

WESTWORDS

VOLUME 17

November 2015

ISSUE: 5



Peter Cliffords recently restored Deluxe V8 4spd making its debut at the Albany State Meeting

Leyland P76

OFFICIAL PUBLICATION OF
THE 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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WA Club Parts List

Adrian Carr has prepared the following updated parts list for interested Members:

(Correct as at 20/08/2015)

Rear speaker grills -----	\$10 each
Strut top bushes-----	\$40 pair
Timing cover seal-----	\$45 each
V8 oil filters -----	\$25 each
T bar shifter handles-----	\$5 each
Heater and fan knobs -----	\$2.50 each
Rust repair front fender panels-----	\$80 pair
Indicator switch mech (new) -----	\$250 each
Short handbrake cable-----	\$5 each
V8 point sets-----	\$25 each
V8 rocker cover gasket (cork) -----	\$45 pair
V8 head gasket -----	\$35 each
V8 main bearings -----	\$110 set
Number plate light lenses -----	\$45 pair
Front indicators, unpainted, un-assembled	\$60 Pair

Contact Adrian on 0417 991 089 to place an order.

COMING EVENTS

GENERAL MEETING
MONDAY 30th NOVEMBER 2015

7.30pm

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

December 6th: 'Shed Run' Meeting at Dave Neuzerling's at 1pm at 107 Waldron Bvd, Greenfields. We will then depart from Dave's en-route to the west coast car museum, and from there we will head to Andy Mentiplay's around 5pm

Christmas Meeting: The December club meeting has been bought forward to the 21st of December

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



Albany State Meeting

By Dave Bryan

The Leyland P76 Owners' Club of W.A. annual State Meeting was held on the state's south coast this year, in the historic town of Albany, between October 16th and October 18th. It was great to see two eastern states friends, Marty Stockwell and Phillip Hall make the big trip across the continent to join us and we applaud their efforts in being here. Thanks to James and Adam for providing cars to both of our visitors which enabled them to attend the weekend event.

A group of us met initially at Armadale at 9.30 a.m. on Friday morning for a 10.00 a.m. departure and then we all travelled in convoy along Albany Highway to Albany.

En route, we stopped at the Wool Shed in Williams for a timely break and lunch before resuming the trip south. A cracking pace was set by our convoy leaders, Dave and Cristy Neuzerling in their Chrystal White Super V8 auto.



Some of the cars at the stop in Williams

Upon arrival in Albany we all checked in to the Emu Beach Caravan Park and settled in to our respective accommodation.

Friday evening saw the group, which by now had grown by the attendance of some of our country members, visit the Earl of Spencer Hotel for an enjoyable dinner and a drink or three, before heading back to our accommodation for some rest.



Members enjoying the fantastic food at the Earl of Spencer



Saturday morning saw our group display our cars in Albany's town centre in the grounds of the St John the Evangelist Anglican Church, located on Lower York Street. The display was a great success and included a surprise visit by Gordon Gray with his Bitter Apricot Leyland Marina from Denmark.



The local media also attended and reported on the cars and the club.

On Saturday afternoon we took part in a drive organised by club life member, Mick Le-Cocq, who unfortunately was not able to be with us as he was in East Timor at the time.

The drive concluded at the whaling station following which we headed back to Emu Beach before going to Rustlers Steakhouse in Albany for dinner and drinks.



Member's cars outside Emu Point Caravan Park before departure to Mt Barker



Sunday morning saw us depart Albany and head to Mount Barker for a visit and tour of G&T Restorations, hosted by Grant Graham who kindly offered his hospitality by providing lunch and drinks, in addition to a tour of his workshop which was very well received by club members and was also attended by the Albany-based Relics car club.

Grant is well known in W.A, for his restoration work on classic cars and his workshop certainly has plenty of work going on.



After Mount Barker, club members made their own way home to conclude a fantastic weekend. The weather in Albany was great, with heavy rain only appearing on the trip home.

