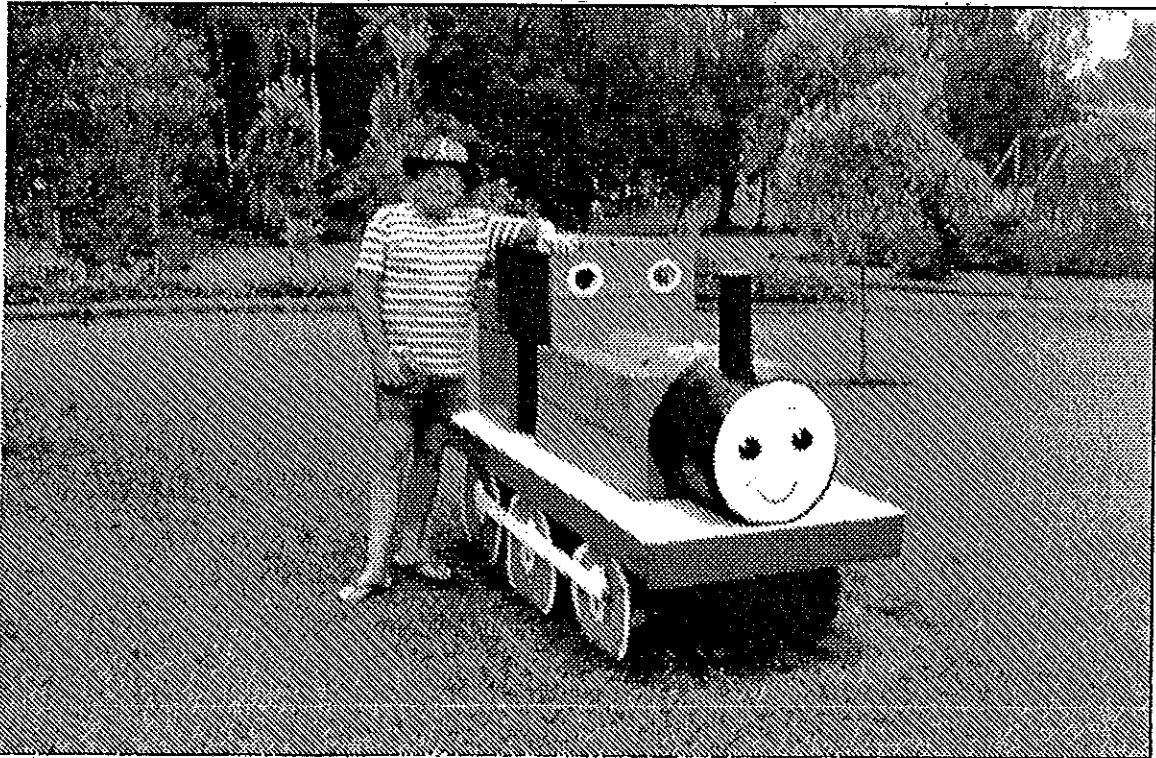
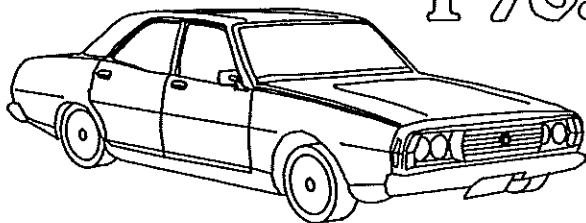


QUEENSLAND P76 OWNERS CLUB INCORPORATED



PRESIDENT COL MURRAY AND HIS NEWEST MODEL P76
- AN AM I BLUE POOFY BILLY -

P76. Anything but average



FEBRUARY 1991

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

Col Murray
1/95 Barbaralla Drive
SLACKS CREEK Q 4127
Ph. 808-9087

VICE PRESIDENT

Ray Ward
Spring Gardens C'van Park
SPRINGWOOD QLD 4127

SECRETARY

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SLACKS CREEK Q 4127
Ph. 808-9087

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COORPAROO QLD 4151
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Ph. 285-6186

SPARE PARTS

Allan Schutz
10 Cooina St.
EASTERN HEIGHTS QLD 4305
Ph. 202-1054

This newsletter is the official publication of the Queensland P76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our notice.

