



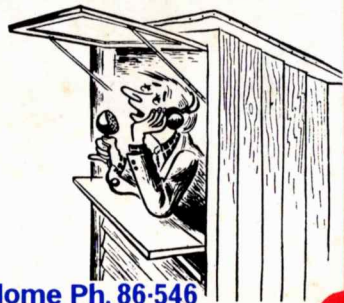
BULLETIN



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- BULLETIN -

Registered at the P.O.H.Q., Wellington, as a newspaper.

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(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

P.O. BOX 27-063, AUCKLAND. 4.



CLUB OFFICERS

PRESIDENT:

F.B. Webber,
12A Levaut Place, D. 145
Beach. Phone HCK 49-959.

VICE PRESIDENTS:

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

W.J. Martin, Phone 566-437,
6 Melissa Place, Pakuranga.

SECRETARY AND TREASURER:

Wilf Maddren

EXECUTIVE:

B.J. Hamilton, E.G. Mallard,
J.T. Molloy, I.L. Ivers,
G.L. Spear, N.H. Harvey,
M.D. Cargill, R.R. White,
R.B. Wylie, K.R. Lancaster

CLUB CAPTAIN:

D. Gulland, Phone POP 83-507,
27 McLean Road, Papatoetoe.

DEPUTY CLUB CAPTAIN:

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

CHAIRMAN OF SUB-COMMITTEES:

Club House : M. Cargill,
Phone 595-059 (Bus).

Trials : J.F. Busch
Phone 574-836

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

Speed : R.R. White
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7 Devon Road, Bucklands Beach.
Phone HCK 42-934

Rallies :

K.R. Lancaster,
Phone 657-088 (Pvte),
8 Clinker Street, Mt Roskill.

Bulletin : Post to Box 2018,
Auckland. Phon: 364-658 (Bus)

Membership Secretary:

B.J. Hamilton, Phone POP 48-520

Competition Licence Officer:

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

Security Officer:

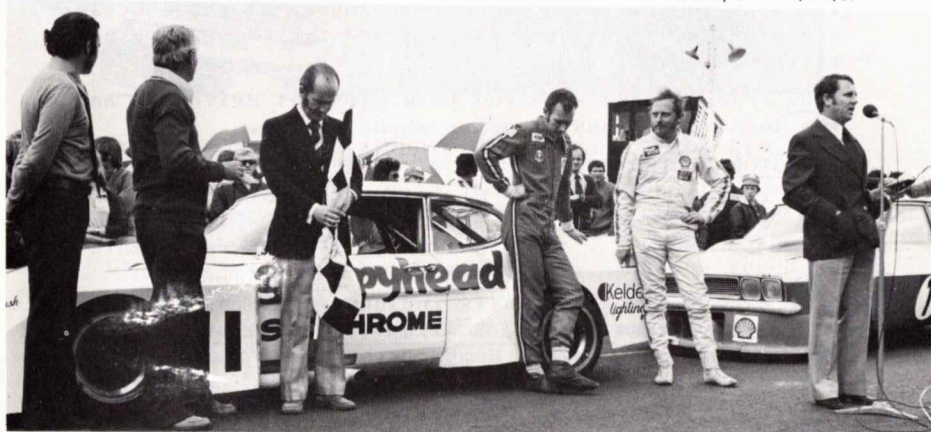
H.G. Southee, Phone 607-682

Equipment Officer:

G.L.C. Hill, Phone 892-174 (Res)
or 449-507 (Bus)

Custodian:

W. Ferris, Phone 674-071.



ON THE START FINISH LINE, PUKEKOHE, 14TH NOVEMBER 1976, (LEFT TO RIGHT) MORRIE CHANDLER (NSCC), TREVOR BARBER (SHELL OIL), BARRY WEBBER (ACC), JIM RICHARDS, JACK NAZER, PETER SCOTT OF ROTHMANS OF PALL MALL WHO SPONSORED THE MEETING.

COVER PHOTO GUEST OF HONOUR, JACKIE STEWART, SIGNS THE VISITOR'S BOOK IN THE CLUBROOMS WHEN HE VISITED US AT LABOUR WEEKEND, WATCHED BY CLUB PRESIDENT, BARRY WEBBER.

PHOTO = 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 12B.

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.

12TH DECEMBER - SUNDAY - CHILDREN'S CHRISTMAS PARTY:

To be held at the Clubrooms commencing at 2.00 p.m. Cartoons, Crunchie the Clown, Santa and all the goodies. Registration forms should be in by now but if you have any enquiries phone Pat Cargill, 72/6823. (Beachlands)

18TH DECEMBER - SATURDAY EVENING - CHRISTMAS SOCIAL:

To be held at the Clubrooms commencing 8.00 p.m. and finishing 12.00 p.m. The top band 'The Music Convention' will be providing the music and the floor show will be Bunny Walters. Lucky ticket number for a ham. Light nibbles and Santa. Tickets are now available at \$3.00 a single. Limited number available and no door

sales will be made.

30TH JANUARY 1977 - SUNDAY NIGHT DISCO EVENING:

This will be held in the Clubrooms commencing at 7.00 p.m. There will be a 70 cents cover charge from 7.00 p.m. on.

12TH FEBRUARY - SATURDAY - GYMKHANA

This is a combined gynkhana with the M.G. Car Club. Further details in next month's newsletter and February Bulletin.

13TH FEBRUARY - SUNDAY - CLUBMAN'S RACE MEETING - BENEFIT DAY:

This Benefit Day is to be held for the resealing fund. Usual events for all cars. After-meeting barbecue and swimming pool party.

26TH FEBRUARY - SATURDAY - HAWAIIAN DANCE:

Full details of this evening will be published in the February Bulletin but this is a reminder to keep this date free. Tickets will be on sale early February.



**OPEN &
INVITATION**

5TH DECEMBER - SUNDAY - BARDHAL HILLCLIMB - ROUND 4:

Organised by the Triumph Sports Car Club, this event will be held at West Road, Clevedon. Entries on the day until 9.30 a.m. Late entries accepted up to 10.00 a.m. Entry Fee \$3.00 with a barbecue lunch included. Entry Forms available at the Clubrooms.

12TH DECEMBER - SUNDAY - OPEN SUNDAY AFTERNOON NOSTALGIC TRIAL

Starting from the Otara Shopping Centre at 2.00 p.m., the last trial of the year is guaranteed fun to be in. Plotted by Mark Reynolds, it will finish at the Auckland Car Club Clubrooms approximately three hours and 110 km after the start. No maps required.

12TH DECEMBER - SUNDAY - BARDHAL HILLCLIMB - ROUND 5:

Organised by the Pukekohe Car Club, this will be run at the Bright Road Venue, Waiuku.

