

FEBRUARY 1976



BULLETIN



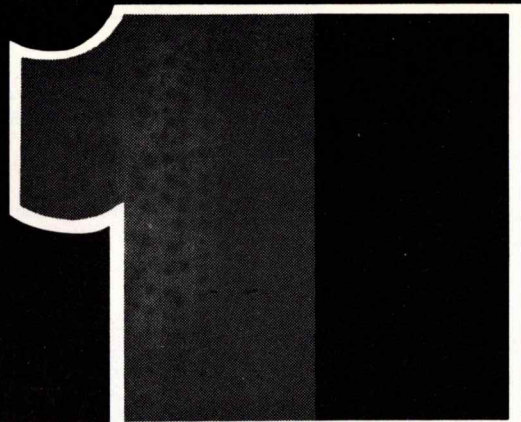
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— BULLETIN —

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(Established 1932)

44 Stoddard Road Mt Roskill Phone 699-797
P.O. Box 2591, Auckland.

CLUB OFFICERS

PRESIDENT:

F.B. Webber,
12A Levaut Place, Pakuranga.

VICE-PRESIDENTS:

L.F. Rankin,
Phone 84-164 Papakura,
3 Arthur Place, Papakura.

R.E. Brown, Phone 678-739,
16 Wayne Place, Mt Roskill.

SECRETARY AND TREASURER:

G.J. McKinstry, A.C.A.
Phone 373-484.

EXECUTIVE:

W.J. Martin, B.J. Hamilton,
E.G. Mallard, J.T. Molloy,
I.L. Ivers, C.R. Stodart,
A.L. McWatt, G.L. Spear,
N.H. Harvey, M.D. Cargill.

CLUB CAPTAIN:

P. Batten, Phone 594-874 (Pvt)
96 Ruawai Road, Mt Wellington.

DEPUTY CLUB CAPTAIN:

R.R. White, Phone HSN 38-335
18 Cyclarama Cres., Massey.

CHAIRMAN OF SUB COMMITTEES:

Club House : G.L. Spear, Phone
75-180 (Bus), 600-997 (Res)

Trials : J.H. Crombie, Phone
POP 46-181 (Bus).

Racing : L.F. Rankin,
Phone 84-164 Papakura.

Speed : R.R. White,
Phone HSN 38-335.

Building : M.H. Lawson,
7 Devon Road, Bucklands Beach.
Phone HCK 42-934

Rallies : A.L. McWatt,
Phone 889-494 (Pvt)
176 Methuen Road, Avondale.

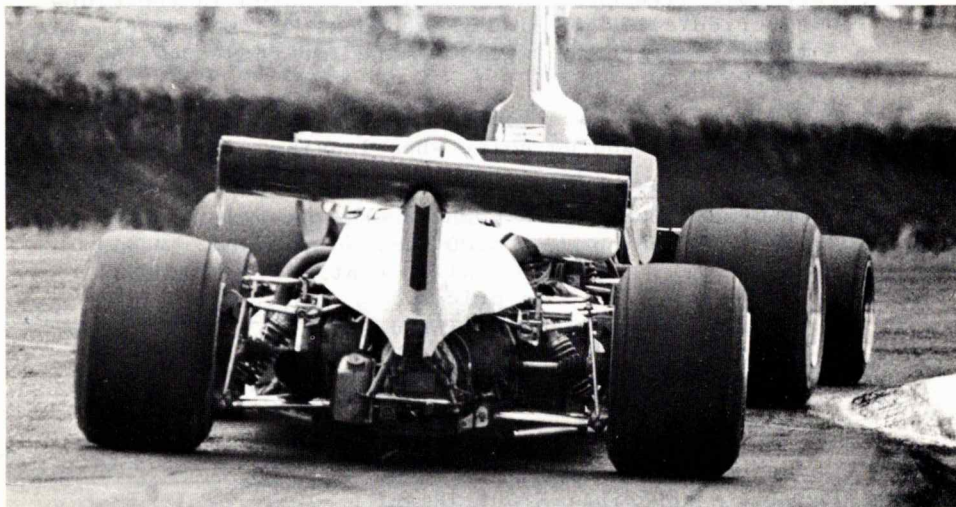
Bulletin : Post to P.O. Box 2018,
Auckland. Phone 364-658 (Bus).

Membership Secretary:
B.J. Hamilton, Phone POP 48-520.

Competition Licence Officer:
J.T. Molloy, Phone 654-048 (Evs)

Security Officer:
H.G. Southee, Phone 607-682

Custodian:
W. Ferris, Phone 674-071.



BRIAN REDMAN CLOSELY FOLLOWING KEVIN BARTLETT DURING THE NEW ZEALAND GRAND PRIX AT PUKEKOHE ON JANUARY 3RD.

COVER PHOTO CLUB MEMBER DON HALLIDAY RAISES CEMENT DUST IN HIS MOTORCRAFT CAPRI AT THE PETER STUYVESANT RACE MEETING AT PUKEKOHE ON JANUARY 3RD.

PIX = Ross Cammick Ph. 558-913

COMING EVENTS



If any Club sporting event is cancelled because of adverse weather or other force majeure, the cancellation notice will be broadcast from Radio 1ZB.

CLUBROOM HOURS:

Thursday Evenings 8.00 - 11.00 p.m.
Sunday Evenings 4.00 - 10.00 p.m.

Members are welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge. Three Pool Tables, Table Tennis and Darts facilities are available. Films are shown on the third Thursday of each month preceded by a semi formal club meeting.

Please Note live entertainment is presented in the Clubrooms periodically on Sunday evenings. On these occasions a nominal cover charge will be made for those remaining after 6.00 p.m.

N.B. Please make sure you park clear of driveways and the local dairy and no noise when leaving.

PIT STOP BISTRO BAR:

Thursday Evenings - Light snacks available.
Sunday Evenings - 6.00 p.m. - 9.00 p.m. Meals available at very reasonable prices.

Menu for meals usually includes Sirloin and T Bone Steaks, Ham Steaks, Scallops, Fish, Oysters, Sausages, Eggs, Chips, Hamburgers, etc. Family groups are welcome.