The weekend was a great success and the cars were hugely popular and lots of positive feedback was received by club members from members of the public. This is the main purpose of our annual State Meetings - to showcase the cars and the club. Again, this year we achieved that.

Special thanks also to Dave and Cristy, for cooking us all breakfast on Saturday and Sunday morning, which made the morning so much more enjoyable.

We look forward to the 2016 State Meeting which will be held in W.A.'s mid-west region in the coastal city of Geraldton during October 2016.

Again, we extend an invitation to any of our eastern states and New Zealand friends to attend and are happy to lend a P76 to you should you wish to join us.



LEYLAND P76 IN PERSPECTIVE

(Part one)

By Gary Mentiplay

Rewind to the 1970s

It is perhaps no surprise that so many myths and unsubstantiated rumours still persist about the Leyland P76 today, more than 30 years after they were produced at the Zetland factory in Sydney.



This most Australian of all Australian cars has probably been pigeonholed in the minds of the general public, general media, and unfortunately also in some sections of the motoring media (some of the last-named really should know better, but cannot be bothered to do their research properly).

Hal Moloney's excellent book on the P76 (Marque Publishing) has been available for a couple of years now, and you would think that most people writing on the P76 would at least consult this work beforehand, as part of basic research. However it would appear that some people prefer not to let the facts get in the way of their diatribe. Their attitude appears to be "Everyone knows what a disaster the P76 was, so I'll write a clever article, sticking the boots into the car and tell them all about the P38". For those people that have a spare 10 seconds or so, these authors can tell you all they know about the car.

The following rewind back to the 1970s may give a new perspective on the P76 and the company that made it.

A Convenient Scapegoat

At the end of 1974 when production ceased at Zetland and the site was sold off, it was no doubt convenient for some people, especially British Leyland in the United Kingdom, to allow all of the blame for Leyland's demise in Australia to be heaped

upon the P76 (the only then-current Leyland model that had not been produced in the UK).

It was more convenient to admit that a local car (the P76) had failed badly resulting in the collapse of Australian manufacturing operations, than to admit that the real problems of BMC/Leyland were to be found in Britain (as later events would prove).

A disastrous latter half of 1973 in Britain resulted in British Leyland losing a very large sum of money (largely as a result of industrial strife outside the motor industry – beyond the company's control). British banks and lending institutions demanded drastic restructuring of the company's operations before agreeing to extend desperately needed finance. A British Leyland Board decision of very early 1974 was to close or sell off all of their overseas (non UK) manufacturing and assembly operations in Australia, South Africa, Belgium, Spain and Italy. This restructuring would generate some urgently needed short term cash flow.

The BMC/Leyland Australian subsidiary had been losing money for several years, so it was not at that time a profit-generating division of the company (Leyland Australia had total losses of AUST\$15 million in the three years to 1974).

The overseas sell off and restructuring only delayed the inevitable in Britain, as by late 1974 British Leyland was bankrupt and in desperate straits, which resulted in the British Government stepping in and nationalising the company in early 1975, to avoid plant closures and massive job losses in Britain. A company in that position was never going to be able to assist their Australian division to continue local full-scale manufacturing.

The Grand Alliance: BMC and the Leyland Motor Corporation

Borating on some of Leyland Australia's problems, it is necessary to highlight the real cause of the parent company's problems in Britain. There has been a tendency for some writers in recent years to lay all of the blame for British Leyland's collapse onto the new management after the Leyland takeover of BMC (or more correctly, BMH) in early 1968. The new management certainly made some mistakes after 1968, however the real cause of the company's problems can be traced back to BMC management in the late 1950s and early 1960s. Its policy of minimal development of new models and maximisation of profits from the existing model range resulted in

short term profits, but put the company in a perilous position by the late 1960s. The seller's market that existed for most of the 1960s in Britain resulted in BMC selling all of the cars that it could make, so there was no real pressure for drastic management policy change. In hindsight, the lack of new model development during that period cost the company dearly.

