

March 1976



# BULLETIN



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— BULLETIN —

# AUCKLAND CAR CLUB (Inc.)

(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.

### CHAIRMEN 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:

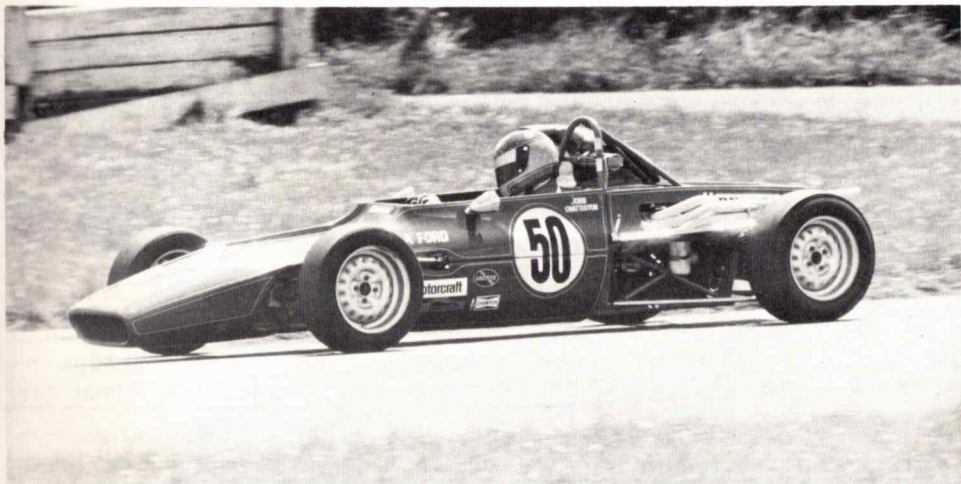
J.T. Molloy, Phone 654-048 (Evgs)

### Security Officer:

H.G. Southee, Phone 607-682

### Custodian:

W. Ferris, Phone 674-071.



JOHN CHATTERTON AT WORK IN HIS FORMULA FORD AT THE CLUB'S CLUB CIRCUIT MEETING AT PUKEKOHE ON 15TH FEBRUARY.

## COVER PHOTO

STELLA SMITH WHO DROVE SO WELL AT OUR CLUB CIRCUIT MEETING ON 15TH FEBRUARY LEADS JASON PRICE.

PIX = Ross Cammick Ph. 558-913



# COMING EVENTS



**CLOSED  
CLUB**

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.

## 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 designed specially for the family and children. For those unable to enter the trial, take Mum and the kids to Long Bay Beach. There will be beach races etc., for the children and a barbecue afterwards so bring your bangers and steaks, etc.

## 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.

18TH MARCH - THURSDAY - CLUB NIGHT AND FILM EVENING:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill, at 8.00 p.m. Good motorsport films. Supper and general discussion. New car on display.

21ST MARCH - SUNDAY - SPRINT MEETING - PUKEKOHE:

Classes 0 - 1000 cc, 1001 - 1300 cc, 1301 - 1600 cc, 1601 - 2500 cc, 2501 cc and over plus sports cars and single seaters. Entries on the day between 9.30 a.m. and 11.00 a.m. Sprint will comprise two laps around club circuit, standing  $\frac{1}{4}$  mile along back straight and bent sprint through Tappendens Hairpin. Requirements are club membership card, competition licence (except straight sprint), driving licence, helmet, fire extinguisher, overalls, etc. Under 20 year olds to have cadet licence authority.

24TH MARCH - WEDNESDAY EVENING - ARMCHAIR TRIAL:

An instruction evening based on last year's Experts trial. A series of slides will be shown of signs and intersections as seen from a competing car. With a set of instructions, you will be asked to "navigate" from the comfort of an armchair. If you dropped checks on the last Experts trial, or were unable to compete, tonight's the night to come and learn from the experts.

27TH MARCH - SATURDAY EVENING - FEATURE FILM EVENING

The Academy award winning film Grand Prix has been made available to the Club. The film will be shown at 8.00 pm at the clubrooms on a specially installed Cinemascope screen. A 70 cents nominal admission charge will be made.

28TH MARCH - SUNDAY - HILLCLIMB AND GRASS TRACK MEETING:

Pukekohe and Auckland Car Clubs are promoting a combined closed club meeting at Ridge Road, Pokeno. Entries on the day from 8.30 a.m. to 9.30 a.m. at \$2.00 for the day. No knobby type tyres for the grass track. Counts for Exide Points.

31ST MARCH - WEDNESDAY EVENING - 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.

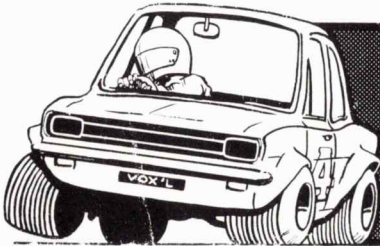
10TH APRIL - SATURDAY - POOL CHAMPIONSHIP:

This event will be held at the Clubrooms commencing at 3.00 p.m. Entries on the day for this doubles championship. All participants must be members of the Auckland

Car Club.

23RD MAY - SUNDAY - FASHION PARADE:

A Fashion Parade consisting of up to date men's and women's fashions will be held on this date. Further information will be contained in next month's bulletin.



**OPEN &  
INVITATION**

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

Championship rounds for Formula Ford, Shellsport, Sports cars, Mini Seven and Formula Vee. Promoted by the Northern Sports Car Club.

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

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

13TH MARCH - SATURDAY - OPEN TRIAL:

The Mount 76 trial is a six hour event by the Mt Maunganui Car Club. Details from 41 Paterson St., Mt Maunganui.

14TH MARCH - SUNDAY - GRASS TRACK RACE MEETING:

Third in a series at Ridge Road, Pokeno. Entries close 10th March with Pukekohe Car Club, Box 174, Pukekohe.

14TH MARCH - SUNDAY - GRASS TRACK RACE MEETING:

At the old Airport, Bell Block. Entries to Taranaki Car Club, P.O. Box 3158, New Plymouth.

20TH MARCH - SATURDAY - HILLCLIMB:

Pekanui Road, near Pirongia. Entries for this 1.4 km sealed hillclimb to Hamilton Car Club, P.O. Box 6029, Hamilton by 17th March.

20TH MARCH - SATURDAY - GOLD STAR HILLCLIMB:

Moonshine Road. .9km gravel. Entries close 12th March with Wellington Car Club, P.O. Box 5142, Wellington.

21ST MARCH - SUNDAY - GRASS TRACK RACE MEETING:

Third in a series at Paradise Valley Raceway. Entries close 17th March with Rotorua Car Club, Box 365, Rotorua.

27TH MARCH - SATURDAY - DUCKHAMS HILLCLIMB SERIES:

Third round at Andersons Farm, Paremoremo. Entries on the day 9.00 to 10.30 a.m. with Auckland University Car Club.

28TH MARCH - SUNDAY - COCA COLA RALLYCROSS SERIES:

First of a series at the Kaipaki venue. Promoted by Hamilton Car Club, the entry is \$5.00 or \$15.00 for four events if entered by 17th March. Other dates in the series are 23rd May, 27th June, 28th July.

