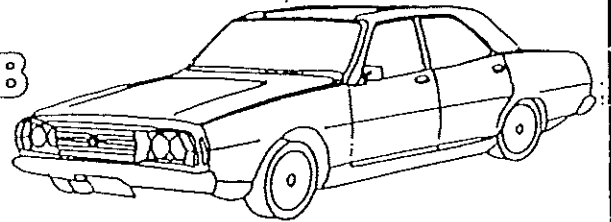


P.O. BOX 343
CARINA 4152

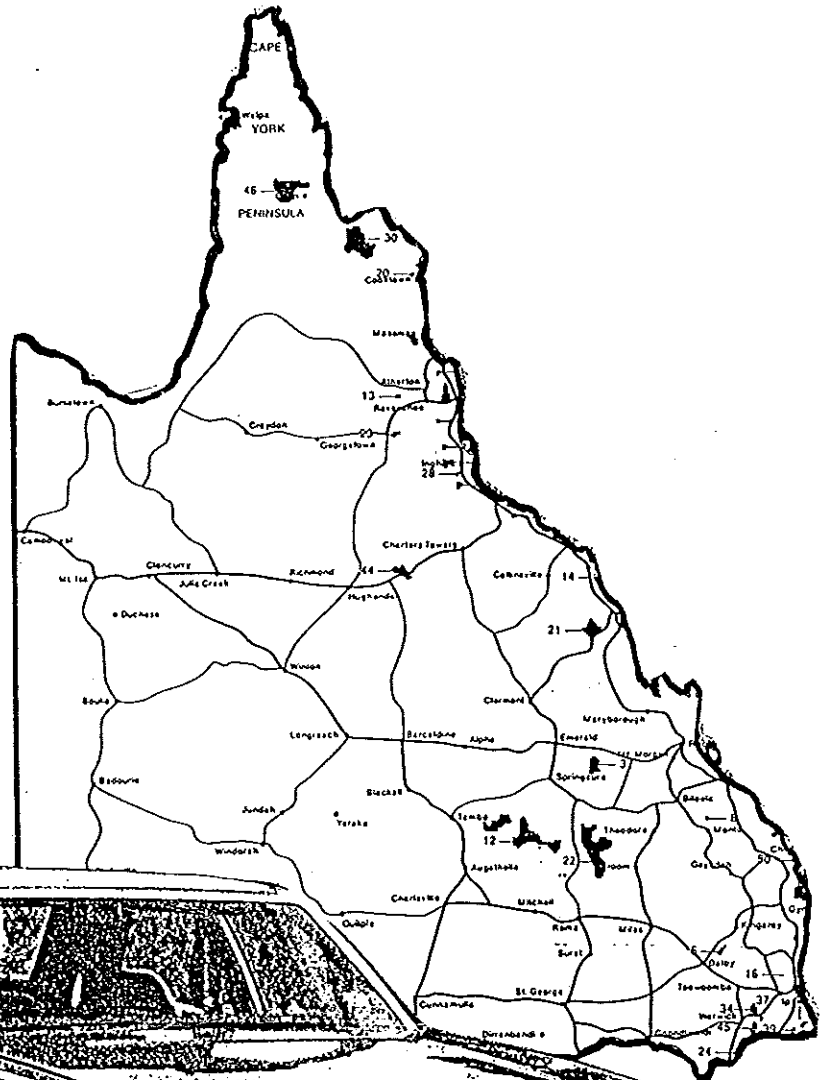
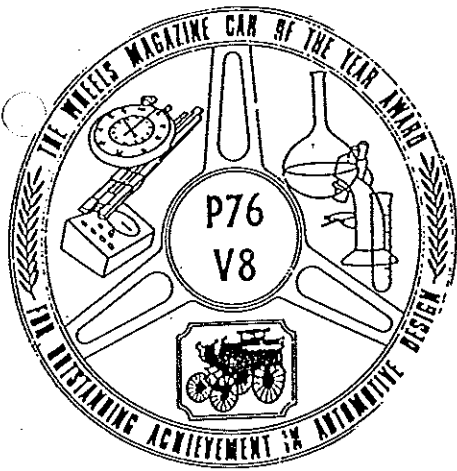
QUEENSLAND P76

OWNERS CLUB INCORPORATED



June

1995



P76. Anything but average

MINUTES OF JUNE 95

The President opened the meeting at 8.00pm.

Attendance per attendance book.

Apologies: Neville and John Humphries.

Minutes of the previous meeting were read by the Secretary and were moved as correct by Peter Rose and seconded by Brett Shaw.

Treasurers' report : Alan was unable to give a report at the meeting but a full report is printed elsewhere in this newsletter.

Incoming corresponding: Mags were received from New Zealand - Hunter Valley - Westwords - Northern Territory - Classic Car Club - Leyland Parts - S. A. and Canberra.

Incoming Letters: Shannons Corporation concerning car insurance.

Outgoing Correspondence: Gayprint was sent on request a list of members clubs.

Rent was paid on the meeting hall.

General Business:

- 1)
Report on Lets go Cruisin from Graham.
- 2)
Report on meeting at Yesteryear Display from Graham.
- 3)
Report on Redcliffe Swap meet and car show where we won the car club display again!
- 4)
Report on the Behind the Wheel programme.

It was decided to order more gasket sets and front light assemblies.

It was decided after many requests to let Marina owners join the club.

To everybody's horror, it appears we have to have a full stock-take of all the club spare parts before the end of the financial year

Meeting closed 9 36 pm.

EDITORIAL

First of all welcome to new member Adam Wojtala of Sunnybank.

What has happened in the last month? well first of all on 14th May we turned up in full force to the Motoring of Yesteryear display day run by the Armstrong Siddeley Car Club. But despite our best efforts we were not able to retain the Car Club Trophy.

This year the trophy went to the Volvo car club.

On June 4th we tried again This time at the Redcliffe Showgrounds and we did win the Car Club Trophy. Obviously beauty is in the eye of the judges.

On June 10th Hal and David arrived in their Rally Car, Ready to begin the Mobil 1 Trial, On Sunday we held a Bar B Q Swap Meet, Those who came along had a good time, and enjoyed checking out the rally car and meeting Hal and David.

On Monday we had to take the car into the City Mall where they were scrutineered by the officials and locked up over night.

Tuesday 13th, Rally Day. Hal was like a Cat on a Hot Tin Roof as soon as we finished breakfast we were off into town. although the first cars didn't start leaving until 12.30 pm.

However time flies when your having fun, and the start time soon came round, Hal was 84th off the rank but he made up most of his time before he got to Melbourne. At the last check at Broome he was

about 15th. Unfortunately the Media are pretty slack in Brisbane

The newspapers are only printing the Top 10 and TV. seem to have lost interest since Brock dropped back after hitting a tree.

We are keeping up via Jim Farmer in Newcastle who is keeping in touch with the service crews.

At the meeting on Wednesday 14th June Nominations were called for The Committee positions

President	G. Rogerson	Nominated	A. Wildman	2nd	A. Schutz
Vice President	N. Humpherys	Nominated	G. Rogerson	2nd	A. Wildman
Secretary	J. Joyce	Nominated	A. Schutz	2nd	G. Rogerson
Treasurer	A. Schutz	Nominated	J. Joyce	2nd	G. Rogerson
Editor	P. Rogerson	Nominated	G. Rogerson	2nd	J. Joyce
	A. Spencer	Nominated	A. Schutz	2nd	P. Rogerson
Spare parts co-ordinator	G. Rogerson	Nominated	P. Rogerson	2nd	J. Joyce

Spare Parts assistant J. Joyce. Nominated G. Rogerson 2nd A. Schutz

This position was formed because of holidays we need to leave the; Key with another club member.

And as mentioned in the Minutes discussion on forming a Marina register in conjunction with the P 76 Owners club, would require a spare parts section for 6 Cylinders.

