

WESTWORDS

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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.



Committee Members 2014-2015

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WA Club Parts List

Adrian Carr has prepared the following updated parts list for interested Members:
(Correct as at 28/12/2015)

Rear speaker grills -----	\$10 each
Strut top bushes-----	\$40 pair
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
V8 valley cover gasket and end seal set ----	\$100 each

Contact Adrian on 0417 991 089 to place an order.

Stop Press News!

The WA P76 Club is currently in the process of arranging another order of Front Strut Inserts.

These are currently unavailable and very difficult to find anywhere.

They will be \$300 per pair, and we require orders and full payment to be in by the end of March.

This could be the last time these are available for a while, so do not miss this great opportunity.



We are now also stocking locally made Strut Top Bushes. Manufactured by a Perth based Urethane specialist, our Bushes are vastly superior to the other Bushes currently on the market. Now in stock and ready for immediate delivery, they are only \$35 for the pair.



COMING EVENTS

GENERAL MEETING

MONDAY 25th April 2016

7.30pm

Kenwick Community Centre

Cnr Kenwick Road and Brixton St, Kenwick.

April 10th: Waroona All Aussie Car Show. Details and meet point/time to be advised

May 7th: BP Saturday Night Fever - Meet at Shell Thomas road at 5:30pm for run down to BP southbound on Forest Hwy

July 17th: Annual Dinner at Mundaring Weir Hotel. More details to follow with Colin Flegg to detail a pre-dinner run

October 14-16th: 5th Annual P76 State Meeting Location: Geraldton More details to be released closer to the date.

Nov 20th: Triumph & Standard Day - The Club has agreed to attend. More details to follow.

Council of Motoring Clubs calendar

2016

January

February

13 Big Al's Poker Run. Perry Lakes, Floreat

15 **Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall**

21 Northam Vintage Swap Meet. Jubilee Oval, Northam. junestan@bigpond.net.au

March

19 Brookton Old Time Motor Show. www.otms.org.au

25-29 MG National Rally. More info - 0452 561 398

April

17 Classic Car Show - Whiteman Park - www.councilofmotoringclubs.asn.au

18 **Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall**

May

15 SW Mega Motoring Extravaganza Bunbury. SWVCC. swvccinc@gmail.com for more info

15 British Car Day, Gingin

15 National Motoring Heritage Day

June

20 **Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall**

July

TBA CMC Quiz Night

TBA VCC Winter Undercover Auto Jumble

Note to members with concessional licensed cars, any of the above events on the CMC calendar can be attended by yourself with your concessional licensed car, and is in fact encouraged.

To All Members.

The W.A. club for many years has been the owner of a genuine Leyland bar mirror and the time has come to find a buyer for it.

It is approximately four feet by two feet (exact measurements can be supplied if required) and is indeed a very rare item.

The sale is being arranged and managed by club president James Mentiplay as he will NOT be bidding on the item.

Therefore, it is essential that anyone interested in placing a bid for the purchase of the bar mirror contact James direct at james@slscranes.com.au to do so, so that other potential buyers do not know what your bid is. This is very important to ensure total transparency and confidentiality.

A photograph of the mirror is attached for your information.

A reserve price has been set and will not be disclosed to bidders until it is reached.

Bidding is open to West Australian club members only.

The leading bid (not bidder) will be posted on the W.A. club Facebook page daily.

Bids close at 4.00 pm on Thursday, March 31st 2016. Any bids received after this time will not be accepted.

Thank you.

The Committee.
Leyland P76 Club of W.A.

(At current time of Print, the bidding is at \$500)



Recent new member from Bunbury, Leigh, has been busy with his recently aquired P76.

A familiar job for some P76 owners, thanks to James for the chassis repair section, only the outer skin had rusted, so after drilling out the spot welds, a chisel and grinder took care of the rest . Then flux core through the mig took care of the rest. The vertical piece will be done in the next few days. The only remaining jobs are new rear shocks and front suspension bushes. Then over the pits.



Targa Florio Restoration – Part 1

By Marcus Flegg

I guess my restoration has progressed like most cars, it starts out small with a plan to put the car back on the road but before you know it, it's gotten out of hand and it no longer involves getting the car back on the road but modifying (and hopefully improving) it.

Having joined the P76 club, after a period of time, it thought it would be good to get one as a weekend driver. This was also the result of the fact I had just pranged by Falcon (courtesy of a P plate driver moving into my lane) and realised that with the resulting panel and paint, I would have nothing left to do. Now this may seem like a good thing in having nothing to do but the danger that lay ahead for me was to continually stuff around or improve the car to the point where I regretted what I was doing. Or had nothing better to do on the weekend than polish the car or mow the lawn.

Anyway I ended up buying Andy Mentiplay's Targa Florio. Most may know if it. I am the third owner and bought what I consider to be a well-optioned car, which with a little bit of work would be a nice car to drive.

After getting the bodywork sorted on my falcon, I decided to use the same panel beater/spray painter to sort the engine bay out on the Targa. Here the first bit of scope creep crept in. Instead of just sorting out the engine bay, it became a case of sorting out some minor bubbles of rust at the bottom of the rear window and re-clearing in effect the whole arse end of the car.

Still the results speak for themselves.