3RD APRIL - SATURDAY - MERCURY TROPHY TRIAL:

First round of the season's trophy trials is promoted by Auckland Rallies and Trials Club, P.O. Box 55-021, Mission Bay, Auckland.

4TH APRIL - SUNDAY - NATIONAL RACE MEETING - MANFEILD:

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

10TH APRIL - SATURDAY - DUCKHAMS HILLCLIMB SERIES:

Final round at Andersons Farm, Paremoremo.

11TH APRIL - SUNDAY - DUNLOP RACE MEETING - PUKEKOHE:

Promoted by the Auckland Car Club, events include championship rounds for Formula Ford and Sports Cars. Also events for Mini Seven and Clubmans Saloons. Entries close 25th March with Eric Mallard, C/- P.O. Box 11-129, Ellerslie, Phone 593-108 (Bus) or 677-519 (Res).

17TH/18TH APRIL - PALL MALL RALLY CHAMPIONSHIP - ROUND 1:

Promoted by Northland Car Club, P.O. Box 596, Whangarei.

# 'EASY'

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After hours — Contact Club Member, Ray Easton, Phone GLE 7657.

"EASY" PRODUCTS ARE USED EXCLUSIVELY AT THE AUCKLAND CAR CLUB CLUBROOMS.



25TH APRIL - SUNDAY - MARAMARUA FOREST RALLY:

Promoted by the Auckland Car Club, this invitation event will be similar to previous Maramarua rallies with the possibility of another special stage outside the forest confines. Further details elsewhere in this bulletin.

1ST MAY - SATURDAY - TISCO GOLD STAR TRIAL:

Promoted by the Auckland Car Club the TISCO Gold Star Trial is the first championship round this year. The first car will leave the start at 9.00 a.m. in Hamilton and finish approximately nine hours later at the Auckland Car Club Clubrooms.

# Shell SPORT



## ***Trials Trophy Points***

L. SHANKS	167	W. KIESANOWSKI	7
B. SERGENT	146	P. LIST	7
D. BONE	134	P. BATTEN	7
S. HAMILTON	120	S. PEARCE	6
P. SERGENT	78	W. PARKIN	6
I. STEPHENSON	47	N. LOWE	6
W. MILNES	45	R. FERRALL	5
P. THOMSON	25	P. GOULTER	4
R. WILSON	18	J. MINERS	4
J. KILLMARTIN	18	E. JARVIS	4
P. SHANKS	17	L. PHILLIPS	4
P. LEVET	16	P. BATEMAN	4
J. BUSCH	16	K. TURNER	3
R. MONGTOMERY	16	R. SENNE	3
L. BAIGETN	16	B. DOUGLAS	3
A. VERRY	12	R. STODART	3
M. FINCH	11	S. ALGIE	2
A. LEVET	10	B. WATSON	2
P. JUKES	10	A. MOWATT-WILSON	2
C. HUDSON	10	G. HERBERT	2
R. McQUOID	10	M. STUBBS	1
J. CROMBIE	9	P. STONE	1
R. GRICE	9	G. HUTCHINSON	1
R. VISKOVICH	8	S. GILLARD	1
R. GREAVES	8	B. STEVENS	1
B. MORICE	8	A. DIXON	1



# SHOUTS & murmurs



. . . By the time you read this, Executive Committee man, Eric Mallard, and his wife Audrey will have returned from their fortnight's holiday in Australia. Eric, who is well known for his excellent Pit Stop Bistro Bar meals in the Clubhouse, handed this part of club activities over to his son and daughters while he was away. This was the first trip overseas for both Eric and Audrey.

. . . Pauline Pederson, wife of well known racing driver, Garry Pederson, was recently in hospital. We wish Pauline all the best for a speedy recovery.

. . . Our Club narrowly missed winning the interclub Mercury Trophy trials series in the past trials season. The award goes to A.R.T.C. and the presentation of the trophy will be made next film evening, 18th March.

. . . We have heard recently from Jack Inwood (MR PIX) who is still in England. Jack's itinerary after another six weeks in England includes a month touring about after the Race of Champions meeting at Brands Hatch before heading over to America. He will be at Indianapolis with Dick Williford (ex P.R. man for STP), spend some time in Chicago and Detroit with Tyler Alexander, then motor across to Los Angeles where he will be staying until November. Then its back home to New Zealand. We are not sure whether Jack will be taking up his former occupation of professional motor racing photographer.

. . . TISCO (Television Installation and Services Company Limited) is again sponsoring this Club's Gold Star Trial. This 1976 event promises to offer keen competition having been plotted by Club members, Steve Hamilton and John Busch. Steve, you will recall, is this year's New Zealand Gold Star Trials Champion. The event will take place on 1st May next.

. . . Club film projectionist, Harold Batten, has come up with a full length feature film to be shown on Saturday, yes Saturday, 27th March, at the Clubrooms, commencing at 8.00 p.m. The film is "Grand Prix" and although probably seen by most members, it is good entertainment for racing buffs and we hope that you will come along and enjoy it. Family groups are especially welcome with the usual refreshments available throughout the evening. See 'Coming Events' for further details.

. . . Congratulations to Grand Prix President, Tom Walker, and his wife Dee, on their thirty-sixth wedding anniversary.

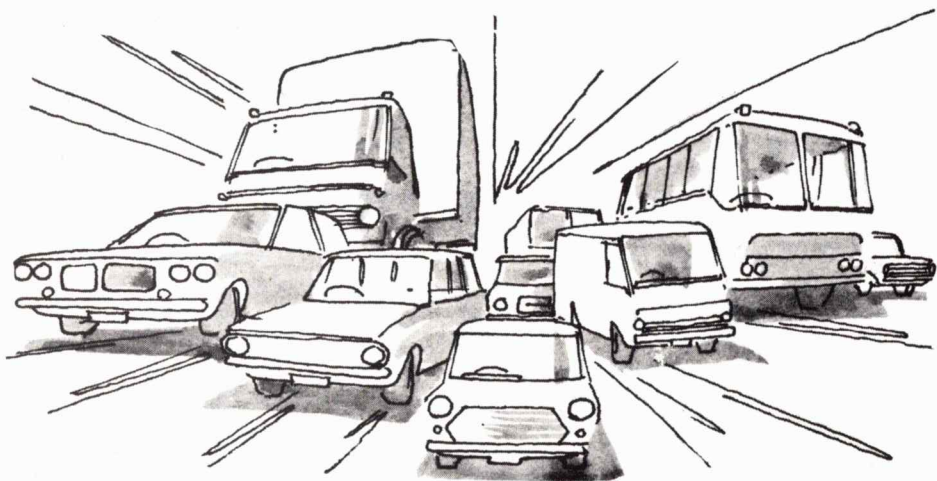
. . . We hear that at long last Kerry Brown is taking the plunge. Easter Saturday is the date for the event.