At the time of the Leyland takeover, the only new model in BMC's cupboard was the about-to-be-released Austin Maxi. The first new model developed and released by the new British Leyland was the Morris Marina in 1971 (released in Australia in 1972).

The problems facing the new British Leyland Corporation included over-staffed and outdated manufacturing facilities, industrial anarchy on the shop floor, and an almost total lack of acceptable new models, which resulted in an inexorable slide from UK market leadership. In 1965 the corporation had 44.5% of the UK car market, but this slipped to 40.6% by 1968, and slipped further to 31.9% by 1973. The long decline continued, with just 19.6% in 1979, and the downward trend continued into the 1980s.

The steady decline of the British motor industry in the second half of the 20th Century has been well covered in a number of books – the eventual collapse of British Leyland in 1974/75 was one of the largest and best-publicised British tragedies since the Second World War. The disaster saddened many people that had witnessed the decline of a once-proud company.

Leyland Australia and the P76

Production Capacity: Despite some claims in the Press in 1973 (and even today in some articles), Leyland Australia was never planning to overtake GMH and Ford for the Number 1 position. The Zetland factory was never capable of a production output to match GMH and Ford's capacity, even without industrial trouble or component shortages. The Leyland plant would have been hard pressed to produce around 30 000 P76s per year, and an output like that would only have been achieved in an absolutely trouble-free year. The Mini and Marina were also being manufactured in the same plant at Zetland in 1973/74.

By 1973 the medium-large sector of the Australian car market was in decline, however it was still the largest sector of that market. Leyland's intention was to grab a slice of that action with the P76, carving out a niche market place below GMH and Ford.

Both GMH and Ford had very strong nationwide dealer networks, selling well-established products. Leyland's dealer network was not capable of matching the turnover of the Holden or Falcon. The decline in the strength of the BMC/Leyland dealer network in the late 1960s resulted in the number of nationwide dealers falling from 397 in 1966 to 288 in 1973 (a reduction of 28%).

Fleet Sales: The P76 did carve out a few fleet sales after its release, however Leyland was never going to be able to compete with GMH and Ford in the volume fleet business.

Build Quality Problems: All manufacturers in Australia and overseas had problems with build quality in the early to mid 1970s. Leyland Australia certainly had its share with the P76, as some of the very early production examples found their way into new customer's possession. People were far from amused when poorly bonded windscreens, poorly fitting doors and sub-standard weather seals allowed water and dust into the cabin and boot. Water and dust sealing were undoubtedly the major worries, mainly as a result of poor assembly in the factory and a woefully under-funded development programme resulting from a shoestring overall project budget of AUST\$20 million. This budget included the three stages of the P76 project – the 4-door sedan, the 2-door coupe and the station wagon.

British Leyland spent STER£21 million in developing the Morris Marina, so you can see the P76 budget was not extravagant. GMH and Ford spent considerably more than AUST\$20 million on their new models during the same era.

The water and dust sealing problems of the early P76s were rectified by a special task force set up by Leyland, and continual minor changes were introduced in the production process and on the assembly lines.

The inlet valley cover seal gave problems on some of the early V8s, this problem was overcome with the introduction of a new type of seal.

A determined effort by Leyland and their dealers overcame the problems with the early production cars, and resulted in better quality cars being produced. The

problems of some of the earlier cars had done some damage to Leyland and the P76s reputation. However, this was not the major reason for the sales decline experienced by Leyland Australia – other external factors played a vital part.

Sales: A disastrous winter of 1974 saw P76 sales fall away. There are many reasons for this. With the benefit of hindsight, 1973/74 would have to be the worst possible period since the Second World War to introduce a locally manufactured large family sedan onto the Australian market. Leyland Australia cannot be blamed for not knowing this in advance.

