

Historic Leyland P76 Racing Team to Disband

The historic Leyland P76 Targa Florio Team disbanded recently due to lack of sponsorship and the owner's move to Bangkok, Thailand. The team campaigned the classic racer for over ten years (1993-2004) on both sides of the Tasman. 5 Targa New Zealand events, Two Targa Tasmania events and Rally Tasmania were among the events entered in by the team. No other Leyland P76 team has competed in more National and Trans Tasman events than the Targa Florio Team. The amateur racing team can look back on an exciting decade of Leyland P76 racing that has shown the car to be as competitive as any of that era (1970s).

([PRWEB](#)) June 2, 2005 -- The historic Targa Florio Team www.targaflorioteam.org is set to end a decade long successful Leyland P76 racing campaign. Team Owner and Driver, Geoff Ogilvie announced today.

The team was formed in 1995 after trials in 1993-1994 in Auckland, New Zealand to determine the best event to campaign the car in. It was decided that the big family sedan was best suited for endurance events such as the newly created Targa New Zealand.

Targa NZ creator, Mike John, whose father also owned a Leyland P76 Super, Dry Red, was very enthusiastic about the entry of a Leyland P76 in the inaugural 1995 Targa New Zealand. "Great to see the old girl racing in my event." Said Mike John.

The Leyland P76 had had a brief and successful racing career in New Zealand in the 1970s and was runnerup to the Chrysler Charger team in the Benson & Hedges Production car series.

The team was formed to provide driver, navigator, mechanical & logistic support for tarmac rally events such as Targa New Zealand. The original team consisted of Geoff Ogilvie (Owner/Driver), Wally Simpson, Navigator and Ed Tubman Service and Support Manager. A full report of that event (1995) can be found on www.targaflorioteam.org

"The New Zealand Leyland P76 Owners Club has been behind the team from the very beginning." Said Publicity officer Rob Jones, Wellington, New Zealand. "I remember we ran a raffle to help the team get started and raised over \$9,000 NZD." Said Rob proudly. "Not bad for a small club and a fledgling amateur team." Said Ed Tubman, service and logistic support team manager. The team went on to compete in every Targa New Zealand event from 1995-1999.

In 2000 the car was shipped to Australia where it remained to compete in Targa Tasmania 2000-2001 & Rally Tasmania 2002. The car was registered in Australia as PEA76 as Geoff was then living in Canungra, SE Queensland. Other classic car events included Noosaville Historic Hill Climb in 2001 and Mt Cotton Historic Hill Climb in 2002.

In 2003 Geoff entered the car in Targa New Zealand 2003. The car was shipped back to New Zealand to compete in that event and also had a new 400 + HP Leyland P76 hybrid motor fitted after the event by Ron Chatfield of Motor Preparation Ltd, Otorohanga, New Zealand,

After Targa New Zealand 2003 the car has returned to Queensland, Australia and has only had one

^friendly^ outing at Willow bank, Queensland Chrysler Club drags in 2004. With the support of the Queensland P76 Owner^s Club the car qualified for club rego in 2004 (30 years old).

The car was driven to the 30th Anniversary meet in Canberra over Easter 2003. Owner Geoff Ogilvie said ^It breaks my heart to see the team disband.^ But with no sponsor for 2004-2005 and my retirement from full time airline flying last year I am just not able to fund the team anymore.^

Geoff has moved to Bangkok, Thailand to further his business interests and reluctantly offers the car PEA76 for immediate sale. The car can be viewed at Tamborine Car & Truck, Tamborine 4270, Queensland, Australia. Contact Cliff Downie. It can be shipped worldwide at the buyer^s expense.

Geoff a long time P76 fan has owned the car since 1980 (25 years) and hates to think what he has spent on the car. ^I have a filing cabinet full of receipts for the new owner to read.^ Said Geoff laughing. ^The car needs a respray (Sticker damage) and this will be done in the next week or so.^ Continued Geoff

The car is offered as is with, 8 alloy colour coded 15x8^ wheels, Dunlop Targa R tyres and brand new racing seat belts for both driver and navigator The car has had many modifications over the decade to increase reliability and performance. A visit to www.targaflorioteam.org will satisfy the curious classic car enthusiast and/or collector.

The car has been featured in Classic Car Magazine New Zealand and also took third place in the Inaugural NZ Classic Car Rally Concourse event in 1995. ^The beauty of this car, to a potential buyer, is that it has a roadworthy and is ready to tarmac rally or circuit race without any more development money to be spent.^ Said Geoff Ogilvie. ^It is a car that loves to be driven, be it to a show and shine or a classic car competition event.^ Concluded Geoff Ogilvie.

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