11TH FEBRUARY - WEDNESDAY NIGHT TRIAL:

A Learners trial which will start at Otara Shopping Centre at 6.30 p.m. and finish at the Clubrooms. This will be a novice type event with the inclusion of a short map reading section. Map required is Lands and Survey N42 Auckland, 3rd Edition, with limited revisions 1971. Provision will be made for entrants to buy take-away meals on the way to the finish.

GET WITH **DUNLOP** 

15TH FEBRUARY - SUNDAY - CLUBMANS RACE MEETING:

Pukekohe 1200m Club Circuit. Races will be provided for all usual circuit machinery. Note Standard Production Saloon Class is reserved for 'off the floor' models fitted with standard road tyres. Cars to G.T.X. Specs. should be entered as 'modified saloons'. Scrutineering/Documentation at the venue between 9.30 a.m. - 11.00 a.m. Practice commences 12 noon. Racing 1.00 p.m. Usual racing requirements called for, including MANZ Medical Certificate. Under 20 year old competitors also require a 'Cadet Licence Authority'. Entries accepted by phone and should be directed to Mrs R. Brown, Telephone 678-739 (16 Wayne Place, Mt Roskill). Entries close on Wednesday 11th February. Late entries may be accepted to fill under-subscribed fields. Light refreshments available at the Circuit. Persons available to help with flag and marshal duties on the day please contact Eric Mallard, Telephone 677-519 (Res) or 593-108 (Bus).

15TH FEBRUARY - SUNDAY - AFTER RACE 'COOL OFF' AND BARBECUE:

After the Club Circuit Meeting a private swimming pool and barbecue facilities have been made available. This is adjacent to the track and is an ideal place for all members of the family, including children, as a kiddies' pool is also there. No charge for admission but bring your own sausages, etc. Ample cold refreshments available ex a mobile chiller. All done by cans. No bottles please, in the interest of eliminating cut feet etc. PLEASE LEAVE THE SITE TIDY. This will help a return trip.

19TH FEBRUARY - THURSDAY - CLUBNIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Good motor-sport films, supper and general discussion.

21ST FEBRUARY - SATURDAY - GYMKHANA:

To be held on the outer car park at Western Springs. Entries on the day from 11.00 a.m. to 12 noon. Classes and regulations as listed in the November Bulletin. Points for Exide and Sandringham Tyre Service Shield.

28TH FEBRUARY - SATURDAY NIGHT - SOCIAL:

To be held at the clubrooms, this is a beach dress dance, so come as you are straight from the beach. Music by the Music Convention. Tickets at \$1.50 each will be available shortly. Tickets will be limited and there will be no door sales.

29TH FEBRUARY - SUNDAY - ECONOMY RUN:

Starting at 2.00 p.m. at the Potters Wheel car park, New Lynn. A straight forward run of approximately 3 hours with NO trialling traps. No maps required but bring a sealed clock. Further details elsewhere in this bulletin.

6TH MARCH - SATURDAY - BEACH SOCIAL & GIMMICK TRIAL:

The gimmick trial part of this event will start at the Clubrooms at 11.00 a.m. and finishes at Long Bay Beach. This is a novice trial requiring the collection of a few simple things on the way, such as a hole in the mud, designed especially for children. If you cannot get to the Clubrooms before mid-day, go straight to Long Bay.

11TH MARCH - THURSDAY - LADIES COFFEE MORNING:

This get together from 10.00 a.m. to 12 noon is for the wives of members and Lady Members to discuss events for the future. Ladies, please bring a plate.

21ST MARCH - SUNDAY - SPRINT MEETING - PUKEKOHE:

This will be the cancelled meeting from November. Further details in the March Bulletin.



**OPEN &
INVITATION**

1ST FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB:

Cosseys Farm, Drury. Promoted by Northern Sports Car Club.

6TH FEBRUARY - FRIDAY - GRASS TRACK RACE MEETING:

The New Zealand Day meeting will be at Kerepehi Domain run by the Thames Valley Car Club. Late entries on the day.

7TH FEBRUARY - SATURDAY - DUCKHAMS HILLCLIMB SERIES:

First round of the Series by Auckland University Car Club run at Andersons Farm, Paremoremo. Entries on the day 9.00 to 10.30 a.m.

7TH FEBRUARY - SATURDAY - NATIONAL RACE MEETING - RUAPUNA:

Final round for Castrol GTX Saloons, championship rounds for Formula Ford and Shellsport.

**ENTHUSIASTS FIT
DUNLOP SP RADIALS**



8TH FEBRUARY - SUNDAY - GOLD STAR HILLCLIMB:

A sealed hill of .9 mile at Mt Ngongataha. Entries close 5th February with the Rotorua Car Club, Box 365, Rotorua.

14TH FEBRUARY - SATURDAY - GOLD STAR HILLCLIMB:

A sealed hill at Waitekauri Road, Waihi. Entries close on the day at 8.30 a.m. with Thames Valley Car Club, P.O. Box 22, Paeroa.

15TH FEBRUARY - SUNDAY - GRASS TRACK RACE MEETING:

Second in a series at Paradise Valley Raceway. Entries close with Rotorua Car Club, Box 365 Rotorua, on 11th February.

22ND FEBRUARY - SUNDAY - NATIONAL RACE MEETING - MANFEILD:

Championship events for Formula Ford, Sports Cars and Formula Vee. Details from Manfeild Autocourse Promotions Ltd, P.O. Box 1959, Palmerston North.

22ND FEBRUARY - GRASS TRACK RACE MEETING:

Second in a series at Ridge Road, Pokeno. Entries close 18th February with Pukekohe Car Club, P.O. Box 174, Pukekohe.

28TH FEBRUARY - DUCKHAMS HILLCLIMB SERIES:

Second round of a series by Auckland University Car Club run at Andersons Farm, Paremoremo. Entries on the day 9.00 to 10.30 a.m.

7TH MARCH - SUNDAY - ROTHMANS RACE MEETING - PUKEKOHE:

Championship rounds for Formula Ford, Shellsport and Sports Cars. Details from Northern Sports Car Club, P.O. Box 22-362, Otahuhu. Secretary: Mrs. D. Hopson, Phone 592-247 from 9 a.m. to 12 noon Mon. to Thurs.

7TH MARCH - SUNDAY - GOLD STAR HILLCLIMB:

Details of the Urenui hillclimb from Taranaki Car Club, P.O. Box 704, New Plymouth.