. . . Club Circuit competitors from the previous few seasons

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# **D** Haere Tonu mai **OMINION** **Rental cars**

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**TAUPO:** 117-125 Tongariro Street, Phone 991

**WELLINGTON:** Waterloo Quay, Phone 726-336

**BLenheim:** Main Street, Phone 89-156

**CHRISTCHURCH:** 250 Durham Street, Phone 60-072

**DUNEDIN:** 144 Great King Street, Phone 77-719.



Haere Tonu mai  
**D** **OMINION**  
**Rental cars**

Dominion Rental Cars  
P.O. Box 23-242, Auckland  
Branches throughout New Zealand

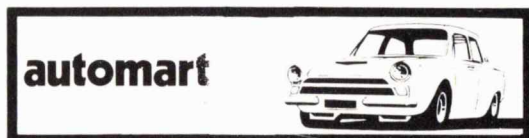
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will probably remember Brian Friend who raced an Anglia. Brian is currently living and working in England. He is building up an Escort with fule injection etc., to try his hand on some of the U.K. circuits. He would be pleased to get letters from any Club members, maybe to track down parts or to find out any information on working, living, racing or suchlike. His address is 179 Fairford Road, Tilehurst, Reading, Berks., England.

. . . We hear on the grapevine that the Pukekohe Car Club has won the Bardahl Trophy for the second time. If our information is correct - congratulations chaps! In the absence of official results we cannot tell where the Auckland Car Club team finished, but we had a good team of competitors doing the series. We will print the results and more information on the series just as soon as it comes to hand.

. . . Congratulations to Ray Stodard and Dreenagh Majstrovic who were married recently.



FORMULA FORD - LOTUS 61M:

Virtually new, little raced. Holday engine, Mk 8 Box. New spares include 16 Ratios, Set Dog Rings, Set Selector Forks, Two rear Uprights, Radiator, Crankshaft, Wheels, Front Suspension and Front and Rear Suspension Jiggs, plus fully covered trailer. This car is in as new condition and ready to race. Would trade for good road car or haggle at \$5,000 o.n.o.

PHONE BRAD AT 685-963 OR JOHN AT 478 6579

\* \* \* \* \*

WORKS RALLY CAR:

A genuine 1973 Skoda Rallye, complete as prepared by the Skoda factory in Czechoslovakia. Reluctantly offered for sale at \$2,950 o.n.o. Also numerous rally accessories including Haldas, stopwatch, helmet, etc.

PHONE WARREN THOMAS : 600-159 or 33-174

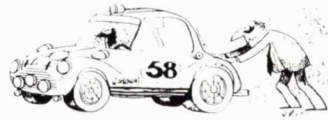
\* \* \* \* \*

ANGLIA 997 cc Standard Carb, Air Cleaner assy plus inlet/exhaust manifolds \$25.00 and lowering blocks (no U bolts) \$5.00 pair

PHONE BRENT SIMPSON : 74-780 (Bus)

\* \* \* \* \*

# MID-WEEK TRIAL



11th February 1976

For our first trial this year Doug Bone re-plotted a trial that he had used before. Only sixteen starters arrived but those sixteen crews sure learnt. For ourselves, we arrived late, but we were courteously received and informed that no one was objecting to paying the \$2.00 entry fee.

The odo check took us through Ferguson Road, past a notorious maker of canoes, and then to the odo check were two C.R.I.'s were given for one intersection. Then follow a sign that the A.S.R.'s said we couldn't! We did a bit of investigation here and saw some checks that we didn't write down but came in helpful later. Then on through some other instructions including an RR Merry go Round and Round and Round check to a control where we were only one minute late. Not bad for a novice crew whose Halda wasn't even connected. Laurie Baigent actually clean sheeted at this stage.

Then a cleverly designed non-existent sign spotted by ultra cunning navigator and another check on the other side of the road which we noted for later use. Then another CRASS ISLAND (Hullo Hans Spott, do you read me?) and over Ormiston Road. What is that red light - not to worry these alternators do funny things. Straight ahead at Whitford (one day someone will have an off course check down there and catch the experts. Then around Trig Road and into Alan Jack who almost penalised us for dawdling on reporting. Hullo, hullo, what's this bit of rubber belt hanging out the grill and those funny pulleys with nothing on them. At this stage we were given map reading instructions which gave us six C.R.I.s and for those who read the overrider at the bottom of the page, an instruction to do something quite different. Unusual, yes, but unlike many others I thought it was all on. As I was reading the instruction and saw the overrider I forgot about the Australian fan belt and we took off.

Up HENSON RD into the setting sun and we passed but failed to see Check FXQ. Into Ray Wilson fully messed up for equal fastest time of the day with Ivy (average 25 mph only!!) and our first check down. On the way back up Ormiston Road the cooling system said "ENOUGH - WHIZZ - BANG - CLATTER" and we stopped. Thank you very much Bill Milnes who towed us to Otara and gave away two places by not claiming time. At Otara we purchased a new fan belt, wrote down all those extra checks we had seen earlier and which I told you about and then went back to the Club and clocked in - 144 points early. At this stage the organiser started asking us embarrassing questions. An age old trap in that foreign country known as the South Island have this idea of a U turn check in a tricky place and another one just opposite. Well we had the one opposite but

not the first. Talk about laugh. Anyway at the finish our organiser, Doug Bone, gave the results in a very short time and a printed explanation sheet to all. A most enjoyable and very well plotted trial. Thank you Doug.

J.

P.S. As my first Auckland trial after taking up residence I see I have a lot to learn but still can teach John a thing or two! Thanks everyone concerned - and I loved it but next time we take the Datsun!

AND G.

RESULTS:

Points Loss

1st	I. Stephenson	29
2nd	L. Shanks	255
3rd	B. Sergent	260
4th	W. Milnes	282
5th	L. Baigent	782
6th	R. Ferrall	1153
7th	M. Finch	1310
8th	R. Grice	1433
9th	J. Crombie	1443
10th	P. Bateman	1446
11th	A. Dixon	2193
12th	K. Turner	2546
13th	G. Norton	2793
14th	S. Gillard	3058
15th	D. Gulland	3255
16th	C. Graham	3283



ACADEMY AWARD WINNER

# "GRAND PRIX"

**SATURDAY**

**27th MARCH 8.00pm**

**Auckland Car Club**

**Clubrooms**

**ADMISSION 70 CENTS**

*The glamour  
and greatness.  
The speed  
and spectacle!*



METRO GULWYN MAYER presents  
A JOHN FRANKENHEIMER FILM

**Grand  
Prix**





Well it's Maramarua Rally time again and we've got an event plotted which should prove a real boomer. The date set down for this event is Sunday, 25th April.

The overall distance of the event is about 180 kilometers of which 103 kilometers will form special stages. This year we also hope to have a special stage outside the forest. Permission had been granted for this "road" before but it was "rained out" the week before the particular event. We have applied to use it in our event and we are awaiting a reply from the County Council.

This event will be unique in that it's Invitation. As the Heatway etc., used the forest last year, we began to wonder why we should keep it to ourselves rather than let other clubs enjoy the facilities of this terrific venue. Thus another nine clubs are joining us in what will probably be the longest Maramarua yet.

As per last year, prizes are offered to first, second and third place outright as well as class winners. Various other prizes will also be offered - 1st Novice - Best Shunt, etc., etc.

A relatively new rally committee has been employed for the event. I'll be Clerk of the Course and am also plotting the event while Assistant Clerks of Course will be Willard Martin - a man of untold experience, Phil James - one of the men behind Rod Millen's success and a past competitor, Murray O'Donnell - Mechanic on Mike Marshall's team and Superford consultant at John W. Andrews, also a previous competitor.

