

WESTWORDS

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Roger Patton-Williams' Targa on display at Waroona in April 2011
(See page 3)

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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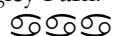
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EDITOR'S CORNER:

This issue of *Westwords* is necessarily slim due to a couple of factors (a) shortage of topical material (b) your Editor being caught up in family matters that involved helping to care for a two-year old great grandchild for over a week while the parents passed many anxious hours at the neonatal ward of PMH hoping against hope that their newborn son would fully recover from post-natal complications. However, we have managed to knock together an article covering the next Club Targa: that belonging to long-time member, Roger Patton-Williams. I had to do some scratching around my photo archives to find the pictures featured on the front cover and in the article itself.

Roger was happy to share what he knew about the vehicle and was hopeful of being able to unearth the original owner's handbook to elicit more information about the origins of this much-travelled car. The result is the write-up that follows on page 4.

The above-mentioned family crisis also kept me from taking my Targa to the *Targa West* 'Classics on the Park' display at Langley Park on Sunday 17 August. However, thanks to the Club Facebook page we got some pics and Dave Bryan sent through a brief write-up of the event to feature in this issue. Judging by the string of pictures the event was attended by a very healthy variety of classic cars, with marques from the BMC stable well represented by Triumphs and Minis, while other Aussie icons from the 70s, such as Monaros, Chargers, GT Falcons and Toranas also graced the green grass of Langley Park.



WA Club Parts List

Paul Banham has prepared the following 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	6 pairs
Timing Cover Seal	\$45.00	1 pc
V8 Oil Filters	\$24.00ea	10 pcs
T bar shifter Handles	\$5.00ea	5 pcs
Heater and fan knobs		13 pcs
New indicator switch mech	\$200.00ea	1 pc

Contact Paul on 0403774377 to place an order.

COMING EVENTS

GENERAL MEETING MONDAY 29 SEPTEMBER 2014 7.30pm

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

Club Burger Run. Saturday 6 September, 3pm. Details to be advised by Ken Domeyer.
State Meeting. 11-12 October. Busselton. To include a Display at the Jetty from 10am-1pm. Details to be advised.

BMC/Leyland Day. Sunday 26 October. 10.00 am. Manning Park, Spearwood.

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. Let Dianne or Nigel Bray know you are coming; Phone 08 83250512 npbray@hotmail.com

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



CLUB TARGA NO 6

Owner: Roger Patton-Williams



Longtime club member Roger Patton-Williams acquired his Targa from Dennis Woodward in 1991. Unfortunately, he knows little or nothing of the car's history prior to that year. However, Roger managed to locate the original owner's handbook that indicated the Targa was sold new on 21 November 1974 by Illich Motors, Como, to a Mr D Hollingsworth of Thornlie. The car bears production No 17865 which suggests it was built in late July of 1974.

At some point in its history the Targa was capped with a vinyl roof, and, as one of his first tasks, Roger stripped the vinyl back to the bare metal and had the roof re-painted. Over the years Roger has had the motor rebuilt and pistons re-bored 30 thou, the auto transmission overhauled, the York air-cond compressor replaced, electronic ignition and central locking fitted, and heavy-duty gas shock-absorbers installed. The cooling system is ultra-efficient by Leyland standards with the help of electric fans replacing the original viscose-coupling arrangement. Due to the original front seat upholstery being in poor condition, Roger has had the car fitted with seats from a 2000 Falcon.

Roger reckons the vehicle has done around 190,000kms that includes his trips beyond Port Hedland in the north of the state and Esperance in the east.

With his background in mechanics, Roger has been able to do most to the modifications and repairs himself and as a result, has a fond regard for his old Targa.

Roger maintains his car in full registration as he likes to be able to use it as and when he wishes.



CLASSICS ON THE PARK



The Three Amigos make an early appearance at Langley Park

On Sunday, August 17th 2014 Mick Le-Cocq, Adrian & Kirtsy Carr, Paul Banham and Dave Bryan took three Leylands along to the Langley Park stage of Targa West.

An enjoyable day was had watching timed tarmac racing with many and varied classic cars, plus the added bonus of being allowed to enter one car per club into a parade of two laps around the closed road circuit.

Dave and Paul took Dave's Hairy Lime Executive and had a lot of fun chasing a Lotus and other cars around the track.

The P76 performed very well, although after lap 1, the brakes were a little hot!

Several other car clubs had static displays so lots of car candy to look at and all in all, it was a really good event to be involved in and hopefully more will attend next year.



The P Team in action as the Park fills up



Triumph corner presents and impressive display of legends



An iconic Mark I Cortina struts its stuff on the circuit



This Mustang is all muscled up and ready to rip.



This fiery red GT Falcon surely packs a punch.



The Three Ps look at home beside their modern counterparts



STOP PRESS: WELCOME TO NEW CLUB MEMBER

A late message from the club President advised the Club has a new member, Kim Howes. Kim lives at Glen Iris and is a returning member who used to be in the Club back in the 80's and has owned a few P76's. He made contact with us through the Club's Facebook page last year and is keen to buy another P76 and get back into them. Members are asked to introduce themselves to Kim at the next opportunity.

The following feature originally appeared as one of a series of UK-sourced web pages some 12 years ago. It seems pertinent to include it as August 1974 probably saw the production of most P76 Targa Florios. The comments make for an interesting summary of the car from an English perspective.

Car of the month : August 2002

The Leyland P76 continues to command a strong and loyal following in Australia, but in the UK, the car is practically unknown.

For those involved in trivia, it perhaps should be better known than it is because, in the modern era, it is the only car to have been sold only under the Leyland marque. As can be seen from the P76 areas of the site, what emerged from Leyland-Australia was not only good looking (thanks to Michelotti), but also highly competitive.



This is Dave Eadon's immaculate Targa Florio model – and comes in the most delicious shade of blue to bless a BLMC car. The profile reveals a huge boot (or is that trunk?) and long bonnet, beneath which, resides a 4.4-litre version of the venerable Rover V8 engine. The wedge shape is perfect for the time (1973-1974), but one cannot help but think that a red paint job with white "Starsky and Hutch" stripes would finish it off to perfection!



Rear three-quarter view further reveals the innate "wedginess" of the design. As far as is known, this is one of only three surviving P76s in the UK – and the only Targa Florio version. Perhaps we deserved more – the company did investigate importing them back into the UK as a belated replacement for the Rover P5B. Could you have imagined Margaret Thatcher emerging from the back of one of these? No, me neither!

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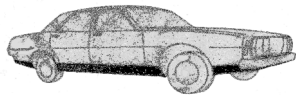
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Members on the Club emailing list also receive copies of interstate P76 club magazines when they become available.

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.