18TH DECEMBER - SATURDAY - BARDHAL HILLCLIMB - ROUND 6:

Organised by the Auckland University Car Club, this event will be run at Anderson Farm, Paremoremo.

19TH DECEMBER - SUNDAY - MARLBORO INTERNATIONAL MOTOR CYCLE SERIES - PUKEKOHE CIRCUIT

3RD JANUARY 1977 - MONDAY - PETER STUYVESANT SERIES - ROUND 1

To be held at Baypark Raceway.



8TH JANUARY - SATURDAY - PETER STUYVESANT GRAND PRIX:



Second round of Peter Stuyvesant Series. Featuring International Formula Pacific Grand Prix cars and drivers from Britain, Europe, Canada, U.S.A., Australia and New Zealand. Also Shellsport International Saloon Challenge Series, Shellsport N.Z. Saloon Car Championship, Castrol GTX, Amco 7 Series and Motorcraft Formula Ford Championship. Entries for supporting races close Monday, 13th December at the N.Z.I.G.P. Office, 2 Findlay Street, Ellerslie, Auckland.

16TH JANUARY - INTERNATIONAL RACE MEETING - MANFELD

This meeting will feature the third round of the Peter Stuyvesant Series, together with the usual supporting races.

22ND JANUARY - SATURDAY - DUCKHAMS HILLCLIMB

Organised by the Auckland University Car Club this event will be held at Anderson Farm, Paremoremo.

23RD JANUARY - INTERNATIONAL MOTOR RACE MEETING - TERETONGA

23RD JANUARY - PUKEKOHE CAR CLUB GRASS TRACK MEETING

This event will be held at the Ridge Road venue.



30TH JANUARY - BARDHAL HILLCLIMB - ROUND 7

Organised by H.C.M.S.C. this event will take place at Bayers Farm.

30TH JANUARY - GRASS TRACK MEETING - ROTORUA CAR CLUB:

30TH JANUARY - INTERNATIONAL RACE MEETING - WIGRAM

This meeting will feature Round 5 of the Peter Stuyvesant Series together with Shell GTX Races and Osca races.

31ST JANUARY - BENT SPRINT - PEBBLEBROOK ROAD

This event is organised by the H.C.M.S.C.

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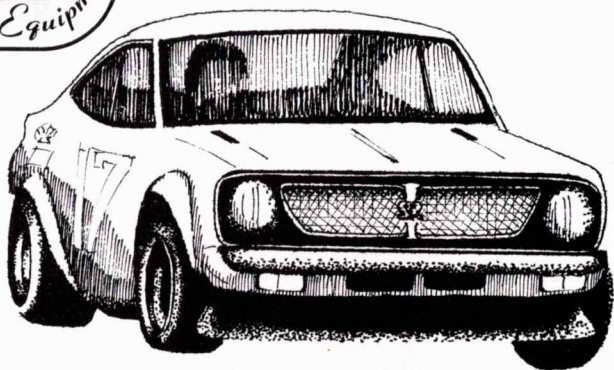
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SHOUTS & murmurs



. . . With Christmas time again almost upon us we take this opportunity to wish everyone a Merry Christmas and happy New Year. We hope the festive season will hold much pleasure for you but we must ask you to take it easy while driving during this period.

. . . Congratulations to Don Halliday and Cheryl on their recent marriage.

. . . We are sorry to report that Laurie Powell, our starter at Pukekohe is in Auckland Hospital after suffering from a heart attack. At the time of going to press we understand that his condition is improving and all members will wish him a speedy recovery.

. . . To keep you in the picture regarding Clubhouse hours over the Christmas period, the following times will be observed:-

Sunday	19th December	Open as usual
Thursday	23rd December	Closed
Sunday	26th December	Closed
Thursday	30th December	Closed
Sunday	2nd January	Closed
Thursday	6th January	Re-open
Sunday	9th January	Open



Thereafter open as usual

The Bistro Food Bar in the Clubrooms will be open as usual on Sunday, 19th December, and will then close until Sunday, 30th January, when it will re-open in conjunction with the dance to be held in the Clubrooms that evening.

There will be no Bulletin in January but you will be kept up to date as usual with a Newsletter. There will be no film evening in December but film evenings will commence again in January. This will be THURSDAY, 20TH JANUARY.

. . . Our last film evening in November was an outstanding success. The feature film of the evening was the 1975 Monaco Grand Prix.

Attending the evening was Stefan Orginsky who represented the Martini Company and after the films gave samples of this company's fine products to members. Members re-actions to the free samples of Martini Rosso, Martini Extra Dry and Martini Bianco would indicate that Vermouth should have a bright future in New Zealand.

. . . We hear that Red Dawson and Bill Leckie are reported to be making satisfactory recoveries after their accidents at Manfeld. We wish them both a speedy and complete recovery. ▶

. . . We remind all you competition licence holders that it would be wise for you to get your applications for your 1977 competition licence away to M.A.N.Z. before the 15th December otherwise you will probably not receive your licence before Christmas. This could lead to all sorts of embarrassing situations in your competition activities. Application forms are available at the Clubrooms or contact Competition Licence Officer Terry Molloy, Phone 654-048 (Evenings).

. . . Congratulations to Phil Bernard and Tony Trembath on winning the October Pool Tournament. After a few seconds and thirds they really deserved to win. Congratulations also to Vicky Baigent and Kaye Howe for winning the top ladies prize in the tournament.

. . . Congratulations to Rally Committee Member, Phil James and Anne Hindmarsh on their recent marriage.

. . . Whilst in New Zealand for the New Zealand Motor Show at Auckland, ex World Champion, Jackie Stewart, visited the Clubrooms on the afternoon of Labour weekend Sunday. He spoke to members and autographed posters, etc. His talk was of great interest to all concerned with motor racing and it was a pleasure to have him, together with Mr P.F. Kavanagh, Managing Director of The Goodyear Tyre and Rubber Company of New Zealand Limited at the clubrooms.

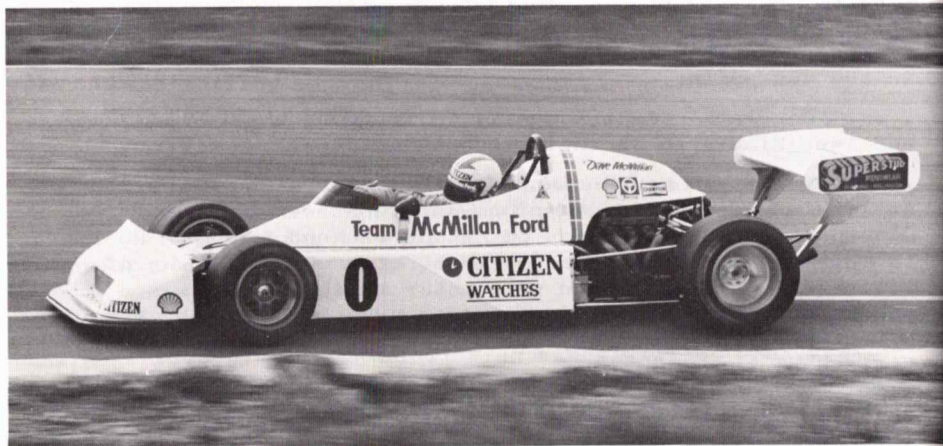
Jackie Stewart is seen in the photograph below speaking to Club Members.