GENERAL MEETINGS

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

TIME 7:30 pm

VENUE

Norman Park Uniting Church hall. Corner of Bennetts Rd and McIllwraith Av.
NORMAN PARK.
(at the round-a-bout)

DATES

August	8th	'90
September	12th	'90
October	10th	'90
November	14th	'90
December	--NONE--	
January	9th	'91
February	13th	'91
March	13th	'91
April	10th	'91
May	8th	'91
June	12th	'91

Annual General Meeting
July 10th '91

CLUB OUTINGS

Various activities are organised by the club's 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 allocation

- attend meeting	1 point
- raffle donation	1 point
- organize event	4 points
- attend event	2 points
- win event	1 point

Editorial

Well we are well into 1991 now, and I hope all of you look forward to some light reading each month in the form of this mag. I think so far the mag has been a good balance between not enough info and too much. Thanks to those who have contributed recently including Graham Fitzgerald, Col Taylor, and George Gutt for his media snippets. Also a big thanks to Peter Rose who contributed an article for the National Magazine. An apology from yours truly for having this mag to you slightly later in the month than normal. (*Stop Press - Oops, early in the next month!*)

I have also neglected to correspond to you the outcome of Brett Shaw's grass motorkana he organised at Tallebudgera Valley. A balmy time was had by all attendees, as well as a belly full of discount pizza afterwards at "Marie's", Nerang. Brett asked us to take care on the grass surface because it was the front yard (paddock) of a house (mansion). Needless to say Brett-call me Mr speedway-Shaw was the most destructive, divotting, turf ripping competitor !! Allan Shultz amazed all with his blindingly fast technique to win the mens comp. with Brett placed second. Veda Kelk (Kon's Mrs.) took out the ladies trophy with a skillful demo of how to drive the family shopping car !!

The Hervey Bay was the venue for our first Country Meeting held over the Australia Day long weekend. All of us had such a good time that a night of heavy rain fall did not put a damper on the weekend. President, Col Murray (the phantom of the magazine), has promised to write a full report on the magazine for me to put in the next mag. Got ya now Col !!

Last Sunday (17th) was the day we went to the Qld Govt. Driver Training Centre at Mt. Cotton. All I can say is it was bloody fantastic and I cant wait to get back there again. I am counting on someone else to write an article for the mag, because I probably will write a very biased article because the adrenalin is still flowing. (example : 170 km/h along the straight, up over a rise to reveal - shit, hard on the brakes - a 40 km/h left hand hair-pin !!) A video or two has been taken and hopefully we will see some of these at the next meeting or so.

If anyone has any corrections to be made to the Membership list, please let me know as I am intending to print an updated list in the next magazine (May).

Dates For Your Diary

Sunday 24th March - Mark Pickering is looking into organising a run to the Big Cart Track at Landsborough. I haven't got any details about cost, etc. but I will put this in the next mag, as well as having the details at the March meeting. I propose to meet at the Aspley Hypermarket at 9:30am with a view to leave by about 10:00. Stay tuned for more details about lunch etc., but I think a barby is a good idea. This event will be primarily for those not going to Adelaide, as most are leaving the same weekend.

Easter Long Weekend - National Meeting - Adelaide.

Sunday 28th April - Display at Dayboro Markets, Petrie. 11:00 am - Stay tuned for more details.

Sunday 26th May - Neil Davidson is organising a run to Madjimba
..... Stay Tuned.

For Sale

P76 V8 Bold as Brass Executive. Motor in good condition. Body and upholstery in excellent condition (no rust). Full console as well as rear louvre. New rear wheel cylinders. New muffler in single system. 350 Holley. 15"x7" gold Hotwire mags with 205 60 series rubber with plenty of tread left. \$500 Stereo system. Towbar fitted. Rego 9/91. Road Worthy Certificate supplied. Drives nicley. \$4,500 negotiable.
Contact Greg Box 26 Derby St BALMORAL. 399-4328 (h) 864-2945 (w)

Car Bras - \$100 - to protect your P76's nose !
contact Brett Shaw (075) 339-833

1974 Executive V8 T-Bar P'steer. Body de-rusted and engine reco'd. Mech A1. No rego. Spare manual rack and other spares.
Contact Graham Sawtell, Hideaway Bay. Ph (079) 457-166

Wanted

Force 7 Steering Wheel. John O'Sullivan. 274-1411 after 4pm.

Steering Column in good condition. Mark Pickering. 285-6186 (h)
or 833-0798 (w).



*A P76 in full, glorious flight !
apologies for the poor reproduction.*

MINUTES OF THE MEETING HELD ON FEBRUARY 10, 1991

The President opened the Meeting at 7.55 p.m. and thanked all for their attendance.

Apologies: L. Adams

Minutes: The minutes of the previous meeting were taken as per the January Magazine Moved K. Nicholson seconded B. Shaw that they be accepted.

Business Arising from Previous Meeting: NIL.

Treasurer's Report: The balance as at 1st January, 1991 was \$4,447-41 - moved I. Ward seconded K. Kelk.

Accts. for Payment: Magazine Costs, Port Labels Printing costs, Trophies for November, December and January. Moved P. Rogerson, Seconded E. Ward.

