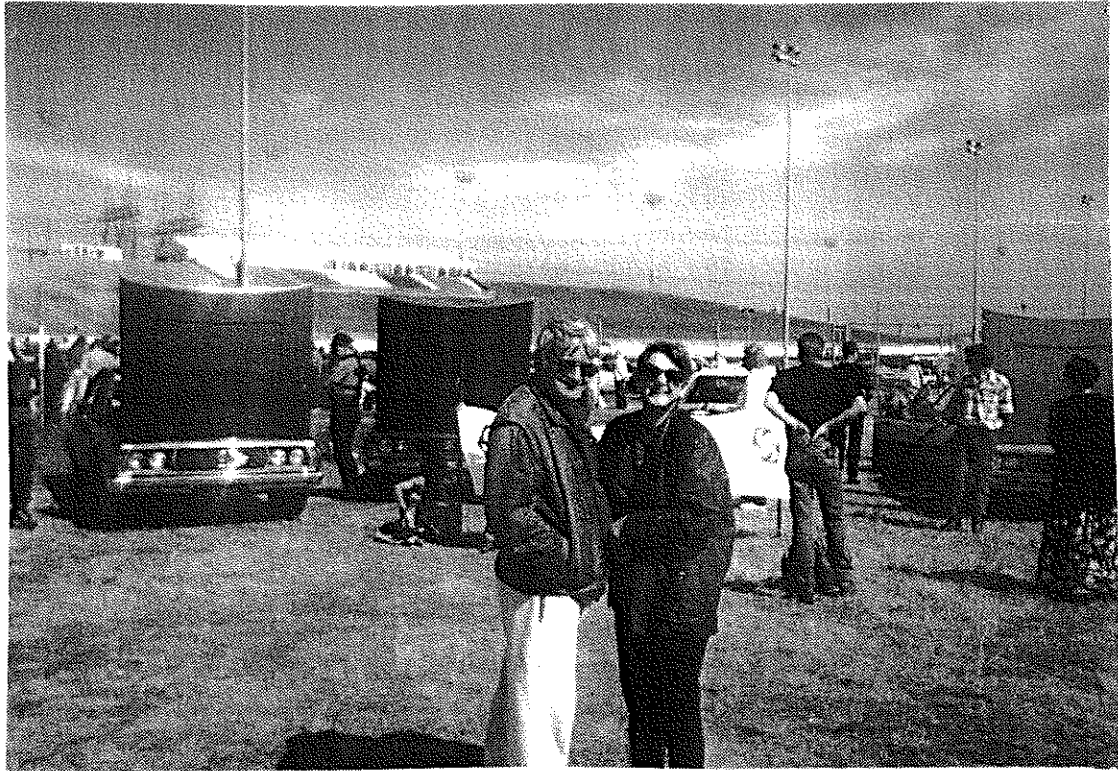


○ ANYTHING BUT AVERAGE



THE OFFICIAL MAGAZINE OF THE LEYLAND
P76 OWNERS CLUB OF VICTORIA INC.

JUNE 1997

put your foot down
let's go out

Talking about being slightly around the twist, so is Larry's dog. he knows that every P76 that passes belongs to his faithful owner. If a strange P76 passes on the road he chases it. If one is parked on the street with the window open he jumps into it. If the window is closed, Tory Canyon with Just sit beside it and wait for Larry to let him in. So if you find a three legged blue heeler sitting in your P76 one day, don't worry, it's Just Larry's dog Tory.

Tonight I was sitting in the Dorset Gardens hotel, waiting for my sweet and gentle, delicious lover Alexander Grimes. He was late, Asking his whereabouts I was told he'd be there soon. He was out with Larry checking over a VW for Miss Peels Parents. Alexander, Larry and Miss Peel arrived soon after. After brief pleasantries Larry broke his news. He's bought a Corinthian blue P76. Why? Because they were going to wreck it. Who's they? the wreckers. Where is he going to put it? In my carport. There's no more room at Larry's place or Alexander's.

Anyway, I guess you get the picture now. Larry is fanatic about P76's. Do you think that hes got the largest fleet in Melbourne Suburbia? It must be close. Now let me tell you about his motor bikes.....

P.S. The names in this document have been changed to protect the innocent and the guilty.

SENT BY A MEMBER IN THE BASIN.

The second.....

Being only a new member of this club (Albeit a long time owner and driver of P76's) I find it hard to comprehend the apparent apathy of its members in regard to submitting articles to the club magazine.

Surely there are plenty of members out there who have had unusual occurrences with P76's, people who have solved problems, people who have found replacement part interchangeability etc.

Some new members would be unaware of a lot of these things in particular part interchangeability. we the members either new or old could use articles on this point.