The P76 was released onto the market on 26th June 1973. Three weeks after its launch, the Federal Labor government reduced all tariffs on imports by 25% (previously the tariff on an imported car had been 45% of the vehicle's cost price – this was now reduced to 33.75% of cost price). This tariff reduction came on July 18th 1973, and resulted in a flood of imported cars.

Skyrocketing fuel prices following the October 1973 Yom Kippur War in the Middle East signalled the onset of the “energy crisis,” with oil producing countries raising the price of oil by 70%. Sales of larger cars were dramatically affected as people turned to smaller more fuel-efficient cars (mostly imports).

The winter of 1974 was a bad period for the medium-large car sector with only 38% of the total market, the worst ever figure up to that time. New registrations of smaller cars soared to more than 50% of the market during this same period.

Leyland weren't the only company suffering a sales slump from the combination of external factors. GMH's market share fell from 35.7% in 1971 to 22.5% in 1974. Ford slumped from 26.8% in 1972 to 20.9% in 1974. Of the two smaller local manufacturing companies, Chrysler were down to 9.2% and Leyland had only 6.4% by 1974. Of the imports, the combined market share of Toyota, Datsun and Mazda was 17.4% in 1971, and increased to 29.9% in 1974.

The fact that the winter of 1974 was a bad period for the entire Australian motor industry is never covered by any of the “anti-Leyland” scribes, who prefer to paint a picture that it was just Leyland Australia having trouble with falling sales.

Local manufacturers were further hampered by a drastic credit squeeze in June 1974, brought on by the Federal Labor government as an economic measure. There had been an increase in inflation, a sharp increase in wages, and also an increase in interest rates. Industrial unrest affected all local manufacturers. However, Leyland was disrupted heavily by trade union campaigns from within and outside the motor industry.

In 1974 the Industries Assistance Commission (IAC) had replaced the Tariff Board in the role of providing the Commonwealth Government with advice on tariff levels affecting manufacturing. The IAC report into the local motor industry was the subject of much speculation and rumour, before it was finally tabled in Federal Parliament on 12th July 1974.

Although no companies were specifically mentioned in the Report, it briefly went on to conclude that there was room for only three local car manufacturers. As Leyland was the smallest of the four companies, they were the one that was seen to be targeted. The rumours and scare mongering leading up to the release of the IAC Report was far more damaging than the actual Report itself. Rumour stories were rife in the media, speculating on whether Leyland had a future in Australia.

The Press speculation started in earnest from June 1974, with headlines like: "Leyland Puts on a Brave Face"; "Leyland Sacks 1,000"; "Don't blame sackings on Govt"; "Report threatens Leyland"; "We're here to stay, Leyland declares"; "Leyland Chief resigns after Row"; "P76 Big League venture just hasn't got into gear"; "Speculation on Leyland condemned by Cairns." Leyland was front page news in the Sydney and National newspapers just about every second day throughout June, July and August 1974.



The effect on sales was dramatic. P76 sales in August and September 1974 were down to only 36% of what they had been in May 1974.

The recent experience of Mitsubishi in Australia with all of the speculation on plant closures and other negative publicity is a reminder of how such occurrences can affect a company's sales and standing.

GMH and Ford both lost market share to imports during the early 1970s, and Leyland was not in a position to be able to weather the financial storms as well as the two major manufacturing companies. Chrysler was also in a bad situation at that time, with the Valiant struggling along for a few more years.

Part two next issue

BMC Leyland Day

The club had nine cars at the BMC/Leyland Day at Spearwood today.

Crowd numbers were down on previous years but we still had fun.

Thanks to Dave Bryan for the Photo's



Check your Nuts!

By Adam Woodward

As most of you will know, my Bold as Brass super and I tend to do a few K's between drink's, with this month being no exception, clocking up 3927k's, so far.

Not only did we have the run to Albany and back, the weekend before I had to do a trip up the other side of Geraldton and back with a car trailer on the back, plus all my weekly to and from work etc.