General Business:

Club Buttons - D. Murray advised that these had been received and would sell at a price of \$1-50 for the small ones, and \$2-50 for the larger magnetic buttons. The larger one not magnetized would be kept for putting on trophies.

National Meeting - D. Murray advised that a couple of members had yet to confirm with Adelaide Club re their attendance and that this had to be done by 13th March to enable S.A. Club to finalise catering arrangements. It was also advised that those going to Adelaide would meet at the Murray's on 2/3 to discuss travel arrangements and to bottle the port.

Tasmania Get Together - D. Murray advised that bookings for Tasmania had to be made in May and those wishing to attend should advise her by the date of the May Meeting.

Wheel Centres - K. Nicholson advised that he would collect same before the next meeting. J. O'Sullivan to get price for brass disk with logo inscribed for the centres for the next meeting.

Strut Bar Bushes - C. Murray advised that Fulcrum Suspensions had contacted him re the fit of the current bushes and would look into this matter further.

Assn. of Motoring Clubs Meeting - R. Ward asked the meeting for points of interest to be taken to this meeting.

R. Ward gave the meeting information on the outing arranged for February at the Police Driver Training Centre at Mt. Cotton. He moved a motion that the Club pay for any shortfall in the amount collected from those attending to the cost of the hire of the complex and the policeman required. Seconded N. Lyons - passed unanimously.

G. Rogerson advised that he had purchased an oil filter for \$20-39 and any further enquiries could be directed to him.

B. Shaw advised that he had had a CarBra made for his vehicle and the cost would be \$120 if less than 4 were ordered and \$100 if 5 or more ordered. This matter was discussed and it was decided to make an order for 5 - 4 had been confirmed and a further one for another club member.

The Club welcomed new members Geoff and Allison Kenward.

Starter Motors - K. Kelk advised the meeting that he would get a price for the next meeting to have starter motors reconditioned.

Hervey Bay - C. Murray gave a report on the outing to Hervey Bay on the long weekend in January and advised that a number of members and prospective new members had met with club members at the Ettamogah Pub for a short get together on the way - and that only a couple of country member took the opportunity to meet at Hervey Bay.

N. Lyons raised the matter of a Night Run and suggested that this should take place following the May Meeting which would start at 6.30 instead of 7.30pm.

Cars for Sale - 6 cyl. Sky Blue (Nissan) colour in good condition - at meeting - \$3500 ono.

Social Calendar -

- February 17th - Driver training day at Mt. Cotton organised by R. Ward.
- March 24th - M. Pickering's outing
- March 29,30 &31-National Meeting - Adelaide
- April 28 - Show at Dayboro Markets organised by M & J Elms
- May 26 - Mudjimba Beach outing with North Coast members organised by N.Davidson.

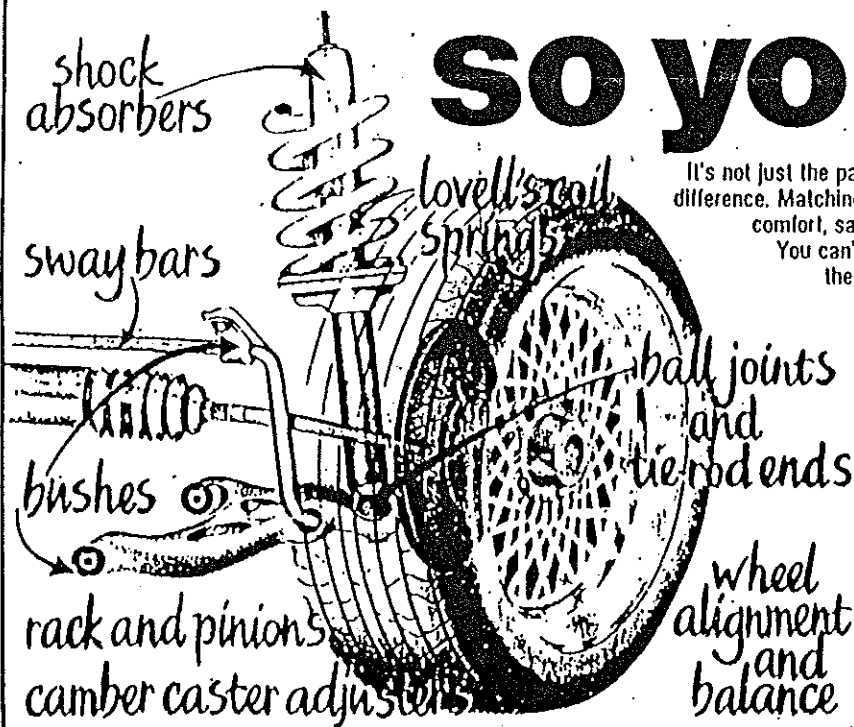
The Secretary was requested to contact the Esk Shire Council re the Esk-ibition as a future outing.