. . . Team McMillan Ford headed by Bob McMillan with Phil Myhre as Track Manager, in association with Citizen Watches, will contest the New Zealand Formula Pacific events with Club Member Dave McMillan as driver. The car is a Ralt and was seen at Pukekohe at the Rothmans meeting last month. The picture below shows this very fast machine in action.



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STRAIGHT AHEAD



Here it is film night again, the 18th, three days after closure date for the bulletin and it seems like it was only yesterday that I received my last month's bulletin - in fact by looking at yesterday's level in the circular filing cabinet or rubbish tin as some people call it, I see that it was yesterday that the Post Office condescended to deliver the bulletin. I do hope that none of you missed the excellent midweek trial plotted by Chris Hudson and Allan Verry because of late receipt of the bulletin, but I didn't know the Post Office would take my remarks last month so much to heart, or was it because one of our Post Office representatives, Douglas Bone Esq., was on holiday in the South Island observing the Economy Run. His report can be read elsewhere in this bulletin on how he and all the others fought of the dreaded snow and cold by keeping warm inside and a comparative rating between New Zealand's best, Leopard Continental, and the South Island's Bavarian Bitter.

Thanks to the people who read last month's column and expressed to me their agreement on the enthusiasm and activity of our triallists.

Last month's bulletin suggested that we had won the Mercury Trophy Series this year, but it appears that a last minute discovery of a double applied penalty and a subsequent re-adding up of totals in the last round cliffhanger means we were narrowly beaten by Auckland University Car Club who will thus win the trophy for the first time - congratulations!

Attended a meeting last month between the trialling clubs in Auckland where the small clubs were expressing their proposals to overcome the problems they are having with small fields. Both ourselves and Northern Sports have agreed to a system for next year whereby the small clubs will be invited to compete with the big clubs on a one a time basis. I will give you some more details of this when a calendar has been worked out, but one thought it left me with afterwards is that every now and then there is a breakaway group who split from the big club and go and form their own little exclusive set, and in this case it appears that one of these breakaway clubs is now coming back to get help from those with whom they previously fell out with. Full circle??

Our own trials chairman, John Busch, has been busy and has organised a steering committee for next year's Gold Star trial to be held on Queen's Birthday weekend and we have some interesting trials lined up to start the year off with, including a learner's instruction night.

Closing thoughts, in no particular order of priority :

The Hudson-Verry Trial was a beaut, won by Ross Senne and Steve Cargill, who were carrying a pair of old gentlemen in the back.

Don't miss the end of year Nostalgia Trial on 12th December.

See Terry Molloy at an early stage and get an application for a competition licence. Go for a National Restricted or higher so that you can compete in Mercury Trophy events and Gold Stars (also good for hillclimbs and other speed events). Do it before the rush and you will get it back early, together with a new rule book so you can swat up any changes to Appendix T.

The Peter Stuybesant Series does look exciting at this stage doesn't it, with a whole swag (six) of new names (new to us down here in Godzone) and a swag of theoretically just as even Kiwis, but it looks to me as though one person will get up and run away from the rest for the whole series.

The Auckland branch of the Fiat Car Club are running regular trials and getting twenty to thirty entrants which is really heartening news, but apparently they don't have map-reading yet. Best news was that they said they were keen to find out all about it.

Finally, a very happy Christmas, etc.....

JOHN CROMBIE

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Trials Trophy Points

D. BONE	118	P. FINCH	11
R. MONTGOMERY	92	J. BUSCH	10
C. HUDSON	90	R. BENNETT	10
A. VERRY	58	W. SERGENT	10
I. STEPHENSON	45	G. BENNETT	8
L. SHANKS	40	R. HAYMAN	8
L. BENNETT	38	G. WOODMAN	6
L. BAIGENT	35	M. FINCH	4
P. THOMPSON	26	M. O'DONNELL	4
R. NASEY	19	A. COLLIER	4
B. SERGENT	18	T. McCLEAN	3
B. MERRETT	18	R. WALLACE	3
B. DOUGLAS	18	J. COWAN	3
B. NICHOLL	16	D. GOOCH	2
R. SENNE	16	P. FONG	2
W. MARTIN	14	B. KEACH	2
P. SERGENT	13	R. WYMER	1
R. CAMMICK	12	A. MOWATT-WILSON	1
G. ROWE	12		

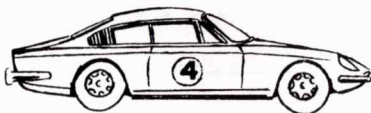


RESULTS OF ENTHUSIASTIC EXPERTS TRIAL : SUNDAY - 17TH OCTOBER :

1st	W. SERGENT	A.C.C.	298.4
2nd	L. BENNETT	A.C.C.	404.4
3rd	R. HAYMAN	A.C.C.	416.4
4th	R. MONTGOMERY	A.C.C.	430.4
5th	P. SERGENT	A.C.C.	433.4
6th	P. ELLIS	N.S.C.C.	452.4
7th	G. HACK	N.S.C.C.	481.4
8th	I. STEPHENSON	A.C.C.	500.9
9th	C. HUDSON	A.C.C.	568.4
10th	G. EVANS	N.S.C.C.	579.6
11th	J. RYE	N.S.C.C.	762.9
12th	L. BAIGENT	A.C.C.	786.4
13th	B. KEACH	A.C.C.	819.9
14th	P. FONG	A.C.C.	845.4
15th	A. LANE	N.S.C.C.	901.4
16th	B. MERRETT	A.C.C.	909.6
17th	P. FINCH	A.C.C.	945.4
18th	K. FELL	A.C.C.	970.5
19th	R. PEAT	N.S.C.C.	1047.4
20th	I. MILLS	N.S.C.C.	1101.4
21st	R. CAMMICK	A.C.C.	1124.4
22nd	J. MASON	N.S.C.C.	1157.1
23rd	D. O'SHEA	N.S.C.C.	1176.4
24th	J. OUTTEN	A.C.C.	1198.4
25th	P. CLENDON	A.C.C.	1226.0
26th	G. WOODMAN	A.C.C.	1354.0
27th	P. MEYER	A.C.C.	1373.4
28th	B. WOODS	N.S.C.C.	1543.4



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On The Social Scene...