Before leaving for Geraldton, I did a quick check of a few things, greased the wheel bearings, adjusted the back brakes etc. as I usually do before a trip, and one thing I found was the nuts on the Intermediate Steering Shaft, attaching to the steering rack, were loose. I noted having a fair amount of play in the shaft, but was due to replace it soon anyway, so I tightened them up and thought nothing more of it.

Fast forward nearly 4000k's and I have the car on the hoist, treating it to some new tie bar rubbers, lower control arms and a new lower steering shaft bush from Mentiplay Leyland. When I went to undo the same nuts on the lower end of the shaft, they were loose again, one wound off completely with only my fingers.

I removed them and tried them on the bench, as they are metal lock, locking nuts that shouldn't come loose. They were tight to do up, as they should be, so it has me puzzled how they can come loose. I have had this happen on another car as well, so this is just a quick write up to say that not only does the doctor tell you to once in a while, check your nuts, I strongly recommend having a glance down between your chassis rails and check them too!

Congratulations to Dave and Sue Bryan (and Daughter Megan), with the birth of their Granddaughter, Aria Nicole, on the 27th of October.

Condolences to past member Rod Tenardi who's Father, Hugo George Tanardi has recently passed away. His funeral was held on the 16th of October.

For Sale

Richard Bull currently has this blue Deluxe rolling shell for sale. It needs some TLC, and has new front strut inserts and rear shocks fitted. Richard is asking \$500 and can be contacted on 0447 014 712



Sam's Targa up for Sale

Due to major surgery scheduled for next week I have decided to part company with my beloved Targa. Dubbed the "Wheatbelt Targa", because it was domiciled in that area for many years until I obtained it in September 2009, this is an all-original and completely unrestored vehicle that comes with all its original provenance



papers and factory workshop manual. I wish to offer it for sale to club members before I go interstate or online, as I am keen for this remarkable vehicle to remain in WA. The car is well-known to a number of club members, and is virtually rust-free and, for its age, immaculate. Since I got the car, a number of items have been serviced: Factory aircon compressor and hoses replaced, power-steering fully reconditioned, master cylinder and rear brakes renewed, new set of tyres fitted. Other minor jobs included replacing radiator with largest capacity original Leyland unit, reconditioned carburettor, re-sealing of the induction manifold, replacement of engine mountings, and strut-top bushes. A number of spare parts will come with the vehicle including recently purchased V8 gasket set and set of engine bearings. The car is on concessional licence that is up for renewal on 28 September. The car featured in Issue 7 of Survivor Car Australia in May this year. Photocopies of the article can be made available to the new owner. The price is \$20k. I have attached a



few pictures. If interested please email, text or phone me on 0415768485. Sam Murray

(editor's note: Sam has sent me plenty more photo's, if you would like some, let me know)

Torony Extractors

After 30 long years of waiting, the famous Torony extractors are available again. Developed by P76 Sporting Car Club members Joe Torony and Paul Patten for their famous Budgie P76 race car in the early 1980's, the Torony extractors are the only after market extractor developed specifically for the P76 V8.

The Torony extractors were developed after many hours spent on the Dyno, ensuring that there were substantial performance gains.

On a standard V8 engine, the Torony extractors were gaining an extra 18% in torque with the correct tuning.

These extractors are available now exclusively through Mentiplay Leyland.

Mild Steel: \$600.00

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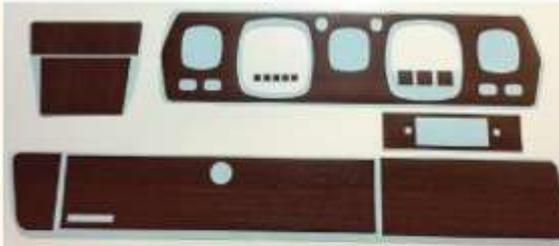
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Your co-operation in this regard would be much appreciated. Simply send your email address to the Editor: adam_woodwards@hotmail.com

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