The rally secretary is Wendy Sergent who has done the same job on trials (TISCO etc.). As usual, Geoff Sibun is back with his extremely efficient radio communications while Hari Nath is looking after results again. It looks like Rob Wylie, also a past competitor, will take the post of Chief Marshal.

Roy Hanbury, Des Bell and Bruce Sergent are also fairly well involved with the event.

The organisers of the previous four Maramaruas Arthur McWatt and Graham Hill, are acting in an advisory capacity and we only hope we can match the excellent standard they've maintained over the past three years.



Naturally we are looking for marshals for various duties so if you can help contact Rob Wylie, Phone 860-862 (Res).

Any one requiring regulations and entry forms should contact Mrs W. Sergeant, Flat 2, Eden Hall, 7 Eden Crescent, Auckland, Phone 378-450. These will also be available from the Clubrooms.

Next month we will have some more news on the progress of the rally and what is coming up in the way of rallies around the other clubs.

KEVIN LANCASTER

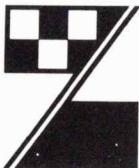


## NEW MEMBERS

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.

Anthony Sangster	Browns Bay	Escort
Bryan Crump	Remuera	Lotus Elan
James Banks	Mt Roskill	Mini
Eric Maddocks	Torbay	
Graham Macdonald	Remuera	M.G.B.
Mr & Mrs Peter Slavich	Paeroa	Capri
Ian MacDonald	Parnell	Morris Cooper S
Glenda Styles	Mt Eden	
Michael Haddleton	Takapuna	
Peter Whitmore	Manurewa	Cortina
Ben Galloway	Mangere	Escort
Mr & Mrs John Walker	Papatoetoe	M.G.B.
Bary Hlyndman	Blockhouse Bay	Morris 1000
Graeme Appleton	Blockhouse Bay	Ford Anglia
Christopher Berridge	Mt Albert	
Phillip Dearsly	Glenfield	Falcon
Stella Smith	Cambridge	Mini
Graeme Pinfold	One Tree Hill	M.G.B.
Christopher Watson	Wellington	M.G.B.
Gordon McKeown	Papatoetoe	Capri
Leslie Hudson	Remuera	
Bruce Anderson	Birkdale	Escort
Ross Dean	Papatoetoe	Formula Vee

 **DUNLOP**  
**AQUAJET**



# MANZ

MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

Westbrook House ■ Willis Street ■ Wellington ■ New Zealand  
Phone 552-893 ■ P.O. Box 27-002 ■ Cables 'Carasso'

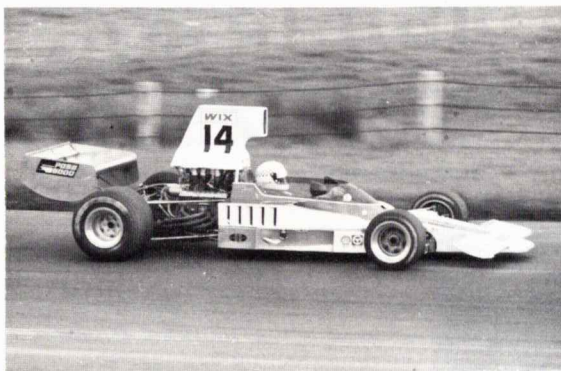
A new formula for single seater racing cars is to be established by the Motorsport Association of New Zealand Inc. This formula will permit cars currently racing in the United Kingdom, Canada, U.S.A. and South Africa, and known in those countries as Formula Atlantic, to race in New Zealand. The formula will come into effect in New Zealand on 1st August, 1976.

In addition to the engines already approved overseas for this formula, additional engines, particularly those of Japanese and Australian manufacture will be permitted and be subject to the same restrictions as apply to those already approved.

Formula 5000 which is still current to the end of 1977 will continue and will be raced in conjunction with the new formula to that time on a handicap basis.

The object of the new formula (possibly to be known as Formula Pacific) is to inject new life into New Zealand motor racing and hopefully encourage the participation of Pacific nations which will be a subject of discussions between New Zealand, Australia and Japan in the next few months.

A review of the engine regulations of the new formula will take place in one year's time.



A.J. Smithard  
SECRETARY GENERAL

 **DUNLOP**  
**AQUAJET**



# COBY EXHAUST EQUIPMENT

## COBY Exhaust Extractors



In order to obtain the maximum efficiency from an engine, these specially designed freeflows allow far greater extraction of exhaust gases than the standard exhaust system.

They are manufactured from first quality seamless steel tubing and are Jig made to ensure a correct fit.

Hundreds of Coby extractors sell annually reflecting their reputation for quality. Discerning motorists ask for Coby "the red extractor"

## COBY Mufflers



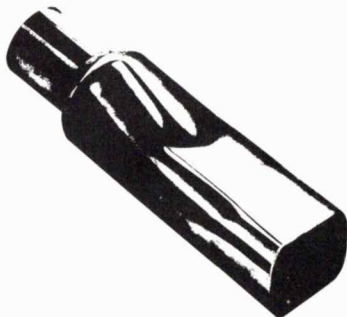
Think "Coby" think "quality". This dedication to excellence is built into the Coby range of Sports Mufflers in sizes 20" x 3 1/2", 20" x 3" and 16" x 3". Coby's precision engineering and design technique have produced yet another winner.

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Coby extensions are manufactured from the same high quality seamless tubing employed in their extractors.

# PUKEKOHE CLUB CIRCUIT

15th February 1976

PIX - Ross Cammick Ph. 558-913

## RESULTS OF FIRST EIGHT RACES COUNTING FOR EXIDE TROPHY:

### RACE 1 - MINI SEVEN:

- 1st Graham O'Connor
- 2nd John Pearson
- 3rd Murray Cox
- 4th Graham Peddie
- 5th Laurie Gooch

### RACE 2 - SALOONS - 0 - 1300 C.C. 'A':

- 1st Stella Smith
- 2nd John Tate
- 3rd Rupert Gardiner
- 4th Rod Bickerton
- 5th Philip Henley

### RACE 3 - SALOONS - 9 - 1300 C.C. 'B':

- 1st Roger Hood
- 2nd Wal Wymer
- 3rd John Morton
- 4th Steve Pearson
- 5th Laurie Baigent

### RACE 4 - SPORTS CARS:

- 1st Gary McCrystal
- 2nd David Bruton
- 3rd Brian Crump
- 4th Kirk Stoneham
- 4th Dick Trousdale

### RACE 5 - STANDARD PRODUCTION 0 - 2000 C.C.:

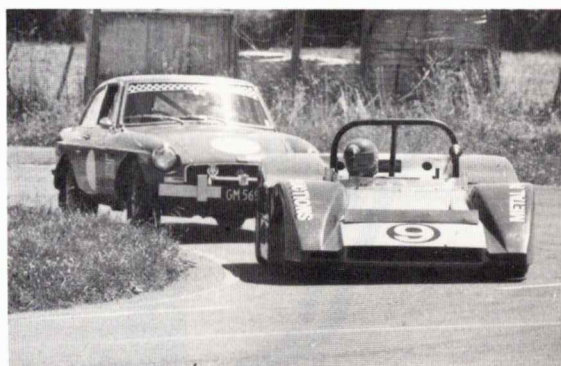
- 1st Rex Findlay
- 2nd Harvey Gray
- 3rd Graham Nicholls
- 4th John Wilson
- 5th Tim Coombes

### RACE 5 - STANDARD PRODUCTION 2001 C.C. & OVER:

- 1st Ian Peacock
- 2nd George Sheweiry
- 3rd Trevor McLean
- 4th Charlie Conway
- 5th Gerald Coombes



ROGER HOOD



GARY MCCRYSTAL



REX FINDLAY FOLLOWED BY GLENN ANDREWS

RACE 6 - FORMULA FORD/  
FORMULA VEES:

Formula Ford Division

1st John Chatterton

Formula Vee Division

1st Ray Whiting  
2nd Michael Finch  
3rd Donald Halliday  
4th Wayne Painter



RAY WHITING LEADS DONALD HALLIDAY  
AND MIKE PINCH

RACE 7 - SALOONS 1301 -  
1600 C.C.