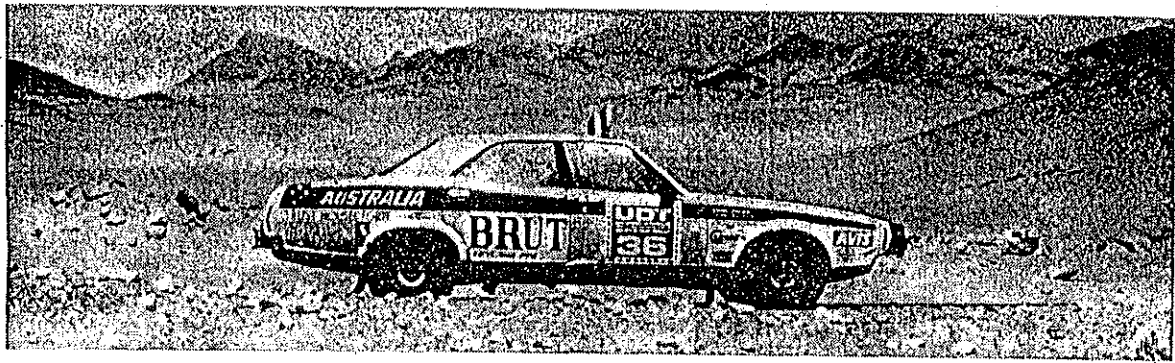
Anyway enough gripping so I would like to relate the story about my broken axle which happened on Friday 23rd may just gone. I was on my way home from working in Abbotsford, driving along the South Eastern at 4.20 pm with traffic very heavy stop start conditions, just before the Burnley St turn off the rear left of my car suddenly fell onto the Bitumen. As I was only doing about 20 - 30 kph and was in the left lane I was able to slide into the emergency lane. My first thought was that I had broken a spring or bottom control arm, but on alighting I found my wheel had wedged up inside the guard and the axle housing sitting on the ground. The axle had broken approximately 1 1/2 inches from the wheel flange, inspection of the break showed an old break approximately 1/2 the diameter.

Having owned P76's for around 20 years and breaking a hell of a lot of axles, always at the splines, I find this one unusual. My car has a limited slip diff 7" wheels and wider tyres, can anyone explain this assurance?

I would like to thank our president Will for kindly lending me a replacement axle, when no wreckers, I contacted could help me, this gesture is what we all as club members should do when confronted with problems. The interesting point of this is that at this time I had not officially met Will.

Anyway please members, submit those articles so this magazine and our club can survive.

Tim Tippins.



THE NEW TARGA FLORIO P76.* BORN IN THE SAHARA. BRED FOR AUSTRALIA.

Practice makes perfect—so goes the theory. And now, after one year of building the P76, and after an astonishingly successful competition debut in the World Cup Rally, we're confident we've put the theory into practice.

The Targa Florio P76 was born in the Sahara, and bred for Australia.

FOR THE MAN.

The World Cup Rally put the P76 through the hot and boring Sahara. But Australian roads can get almost as hot and just as boring.

So the Targa Florio P76 has optional air conditioning, and a twin speaker Hi Fi radio, with power aerial.

The bucket seats recline, the automatic stick shift rests in a floor console, and the steering is power assisted.

FOR THE MACHINE.

The Targa Florio P76 shares many of the specifications of the rally P76. It is powered by the superb 192 BHP all aluminium V8 engine.

A limited slip differential gets all the power to the road, via four wide magnesium alloy wheels shod with radial ply tyres. A laminated windscreen is also standard.

The Targa Florio is obviously a special kind of road car. Each will feature Omega Navy metallic paintwork, and a plain, silver stripe down each side, with the words "Targa Florio".

FOR THE PRICE.

For a special kind of car, a special price. The Targa Florio P76 is hardly a cheap motor car. But it represents possibly the best value in the medium market today.

Alongside a comparably equipped average Australian car, it is between \$200 and \$900 less expensive. And that makes it a little easier to own a car with a heritage.

Drive a Targa Florio P76 just once, and you'll never settle for anything less.

TARGA FLORIO FEATURES:

All the standard features of the P76 Super plus:

- V8 motor
- Air conditioning (optional)
- Push button radio with twin speakers
- Power aerial
- Mag wheels
- Radial 185 Sport tyres
- Power steering
- Limited slip differential
- Reclining bucket seats
- Floor change console
- Laminated windscreen.



LEYLAND TARGA FLORIO P76. ANYTHING BUT AVERAGE.

*The Targa Florio Circuit snakes through the mountains of Sicily. It is perhaps the most tortuous and dangerous race track in the world. On this circuit the P76 set fastest time in the World Cup Rally. And earned the Targa Florio Trophy. Recommended retail price \$5,140, slightly less without air conditioning. Price may vary in some areas.

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