Rogo Still Raving

Well Well it's me Rogo, just a Quick rave from me this month. Pat has to get the mag together tonight Sunday.

we have just spent today doing the Stocktake of the parts shed. Brett Shaw came up from the Coast, and along with Pat and Myself we managed to get everything done.

What else happened this month. Well the Big news is Hal Moloney from Newcastle is doing very well in the Mobil 1 Trial. We went to see Hal and David Waters off from the mall what a great sight to see Two P76s in such a big event. Hal was a little disappointed as his starting position was 84. However he has shook a lot of the slow ones off. And the last report from Broome he was sitting around 15. The other P in the Trial is from Adelaide and have been sponsored by BRUT to the tune of \$20,000-00.

Last meeting nominations were called for committee positions. looks like it will remain pretty much the same, I wish some of you other members would step forward for some of the positions. Time will tell

Well thats all for this month. Hope to see you down the coast to welcome back next Sunday, Or at the Lukaemia car show at Amberley.

Keep on P'ing

Rogo.

Social Calendar

July 2nd

Motoring Heritage Day. Run by the Lukaemia foundation
Meet at Oxley Police Academy for breakfast. Leave at 9am for Amberly
air base.
\$5-00 per car includes breakfast.

Also on this Date Hal and Dave will be returning to the Gold Coast.
they will be regrouping behind the Nerang shopping centre, at around 10,30
They leave Nerang for The Neicon Plaza at Broadbeach at 11.30am
The actual finish post is the Neicon Plaza Broadbeach. The cars will
arrive last to first. so the last car arrives at 12.00 and the overall winner
will arrive at 1.30 pm. Presentation etc is at Conrad Jupiters at 6.30 p.m
This is where Gray and I intend to be.
Ring us if you want to be a part of this historic occasion.

**THE QUEENSLAND COMBINED COUNCIL
OF HISTORIC VEHICLE CLUBS INC**
Representing all Enthusiasts in Queensland and Northern New South Wales

**1995 MOTORING HERITAGE DAY
ENTRY FORM
SUNDAY 2 JULY 1995**

NAME

ADDRESS
.....

PHONE (.....)

VEHICLE DETAILS: MAKE MODEL YEAR

TYPE: CYCLE / SEDAN / TOURER / COUPE / COMMERCIAL / OTHER

- PLEASE TICK ORIGINAL RESTORED MODIFIED
 HOT ROD STREET MACHINE
 SHOW VEHICLE CLUB DRIVEN
 REGULAR USE

\$5 per car entry fee (including breakfast at Oxley Police Academy)
Please make cheques or money orders payable to The Leukaemia Foundation

REGISTRATION NUMBER:

MEMBER OF CLUB:

ARE YOU WILLING TO DRIVE YOUR VEHICLE FOR THE RIDE DRIVE?
 YES NO

DO YOU WISH TO COMPETE IN THE GYMKHANA?
 YES NO

FOR MORE DETAILS CONTACT
THE LEUKAEMIA FOUNDATION OF QUEENSLAND
ON (07) 221 0633

FOR CATERING REQUIREMENTS PLEASE RETURN ENTRY FORM BY
MONDAY 19 JUNE 1995 TO

THE LEUKAEMIA FOUNDATION OF QUEENSLAND
GPO BOX 943
BRISBANE QLD 4001

DISCLAIMER

All entrants agree that on acceptance of their entry they shall release the Queensland Combined Council of Historic Vehicle Clubs Inc and The Leukaemia Foundation of Queensland and all persons connected with the organisation or the rally from all liabilities for any damages that may occur to either property or persons.

I understand the organisers reserve the right to refuse any entry without necessarily assigning a reason.

SIGNATURE

DATE

FOR SALE

De Luxe 6Cyl Auto Column
Mech:- Good motor Gear Box
and all parts
Body:- Rusty
Int;- Fair No Rego
\$600-00 Gordon Jarvie. S.A
08 430 150

Super 1973 4 speed Country Cream
Mech;- Good
Body;- Very Good
Int;- Fairly Good
Reg 7/95 \$2500-00
Peter Waters Wacol
0271 2020

Parts to give away
8 Doors, Heaps body panels
Mrs Baldwin
Googiven 079 965 155

Targa Florio. 2 owners from new Near New Auto Gearbox. New windscreen
Rear Louvre.. Body;- Very Good. Motor;- Very Good. Int;- Very Good
Beautiful car to drive \$5500-00 ONO Tony Masche 074 48 5905 Bli Bli

6 Cyl Motor and extra head going
\$250-00 Brian Jocelyn
07 277 0588

De Luxe 1973 6Cyl Column Auto
Mech;- Needs Head Gasket. Welsh
plugs. Recently recon transmission
Body;- Very Good
Int;- Very Poor
No Rego. Reasonable offers
Steve and Tanya 07 265 3751

P76 De Luxe Nutmeg V8 Auto
Body Good No Rust
Mechanically;- Good. Recon Auto
Column change
Int;- Fair Recline Bucket seats
12 months rego. R.W.C.
\$3500-00 Rod Stewart
015 123454



FOR SALE

Radiators \$60-00
 Weather shields \$30-00
 G L 27 Points \$12-00
 Z 86 Oil Filters \$12-00
 Gasket sets Top & Bottom \$100-00
 Brochures Per Set \$ 30-00

Console Letter "L" \$ 2-00
 Hand Brake Cables \$16-00
 Club Tee Shirts \$20-00
 Badges \$ 6-00
 Post Cards \$ 1-00
 Teaspoons \$ 5-00
 No Plate Lenses \$16-00Pr
 Force 7 Glove box manuals \$ 6-00

RUBBER PRODUCTS

Anti Rattle Bonnet/Bootlid \$5-00 per pr
 Wiper Motor Mounts set of 3 \$8-00 per set
 Firewall Grommett .625 x 1.75 \$4-50 each
 Firewall Grommett .875 x 1.75 \$4-50 each
 Firewall Grommett .625 x 1.625 \$4-50 each
 Horn Bar Insulator \$2-50 each

Ph: (07) 354 2053 Fax: (07) 355 3864

Vintage Parts & Panels

Restoration Supplies for the Car Enthusiast
Vintage to Modern

43 Blackwood Street,
Mitchelton (Bris) 4052

P.O. Box 6095
Mitchelton Qld 4053

AUTHORISED QUEENSLAND DISTRIBUTOR FOR:-
PETER JACKSONS OLD RUBBER CO.

PARTS STOCK INCLUDE

- Door, Boot & Windscreen Seals
- Bailey Channel & Weather Strips
- Pinchweld & Windlacing
- Clips, Grommets, Pedal Rubbers Etc.
- Rust Repair Panels
- RUBBER KITS**

for
Vehicles 1920s to 1980s
Call us for fast efficient service

Re Rubbing

Gear Box Mounts
Leyland P76 73/75
277.076

LEYLAND P76!

Rubber and Steel only.
Flock coated, gloss face.
1 metre Length.

216.14

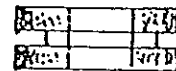


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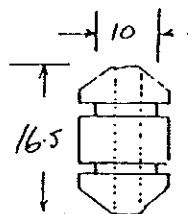
UNIVERSAL - RUBBER
STEEL INSERT
FELT FLOCK FACE
(COVERS 7/16")
LENGTH 970MM



Wiper motor mount
Set of 3



238.077



Leyland P76

Horn plate insulator

238.076

P76 Leyland
Wheel Arch &
Sill Mould



892.272

Leyland
P76
Windscreen
Mould clip



892.529

6

PARTS NEWS NSW

RUSSEL NICHOLSON FROM THE SYDNEY CLUB IS REPRODUCING HORN GROMMETS, HEATER HOSE GROMMETS, BOOT AND BONNET ANTI RATTLE RUBBERS, AND WIPER MOTOR MOUNT RUBBERS.