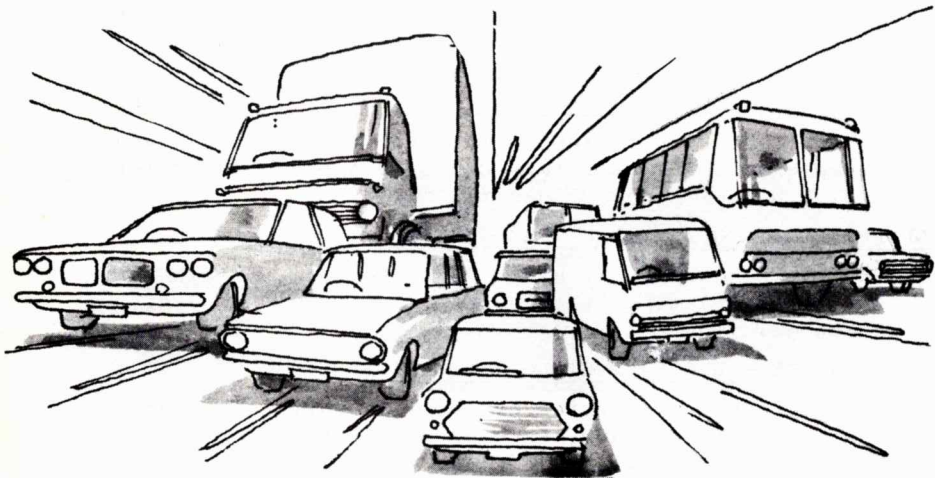
13TH MARCH - SATURDAY - NATIONAL RACE MEETING - LEVIN:.

Championship events for Formula Ford and Vee. Details from Levin Motor Racing Club, P.O. Box 57, Levin.

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Well a happy New Year to all you triallists, and I hope you enjoyed your summer holiday (three sunny days only as I write this).

First thing you should all do is to renew your competition licences. Terry Molloy has the appropriate forms, and even though a licence is not required for closed club trials, it costs only a few dollars to enable you to drive in Mercury Trophy Trials and Gold Star Trials. They are also very useful if you want to enter gymkhanas or hillclimbs. If I haven't convinced you into obtaining a competition licence then spend a couple of bucks with Terry and get one of the new Year Books. There are a few changes worth noting. One is that falsification of entries on a driver's card can lead to disqualification; missing an unmanned check now counts for 100 points instead of 180; and the named road rule for mapreading is simplified. (Jim Scott has pointed out that the words NAMED ROAD are in the wrong place and a forthcoming MANZ Newsletter will give you the gen on this shortly).

Don't let all this apparent confusion put you off mapreading, because mapreading exercises are one of the simplest and yet most enjoyable parts of trialling. The Trials Subcommittee will again be holding instruction nights this year. Also we will be continuing our short trials starting with Doug Bone's Learners' Trial and Phillip Shanks Economy Run (see 'Coming Events').

I see there are several up and coming drivers who are eligible for the most improved triallist trophy.

At the Mercury Trophy meeting held recently, several points came to attention. One was that there are to be no traps pulled on NO ROAD signs. This is obviously quite sensible for there are a few places now not to be used, such as Bald Hill and West Roads, reserved for hillclimbs, and I believe that with one Club in particular, every time a NO ROAD sign was seen, it was an invitation to zot down that road to find what check was down there. Mercury Trophy promoters are well aware of the increase in cost of trialling and it could well be that the length of several events will be a bit shorter this year, instead of being semi Gold Star duration events. Big non surprise of the evening was the election of Peter Shanks as a co-convenor of the Mercury Series.

Only three months until this year's TISCO Gold Star Trial and I understand Steve Hamilton and John Busch are well under way with this event which promises to be a pearler.

SHOUTS & murmurs



. . . Congratulations to Club Member Ken Smith on his wonderful season in winning not only the Post Office Savings Bank Series, but also being first resident New Zealander home in his outright win at the Grand Prix. To cap this off he won the Peter Stuyvesant Series with victories at Pukekohe, Wigram and second at Teretonga.

. . . Whilst in Auckland for the Grand Prix round of the Peter Stuyvesant Series Brian Redman and his wife, Marion, paid a brief visit to the clubrooms in Mount Roskill and were most impressed with our facilities.

. . . We are pleased to report that Club President, Barry Webber, is now almost back to normal after his pre-Christmas illness. He sincerely thanks all members and others who sent messages and cards while he was in the intensive care unit in hospital.

. . . A fully built-up works racing saloon has arrived from Japan for the Shellsport races.

The car is a Datsun 100A Cherry which has been supplied complete with spare parts by the Nissan Motor Company of Japan and will be driven by Auckland Reg. Cook. A Japanese engineer,



Mr Masaru Kodaira, has accompanied the car to New Zealand and will stay here for all the Shellsport races in the Peter Stuyvesant series. Mr Kodaira is responsible for the racing modifications made to Datsun 100A cars in Japn, where the 100A has achieved many class wins.

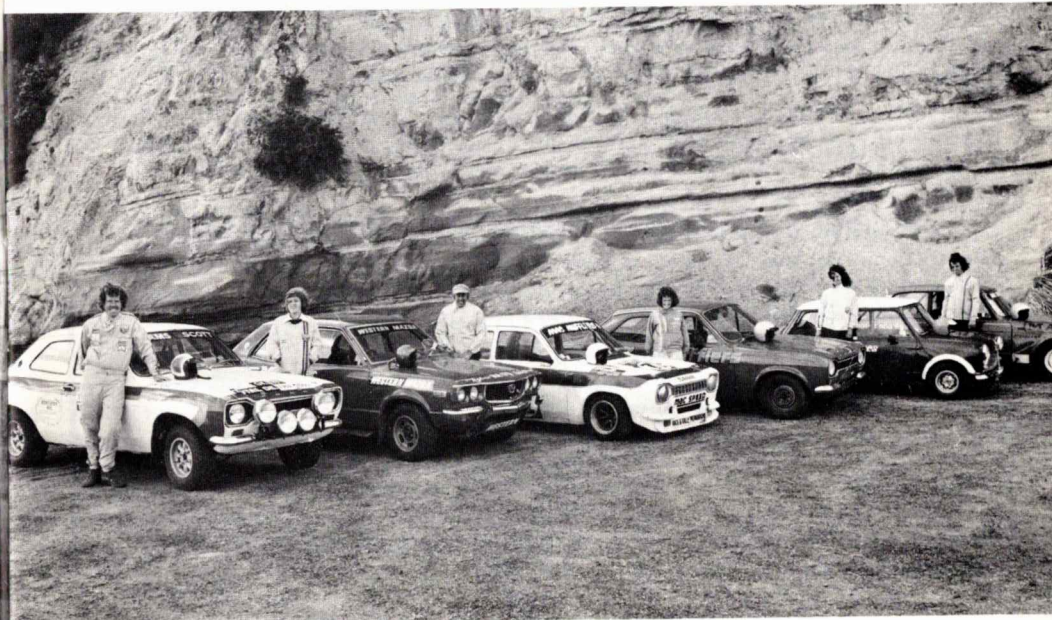
The 100A Cherry model which will compete in the 0-1300cc class in the Shellsport series has not previously raced outside Japan, although the previous model was highly successful in the United Kingdom.

