

WESTWORDS

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What is a 1928 Rolls-Royce Piccadilly-P1 Roadster doing on the front cover of WestWords? (see page 4).

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:

I am very pleased to advise that this month's *Editor's Corner* is deferring to a most welcome message from your Club President. I can only encourage members to take note of James' comments as under.

Presidents Report

Hi Everyone,

It isn't very often that I write a Presidents Report, but with a busy 12 months coming up for the club I thought it was time to write something. In March we have our "Shed Run" which involves travelling to a few members houses and having a perve at their collection of cars and assorted goodies. I would encourage everyone to attend as the members sheds that we are visiting will be most interesting.

In April we will be the featured marquee again at the All Australia Car Day in Pinjarra. Last year we had 36 P76's on display, and I would love to better that and have 40 this year.

In June, we continue the tradition of celebrating the P76's major birthdays with a display in Forrest Place in the CBD. The committee visited Forrest Place in early February to check out the recent renovations made to the site and the good news is that the changes have not impacted on the size of the display area. This means that our original intention to have 18-20 P76's on display is still going to go ahead.

The weekend after the 40th Birthday display, a large contingent of us W.A members are heading over to Canberra to join other P76 nuts from around the country in celebrating the P76's birthday. If you are keen to join us on this trip, please let us know as we will be booking flights and accommodation very shortly.

The committee has also decided to incorporate the Annual Dinner with the AGM starting from this year, I think is a great development and sure to spark some interest in both events. More details will follow in the coming months.

I have also been busy with my collection of cars recently. My Crystal White Executive is booked in to have some major rust repairs carried out on it, I have also had a new dash top retrimmed for the Exec to match the rest of the custom interior. Andrew Mentiplay has been busy working on my Corinthian Blue Super "Barn Find". After being locked up since 1989, plenty of things require attention, including new fuel tank and lines, new water pump, suspension work etc. I just had the door tops trimmed in NOS brown vinyl and they look an absolute treat, the back seat needs doing next. I hope to have this car make its club debut at the All Australia Car Day in April. I have also had some dents repaired on my Peel Me A Grape Executive, the work done was first class and I am happy to pass on the company's details to anyone who needs work done on their pride and joy.

It is an exciting time coming up for the club and its members, and hopefully we can show the motoring public what a fine vehicle the P76 still is and encourage more people to join our swelling ranks.

Happy Motoring

James Mentiplay



THE LIGHTER SIDE

*The local council could not afford a speed camera, so they put up a sign saying:
SLOW DOWN, OLD PEOPLES HOME. - It had no effect.*

*At the next meeting the council decided to play on the paternal instincts and put up a sign:
DANGER, CHILDREN AT PLAY. The result was the same: no reduction in traffic speed.
Then the chairman had a brain-wave and suggested they try a sign with: **NUDIST COLONY.**
As a result, white vans and trucks crawl through the village*

"All Australian Car Day X"
An In the Loop ® Event
Sunday 14th April 2013
10am to 3.30pm at Pinjarra Paceway
Huge Classic Car Display,
(Featuring the 40th Anniversary of the Leyland P76)
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COVER PICTURE

40 YEARS IS WORTH CELEBRATING . . . BUT HOW ABOUT THIS?

Just when we thought 40 years of P76s is a great achievement (and rightly so), along comes this oldest running car and driver in history.

This man owned and drove the same car for 84 years! They certainly don't make them like that anymore.

Can you imagine having the same car for 84 years?

Mr. Allen Swift (Springfield, MA.) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new, as a graduation gift in 1928. He drove it up until his death last year . . . at the age of 102! He was the oldest living owner of a car that was purchased new.

It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (84 years). That's approximately 12,738 miles per year (1061 per month).

1,070,000 that's miles not kilometres!! It comes out to 1,721,998 kms!

That's British engineering of a bygone era. They don't make them like that anymore. We surely must draw some comfort from the fact that the All-Aussie P76 was devised and built by an Australian company with its parentage in the British auto industry.

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WA Club Parts List

Andy Mentiplay has prepared the following parts list for interested Members:

Targa Hubcaps – set-	-	-	-	\$100.00
Rear Speaker Grills	-	-	-	10.00
Steering Column Bushes	-	-	-	10.00
Short handbrake cables	-	-	-	5.00
7” Headlight Surrounds	-	-	-	5.00
Rust repair Panels R/L	-	-	-	75.00pr
Water Pump Cross	-	-	-	5.00
Strut-top Bushes	-	-	-	50.00pr
V8 Air Filter elements (Genuine Ryco A259)				35.00
V8 Water Pump Overhaul Kits	-	-		100.00
Lower Front Guard Rust Repair Sections	-			80.00pr
Timing Cover Seal	-	-	-	45.00
V8 Oil Filters	-	-	-	24.00ea

Contact Andy on 93932428 or 0457038877 to place an order.

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The Lighter Side

One Friday a traffic policeman stops Maisie and asks to see her driving licence. 'Lady, it says here that you should be wearing glasses when driving.'

'Well,' replies Maisie, 'I have contacts.' 'Lady, I don't care who you know, you're still going to get a ticket'.