1st Bryce Platt  
2nd Robert Carn-Bennett  
3rd Glenn Andrews  
4th Arthur Lowry  
5th Kevin Weston



BRYCE PLATT

RACE 8 - SALOONS - 1601 C.C.  
& OVER:

1st Greg Lancaster  
2nd Colin Reed  
3rd Glenn Clark  
4th Peter Salvich



JIM DONALD



GREG LANCASTER LEADS BRYCE PLATT



BILL CLOUSTON



COLIN REED





GERALD COOMBES



MALCOLM MICHAEL LEADS RUPERT GARDINER



ROD BICKERTON



ROBERT CARN-BENNETT LEADS GEORGE SHEWEIRY



# Mike Marshall relies on Superford Service

"I depend on Ray Stone and the Superford Division of John W. Andrews for all my competition performance equipment — not only when I build up a new car but also for those inevitable breakages that occur during a tough event.

I have always received invaluable technical assistance from Ray Stone and his team and, together, we have solved many technical difficulties. This has contributed greatly to my success.

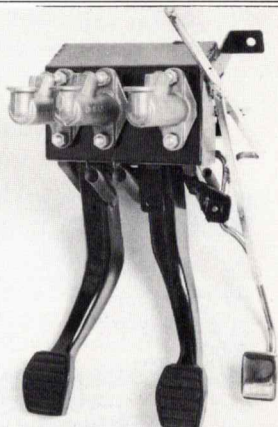
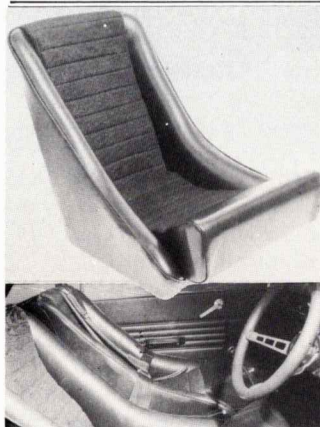
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

*Mike Marshall*

## 3 FOR THE ROAD from SUPERFORD

### Rally Seat Roll Cage Pedal Box Assembly

All as fitted to New Zealand's top rally cars including the highly competitive Mike Marshall Escort



A fully supporting seat that reduces fatigue in the longest, toughest drives. Safe, strong, comfortable. Straightforward fitting. Developed for Superford by Mike Marshall from practical experience to meet the needs of the most demanding enthusiast. And they look great, too!

A roll cage is one of those things you hope you'll never need. But when you need it it's got to be right. Developed and built by Superford specifically for Escorts, this cage does the job if its needed. Fully complies with MANZ schedule 'A'. On top of this it adds a great deal of strength to the car and, in this context, improves handling capabilities.

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*NB Enthusiasts — All Superford equipment is designed and built to do a specific job in terms of performance or safety or a combination of both.*

*We do not market go fast gear that simply looks pretty. We admit, some equipment changes, and improves appearance, but the prime objective is top performance with maximum safety.*

*We are lucky to have had the practical assistance of top competition drivers, like*

*Paul Fahey and Mike Marshall, who have tried and proved our equipment.*

*When you set out on a major modification programme please feel free to contact us for advice and practical assistance. You may find us a little conservative in our approach but we guarantee the best options suited to your budget.*

Signed Ray Stone  
Superford Division  
John W. Andrew & Sons Ltd LMVD

*Ray Stone*

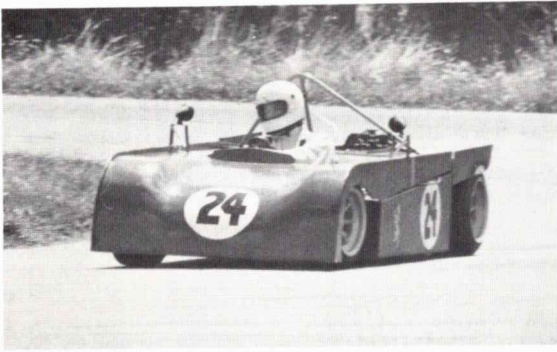


Call, write or telephone Ray Stone at John W. Andrew & Sons Ltd. LMVD. P.O. Box 8520 Auckland, Telephone 364-280.



John W. Andrew





DAVID BRUTON



GAVIN PEACOCK LEADS VERN McLAREN



GLENN ANDREWS



CHARLIE CONWAY





Hope you triallists have all now renewed your competition licences and got your new rule book and checked on the new rules. Doug Bone's trial has come and gone and a very good start to the season it was containing numerous basic traps but nothing too difficult. Congratulations to Ivy Stephenson on clean sheeting. By the time you read this the Shanks' Economy Run will have been held and if it runs anything like other Shanks' events, it should be enjoyable.

In March and April there are quite a number of events. The beach picnic trial cum swim, cum cricket match, cum barbecue is on the 6th March and is designed for children - without making any derogatory remarks about the mental age of some triallists I think you might find something to ponder over. I think Mt Maunganui are having their open trial in March and this should be good practice for the Mercury Trophy crew. On 24th March, John Kilmartin will present his "Armchair Trial" using the Experts Trial and yours truly will present the answers to the mapreading exercise which is contained in this bulletin. Don't miss this night, 24th March!!

Then we have Bruce and Wendy Sergeant's mid-week trial on 31st March which contains a straight forward mapreading exercise. I am promised that it will not contain any demon A.S.R.s even though I thought that Doug Bone's mapreading section was all on. Anyhow, if you do this month's exercise and come along for the answers you should clean sheet the Sergeant's affair. In April we have the Batman's Mid-week Trial and I don't have to tell you that New Zealand's leading Gold Star Trial will be held on the 1st May, do I?? The TISCO, of course.

In between these events we have some Mercury Trophy events, Round 1 being that put on by A.R.T.C. on 3rd April. No need to remind those who went on A.R.T.C.'s event last year that it was a tremendously enjoyable event without being too tricky at all. I see Thames Valley are pencilled in for the 24th April but my notes have a query against this date, so check next month's coming events.

Back on the home front, I see that John Busch is having quite a problem with the results of the novice trophy because so many of the novices are doing well - Bill Milnes, Peter Thompson, Chris Hudson and Laurie Baigent, amongst others. One thing is certain and that is that Ivy Stephenson and Linda Shanks will NOT qualify for this trophy.