Christmas is now nearly upon us and everything is organised, I hope, for the events coming up then. With over one hundred children registered for the children's Christmas Party, it should be quite a day.

The adults' social is the one I am looking forward to as we have quite a bit lined up for you. "The Music Convention" is the group providing the music and Bunny Walters will be appearing during the evening for our floor show. We also have a lucky ticket number for a ham. Downstairs in the Members' Lounge, food will be available during the evening. We would remind you that the tickets are limited and as our clubrooms hold so many, no door sales will be made. Tickets will be on display by the time you receive this bulletin so make sure you purchase your's early. We have been told Santa is arriving that night to see the ladies and ask them what they want for Christmas. Should prove interesting.

Looking towards January, we have a Sunday night Disco arranged which is the same disco as was held at the Beer and Burger evening. This evening will take place at Anniversary weekend and we are hoping we will be able to talk the band into playing till 11.00 p.m. A 70 cents cover charge will be made.

In February we have a Hawaiian night and this should prove to be quite a night. Keep the 26th February free and watch for further details in the February bulletin.

I would like to take this opportunity to thank our Clubhouse Committee for all the help and support they have given Pat and me this year as without them we could not run the functions we have. Thanks to all you guys and girls.

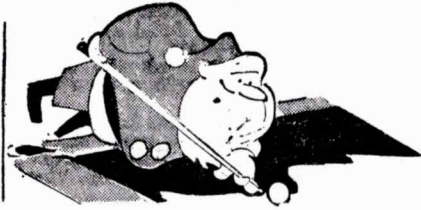
We would also like to wish all members a very Merry Christmas and Happy New Year and thank you for supporting all our social functions this year and making it all worth while.

See you next year,

MAURICE CARGILL



Shell SPORT



POT BLACK

Another successful Pool Tournament was held on 6th November, the results of which are as follows:-

1st	Phil Bernard	&	Tony Trembath
2nd	James Watkin	&	Kevin Griffen
3rd	John Haglund	&	Val Parkinson
4th	Tony Howe	&	Wayne Boberg
5th	Laurie Baigent	&	Brian Keach
6th	Ian Palmer	&	Terry Molloy
7th	Vicky Baigent	&	Kay Howe
8th	John Crombie	&	Ross Senne
9th	Rick George	&	Anne Blake
10th	Jenny Glover	&	Debbie Bernard
11th	Maurice Cargill	&	Perry Brewer
12th	Glennis Palmer	&	Pat Cargill
13th	Ian Laidlaw	&	Stephen Cargill
14th	Bruce Cox	&	Mark Boberg



Congratulations to Phil and Tony on their well deserved win for which they received "The Trans 8 Ball Championship Trophy". Both have certainly played well in recent tournaments being placed second, in August 1975 and third, in July 1976.

Our special thanks to Brian Keach who kindly donated a shield for the top ladies team of the tournament, who were Vicky Baigent and Kay Howe. In a separate playoff held later in the evening, between the three ladies teams, Kay and Vicky again proved themselves top lady players of the day.

Congratulations also to the second place getters, James Watkin and Kevin Griffen. Both played extremely well and were ranked sixth in the July tournament.

The three games of the final must certainly rank as one of the best (and quietest) finals we have ever seen at the clubrooms.

In the first game with both teams going for the black, James sunk the black to put himself and Kevin, one in front.

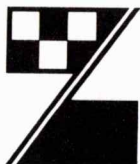
In the second game James and Kevin were going for the black while Phil and Tony still had four balls remaining on the table. James hit the black, which, in turn hit and sunk an opponent's ball giving the game to Phil and Tony, and making it one game each.

In the third game with both teams having one ball remaining, James sunk their last ball and then attempted to trickle the black down the side cushion and into the bottom pocket. The black jawed, and remained stacked over the pocket. Tony potted their last ball and then the black, to take the final.

The final was refereed by Brian Keach and I am quite sure that some of the spectators were under the impression that he must have been especially imported from "The Pot Black Series" for this tournament.

Special thanks once again to "The Mallard Family", for cooking the meals.

EIGHT OFF THE BREAK.



MANZ

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M.A.N.Z. have advised as follows:-

"SPECIFICATION FOR FORMULA PACIFIC CARS - SCHEDULE J

You are referred to the above specifications and in particular the Rear Overhang maximum of 80 cm as mentioned at Page 69 of the Motor Racing Manual.

This limitation was put in to comply with the anticipated limitation that was to apply overseas for 1977. It is now learned that the overseas ASNs concerned have decided to retain the limitation of 100 cm for 1977, consequently we have agreed to this for the purpose of conformity.

Would you please amend the specification by deleting the reference to '80 cm' and inserting therefor '100 cm'."

CASTROL GTX CLASSES 1976/77

You have previously been advised that the two classes to operate within this Championship for the ensuing season would be 0 - 1600 cc and 1601 to 3000 cc.

Since this decision was announced it has become apparent that there appears to be quite a fall-off in interest in the smaller classes.

Correspondingly, there has also been an increase in interest in the class that was dropped for the coming season 1601-3000 cc.

The Racing Advisory Committee have investigated the position and with the Executive's consent they have suggested that the two classes now will be 0 - 3000 cc and 3001 - 6000 cc.

It will be recalled that Race Promoters have been circulated with the original proposals of the Racing Advisory Committee, and it appeared from the replies received that there was some changes in attitude since the original decision was taken, and the best course to adopt now seems to be the one referred to above.



The 1976 New Zealand Motor Show

The New Zealand Motor Show held recently at the Epsom Showgrounds provided Motor Trades people and motorsport enthusiasts with an opportunity to present their wares or hobby 'under one roof' to many thousands of people.

Public favourite at the show must surely have been the giant Kenworth 'Moving On' Articulator Tractor unit beautifully rebuilt by Londitch Brothers contractors of Massey. It was indeed a joy to behold. A Starksy and Hutch Ford Torano replica was another feature of the TV2 Stand. Denny Hulme's Yardley McLaren M23 attracted a fair share of attention, the car being displayed in association with Goodyear who also sponsored Jackie Stewart's short return visit to New Zealand for the show's opening.

With the limitations of a scruffy ageing building in which to set up displays, (finance also being a factor), the various Clubs occupying the Autosport Pavilion made a reasonably good effort. Most clubs appeared to receive a number of membership applications and many general enquiries about their activities.

As the Motor Show clashed with the Bay Park and Manfield National Motor Races our stand was predominately centred around a nicely turned out selection of Rally Cars. Hillclimbing, Shellsport Saloons, Mini Seven and Formula Ford were also represented.