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

GENERAL MEETING 28 JANUARY 2013

Open: 7:37

Apologies: Matt Truman, Gary Mentiplay, Roger Pattern-Williams, Peter Swale

Correspondence in: NZ Club, CMC, Mothers Car Care, Classic Car club

Correspondence out: Nil

Minutes for December were read and seconded by Kirsty Carr, Ken Domeyer

Matters arising from the minutes: Nil

Treasurer's report: As per statement

General Business:

- The Burger run was discussed, thanks to Ken for his efforts
- There will be a Committee meeting at Forrest Place, Feb 3rd 2pm at the café
- The Club discussed ways to promote the P76 this year for its 40th Birthday
- ACL Bearings are not producing Engine Bearings for the P76 any more, however an order for 50 or more bearing sets will be produced
- The Magazine 'BMC Experience' has a piece on the P76's 40th anniversary in its next issue

Meeting closed: 8:34pm



COMING EVENTS

General Club Meeting:

MONDAY 25 MARCH 2013

7.30pm

At The Kenwick Community Centre

cnr Kenwick Road & Brixton Street KENWICK

Club Shed Run. Saturday 16 March. Meet 12.30pm for a 1.00pm start from Centrepont Shopping Centre Car Park, Midland. Destinations: (1) Adrian's Shed at Chittering, (2) Dave's Shed at Glen Forrest, and (3) Andy's Shed at Forrestdale. (BBQ---BYO meat).

All-Australian Car Day. Sunday 14 April. 10.00am-3.30pm. Pinjarra Paceway. Featuring the 40th Anniversary of the Leyland P76. All cars are required to be in position well before official opening time. Club details to be advised. See details on page 3.

Greenhills Run. Sunday 26 May. 10.00am. Meet at Midland Centrepont Centre Carpark. Lunch at Greenhills Tavern with informal Car Display. Visit to York Car Museum.

P76 Fortieth Birthday Display. Wednesday 26 June. Forrest Place, Perth. Details to be advised.

40th Anniversary Canberra Celebrations. Saturday 29 June – Sunday 30 June. Run to Gundaroo (Sat 10.00am – 2.00pm); Formal Dinner, Rydges Lakeside Hotel, Canberra (Sat 7.30pm – 12 midnight); Conscours, Old parliament House Lawns (Sun 10.00am – 3.00pm).

Combined Annual General Meeting and Annual Dinner. Sunday 28 July. Venue, time and guest speaker to be advised.

Joint Club Run. Sunday 15 September. Meet with Austin Club members at Centrepont Shopping Centre, Midland, 9.30am for 10.00am departure heading towards York for a BBQ Lunch and visit to a P76 "graveyard" property.

Giddegannup Car Museum Weekend. October. Details to be advised.

PROJECT P.76

(This is the first in a series of articles submitted to WestWords by club member David Fox of Canberra.)

Preliminary Mechanical Specifications Design Reference Version

These specifications are taken from the original engineering documentation.

Unfortunately they are undated but I am assuming that they are about 1971 in that some components had not been selected and some large scale testing was still being undertaken. In the following months I will document the test cars and results of testing undertaken on them.

The notes indicate that there are differences for 2 door specialist and Station Waggon (sic) versions, and of course for 6 cylinder versions.
The specifications given below are for the (generic) V8 4 door saloon.

Specification	DESIGN	ACTUAL
Wheelbase	111 in	111.24 in
Track - front 5 in rim	58.5 in	58.5 in
Track - front 6 in rim	59.5 in	59.5 in
Track - Rear 5 in rim	58.5 in	58.7 in
Track - Rear 6 in rim	59.5 in	59.7 in
Ground Clearance (static load)	6.75 in	6.75 in
Turning Circle between curbs	35 ft 8 in	37 ft
Length	191.3 in	192.5 in
Width	75 in	75.2 in
Height at static laden	54 in	54.11 in
Angle of Approach	28 deg	27 deg 45 min
Angle of Departure	14 deg	14 deg
Ramp Brake Over	166 deg	166 deg 30 min

COMMENT

You will have noted that the design specifications do not vary in any significant area from the actual specifications. One exception is the turning circle which varied by 16 inches. However looking at the front wheels on full lock I would think that some steering geometry had to be changed otherwise wheels would have fouled the inner guards. I am surprised at how close the design specifications were to actual. This indicates to me that the engineering drawing and modelling were of a high quality. Remember this is before CAD CAM software and 3D rendering on technical workstations.

Component manufacturers would also have needed time to design and tool up for production. As a consequence the design specifications would presumably be locked in at least a year ahead of production. It would be interesting to determine whether anyone can remember the actual date that the design for Project P76 was signed off?

THE TALE OF TWO TARGAS

(Targa 2)

by Sam Murray

(This is an excerpt from a longer article previously published in WestWords in October 2009)

After some months of searching the net, looking at potential P76's on offer for sale, and failing to experience that indefinable rush of "YES!" that signifies "Eureka" (I have found it!), James Mentiplay took me aside before a club Meet and presented photos of a Targa on offer somewhere in the Wheatbelt. Deep down I felt the trembling excitement beginning to bubble up. Was this IT?