HE CAN BE CONTACTED ON 02 477 3201

QLD

THE QUEENSLAND CLUB HAVE AVAILABLE THE FOLLOWING ITEMS

LEFT AND RIGHT HAND WEATHER SHIELDS AT \$30.00 each
FULL V8 GASKET SETS AT \$100.00 PER SET
COMPLETE P76 BROCHURE SETS AT \$30.00 PER SET
FORCE SEVEN GLOVE BOX MANUALS AT \$6.00 EACH
IF YOU ARE INTERESTED IN ANYTHING FROM QUEENSLAND PLEASE
DO NOT HESITATE TO CONTACT GRAHAM ROBERSON ON 07 888 1345

VIC

THE VICTORIAN CLUB HAVE AVAILAEBLE THE FOLLOWING PARTS
LOWER CONTROL ARMS FULLY RECONDITIONED AT \$160 PER PAIR C/O
GENUINE REPRODUCTION INDICATOR LENSES AT \$75.00 A PAIR OR
INDIVIDUALLY AT \$40.00 EACH
PLEAS CONTACT JIM WALLACE ON 03 857 7782

ALSO WHILE IN VICTORIA I FOUND OUT THAT SPARES GALORE KEEP
A REASONABLE RANGE OF PARTS FOR THE P76 SOME OF WHICH I WILL
LIST BELOW

NEW GLOVE BOX AND BOOT LOCKS SOLD AS A PAIR WITH MATCHING
KEYS THESE ARE PRICED AT \$20.00 A SET
THEY HAVE NEW DELUXE GRILLS, NEW SUPER GRILLS, NEW FLEX PLATES
NEW RING GEARS NEW TAIL LIGHTS NEW HEADLIGHT SWITCHES ETC
CONTACT JIM ON 03 877 4311

SA

OUR OWN CLUB HAS AVAILABLE THE FOLLOWING ITEMS
TARGA MAG WHEEL CAPS AT \$75.00 PER SET
" " " CAP END BADGES AT \$7.00 EACH
" " " CAPS INDIVIDUALLY AT \$20.00 EACH
286 OIL FILTERS AT 10.00 EACH
FRONT AND REAR DECK MATS AT \$40.00 EACH LIMITED AMOUNT AVAIL

JILDEN CAN REPAIR WATER PUMPS, MAKE NEW HEAVY DUTY CLUTCH
CABLES, CONVERT 286 OIL FILTER HOUSINGS TO Z9, MAKE AN
ADAPTOR SO YOU CAN USE A FORD GEARBOX MOUNT FIT A LEYLAND,
HE IS ALSO ABLE TO REPAIR INTERMEDIATE SHAFTS ON REQUEST IN
ACTUAL FACT THER ISNT MUCH HE CANT DO!
HE CAN BE CONTACTED ON 389 6165 OR 389 6700

I HAVE MADE THIS PAGE UP AS I FEEL A LOT OF PEOPLE ARE KEPT
IN THE DARK ABOUT PARTS AVAILABILITY IT IS QUITE SURPRISING
WHAT IS GOING ON AROUND THE COUNTRY IN THIS AREA I HAVE
PERSONALLY ORDERED A LOT OF STUFF OVER THE YEARS FROM
INTERSTATE CLUBS AND SUPPLIERS AND HAVE FOUND THAT THE ITEMS
HAVE TURNED UP WITHIN AN ACCEPTABLE TIME FRAME SO IF YOU WANT
SOMETHING DO NOT HESITATE TO CONTACT ANY OF THE ABOVE. PEOPLE
ALSO SPARES GALORE DO BANKCARD, VISA AND MASTERCARD TELEPHONE
SALES ALL YOU NEED TO DO IS GIVE THEM YOUR ACCOUNT NUMBER
AND EXPIRY DATE

THE BEST, CHEAPEST AND MOST RELIABLE FORM OF FREIGHT IS OUR
OWN AUSTRALIA POST AND IF YOUR REALLY CONCERNED ABOUT THE
POSSIBLTLY OF NOT GETTING IT HAVE IT SENT CERTIFIED MAIL!

Please Reprint

PLEASE REPRINT

ATTENTION ALL CLUB MEMBERS.

HAVE YOU BEEN SEARCHING FOR UNDER BONNETT INSULATION HANGERS AND CLIPS FOR YOUR SUPER OR EXEC.?

PROBLEM SOLVED: A LIMITED NUMBER OF ORIGINAL NEW HANGERS AND CLIPS SETS ARE AVAILABLE FOR SALE TO DO APPROX 60 CARS.

PRICE: \$5 PER SET OF 13 + POSTAGE.

CONTACT: GEOFF CUTTING

21 ST. HELENA STREET FLAGSTAFF HILL S.A. 5159
Ph. (08)2703799

UNDER BONNETT INSULATION: IN ADDITION TO THE SUPPLY OF THE HANGERS AND CLIPS, UNDER BONNETT INSULATION PANEL SETS ARE AVAILABLE IN FACT SETS HAVE BEEN ORDERED. THESE PANELS ARE MADE FROM THE SAME ORIGINAL MATERIAL; MEMBERS WILL FIND THE FINISHED QUALITY BETTER THAN ORIGINAL BY FINISHING THE EDGES OFF WITH A WATER RESISTANT PRODUCT, THUS ENSURING A BETTER LASTING PANEL THAN ORIGINAL. YOU WILL NOT BE DISAPPOINTED.

PRICE: \$55 PER SET (INCLUDING HANGERS AND CLIPS) + PACKAGING & DELIVERY COSTS.

CONTACT: NIGEL BRAY

24 ELIJAH STREET MORPHETT VALE S.A. 5162
Ph. (08)3250512

ORDERING: IT WOULD BE PREFERRED IF INTENDING BUYERS ARRANGE THROUGH YOUR INDIVIDUAL CLUB COMMITTEES OR PARTS OFFICER TO DO BULK SET PURCHASES TO OFFSET PACKAGING, DELIVERY AND POSTAL COSTS WITH FINAL DISTRIBUTION FROM YOUR CLUBS. IF THIS IS NOT POSSIBLE INDIVIDUAL ARRANGEMENTS CAN BE MADE.

TO BE REPRINTED

NEWSFLASH

ATTENTION ALL CLUB MEMBERS

FROM GEOFF CUTTING

At the last National Meeting held at Rosebud I mentioned about a production run on Front & Rear Screens and possibly side windows. The good news is that the front and rear screens can be done as soon as we wish. The bad news side windows cannot be manufactured for a few years and that plain screens will not be available from this source.

The Front Screens shall be available in tinted, laminated and banded with lower blackout strip screen printed in the new modern method impregnated into the glass. The main advantage being that the blackout strip shall always remain intact

Price \$155.00

The Rear Screens shall be available in tinted laminated with impregnated rear heater. Club members will be required to arrange to solder the main connectors to the side bus bar, otherwise damage may occur during transportation.

Price \$205.00

Making of the moulds, screen printing and production etc will take approx 2 weeks once our order is placed provided a minimum of 10 per screen option is achieved.


To allow for adequate circulation of this newsflash in various club newsletters and placement of orders, I shall not order until after 30th June 1995 which shall be the deadline for firm orders and payment.

Freight is based on 4 screens per crate costing \$15.00 per screen, crates delivered to the manufacture's state outlets. Please submit the following Order Form and monies to the SA Club Treasurer.

Further more I would like to remind members that from past experience ie Louvre re-manufacturing if you don't place your orders in the first batch you could miss out in the future or wait a bloody long time before the minimum number is reached for another run.

Thank you

Geoff



TO BE REPRINTED

SCREEN ORDER FORM

enquiries to Geoff Cutting
21 St Helena St
Flagstaff Hill SA Phone 08 2703799

NAME.....
ADDRESS.....
TELEPHONE.....