The Club would like to thank the members who spent a lot of time preparing and setting up our stand. Also the people who manned it during public viewing times - the whole ten days of it. We are grateful to A.H.I. Agencies Limited for the Cibié Rally film and the Champion Spark Plug Company for providing us with their film projection unit. (Please don't be offended Champion if the Club's Motor Show Committee doesn't ask to see 'Hard Driving Man' again for a little while).

FOR THAT PERSONAL ATTENTION SEE A.C.C. MEMBER TED THOMPSON FOR DYNAMIC BALANCING



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There's not much to report on this month as the rally season appears to have come to an end.

Obviously there's a lot of speculation as to what is happening next season regarding eligibility, etc., (a topic I always endeavour to avoid, for obvious reasons)! As you'll know, we've a round of the World Rally Championship for manufacturers in the Radio New Zealand International Rally on May 1st - 7th.

Once again, Rothmans are sponsoring our national championship under Pall Mall colours, with the dates for the series being as follows:-

March	27th	-	Wanganui Car Club
June	18th	-	Canterbury Car Club
July	3rd	-	Otago Sports Car Club
September	24th	-	Northern Sports Car Club

Anyone requiring details of Schedule I Eligibility Regulations can get them from the M.A.N.Z. office NOW.

"RALLY ROLLOVER CLUB"

The latest of the exclusive clubs to be formed is that of the Rally Rollover Club.

To qualify for membership, one must have been a driver or co-driver in a car which has rolled in a rally. A roll must be on to the roof or further.

The annual subscription is \$2.00 which includes an exclusive monogramme (see left) for jacket or overalls, etc. Needless to say, anyone not wearing one of these is a prize for not trying hard enough!!! Additional monogrammes are available to members, on request at \$1.50 each.

To commemorate the founding of the club we had a yahoo or doo at the old N.S.C.C. which saw people from as far away as Rotorua, Whangarei, Tokoroa and Wellington. We even had a guy who rolled in the 1973 Chiefton Rally in England!!

The stir caused a bit of interest with TV 1 News fronting up for interviews, etc. and thus giving us two minutes on the Regional News on a Monday night. We also had 3 minutes on the 12B Motorsport programme and half a page in Motoraction.

President of the Club is Dave "5 Rolls" Winter with myself as Secretary and Rod Peat Treasurer. The Committee consists of Mark Parsons!!!!!!

Anyone wishing to subscribe should contact the secretary, Rally Rollover Club, 8 Clinker Street, Mt Roskill, Auckland 4. ▶

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The Phone number of the Secretary is 657-088. Any cheques are to be made out to The Rally Rollover Club.

TOP DRIVERS:

It's that time of the year for driver grading so I thought I best jump on the bandwagon and give mine.

Before I do, these are my own opinions and I am unfortunately so busy that I will not be open for any discussion on this grading.

So here goes, my fifteen top drivers for 1976, based on 1976 performances only, with no bias entering into my decision.

- | | | |
|-----|----------------|------------------|
| 1. | Mike Marshall | Ellerslie |
| 2. | Blair Robson | Mangere |
| 3. | Rod Millen | Mairangi Bay |
| 4. | Paul Adams | North Shore |
| 5. | Alan Carter | North Shore |
| 6. | Colin Taylor | Wellington |
| 7. | Allan Mitchell | Kimbolton |
| 8. | Jim Donald | Pakuranga |
| 9. | Clive Smith | North Shore |
| 10. | Rob Gerard | Akaroa |
| 11. | John Woolf | Green Bay |
| 12. | Ken Cleghorn | Palmerston North |
| 13. | Tim Gibbs | Palmerston North |
| 14. | Warren Hull | Pukekohe |
| 15. | Dave Cooney | Rotorua |



That's about it for this year - it's been quite a bit of fun doing these articles and I would only like to wish you all a merry Christmas, happy New Year and all that drama, together with all the best for next season.

Get out there and join the ever expanding membership of the Rally Rollover Club - it'll only show you're a trier. Not only that, but we will be having our "big stir" at the A.C.C. next year.

Enjoy yourselves over summer and if you are driving - keep off the turps!!!!

KEVIN LANCASTER

NOTE:

Anyone wishing to join the Rollover Club should enclose with their subscription the names of the driver and co-driver/s, together with FULL addresses and details of their roll and which event it occurred in.



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PIX ACTION PHOTOGRAPHY Ph 760-009

MOTOR RACE MEETING

PUKEKOHE, SUNDAY, 14th NOVEMBER, 1976



JENNY HAMLYN : "MY POOR CAR"



GREG LANCASTER



KEVIN McNAMARA



JACK NAZER LEADS JIM RICHARDS



NORRIS MILES



SANDRA FINDLAY

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MOTOR RACE MEETING

PUKEKOHE, SUNDAY, 14th NOVEMBER, 1976



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JIM HARVEY LEADS MIKE HANNELL



DON ALEXANDER



TREVOR McLEAN



BRYAN BLACKBERRY LEADS STEVE EMSON



COLIN REED LEADS GARY MOYLE



CHERYL PARNELL



BOB HOMEWOOD



KEVIN McNAMARA



INKY TULLOCH



HAL COLTHART



BRUCE McLEAN



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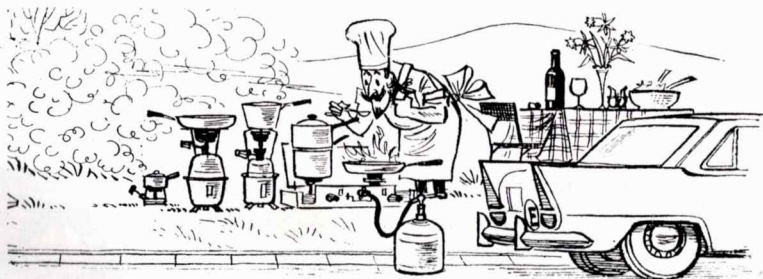


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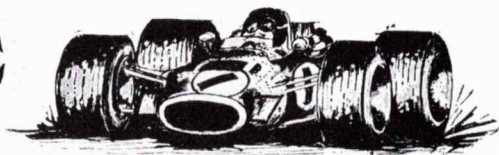
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TRACKSIDE



* * * Roger Penske has pulled out of Formula 1 in order to concentrate his energies on his trans-Atlantic USAC and NASCAR programme. The American's shock decision to pull out of F1 came as a surprise to John Watson, but hardly 16 hours had elapsed before the Ulsterman had signed a deal with Bernie Ecclestone, beating Clay Regazzoni to the second Brabham-Alfa Romeo seat by a matter of hours. Watson's new contract with Ecclestone commits him to the Martini Brabham F1 team for a two year spell. Meanwhile, Penske's erstwhile F1 backer, the First National City Bank, has indicated its interest in backing Ronnie Peterson's efforts next season, possibly as a personal sponsor.