. . . A family affair indeed is the new Allan Woolf Racing Team. Allan, who is the current New Zealand Saloon Car Champion, has teamed up with son-in-law, Paul Adams, one of the top five rally drivers in New Zealand and daughter Sue, the first woman to win a class division of circuit racing, driving her Mini Cooper 1275S in Group 3. Allan of course drives a 270 horse power racing Escort with a two litre BDG Ford Cosworth motor and a top speed of 140 mph. Allan's son, John, only 19 years of age will be remembered in last year's Heatway Rally starting 90th and finishing 6th driving his RX3 Rally Mazda. He is competing in the current Castrol GTX series in a Ford BDA.

John's young sister, Deb, aged 17, navigated brother-in-law, Paul, to his victory in the Tokoroa Rally last September and was co-driver with Dad in the Waiuku Rally.

And youngest of all, Jane, 14 years of age, will be navigating just as soon as she gets her licence this year she says.

The team covers a wide variety of motor sport activities and is available for sponsorship in whole or in part for a season or a series or even a single event.



FROM LEFT: PAUL ADAMS, DEB WOOLF, ALLAN WOOLF, JANE WOOLF, SUE ADAMS AND JOHN WOOLF.



GIMMICK TRIAL

30th November



To conclude the 1975 trialling year, what was a 2½ hour Gimmick Trial was run from the Auckland Railway Station up to Rickards Hot Pools at Parakai. However, most competitors were not in any hurry to "split" a can and have a dip and arrived up to 1½ hours late. And, over a trial of 52 miles that works out to an average speed of 12 mph (19 kmh) - a snail's pace even for the Vintage Car Club. However, they did have an excuse - the HANDICAP! One or two would you believe 39 devious questions to answer en route.

The usual procedure for reporting on trials is for the plotters to con some unexpected competitor to do the review for this magazine. On this occasion the plotters have decided to turn the tables and write their own report! We now give you some of the questions put to competitors, the correct answer and then some of the "pearls of wisdom" produced by over-worked drains - sorry, brains.

When asked to name the chap who sailed the "Kon Tiki" we received the following gentlemen : Thor Herydahl, Thor, Thor Hyadal, Thor Heiadahl, Thor Heyerdral, Thor Hildle, Thor Hyadell. O.K., now you just try spelling his name. By the way, out of 22 entrants, we got 18 different spellings of his surname.

Wild Purple International Limited was the answer to "Who is the untamed universal pig(ment)?" Spencer Pearce, Grant Blythen and Bruce Sergent thought it was manure.

The Sawdoctor was the "doctor with a difference" that they passed while travelling along Hurstmere Road, Milford. Some considered it was the dental surgeon - they both do work on teeth, I suppose.

Further up the East Coast Road we asked them to give us Jacqueline Kenney's maiden name. This, as we expected, bowled most competitors, however Doug Bone's answer must rank as the best genuine reply - "Jackie Dagg".

Over Albany way they were told "Change an i to a y and you'll find that this film star could be a bit of a player. Name the star and the game". Competitors passed a mail box with the name "Flinn" inscribed upon it and behind the mail box was a tennis court. The answer we required was therefore 1. Errol Flynn; 2. Tennis. Most got the first part but when it came to the game that was a little different, two gems we appreciated were; Marty Finch's "Love" and Wayne Kiesanowski's "Playboy". A couple even holed out with Gary Player and golf.

Still the devious questions kept coming -

"What is the animal doing at the Poplars" - That was a bulldozing contractors home, hence dozing was right.

"What's the wearied pakeha keep?"
 "Who chills their mail?"
 "What does Hibiscus Supply supply?"

Until finally they arrived at the Pools where we were light heartedly abused, barbecues were lit, cans opened and an enjoyable evening had by all, both in the water and out.

We would like to thank an associate of ours, Errol Pin-fold, for contributing the "meat" of the trial as well as our assistant on the day, Chris Hudson.

PETER & LINDA SHANKS

RESULTS:

1st	John Busch	1650 points
2nd=	Bill Milnes	1580
2nd=	Annette Levet	1580
4th	Peter List	1485
5th	Doug Bone	1420
6th	Steve Hamilton	1370
7th	Ross Montgomery	1290
8th	Ray Stodart	1285
9th	Bruce Sargent	1250
10th	Allen Dixon	1160
11th	Marty Finch	1135
12th	Grant Blythen	950
13th	Laurie Baigent	920
14th	Spencer Pearce	835
15th	Antony May	830
16th	Steve Gillard	760
17th	R. McClymont	650
18th	Wayne Kiesanowski	460
19th	Murray Johnston	440
20th	Lorraine Cartwright	330
21st	Richard Jones	290

The above points were out of a possible 1756.



**FOR THAT PERSONAL ATTENTION
 SEE A.C.C. MEMBER TED THOMPSON FOR
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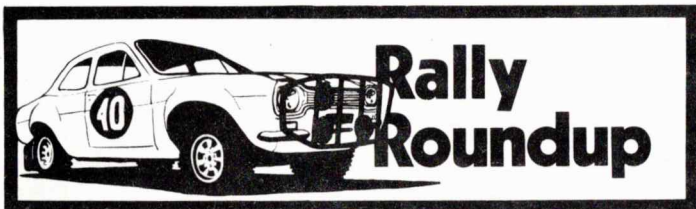
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PALL MALL CHAMPIONSHIP:

Registration forms are now out and are available from the magazine rack down at the Clubrooms. Closing date for the registration is on 5th March, so if you haven't registered yet, you'd better get crackin' as they were half full at the time of writing.