E. Ward advised that he may be able to find out about the availability of land in the Landsborough area suitable for a motokana ground if the club was interested. He was requested to find out further information and report to the next meeting.

As there was no further business, the meeting closed at 9.25 p.m.

--ooOoo--

We can handle it so you can.



It's not just the parts, it's the Fulcrum experience that makes the real difference. Matching the perfect components to maximise performance, comfort, safety, reliability... that's the real appeal of Fulcrum. You can't afford to take risks because after the suspension, there's nothing else left to keep you safely on the road.

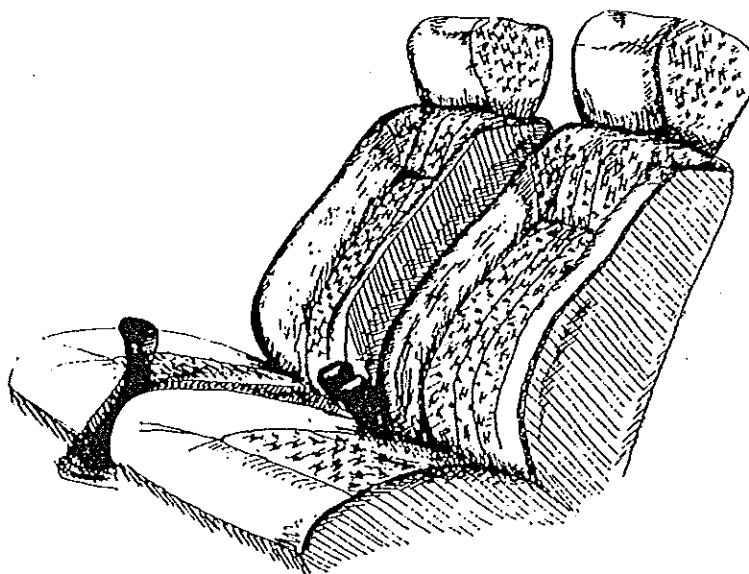
SALES, SERVICE AND WAREHOUSE
8 Evesham Street, Moorooka. 4105
Ph (07) 892 2647

Also at: 23 Nurdah Street, Nurdah. 4012
Ph (07) 266 6788
and 70 Ingham Road, Townsville. 4810
Ph (077) 72 6144



ROAD SAFETY DIVISION
26/8/VES/09.90
replaces 26Q/ENG/02.05.90

REPLACEMENT SEATS



BUCKET/BENCH SEAT CONVERSIONS

Replacement seats may be fitted to sedans, 4 wheel drive vehicles, utilities or panel vans if approval is obtained. Permission to Modify may be obtained "ON THE SPOT" from a Transport Inspector at your nearest Department of Transport Inspector.

Automotive seats are designed to withstand the loadings placed on them during extreme deceleration conditions, ie. in a collision. Therefore, it is important that alternative replacement seats are installed in a manner which ensures continuing compliance with the original manufacturer's specifications.

To avoid any inconvenience caused by misunderstanding of this Department's requirements for approval for this type of modification, you are advised not to commence any modifications until you receive "Permission to Modify" signed by the Transport Inspector.

All modifications must be carried out exactly in accordance with the following requirements, and to the satisfaction of the Transport Inspector.

If you require any additional information with regard to this matter, please contact the Vehicle and Equipment Standards Section, Department of Transport on Phone No. (07) 253 4778.

CONDITIONS OF APPROVAL

Seats

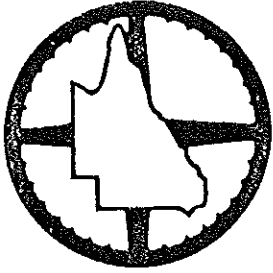
- Replacement seats must be of automotive manufacturer's origin. ie. home-made seats are not acceptable.
- Owners of vehicles not originally manufactured with seat head restraints are advised, for their increased safety, to use replacement seats fitted with head restraints. All replacement seats must be fitted with occupant head restraints if specified by the vehicle manufacturer for the original seats.
- All replacement seats must be installed using original manufacturer's mounting points, or using mild steel reinforcing plates of at least 75 x 50 x 3mm size to be fitted to each seat mounting point on the underside of the vehicle.
- If a seat base must be fitted for the replacement seats, it must be constructed in accordance with good engineering practice, and to the satisfaction of the inspecting officer. It must be attached to the seat and vehicle using the original manufacturer's mounting points.