* * * Although Jean-Pierre Jarier's name has been linked with the "revitalised" Stanley BRM organisation, there's no confirmation of the Frenchman's plans forthcoming yet. It's virtually certain that he won't drive for Shadow again following his series of disappointing performances in 1976 but there are suggestions that he might find his way onto the Renault Alpine paryoll and may possibly race the new turbo V6 F1 machine later in the year.

* * * Jochen Mass is confirmed as James Hunt's team mate in the Marlboro McLaren line-up for 1976, the young German driver going into his third full season with the Colnbrook team. He'll be testing the M26 along with Hunt over the next couple of months although both drivers will almost certainly have M23s again for the first races outside Europe next year.

* * * The Belgian Count Van der Straaten is planning to take two of his F5000 cars to the forthcoming Australian series - a Lola T430 for 1975 Tasman champion Warwick Brown and his unique Chevron B37 for Peter Gethin. However, there are some changes going on in the VDS camp and we hear that Teddy Pilette, after a long association with the Count, may be out in the cold for 1977. Pilette, who twice won the European 5000 championship for the team, won't go to Australia and it seems he won't be run by the team when they return from Down Under. Both cars will be rebuilt in England and then taken back to America for the First National City F5000 round.

Another surprise change by the VDS team is their switch from Morand built Chevrolet engines to the US series winning Chaparral engines built by Jim Hall in Texas, surprising because the Count has a family interest in the Swiss based Morand company. At one stage of this year VDS had thirteen Morand engines but this number has now dwindled down to just three while the supply of Chaparral engines



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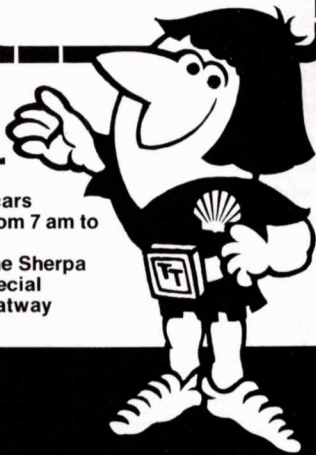
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has steadily increased during the year and the team now have six.

Neither Gethin or Pilette have done particularly well in America and Brown was bought in late in the year. Gethin won the 1974 Tasman championship for VDS, just beating Brown, and the two should provide a good challenge to the locals in January's Rothmans series.

* * * Speculation that Niki Lauda might leave the Ferrari team as a result of his decision to quit the Japanese GP on the second lap has been very premature. The deposed World Champion visited Maranello for a talk with the Commendatore and it's confirmed that he will drive in company with Carlos Reutemann in the 1977 World Championship.

This story confirms Enzo Ferrari's statement at a press conference when he emphasised that the decision whether or not to pull out of the Japanese GP was Lauda's and Lauda's alone. There is no indication that Ferrari disapproves of his driver in any way and suggestions that Vittorio Brambilla has been asked to stand by as a possible replacement are dismissed as "idle speculation".

* * * At a press conference at Milan's Martini Terrace Clay Regazzoni delivered quite a verbal lashing to Ferrari, criticising the Commendatore for being out of touch with motor racing and admitting that he drives "first for Regazzoni, second for Ferrari" like any other driver would. The occasion of Clay's press conference coincided with the opening of his racing car show in the Italian city and, perhaps realising that his outburst in print might jeopardise the chances of his obrowing any Ferraris for his display, Regazzoni later made a self-conscious effort to patch the matter up in a television interview. One thing's certain; he won't be driving for Ferrari again, but the expected announcement that he might be joining the Brabham-Alfa line-up hasn't been made.

* * * Emerson Fittipaldi recently vehemently denied rumours that he was leaving the Copersucar team after an invitation to drive for Ferrari. Emerson admitted that he did receive an offer to drive for Ferrari soon after Niki Lauda's German GP pile-up but he declined it very firmly.

* * * With the news that Patrick Tambay will be running for the Theodore Racing team in the SCCA F5000 next season, comes plenty of other speculation. Rumours were rife at Riverside that, having won three F5000 titles in a row, Brian Redman was ready to give up the series and concentrate on saloon cars, probably with BMW.

That speculation gave rise to the question - who would replace the British driver in the Carl Haas/Jim Hall Lola? In California the most likely candidate to take over his place appeared to be Alan Jones, the Australian who took two wins this year - one in the Shierston March and one in a Lola - to take fourth place in the championship.



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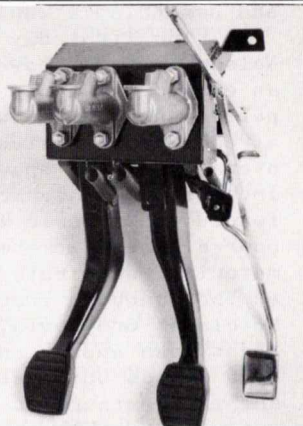
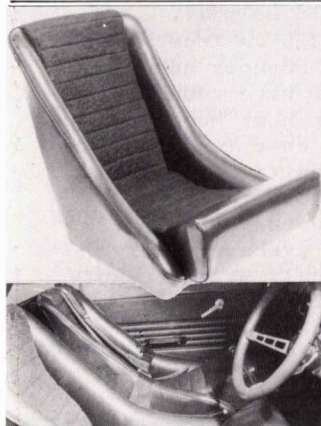
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John W. Andrew





Mobil Economy Run



AN OBSERVER'S OBSERVATIONS

Talk about drinking grog Trev! The drivers in the Mobil Economy Run certainly conserved petrol but made up for it in alcohol consumption, to say nothing of one group of observers, at the conclusion of the event. I would estimate that of the six nights involved, I had an average of $4\frac{1}{2}$ hours sleep a night. Nevertheless, it was a fantastic experience and something I wouldn't miss again if I could help it.

The first day involved a short run of 355 km from Nelson to Shantytown. Any thoughts that the Economy Run was an easy drive along main roads at slow speeds were soon dispelled when we encountered the Braeburn Track near Murchison - a real "special stage" road with four pretty deep fords and an overall average speed of almost 63 km/h. Penalties were incurred for late arrival at Controls, so competitors were forced to traverse the route at quite high speeds although, of course, these were more in line with how the average family motorist would have driven. Perhaps he wouldn't have attempted the Braeburn Track, however. After checking in to our hotels at Greymouth, a short run took us to the impound at Shantytown and a fantastic function. The whole "Town" was open for us but most importantly, the old western style bar and the restaurant. After a few drinks and a feed we were entertained by a real old-timer's band and can-can girls, the excitement of which was too much for one of the MANZ Stewards, whose teeth fell out, narrowly missing the other Steward! We were returned to our hotels that night by a bus by the way.