This year's events are slightly shorter and have all new organisers. The first round is being run by the Northland Car Club which should be a boomer event, especially if the "Gentleman in Charge of Time Control Marshals" is none other than that all time star from way back - Johnathon H. Crombie!

FESTIVAL 76 HOMESTEAD RALLY - 27TH MARCH:

I won't go into details of the smaller South Island events but the first North Island Event is the Homestead Rally in Wellington for which entry forms and regulations are out.

The rally's $8\frac{1}{2}$ hours long with eleven special stages, totalling about 220 km, of which 120 km are special stages. Surfaces comprise everything imaginable and the rally is the first to be run within a 25 mile radius of Wellington City.

For further details, contact Wellington Car Club, Homestead Rally, P.O. Box 5142, Wellington.

GENERAL GOSSIP:

Graham McGregor is running the same Escort RS 1600 as he finished off last season in. Graham's navigator and chief mechanic for this season will be Rob Wylie who appears to have "surrendered" the hot seat. The lads are at present looking for anyone who could help with servicing, so if anyone can help contact Graham or Rob as soon as possible.

Mark Parsons is another to have the hot seat and is at the moment looking for a job navigating for the Pall Mall Series.

Mazda men Roddy Millen (present New Zealand Champion) and John Woolfe are running the same cars this year so won't be hastled by sorting out problems as many will with new cars.

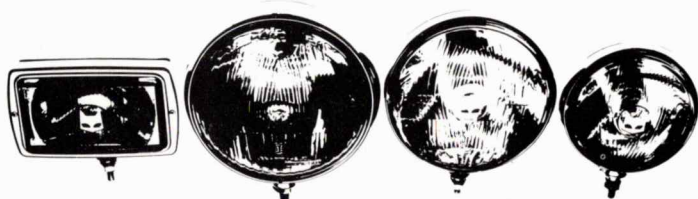
Slot car columnist, John Riddell, is navigating for Mike Limbrick in rallies this year and they're at the moment looking for a sponsor. A car has yet to be revealed but if Mike goes as quick as he was at Tokoroa last





S.E.V. MARCHAL

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year, and as quick as he does in hillclimbs, etc., a lot of us will only see his dust this year because he's real brave!!

ABOUT US:

I am running the A.C.C. rallies for this year, the first of which is an invitation event at Maramarua. This will be the normal "run of the mill" event and will be run on the 25th April (Sunday).

On the 14th August we'll be running another invitation event on a larger scale and with a sponsor. I won't tell you all the areas we are using as it's still tentative at this stage. For both events we require assistance in the way of marshaling etc., so if you would like to help, contact me at phone 657-088 and we'll tee you up for a good job.

Anyone who is willing to serve on the Rally Committee and has had some organising experience, contact me also as there's not too many of us.

RALLY CALENDER:

Just for a yarn's sake this year's calendar is as follows. I'll try and keep you tweaked up with the curry as the year progresses.

March

- 6th Nelson Electronics - Eastern Southland Car Club
(Invitation)
- 20th Greymouth Motors, Firestone, Tasman - Westland Car Club
(Invitation)
- 27th Homestead Rally '76' - Wellington Car Club (Invitation)

April

- 4th Woodhill - Northern Sports Car Club (Closed)
- 17th/ Pall Mall I - Northland Car Club (National)
- 18th
- 25th Hawkes Bay Car Club (Invitation)
Maramarua - Auckland Car Club (Invitation)

May

- 1st/ Pall Mall II - Marlborough Car Club (National)
- 2nd
- 16th Riverhead - M.G. (Auckland) Car Club (Closed)
- 23rd Hamilton Car Club (Closed)
- 29th Wairarapa Car Club (Invitation)
Thermal - Rotorua Car Club (Invitation)

June

- 5th Tokoroa Car Club (Closed)
- 13th Maiora - Pukekohe Car Club (Closed)
- 20th Rotorua Car Club (Closed)

July

- 6th/ Heatway - (International)
- 10th



TYRES DUNLOP RETREADS

August

- 7th/
8th Auckland Car Club (Invitation)
28th/
29th Pall Mall III - Manawatu Car Club (National)

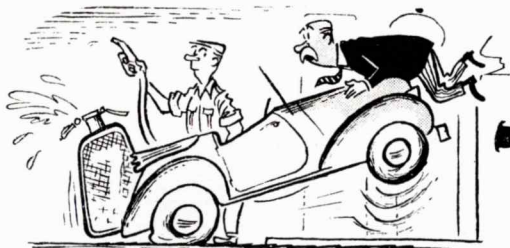
September

- 4th Reidrubber G.T. - Northern Sports/Tokoroa Car Club
(Invitation)
18th/
19th Pall Mall IV - Rotorua Car Club (National)
26th Riverhead - M.G. (Auckland) Car Club (Closed)

October

- 3rd Rotorua Car Club (Closed)
7th Waiouru - Hutt Valley Car Club

by KEVIN LANCASTER



Economy Run

29th FEBRUARY

Checked lately to see how many miles per gallon - sorry kilometers per litre you're getting out of your car?

Whether you have or not it does not matter. Come along on SUNDAY, 29TH FEBRUARY, 2.00 P.M. to the "POTTERS WHEEL" (The Portage Trust Tavern), Delta Street, New Lynn, and prove that you are not a lead footed, rubber burning, gas guzzler.

Unlike previous years the economy of your vehicle will not be judged on the formula -

WEIGHT X DISTANCE

GASOLINE CONSUMED

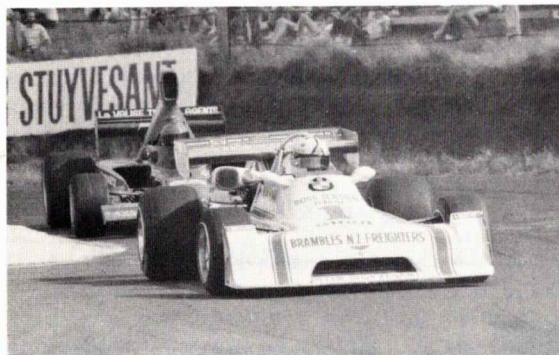
Instead it will be a straight competition of kilometers per litre, however cars will be divided in classes according to their "C.C." rating.