The TISCO has now been plotted and John Busch and Steve Hamilton tell me that they are going to limit entries to sixty crews. Other bits of gossip I have heard are that no starter



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will go home empty handed and that results will be out very quickly. Of course the boys are looking for manpower so anyone able to help with this event should contact Steve or John. Steve Hamilton's phone number is HSN 44-983 (evenings) and John Busch can be contacted at 574-836 also in the evenings.

And now for something totally different, we bring you:

MAPREADING or How to Enjoy Trialling and Win Trophies.

The following exercise is intended for young and old alike. Many basic traps are included. The answers will be given at the instruction evening on 24th March so that by the time you learn the basic rules in Appendix T and learn the basic traps you should clean sheet all mapreading sections. The exercise is plotted on the new 3rd Edition Pukekohe Map 1974 N47 & PT 46. (Always check you have the correct edition map.) Read Appendix T first. If you don't know how to plot a six figure grid reference, instructions are given on every Lands and Survey map, in this case about 50 millimetres below Tuakau. Use a soft pencil, say 4B, it's easier to see and easier to erase.

Starting at GR 440391 facing approximately southwards.

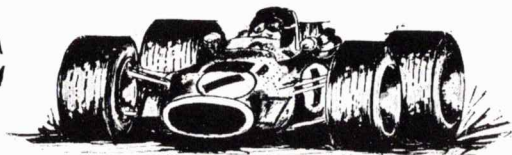
1. Use MILL ROAD
2. Use HAMLIN RD and proceed to GR 485361
3. Use MILL ROAD
4. Proceed to GR 431376 JNC
5. Pass HILLDENE RD
6. Use BEACH ROAD
7. Use LINWOOD ROAD
8. Pass WALTERS RD
9. Use STAN WRIGHT RD
10. Use BATTY ROAD
11. Pass PATULLO ROAD without passing KINGSEAT ROAD
12. Use KINGSEAT ROAD
13. Pass GEARON ROAD without using GLENBROOK ROAD
14. Pass through GR 269155 JNC departing to the south
15. Use PUKEOWARE ROAD to pass SHAKESPEAR RD
16. Use MORLEY RD and WAIUKU ROAD
17. Use TITI ROAD
18. Proceed to GR 370163 approaching from the S.W.
19. Use PATUMAHOE ROAD and proceed to GR 398152 JNC
20. Use HEIGHTS RD.
21. Proceed to GR 446149 JNC
22. Use GOLDINE ROAD and proceed through GR 438185 towards the North
23. Use MILL ROAD
24. Proceed to CONTROL at GR 440391

Well, I think that should keep you busy for an hour or so on one of these wintry summer nights we are having. There are fourteen or so points to look for. Both checkers found a mistake. See if you can do better.





# TRACKSIDE



. . . To put it mildly, Team Lotus are in a very difficult position at the moment. To be reduced from the status of pace-makers to that of also-rans in about two years flat must be the most depressing feeling imaginable. They've relied on the Lotus 72 ever since 1970 and now, at long last, they're committed to the race development of a brand-new racing car. And there is no obvious way that Team Lotus is going to acquire anyone to do just that.

Since Emerson Fittipaldi twigged that his own future at Lotus consisted of setting up racing cars for Ronnie Peterson to drive half a second a lap faster than him, it's been downhill almost all the way for Chapman's team. Emerson went off to McLaren leaving Peterson and Jacky Ickx with the task of continuing his testing and development from the start of the 1974 season. Clearly Chapman has been at a disadvantage working with one driver who simply didn't like testing and another who wasn't much good at it. Although Ronnie could drive as fast, if not faster, than anyone once his car was set up, he never really got to grips with either of the development or the 76 and the fact that Chapman's other business commitments meant that he couldn't spend as much time as he'd have liked on the F1 project contributed to the accelerating downward spiral. Finally, Peter Warr's unfortunate road accident, and subsequent prolonged absence from the scene, added to all the problems in 1975.

But, despite that, we simply cannot believe that Team Lotus will fail to bounce back. We've heard arguments from some quarters that Chapman's complex approach isn't what's required in Formula 1 any more; we've heard arguments that suggest that Lotus boss simply isn't seriously interested in racing any more.

If the latter is true, then Chapman's critics are accusing him of the rip-off of the century in persuading John Player to back him for another three years. We feel if they'd been up to the Lotus factory and seen the amount of money being spent on research and development they might well sing another tune.

You simply can't ignore a record of 57 wins in 14 years!

. . . With an inevitability matched only by the passing seasons of the year, Louis Stanley is preparing another onslaught along the World Championship trail with those all-British BRMs. Since Ian Ashley's performance in Brazil didn't exactly send ripples of optimistic enthusiasm coursing through the team's veins, it appears that good old Bob Evans is now back in favour at Bourne.

# It's your business what car you buy. It's our business to keep it on the road.

## Ten arguments why you should have KONI shock absorbers fitted this week.



**1** Good shock absorbers are of vital importance for your safety. They keep your car body under control and your wheels on the road: 1 million times every 1000 km they prevent you from losing control on braking. Economize on something else.

**2** KONI the highly praised shock absorber expert in the world. KONI concentrates on one speciality: shock absorbers. The goal we stick to: manufacture of perfect shock absorbers and to improve these wherever possible. Enormous research efforts are made.



**3** KONIs always perform like new, because they are re-adjustable. KONIs are simple to re-adjust, so that they will last your car's lifetime. Because of this, KONI proves to be the cheapest per mile.

**4** We have already tested your car model. KONI has shock absorbers perfectly matched for each make and every model of that make. A 'made to measure' programme of more than 2500 shock absorbers. Each car is different. Unique.

**5** Inspection of each component, an 'old-fashioned' principle. KONI refuses to accept random tests. For your safety all vital components are separately tested. A good reputation has its obligations.



**6** Patented construction. KONI obtained its proverbial quality from the combination of high quality materials, precision manufacture and an exclusive patented system of bores, valves and springs.



**7** KONIs improve your car even more. Vibrations, shocks, banging, body roll, etc., symptoms caused by bad shock absorbers, spoil your safety and driving comfort, your suspension, steering, springs and tyres are also adversely affected. Buy KONI.



**8** Only KONI will do for Formula 1. All top racing drivers insist on KONI. Roadholding is a must at high speed. KONI gives unmatched performance at this level. These sports efforts form a normal part of the research programme. The Formula 1 KONI shock absorber does not materially differ from the principle of the series product.

**9** Complete programme. Orange-red 'Special-D' double acting re-adjustable shock absorbers cover all makes and models; Yellow KONI Sports absorbers for sporting drivers; Load-a-Justers for heavily loaded cars or cars that draw caravans as well as strut type absorbers for the Mc-Pherson system. A perfect KONI solution is always available.



**10** Your car will warn you. Maybe right now. Be on your guard. Have you noticed your steering-wheel vibrating, or the car shimmying or wandering? Does your car pull to one side during braking? Does your suspension bottom out or do your tyres wear unevenly? Be sure and safe, have your shock absorbers checked this week.

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Far be it for us to actually criticise the BRM hierarchy, but we would have thought some sort of temporary mental block would have been required to drop Evans, however temporarily, from the team in the first place.