Day 2, the longest of the Run, covered 537 km from Shantytown to Queenstown and involved a tour of Fletchers Mill at Ruatapu, a trip to Franz Josef Glacier and generally some really beautiful scenery. In the Haast Pass we encountered the first small signs of snow and later in the Crown Range before Queenstown (another special stage) the old snow really started falling. The winding descent into Queenstown was quite spectacular, with the drivers trying to keep the cars in as high a gear as possible and not touching the brakes or accelerator on the tight downhill hairpin corners! The night in Queenstown included dinner in the Skyline Restaurant access to which was gained by a 1,400 ft vertical ride in a gondola. It was here that Ross Calgher of McLaren M4A fame gained the nickname "Chuck" and spent the rest of the event introducing himself with the phrase "Chuck's the name, chunder's the game".

The next day took us to Te Anau, via Manapouri, for lunch with all the grouse Aussie waitresses, and on to Invercargill in the afternoon. It was in the latter part of this run that we really encountered snow and I would say the newspaper reports were quite true in quoting 6 inches of snow on the road. It must have been some disadvantage for the leading cars that had to plough the tracks through it.

Day 4 started with the usual terrible hangover and ended in Dunedin after travelling 503 km through Alexandra. A real muddy "special stage" from Millers Flat to Roxburgh saw the crew I was with stopped for a compulsory break in snow drift, throwing snowballs at the passing competitors. One of these was the Hulme/Hailwood Datsun 180B which passed with the back window half down. Needless to say, Mike was showered with snow. A great barbecue lunch was put on by the local car club on the riverbank at Alexandra before we continued to Dunedin through several more "specials". The alcohol consumption rate and lack of sleep was still maintained with a function at the Moana Pools, much to the dismay of the young ladies trying to take swimming lessons.

The final day was an easy run up S.H.I. to Christchurch, finishing with the cars being impounded at the showgrounds. Everyone was accommodated at the flash Noah's Hotel where drinking commenced at about 3 p.m., leaving some people in a great state for the prizegiving and lengthy speech function in the Town Hall. The results will now be well known and congratulations must go to Bob Kidd and Jim Carder in the Triumph 2500 TC, to say nothing of the whole N.Z. Motor Corporation team which filled first, second and third places, as well as finishing five of their eight entries within the top ten placings. Also, in my opinion, Bob Beardslee and Dave Winter in the Ford Model A together with their support crew from Henderson High School deserve a great deal of credit for even finishing the event, far less achieving a fuel consumption figure of over 20 m.p.g.

There will no doubt be a number of criticisms of the event for being too fast and tight but in my opinion this was necessary to give a degree of creditability to the whole exercise. Overall m.p.g. figures were below those of last year but those achieved were still excellent and reflect more realistically what a member of the public could get on a family holiday if he really tried. The ROANZ team that organised the event did a terrific job and I'm sure they will do even better next year and avoid the odd couple of mistakes that there were in the route instructions.

I'll certainly be back again next year and in view of most people's comments, there won't be many observers' vacancies available, unless of course, ROANZ reduce the observer's allowances and fringe benefits even further.

DOUG BONE





EUROPEAN RALLY SCENE



By finishing second behind the similar Lancia Stratos of Jorge de Bagration, Bernard Darniche gained enough points on the Spanish Rally to clinch the 1976 European Rally Championship. Despite a disaster during the second part of the event when he lost ten minutes with two punctures on one stage, Antonio Zanini (Seat 1430/1800) finished third and is set to finish second in the series. The other pretender to the championship, Andrzej Jaroszewics (Lancia Stratos) left the road while lying second and expects to finish third in the series. The Spanish private Escort driver Fernando Lezama gave up his chance of finishing third in favour of Zanini by clocking in late at the final control in an amazing act of patriotism.

With much jubilation, Dealer Team Vauxhall announced that they had signed Pentti Airikkala for next season. It was a major coup for the Shepreth based team as Airikkala had been much sought after, the Finn having also been approached by Chrysler and Ford for 1977. The decision was announced at the London Motor Show when Pentti said "I have watched DTV during 1976: the team and their new Magnum impress me. I have great confidence in them and the new Chevette. I shall try to win every time for them".

Leyland men Tony Pond and Dave Richards continue their globe-trotting with a visit to Poland. They will be competing in the Warsaw Rally in a works loaned Polski-Fiat. The drive has been arranged by Castrol, whose Polish distributors are celebrating their 25th anniversary. The Warsaw Rally is the final round of the Polish Championship and has attracted the top Eastern bloc competitors, lead by Andre Jaroszewicz who only has to finish third in order to clinch the title in his Lancia Stratos.

With two rounds of the Finish Rally Championship to go, Tapio Rainio has returned his lead in the series despite only managing sixth place on the Teboil Rally in South West Finland. The 230km event which included eight stages totalling 100 kms was won by Rainio's Saab Finland team mate Simo Lampinen in a Saab 96. Lampinen finished 67 seconds ahead of Ulf Gronholm in a Opel Kadett GT/E while third was Gp 1 winner Kyosti Hamslainen (Escort RS 2000).

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HAPPENINGS



PETER STUYVESANT SERIES 1977

After the problems of the previous two years, preparation for the 1977 Peter Stuyvesant Series is proceeding at a rapid pace.

When Ron Frost left New Zealand back in May he predicted a vastly improved negotiating position. He was right, for whilst a few drivers from other parts of the world did contact New Zealand in the Formula 5000 days, the enquiries received this year have been considerable.

The prospect of sixteen or more Formula Pacific cars on the starting grids for the five race series is very exciting.

Many of the names contained in the official news release may be familiar, others wont. Having kept a close eye on the Canadian Series, I was personally hoping to see at least a couple of North Americans racing in New Zealand.

Canadian Tom Gloy was one of many drivers who started the year with a brand new 76 Lola T460. As the season progressed it became painfully obvious that the Lola was not able to keep pace with the Marches and Chevrons, and so by the middle of the year many of the Lola drivers had switched to other makes, Gloy joined Alan McCall's Team Tui. It is clear from comments written about him, Gloy is highly rated in North America and with the Tui, reputedly one of the fastest Atlantic cars in the Canadian Series, Gloy is clearly the man others will have to match.

Richard Melville was recently in New Zealand and provided ample evidence of his ability. He can be forgiven that he, like Gloy, plummed for a Lola T460 at the start of the 1976 season. After all, reports from the development drivers in the U.K. were glowing. After great frustration the Melville Team packed the car away.

Prior to going the Atlantic/Pacific way, Melville raced Formula Super Vee in the U.S.A. A very popular class in U.S.A., the F.S.V. Robert Bosch Gold Cup Series is a full professional championship in which Melville regularly featured in the top six. Just in case you don't know what F.S.V. is, it is a Formula car category utilising 150 bhp 1600 VW modified engines.