Penalty points will be taken into account for arriving late at manned checks/controls.

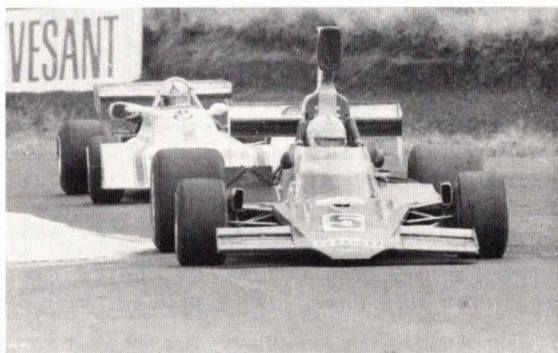
The trial is a simple directional event (No Trialling Traps) of approximately three hours and will be run over a variety of interesting roads. Petrol tanks will be filled and sealed at the commencement of the run and be refilled at the conclusion.

Remember the date - SUNDAY, 29TH FEBRUARY, the trial where the economical driver will win.

**PETER STUYVESANT SERIES
NEW ZEALAND GRAND PRIX
PUKEKOHE — JANUARY 3**



BRIAN REDMAN LEADS KEN SMITH

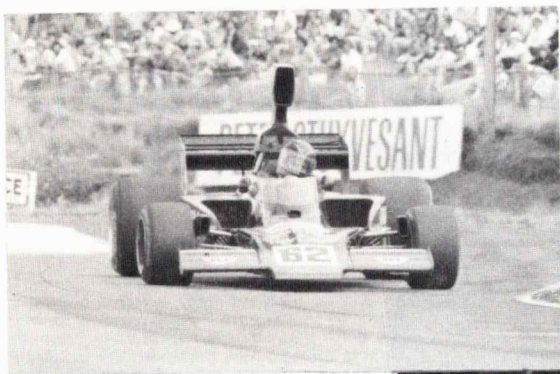


KEVIN BARTLETT LEADS BRIAN REDMAN

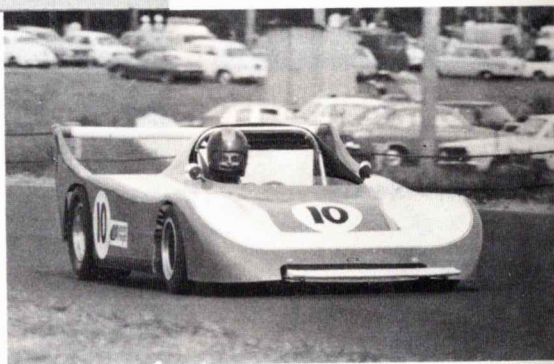


MAX STEWART

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Two of the three seats have been personally designed for Superford by top rally driver Mike Marshall who has gone to extreme lengths to develop suitable seats for both rallying and road use. Before starting to design his own seats Mike studied the competition seating used by Ford's Works Team while overseas and then carried out further research with a group of local chiropractors who were studying seat construction as it relates to driver fatigue.

After more careful thought and planning he then built and tested his own special rally seat which was also used to carry him to victory driving the Superford Escort in this year's Heatway. Mike and Ray Stone then went on further to develop the perfect road car seat which would give maximum driver comfort thereby reducing driver fatigue.

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Superford Division
John W. Andrew Ltd LMVD
Please contact Ray Stone.



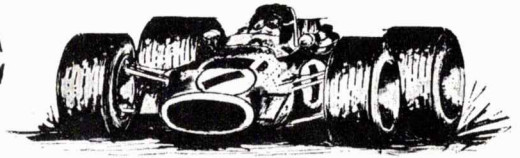
Call, write or telephone Ray Stone at John W. Andrew Limited LMVD, P.O. Box 8520 Auckland, Telephone 364-280.



John W. Andrew

SUPERFORD

TRACKSIDE



. . . March Engineering recently unveiled its new 761 Grand Prix car; this essentially revised version of the existing, successful 751 which won last year's Austrian Grand Prix. In completing the various design alterations, Robin Herd has pared an extra 41 pounds off the weight of the 751 and produced a car which he hopes will be better balanced and prove easier to drive than its predecessor.

A completely new nose, cockpit and roll hoop cover are built into the 761 and, while major modifications to the front end of the monocoque and the footwell have also been incorporated, Herd admitted that "it would be fairer to describe it as a 751B really". Apart from the new two-inch-thick cast bulkhead fitted ahead of the driver's feet and a four-inch-thick section round the pedal area, the 761 sports several other detail changes. The rear anti-roll bar has been relocated, the suspension geometry modified and the oil radiator is now located integral with the side-mounted water radiator. Lockheed brake calipers are now fitted all round.

Four such cars will eventually be built up, two operating from Bicester under Robin Herd's control and two from March Engines at Reading with Max Mosley in charge. Drivers at the moment are Vittorio Brambilla, Lella Lombardi and Hans Stuck, plus Arturo Merzario (if sponsorship arrangements are finalised) and perhaps Gunnar Nilsson later on in the year.

. . . The RAC has at last decided which make of tyre is to be compulsory wear in British F3 races this season. As expected, the choice has favoured Goodyear. In dry conditions cars will have to run on Goodyear's G54 compound, the G45 being used when it's wet. As in FF, FF2000 and Atlantic, the aim of the one-make monopoly is to keep down the costs of competition.

. . . The most exciting rumour doing the rounds at the moment is that Jaguar may return to the circuits with a Leyland-backed XJ12 Coupe. A car has been under preparation at Ralph Broad's Southam workshops for several months, and we gather that it may appear this year as a Super Saloon, complete with a fuel-injected V12 engine and a driver with a physique to match the overall dimensions of the saloon.