	<u>QUANTITY</u>	<u>PER SCREEN</u>	<u>TOTAL</u>
FRONT SCREEN.....		\$155.00	\$
REAR SCREEN.....		\$205.00	\$
FREIGHT		\$ 15.00	\$
			<hr/>
		TOTAL DUE	\$

Please complete and return with Cheque/Money Order to:-

The Treasurer
Leyland P76 Owners Club (SA) Inc
5 Tindara Ave
Windsor Gdns. SA 5087

monthly report on three teams' preparations for the 995 Mobil One Round Australia Trial

**Team 1:
1972 Ford Escort
Mexico Replica
and 1994 Ford Escort RS
Cosworth Group A
Crew: Peter Edwards,
Doug Henderson**

Following our somewhat disastrous Wagga rally, the Escort headed straight for Geoff Mills' Precision Auto Electric at Canterbury to have the wiring all checked. Geoff is coming on the Round Australian with us - it will be great to have him keep the electrical side of both cars in tip-top condition!

Over the Christmas break the Mexico went down to Alan Marshall's to have the final touches added before Peter Edward's Escort Cosworth filled Project Racing's time sheets.

Having now competed in two rallies and a couple of super sprints, it was time for the team to sit down and iron out any of the bugs that had shown up and make any changes this required. Firstly, Chris Kelly's back didn't like the navigator's seat, so a more comfortable one had to be found for those long hours in the saddle.

Side intrusion bars and extra tags on the front hoop have been added for the safety and strength of the cage. Another problem was the hideous fuel consumption on the special stages. We were only able to reach some 200kms from a full tank, so a larger tank and a revised carbic set-up will be installed to alleviate this problem.

The major change will be the inclusion of works-type rear shock absorber mountings. Known as a Turret Kit, this arrangement will give far better location and working angles whilst utilising bigger and more robust shocks.

To comply with the Mobil 1 regulations, the Escort must carry various items, such as daily food rations for two, two litres of water per crew person and a first aid kit. All these need to be held in snugly and brackets have to be made to suit. Finally, a second spare wheel mount, jack and tool box mounts and of course a foot rest for the co-driver are all needed.

Meanwhile, Peter Edward's Ford Escort Cosworth has finally arrived from England and is currently having a dedicated wiring harness made up by poor Geoff Mills at his Canterbury workshop. This is a very involved task in which only essential items are wired into the new loom. This includes additional gauges, lighting and navigation, UHF radios and intercoms etc. Geoff's life has been made even more difficult owing to the fact that only a few of the car's electrical components arrived with it. Solution - make up a new wiring loom, Geoff.

The Cosworth Escort RS was conceived in 1988 by Ford Sport engineer, John Wheeler, whose brief was to design a no-compromise rally car to win the World Championship. Peter's Escort body shell was prepared by Gordon Spooner Engineering, the company that did the prototype development in '91/'92. GSE currently build body shells for the works team

CONTINUING A TRADITION OF ADVENTURE



JUNE 13-JULY 2, 1995

and Peter's car has been built to the latest Works specs. The T45 steel cage not only provides protection for the crew, but is an integral part of the design to provide exceptional rigidity and torsional stiffness. The roll cage also provides strengthening the suspension pickup points, both front and rear.

Interior

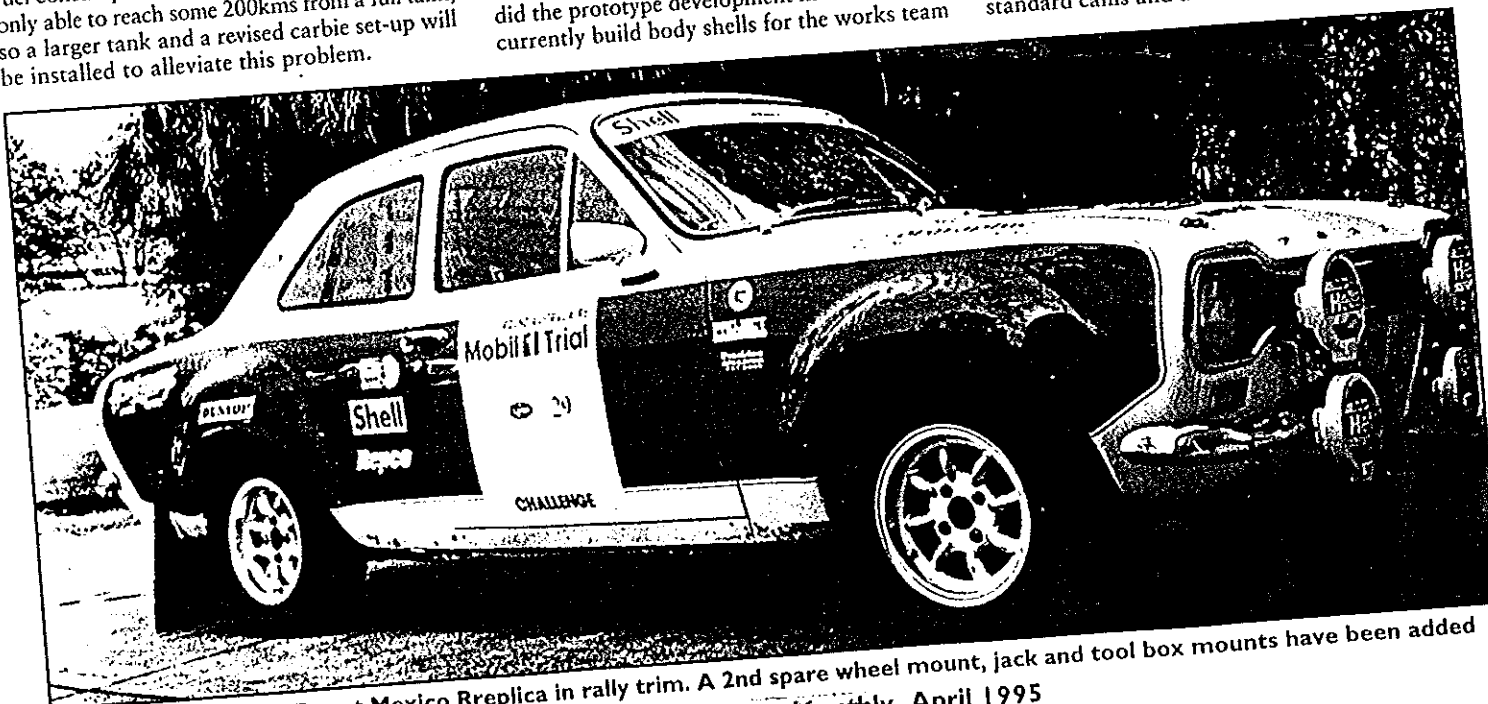
Marsh Maximo seats are fitted to the floor to keep the centre of gravity as low as possible. Six point Willans safety harnesses with aircraft buckle releases are fitted to Boreham specifications to provide ultimate crew protection.