Seat Belts

- Vehicles manufactured prior to the 1st January 1969 are not required to be fitted with approved seat belt assemblies. However in the interests of road safety, the Department of Transport recommends that all vehicles manufactured prior to this date, be fitted with approved safety belts for all occupants. This Department's Information Bulletin No. 6/Eng (Seat Belt Anchorages) explains how these can be fitted correctly.
- Vehicles manufactured after the 1st January 1969 are required to be fitted with approved seat belts, these must comply with Australian Standard AS 2596-1983. The outside front seating position must be fitted with a lap/sash combination. In the case of passenger vehicles manufactured after the 1st January 1975, outside front seating positions must be fitted with lap/sash retractor type seat belts.
- A centre lap belt must be installed with a bench type seat.
- The installation of all belts must utilise standard seat belt bolts and fittings where available. Anchorage points for vehicles not fitted with seat belt anchorages should be installed in accordance with Information Bulletin No. 6/Eng (Seat Belt Anchorages).
- All work performed must be in accordance with recognised engineering standards.
- After modifications have been completed, the vehicle must pass a full inspection to ensure that all conditions of approval have been met and that all workmanship is of a satisfactory standard. An appointment for this inspection should be made by contacting your nearest Transport Inspector. A fee must be paid at the time of inspection.

PLEASE NOTE

Modifying a vehicle without obtaining prior approval from the Commissioner for Transport is a breach of the Traffic Act. Using, or permitting to be used, a modified vehicle without this approval is a breach of the Motor Vehicles Safety Act.



ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG 4066
FAX No. (07) 371 7050

GENERAL BUSINESS

REPRESENTATIVES TO THE CLUBS

- * Graeme Robinson has got the letter for the representatives to use as a guide line when they visit the clubs.
- * Teresa McCoombes should have a list of when and where all the clubs meet by the next committee meeting.
- * Should have petition kits ready also.

NEXT MEETING.

- * Milton Adey pointed out that our next meeting is the first of our open meeting.
- * Will need from all clubs what they have planned for the year so that we can set a date for the grand rally.
- * Because of the limited number of chairs in the hall bring a chair to the next meeting if possible.

GRAND RALLY

- * Milton Adey asked if we all could keep our eyes open for some were to hold the rally.
- * We will approach Lakeside in regards to holding the rally there, on a cost sharing deal, which means we would share the cost and profits.
- * The main idea is to have all the clubs leave from set points and travel in convoy to Lakeside.

SWAP MEETS

- * Graeme Robinson reported that we attended the Chev Club and Toowoomba swap meets over the last few weeks. We had a very good response to the petitions.
- * Teresa McCoombes said that while on the stand at Toowoomba she gave out petition kits to a few clubs from up north and down south.
- * Milton Adey said that he felt we need some thing to draw attention to the stand, like a flashing light and sandwich boards that we can put up from the stand.
- * Jim Eames said he would try and get a crushed car that we could display with a sign say How long before the Government scrapes your car. We should be able to use it at the Hot Rod show in May.



ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG 4066
FAX No. (07) 371 7050

* Milton Adey asked for names of those who will be able to man the stand at the Supa Chevy Sunday on the 24th Feb

WHAT'S HAPPENED

* The Travel Safe Committee has handed down it's findings and we are pleased to say that most things went the way we wanted. There are still a few things that we have to look at.

* We have recieved a letter from Mr David Hamill the Minister for Transport saying that there are no plans to enforce ADR 27a

* Milton Adey read a letter from the Federation of Historic vehicle clubs of Australia, and asked if we could reply stating that our aims are the same as there's.

WHATS GOING TO HAPPEN

* We will be approaching QHRP in regards to having a stand at the Hot Rod Show.

* Jim Eames is going to print some T.Shirts saying SCRAPE ROS KELLY NOT OUR CARS.

* HAS ANYONE GOT A TENT THAT WE CAN USE AT THE CHEVY DAY.

* THANKS TO JIM EAMES FOR THE SIGNS AND THE STAND.



**ASSOCIATION OF MOTORING CLUBS
OF QUEENSLAND**

PO BOX 3517
TOOWONG 4066
FAX No. (07) 371 7050

MINISTER FOR ENVIRONMENT
PARLIAMENT HOUSE
CANBERRA ACT 2600

18TH OCTOBER 1990

ATTENTION: MRS ROS KELLY

Dear Mrs Kelly

I am writing to you on behalf of the Association of Motoring Clubs of Queensland. We are an association that was formed to preserve our Motoring Heritage and to protect the rights and freedoms of recreational motoring within our State.

After reading a copy of the Government's Ecologically Sustainable Development paper some of our members are concerned that they are going to be hit with higher fuel taxes and registration costs for their vehicles.