And what of Nikko Kozorowitzky, a name which is hard enough to say, for many, just try spelling it without looking at it.

A Fin, Mikko, won the Finnish F.S.V. Series and moved to F.2 with a Lola - as with Gloy and Melville, the car was not up to the job.

Definitely the unknown quantity of the 1977 Stuyvesant, Kozorowitzky will be driving a Fred Opert Chevron B34 and Opert doesn't involve himself with drivers who don't have potential.

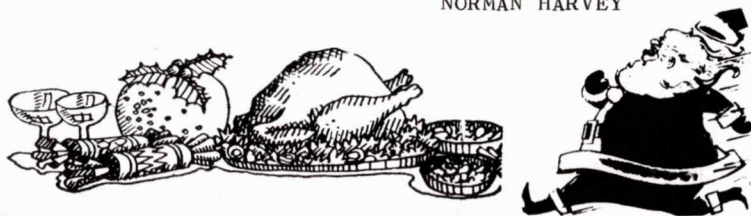
As for John Nicholson and Phil Sharp, both are very competent drivers and very well known and with Modus cars should be a force. It may be recalled that the late Tony Brise drove the opposition into the ground in the 1975 British Atlantic Series - driving a Modus.

Of the resident New Zealanders, one of the sad facts about living in such a delightful country with such a small population is the realisation that very rarely are New Zealanders news in their own country.

Ken Smith, Dave Oxtan and Graeme Lawrence don't have to prove themselves to anyone. Each in their own way is a class driver, yet I feel sure they deserve a greater degree of recognition from the New Zealand sporting public as a whole than is currently the case.

These three drivers plus I believe Dave McMillan, will provide a very strong challenge to any visiting driver - be he Canadian, British, Finnish, Australian - or, with any luck, French.

NORMAN HARVEY



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* * * * *





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.

Ronald Jackson
 Terry Lines
 David Robinson
 Clive Crockford
 Graham Tye
 Philip Eisenhut
 Diana Jankowska
 Nathan Gallagher
 Michael Trubhovich
 Graham Mitchell
 Mrs Kathleen Mitchell
 Ricky Mitchell

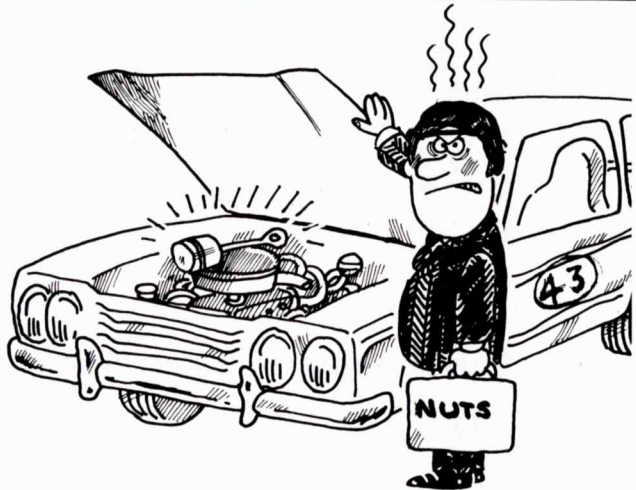


Te Atatu South
 Auckland
 Torbay
 Orakei
 Remuera
 Papatoetoe
 Mt Eden
 Remuera
 Te Atatu South
 Mt Roskill
 Mt Roskill
 Mt Roskill

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EXIDE TROPHY

I. STEPHENSON	45	T. McLEAN	20	G. SIBUN	16
R. SENNE	37½	C. HUDSON	20	N. MALLARD	16
R. NASEY	29	R. MONTGOMERY	19½	L. LAIDLAW	16
D. BONE	28	B. MERRETT	18	B. DOUGLAS	15½
L. BAIGENT	27	M. PAINTER	18	R. WILLIS	14
G. WOODMAN	24	P. FINCH	17	P. SERGENT	13
L. BENNETT	22	N. LANGLEY	16	D. McCONNELL	12
R. FINDLAY	20	T. PEACOCK	16	A. LOWE	12



10 POINTS:

G. PASCOE, B. HOMEWARD, C. PARKINSON, G. SHEWEIDY, D. ALEXANDER, M. FINCH, B. PLATT, J. BUSCH, N. HARLOCK, A. VERRY, G. HEWITT, G. KYLE, A. FLOWER, P. HENLEY, D. MACKRON, H. WADE, G. SUTTON, G. MATTHEWS, R. BENNETT, W. SERGENT, P. FONG.

8 POINTS:

K. WESTON, G. O'CONNER, K. STONEHAM, S. FINDLAY, L. PARKINSON, M. MOLONEY, R. CARN-BENNETT, J. WOOLF, G. RANKIN, G. APPLETON, C. BENNETT, G. PEACOCK, G. BAWDEN, R. BURR, W. GREY, R. HAYMAN

6 POINTS:

R. CAMPBELL, W. BLAKEMORE, J. WILSON, J. HARVEY, D. GOUGH, K. STRAHAN, P. SLAVICH, P. BREWER, B. GALLOWAY, P. BURNET, A. SHAND, P. BATTEN.

5½ POINTS - M. FINCH

4 POINTS:

N. STANLEY, J. KERSHAW, T. GLADSTONE, D. OLIVER, D. HAYNES, R. VANDERKLEY, K. TURNER, J. TATE, S. SUBRITZKY, A. COLLIER.

3 POINTS:

R. WA'LACE, T. McCLEAN, J. COWAN.

2 POINTS:

W. WYMER, D. UDY, J. HAMLYN, T. SCOTT, D. GOOCH, G. McMANEMIN, S. ALGIE, B. WEAVER, P. CLENDON, B. KEACH.

1 POINT:

R. WYMER, A. MOWATT-WILSON.



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M. PAINTER	9
G. WOODMAN	9
G. SIBURN	8
N. MALLARD	8
I. LAIDLAW	8
R. SENNE	7
N. HARLICK	5



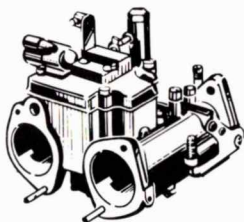
G. APPLETON	4
G. RANKIN	4
P. FONG	4
P. BREWER	3
B. GALLOWAY	3
P. BATTEN	3
P. FINCH	3
K. TURNER	2
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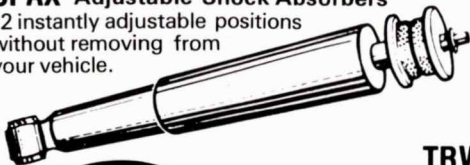


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