Fuel System:

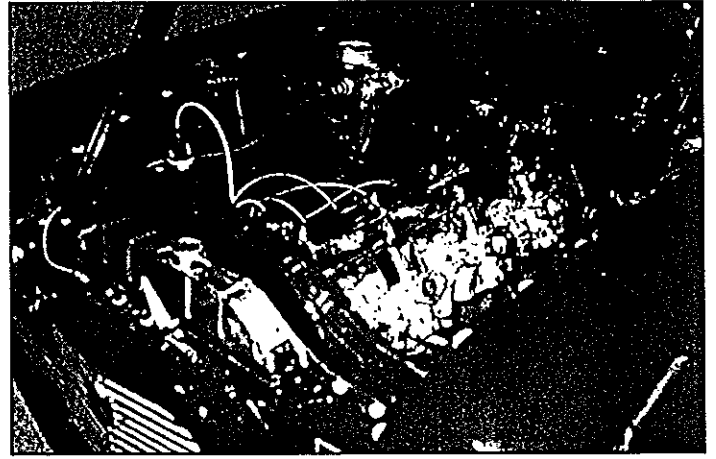
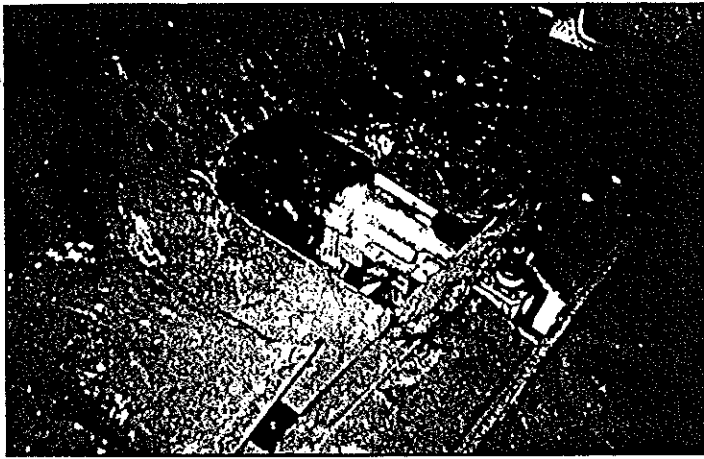
The fuel tank was designed and built by Peter Muir of Bond Roll Bars. This is a 120 litre foam filled bag tank with twin pumps and twin filter system and is all fitted in an aluminium box to provide a fire-resistant bulkhead.

Engine:

The engine will be prepared by Arthur Jackson of Road and Rally Centre of Regents Park. It will run in a low specification to cope with any fuel and the lack of adequate servicing whilst on the event, using a mild 0.9 bar boost with standard cams and a static compression raised



Team One's '72 Ford Escort Mexico Rreplica in rally trim. A 2nd spare wheel mount, jack and tool box mounts have been added



Excitement in the Zephyr camp! The engine has been reunited with the car. Rick is happy with the level of support from Zephyr fans

to 8.51. The Garret AiResearch T4/T3 turbo is huge and detracts from the driveability of our car on the road, however, it is the best unit available for competition.

Both the air-to-water intercooler and radiators, with twin cooling fans, are GSE units. The standard Weber Marelli engine management system will be retained.

As you can see, Alan Marshall and Geoff Mills are going to be plenty busy during the next six weeks. Of course, by the time you read this, the Mexico will have run and hopefully finished the SSS Automotive Rally at Oberon promoted by the Nissan/Datsun Driver's Club.

We are presently very confident of gaining another major sponsor along with, of course, Park Royal Parramatta, Precision Auto and Project Racing.

Perhaps Peter's colour scheme will aid our cause!

Doug Henderson

**Team 2:
1974 Leyland P76 Targa
Florio 4.4 litre V8 four
speed manual LSD
Category H8
Crew: Hal Moloney and
David Waters**

This past month, plenty has been happening at Beresfield as the weeks tick away at an alarming rate! Twelve Firestone mud and snow tyres have arrived, six for the Rally car and six for spare.

The 40mm square synthetic fibre mesh to close the roll cage opening is in position (nylon is not allowed in the Regulations). This will stop anything in the rear joining David and Hal in the front in emergencies.

The Four Point Four Way RPM competition seat belt harnesses are bolted in to keep the crew in position. A quick ratio rack and pinion steering has been sourced, utilizing a P76 power steering rack with the piston machined off the rack and lubricated and sealed with Wynns grease.

This was checked out with Leyland Australia in 1979 for the Repco Rally and was given the thumbs-up, and it works extremely well, pointing this large Leyland over dirt roads and bitumen. I asked what had become of the 1979 Repco car and was told they 'retired' the shell, as after many events cracks had appeared around the A-pillars and suspension mounts.

This may well have been, in part, due to an incident in the 1979 Repco when, with Paul Daley at the wheel, they hit a 20kph culvert at 130kph. The Leyland left the ground entirely and landed on the front bumper in a field almost vertical, before continuing on to finish, further testimony to its strength!

NOS Leyland front brake calipers were pulled out of spares in Hal's garage and fitted, along with Bendix Metal King pads. Brakes are a strong point of this car, the relatively light weight of the car contributing to this.

At the moment the car is being painted, undercoated at present and waiting for the rain to stop. At this moment some of the route is under water in Queensland and Northern Territory with the Todd River at Alice Springs flowing for two days, but the reason for choosing June/July is that it's the driest time of the year in that region. Maybe our lads should pack the water wings just in case!

I have been promised some testing when the car is complete, and photos of the car in action, so roll on rally time!

Brian Blyth

**Team 3:
1954 Ford Zephyr Mk I
Crew: Rick Cary, Paul
Warne and Dave Wilson**

"It's in! It's in!" as the actress said to the bishop. Yes, at last the MkI Zephyr of Rick Cary has been reunited with its engine. Anyone who has restored a classic motor vehicle will appreciate how momentous this step is. And when was that? on Australia Day 26.1.95!

However, smooth sailing it was not to be. After the mishap with the bearings and pistons, the correct parts didn't leave Adelaide until 8am on Australia Day, finally arriving at Jaguar Services in Chippendale early that afternoon. With everything bolted together, flywheel and new clutch in their allotted places, Paul Warne said, "What about the welch plug?"

"What welch plug?" came the response. Now, who but an English motor manufacture would fit a welch plug at the back of the block and cover it with the flywheel? Off came the flywheel and clutch and in with the welch plug. I love English cars!

Once everything was back together and in its right place, we gave it a quick squirt of green paint and the engine and gearbox were ready

for fitting. This was straightforward, presenting few difficulties ... at least, there was nothing a hacksaw and a large hammer couldn't fix!

The Zephyr was pushed back on its trailer to Rick Cary's home. Sadly, a restraining rope broke during the journey, resulting in a dented front of the otherwise-pristine body. By this time Rick was pulling out what little hair he had left!

Since Australia Day engine bay ancillaries such as radiator (brass, and nicely polished) the brake booster, carburettors and exhaust system have been fitted. Slowly the car is coming together.

What has impressed Rick Cary is the number of calls he has received from fellow Ford Zephyr owners - they phone for a chat, offering advice or simply to wish him the best. He can recall being particularly taken with one call from a Melbourne owner of a MkI convertible who was able to tell aspects of Rick's car from the photos in ACCM. Now Rick wants to build camaraderie and promote the marque before, during and after the Round Australia Trial by requesting other owners and clubs to contact him (015 404 404).

The next step is a visit to Barlings Auto Electrical in the Sydney suburb of Drummoyne for electrical work including the fitting of the wiring harness. Rick is becoming concerned now, with the June event looming over him, and he has taken time off work to help push the completion of the Zephyr. I know it's been said before, but next month we hope to give ACCM readers a repl on how the Zephyr drives under its own power!

Paul Lukes is acutely aware that owners want their vehicles completed exactly in accordance with their wishes and to achieve this, agreed time frames, colour schemes etc were established at the beginning of the restoration and adhered to. Other vehicles currently receiving a Paradise restoration include two MkII Jaguars and an E-type Coupé.

Paul Lukes, while being in the automotive business for some time, is also a collector. Obsessive in the nicest possible way, would be the word to describe him for his collection of Golden Fleece petrol bowsters and other paraphernalia. He also has a liking for Armstrong Siddeleys with three on site - a 1929 20HP, a 1953 Sapphire and a 1948 four seat utility that is being prepared for promotional work in Paradise.

Patrick Quinn

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A monthly report on
 three teams' preparations for the
**1995 Mobil 1
 Round Australia Trial**

CONTINUING A TRADITION OF ADVENTURE



JUNE 13-JULY 2, 1995

Oops! We've been calling our Escort a Mexico Replica - in fact, it is a genuine, 1970 Mexico! Our apologies for this communication error!