It was pointed out to our members at the last meeting that your office had in fact denied that this would happen. But because of the release of the New Green Paper they are now unsure of what to believe.

I would ask you to forward on to me any information that will help settle the matter with our members once and for all.

Look forward to hearing from you or your office.

Yours faithfully

MRS TERESA MCCOOMBES
SECRETARY
ASSOCIATION OF MOTORING CLUBS QLD

MINISTER FOR THE ARTS, SPORT, THE ENVIRONMENT,
TOURISM AND TERRITORIES

25 JAN 1991

Mrs Teresa McCoombes
Secretary
Association of Motoring Clubs of Queensland
PO Box 1512
TOOWONG QLD 4066

Dear Mrs McCoombes

Thank you for your letter of 18 October 1990 conveying your concerns about media reports that owners of old and vintage vehicles were to be penalised under new Government initiatives to reduce pollution.

These comments were made in the Commonwealth discussion paper on Ecologically Sustainable Development (ESD), released in June 1990 as a means to stimulate broad community debate and comment to assist in the development of an appropriate ESD strategy. However there has been a misunderstanding that the comments and options canvassed in the paper will be adopted as government policies. To clarify the situation I issued a media release of 27 September 1990 on this issue, a copy of which is attached.

In my statement I made it clear that "it was absolute nonsense that owners of older vehicles will be forced by the Government to pay higher petrol and registration costs for their vehicles as a result of the Government's Ecologically Sustainable Development process." I wish to assure you and all owners of old vehicles that the Government has no plans to increase petrol taxes on the basis of the age of their cars. I trust that my statement will allay your fears.

I am writing to seek your assistance to set the public record straight on this matter. Therefore, would you please pass on my media release to members of your organisation or alternatively consider publishing it in your organisation's newsletter.

Thank you for bringing your concerns to my attention.

Yours sincerely

ROS KELLY



PARLIAMENT HOUSE, CANBERRA, A.C.T. 2600

100% Recycled Paper

EMERGENCY
and off of the record

HER ANSWER



ASSOCIATION OF MOTORING CLUBS OF QUEENSLAND

PO BOX 1512
TOOWONG, 4066
TAX No (B) 171 2050

The Hon. W K Goss MLA
Premier of Queensland
PO Box 185
NORTH QUAY QLD 4002

24th January 1991

Dear Mr Goss

I am writing to express our concern of events and legislation which is going to have a marked effect on our hobby car motoring.

During the last six months we have seen pressure from both the Federal and State Governments at what appears to be attempts to remove old cars from our roads. These concerns do have foundation because we have evidence that this is a world wide trend and Australia, for some unknown reason seems to want to follow the rest of the world.

We have seen many attempts by the Federal Government's 'Minister of the Environment' Ms Roz Kelly in:

- June 1990 - Proposing Fuel Taxes and vehicle age charges
- September 1990 - Refuting that such moves were ever considered after an outcry from hobby motorists
- October 1990 - Again proposing a fuel tax for 'gas guzzlers'
- November 1990 - Again suggesting a carbon tax on vehicles
- November 1990 - Again denying that a carbon tax was ever proposed

Over the past few months we have had your own 'Travelsafe Committee' looking at some form of compulsory periodic inspections of passenger vehicles as an effective means of reducing road crashes and the need to improve the standards of motor vehicle repairs as a means of improving vehicle safety.

The 'Travelsafe Committee' have recommended against Annual Roadworthies but have recommended the Roadside Vehicle Inspection system.

We know that older vehicles (some Authorities suggest more than 3 years old and others suggest more than 10 years old) will be targeted by the Department of Transport, as old vehicles are unjustifiably deemed by some people including the Police to be unsafe.

DEDICATED TO PRESERVING OUR MOTORING HERITAGE

With the statistics indicating that less than 1% of motor vehicle accidents are caused by mechanical or structural failure why is your Government so intent on spending so much revenue and valuable Police resources on this Roadside Vehicle Inspection System.

These inspections can cause lengthy delays, anxiety by vehicle owners, and persecution of owners with older vehicles.

Sure it sounds effective that the majority of vehicles inspected have defects but many of these are of such a minor nature it's laughable, and once again defects are not the major source of motor vehicle accidents.

We understand this is another push by Government to get older cars off the road. We feel that some of the Travelsafe Committee members were not suitably qualified to pass opinions on some issues. We believe most of the members did not know what a car chassis was, and as I'm sure you know that many old vehicles have the added strength of a chassis.

We know that there is a place for all types of hobby motoring in this State, from Veteran, Vintage, Historic, Modified and Hot Rods as they all form part of our heritage and so should be protected.