Even more interesting though, is the possibility of the XJ12 Coupe being homologated for a European Touring Car Championship programme. Product Public Relations Manager, Richard Seth-Smith, would not confirm the rumour but he didn't flatly deny it either. "We looked at the XJ-S, but to our surprise we can't homologate it as a saloon" was his only clue to current thinking at Leyland. And how about a rated driver, such as Derek Bell, to campaign it in Europe? "We do know Derek, of course..... but no plans have been made. Bearing in mind all the problems we had last year, a lot of people are surprised

that our commitment is as bit as it is", Seth-Smith commented.

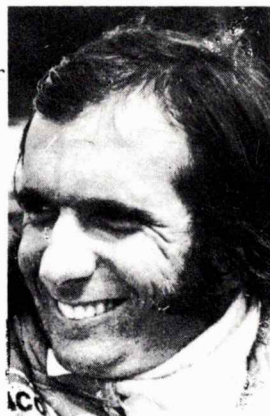
. . . The non-championship Swiss Grand Prix will take place at Dijon on May 9th. A similar F1 race at Imola will be held on April 19th and the meetings at Casale on May 23rd and Misano a week later will also be open to F1 cars.

. . . There is mounting speculation in France that 1973 European champion Jean-Pierre Jarier is on the point of announcing his return to F2. There was talk of him running a Ford-engined Chevron during the middle of the 1974 season, but that never came to anything and therefore Jarier hasn't been seen in F2 since his seven wins in 1975 when he dominated the racing in the works STP March-BMW 732.

We understand that Jarier was offered the Shadow F5000 drive that eventually went to Jody Scheckter because he was already lining up the F2 seat and is keen to return to the European scene which he feels is better for his Grand Prix programme. The car to be driven by the Parisian will probably be one of the new Chevron B35 models and it will undoubtedly use a works BMW engine.

. . . Startling reports in the national press revealed that Emerson - "I'm not doing it for the money" - Fittipaldi will earn over a million pounds from his motor racing in 1976. Not bad for a chap who was racing in FF only eight years ago!

Emerson's new contract with Copersucar will bring him more than \$100,000 (about £50,000) a month, a spokesman for the Brazilian sugar company disclosed; and it is estimated that personal advertising contracts will bring his earnings to more than \$220,000 (about £110,000) a month.



. . . Lancia are planning an attack on the coming Gp 5 World Championship for Makes with a team of turbo-charged Stratoses run by the factory. The cars will be powered by turbo-charged versions of the 24-valve V6 Ferrari Dino engine, so in Silhouette trim they should have well over 400 bhp as opposed to the 250 bhp or so currently boasted by the rally cars. Drivers for the two-car team look like being Vittorio Brambilla, Carlo Facetti, Renzo Zorzi and Claude Haldi. They will be sponsored by Marlboro', who also backed a much lower-key effort by Facetti in the European GT Championship last year. That project got very little return, for Facetti's single Stratos proved reasonably quick but nothing like reliable enough. However, that was a purely private effort, and the works team could expect much better fortunes.

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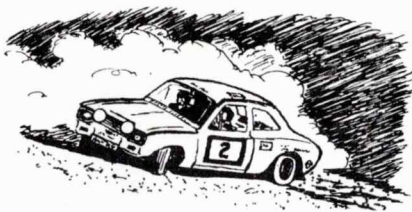
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EUROPEAN RALLY SCENE

Ford announced their rally plans for 1976 at a recent press conference. They will be contesting five World Championship rallies, the Monte Carlo, Morocco, Safari, 1000 Lakes and R.A.C. Rally, all well publicised rounds. Timo Makinen and Henry Liddon will do all the events and Roger Clark and Jim Porter will do all except the 1000 Lakes. Third man in the team and the biggest break of the year will go to the rising young Finn Ari Vatanen, who will be doing the 1000 Lakes and R.A.C.

Clark and Vatanen will also be competing in the R.A.C. Rally Championship and six British drivers will also get varying degrees of Ford support in the championship.

In the first round of the Swedish Rally Championship for 1976, Stig Blomqvist was outright winner of the Bergslagsrally with second and third going to Dag Pettersson (Saab 96) and Anders Kullang (Opel Ascona). The weather had been very mild and there was so little snow that on some stages competitors were not using studs.

The first World Championship event, the Monte Carlo Rally is run in late January, with starting points in Almeria, Copenhagen, Frankfurt, Paris, Rome, Warsaw and London. The number one spot in the list of starters is vacant for Andruet, who is looking for a car and sponsor. The rest of the top ten are Verini (Fiat Abarth), Mikkola (Opel Kadett), Nicholas (Alpine), Bacchelli (Fiat), Waldegard (Lancia Stratos), Alen (Fiat), Pinto (Stratos), Therier (Alpine) and Munari (Stratos). Just outside the top ten are Clark at 11 (Escort), Darniche at 12 (Stratos) and Makinen at 14 (Escort).

One of the Monte regulations is on tyres, which stipulate that each competing crew shall nominate one type of tyre for the competitive sections of the event. The stipulations are that the tyres for any one car should be of the same make, type, size and tread. However, there is no mention of compounds, but if this was restricted, it could involve scrutineers carrying portable analysis kits around the alps. The regulations make no restrictions at all on tyre studs, even although there will be limitations imposed by French law on all traffic next Northern winter. This means that for every tyre there will be various kinds of stud patterns available, so that the same situation exists as before, with huge piles of tyres ready so that drivers can make their choice just before stage starts.

Despite the high chance of rain and the mud which it creates a number of works teams have already taken steps to enter cars in the 1976 East African Rally which is run at Easter. Entries at low fees closed at the end of December. Ford have entered Clark and Makinen and local man Robin Hillyer. Lancia have three Stratos available for Munari and Waldegard, the third car for

local man Vic Preston. Datsun have also entered, being four 1800cc Violets and a 120Y. Crews for these cars have not been finalised yet, but it would appear to be Kallstrom and Schuller with Remtulla and one other local in the Violets.



TULIPEN
**NEW
 MEMBERS**

We sincerely welcome the following new members and hope to see them taking an active part in Club events. New members are cordially invited to seek the assistance and advice of any Club Official (see Page 1) to help them settle in.