Listening to James tell of his dealings with the owner and her family over many months it became evident that now was the time to take a leap of faith.

I left James to set up a visit to view and, all being well, purchase the vehicle.

As the appointed day approached I was having difficulty taking my mind off the great event, desperately hoping that we would avoid any last-minute snags to closing the deal.

My wife, Shirley, is anything but a car-nut. She has driven many vehicles in her time and considers them not much more than comfortable seats on wheels. Yet she has never lost her love for the Targa we once had back in the 80's. When I approached her about this opportunity (we make all our big decisions together) she was emphatic that we went all out for it despite the enormous strain on our modest budget.

So, at 8.00am on a fine, cool Saturday 12 September 2009, I was picked up by James in his fabulous Ford F6 muscle machine and, accompanied by Gary and Andy Mentiplay, we set off on a 600 km round trip to Kununoppin, a half-dozen streets township sitting on the Wyalkatchem-Merriden Road that carves its way through the WA Wheatbelt.

We anticipated that given a 3-hour trip, a one-hour stop to close the deal, collect the Targa and a 3-hour return jaunt, we would be home by 3.00pm. Wishful thinking!

As the photos show this sleek beautifully-preserved all-original Targa had more than a few gremlins waiting for us to tackle.



First of all, we couldn't get fuel up to the carby. So Andy fitted a spare fuel pump. The big V8 motor grunted then fell silent again. With the help of the owner's friend Ray, we used his compressor to ensure the line from tank to pump was clear. Tried again. Nope! What next? The sender? Out it came and with it about 5cm of solid gunk stuck up the pipe. Pipe cleaned, sender re-installed (with a mental note to have this unit replaced) and a line filter fitted up front.



The motor needed some further encouragement before it finally coughed and spluttered into life. At last, some action!

The deal was closed with Mrs Robinson, thanks expressed to Ray, and off we ventured with James driving the Targa and me warming the front passenger seat. All seemed to be well until the motor began to surge and wallow. After stopping briefly at Trayning to take photos of the Targa parked alongside the historical ESAB building, Andy took over to try to make sense of the vehicle's inconsistent running pattern.



We picked up some fresh fuel and food (not so fresh!) at Goomalling, then headed off into the western sunset. Things seemed to go quite fine until the motor again began to hunt and eventually it lost power altogether about 10 km short of Dowerin. The new fuel filter was already spewing a dark brown sick-looking apology for fuel. So Andy slipped on another spare---the last one! Not a grunt from the motor! James and I sped into Dowerin to get a can of Aerostart. Now we would see some response from the V8. But all we got were coughs and splutters. Things were looking bleak. It was getting close to 5.00pm. We were out of mobile range so unable to notify anxious partners of our plight.

After much deep thought it was decided to look at the distributor. Yes the spark was there. Was the condenser stuffed? What about the coil? Rummaging again among the spares in the capacious boot, a rather less than pristine condenser unit was found. Would this be the answer?

Suddenly Andy noticed that the distributor points assembly was very shaky indeed, and the points themselves were definitely not genuine Leyland. Once again to the boot and, hey presto! New points in abundance. In they went, then back to the

Aerostart and whoosh! the motor sprang into motion.



With the sun definitely low on the horizon we decided to try for a non-stop dash for home with Andy nursing the motor all the way. It was clear the fuel system was a lot less than average, with the carby a very suspicious character in the plot. We pressed on into the night and with a sigh of relief the big Targa heaved itself onto my home drive and Andy eased it to a halt. The time was nearing 7.00pm. Our 7-hour jaunt had grown into an 11-hour marathon!



I couldn't resist giving Andy a bear-hug in gratitude for his persistent plugging away at the problems presented to us by the Targa.

Of course, the vehicle itself was not to be faulted. We were dealing with a car that had been virtually locked away for some years. In that time some of the unleaded fuel had taken on the consistency of syrup, causing the carby a lot of grief, and the distributor must have been serviced with less-than-excellent skill.



Anyway, come Sunday morning I gave the Targa a hosing down and a drying off that showed it up for what it is: a lovingly-preserved piece of gleaming Aussie motorabilia that was as fresh and clean as it was when Jim Robinson drove it off Allenby Motors forecourt in Osborne Park, on 16 September 1974. The car was a credit to Jim who had passed away about two years previously. Over the following months, with the help of Andy, Adam Woodward and Roger Patton-Williams at various times, and input from an excellent auto electrician and a radiator specialist the Targa's mechanical, cooling and air-conditioning issues were gradually sorted. As with all aging vehicles there remain a few other matters that need attention. But for now, with a recent set of new tyres and an equally recent servicing by Andy the Wheatbelt Targa is ready and willing to take to the road and show her mettle as an all-original, unrestored P76 representing the WA Club at significant events around the State.



Targa 2 at the WA Motor Museum

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The Lighter Side



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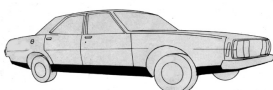
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