**Team 1: The ParkRoyal
 Escort Team: 1970
 Ford Escort Mexico
 and 1994 Ford Escort
 RS Cosworth Group A
 Crew: Peter Edwards,
 Doug Henderson**

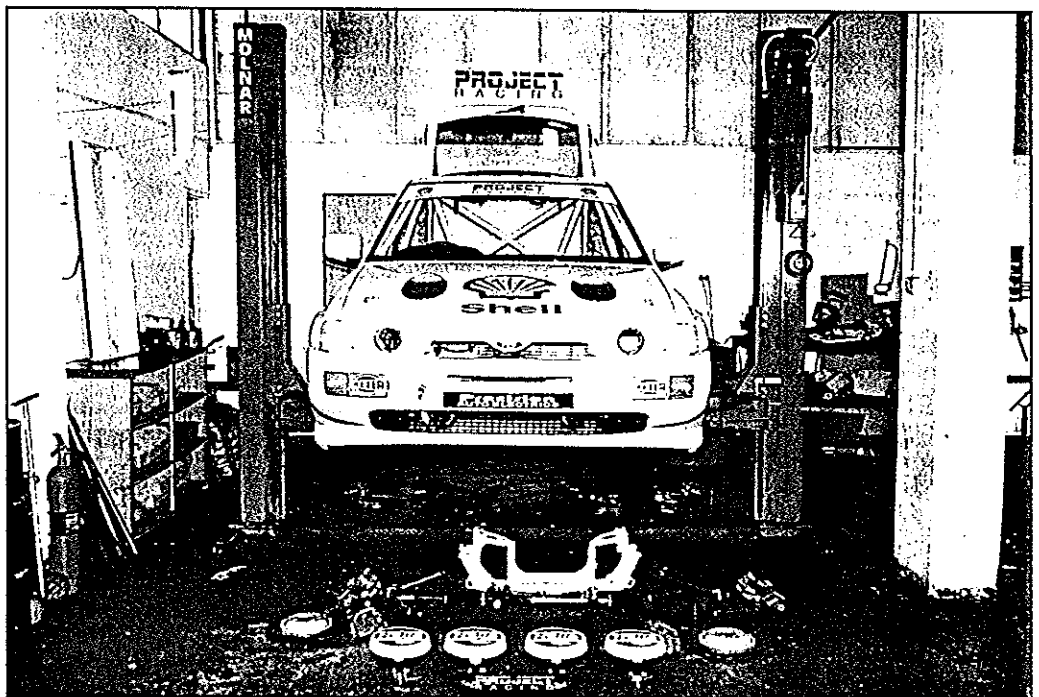
The Cosworth Escort has arrived in painted body shell fashion only, with the addition of a rollcage. Progress so far has been to take the car to Precision Auto Electrics for the custom-made wiring loom to be installed.

The rather flash paint job, consisting of red and yellow flames, has been added and the all important number decals, names of the crew, plus some of the sponsors also added.

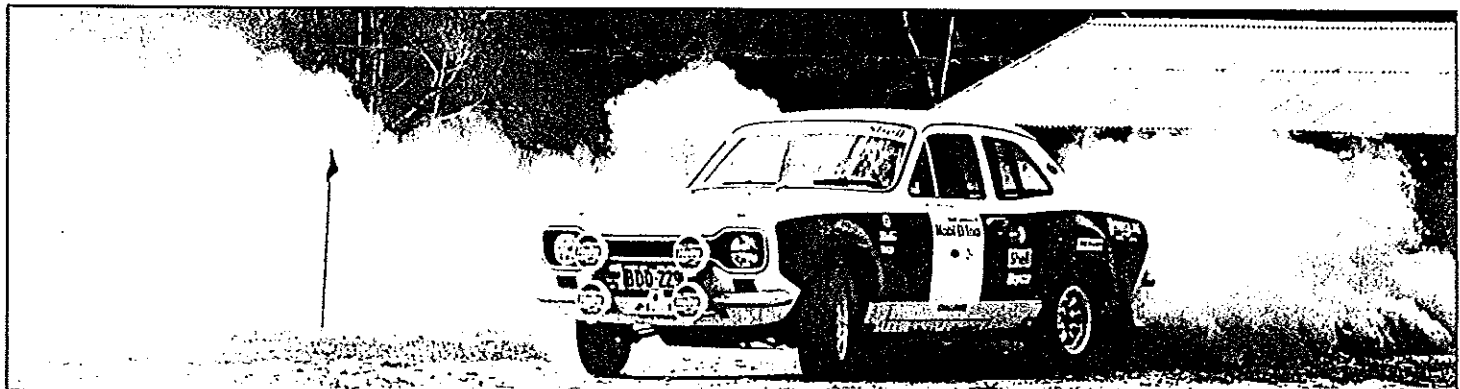
After three shipments of parts, the computer was finally sent from England after being extracted from the safe where it was put for security prior to the first shipment of components being sent!

This is a typical problem experienced many times over when dealing with a parts supplier on the other side of the world.

There were a series of small components missing or sent in error. Luckily these items are being rectified.



The Mexico needs a 70 litre tank to cover the long sections. The original twin Webers have proved to be pretty thirsty, so a twin choke Weber will be fitted to improve economy



The Escort Mexico in typical tail-out style under rally conditions

The last word in engine

However the frustrations and delays are very tedious.

The car was supposed to be ready for the 1995 rally season, for tryouts and shake downs, but it will be lucky to get the car running in time for the Mobil 1 Round Australia Rally which it was bought for! The Escort Mexico needs to be fitted with a 70 litre tank to cover the long sections. The originally-fitted twin Webers have proved to be pretty thirsty, so a twin choke Weber will be fitted to improve economy.

Pre-event scrutineering can be done by regional scrutineers to ensure that problems are brought out before the final scrutineering. It would be a tragedy to fail the final scrutineering and not have enough time to fix it prior to the start!

New sponsor, Shell, is supporting the team in conjunction with ParkRoyal. Negotiations are being held with a tyre supplier at present.

The cars are being featured on the front page of the Australian Rallysport News. Many of the other crews are behind schedule and still seeking sponsorship. One entrant only has a bodyshell with a rollcage in it and that is all!

Support crews for the ParkRoyal team are: Toyota Diesel troop carrier, Henry van der Ent, Chris Richards. Mazda Pantech 3.5 tonne capacity, Geoff Mills, Alan Marshall, David Wheatley, Bob Blandford.

The plot is for the Mazda truck to go off early and be available to service the Cosworth and Mexico at the overnight halts. The Toyota troop carrier is to provide service en route. I expect that they will be very busy! Not only do the service vehicles have to carry the wheels and tyres for the rally cars but they have to carry extra spare wheels of their own.

The logistics are incredible, each member of the team requires ten t-shirts. This means that 100 shirts will be carried! Then there are trousers, jackets and so on. Everything needs to be screen printed with the sponsors' logos of course.

Items in the rally car have to be considered. Each crew member needs to carry a minimum of four litres of water each, as required by the rally rules, and of course some food. A minimum of a 24 hour ration pack is required for each crew member. Although there is a list of recommended items, the easiest solution is to take a military issue ration pack.

All this and more needs to be organised into every vehicle. Next we will look at the tough time schedule that both service and rally cars will have to comply with to stay on time. *Doug Henderson*

Team 2: 1974 Leyland P76 Targa Florio 4.4 litre V8 four speed manual LSD Category H8. Crew: Hal Moloney and David Waters

A major kerfuffle this month when the big V8 had no compression on No.7 cylinder. After checking the valve clearance it was found the pedestal holding the rockers had been machined too much and the valves weren't closing.

Now it runs and sounds much better and I can't wait to see how it performs, after registration, which should be in the next four weeks.

The big Leyland is now resplendent in Omega Blue, the original Targa Florio colour, and Hal has managed to find some NOS Targa Florio striping.

