clubs exist today on both sides of the Atlantic and the car is enjoying a popularity that exceeds even the vision of DeLorean himself. One episode of the TV series *For the Love of Cars* was dedicated to the DMC-12, and the car was immortalized in the movie *Back to the Future*.

The car pictured above is a highly modified version that was offered for sale on eBay nearly a year ago attracting bids around \$US16,000.

Rather than being powered by the stock 150 bhp V6 2.8-litre engine, this particular DeLorean has received an aluminum-made V6 4.3-litre engine taken from Buick. The motor has gone through a series of updates such as a couple of turbochargers, new cams, cranks and other similar components which have increased output to 570 HP (419 kW). The interior is largely original and unrestored except for a gauge cluster housing vintage aviation gauges to keep an eye on the boosted engine levels. A 5 inch programmable tachometer and an upgraded sound system with a pair of amplifiers and a small subwoofer are the only other additions. Produced in 1981, it's one of the first units manufactured and has been driven for 36,897 miles (59,380 km).

The following is the Ebay seller's description of the vehicle:

"Classic Car Fusion is excited to offer this one of a kind Delorean DMC-12 with a Dutteiller Performance built Twin Turbo all aluminum 265ci Buick V6 engine swap. Dubbed "the world's fastest Delorean" and featured by Matt Farrah on an episode of Tuned on Drive, this 1981 first year DMC-12 has the iconic Ital Design wedge shaped brushed stainless steel body with incredibly rare 2 piece 5 spoke Delorean wheels. One of only 9,200 Deloreans ever made, this unique example has been kept all original on the exterior hiding the jewel of this car, the Kenny Duttweiler built all aluminum Buick V6 with a pair of turbo's for good measure.

“Built from the ground up, the block deck is drilled for both the production 8 bolt and Stage 2 14 bolt head bolt pattern. New Duttweiler external oil feed bosses were machined front and rear enabling easy dry sump hook up and bypasses the restrictive Buick front cover internal passages. The rotating assembly includes a Crower 3.625 inch billet steel stroker crank, 6.300 inch Crower 4340 billet steel rods with floating pins and Clevite TM-77 rod bearings, CP 8.5:1 heavy duty forged pistons, and a custom Comp Cams hydraulic roller cam with guided lifters.

“The aluminium heads are ported TA street eliminator heads with MSD 72 lb/hr fuel injectors being fed by a high volume Aeromotive electric fuel pump and controlled by a Motec M600 ECM computer management controller. Boost is taken care of by a pair of Precision Turbo GT30-R turbos set to a healthy 18psi all mated to some one-off custom equal length stainless steel turbo headers.

“At maximum tune this beast was dynoed at 707.8HP @ 5,700rpm, and while the all aluminium Buick blocks have been tested by Duttweiler to over 1500hp, the current tune on this motor is a very manageable 570HP... in a 2,712lb car.

The interior is largely original and unrestored except for a gauge cluster housing vintage aviation gauges to keep an eye on the boosted engine levels. A 5 inch programmable tachometer and an upgraded sound system with a pair of amplifiers and a small subwoofer are the only other additions.

“Now is your chance to own an absolutely iconic car with a professionally built twin turbo V6 race motor and clutch. This is a truly unique Delorean with the ubiquitous issue of power more than taken care of as you can now hit 88mph faster than you can spell ‘great scott’ .”



The Social Impact of the Motor Car

BOOK REVIEW

While taking a short break in the Busselton area before the place was deluged by holidaying families released from the restrictions of schooling, I happened to come across an interesting book in a local op-shop. Entitled *Automania*, and authored by Julian Pettifer and Nigel Turner, the work was published in 1984, but remains a contemporary commentary on the social impact of the motorcar around the world. With profuse colour and black and white illustrations (*see below*) stretching over 286 pages, the book gives a fascinating insight into the ways in which human life on the planet has been irrevocably changed by the onset of the automobile in the late 19th century.

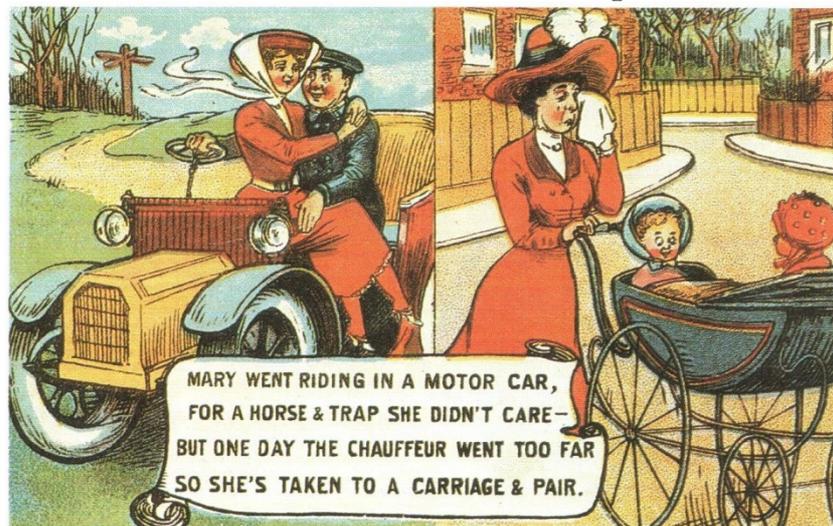
Beginning with the fearful and sometimes angry opposition of ordinary people to seeing the wealthy showing off their new, noisy, intrusive and smelly toys, the book cruises through the various eras of the car: the acceptance, the craze, the freedom, the regulation, the image, death and destruction, congestion, courtship and sex, competition, the salesman, the glamour, the prestige, and the fanatical collectors. The final chapter is dedicated to the car in the future as seen from the perspective of 1984.

If you are looking for an intriguing and vastly entertaining and educative read this summer holidays, I thoroughly recommend this 30-year-old book. In particular I suggest you search out the amazing picture on page 260 of a huge concrete pillar, situated south of Paris, in which around 45 cars are permanently embedded, and which receive a daily polishing with loving care. Anyone interested in procuring a new or used copy of this book can go to Bookfinder.com and type in the title and authors names. Prices range from \$A10 used to \$A425 new.

Automania; Julian Pettifer and Nigel Turner, 1984; Published by Collins, London; 286pp.



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12th April 2015

LIONS INTERNATIONAL

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Entry Gold Coin Donation

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0418 936 952

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TRAGEDY AND TRIBUTE

We cannot wrap up this issue of *WestWords* without reference to the terrifying and brutal tragedy that struck at the heart of Sydney's CBD on 15 December. The ensuing siege and its violent outcome left two hostages dead and a number of others wounded. The deranged man behind this cowardly attack also lost his life during the final shootout. We take this opportunity of paying tribute to the surviving hostages and their rescuers within the NSW police force, and on behalf of our members, express condolences to the families and friends of the heroic innocent victims. We also extend our special thoughts to the members of the P76 fraternity in NSW as they grapple with the ramifications of this barbaric incident over the coming weeks and months.

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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.