All of these can be successfully maintained and administered if need be through this Association. We believe as Australians we should be able to enjoy any type of hobby motoring at any time we choose, even if it means making special allowances between the Government and the people of this State.

We would also like to enjoy the privilege of the full registration system for LHD motor vehicles more than 30 years old as enjoyed by South Australians. The system in that State has been operating effectively and is to date without incident.

It is our intent to eventually represent every hobby motoring group within this State and our membership is gathering momentum month by month. We would estimate that membership numbers will eventually swell to between 15,000 and 20,000 Queenslanders. Most of us are mature people many with families who love our older vehicles and want the freedom to enjoy driving them without harassment.

We were very pleased with your efforts as Leader of the Opposition in 1988 in helping us defeat the third party insurance hike on the Historic Registration System. It seemed like at last someone cared.

We hope you can understand our concerns and we look forward to your assistance. If you wish for further consultation on any of these matters please don't hesitate to contact us.

Yours faithfully

G. Robinson

Graeme Robinson

Public Relations Committee

next page
see the Government



Please quote
Ref: F595/PMG:GML

8th February, 1991.

Mr. G. Robinson,
Public Relations Committee,
Association of Motoring Clubs
of Queensland,
P.O. Box 1512,
TOOWONG QLD 4066.

Dear Mr Robinson,

Thank you for the letter you wrote to the Premier on 24th January, 1991, in which you express concern regarding the proposed Roadside Vehicle Inspection system and its effect on the hobby car motorist.

The Premier has asked me to inform you that enquiries are being made into the matter you have raised, following which further advice will be conveyed to you.

Yours faithfully,

E.J. Bigby,
Executive Director,
Government and Corporate Services
Division.

Premier Goss's Answer

'OLD CARS MUST NEVER DIE'

Well it looks as though there may be some reprieve with annual roadworthies.

The Travelsafe Committee appointed by the State Government has recommended against annual roadworthies. There was objection from the public, and this Association, so it does help to write to such Government bodies raising your objections. However roadside inspections may be stepped up and don't be fooled 'older' cars will be targetted.

Once again write with letters of objection to your local MP and also the Minister of Transport. 'Old cars are not the major cause of accidents.'

Only 13.8% of motor vehicle accidents in Queensland are caused in the Brisbane metropolitan area. Less than 1% of motor vehicle accidents are caused through mechanical or other defects. A small percentage indeed!

We have also received more disturbing news that the Federal Environment Minister Ms Kelly has sanctioned the printing of an educational brochure which states that carbon dioxide caused by car exhaust has increased 80% since 1950. This figure is incorrect as the Government's own CSIRO has made an independant study which shows an increase of only 25%. Your children are being taught incorrect facts at school, or is this another form of scare tactics to confuse young minds.

The United States NASA programme has been monitoring upper atmospheric temperatures for the past 11 years and have recorded no significant changes.

There are only half a dozen people in the world who are considered experts on the Greenhouse effect and Ms Roz Kelly thinks she is one of them.

The Government's reason for trying to remove older cars from our roads has nothing to do with pollution. That is merely a red herring. Their intention is merely to put older cars off the road to make you purchase a newer vehicle. The motor industry wants another 200,000 new vehicles registered every year in Australia. A capital gain for them and also the Federal Government who stand to reap huge benefits through sales tax on these new motor vehicles. The Federal Government makes no money if you keep your old car but once you are forced to purchase a new vehicle they stand to make thousands of dollars.