The First Aid Kit went to a local chemist, Bruce Mead, to bring up to regulations and some will remember Bruce for his round Australia exploits in trials in a Volvo 142. It's amazing how coincidences like this keep springing up.

Leather has been chosen for the extra bonnet and boot catches and these have been ably fitted by Terry Harvey. Back shocks have come up for discussion again as Hal is not entirely happy with the nitrous oxide cell-type, but it will wait till testing begins on the road to sort this out. The other type under consideration will be Boge gas shocks. The radiator is going to be recored to heavy duty bigger core just so the big V8 keeps her cool. The rally will have a 'degree of toughness,' a grading system for the competitive trial and challenge stages. Each stage will be given a rating between one and ten depending on its degree of difficulty, for example a one km stretch on the Hume would be a one while a 150km stage along a dry creek bed strewn with large boulders would be a ten. These numbers will be shown on the route books as part of the description of the stage. The organisers support the premise of 'There's no such thing as rough roads, only rough drivers.' I am confident this crew's experience will bring the Leyland home in one piece.

PS I have been promised some testing when the car is complete, and photos of the car in action, so roll on rally time!

Brian Blyth

Team 3: 1954 Ford Zephyr Mk I. Crew: Rick Cary, Paul Warne and Dave Wilson

"The Zephyr will be finished by mid April. I'm not prepared to listen to any negatives - it will be finished!" said Rick Cary.

Win with Mobil!

Answer this question correctly and you could be the lucky winner of a five litre Mobil 1 pack, rrp \$44.95, and a Mobil One Round Australia Trial Taslon jacket, rrp \$150.

The first correct entry drawn from each state wins!

Answer this question correctly:

WHO IS THE SPONSOR OF THE 1995 ROUND AUSTRALIA RALLY?

Name _____ Address _____

Phone _____

Australian Classic Car Monthly, PO Box 250, Bondi Junction, NSW

Rick's 1954 Mk1 Ford Zephyr has come a long way since the end of 1994. Engine, gearbox, diff, suspension and brakes have all been rebuilt and installed. However there is still lots of work to be done and by the time this is published the British Racing Green and Silver product of Ford (UK) will once again be gracing our roads.

The engine was fired up for the first time on Thursday 9th March 1995, and everything internal has held together. Assembly was going well until the starter motor self-destructed in a pall of smoke. I have a friend who has a theory that cars, especially old ones, run on smoke. If the smoke is allowed to escape out into the atmosphere, the car stops. Anyway another starter (courtesy of an Austin Kimberley) was obtained, along with a new battery.

After running quite happily for a short period of time the perfectly good water pump that was installed a day or two previously decided that it would no longer seal in the coolant and deposited it all over the garage floor.

The Zephyr has had a new wiring harness installed and connections made for driving and map lights, kill switch, instruments etc. There is a lot of smoke in wiring harnesses just busting to get out. The instruments and steering column have also been installed. An interesting feature of Rick's Zephyr is the extra instrument binnacle situated in front of the passenger. This has proved to be the perfect position for the Halda Tripmaster.

The petrol tank is being made by Rick's father and will be installed shortly. A Valvoline 2.5 litre oil container is now providing sterling service as a temporary petrol tank. Rick is dismayed at the speed at which the Valvoline container is emptied. Next to be done is the bleeding of brakes, fitting the driveshaft, Arotech rally seats, trim and finally the registration. All done by mid-April.

Rick once again extends the invitation to anyone who wants to talk Zephyr, so give him a call on 015 404 404.

Patrick Quinn

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protection is Mobil 1

A monthly report on three teams' preparations for the **1995 Mobil 1 Round Australia Trial**



The Escort Team needs to re-shell the Mexico after a little mishap ...

Team I: The Park Royal Escort Team: 1970 Ford Escort Mexico and 1994 Ford Escort RS Cosworth Group A Crew: Peter Edwards, Doug Henderson

The Narooma Booma, run by the Mini Car Club, was set to be our first practice run for the full team (with the exception of David Wheatley our esteemed chief cook and bottle washer, who was away racing his Mini in the 1000cc Series).

Previous weeks had been spent preparing our two support vehicles, in particular the Mazda dual cab four tonner. Chris Riches' Toyota troop carrier which will now be second support vehicle, had already been set up by Chris the previous weekend at his farm at Wollombi. Chris has built in a 90 litre aluminium water tank directly behind the two front seats. Behind the water tank and on either side, a straining belt and buckle system has been arranged to

secure four spare tyres for the Mexico and four spares for the Cosworth.

Chris fitted two bars running across the van, one which would go through the handles of four 20 litre jerry cans, which would fit quite snugly with some foam packing between each can. The second bar would lock in the four jerry cans. A steel plate, approximately three feet by two feet with a half inch rim, was then fastened to the floor. A full size tool kit would fit in the frame with a turn buckle on each side of the tool kit to fasten it down.

Last but not least, a small trolley jack would fit in beside the tool kit. Both internal and external lights were fitted by Geoff Mills of Precision Auto Electrics, which just about set the troop carrier up, apart from small bits and pieces which, no doubt, we will find we need as time goes by.

A full weekend's work was carried out on the Mazda. Firstly, Peter was able to locate a bull bar and an aerofoil. At the rear of the pantech, immediately behind the cabin area, three shelves were built in; the top one would carry all of our

personal luggage and the second would carry six large plastic tubs which will carry assorted equipment. All of these will have an inventory list at the front which we hope will save us lots of time, should anything be needed. The third shelf will carry nine wheels and tyres for the Cosworth. The floor of the tray will carry eight jerry cans and four spare wheels for the Mexico.

A collapsible work bench was installed on the left hand side of the vehicle, and this should prove invaluable on the trip. The roof and top shelf were lined and an air vent will be added at a later date to pressurise the back of the truck. Wire mesh will be fitted to the right hand side and this will give us great storage area using octopus straps for a variety of spares which we will be carrying.

A large vice will be carried and this will fit to the tow bar. An 8KVA generator, oxy welding unit and a compressor will also be stowed in the back of the truck. This should give us an efficient workshop which will handle most emergencies. Apologies for the non technical nature of this report but, as I have said before, I'm just a driver.

Maybe I should rephrase that last statement, although I'm sure all you drivers out there would agree with me, whenever something goes wrong in a rally car, naturally it's always the navigator's fault. Now in this case, being the great diplomat I always have been, rather than blaming my navigator, Chris Kelly, we will put it down to the fact that we had lost our Halda and were driving blind.

I have been known to spin the old E-type once or twice in historic races (I actually did get the Gardening Award at Amaroo in 1993), but there aren't any of those bloody trees on a race track, particularly the ones that jump out at you when you are going around a corner pulling 7,000 revs in third gear. Result

The last word in engine

Win with Mobil!

Answer this question correctly and you could be the lucky winner of a five litre Mobil 1 pack, rrp \$44.95, and a Mobil One Round Australia Trial Taslon jacket, rrp \$150.

The first correct entry drawn from each state wins!

Answer this question correctly:

IN WHICH CITY DOES THE ROUND AUSTRALIA RALLY START?

Name _____ Address _____
 Phone _____
 Australian Classic Car Monthly, PO Box 250, Bondi Junction, NSW

— one slightly used, perfect on the navigator's side, but a little ordinary on the driver's side, Escort Mexico.

Most fortunately, Allan Marshall of Project Racing very quickly located another shell in Canberra and, along with his merry band of helpers, has been working furiously for the last two weeks to rebuild the Mexico.

At the time of writing this report, the new body had been fully seam welded, new forest arches had been fitted and the turret kits had arrived from the UK. On Tuesday of next week the car will go to Ian Smith of Auto Group Training at Eastern Creek for painting and in the meantime, Geoff Mills of Precision Auto Electrics will be working on our wire loom.