He should be thankful he is dealing with such a gentleman as Bob Evans. We know of a great number of drivers who'd have reacted differently to such a situation and told the portly gentleman to do something with his BRM which we are sure he'd have found some difficulty complying with.

. . . A press release from March Engineering confirmed that Ronnie Peterson has terminated his contract with John Player Team Lotus and will drive a 761 for the Bicester team starting in South Africa. This announcement brings to an end many weeks of discussions and negotiation, leaving Colin Chapman's team in a parlous position as regards drivers. March's response to Lotus releasing Peterson from his F1 contract involved releasing Gunnar Nilsson from his F2 contract but, as yet, Nilsson has not accepted an offer to drive for Team Lotus.

The official text of March's announcement is as follows:

"Ronnie Peterson has become free to drive for March in 1976. A contract has now been finalised and Ronnie will drive for the rest of the season, starting in South Africa. The financial arrangements with March have been under-written by an anonymous Swedish business syndicate. March have reluctantly come to the conclusion that, despite the remarkable achievements of Miss Lombardi, it is unlikely that the hoped-for results will be produced. Accordingly, March have asked Lavazza to release them from their commitment to running a car for Miss Lombardi and Lavazza have agreed to this request."

There is no hiding the fact that Peterson himself is absolutely delighted at the outcome of the negotiations. He made his Grand Prix debut in a March 701 six years ago at Monaco and drove regularly for the works team until the end of 1972, when he was invited to join Team Lotus. He won four Grands Prix in 1973 and three in 1974, all at the wheel of the venerable Lotus 72; but from that point onwards his performances deteriorated with the competitiveness of the cars he was given. His release from the Lotus contract can be seen as a mutual arrangement.

The decision clearly leaves Lotus in a difficult predicament for Mario Andretti, who drove for Lotus in Brazil, is already considering an offer from Shadow and there are strong rumours that the Parnelli team will be sending a car to Kyalami for him to drive. Competition Manager Peter Warr mirrored this concern when he spoke to him recently commenting: "I've nothing to add to March's statement, I can't disagree with it. I'm hoping to talk to Mario, although I understand he may be committed elsewhere. As far as Nilsson is concerned, I can confirm that we've offered him a drive but the negotiations are not finalised yet. At the moment the indications are that he won't be signing for us".

GET WITH **DUNLOP**





# HAPPENINGS



\* \* \* The demise of F5000 in Britain as an independent formula has meant a change of plans for a number of teams. Count van der Stratens Teams VDS which contested the 1974 Peter Stuyvesant Series is intending to contest the North American F5000 championship. His drivers will again be Peter Gethin and Teddy Pilette, the cars used by the team during 1975, Lola T400s, are known to have been offered for sale. Rumour has it that the Count was keen to run Ford V6 powered cars, either Chevron or March, however, the V6 unit is not permitted in US F5000 racing and it is thought that the team will again race Lolas.

\* \* \* Alan Jones who was to have partnered Brian Redman in the Peter Stuyvesant Series driving one of John MacDonald's V6 cars is also heading for the U.S.A. It is believed that Jones' backer is Teddy Yip and the car will be a Chevrolet March.

\* \* \* An article has recently come to my notice stating that Alan Jones did not come to New Zealand because he fell out with the New Zealand promoters. Just where this information was obtained from I don't know, however, like much of the comment which has appeared in a variety of publications of late, it is quite untrue.

During 1975 Alan Jones contested most of the Shellsport F5000 races in Britain, driving a V6 powered March 751 for Mr John MacDonald. This team was contracted to compete in New Zealand with Brian Redman in a similar machine. The truth of the matter is that Mr MacDonald became involved in a transaction with the Brabham organisation during November under which he would run one or possibly two Cosworth V8 engined Brabhams whilst the works ran the new Alfa Romeo, 12 cylinder cars. Despite signing a contract agreeing to come to this country Mr MacDonald did not come.

\* \* \* For the best part of a year speculation has been rife regarding the future of Super Swede Ronnie Petersen. It has been widely reported that relations between he and Lotus have been cool. Indeed it was thought that Petersen would drive for the Shadow team following all sorts of intrigue during the 1975 South American Grands Prix.

Back in Brazil for the 1976 G.P. Petersen again started the ball rolling especially after he and team mate Mario Andretti came together in their brand new JPS-77 cars, an event guaranteed not to please Colin Chapman.

Now it seems the picture is clear, Ronnie has been released from his contract and is now an official member of the March "A" Team, alongside Vittorio Brambilla. Lela Lombardi



**TYRES DUNLOP RETREADS**

has been realised from her F1 drive as she has not put up the performances expected of her. It seems that money cannot buy success.

The March "B" Team will consist of Hans Stuck and Arturo Merzario.

\* \* \* During the recent Rothmans Series in Australia, David Purley and Max Stewart both wrote off their cars. Purley's accident occurred at Adelaide where having opened up a lead of 1m 20 s on the field was proceeding to overtake a slower car when the car being overtaken spun taking Purley with it. Thankfully the British driver was not injured and for the remaining races a deal was arranged whereby he would drive the Lola T400 driven by Paul Bernasconi in New Zealand.

Just what happened to Max Stewart I am unsure, however, according to Kevin Bartlett with whom I recently spoke on the phone Max's Lola T400 is completely written-off. Max is very sore and very lucky indeed.

\* \* \* After much talk and speculation the MANZ have decided that this country is to have a new formula. For some time there has been a move especially amongst some drivers for a change in this direction. By making the announcement in February MANZ have given plenty of notice of the change which takes effect from August 1st. It must be gratifying to the powers that be that a number of prominent competitors have expressed their thanks for the early advice.

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## EUROPEAN RALLY SCENE

The coldest Artic Rally since the event began ten years ago finished at Rovaniemi, the Artic Circle city which is the industrial and business centre of Finnish Lapland. Leading the twenty-seven finishers was the Finnish works Saab 96 of Tapio Rainio/Erkki Hyman. Second went to Hannu Valtaharju in an Opel Ascona and third to Pauli Voivonen in a Simca 1000.

In the initial stages the works Saab of Simo Lampinen made the running but retired when the crown wheel and pinion failed. Leo Kinnunen drove a Volvo 66 (formerly Daf), getting into second place before retiring with sheel stud failure.

The intense cold (around  $-40^{\circ}$  at times) took its toll of machinery as various parts became brittle and broke or simply froze up. Water on the surface of lake ice, having come up from the warmer depths through concentration cracks, was a tremendous hazard and many found themselves with cars completely frozen up after negotiating these slushy pools in the early stages. Petrol was freezing, steering mechanisms becoming solid, gearbox oil turning into a thick porridge, doors refusing to open and batteries icing up. Altogether there were so many natural hazards that the contest was more against nature than other competitors.

The second round of the R.A.C. Rally Championship, the Snowman Rally provided an upset victory to Pentti Airikkala/John Davenport in an Escort 2 running on Avon tyres. Despite feeling unwell throughout the rally, Airikkala drove impeccably on the ice and snow to win by more than a minute from reigning champion Roger Clark/Jim Porter in the works Cossack Escort 2. Third was Ford protege Ari Vatanen/Peter Bryant in another works Escort backed by APG. Vatanen had made the running for most of the event, but a three minute excursion on one stage dropped him to third.