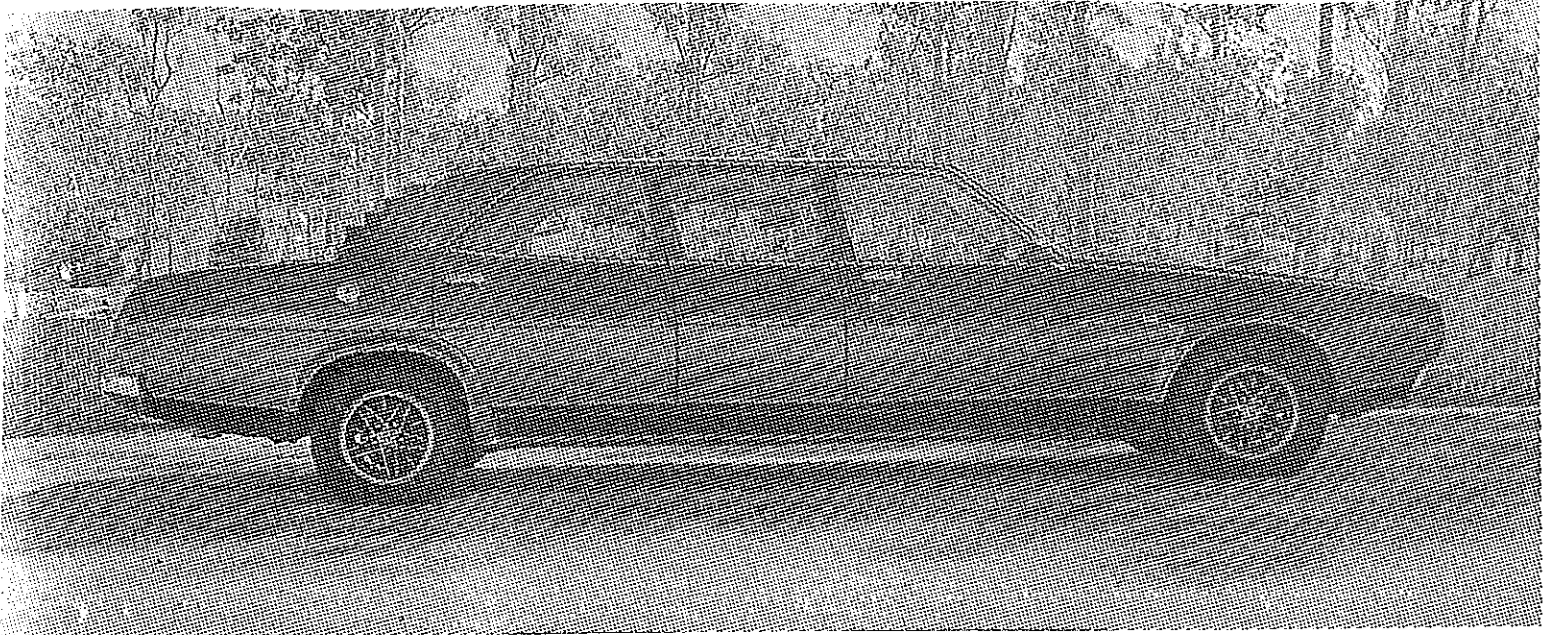
It takes five minutes to put pen to paper and if you are concerned about these issues please do so.

The Association will have a petition at up and coming 'Swap Meets'. These issues concern YOU, please make the effort to sign this petition.

I wish to take this opportunity to thank Eddie Ford who over the years has fought Government Bodies vehemently both personally and through his publications, 'Restored Cars'; 'Americar Australia' and 'Custom Rodder' over issues effecting hobby cars. People like Eddie need our support as it is through these magazines we obtain much of our publicity.

G. Robinson

STREETCH YOUR P76



For many years now the Leyland P76 has been classified as a large family car, even in its day, a luxury family car.

Unfortunately, until now, no-one has given the Leyland its just reward and promoted it to the Limousine status.

Due to the design of the P76, stretching is a relatively simple operation. Apart from the initial hacking the thing into two (just behind the centre pillar), The whole operation can be carried out using another Leyland for parts.

Strength is obtained by firstly adding underbody rails from the existing box chasis, then additional rails are welded inside the main frame from the firewall to the boot undertray.

Spare front doors are easily modified for filling the gap whilst another roof can be manufactured by adding the middle section from a spare car.

From there its is just filling in bits and pieces and extending running gear to the new length. The tail shaft naturally is supported by utilising a Toyota Celica split shaft bearing and the handbrake is just merely extended in length.

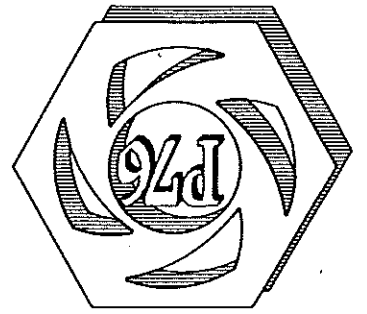
Inside the car, a front bench seat is reversed and head lining is ex Ford Falcon. Trim is Leyland front door and the rest is body filler and carpet.

Although there are no plans to market the Australian Limo, several people have made enquiries and there could be several of these beasts soon available as hire cars.

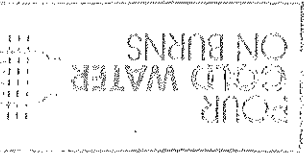
The photograph was scanned from a colour negative and output onto film in 50 line screen for photo-copying. A colour version is available for viewing which clearly shows the amount of work which went into this project complete with similar looking trees and double dog droppings included in this photograph which is as fake as this story.

Your in Pee-ing and photographic magic Col Taylor.

NSW P76 Owners Club
9 Aspley Place
TAREN POINT NSW 2229



Qld P76 Owners Club
(Incorporated) Newsletter



STATE MAIL
CLUB
NOON
7 MAR 1991
910-AUSL
6000

SENDER:

P.O. BOX 343
CARINA QLD 4152