While the Targa was in the panel shop, and in between reassembling the falcon, I made up a list of what I wanted to do to the car. Some things which were top of the list included, 4bbl manifold, tacho, new mirrors (mine was a bit stuffed), and other necessity's such as rebuilt front struts and a refreshed engine. Should be easy enough to have in back on the road for the Club shed run?

Here's where it gets out of hand. Now a thing to bear in mind, As a newcomer to P76's, I found it somewhat strange that it's harder and more expensive to find a set of front strut inserts (thanks to the club member down south who sold me a spare set

he had) than to get a NOS wiper motor assembly. Coming from Fords, a NOS wiper motor assembly is like Nazi gold and would require an arm, leg and other appendages with a set of struts being common as anything.



Anyway, while the motor was going to be apart, it made sense to maybe change the cam (hi torque one please) and then of course you have to change the lifters, and why put a good cam in if you don't let it breathe with a 4bbl manifold and new carb. Then when you are doing the engine, it doesn't make sense to then let it rely on an old radiator does it? You can see where this is heading. In the meantime, this IT person (yes my day job is with computers) would rebuild the front struts and clean a few years' worth of road grime off most of the engine bay parts and also give the front cross member and steering rack a birthday. The results once fitted speak for themselves.

Of course it always helps when you decide to fit these parts on the hottest days of the year.

In terms of the radiator, Mick's purchase of an eBay special helped steer me in the right direction. I also happened to fluke on a Willpower manifold what was on the shelf at a parts place along with a well-priced cam. Some of the more cosmetic purchase have been some Holden mirrors which when color-coded I think will really suit the car and as a bonus were cheaper than old original ones.



Gradually the car is coming together but at the moment, there's always the risk of more scope creep. Still I think I'm okay with that. Anyways, I have been setting deadlines for this and heard them whooshing by. At the moment (and close your ears and stop reading any further Andy) I am more interested in it being well done and sorted than just done by a date. Stay tuned for Part 2.



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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.

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leylandp76@westnet.com.au

Now Available at Mentiplay Leyland Urethane Steering Couplings: \$40 plus \$5 postage and packaging, also, Rebuilt Urethane Gearbox Mounts: \$170 plus \$10 postage (exchange basis only)

Reconditioned P76 Intermediate Steering Shafts. Available for both power steering and manual steering cars, these are a must if you want your P76 to drive like new. \$250 each plus postage and packaging, plus exchange of your old steering shaft.



NOEL DELFORCE P76 MODS

Mobile: 0424538933

Email: noeldelforce@hotmail.com

P76 FRONT BRAKE UPGRADE

Minimum 15 inch Diameter Rims. 2x BA Falcon Rotors (Slotted-298mm Diameter)

2x Recon'd Callipers. 2x Steel Hubs. 2x Brake Hose. Brake Pads. Adaptor Kits.

Includes fitting calliper mounting brackets to your Strut Legs.

PRICE: \$1830.00... FITTED \$1650..... Fitted by owner.

It is necessary for me to fit the mounting bracket to your Strut Legs to ensure correct clearances are maintained. Postage extra

FRONT STRUT UPGRADE

2x Munroe Gas Strut. 2x Commodore Top Mounts (far superior to P76 mounts as they incorporate a thrust bearing; also allow easy adjustment of caster and camber). Includes special gland nuts, machining and strengthening rings.

PRICE: \$980.00..... Fitted \$780.00 If fitted by owner. Postage extra.

POWER STEERING PUMP UPGRADE.

New Pump. Mounting Bracket. Braided Stainless Pressure Hose. Low Pressure Hose. Vee Belt and all Fixings.

PRICE: \$800.00. If Double Vee Pulley Required For Front Pulley: EXTRA COST.... \$100.00.

Vee Pulley off Standard P76 Pump Is Required on an Exchange Basis. If Owner can't supply: EXTRA COST\$60.00 Postage extra.

FRONT LOWER CONTROL ARMS (PAIR).

New Replaceable Outer Ball Joints. New Inner Bushes. New Strut Bar Bushes.

PRICE: \$355.00 Exchange. Postage extra.

FRONT ENGINE MOUNTING BRACKETS.

Modified To Allow The Use Of Range Rover Engine Mounts.

PRICE: \$160.00 Exchange.

Postage extra.

SANDON ROTARY STYLE AIR-CONDITIONING COMPRESSOR UPGRADE.

Mounting Bracket. New Idler Adjustment Pulley. Vee Belt and All Fixings.

PRICE: \$450.00 If Double Vee Pulley Required For Front Pulley Extra Cost Is \$100.00.

Postage extra.

T5 BORG WARNER GEARBOX UPGRADE.

Modified P76 Manual Bellhousing (exchange) Clutch Release Arm.

PRICE: \$500.00 Postage extra.

P76 V8 SUMP WITH BAFFLE (Range Rover style)

PRICE: \$150.00 (exchange) Postage extra.

TURBO 700 AUTO GEARBOX UPGRADE.

I am currently working on the Adaptor Plate and all associated hardware hopefully I will have it fitted up to a car in the next few months.

Price will probably be in the vicinity of \$800 to \$900.00.

All pricing correct at time of publication: however may be subject to change.

All mods are intended for off road use.

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

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