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 Euan Andrew
 John Dale
 Wallace Galloway
 Garry Grey
 Murray Hunt
 Anthony Leighton
 Philip Marshall
 Peter Old
 David Tapara
 Richard Thompson
 Daniel Vettoretti
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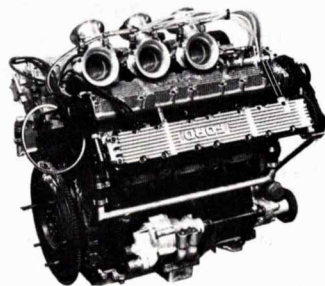
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HAPPENINGS



* * * It is reported that a sponsorship agreement between Embassy and Graham Hill Racing had almost been finalised at the time of Hill's tragic air crash. Some two weeks or so after the accident W.D. & H.O. Wills announced that they would not continue in motor racing during 1976. The pleasing aspect of the announcement was that the company hopes to return to the sport in the future, maybe even in 1977.

* * * The demise of the Hesketh Formula One organisation has caused plenty of comment, for just as the dust begins to settle there appears a stirring of activity. Frank Williams has taken over the Hesketh 308C renamed the car Williams, repainted it dark blue and signed Jacky Ickx as driver.

It is said that Bubbles Horsley will be running a team of probably two Hesketh 308 cars. Number one driver will be Harold Ertl the Austrian driver who drove a Hesketh in a number of 1975 Grands Prix. The cars will be updated to 76 spec's from drawings made before the team split. And just to add further interest is the news that the Hesketh engine shop continues in business. They will prepare Cosworth DFV's for the Horsley/Ertl team. Frank Williams and the Fittipaldi brothers Copersucar team.

* * * Testing of the Ligier-Matra has been continuing at Paul Ricard with Jacques Lafitte doing the driving. Originally Jean-Pierre Beltoise was named as the team's driver though it now seems certain he will be released from the obligation. It is said that Beltoise is considering legal action. What has caused a great deal of talk are the lap times which Ligier-Matra claim the car recorded. Many teams have said that the claimed lap times couldn't be true in view of the car's newness. However, the Porsche team were testing at the same time and recorded the Ligier lapping in times consistent with the team's figures.

* * * After the initial comments following the demise of F5000 in Britain few people have endeavoured to have the formula reinstated. It seems that the Shellsport Superlibre Championship is being looked upon as no bad thing. At the outset it was intended to run only F5000 and Atlantic cars together. The concept has now altered to any single seat racing car up to 5 litres. So far 15 rounds have been scheduled including races at Zandvoort, Zolder and the Nurburgring. There is also speculation that a number of Formula One cars may contest the series.

* * * Wither the Parnelli Formula One? That is the question that many people are asking at present. With Andretti signing to drive for JPS Team Lotus in some of the early F1 rounds it is being said that Parnelli will not become seriously involved

this year.

During a recent interview with Roger Penske's F1 team manager the remark was made that Formula One is far more demanding than any other form of motor racing, including USAC. The subject of the interview said it appeared that the Vels Parnelli team were disappointed that their problems could be solved by money.

* * * It has been announced that the South African F1 Grand Prix which was cancelled last month for financial reasons will be reinstated, thanks to the support of a South African beer magnate. The sum of this man's contribution? - no less than \$130,000.

* * * The start of the 1976 Formula One season is not many weeks away and already the news of technical advances is coming through. Cosworth Engineering are said to be involved in the development of an automatic transmission for Grand Prix use. Hewland who will supply some materials to Cosworth feel that there are many difficulties which will be far from easy to overcome.

* * * Meanwhile at McLarens a new six speed gearbox is being developed in an effort to extract just that little more from the Cosworth DFV engines. The McLaren gearbox it is said is of conventional design.

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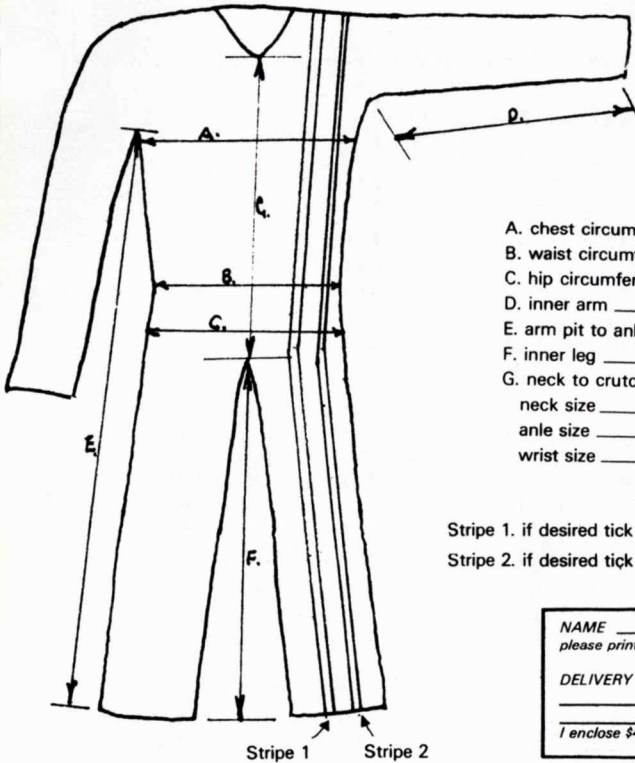
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5th	\$1,200	19	Jim Murdoch	Begg O18	56	1.04.7	62.01.9
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D. BONE	134	R. GRICE	6
S. HAMILTON	120	S. PEARCE	6
P. SERGENT	78	W. PARKIN	6
W. MILNES	38	N. LOWE	6
I. STEPHENSON	37	P. GOULTER	4
P. THOMSON	25	J. MINERS	4
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P. JUKES	10	B. WATSON	2
C. HUDSON	10	A. MOWATT-WILSON	2
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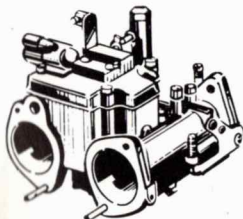
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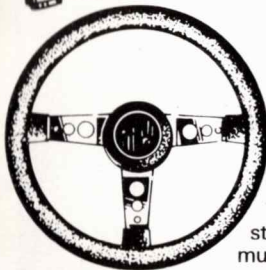
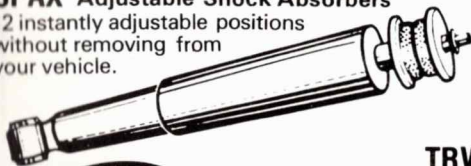


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