Fortunately, apart from the fairly extensive shell damage, the running gear, engine, transmission etc all seem to be in pretty good nick and we are hoping to have the car ready to run at the Forest Classic in Gosford on 20th and 21st of May along with Peter Edwards (who just happened to win the new Narooma Booma) debuting his brand new Ford Cosworth Group A Escort.

Doug Henderson

PS. Starting in 62 we were running 29 at the time of the write off.'

Team 2: 1974 Leyland P76 Targa Florio 4.4 litre V8 four speed manual LSD Category H8. Crew: Hal Moloney and David Waters

The Leyland was commissioned last Saturday night at a gathering of motoring enthusiasts from the Newcastle Area, and to celebrate Hal's 50th birthday as well. The big car looks almost brand new in its new Omega Blue and Silver Targa Florio stripes. It now looks and sounds like a Rally Car.

Huge driving lights have been bolted on the front, the twin spare wheels on the back floor and emergency water and First Aid kit where the back seat squab was. These items must be visible for scrutineering to

avoid delays at check points.

Entries are now closed for the event, March 28th, so the only major thing to do is register the car. The two back-up crews and vehicles are ready to roll being John and Robin Bambach in a Landcruiser and David's Mum and Dad, Rob and Margaret Waters, in a Pajero. Why four wheel drives, Hal?

In most instances control points will be at Mobil Service Stations along the route and this is where cars will be scrutineered. Sponsors are still conspicuous by their absence except for Skilled Engineering of Newcastle. Thank you, Skilled!

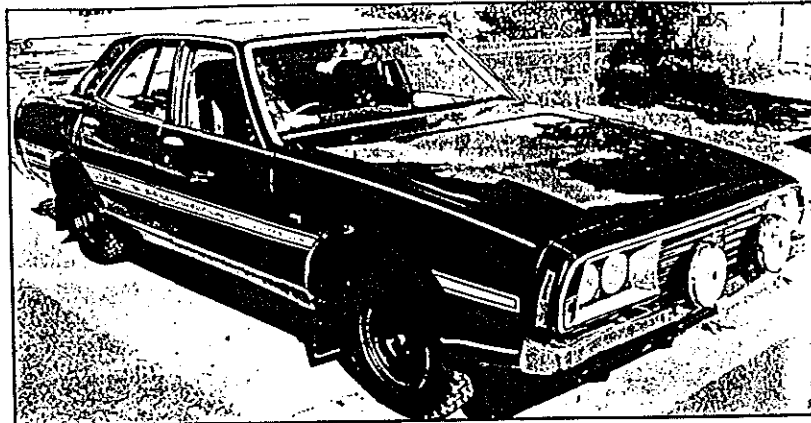
I asked Hal about strategy for the Mobil 1 and was told "Go flat out for the first few days and then settle down for the rest," sounds right. Ask anyone who knows Hal — his 'settle down' will be a myth. I enquired about fatigue along the way, too, and the reply was "There's nothing like a clean sheet on a special stage to make you forget all the discomfort and fatigue associated with an event like this," besides bulldust baffles' brains!

Round Australia Trials have brought out all the best Australian traits, good humour, improvisation, resilience, and ways to tackle adversity. The indomitable Aussie spirit will conquer all these again in the Mobil as in all the past events.

I would like to thank Hal and his wife Fay (It's her car you know), for letting us be a part of his preparation for this latest Rally, and I'm sure all the readers will be following his progress in June.

Hopefully this trial will continue the traditions set by the rest, a test of driving skill, vehicle reliability and map reading. Expect a good result from this car as past results show, 35th outright in 1970 Ampol in XP Falcon and 39th in 1979 Repco in P76. Good Luck Hal and David.

Brian Blyth



Team 2's Leyland P76 now looks and sounds like a real rally car

Team 3: 1954 Ford Zephyr Mk I. Crew: Ric Cary, Paul Warne and Dave Wilson

Most of those who have restored a classic motor vehicle will be familiar with the feeling of the mind being willing but the wallet being weak.

For the last month Ric Cary has been eager to progress the work on the Zephyr but a severe lack of money has meant that the word 'progress' has been a nasty one where he lives.

Ric estimates that the Zephyr requires seven or eight days of concentrated effort and some amount of money to get it finished and ready for the road. Items remaining to be completed include the trim, minor electrical work, fabrication and fitting of the drive shaft and bleeding of the clutch and brake hydraulic systems. This is to be followed by tyres (no small cost), registration and testing.

Unable to postpone completion of the Zephyr due to the Mobil 1 Round Australia Trial commencing on June 13th, Ric has searched for much needed sponsorship. Right up to the time of printing of the June issue of ACCM Ric has been left dangling on the end of a rope with sponsorship deals that have been 95% completed only to be told "sorry, we would like to, but it is just not possible at the moment." All this means of course is that the team will have to withdraw from the Trial, which is a shame. Nevertheless the Zephyr will be finished without the tight time constraints imposed on it.

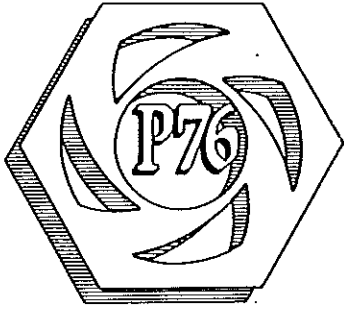
Ric's spirits may be momentarily at rock bottom, but news of the reincarnated Paris to Peking Rally, scheduled for 1997, will get both he and Paul Warne on the move as they intend to contest the event in a 1968 Series 1 Jaguar XJ6!

Patrick Quinn



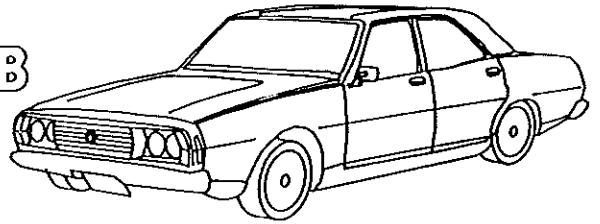
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Australian Classic Car Monthly, June 1995



QUEENSLAND P76
OWNERS CLUB
INCORPORATED

P.O. BOX 343
CARINA 4152



Application for Membership

I, hereby apply for full membership to the
LEYLAND P76 OWNERS CLUB INC. I agree to abide by the rules of the Club and work
towards the furtherance of the objects of the Club.

Enclosed with this application form is my subscription fee of \$30-00 and my once
only joining fee of \$10-00.

My address is
.....
.....Postcode.....

Date of BirthOccupation
Marital StatusPhone No. Home
Work

VEHICLE DETAILS

	1	2	3
MODEL
V8 OR 6 CYL
COMPLIANCE PLATE
REG. NO.
GEARBOX
COLOUR
MODIFICATIONS

Colour Photo enclosed

SIGNED..... DATE.....

FOR OFFICE USE ONLY
Recommended that this Application be accepted.

CLUB INFORMATION PAGE

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retraction will be inserted in
the next edition, once the matter
is drawn to our attention.

GENERAL MEETINGS

The Qld. P76 Owners Club Inc.
holds its monthly meetings
on the second Wednesday of
each month.

TIME: 7.30PM

VENUE: Norman Park Uniting
Church,
Cnr. Bennets Road and
McIlwraith Ave,
NORMAN PARK.

At the Round-a-bout

1995 MEETING DATES

January		11th 1995
February		8th 1995
March		8th 1995
April		12th 1995
May		10th 1995
June		14th 1995
July	AGM	12th 1995
August		9th 1995
September		13th 1995
October		11th 1995
November		8th 1995

CLUB OUTINGS

Various activities are
organised by the clubs
members and are generally
held on the fourth Sunday
of the month. The activity
and venue will be
advertised in the monthly
newsletter.

CLUB MEMBER OF THE YEAR

Points Allocated

Attend Meeting	1 point
Raffle Donation	1 point
Organise Event	4 points
Attend Event	2 points
Win Event	1 point