TULIPEN

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# EXIDE TROPHY

The allocation of points for this trophy has been amended for the current year. Points will be awarded for Club events as follows:-

All events not divided into classes - 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

All events divided into classes - 10, 8, 6, 4, 2, each class.

The following Exide Points are up to and including the Club Circuit Race Meeting held on 15th February, 1976.

S. HAMILTON	71½	P. SERGENT	22	J. CROMBIE	17
L. SHANKS	67	J. BUSCH	22	C. REED	16
D. BONE	50	G. McCRYSTAL	22	R. BICKERTON	16
B. SERGENT	50	J. CHATTERTON	22	J. STEWARD	16
I. STEPHENSON	47	K. STONEHAM	22	J. MORTON	14
R. CARN-BENNETT	32	P. WILSON	20	J. PEARSON	14
W. MILNES	29½	R. WHITING	18	E. JARVIS	13
L. BAIGENT	27	J. KILMARTIN	18	K. TURNER	13
I. PEACOCK	26	R. MILLEN	18	J. WILSON	12
M. COX	24	D. OLIVER	18	C. PARKINSON	12
T. McLEAN	24	M. PARSONS	18	R. HARRINGTON	12
M. FINCH	23	B. PLATT	18		
G. OGG	22	D. HALLIDAY	18		

## 10 POINTS:

G. PEDDIE, S. SMITH, G. MORRIS, R. WILLIS, G. O'CONNOR, R. HOOD, G. CAMPBELL, S. PEARSON, R. FINDLAY, R. STONE, B. KIDD, S. EMSON, G. LANCASTER, G. DE PINA, N. COLLIER, G. SUTTON, D. PHILLIPS, N. MALLARD, R. McCORQUINDALE, A.J. WHITHOME, N. CARTER, R. JONES, K. TURNER.

## 9 POINTS:

R. FARRELL, B. GRICE

## 8½ POINTS:

A. LEVET

## 8 POINTS:

J. TATE, W. WYMER, D. BRUTON, M. GRAY, J. HARVEY, P. ROBINSON, W. BLAKEMORE, K. CROKER, J. SHEWEIRY, K. STRAHAN, P. BAKER, R. HANLEY, B. ROBSON, R. VISKOVICH, M. LIMBRICK, B. FRANKLIN, N. BEGOVIC, R. DONALDSON, M. NEIL, M. LEVERS, E.R. McLAREN.

## 7 POINTS:

B. GALLOWAY, PHIL SHANKS, G. BAWDEN, W. KIESANOWSKI, P. BATTEN, P. LIST, R. SENNE.

## 6 POINTS:

N. BEGOID, G. CRAWFORD, B. WHIPP, M. MOORE, F. ROACH, G. MCGREGOR, C. SMITH, S. PEARCE, R. KENDALL, H. GRAY, P. BEVAN, R. PIKE, D. MACKAW, A. LOWE, R.J. CARLSEN, W. GALLOWAY, D. McCONNELL, R. GARDINER, B. CRUMP, J. NICHOLLS, G. CLARK, G. ANDREWS.

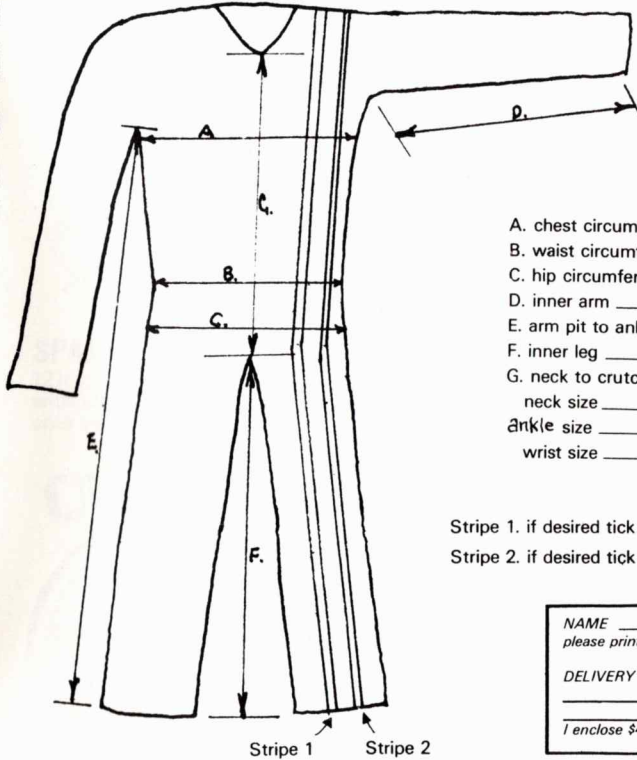
## 5 POINTS:

P. THOMSON, C. HUDSON.

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MEASUREMENT  
CHART

CUT-OUT AND POST TO:  
SPEARS SPEED SHOP  
89-91 New North Road  
AUCKLAND 3. Phone 75-180

A. chest circumference	_____
B. waist circumference	_____
C. hip circumference	_____
D. inner arm	_____
E. arm pit to ankle	_____
F. inner leg	_____
G. neck to crutch	_____
neck size	_____
ankle size	_____
wrist size	_____

Stripe 1. if desired tick colour	red	black	gold	blue
Stripe 2. if desired tick colour	red	black	gold	blue

NAME \_\_\_\_\_  
please print (will be embroidered on your suit)

DELIVERY ADDRESS \_\_\_\_\_

I enclose \$48.50 plus 50c for packaging & postage

**nomex**  
FLAME RESISTANT CLOTHING

SPEARS SPECIAL OFFER on Nomex clothing is made so that competing drivers can improve their safety without the usual financial burden that Nomex clothing usually entails.



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**Sandringham Tyre Service**  
**Gymkhana Shield Points**



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N. MALLARD	5	R. CARLSEN	3
R. McCORQUINDALE	5	W. GALLAWAY	3
A.J. WHITHOME	5	D. CRAWFORD	2
N. CARTER	5	T. JARVIS	2
R. JONES	5	A. WALBY	2
K. TURNER	5	B. GALLOWAY	2
L. BAIGENT	4	R. CARN-BENNETT	2
G. LISTON	4	M. PARSONS	2
J. CROMBIE	4	D. TURNER	1
E. McLAREN	4	G. RUSH	1
M. LEVERS	4	L. HILL	1
R. SENNE	4	R. ROYDHOUSE	1
D. GULLAND	3	M. JONES	1
D. McCONNELL	3	M. PAINTER	1
J. BUSCH	3	J. RIDDELL	1
		G. HEWITT	1

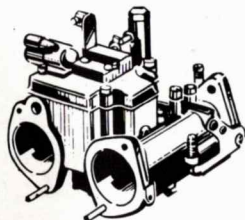
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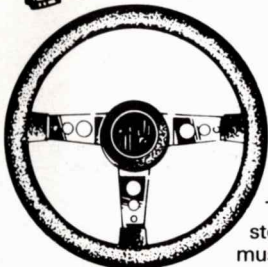
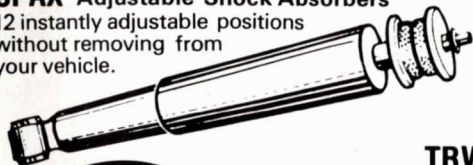
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